



SOUTHWEST LRT community works

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Southwest LRT Community Works Steering Committee

Thursday, July 18, 2013

1:30 – 3:00 pm

Council Chambers, St. Louis Park City Hall

Agenda

- I. Welcome & Introductions**
- II. Approve June 2013 Meeting Minutes**
- III. Southwest Land Use + Econ Development Rating**
Mariia Zimmerman, MZ Strategies
GB Arrington, GB Placemaking
Mark Fuhrmann, Southwest Project Office
- IV. Draft Guiding Principles**
City Staff
GB Arrington, GB Placemaking
- V. Preview of August Agenda Items**
- VI. Updates & Announcements**
- VII. Adjournment**

Next meeting: Thursday, August 15, 2013



Southwest LRT Community Works Steering Committee

Meeting Minutes

Thursday, June 20, 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

Jason Gadd, City of Hopkins Member

Dick Miller, Minnehaha Creek Watershed District Member

Jeff Casale, Minnehaha Creek Watershed District Alternate

Caren Dewar, Urban Land Institute–Mn Member

Other Attendees

Katie Walker (Hennepin County), Kerri Pearce Ruch (Hennepin County), Chuck Darnell (Hennepin County), Mark Fuhrmann (Metro Transit), Kevin Locke (St. Louis Park), Elise Durbin (Minnetonka), Janet Jeremiah (Eden Prairie), Kathryn Hansen (SW Project Office), Meg Beekman (Hopkins), Kersten Elverum (Hopkins), Ryan Kelley (St. Louis Park), Vida Ditter (Minneapolis), Cathy Bennett (ULI), Kathie Doty (KLD Consulting), Larry Blackstad (Minnehaha Creek Watershed District), Paul Mogush (Minneapolis), Jeff Peltola (Public Works for Public Good)

Guest Speakers

GB Arrington, GB Placemaking

Mariia Zimmerman, MZ Strategies

I. Welcome & Introductions

Chair Dorfman convened the meeting and asked members and attendees to introduce themselves. To approve June 2 13 meeting minutes

II. June 2013 meeting minutes

Chair Dorfman asked for approval of the meeting minutes from the June 2013 meeting. Meeting minutes were approved on a voice vote.

III. TSAAP Update and Report Preview

Chair Dorfman asked Mark Koegler, Hoisington Koegler Group, Inc, to present an update on the status of the Transitional Station Area Action Planning (TSAAP) work. Mr. Koegler presented a PowerPoint report that indicated that at this time, the project team is in the process of refining preliminary plans, characterizing station types, and preparing access and circulation plans. The TSAAP process will result in proposed infrastructure and development plans. Chair Dorfman asked Mr. Koegler how we will factor in changes that are inevitable over time. Mr. Koegler responded that it will be important for plans to be

open and to build in flexibility to accommodate possible changes. Mr. Koegler also indicated that this work is being conducted in coordination with the Southwest Project Office preliminary engineering teams. Next, he reported on public engagement activities that have supported the TSAAP project. Jason Gadd asked if the concept of a corridor-wide approach was working; Mr. Koegler responded in the affirmative. With regard to public outreach, in addition to the open house meetings the TSAAP process is being supported by a new interactive tool called Mind Mixer. Kathie Doty provided a demonstration of how the Mind Mixer site works and previewed how this tool will be promoted to the public.

IV. Southwest LRT Community Works Principles and Strategies

Chair Dorfman introduced GB Arrington from GB Placemaking and Maria Zimmerman from MZ Strategies to discuss developing principles for the community works initiative. Chair Dorfman indicated that as we finish the TSAAP work, the Steering Committee will want to make sure that guiding principles exist to position us to be as competitive as possible for federal funding. Draft guiding principles will be brought to the Steering Committee at the July meeting.

V. Southwest LRT Peer Ranking in Land Use & Economic Development

Maria Zimmerman provided background on her experience in working for the Federal Transit Administration and with the U.S. Congress; she also noted that she recently participated in developing new economic development criteria for New Starts projects. Ms. Zimmerman discussed how the Southwest LRT project compares to other projects around the country, particularly six other projects that are in the same project development phase. She said that she detected no fatal flaws for the Southwest LRT project but also sees no compelling case for funding. She asserted that the challenge for Southwest is to make a compelling case, backing the message up with data. She indicated that the New Starts program had recently incurred funding cuts and at present, there are no recommendations to fund any new projects through New Starts. Ms. Zimmerman explained that the evaluation process for New Starts projects is such that potential projects must meet higher hurdles as they advance through planning stages. In comparing Southwest ratings with other projects, she noted that our land-use policy ratings are not as high as others. The next year will be critical for the Southwest project with regard to elevating the New Starts rating. There are three critical focus areas: 1) our highest rating is on economic development – that is good but things are changing so we need to monitor this and the ratings high; 2) we need to improve our financial rating, possibly with a higher match than 50%; other areas of the country are using innovative funding such as value capture; and 3) we should consider how to elevate our land-use ratings, which will be a challenge since it is harder for a line traveling through suburban areas that has to compete with projects proposed for more urban areas like Baltimore.

Jan Callison asked about opportunities to demonstrate environmental benefits. Ms. Zimmerman indicated that the environmental criteria have been substantially changed from the past, including capturing air-quality improvements, Best Management Practices, and public health assessments. With regard to the Southwest LRT project's status in the New Starts queue, Ms. Zimmerman responded that projects cannot be in preliminary engineering any longer than 4 to 5 years and remain in the queue. In addition to needing to show progress conducting preliminary engineering work, projects must get their environmental work completed in a timely fashion.

By way of introduction, GB Arrington indicated that he had worked on five of the six projects described by Ms. Zimmerman. He reinforced what Ms. Zimmerman said about the new playing field that exists for New Starts projects, and indicated that past ratings aren't meaningful in this new environment. He stated that higher ratings on the land use criteria are important to make a project more competitive. Mr. Arrington continued to provide an overview of his perspective on what the Federal Transit Administration cares most about and how they score projects. He talked about strategies such as joint development tools and showing real progress on getting transit supportive development underway.

In closing, Mr. Arrington stressed that it is more advantageous to do a very good job in a few places along a proposed line than a mediocre job everywhere along the line.

Chair Dorfman asked Mark Furman when the next opportunity would be for our region to demonstrate what we are doing locally to prepare for a Southwest LRT line. Mr. Furman responded that he meets quarterly with FTA staff and provides information to them regularly. With regard to formal submittals, there will be an update to the project's financial plan after the 2014 legislative session, submittal of a land-use plan, and completion of the NEPA process with a Record of Decision. A formal application to the FTA will be made approximately a year from now and there will also be a refresher or update submitted this fall.

VI. Items for the July meeting

Chair Dorfman indicated that the Steering Committee would be spending time reviewing draft guiding principles at the July meeting and that the principles would be approved at the August meeting. Thereafter the guiding principles would be sent to the cities for approval and suggested that this action could be included in the fall 2013 update by the Southwest Project Office to the FTA. Mr. Fuhrmann responded that it would be a good idea to explore that; while the project ratings are good, we should bolster them whenever possible. Other things that we should emphasize include the Community Works program, Corridors of Opportunity work, and station area planning work. Caren Dewar added we should also emphasize work on a housing strategy and livable communities work. Jan Callison talked about city actions regarding zoning. She asked about harmonizing our policies and the possibility of developing a 'super development agency', a topic that had been raised by Anne Mavity previously. Mr. Arrington noted that the Southwest Project Office's schedule will be different from the Community Work schedule since the Community Works efforts will have a longer horizon. Committee members talked more about ways to demonstrate progress and show results of our actions. Chair Dorfman talked about prioritizing stations and getting some projects off the ground sooner rather than later.

Dick Miller made a motion to direct staff to continue to confer with experts including Ms. Zimmerman and Mr. Arrington to find ways to support the competitiveness of the Southwest light rail project. This motion was seconded and passed on a voice vote.

VII. Adjournment

Chair Dorfman adjourned the meeting. The next Southwest LRT Community Works Steering Committee meeting is scheduled for Thursday, July 18, at 1:30 pm at the St. Louis Park City Hall.



Agenda Item 3: Southwest Land Use + Economic Development Rating

Reviewed By:

- Chair
- TIC Principals
- TIC
- Hennepin County staff
- Other _____

Steering Committee Action Requested:

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. GB Arrington, GB Placemaking, is under contract with both Hennepin County for Southwest Community Works and the Metropolitan Council and has extensive experience with the New Starts process. Mark Fuhrman, Metropolitan Council, is the New Starts Project director.

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 and Mark Fuhrman will participate in the meeting. GB Arrington will also participate via conference call 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 2011 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 specify 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:

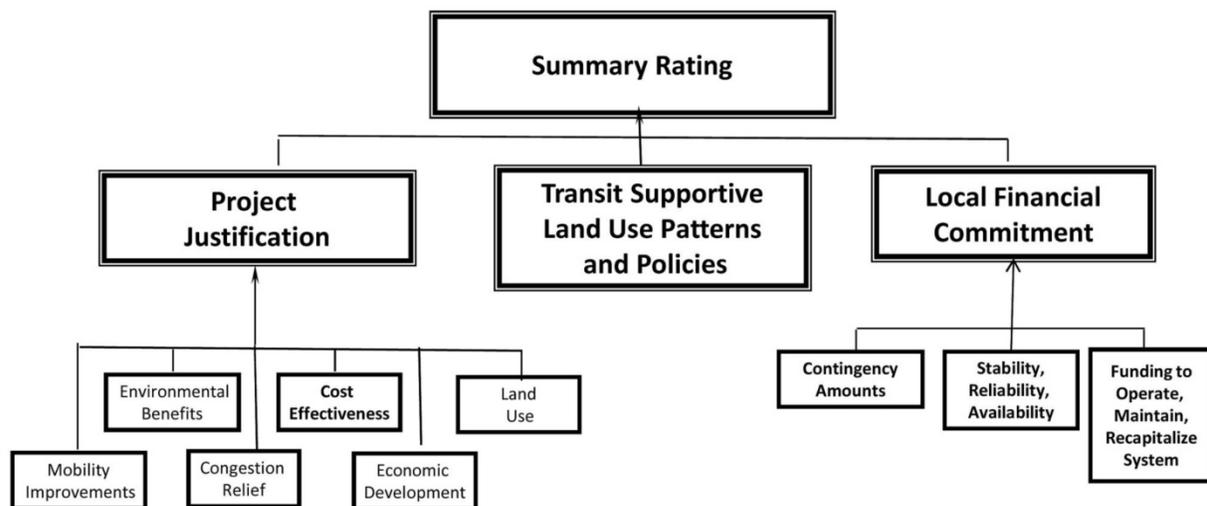
1. **FTA is adopting a simpler, more straightforward approach for measuring a proposed project’s cost-effectiveness.** FTA will no longer require communities to compare a proposed project’s travel time savings against a hypothetical alternative project. Instead, FTA will look at the estimated cost to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

¹http://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 rules³ toward land use and economic development when they made them the single largest



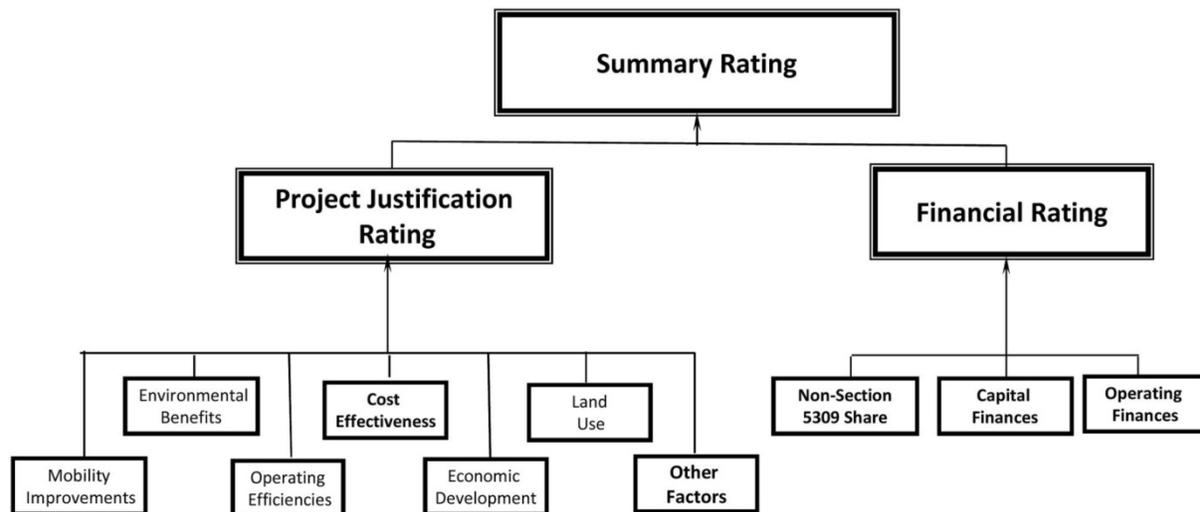
MAP-21 New Starts Criteria. MAP-21 put Transit Supportive Land Use Patterns and Policies on equal footing with Project Justification and Local Financial Commitment

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.



Agenda Item 4: Southwest Corridor Guiding Principles and Strategies

Reviewed By:

- Chair
- TIC Principals
- TIC
- Hennepin County staff
- Other _____

Steering Committee Action Requested:

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

Comments:





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UPDATES/INFORMATION:

- McKnight Moving the Market RFP
- Southwest Project Office Freight Rail meetings – July 17th and 18th
- Southwest LRT Project Office



SOUTHWEST LRT community works

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Date: July 12, 2013

To: Southwest LRT Community Works Steering Committee Members

From: Kerri Pearce Ruch, Housing, Community Works and Transit

RE: McKnight Moving the Market RFP –SW LRT Community Works Application

In response to McKnight's Moving the Market RFP, Hennepin County Southwest LRT Community Works submitted a request for \$600,000 to implement an Employment Transit Oriented Development (ETOD) pilot at two Southwest LRT station areas to connect transit, jobs and workforce development while expediting the transformation of these areas from auto-oriented suburban job centers. A summary of the grant proposal is provided below.

Summary

Employment Transit Oriented Development (ETOD) moves beyond the traditional focus on housing and mixed use retail at station locations to identify strategies to enhance and retain employment opportunities along transit corridors and at station locations. This is a relatively new focus area as emphasis to date has centered around building compact, mixed-use, mixed-income housing near transit, with shops and services in close proximity.

Reconnecting America recently completed a study of ETOD opportunities on transit corridors in the Denver area (A Station Area Typology of Economic Opportunity, Mile High and Reconnecting America, 2013). This report highlights the benefits of focusing on connections to employment and training opportunities along transit corridors. In addition to increased transit access, some of the benefits cited in this report include increased access to training opportunities, increased income through job creation and preservation and income retention through reduced transportation costs due to location of community amenities at station areas. These benefits particularly accrue to low and mid-wage workers.

The economic development opportunities described in the Denver report are very applicable to Southwest LRT. Southwest LRT enjoys strong employment clusters, both in the downtown core and in suburban job centers. However, the suburban areas are auto-oriented and not transit-supportive.

Hennepin County, through its Southwest LRT Community Works project, is proposing an ETOD pilot program that will capitalize on the existing employment base and seize opportunities to grow jobs both in current and emerging markets. This pilot project will focus on implementation techniques at two yet-to-be identified station areas along Southwest LRT. It will build on the strong public/private partnerships that exist through the Southwest LRT Community Works partnership and the Southwest Business Investment Partnership. In addition, the ETOD pilot will focus on aligning investments to transition the station areas from auto-oriented job centers to



SOUTHWEST LRT

community works

green means go.

compact, pedestrian- friendly areas with easy access to services. This will provide opportunities for employment centers to transform from auto-oriented to walkable, transit and growth-oriented destinations, and for workers to reduce transportation costs and travel time.

To accomplish this transformation, an ETOD workgroup will be created, made up of private sector business partners, nonprofit and educational partners, and public sector partners. This workgroup will review and analyze station typologies and market data relating to employment and economic development potential at Southwest station locations. The group will, based on this research, select two pilot sites for ETOD implementation, which will include land use and development strategies, opportunities for business growth and increased employee transit use, increased opportunities for workforce development, training and connections to jobs in growth sectors and connections to workforce housing, childcare and other amenities around station locations.

The ETOD pilot builds upon current assets, integrates jobs into transit rather than simply residing adjacent to transit, leverages and creates synergies by combining public and private sector infrastructure investments, and advances regional equity by creating opportunities for low income residents from St. Paul along the Green Line and from North Minneapolis to access suburban job clusters in a TOD based environment.



PUBLIC COMMUNITY MEETINGS

Freight Rail Issues

The Southwest LRT (Green Line Extension) Project will host two community meetings July 17 & 18, 2013, on engineering concepts for resolving the location of freight rail in the design of the project.

LOCATIONS & TIMES:

JULY 17 MINNEAPOLIS

Jones-Harrison Residence
3700 Cedar Lake Avenue, Minneapolis
Open House: 4:30–5:30 P.M.
Presentation: 5:30–6:15 P.M.
Facilitated Q & A Session: 6:15–7:00 P.M.
MAP: <http://goo.gl/maps/UhXfh>

JULY 18 ST. LOUIS PARK

St. Louis Park High School
6425 W 33rd Street, St. Louis Park
Open House: 4:30–5:30 P.M.
Presentation: 5:30–6:15 P.M.
Facilitated Q & A Session: 6:15–7:00 P.M.
MAP: <http://goo.gl/maps/DLBmJ>

The concepts explore various possibilities for co-locating freight and LRT tracks in Minneapolis, as well as options to reroute freight rail traffic in St. Louis Park to make way for LRT tracks. The relocation concepts to be presented will be different than the one described in the Draft Environmental Impact Statement (DEIS).

Both co-location and relocation options would have impacts on residences and businesses, including the freight railroads. The goal is to choose one option

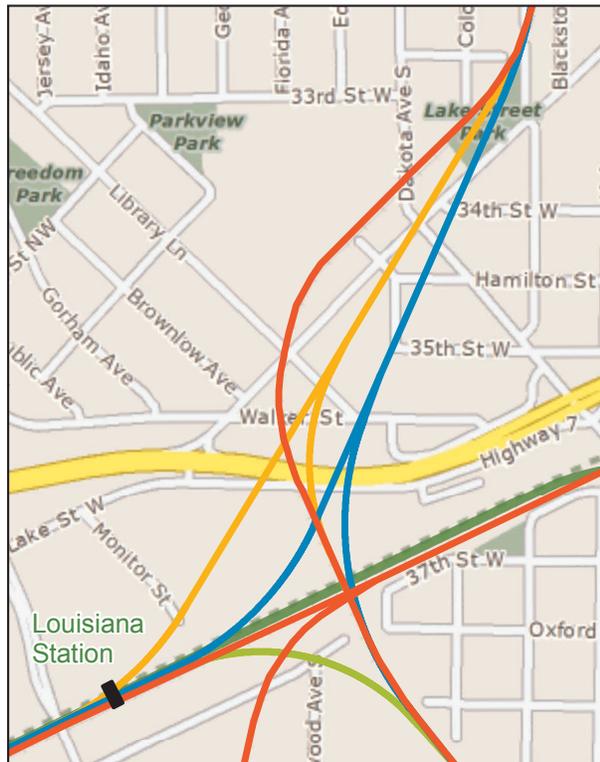
and design it in a way that is safe and operationally efficient for both LRT and the freight railroads and cost effective.

Feedback from these community meetings will be shared with members of the project's Business and Community Advisory Committees, the Corridor Management Committee and the Metropolitan Council to help them understand the issues around co-location and relocation as they provide input.

See map of concepts on reverse side.

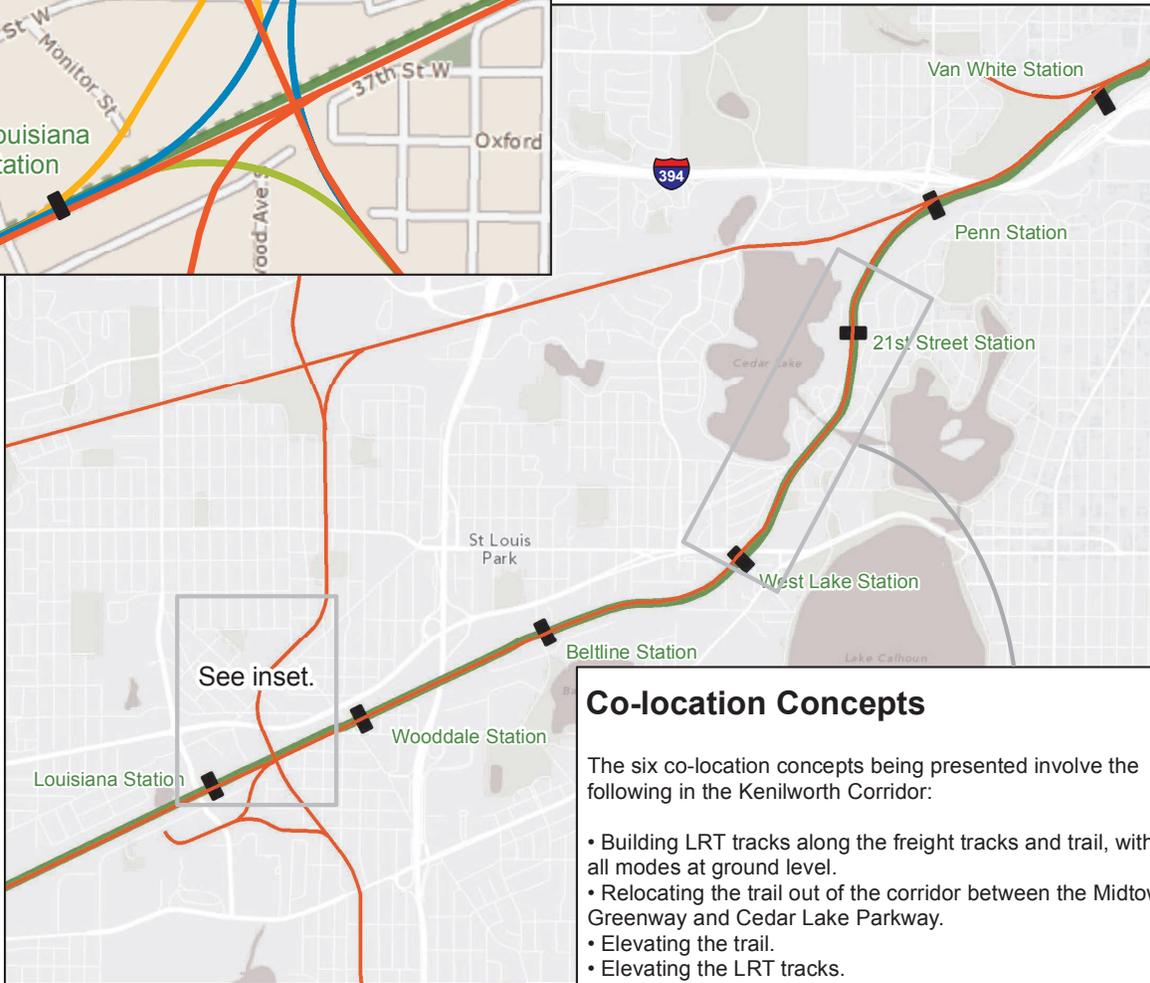
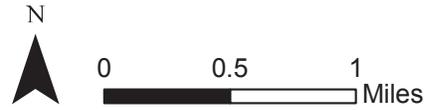
To learn more about the Green Line Extension Project, visit www.swlrt.org

Any individual who requires assistance to participate should contact Southwest LRT Community Outreach Coordinator Sophia Ginis, 612-373-3895 or Sophia.Ginis@metrotransit.org. Requests for special assistance should be made seven business days in advance of the scheduled community meetings.



Relocation Concepts

- Existing Freight Rail
- Brunswick West
- Brunswick Central
- Southern Connection
- Proposed LRT Route



Co-location Concepts

The six co-location concepts being presented involve the following in the Kenilworth Corridor:

- Building LRT tracks along the freight tracks and trail, with all modes at ground level.
- Relocating the trail out of the corridor between the Midtown Greenway and Cedar Lake Parkway.
- Elevating the trail.
- Elevating the LRT tracks.
- Building a shallow tunnel for LRT tracks.
- Building deep twin tunnels, with one tunnel for each LRT track.



Date: July 10, 2013

To: Southwest Community Works Steering Committee

From: Chris Weyer, Southwest LRT Project Director

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

Project Development

- Work on resolving PD technical issues continued in June.
- SPO developed design materials for the freight rail and station open houses. SPO design staff attended open houses.
- SPO held Issue Resolution Team (IRT) meetings with project stakeholders.

Environmental Program

- FTA and SPO determined their intent to develop a Supplemental DEIS during the June 2013 PMOC meeting. Notices will appear in the Federal Register and Minnesota Environmental Quality Board Monitor.
- MnDOT and SPO staff completed negotiations with the most qualified proposer for a Phase II Archaeological Survey.
- Evaluation of the proposals for supplemental architectural/history surveys were completed in June and negotiations with the most qualified proposer will commence in July.
- Contractor SEH continued work on the Phase I Environmental Site Assessment, identifying and classifying sites for detailed review. SEH also began evaluation of a second potential OMF site.

Advisory Committees

- The SWLRT Business Advisory Committee (BAC) and Community Advisory Committee (CAC) held a joint meeting on June 6 to review and discuss freight rail design options, Louisiana, Beltline, West Lake and 21st Street station as well as TH 100 and Cedar Lake Parkway crossings.
- The BAC and CAC met June 26 and 27, respectively. The committees provided feedback on Hennepin County's Community Works activities, Minnetonka/Hopkins Bridge and received reports on the Operations and Maintenance Facility update, June 13 freight rail open houses and six station open houses. Members were also encouraged to provide feedback on meeting content, length, frequency and format.

Other Outreach and Communication Activities

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

- Held two open houses on June 13 () on freight rail design options for co-location and relocation. Approximately 300 attendees visited the two freight rail open houses and over 300 comments were received.
- Hosted six open houses in June for the public to learn about, and provide feedback on, proposed locations for all 17 proposed stations. Approximately 330 members of the public attended the six open houses and approximately 120 comments were received.
- Attended and shared SWLRT project information at 27 community events and meetings along the corridor.
- Responded to approximately 120 calls and emails from the general public with questions about the status of the project or potential impacts to their properties.
- Updated the swlrt.org website to include information about upcoming open houses on freight rail design and stations, and posted BAC, CAC and Corridor Management Committee agendas, minutes and presentations.