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Southwest LRT Community Works Steering Committee

Thursday, June 20, 2013
1:30-3:00 pm
Council Chambers, St. Louis Park City Hall

Agenda

I. Welcome & Introductions

II. Approve June 2013 Meeting Minutes*
Chair Gail Dorfman, Hennepin County

III. TSAAP Update and Report Preview*
Mark Koegler, HKgI

IV. Southwest LRT Community Works Principles & Strategies*
GB Arrington, GB Placemaking
Katie Walker, Hennepin County

V. Southwest LRT Peer Ranking in Land Use & Economic Development*
GB Arrington, GB Placemaking
Mariia Zimmerman, MZ Strategies, LLC

VI. Preview of Items for the July Meeting

VII. Adjournment

enclosed

The Steering Committee will meet next on **Thursday, July 18th**, from 1:30-3:00 at the St. Louis Park City Hall.

Southwest LRT Community Works Steering Committee
Meeting Minutes
Thursday, May 16, 2013
1:30 - 3:00 pm
St. Louis Park City Hall

Meeting Attendees
Steering Committee Members & Alternates
Chair Gail Dorfman, Hennepin County Member
Jan Callison, Hennepin County Member
Don Samuels, City of Minneapolis Member
Anne Mavity, City of St. Louis Park Member
Jim Hovlund, City of Edina Member and Vice Chair
Jason Gadd, City of Hopkins Member
Kathy Nelson, City of Eden Prairie Member
Dick Miller, Minnehaha Creek Watershed District Member
Jeff Casale, Minnehaha Creek Watershed District Alternate
Anita Tabb, Minneapolis Park and Recreation Board Member
Bob Fine, Minneapolis Park and Recreation Board Alternate
Nancy Tyra-Lukens, SouthWest Transit Member
Will Roach, Southwest Business Advisory Committee Ex-officio Member

Other Attendees
Katie Walker (Hennepin County), Kerri Pearce Ruch (Hennepin County), Kevin Locke (St. Louis Park), Elise Durbin (Minnetonka), Janet Jeremiah (Eden Prairie), Julie Wischnack (Minnetonka), Tania Mahtani (Eden Prairie), Kathryn Hansen (SW Project Office), Meg Beekman (Hopkins), Kathie Doty (KLD Consulting), Barry Schade (Bryn Mawr), Larry Blackstad (Minnehaha Creek Watershed District), Paul Mogush (Minneapolis), Yingling Fan (University of Minnesota), David Higgins (resident), Jason Zimmerman (St. Louis Park), Karen Lyons (Metropolitan Council),

Guest Speaker
David Fields (Nelson\Nygaard) – via phone

I. Welcome & Introductions
Chair Gail Dorfman convened the meeting and asked members and attendees to introduce themselves.

II. April 2013 meeting minutes
Chair Dorfman asked for a motion on the draft minutes from the April 18 meeting. The minutes were moved and seconded, then approved on a voice vote.

She asked Kerri Pearce-Ruch to provide an update on recent legislative activities. Ms. Pearce-Ruch reported that the session was expected to adjourn on May 20, and reviewed a packet of information

provided by Bill Schreiber, Messerli & Kramer. Transportation funding proposals are still in motion and the counties are seeking a 'balanced and comprehensive' funding package before the session ends. Chair Dorfman indicated that it is not too late to communicate with conference committee members to show support for transit funding and specifically funding for the Southwest light rail project. Committee members discussed end-of-session strategies.

III. TSAAP Open House/Workshop Update

Katie Walker reported that four open houses were held in April and May to present ideas generated through the Transitional Station Area Action Plans. Southwest Project Office staff also attended and provided information to attendees about the light rail project. More than 420 people attended. Ms. Walker presented major themes heard from discussions with members of the public, including interest in bike trails/facilities, pedestrian connections/sidewalks, connections to bus routes, potential development, impact on jobs, types of retail desired at stations, and parking. Input received will be fed into concept plans that will be developed through the Transitional Station Area Action Planning process. Additional outreach to engage community members more in the planning process will include an online tool developed through the vendor, MindMixer. Anne Mavity expressed interest in this tool as a way to give community members another chance to comment. Chair Dorfman asked about how this work will feed into the municipal consent timetable.

Ms. Walker showed an example of how newly generated maps will show housing patterns, using the Wooddale station area. The TSAAP process will focus on housing within a 10-minute walkshed. This information will be available for all 17 stations by the next meeting on June 20. Members asked questions about this information and how it could be used.

IV. Southwest Parking Audit Tool Presentation

Chair Dorfman introduced David Field, Nelson/Nygaard, who joined the meeting via phone. Mr. Field presented on how to get the parking right when conducting station area planning. He stated that parking is the single biggest determinant of success for a station area. Parking consumes a lot of space and is costly: per vehicle costs average $10K for surface parking, $20K for garage parking, and $40K for underground parking. When parking is provided at no cost to the user (subsidized), that sends a message about expectations for how travelers will get to a station. He recommended that parking facilities should be developed based on the goals for transit oriented development for a given station. Mr. Field then presented a 'Parking Replacement Model' that can be used to determine the fiscal impact of decisions on the type and amount of parking facilities to be developed in relation to transit oriented development. Members discussed the model and how parking decisions will affect how Southwest station areas develop. In conclusion, members agreed that some park and ride facilities would be needed, but that it needs to be sized and placed well to achieve optimal development around stations.

V. Achieving System-level, Transit Oriented Jobs-Housing Balance Presentation

Chair Dorfman introduced Professor Yingling Fan, University of Minnesota Humphrey School, who has worked with the Corridors of Opportunity project on optimizing the jobs-housing balance in a transit corridor. Professor Fan reported on her study methodology, and referred to a handout with preliminary policy recommendations that included making transit-oriented location decisions less of a compromise for developers, taking advantage of natural alliances between developers and employers, promoting vibrant, walkable neighborhoods, promoting diverse and affordable housing options, accelerating expansion of transit oriented development, and promoting diverse transit options including high-frequency buses. A key finding of this research is that there is pent-up demand for transit access among Twin Cities developers and employers. Dick Miller reinforced Professor Fan's findings, reporting that Wells Fargo has made recent decisions about where they should expand, with transit availability being a key factor.

Professor Fan indicated that the full report on her research would be available in a couple of months, pending review by the Metropolitan Council.

Members asked about how our local information would be included in submittals to the Federal Transit Authority, and Karen Lyons responded by providing information about how submittals are prepared and what is included.

Anne Mavity noted that several expert presentations have been made to the Steering Committee and that it would be helpful to get a complete list of presentations and topics being covered.

VI. Southwest LRT Community Works Principles & Investment Strategy
Chair Dorfman stated that staff would be working with GB Arrington on guiding principles for the Southwest LRT Community Works program, and would come to the next Steering Committee with next steps.

VII. Adjournment
Chair Dorfman adjourned the meeting. The next Southwest LRT Community Works Steering Committee meeting is scheduled for Thursday, June 20, at 1:30 pm at the St. Louis Park City Hall.

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Agenda Item 3: Transitional Station Area Action Plan (TSAAP)

Reviewed By:	**Steering Committee Action Requested:**
☑ Chair ☐ TIC Principals ☐ TIC ☑ Hennepin County staff ☐ Other_____	Information

Background/Justification:

Mark Koegler, HKGI, will provide an update on TSAAP process and a preview of the final document, the Southwest Corridor Investment Framework.

Previous Action on Request:

Recommendation: Information	**Financial Implications?** No **Are These Funds Budgeted?**
Attachments: • Final Document Outline	
Comments:	

Transitional Station Area Action Plans – Final Report
Draft Outline (v1)
6/6/2013

Preface Pages

- About this Report
- Credits
- Acknowledgement: "The work that provided the basis for this publication was supported by funding under an award with the U.S. Department of Housing and Urban Development. The substance and findings of the work are dedicated to the public. The author and publisher are solely responsible for the accuracy of the statements and interpretations contained in this publication. Such interpretations do not necessarily reflect the view of the Government."

Table of Contents

        - New Transit Business Parks
    - Guiding Principles

- **Public Process**
    - Open Houses
    - Listening Sessions
    - Community Events
    - MindMixer
    - Other Outreach Efforts

- **Transitional Station Area Action Plans (TSAAP)** ***[17 chapters total – 1 for each station]***
    - Where Are We Today?
        - Land Use
        - Transit
        - Roadway Network
        - Sidewalks/Trails and Bikeways
        - Local Amenities and Destinations
        - Barriers
        - Utilities (Water, Storm Water and Sanitary Sewer)
    - Where Are We Going?
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            - Roadways
            - Pedestrian Connections
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            - Bus Shelters
            - Transit Plazas
            - Bike and Pedestrian Facilities
            - Wayfinding/Signage
            - Public Art
            - Transit Information
        - Infrastructure (Opening Day Recommendations)
            - Sanitary Sewer

        - Water
        - Storm Water

      Note: For the Royalston, Blake, Shady Oak and Mitchell stations, recommendations will address green infrastructure improvements, BMPs and costs for future development.

    - Development Potential
        - Key Opportunity Development Sites
        - Land Uses
        - Building Massing and General Layout
    - Summary – Key Initiatives

- **Implementation**
    - Key Implementation Strategies (Corridor-Wide)
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        - Action Items
        - Cost
        - Potential Funding Sources
        - Priorities
        - Responsible Party

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Agenda Item 4: Southwest Corridor Principles and Strategies

Reviewed By:	**Steering Committee Action Requested:**
☑ Chair ☑ TIC Principals ☐ TIC ☑ Hennepin County staff ☐ Other_____	Information

Background/Justification:

Staff were directed to work with GB Arrington, GB Placemaking, to draft a set of guiding principles and strategies to achieve the Southwest LRT Community Works vision and goals. The work to date will be presented and discussed at the meeting.

Previous Action on Request:

Recommendation: Information	**Financial Implications?** None. **Are These Funds Budgeted?**
Attachments: • Draft Guiding Principles and Strategies	
Comments:	

Southwest LRT Community Works DRAFT Guiding Principles and Strategies

Southwest LRT Community Works Adopted Vision Statement

The Southwest LRT Community Works Initiative collaborates with citizens, businesses and government to align land use and transit planning so that the Southwest LRT Corridor is a premiere destination that is accessible, livable and vibrant

Guiding Principles

1. Partner to Leverage Resources and Maximize Investment

Promoting partnership to leverage resources (private and public) with the ultimate goal of maximizing the return on investment from the Southwest LRT line and realizing community visions.

Strategies:

- Establish an organization structure for guiding the implementation of the Southwest Corridor Development Framework.
- Institute early and continuous collaboration with the Metropolitan Council/Metro Transit to ensure the early integration of LRT engineering with land use /economic development to achieve a development-oriented transit design.
- Ensure that the design, planning, construction and operation of the LRT station and their associated pedestrian environment proactively support and realize TOD investments and activities. Actively engage the Southwest Business Investment Partnership in development of the Southwest Corridor Development Framework, investment strategies, TOD planning, and demonstration projects to capitalize on the synergy between the public and private sector investments in the Southwest Corridor.

2. Achieve More Diverse, Compact Development Surrounding Transit Facilities

Transit Oriented Development (TOD) includes a mix of land uses (new and existing), higher and more compact densities , high quality pedestrian environment, an active defined center and limited and/or managed parking and auto oriented uses.

Strategies:

- Develop TOD guidelines to inform city zoning code changes for implementation prior to the end of the Preliminary Engineering (PE) process

- Target and prioritize development opportunity sites and create a coordinated plan for site assembly
- Encourage SW Cities to expedite the entitlement, development review and building review process for TOD projects which will result in lower soft costs for developers.
- Encourage local support of development tools that provide density bonuses, reduced parking requirements, and allowances for higher density and mix of uses.
- Create a unified corridor developer entitlement process within ¼ or ½ mile radius of stations along the corridor
- Develop a coordinated environmental process (clearance and permitting) within a ¼ or ½ mile radius of stations along the corridor
- Encourage SW Cities to modify zoning codes to ensure that TOD is "legal" (example: remove single-use zoning, low density limits, and high parking minimums) and reduce or eliminate, where appropriate, auto-oriented uses

Accelerate Economic Competitiveness and Job Growth

Promoting opportunities for business and employment growth to accelerate economic competitivenss of the SW Corridor

Strategies:

- Evaluate the establishment of a Corridor Wide Development Authority to increase economic competitiveness of the corridor.
- Align and strategically target TOD programs to focus on the Southwest Corridor
- Establish interdisciplinary teams to coordinate funding and development activities

- Support new and existing jobs along the corridor and integrate transit friendly development that attracts and retains quality jobs.
- Promote transit accessible job creation by providing pedestrian and bike connections from LRT stops to key employers along the corridor; allowing increased and equitable access to job opportunities without the use of a vehicle.
- Develop a marketing and branding plan to promote the Southwest corridor to new businesses
- Develop an alliance and promote partnership with the Southwest Business Investment
- Create corridor policies to support small business and stimulate entrepreneurship particularly among new American populations.

Provide a Full Range of Housing Choices

Positioning the Southwest LRT communities as a place for all to live and thrive

Strategies:

- Develop, adopt and implement a corridor wide housing strategy with joint policies, tool and financing strategies to achieve a full range of housing choices (types/sizes/styles/values) to meet different needs, stages of life and income levels within walking distance of LRT stations
- Integrate the corridor wide housing strategy within the SW Corridor Development Framework to ensure market reality, financial feasibility and equitable access to employment, education and amenities
- Encourage SW cities to adopt policies to preserve existing safe, well-maintained housing that is affordable to existing residents and workers.
- Encourage SW cities to support new housing projects that increases housing density around the station areas; increasing transit access, reducing dependence upon automobiles, and improving the Affordable Housing + Transportation Index
- Support policies to ensure that all new housing developments will include units affordable to a full range of incomes within an area that the development is proposed.

3. Create Great Places Focused Around Transit Facilities and Key Destinations

Quality Places

Creating unique, vibrant, safe, beautiful, and walkable station

Strategies:

- Create "destinations" that are vibrant and vital with a mix of uses that is comfortable, pleasant and accessible for pedestrians
- Ensure safety and accessibility for all people to/from LRT stations and within station areas
- Require all new development to provide "eyes of the LRT and streets" and natural surveillance of public spaces and parks. Follow Crime Prevention Through Environmental Design (CPTED) guidelines – open sight lines, adequate lighting and clear entries/exits. Create a balance between the natural and built environments
- Require open spaces to be well-designed, accessible by foot and bike and accommodate diverse users.
- Promote new methods and creative ideas to increase landscaping along main pedestrian routes, key public spaces and on private development
- Promote quality building design and character

- Locate buildings rather than parking lots close to the sidewalk to create a comfortable pedestrian environment
- Promote green building technologies in building design
- Require well-articulated buildings and detailed streetscapes
- Ensure building massing and heights transition sensitively into the surrounding context
- Building Public Spaces that are memorable and contribute to a sense of place
- Create pedestrian-friendly streetscapes for interesting and enjoyable walking
- Provide active edges to public spaces
- Develop a coordinated public art program for station platforms and station areas (defined as approximately ¼ mile around stations)

4. Shape Supportive Connections Between LRT and the Surrounding Areas

Critical Connections

Improving affordable regional mobility for all users

Strategies:

- Tailor public infrastructure investments to the station typologies and timing of development.
- Align the capital improvement programs (CIPs) of the partner agencies and with planned private sector infrastructure investments
- Complete the "last mile" of critical bicycle and pedestrian connections.
- Where appropriate, transform existing roadways that serve station into complete streets Develop a station hierarchy for users related to station typologies that will guide modal investment priorities
- Provide convenient, user-friendly, bicycle parking (including secure short- and long-term) and related facilities

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Agenda Item 5:

Reviewed By:	**Steering Committee Action Requested:**
☑ Chair TIC Principals ☐ TIC ☑ Hennepin County staff ☐ Other_____	Information

Background/Justification:

Mariia Zimmerman, MZ Strategies, formerly served as the Deputy Director for HUD's Office of Sustainable Housing and Communities and has conducted an analysis of how the Southwest LRT project compares to other projects within the FTA's New Starts Program. The analysis points to areas where the Southwest LRT project can be more competitive as the FTA New Starts rules evolve and the project progresses through the Preliminary Engineering Process. Ms. Zimmerman will participate in the meeting via conference call and GB Arrington, GB Placemaking will also participate in a discussion with the Steering Committee on how the rating for the Southwest LRT project can be improved.

Previous Action on Request:

Recommendation: Information	**Financial Implications?** None. **Are These Funds Budgeted?**
Attachments: • Memorandum "Helping SW LRT Beat the Competition" (Mariia Zimmerman) • Memorandum, "Good News for New Starts + Land Use and Economic Development" (GB Arrington)	
Comments:	

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May 27, 2013

To: Hennepin County Commissioners Callison, Dorfman, McLaughlin and Lee Sheehy, McKnight Foundation

From: Mariia Zimmerman, MZ Strategies, LLC

RE: Helping SW LRT to beat the competition

In preparation for our meeting this week, I have pulled together some observations based on my analysis of FTA's recently published "Annual Report on Funding Recommendations: FY2014 Capital Investment Grant (CIG) Program" and the CIG Final Rule and Proposed Guidance issued in January 2013. There are many moving pieces that are in the works by the County, the Met Council and Metro Transit. I look forward to strategizing together how the region can be best positioned to receive future federal transit funding.

As you aware, the New Starts pipeline has become incredibly competitive due to further constrained resources.

- The FY2013 funding level for Capital Investment Program (New Starts) is $1.836 billion, a $100 million reduction from FY2012. A new category of funding "Core Capacity" was also added to this program in MAP 21 further stretching available resources.
- The FY2014 Administration Budget proposes $2.13 billion for New Starts to fund existing FFGA commitments and 3 projects recommended in FY2013 but not funded. For the first time in almost 20 years NO PROJECTS are proposed for new federal funding commitments. The House has rejected this proposal and is proposing an additional 10% cut beyond sequestration amounts in its THUD allocation amount. The Senate is anticipated to have a considerably higher amount which again creates the scenario for non-consensus and an on-going CR.
- The TIGER grant NOFA currently open for applications through June 3rd and TIFIA program are seen as two parallel efforts that may be able to fund additional transit programs.
- The Final Rule for FTA's evaluation of CIG projects took effect April 9,2013 and sets the stage for FY2015 Project Ratings. Final guidance is still forthcoming on the different project criteria including how Affordable Housing will be evaluated under Land Use and Economic Development criteria. And, it is important to note that ***FTA no longer requires project sponsors to submit annual information for evaluation and rating in the new start report "unless significant issues were raised in prior year evaluation warranting a re-rating, or there was a significant change to the project."***

Comparing Project Ratings

Attachment A provides a summary table of the full set of ratings and financial information for those projects reviewed in the FY2014 FTA Annual Funding Recommendations. Among the 6 Project Development projects included in the FY2014 CIG Program Report, SW LRT was given an overall rating of Medium by FTA.[1] The San Diego Mid-Coast Corridor and Baltimore Red Line projects both scored more highly than SW. None of the listed projects received less than a medium; however, the Southeast Extension was not rated as it was approved for project development under MAP 21.

	Summary Ratings from FY2014 FTA New Starts Report - Project Development										
Project	**Federal Share (in millions)**	**Overall Rating**	**Ridership (Avg weekday trips)**	**ROD (anticipated date unless otherwise noted)**	**Financial Rating**	**Overall Project Justification Rating**	**Enviro Benefits**	**Mobility**	**Cost-Effectiveness**	**Economic Development**	**Land Use**
San Diego, CA mid-coast corridor	$980.43 (49.4%)	Medium-High	40,300	Final Supplemental EIS - Spring 2014	Medium High	Medium	High	Medium	Medium	Medium-High	Medium
Denver, CO SE Extension	$92 (43.7%)	NR	19,900	FONSI - Fall 2013	NR	NR	NR	NR	NR	NR	NR
Baltimore, MD Red Line	$1,250 (48.5%)	Medium-High	54,500	*28-Feb-13*	Medium	Medium-High	High	Medium-High	Medium-Low	Medium-High	Medium-High
MD Purple Line	$1,053 (48.9%)	Medium	60,100	Jul-13	Medium	Medium	High	Medium-High	Medium-Low	Medium-High	Medium
Minneapolis, MN SW LRT	$625.24 (50%)	Medium	28,700	Sep-14	Medium	Medium	Medium	Medium-Low	Medium-Low	Medium-High	Median
Fort Worth, TX TEX rail	$479.56 (50%)	Medium	18,100	Oct-13	Medium	Medium	High	Medium-Low	Low	Medium-High	Medium-Low

In looking at the project descriptions for each of the 6 FY2014 rated Project Development projects, the following observations can be made:

- There are no noticeable differences in terms of requested federal share (Denver SE Extension is the lowest at 43.7% and SW LRT and Fort Worth are the highest at 50%); however the competing projects variable significantly in terms of overall requested funding with $1.2 billion requested for Baltimore's Red Line versus only $92 million for Denver. Given current pipeline spigot drip, this is a concern.
- Among its individual ratings, SW LRT had its lowest scores for environmental benefits and cost-effectiveness ratings. Both of which are substantially changed under the new Final Rule.
- Baltimore's Red Line, San Diego's Phase 2 Mid-Coast Corridor LRT, and SW LRT have been in the queue the longest (Red Line entered PE in June 2011 and final ROD issued Feb 23, 2013 meaning this project is the most ready to move into Engineering; SW LRT entered PE Sept 201 with ROD anticipated for Sept 2014). All of the other projects appear poised to have final environmental approvals before SW LRT.
- SW LRT ridership is projected to be in the middle of the pack (29,700 average weekday riders), with the Purple Line outside Washington DC projecting the highest number at 60,100 average weekday riders, to 18,100 average weekday riders for the TEX Rail commuter rail project in Fort Worth, TX.

[1] While New Starts typically comprise the bulk of the CIG funding, it is important to note that the Smart Starts pipeline is growing and included 14 projects listed in Small Starts Project Development phase. This growing demand, together with new Core Capacity Program creates further funding competition especially since many of the small start places are from politically important southern states.

- Not much distinction in LU rating scores among projects. Given the suburban nature of the SW corridor, it will be even more important to reference existing plans and policies in place along the corridor (vs. just the region) to support TOD and to strengthen the affordable housing and economic development discussions. It appears that a good start was made on this for the current rating, but greater quantification of employment figures, LCA grant amount and #, acreage available for redevelopment, and units of affordable housing will be important. The rating also notes METC sets a "regional growth boundary" -- may help to specific that METC reviews local land use plans for consistency with the regional framework. If this has not already been pointed out, it is a somewhat unique distinction for the regional agency (which is also the transit agency) to "approve" land use.
- Many of the other regions have dedicated funding sources for transit, often sales tax. There may be a way to strengthen this in next submittal noting recent $37 million from state legislature for SW LRT and its commitment to fund MTS operations. Also could help reference any policies on transit state of good repair, if they exist. It also appears that TIF, affordable housing trust fund (and inclusionary zoning) also contributed to strengthening ratings for MD projects.
- Thinking about the new affordable housing element to the LU and ED criteria, the other rated projects all have seemingly strong affordability policies in place, with the exception of Fort Worth. Denver's SE extension is also largely suburban in character, with most of their work on affordable housing happening at the City level however they have expanded their acquisition fund for affordable TOD to work at the regional level. The two MD projects may be the greater competition in that MD has inclusionary zoning policy, local jurisdictions have implemented policies to support land banking and affordable housing trust funds specifically for transit, and the proposed Red Line goes through some of Baltimore's largest low-income neighborhoods. San Diego, SANDAG (its regional govt) and CA also have strong policies and programs in place. How will the SW LRT distinguish itself from these efforts, or at least be competitive?

Attachment A. Summary Project Recommendation Table

Phase State, City, Project	Capital Cost (millions)	Financing Costs (millions)	Total Capital Cost (millions)	Total New or Small Starts Funding Request (millions)	New or Small Starts Funds Share of Capital Costs	Overall Project Rating	Local Financial Commitment Rating	Project Justification Rating
New Starts Engineering								
CA Los Angeles, Regional Connector Transit Corridor	$1,342.5	$23.8	$1,366.3	$669.9	49.0%	**Medium-High**	Medium	Medium-High
CA Los Angeles, Westside Subway Extension - Section 1	$2,310.0	$529.7	$2,839.7	$1,250.0	44.0%	**Medium-High**	Medium	Medium-High
FL Orlando, SunRail Phase 2 South	$184.8	$0.2	$185.0	$92.5	50.0%	**Medium-High**	Medium-High	Medium
MA Cambridge to Medford, Green Line Extension	$1,115.8	$218.8	$1,334.6	$557.1	41.7%	**Medium**	Medium	Medium
TX Houston, University Corridor LRT	$1,461.6	$101.5	$1,563.1	$781.5	50.0%	**Medium**	Medium	Medium
WA Vancouver, Columbia River Crossing Project	$2,730.0	$66.9	$2,796.9	$850.0	30.4%	**Medium-High**	Medium	Medium-High
New Starts Project Development								
CA San Diego, Mid-Coast Corridor Transit Project	$1,641.2	$343.5	$1,984.7	$980.4	49.4%	**Medium-High**	Medium-High	Medium
CO Denver, Southeast Extension	$210.7	$0.0	$210.7	$92.0	43.7%	†	†	†
MD Baltimore, Red Line	$2,574.8	$0.0	$2,574.8	$1,250.0	48.5%	**Medium-High**	Medium	Medium-High
MD Maryland National Capital Purple Line	$2,151.7	$0.0	$2,151.7	$1,053.0	48.9%	**Medium**	Medium	Medium
MN Minneapolis, Southwest LRT	$1,220.5	$30.0	$1,250.5	$625.2	50.0%	**Medium**	Medium	Medium
TX Fort Worth, TEX Rail	$840.9	$118.3	$959.1	$479.6	50.0%	**Medium**	Medium	Medium
Small Starts Project Development								
AZ Tempe, Tempe Streetcar	$124.7	$4.7	$129.3	$56.0	43.3%	†	†	†
CA Fresno, Fresno Area Express Blackstone/Kings Canyon BRT	$47.2	$0.0	$47.2	$37.8	80.0%	**Medium**	Medium	Medium
CA Oakland, East Bay BRT	$173.1	$4.8	$177.9	$75.0	42.2%	**Medium-High**	High	Medium
CA San Francisco, Van Ness Avenue BRT	$125.6	$0.0	$125.6	$75.0	59.7%	**Medium-High**	Medium	Medium-High
FL Fort Lauderdale, Wave Streetcar	$140.2	$2.4	$142.6	$49.7	34.8%	†	†	†
FL Jacksonville, JTA BRT North Corridor	$33.5	$0.0	$33.5	$26.8	80.0%	**Medium**	Medium	Medium
FL Jacksonville, BRT Southeast Corridor	$23.9	$0.0	$23.9	$19.1	80.0%	**Medium**	Medium	Medium
MI Lansing, Michigan/Grand River BRT	$215.4	$0.0	$215.4	$75.0	34.8%	†	†	†
OH Columbus, COTA Northeast Corridor BRT Project	$39.4	$0.0	$39.4	$31.5	80.0%	†	†	†
OR Eugene, West Eugene EmX Extension	$95.6	$0.0	$95.6	$75.0	78.5%	**Medium**	Medium	Medium
TX El Paso, Dyer Corridor BRT	$35.9	$0.0	$35.9	$20.4	56.8%	**Medium**	Medium	Medium
TX El Paso, Montana Corridor BRT	$43.4	$0.0	$43.4	$25.7	59.4%	†	†	†
UT Provo-Orem, Provo-Orem Bus Rapid Transit	$146.4	$13.0	$159.4	$75.0	47.1%	†	†	†
WA Vancouver, C-TRAN Fourth Plain Bus Rapid Transit	$49.3	$0.0	$49.3	$39.4	80.0%	†	†	†

† This project was not rated because it entered Project Development (PD) under MAP-21 procedures, which do not require a rating to be assigned upon entry into PD.

Good News for New Starts + Land Use / Economic Development

By GB Arrington of GB Placemaking

FTA has just concluded a much anticipated two year process to update its rules for evaluating New Starts with the release of two important new documents:

- On December 27th: "**Final Rule on Major Capital Investment Projects**"
- On January 9th: **"Proposed New Starts and Small Starts Policy Guidance"**

The two new documents have broad and important implications for how transit projects will be planned, designed and evaluated for Federal funding. *This analysis looks at a small slice of the new regulatory environment – the implications for land use and economic development.*

With the new federal framework the definition of success has shifted and a number of federal entanglements have been stripped away. Matthew Yglesias in *Slate* last week summarized it this way "the new rules should make the New Starts program substantially friendlier to dense walkable neighborhoods." The article goes on to say "the idea of the new model is to judge systems based not on time but 'instead on the number of passengers expected to be served.' That doesn't prohibit a park-and-ride plan if that's what's best-suited to local conditions. But it means that projects focused on density—not just in terms of the transportation infrastructure built but the existence of complementary zoning and such—have a much better chance to win."[1]

The 'New New Starts' rules are likely to have more application to a project like Bottineau since the SW Corridor is already well down the path with FTA. That said the new rules and guidance paint a clearer picture on the current thinking within FTA on what constitutes a good transit project. Strategically it is probably to the advantage of the SW Corridor to take the new framework into account where that is possible and align the project with the latest federal thinking.

According to FTA, "Four key changes are being made to the New Starts/Small Starts program:

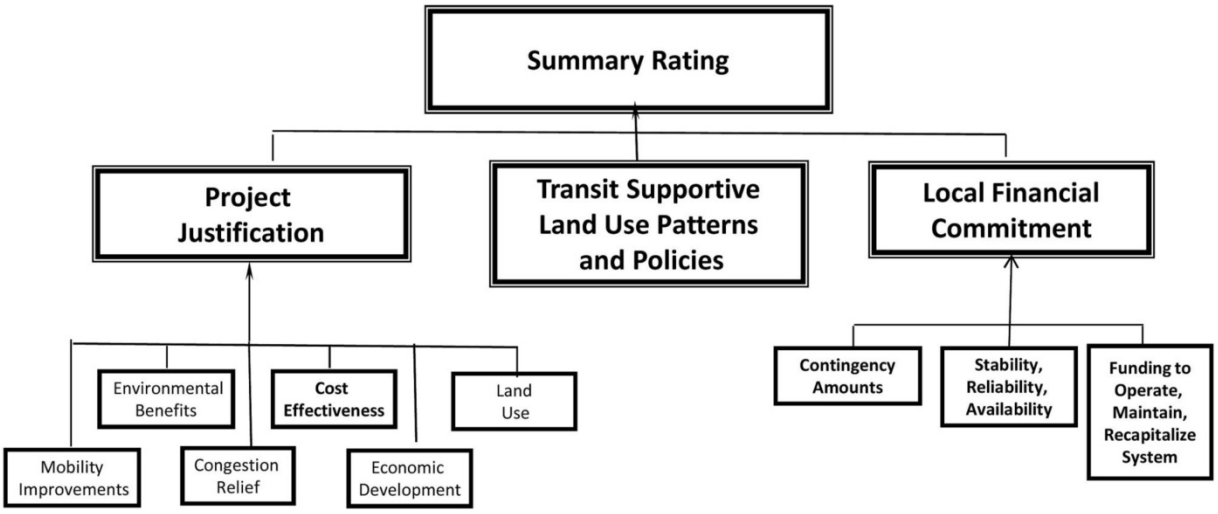
1. **FTA is adopting a simpler, more straightforward approach for measuring a proposed project's cost-effectiveness.** FTA will no longer require communities to compare a proposed project's travel time savings against a hypothetical alternative project. Instead, FTA will look at the estimated cost to construct the project communities intend to build compared against a rigorously analyzed estimate for the number of passengers the project will serve.

[1] http://www.slate.com/blogs/moneybox/2013/01/08/fta_new_starts_rule_will_encourage_good_projects_and_walkable_neighborhoods.html

2. **FTA is expanding the range of environmental benefits used to evaluate proposed projects.** In addition to taking into account the Environmental Protection Agency's regional air quality designations, FTA will also look at the dollar value of the anticipated benefits to human health, energy use, air quality (such as changes in total greenhouse gas emissions and other pollutants) and safety (such as reductions in accidents and fatalities).
3. **FTA is adding new economic development factors to its ratings process.** FTA currently looks at local plans and policies already in place to encourage economic development and how well they're working in a given area. Going forward, a broader set of economic impacts will be included, such as whether local plans and policies maintain or increase affordable housing.
4. **FTA is streamlining the project evaluation process by reducing regulations and red tape.** FTA will allow project sponsors to forgo a detailed analysis of benefits that are unnecessary to justify a project. For example, projects that receive a sufficient rating on benefits calculations will not be required to do an analysis to forecast benefits out to some future year. Similarly, FTA is developing methods that can be used to estimate benefits using simple approaches."[2]

Part of a Continuing Trend

The changes continue a multi-year evolution heightening the value of land use and economic development in awarding funding for New Starts projects. In May 2009 FTA shifted the ground rules[3] toward land use and economic development when they made them the single largest

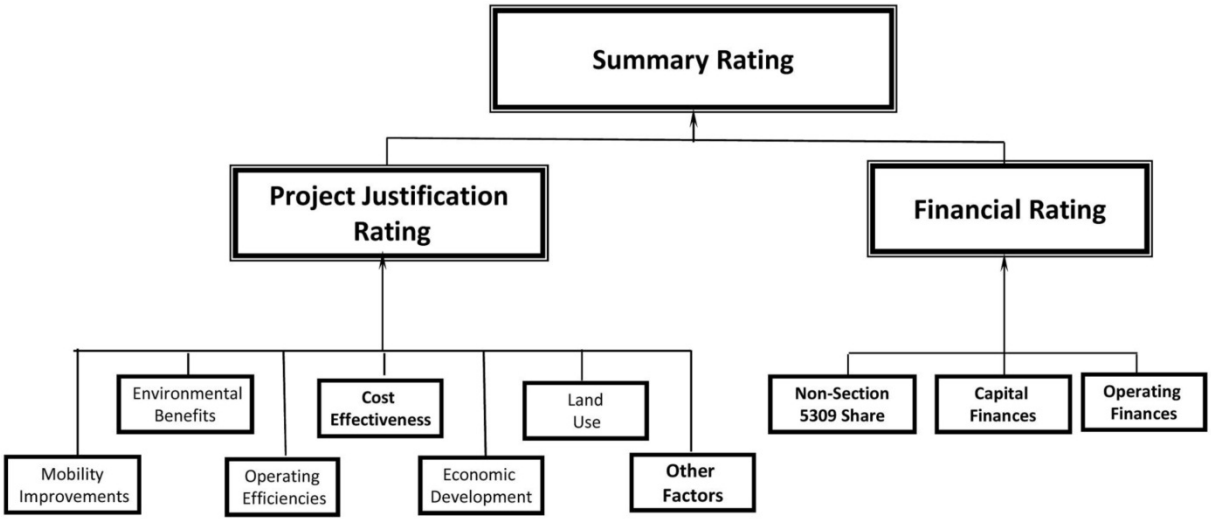


MAP-21 New Starts Criteria. MAP-21 put Transit Supportive Land Use Patterns and Policies on equal footing with Project Justification and Local Financial Commitment

[2] http://www.fta.dot.gov/newsroom/12286_14973.html
[3] Federal Register / Vol. 74, No. 96 / May 20, 2009 / Notices

factor in determining Project Justification. In July 2012 MAP-21 raised the bar for land use and economic development a step further with the MAP-21 New Starts Criteria.

Before MAP-21 Land Use and economic development were calculated as part of Project Justification. Now it is a consideration in both Project Justification and on equal footing with Local Financial Commitment and Project Justification.



Pre-MAP-21 New Starts Criteria.

The 2013 guidance goes a step further and for the first time defines what FTA means by economic development - affordable housing. Going forward, a broader set of economic impacts will be included, such as whether local plans and policies maintain or increase affordable housing.

Some Implications for the SW Corridor

The new rules and guidance paint a clearer picture on the current thinking within FTA on what constitutes a good transit project. Strategically it is probably to the advantage of the SW Corridor to take the new framework into account where that is possible and align the project with the latest federal thinking.

Based on a preliminary assessment of the two FTA documents there are a few areas that warrant further attention as you seek to raise the bar with land use and economic development for the SW Corridor. With more time to consider the documents and conversations with SW Corridor stakeholders the list would likely grow and evolve:

1. The new rule and guidance seems well suited to the SW Corridor. The timing relative to the start of PE and TSAAP design charrettes provide a brief window to consider better aligning the design of the project with FTA's evolving thinking on what constitutes a successful New Starts project.

2. The rule opens the door to explicitly including Joint Development (JD) as part of the SW Corridor LRT project. Consider including JD as part of land acquisition and the definition of project elements of the project. Under the Final Rule certain "enrichments" like JD are eligible for federal funding and will not be counted as a project cost in the cost effectiveness (CE) calculation. In the past 'project sponsors' had been reluctant to include things like land acquisition for JD since the costs were included in the CE calculation and thereby hurt the projects overall rating.

   The rule has a few important implications: 1) it means you may have the opportunity to take some of the land costs out of the CE calculation; 2) it signals that FTA is placing more importance on JD by providing a financial incentive to do it; and, 3) it increases the importance of taking an early pass at JD as part of the SW Corridor project.

3. As part of TSAAP consider developing a scenario to estimate the benefits of changes in development resulting from the SW Corridor. Under the policy guidance (p.7-8), grantees have the option of doing a land use scenario based analysis. The results of the analysis can be used to calculate both economic development and environmental benefits from the project.

   Since station area planning is underway as part of TSAAP this provides the project with the opportunity to enhance two aspects of the project justification rating. The scenario would measure how the SW Corridor would produce changes in development patterns, population and employment and what FTA calls indirect vehicle miles traveled (VMT) benefits from changes in development.

4. Given the new emphasis on affordable housing as a measure of economic development in the project rating consider an increased emphasis on planning for, and tools to implement affordable housing in the SW Corridor.

   The scope of regional actions and discussions linking affordable housing and transit would appear to position the SW Corridor well in the new economic development rating. Going the next step with funding, such as, a TOD Affordable Housing Fund will likely enhance the prospects for high rating in the new framework.

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Updates

- **McKnight Grant Opportunity, “Moving the Market”**
- **Parking Audit Tool**
- **Corridor Wide Housing Strategy**
- **Corridors of Opportunity**
- **Southwest LRT Project Office**

Our Voice: McKnight announces new 'Moving the Market' funding opportunity

March 25, 2013

The McKnight Foundation's Region & Communities program (R&C) announces a new funding opportunity for appropriate Twin Cities metro collaborations or individual nonprofits working within the Corridors of Opportunity framework. The total amount available is $750,000, which may go toward one transformative proposal or be split among up to three proposals.

Click here to apply

McKnight's "Moving the Market" RFP process is inspired and informed by the work and direction of the Corridors of Opportunity Initiative. We seek proposals that address the question: How can private and public investment and activities be harnessed to benefit low-income people and communities? Specifically, we are looking for:

1. Proposals designed to scale up integrative initiatives for an impact on regional market dynamics, consistent with Corridors of Opportunity goals. Although the term "market" can be interpreted broadly, please specify your preferred definition in your proposal. Please also include how your proposed activity is intended to impact low-income people and low-wealth communities.
2. Proposals that are grounded in implementation promoting integration, alignment, and balanced participation from multiple sectors — nonprofit, government, private, and civic.

Click here to apply

Proposals will be accepted from May 31 to June 28. With special attention to the considerations above, every proposal also will be reviewed for its fit within McKnight's standard R&C program guidelines.

If you have any questions, please contact Renee Richie at rrichie@mcknight.org.

Nelson Nygaard Parking Audit Update - June 2013
Kerri Pearce Ruch, Hennepin County

On June 5th, 2013, Community Works Steering Committee and Southwest Corridor Management Committee members had the opportunity to hear from David Fields, a principal with Nelson Nygaard Consulting, regarding parking options at station locations. Mr. Fields was in town to follow up on a workshop last year funded by an EPA grant. Last year's workshop used a parking audit tool developed by Nelson Nygaard to examine different parking and development scenarios at four Southwest station areas – Golden Triangle, Shady Oak, Beltline and West Lake Street. The parking audit tool helps to quantify the changes in ridership and revenue that come from reducing park and ride spaces and using publicly-owned land for development. Given the emphasis on park and ride locations in the Preliminary Engineering process and the decisions that will be made over the next few months regarding size and siting. Community Works though it was a good time to bring Mr. Fields back to update the numbers and show staff how to work with the parking audit tool.

Mr. Fields walked members through components of good transit oriented development, focusing on the benefits that accrue from smart land use planning around transit stations. He noted that increased ridership for LRT can come from strong bus connections, bike facilities at station locations, safe and easy pedestrian connections to stations and from development surrounding station areas. He provided an example from the BART system in San Francisco, where the city found that it could increase ridership and generate substantial revenue income by converting existing park and ride spaces into active development. Mr. Fields also reviewed updated scenarios for Golden Triangle, Shady Oak, and Beltline. West Lake was not redone as a park and ride is no longer planned for that location.

Members asked many questions about the model assumptions and discussed FTA parking requirements for project funding. Mr. Fields was clear that the audit tool was not intended to critique existing park and ride plans but rather to give policymakers and staff another way to examine the trade-offs involved in different parking scenarios at station locations. Often, lost ridership from reduced park and ride spaces can be offset by ridership from development around station areas and that development can generate revenue in the form of increased fair collection and property taxes, rent and other fees that accrue to the public property owner.

Following the presentation to policymakers, Mr. Fields conducted a workshop for Technical Implementation Committee members and other staff to help them be able to use the parking audit tool to model additional station areas. During this workshop, Mr. Fields revisited the updated station areas and walked staff through inputs for Blake Road station, which had not been previously modeled.

From this workshop, staff learned about the assumptions that go into the model calculations and how to enter inputs for new station areas. It was clear that in order to obtain the most accurate picture, local numbers for travel behavior and development scenarios should be used. Met Council may be able to provide local travel

behavior information, based on data collected from Hiawatha. Additionally, cities can use the tool to model different development scenarios on land in public or private ownership.

Next steps for the parking audit include working with Met Council to get updated local information, and the TSAAP process for updated development scenarios. With this information, the tool can be used to model scenarios for all the stations with planned park and rides. The information will be shared with policymakers to add to the decision-making conversation over the next few months. The Nelson Nygaard presentation is available on the Southwest Transitway website.

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Housing Workgroup Update
June 2013
Kerri Pearce Ruch, Hennepin County and Cathy Capone Bennett, ULI-MN

The Housing Work Group met on June 12th. Topics included how best to disseminate the information contained in the Maxfield housing inventory report to SW City Councils, Economic Development Authorities and other interested stakeholders. ULI MN and Hennepin County staff will work with City staff to present the information to their policy and advisory groups later this summer and into September of this year. This will allow staff to time to modify the housing maps and ensure that the data is reflective of the current housing conditions around the station areas. Draft maps were presented by Hennepin County using the Maxfield data related to location of rental housing (12 or more units) that is affordable to households at 80% of area median income. These maps show both subsidized and naturally occurring affordable rental housing around station locations. It was agreed that it would be more meaningful to map the housing developments at multiple affordability levels (60% and 30% of area median income) to help provide a better understanding of the full range of housing options around the station areas.

The group also discussed the gaps analysis and reviewed questions they would like answered as part of the process. Next steps are to update the station characterization matrix that was completed a year or so before by the TIC and add the CTOD/Stantec Development Assessment numbers to better understand the potential market for new housing along the corridor and at each station area. The group will review the matrix as well as updated maps at its July meeting and share the findings with the TSAAP consultant as they move forward with that process. In August, the group will get a summary of a recent report (The Space Between) which evaluated the realities and possibilities in preserving unsubsidized (naturally occurring) affordable rental housing. They will also get an update on the proposed New Starts guidelines, especially the portions that relate to housing. (See process matrix). The group talked about the importance of integrating its work with the work that TSAAP consultants will be doing over the summer and fall and providing regular updates to the Community Works Steering Committee as the housing work progresses.

Attachments:

DRAFT affordable housing maps
Corridor Housing Strategy Framework
Potential questions from the data

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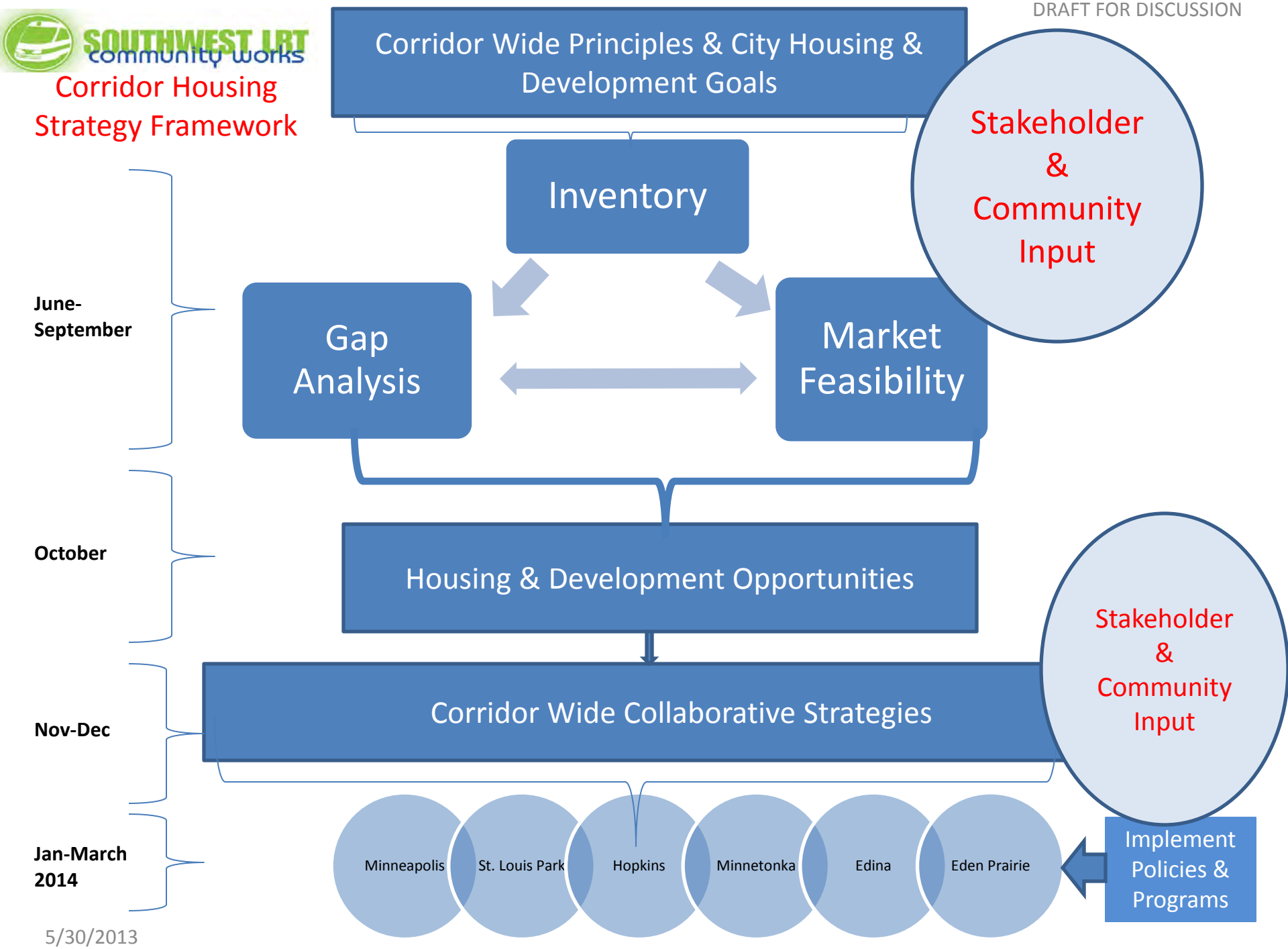
Corridor Housing Strategy Framework



Southwest Corridor Housing Strategy Work Group

Draft questions that are important to answer as part of the SW Corridor housing gap analysis.

Is the data in the housing inventory able to answer these questions? If not, what additional information is needed?

- What are the strengths and weaknesses along the SW LRT line with regards to a full range of housing choices providing access to jobs and amenities?
- What housing types and values are missing from the corridor to capture future market demand and housing preferences for the new demographics that it will attract? What are those new demographics that will be attracted to LRT?
- What are the key industries and average wages of the jobs along the corridor and how do they match with the current housing values and rents?
- What housing properties along the corridor are most susceptible to rent increases and/or redevelopment that are serving as existing affordable and/or naturally occurring affordable housing? What properties should be preserved?
- Where are the opportunity sites along the corridor for mixed income housing connecting to the future LRT with access to jobs, schools and area amenities?
- Out of the 6 station areas where there is no housing within a ¼ mile walkable distance, are there development opportunities to support new TOD housing?
- What are the optimal sites close to future LRT that could include future housing?

Corridors of Opportunity

From the Policy Board Meeting, May 22nd

- Katie Clark Sieben touted the Governor's more than 100 million dollars economic development package, which included $30m for the MN Investment Fund, which supports flexible loan financing for businesses, and $24m for the MN Jobs Creation Fund, a statewide pay-for-performance program.
- Mary Tingerthal was pleased to report significant increases to MN Housing programs, which went from $76m in the previous biennium to $100m this round, most of it in increased base (not just one time support). She also mentioned the closing of the local HUD multi-family office (direction will now be coming out of Chicago), as well as the sequester impacts on the Section 8 housing program.
- Chair Haigh reported on the increase in support for Metro Transit—up from $78m to $147m, which includes $18m to cover the state share of operations (for Central and Hiawatha)—and the $37m that will support Southwest through Preliminary Engineering. There was disappointment over the lack of any action on the transit sales tax, and the need to go back for more for Southwest next year, but she stressed that the new partnership with MN-DOT (Policy Board Member Charles Zelle is the new Commissioner) that was established will be tremendously helpful in the next round.
- Beth Reetz (Met Council) and Tim Thompson (Housing Preservation Project) reported on the progress of the Fair Housing Equity Assessment. Their presentation is available online at: http://www.corridorsofopportunity.org/sites/default/files/CoOBoardPresentation-FHEA_5-22-2013-reduced.pdf. There were many challenges to the presenters on what the data is telling us and what the policy response should be. There was also a discussion of community engagement efforts related to the study, how this information can be used to build the case for transit corridor buildout, and how this data will affect the Thrive MSP 2040 plan.
- Finally, Lee Sheehy shared that Senior Staff and the Policy Board members are continuing to work on options for what happens to Corridors of Opportunity post-2013 when the grant funds are expended. There are a range of items up for discussion, including whether or not to expand the geography and the scope to include the larger region and economic development, and how to support the initiative. There is no expectation at this time of major federal or philanthropic support on the scale of the original $25m in grants and loans. A Policy Board work group (including Commissioner McLaughlin) is going to discuss and report back at the July meeting (there is no Senior Staff or Policy Board meeting in June).

Date: June 12, 2013

To: Southwest Community Works Steering Committee

From: Chris Weyer, Southwest LRT Project Director

Re: **Southwest LRT (Green Line Extension) progress report through May 2013**

Project Development

- Work on resolving PD technical issues continued in May 2013.
- The SPO held Issue Resolution Team (IRT) meetings with project stakeholders. The PEC West and PEC East teams developed design materials for the IRT discussions.

Environmental Program

- The Council executed a contract on May 1 with CH2M Hill for the Final Environmental Impact Statement. The EIS consultants participated in IRT meetings to get up-to-speed on technical issues and PD activities.
- Two proposals in response to the Council's RFP for a Phase II Archaeological Survey were received on March 5. Negotiations are currently in process with the most qualified proposer; contract award expected in June.
- The Council issued an RFP for an architecture/history structures survey covering four properties and one potential historic district May 1 and received two proposals on May 23. Evaluation of the proposals is in process. Award is expected in July.
- Contractor SEH continued work on the Environmental Site Assessment, identifying and classifying sites for detailed review and developing GIS data during May. SEH also began evaluation of potential OMF sites.

Staffing

- One new staff member and five interns started work at SPO during May.

Advisory Committees

- Meetings of the Business and Community Advisory Committees were held May 29 and 30, respectively. The committees provided feedback on Eden Prairie alignment adjustments, Nine Mile Creek Crossing, Golden Triangle Station, Shady Oak Road Crossing, City West and TH 212 and TH 62 Flyover Bridges, Excelsior Boulevard Crossing, Blake Station, Penn Station, Van White Station and the Royalston Station/The Interchange Connection. The BAC also appointed a co-chair to the committee.
- The Communications Steering Committee met May 15 to discuss outreach and communications activities along the corridor.

Other Outreach and Communication Activities

During May 2013, SPO staff engaged in the following outreach activities:

- Held three open houses (May 13, May 15 and May 22) on possible operations and maintenance facility (OMF) sites along the corridor. Approximately 175 attendees visited the three OMF open houses. The open houses were promoted via printed flyers, the Project's website, and Twitter.
- Attended and shared SWLRT project information at 25 community events and meetings along the corridor. See Appendix D for a detailed listing of community events and meetings.
- Staff responded to approximately 60 calls and emails from the general public with questions about the status of the project or potential impacts to their properties.
- Staff updated the swlrt.org website to include information about upcoming open houses on OMF siting, and posted BAC, CAC and Corridor Management Committee agendas, minutes and presentations.