



Council Member Betsy Hodges

# Ward 13 News

## City Budget and Proposed State Budget for 2013

Last fall, I led the Ways and Means Committee through the hearings for the City’s 2013 budget. This budget includes major investments in public safety, infrastructure, economic growth and reform. Overall the City’s spending is down about 3 percent from 2012.

### The \$1.085 billion City budget provides:

**An investment in public safety**, adding \$2.5 million to the Police Department, with the aim of having 10 more officers on the force by next summer. Next year’s budget also adds \$1.1 million to hire firefighters so that the Fire Department can prepare for expected retirements. I also successfully proposed added funding for a public safety package that included the Crime Prevention Specialist positions that serve a key role in safety in the 13<sup>th</sup> Ward, two 911 operators to keep response times low, and support for our domestic violence prosecution partnership.

**A boost in funding for streets and other infrastructure**, with infrastructure improvements in 2013 three times higher than previously planned.

**Economic growth in the city** through continued investments in the City’s community planning and development efforts that have produced strong results in job growth and training, business growth and development, and promoting transit-oriented development.

**Major reforms and efficiency savings** that better align the City’s construction and development review services with its planning and economic development work. These and other reforms of the Department of Regulatory Services are projected to save the City between \$300,000 and \$400,000 in the first year alone.

A large portion of the taxes raised within the boundaries of Minneapolis go directly to the state. Over time, the state-local revenue sharing relationship has seriously eroded and become extremely unstable.

Continued on page 2

February 2013



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- [City Assessor](#)
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- [Council Agendas](#)
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### The Neighborhoods of Ward 13

- [Armatage](#)
- [East Harriet](#)
- [Fulton](#)
- [Kenny](#)
- [Linden Hills](#)
- [Lynnhurst](#)
- [West Calhoun](#)


## City Budget and Proposed State Budget for 2013

In 2003, LGA from the State comprised 40 percent of Minneapolis' general fund revenue, while property taxes provided 29 percent. In 2012, Local Government Aid was 19 percent of Minneapolis' general fund revenue while property taxes provided 50 percent. And during this time Minneapolis has continued to make deep budget cuts, with its 2012 budget 9 percent smaller than it was in 2008 (after adjusting for inflation), and the city work force decreased by 485 full-time jobs.

This year, the governor has proposed changes to the formula for calculating the amount cities receive in Local Government Aid from the state. The changes are aimed at making the formula more stable and predictable. All cities would be subject to the same three need determining factors. The three factors as recommended by the governor are: public safety and streets need based on population • percentage of pre-1970 housing • percentage of tax-exempt parcels excluding city property. The current proposal adds \$80 million to the whole program and increases Minneapolis annual share by about \$11 million, from \$64.1 million in 2013 to \$75.7 million in 2014.

As President of the League of Minnesota Cities, I spearheaded a proposal to the governor's office to have consistent and significant communication with local governments. Options include an Advisory Council, an office of Local Affairs, or a formal Advisory Commission. Whatever the path forward, a more intentional relationship regarding the state-city fiscal relationship would help yield policies that could ease pressures on cities and their taxpayers. I am hopeful the governor will include this in his plans moving forward.

Sincerely,



**Betsy**

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## Airport Update

As many of you are aware, there were flight changes proposed last fall that would have a significant impact on Ward 13. Thanks to the many residents who worked hard to have their voices heard, your overwhelming response to this issue was heard and had an impact!

**Continued on page 3**

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## Airport Update

**For those of you unfamiliar with the proposed changes, here is a summary of the policy, timeline and current status:**



The most recent Federal Aviation Policy bill requires the FAA to implement the next generation of airplane navigation, conveniently known as NextGen. The law requires FAA to implement NextGen at the 35 largest airports by 2025. The FAA states, “NextGen enhances safety, reduces delays, saves fuel and reduces aviation's environmental impact.” -- (<http://www.faa.gov/nextgen/>) -- A portion of NextGen is a series of departure and arrival procedures known as RNAV.

Under current departure procedures, airplanes leave the runway and are told to turn a specific direction, but the plane is still at the mercy of how quickly it can become stable in the air before making the initial turn, and the winds aloft, so the path of the planes can vary significantly depending on the type of plane, how heavily it is loaded, and the weather. Under RNAV, planes would take off and then all aim for a specific point that is a couple miles out from the airport. Therefore, the closer to the point the planes get, the more flights there are all flying a very similar path. Since the points would be the same every day, those paths are very predictable. This change is very good news for airports that have a freeway, rivers, industrial corridor or other land that does not have homes on it. The planes can be routed over these compatible land uses, lessening the impact of airplane noise on residential homes.

Since 2010, the FAA has been meeting with airlines and other airport users to solicit their input into where to place these points around MSP. In January and March of 2012, the FAA was on the agenda of the Noise Oversight Committee (NOC) to publically present where the points would be located, but just before the meeting, they withdrew their request to make a presentation. Finally in September, the FAA was ready to present the tracks. The MAC had planned that the community representatives of NOC would develop a plan for public notification (not input) of the tracks before the next NOC meeting in November and then implement the notification plan between November and January. However, at the meeting the FAA stated that they needed things to move much faster than that. They said that due to time constraints with their testing equipment, they either needed the MAC to show their support for the RNAV tracks as presented, without any opportunity for changes, or the implementation of the project would be delayed until the fall of 2014.

**Continued on page 4**

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## Airport Update

The City of Minneapolis and residents of Southwest Minneapolis immediately recognized problems with the RNAV tracks.

Currently, flights take off from the south parallel runway (R 30L) and generally follow Crosstown 62. But the actual track the plane follows depends on how quickly it can turn and the winds aloft.

The development of RNAV tracks was an opportunity for the FAA to put the flights in a very tight pattern over the Crosstown, or some other compatible land use. But instead, the FAA developed two main tracks for Runway 30L. One track over the Crosstown and was projected to handle approximately half of the flights. But the other half of the flights would have concentrated flights over a swath of residential homes in SW Minneapolis and Edina, aimed at a point just south of downtown Hopkins.



The FAA said that they needed the two tracks because at the very busiest times at the airport, they would not have the capacity for all the flights that would be departing off of 30L. Spread out over a 24 hour period (or actually 16 hours - 7am to 11pm), there is plenty of capacity, but being a hub airport for Delta, MSP has banks of hours where a number of flights come in to MSP, the passengers catch their connecting flight and then lots of flights are trying to leave all at the same time. It is during these banks that there would not be enough capacity.

Residents and City officials from both Minneapolis and Edina strenuously objected to the lack of public process in developing the RNAV tracks. The MAC listened and asked the FAA to move forward with implementation of RNAV on most runways at MSP, but to delay in the implementation of the tracks for 30L and 30R. At this point, the FAA is investigating whether they can implement RNAV safely on some of the runways while not implementing it on 30L and 30R. They plan to report back to the Noise Oversight Committee in March. The FAA has stated they currently do not plan to implement RNAV tracks for 30R and 30L, and as of now, do not have plans to revisit that decision. Obviously decisions can change, so the city is watching this topic closely. Proactively, the City is working on advisory information for the FAA about what a public process to notify residents of this proposed change should entail, in case the FAA decides to implement RNAV tracks on 30R and 30L.

As a result of the proposed RNAV changes, a group of representatives from several of the Southwest neighborhoods has formed an advisory team. This coalition of neighborhood board representatives intends to stay informed of airport issues, share information with residents and provide a cohesive voice on behalf of Southwest Minneapolis. Through their representatives, this group will provide updates to the various neighborhood boards to share with residents.

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## Fire at 5336-40 Lyndale Avenue South

As you may know, there was a recent fire near West 54th Street and Lyndale Avenue South. Our hearts go out to both Beek's Pizza and Diamond Lake Rental, two local businesses directly impacted by the fire. While we were thankful there were no injuries beyond a sprained ankle, these businesses were at the heart of our community and it has been a loss for us all. It was determined that the fire started in the insulation in the attic space. The building will be demolished after it is checked for asbestos.



**EMERGENCY  
CALL  
911** **POLICE  
FIRE  
MEDICAL**

Our office has been and continues to remain in contact with the businesses and we are working to ensure that any ongoing assistance my office or city departments can provide, is being provided. It is the intent of the building owner to rebuild and involve the neighborhood in their plans.

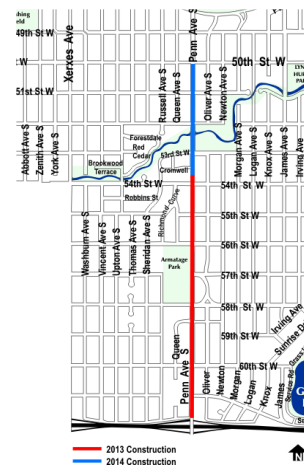
For fire emergency information, as well as details on Fire Safety and Prevention, please visit the Minneapolis Fire Department [website](#).

**Minneapolis Fire Department, City Hall**  
**350 South 5th Street, Room 233**  
**(612) 673-2890**

## Penn Avenue Phase 1 Update

The Transportation and Public Works Committee public hearing for the Phase I Penn Avenue street work (from 62 to 54<sup>th</sup> Street) and pedestrian lighting was held Tuesday, January 29. The street reconstruction project was approved and the street lighting project was denied. The lighting petition response from residents was a key factor in the decision to oppose the lighting. Also, thirteen residents of Penn Avenue spoke at the hearing in addition to all of the letters, emails and messages in opposition that were in the record. The road work has been approved and work is scheduled to begin in April.

In addition, Council Member Hodges directed staff to review the Street Lighting Policy pertaining to pedestrian corridors and recommend changes, including the impact of non-taxable property and percentage of residential housing. That report should come back to committee in April.



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## 46th Street West Redesign

On January 16<sup>th</sup>, city staff presented two layout options for the [46<sup>th</sup> Street West paving project](#) (between Dupont Avenue South and Lyndale Avenue South) based on feedback from the community meeting held in 2012. At this meeting, residents and business owners still had concerns regarding pedestrian safety, bike lanes and corner bump-outs.

Staff is working to address these concerns and will hold one last community meeting to present the final layout.



## Linden Hills Small Area Plan

The planning process for the Linden Hills Small Area Plan will include five phases: Visioning, Exploring Alternatives, Drafting the Plan, Adoption of the Plan and Implementation, with several forums for community participation. The first phase, Visioning, is underway.



### Phase I: Visioning

First the community will develop a vision for development in the business nodes at 43rd and Upton and 44th and France, as well as along the 44th Street corridor between Upton Avenue and France Avenue and along France Avenue from 44th to 47th Streets West.

### How do I get Involved?

- Take the [online survey](#). Share issues, ideas and aspirations for the project area. The survey will be available until **February 22**.
- Attend the community workshop on Thursday, **February 28**, to discuss the feedback from the survey and develop a draft vision for the project area. The community workshop will have two identical sessions to better accommodate the varying schedules of the community:
  - The first session begins at 4:30pm and ends at 5:45pm.
  - The second session begins at 6:00pm and ends at 7:15pm.

The workshop will be held at the Linden Hills Park Building.

For more information about the plan, go to:

[www.minneapolismn.gov/cped/projects/LindenHillsPlan](http://www.minneapolismn.gov/cped/projects/LindenHillsPlan)

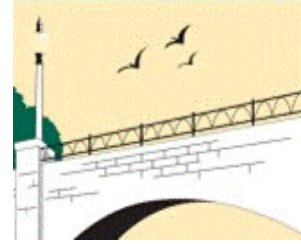
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## Lynnhurst Neighborhood Association Annual Meeting

Mingle with neighbors, meet new friends and find out what's happening in the [Lynnhurst neighborhood](#) at their Annual Meeting and Open House.

**Tuesday, February 19 from 7-9pm**  
**The Lynn on Bryant, 50th & Bryant ([5003 Bryant Ave S](#))**



## Share the Love Adoption Event

Dogs and cats of all shapes and sizes desperately need homes in Minneapolis. During the month of February, Minneapolis Animal Care & Control's has an adoption event called: **Share the Love**.

Help one of our four-legged friends find a forever home during February — the month of love — and you can Share the Love. If you adopt an animal from them in February, you will receive a special discount coupon off the adoption fees. You can get a \$10 coupon for yourself and another one for a friend. Go to [www.minneapolismn.gov/animals](http://www.minneapolismn.gov/animals) for more information.



**Minneapolis Animal Care & Control (M.A.C.C) • 212 17th Ave N • (612) 673-3000**  
**Hours: Monday - Friday 2-7pm; Saturday 11:30am-3:30pm**

## STEP-UP Internship Deadline

The deadline to apply for a STEP-UP internship is **March 4<sup>th</sup>**. All youth must [apply online](#). If a youth requires assistance with their application, they can contact Tammy Dickinson at (612) 673-5041 or [visit the STEP-UP page](#) for agencies that offer staff and/or computer assistance.



**All applicants must:** Live in Minneapolis • Be 14-21 years old by June 1, 2013 (no exceptions) • Not be currently enrolled in college (PSEO is ok) • Be eligible to work in the US by June 1, 2013 and have proper documentation • Meet guideline incomes or have a substantial barrier to getting a job (for example: IEPs, English language learners, or pregnant and parenting teens).

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