

## **Minutes of the**

### **REGULAR MEETING OF THE COMMITTEE OF THE WHOLE**

Wednesday, May 21, 2014

#### **Committee Members Present:**

Melander, Van Eyll, Cunningham, Schreiber, Elkins, Munt, Haigh, Duininck, Commers, Reynoso, Kramer, Wulff, Brimeyer, Rodriguez, Rummel, Chávez

#### **CALL TO ORDER**

A quorum being present, Chair Haigh called the regular meeting of the Council's Committee of the Whole to order at 4:05PM on Wednesday, May 21, 2014.

#### **APPROVAL OF AGENDA AND MINUTES**

It was moved by Munt, seconded by Kramer to approve the agenda. Motion carried.

It was moved by Reynoso, seconded by Van Eyll to approve the minutes of the May 7, 2014 regular meeting of the Committee of the Whole. Motion carried.

#### **Information: 2040 Transportation Policy Plan**

Catalytic Development Discussion

Arlene provided a brief introduction to the agenda. She explained that, in regard to transitways and catalytic development, there are a few questions that need to be answered, including how do we determine if a corridor can be catalytic, what factors influence catalytic development, what does it take to deliver on the expectation and promise of catalytic development, and what are the risks? She also provided a definition for the phrase "moving the market," which means asking the market to go further than it would without public support.

Mariia Zimmerman of MZ Strategies, LLC, began her presentation with examples of catalytic regional systems. Dallas-Fort Worth, Denver, Salt Lake City, Portland, Seattle, Washington, DC, and the Bay Area are systems that move the market and shift travel behavior. The impacts are felt on the economy, in shaping development, and in mode splits for all trips. Zimmerman shared a chart illustrating the typology of TOD impacts and other relevant factors. A wide variety of corridors from around the nation were included in the chart, from strong TOD impacts and Government TOD support, to those with weak and moderate investment. The group discussed the various elements that must come together to catalyze development. Zimmerman used Arlington as an example of a city transformed by a catalytic rail line.

Janna King of Economic Development Services, Inc. gave a presentation on Development/Redevelopment Potential of TOD Corridors. Transit-dependent residents in the Twin Cities save approximately \$893/month compared to their non-transit dependent counterparts. When surveying developers, King found that most have little knowledge of BRT. She stated that the Robert Street evaluation of BRT/streetcar development potential concluded that streetcar would likely stimulate more investment than BRT, and the best case development scenario would not justify additional investment required for streetcar. The Robert Street transitway must compete with other corridors in the region for TOD investment. She also stated that context is critical in TOD; suburban and urban environments present different opportunities and constraints.

Highway Investment Direction and Plan

Mary Karlsson presented on the Highway Investment Direction and Plan chapter in Part II of the 2040 TPP. This chapter incorporates outcomes and principles found in *Thrive MSP 2040* and elements of the MN State Highway Investment Plan (MnSHIP). There are four key tensions identified in this chapter. The first tension is the growing gap for MnDOT to responsibly operate, maintain, and rebuild the state highway system. The second tension is that MnDOT has limited funding available for specific highway safety projects; the approach to all projects must be to improve safety. Again, this emphasizes the limited funding available for the safety investments, so all projects must improve safety. The third tension is that MnDOT has limited funding available for mobility projects (such as MnPASS and strategic capacity enhancements) versus high public expectations. Along with this tension comes number four, the public expectation that highway capacity investments will occur with growth.

Amy Vennewitz stated that at the next meeting we will address freight investment, aviation investment, bicycle and pedestrian investment, and will continue with the highway investment discussion. Public comment on the draft 2040 TPP will begin in July.

## **ADJOURNMENT**

Business completed, the meeting adjourned at 5:26PM.

Emily Getty  
Recording Secretary