

METROPOLITAN COUNCIL
390 North Robert Street, St. Paul, Minnesota 55101

COMMITTEE OF THE WHOLE

Wednesday, April 4, 2012

3:30 p.m.

Members Present: Chair Susan Haigh, James Brimeyer, Steven Chávez, Jon Commers, Adam Duininck, Steve Elkins, Richard Kramer, Harry Melander, Jennifer Munt, Sandra Rummel, Lona Schreiber, Roxanne Smith, Gary Van Eyll, Wendy Wulff

Members Absent: Gary Cunningham, John Đoàn, Edward Reynoso,

CALL TO ORDER

A quorum being present, Chair Haigh called the Committee of the Whole to order at 3:40 p.m. on Wednesday, April 4, 2012.

APPROVAL OF AGENDA

It was moved by Rummel, seconded by Smith to approve the agenda for the meeting of April 4, 2012. **Motion Carried**

APPROVAL OF MINUTES

It was moved by Van Eyll, seconded by Elkins to approve the minutes for the meeting of March 21, 2012. **Motion Carried.**

1. Regional Development Framework Update – Framing Presentations

The first speaker was David Levinson of the NeXus Research Group, UMN Center for Transportation Studies, he started with:

- GOAL accessibility; reach more things in less time-jobs, friends, mates, supplies and so on. Two aspects; more things (land use) and less time (transportation)
- STRATEGY adaptability – flexibility, consider building life-spans 125 year vs 30 years
- STRATEGY resilience, reliability & robustness – transit services are vulnerable to strikes, point of failure, organize against failure. Levinson gave the example of “skate to where the puck will be, not where it is”
- STRATEGY: scenarios not forecasts- future is uncertain, need to consider a large set of possible outcomes and plan for those rather than one “expected value”.
- STRATEGY: reinforce success, cull failure- if a strategy is successful, do more of it, if is unsuccessful, stop throwing money at it. Resources are scarce;

money spent on losing strategies cannot be spent on better ones. Admit failure, not everything the Met Council has done has been a success.

- STRATEGY: Recognize Lifecycle of technology – plan accordingly, do not invest in expensive capital projects for mature technologies. Learn to manage instead.
- STRATEGY: flatten hierarchies – do things in more than one way, reduces risk, enhances reliability, robustness, and resilience.
- STRATEGY: Information everywhere – information wants to be free, stop making it expensive. Levinson gave an example that parking signs have more information than our bus signs.
- STRATEGY: Incentives matter – loans not grants such as a Metropolitan Investment Bank such as Chicago and New York.
- INCENTIVES: Full cost pricing on development – suppose new development had to pay their share of the full capital costs of public facilities required to serve it. This is equitable and efficient, and changes incentives.
- INCENTIVES: Full cost pricing for travelers – suppose travelers had to pay for the pollution they produce, would travel become more efficient, this changes incentives.
- INCENTIVES: Capturing the benefits – land appreciation resulting in more investment.

Levinson's last slide asked "are these things difficult? To improve region, lower costs and reduce number of consequences.

Brimeyer commented this is good stuff, suggested leveraging more investment.

Stating the aggressor make the rules. Brimeyer asked for scenario development regarding the RDF.

Elkins asked for example of accessibility

Levinson commented how many jobs can be reached in 30 minutes; the average person can reach more things. But what is your idea of accessibility. For example you can move fast on the highways in North Dakota but access is at great distances, Manhattan, lots of access but movement is very slow.

The next speaker was Matt Kramer, President, *Saint Paul Area Chamber of Commerce*

Mr. Kramer pointed out his handout as an inspirational map, stating there is no more important issue than the commitment to advance transit, and access to transit, access to jobs.

Elkins thanked colleagues for their support.

Rummel agreed with Elkins.

Kramer suggested the business commuter be heard.

The next speaker is Peter McLaughlin, Chair of the Counties Transportation Improvement Board. Commissioner McLaughlin started his presentation with a street

car map which defined the region in 1909, then came the freeways and expansion to the suburbs, defining the next generation of families with cars, and yards.

McLaughlin stated Minnesota's GNP ranks 43rd to 47th largest in the world, bigger than Venezuela, Portugal, or Ireland.

He stated the transitways plans are defined for the next generation, urging to create new arch-a-type, time for something new. This region has a great history of investing, for example the International Airport, freeways, General Mills, enclosed malls and in education and higher education.

McLaughlin pointed out to the committee the CTIB corridors and the 2030 transitways map are almost the same, he considers it the backbone in terms of infrastructure. The goal is to create a place where people and households can prosper. And the challenge to the Metropolitan Council is to be bold in your thinking- embrace the idea to be competitive. We did it after WWII, time to do it again.

McLaughlin commented on evolving approaches for transportation and land use. Including our existing and future corridors; Hiawatha - catching up, Central – just in time, SW & future corridors - ahead of the curve.

McLaughlin suggested funding streams, bending investment curves, a new model of regional development. Examples given; TOD, AHIF, ERF, MHFA, Active Living, CDBG, Bikes, Livable Communities, Public works, and others.

In closing McLaughlin commented on the opportunities and challenges:

- Time to renew the Twin Cities
- Bold new regional vision anchored in Regional Development Framework – an inclusive covenant
- Build on the cooperation and success – market place & private capital
- Use your systems tools to move us forward
- Transportation and land use at the core
- Create opportunities within the market

Chair Haigh asked for questions from the committee.

Munt thanked McLaughlin for his leadership.

Brimeyer commented on a West Metro article involving two counties not part of CTIB.

McLaughlin remarked Scott and Carver counties are at the table, working on a joint powers of agreement, and have sent non-voting reps to meetings even though their less than 10% of the population in the region they are invited to participate.

Schreiber asked is a new and multiple funding stream from the private sector.

McLaughlin remarked new innovated finance options are needed. Pay back options, funding partners, for example the \$1 million investment of Health Partners.

McLaughlin suggests engagement of the private sector for Central and Southwest corridors.

Elkins pointed out another example of multi-partnerships for an office park for the Bottineau central station.

McLaughlin confirmed that is a good example of private market investments.

Munt suggests a seamless interchange of land use and investment.

McLaughlin commented that is a real fear, we don't want another Cedar-Riverside.

A lot of work with neighborhoods and local officials is necessary and a re-examination of fiscal disparities is also recommended as a tool to facilitate rational development (modernization) of the region.

The next speaker is Bruce Nustad, President, TwinWest Chamber of Commerce introduced himself and explained TwinWest is an advocate for business. The TwinWest area encompasses 10 western Twin Cities communities. Mr. Nustad commented it is a pleasure to work with Metropolitan Council staff. The first point of Mr. Nustad's presentation is regarding transportation solutions.

1. Move toward a truly regional multi-modal transportation system
 - A strong blueprint is an essential components of a first-class region
 - A regional transit system needs to be planned and executed as a system, not as individual lines
 - Priority within the systems should focus resources on those components with the highest cost/benefit ratio and ability to leverage federal funds.
 - TwinWest strongly supports the Southwest light rail project.
 - TwinWest recognizes the need for sound regional planning without impairing local transportation systems.
 - TwinWest recognizes the need for a stable, dedicated funding source for transit capital and operations.
2. Establish local priorities
3. Bring accountability and efficiency to transportation spending

The second point of Nustad's presentation is in regards to workforce housing and the guidelines supported by TwinWest.

1. The creation of long term, widely supported, quantifiable statewide plan of action addressing housing needs and goals.
2. Examination of the regulatory requirements for builders and developers
3. Alignment of transportation and housing.
4. Incentives to local communities to enact comprehensive plans that include mixed-use housing.
5. Leverage and expand private sector housing investments – mandates don't work.

Nustad thanked the corridors of opportunity for their support.

The committee had no questions.

The next speaker was Vayong Moua, Senior Advocacy Consultant, Blue Cross and Blue Shield of Minnesota. Mr. Moua is a representative for the center of prevention, and provided the committee a presentation on the Opportunity to Improve Health and Equity. He started with obesity trends across the U.S., in 1990 no state had over 20% obesity rate, in 2008 only one state (Colorado) was under 20%.

Moua stated many condition contribute to problem; behavioral, social, physical. He gave an example of a child Ramona and her friends and how to improve their health through education; health fairs, exercise, but also through policy, environmental and systems change. Such as complete streets ordinances, healthy community zoning, and comprehensive plans.

Livable communities can increase physical activity, increase life expectancy, and lower risk of obesity.

Active living: the stairway speech defines ways to integrate physical activity into daily life. Land use and zoning policies that support walkable, bikeable and active communities, for example complete streets, open/green space, trails, proximity to parks / recreation areas, etc. Moua expressed the idea of physical connectivity equals social connectivity which equals health for all.

Moua encourages healthy eating through preserving farmland and promoting urban agriculture. From seed to plate, the food system impacts health (land use, transportation, proximity to grocery store/farmer's markets, and affordable healthy foods).

Moua discussed the tools available to communities and some examples of program used by other cities.

- Health impact assessments: healthy corridor for all
- Seattle King County Equity Ordinance
- Eagan's healthy living resolution
- Nashville MPO

Moua's next topic was Health Equity: Race and Place Matters. He directed the committee to page 6 of the report "the unequal distribution of health in the Twin Cities". The map indicates life expectancies in Minnesota based on zip codes, as

much as a 10 year difference in life expectancy from an inner cities zip code vs. rural Dakota County.

He stated many changes are prompted by our most vulnerable people, for example curb cutouts for people in wheel chairs, solve problem for all. The Metropolitan Council's decisions affect the health of the region. Moua defined Community Competence as early, often and authentic engagement of diverse communities. Make it easy for people to participate, with or without knowledge on land use, engage them on health, equity and transportation issues.

Moua thanked the Committee and the Chair asked for questions from the committee. Munt thanked Moua for his presentation. She commented health equity is not just a principle but translates into policy, grants, and resources. She suggests framing discussions/debates center around equity and recognizing and honoring diversity. Commers asked how we know if a place is a livable community. Moua answered Public Health recognizes complete streets, and bike lanes will not solve all problems, there are other factors; education, employment, income, etc. Commers asked for specific suggestions how to implement. Moua responded there are policy templates available.

BREAK (5 min.)

The next speaker was Lee Munnich, Senior Fellow, UMN, Humphrey School of Public Affairs. Mr. Munnich started his presentation with a questions to the committee "where will I be in 2040? What major issues and challenges are ahead?"

Munnich's first point:

Knowledge-based economy – How will we maintain and grow our competitive industry clusters? How will we provide the needed skills for a knowledge-based economy?

New Transportation Paradigm – How will we manage, maintain and pay for a multimodal transportation systems? How will we assure a competitive transportation and information technology infrastructure for the region?

Economic Disparities – How will we address economic disparities within the region and a growing jobs/skill mismatch?

Munnich listed the 2040 Framework issues:

- Innovative pricing
- Telecommuting and telework
- Competitive industry clusters
- Broader regional focus
- Economic disparities

Munnich suggested the idea of congestion pricing in a map of a future managed lane system. Not just for MN pass users, the idea of creating dedicated lanes for effective transit, another example of innovated pricing strategies is a mileage based fee.

Another component of Munnich's presentation is eWorkPlace, suggesting the Metropolitan Council take the lead in telecommuting and teleworking. He encouraged the use of a cluster approach to focus on industries in the region; medical devices, information technology, printing & publishing, financial services, analytical instruments, and lighting & electrical equipment and linkage across the clusters. To look beyond the boundaries of the 7 county area, the big region of St. Paul, St. Cloud, MN-WI and create industry hubs, for example the city of Rochester Minnesota and the linkage of the health industry and Information Technology.

Munnich's last topic is Economic disparities. He stated we are more educated than ever, by 2020 65% of jobs will be held by workers with a postsecondary education and inequality grows along with the skills gap.

Munnich advised the committee to:

- Expand use of innovative transportation pricing
- Encourage telecommuting and telework
- Focus on competitive industry clusters
- Broaden the regional focus
- Support investments that enhance workforce capacity and job accessibility

Chair Haigh asked the committee for questions.

Wulff asked what the U of M is doing in regards to jobs and skills and the mis-match. Munnich responded MNSCU is working to provide technical and associate degrees versus a four year degree, also workshop are held discussing the role of higher education and economic development and how to provide more opportunities.

Unfortunately Minnesota has larger cuts to education than any other state. Chair Haigh commented is President Keller talking about year round school.

Munnich responded yes for k-12.

Commers asked which regions are successful creating a transportation policy with industry clusters.

Munnich responded Portland is focused on transit and clusters.

Commers commented from his perspective diverse clusters serving the area is the challenge.

Chair Haigh thanked Mr. Munnich.

The next speaker is Jennifer Jambor-Delgado, Senior Staff Attorney from the Farmers' Legal Action Group (FLAG). Ms. Jambor-Delgado provided a brief overview of FLAG as an organization offering free legal services to farmers. Their goal is land use conservation, keeping farm land available and affordable, which contributes to healthy communities.

Jambor-Delgado stressed food production, emphasizing more compact land use, a planning land policy, and natural inventories and assessments. The 2040 RDF needs

to recognize impact on urban and rural areas, appreciate agricultural resources, develop a farmland preservation policy, and hold firm to counter balance expansion.

Ann Houghton of the Local Harvest Alliance spoke to the committee from the perspective of a part-time farmer of 20 years. She stated we need to raise awareness on food production/sustainability. The current food system was built on the premise energy is cheap. Food travelling 1500 miles is not sustainable, \$10 billion lost each year. The goal is locally based food production. Houghton advised the committee:

- when planning for transit and housing be aware of agriculture
- realize the economic and health potential benefits
- encourage land use tools to preserve ag land
- allow metro area zoning for residents to grow food
- emphasis and maintain healthy food system
- work with farm advisory boards and built partnerships for strong and growing support of locally grown food

The committee had no questions.

The last speaker is Sean Gosiewski, Program Director, Alliance for Sustainability. Mr. Gosiewski stated we have the opportunity to lead the way to a healthy and prosperous future in the Twin Cities region. The mission of the Alliance for Sustainability is to bring about personal, organizational and planetary sustainability by working with communities, congregations, and conscious consumers/citizens.

Gosiewski stated we have a compelling vision of sustainability; save money, time, health, improve performance, shift from problem solving to vision and breakthrough solution, align values and practices, overcome divisions, use by private, public and nonprofit sectors, inspire and engage communities, and address all aspects of sustainability in one effort.

Gosiewski offered a definition of sustainability from the Alliance of Sustainability– to achieve sustainability, a system must be ecologically sound, economically viable, socially just and humane (embodying our highest values – how we treat animals, people and the earth). Then he gave the definition of sustainability as defined by the State of Minnesota statute – development that maintains or enhances economic opportunity & community well-being while protecting & restoring the natural environment upon which people & economies depend. Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs. The last definition of sustainability is from the League of Minnesota Cities Sustainable Development Policy – Due to their role in land use planning & zoning, stormwater & wastewater management, & local economic development, cities play a key role in conservation practices. Local government can take a lead on these issues by choosing to incorporate aspects of sustainable development into their local operations & facilities. They can also develop local policies & regulations that support & guide individual & private sustainability efforts.

Gosiewski described the purpose of the NSF (Natural Step Framework) is to develop and share a common framework comprised of easily understood, scientifically-based principles that can serve as a compass to guide society toward a just and sustainable future.

1st Principle – limit what we take from the Earth

2nd principle – avoid toxic substances we make, find substitutes for hazardous pesticides, plastics & chemicals

3rd principle – protect ecosystems, biodiversity, and natural resources

4th principle – meet human needs – remove barriers to people meeting their fundamental needs

Gosiewski asked for a commitment to sustainability from Minnesota corporations and the Natural Step Framework (NSF).

How can we climb Mt. Sustainability? Step A: awareness of sustainability principles, Step B: baseline analysis for today, apply NSP principles to the organization, Step C: create sustainability vision for tomorrow, Step D: develop a sustainability action plan.

Gosiewski quickly explained the principles for sustainability:

1. thrive – envision the Twin Cities with renewably fueled transportation and location efficiency
2. green chemistry – enterprises thriving in the areas of green chemistry, organic agriculture and product stewardship
3. healthy habitats – envision the Twin Cities with healthy forests, habitats and agriculture, accessible green space and abundant clean water, lakes and rivers
4. human needs – envision the Twin Cities with strong families, racial equity, all kids learning, a skilled workforce, good incomes and social capital for all ages

Gosiewski offered the Alliance for Sustainability as a resource for trainings on sustainability and the Natural Step Framework, and the Alliance for Sustainability works with many stakeholders and are eager to connect them with the 2040 Framework.

The committee had no questions.

With no further questions or comments Chair Haigh thanked the speakers. She directed the committee to complete the framing questions and submit to staff.

OTHER BUSINESS

There was no other business. Noted the next meeting on April 18th will start at 3:30.

Business completed, the meeting adjourned at 6:00 p.m.

Respectfully submitted,

Michele Wenner, Recording Secretary