

## Red Rock Corridor Commission Agenda

Thursday August 29, 2013 4:30 p.m.

**Please note the later start time**

Cottage Grove City Hall, Council Chambers  
12800 Ravine Parkway South  
Cottage Grove, MN 55016

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	<u>Action Requested</u>
1. Introductions	Information
2. Consent Items*	Approval
a. Checks and Claims	
b. Minutes of the July 25, 2013 Meeting	
3. Insurance Renewal*, Andy Gitzlaff, WCRRA	Approval
4. Corridor Market Analysis Case Studies*	Information
a. Cedar Ave BRT Market Analysis– Joe Morneau, DCRRA	
b. Northstar – Lyssa Leitner, WCRRA	
c. Other Learning Opportunities – Andy Gitzlaff, WCRRA	
5. AAU Update* - Lyssa Leitner, WCRRA	Information
6. Communications Update* - Andy Gitzlaff, WCRRA	Information
7. Legislative Update – Josh Olson, RCRRA	Information
a. State	
b. Federal*	
8. Other	Information
a. Next Scheduled Meeting – September 26, 2013	
9. Adjourn	Approval

\* *Enclosures*



**DATE:** August 23, 2013  
**TO:** Red Rock Corridor Commission  
**FROM:** Staff  
**RE:** Checks and Claims

Attached is the

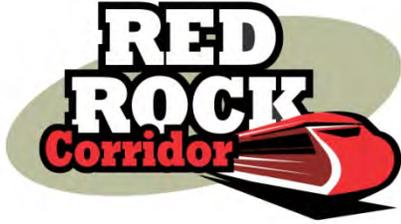
App E Website Services Invoice #3 (August 2013) \$ 667.00

Note: Percent of contract utilized = 66%

**TOTAL \$ 667.00**

*Detailed invoices can be made available upon request.*

**Action Requested:** Approval



## Draft Meeting Minutes

July 25, 2013

Cottage Grove City Hall

4:00 p.m.

Commission Members	Agency	Present
Autumn Lehrke, Chair	Washington County RRA	X
Mike Slavik	Dakota County RRA	X
Janice Rettman	Ramsey County RRA	
Linda Higgins	Hennepin County RRA	X
Barb Hollenbeck	City of Hastings	X
Jen Peterson, Vice-Chair	City of Cottage Grove	X
Keith Franke	City of St. Paul Park	
Steve Gallagher	City of Newport	X
Jim Keller	Denmark Township	
Cam Gordon	City of Minneapolis	
Amy Brendmoen	City of St. Paul	

Ex-Officio Members	Agency	
Marc Mogan	Prairie Island Indian Community	X
Ken Bjornstad	Goodhue County	

Staff	Agency	Present
Andy Gitzlaff	Washington County RRA	X
Lyssa Leitner	Washington County RRA	X
Jimmy Shoemaker	Ramsey County RRA	X
Joe Morneau	Dakota County RRA	
Mike Rogers	Ramsey County RRA	X

Others	Agency
Katie White	Met Council
Jay Demma	STANTEC
Carl Jensen	MnDOT
Josie Warren	Washington County
Chuck Darnell	Hennepin County
Stuart Krahn	STANTEC

The meeting was video recorded and can be viewed online at: [http://swctc.granicus.com/MediaPlayer.php?view\\_id=2&clip\\_id=4456](http://swctc.granicus.com/MediaPlayer.php?view_id=2&clip_id=4456)  
 Chair Lehrke called the meeting to order at 4:02 p.m.

### **Agenda Item #1: Introductions**

Introductions were made by those present.

Motion made by Peterson to add agenda item 6b. Newport Transit Station Update to agenda. Seconded by Gallagher. **All in favor.** Motion carried.

### **Agenda Item #2: Consent Items**

#### **a. Checks and Claims**

#### **b. Minutes of the May 30, 2013 Meeting**

Motion made by Slavik to approve the May 30, 2013 meeting minutes and checks and claims. Seconded by Hollenbeck. **All in favor.** Motion carried.

### **Agenda Item #3: Legislative Update**

#### **a) State**

Gitzlaff discussed the State Legislative Update as presented in the packet.

#### **b) Federal**

Gitzlaff discussed the Federal Legislative Update as presented in the packet.

### **Agenda Item #4: Communication Update**

Gitzlaff discussed the Facebook and website communication update as presented in the packet. Gitzlaff stated they are hoping to have a news release to highlight the update on the Newport Transit Station, the progress on the AAU and any upcoming public meetings.

Peterson asked for the meeting agenda to be done in a format on the website that would make it easy to share via Facebook. Peterson stated it would be nice to have the entire agenda available for the public. Gitzlaff stated he will look into this and the website provider should be able to provide a link to the agenda on the website.

### **Agenda Item #5: AAU Workshop Preview**

Leitner discussed the AAU workshop preview as presented in the packet.

### **Agenda Item #6: Other**

#### **a) Next scheduled meeting is Thursday, August 29, 2013 at 4:00 p.m.**

#### **b) Newport Transit Station Update**

Gitzlaff discussed the Newport Transit Station Update as presented in the packet. Gitzlaff stated that the project completion date would be extended out to mid-2014 which should lead to more favorable bids from contractors.

Lehrke stated the building was drawn up to cost around \$600,000 with the bids coming in just under \$1,000,000 which is a significant difference.

Peterson asked if construction includes the demolition of the current buildings. Gitzlaff stated it is broken out into four bid packages with one including the demo, grading, and paving of the new road and parking stalls. They are all linked together. Gitzlaff stated they looked at a possibility to go ahead with just the site work, but changes could happen with the redesign that could affect the site work, so it was just not feasible.

Peterson asked if there would be any interest from local fire departments, swat teams or sheriff departments to be able to use the building for a burn practice or training site. Gitzlaff stated they have done that in the past and would be open to it again. Lehrke stated at the HRA redevelopment bus tour they took a couple of weeks ago, that question had come up and Molly O'Rourke reminded them that the Washington County swat team was in their last year and they basically tore it up, but it is definitely something to look into. Gallagher stated Newport has had three burns this year and they are "burned out." Peterson stated she feels it may help get the cost down. Gallagher stated it would help the police department as well to have the building gone because of trespassers.

**Agenda Item #7: Adjourn**

Motion made by Hollenbeck to adjourn. Seconded by Gallagher. **All in favor.** Motion carried.

Meeting adjourned at 4:18 p.m.



**DATE:** August 23, 2013  
**TO:** Red Rock Corridor Commission  
**FROM:** Staff  
**RE:** Liability Coverage Insurance

The Red Rock Corridor Commission's insurance policy with the League of Minnesota Cities is up for renewal in September 2013. Coverage for the work of the Commission is currently held through the League of Minnesota Cities Insurance Trust. Coverage includes open meeting, municipal liability, auto and crime. The premium last year was \$927.00 and was paid by the Commission.

At the time coverage was obtained, the Commission was asked to determine whether or not it would waive the statutory tort liability limits. The Commission chose **NOT** to waive such limits. This means that an individual claimant would be able to recover no more than \$300,000 on any claim. If the Commission chose to waive the limits, a claimant could recover up to \$1 million. The League of Minnesota Cities Insurance Trust would like confirmation that the Commission would again chose not to waive the statutory tort liability limits. It is anticipated that the 2013/2014 premium will be comparable to last year's, and is included in the Commission's 2013 budget.

**Action**

Continue insurance coverage with League of Minnesota Cities Insurance Trust for 2013/2014 and that the statutory tort liability limits not be waived.

**SECTION I: LIABILITY COVERAGE WAIVER FORM**

Cities obtaining liability coverage from the League of Minnesota Cities Insurance Trust must decide whether or not to waive the statutory tort liability limits to the extent of the coverage purchased. The decision to waive or not to waive the statutory limits has the following effects:

- *If the city does not waive the statutory tort limits*, an individual claimant would be able to recover no more than \$500,000. on any claim to which the statutory tort limits apply. The total which all claimants would be able to recover for a single occurrence to which the statutory tort limits apply would be limited to \$1,500,000. These statutory tort limits would apply regardless of whether or not the city purchases the optional excess liability coverage.
- *If the city waives the statutory tort limits and does not purchase excess liability coverage*, a single claimant could potentially recover up to \$1,500,000. on a single occurrence. The total which all claimants would be able to recover for a single occurrence to which the statutory tort limits apply would also be limited to \$1,500,000., regardless of the number of claimants.
- *If the city waives the statutory tort limits and purchases excess liability coverage*, a single claimant could potentially recover an amount up to the limit of the coverage purchased. The total which all claimants would be able to recover for a single occurrence to which the statutory tort limits apply would also be limited to the amount of coverage purchased, regardless of the number of claimants.

Claims to which the statutory municipal tort limits do not apply are not affected by this decision.

This decision must be made by the city council. **Cities purchasing coverage must complete and return this form to LMCIT before the effective date of the coverage.** For further information, contact LMCIT. You may also wish to discuss these issues with your city attorney.

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\_\_\_\_\_ accepts liability coverage limits of \$ \_\_\_\_\_ from the League of Minnesota Cities Insurance Trust (LMCIT).

*Check one:*

- The city **DOES NOT WAIVE** the monetary limits on municipal tort liability established by Minnesota Statutes 466.04.
- The city **WAIVES** the monetary limits on tort liability established by Minnesota Statutes 466.04, to the extent of the limits of the liability coverage obtained from LMCIT.

Date of city council meeting \_\_\_\_\_

Signature \_\_\_\_\_ Position \_\_\_\_\_

*Return this completed form to LMCIT, 145 University Ave. W., St. Paul, MN. 55103-2044*



**DATE:** August 22, 2013  
**TO:** Red Rock Corridor Commission  
**FROM:** Staff  
**RE:** Corridor Market Analysis Case Studies

#### 4 a & b Cedar Avenue BRT and Northstar Commuter Rail

Staff is often involved or aware of other projects going on in the region that have some relevance to the work of the Commission. For example, market studies have recently been completed for both the Cedar Avenue BRT Corridor and Northstar Commuter Rail Corridor. Since the Commission is considering both of these modes in the Red Rock Corridor it would be beneficial for the results of both of these studies to be shared with the Commission.

Representatives from both projects were invited to present an overview of their studies at the August Commission meeting. Joe Morneau, from Dakota County will present on Cedar Avenue. Unfortunately no one was available to present on the Northstar market analysis. Lyssa Leitner, from Washington County who has previously seen the presentation and has consulted with their project manager, will cover some of the highlights of the presentation

Copies of both PowerPoint's have been included in the packet.

#### 4 c Other Learning Opportunities

Learning from other transitways is included within the Commissions workplan. Staff would like to receive feedback from the Commission on how they would best like to be informed and if there are specific projects they would like to learn more about. The following options have been prepared.

#### **Presentations at Commission Meeting**

Presentations on relevant projects, similar to the ones above, are given at Commission meetings. Staff would like to know if there are specific projects that the Commission would like to receive a presentation about.

#### **Mobile Tour**

A tour of other examples of transitways in the region could be arranged. For example, during the Station Area Planning Study a tour was given of the Northstar commuter rail shortly after it opened. Tours are a great way to experience other transit modes but it can also be very time consuming and participation would need to be limited to the amount of people you can transport.

One option for the Commission to consider would be a tour of the newly opened Cedar Avenue BRT. If a tour is desired, the Commission should provide guidance on which transit investments they would like to see.

**Self -Guided Tour**

A self-guided tour is another option, staff could prepare a packet and route information and Commission members could explore the transit lines at their convenience..

**Demonstration Event**

Another option would be to bring a BRT Red Line vehicle to somewhere along the Red Rock Corridor. This would give an opportunity for the Commission to view the vehicle and some of the amenities of BRT (low floor boarding, sleek design). However, you would not be able to experience the other features such as station amenities and the runningway. Another added benefit to a demonstration event is that more people, including more local officials and the general public could be involved since you are not limited to the amount of people that you can transport. Staff asked Metropolitan Council if this would be feasible and we were informed that due to the limited number of buses and their high frequency of service we could do it but only on a Saturday. If this option is desired by the Commission staff suggests that since it must be done on a Saturday it should be combined with some other community event to draw a bigger attendance. Staff has also previously looked into bringing a Northstar train to the Red Rock Corridor but due to trackage right issues with the host railroads and liability requirements it would be cost-prohibitive.

**Action**

Information

METRO Red Line Market and Development Study 

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## Taking TOD to the Suburbs: METRO Red Line Market & Development Study

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Kathy Bodmer – City of Apple Valley  
Joe Morneau – Dakota County  
July 11, 2013

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METRO Red Line Market and Development Study 

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### OMG It Happened

- METRO Red Line
  - Opened June 22
  - 15 minute service between 5 stations
  - Station facilities, technology, roadway improvements combine to improve convenience and speed



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METRO Red Line Market and Development Study 

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### Study Objectives

- Identify strategies to promote transit-oriented development at station areas
- Understand BRT's role/capacity to drive development changes, esp. with consideration to suburban environment
- Development of typologies
- Stakeholder engagement
  - Residents
  - Businesses
  - Developers
  - Underserved populations

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METRO Red Line Market and Development Study 

### Approach

- Inventory of station areas
  - Character
  - current uses
  - public amenities & infrastructure
- Market Analysis
  - Understand 'big picture' projections
  - Expectation of BRT influence on new development; needs for other concerted improvements
- Typologies
  - Station-level recommendations
    - Scale and use
    - Public amenities
    - Non-auto circulation
    - Affordable housing



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METRO Red Line Market and Development Study 

### Market Study

- Corridor cities still expecting robust development over next 20 years
  - 23,000 residential units
  - 5.7M s.f. office
  - 5.0M s.f. retail
- BRT Impact
  - Limited examples from elsewhere
    - Impacts uncertain, distorted by recent economy
  - Perceived benefit not on the same level as LRT

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METRO Red Line Market and Development Study 

### Market Study (cont'd)

- Issues for TOD implementation
  - Demand for, and success of, TOD depends on demand for each individual land use
    - More uses = more risk for developer
    - But getting more experienced locally
  - Existing successful land uses may limit supply/turnover of developable land
  - Competition for both tenants and developers
    - Increasing competition from transit service expansion

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METRO Red Line Market and Development Study 

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**Market Study** (cont'd)

- Opportunities
  - Combine BRT service with other public amenities to leverage TOD
  - Focus on mature areas (South Loop, parts of AV) where TOD may be more competitive with conventional development

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METRO Red Line Market and Development Study 

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**Lakeville – 181<sup>st</sup> St. Station Area**

- Typology: Commuter town center
  - Greenfield development
  - Can expedite property assembly and development
- Challenges
  - Existing highway operates at high speeds, few signals
  - Non-TOD development may occur before extension of BRT service
  - Existing plans at municipal not supportive of TOD

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METRO Red Line Market and Development Study 

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**Lakeville – 181<sup>st</sup> St. Station Area**

- Strategies
  - Amendment to comprehensive plan
  - More and improved crossings of Cedar Avenue
  - Designate TOD 'preserve'



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METRO Red Line Market and Development Study 

### Apple Valley

- Overarching challenges
  - Cedar Avenue is a 6-9 lane principle arterial roadway that is difficult to cross on foot or by bicycle
  - Low density buildings with auto-oriented streets and parking areas underutilize TOD potential
  - Market perceptions and difficulty obtaining financing for mixed-use development
- Strategies for TOD Development
  - Promote development of a new mixed-use district that includes places to shop, work and live
  - Build consensus around clear community vision and plan for station areas
  - Develop public parks and plazas as organizing feature within station quadrants

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METRO Red Line Market and Development Study 

### Apple Valley Transit Station (155<sup>th</sup> Street) Station Area

- Typology: Suburban Center
  - Located in Apple Valley's Downtown: center of Apple Valley's economic & cultural activity
  - Mix of land uses including retail, medium- and high-density housing
  - AVTS provides park & ride for up to 750 vehicles and includes pedestrian skyway
  - Central Village, a mixed-use walkable neighborhood on east edge of station area

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METRO Red Line Market and Development Study 

### Apple Valley Transit Station (155<sup>th</sup> St) Station Area

- Challenges
  - Big box retail with large surface parking lots results in large "super blocks"
  - Increased market pressure for highway commercial redevelopment
- Strategies
  - Expand street network to increase street connectivity and reduce block sizes to balance the needs of vehicles, pedestrians, bikes and transit
  - Guide redevelopment of former transit sites for high density housing to provide convenient access to BRT and links to Central Village

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METRO Red Line Market and Development Study 



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METRO Red Line Market and Development Study 

### 147<sup>th</sup> Street Station Area

- Typology: Town Center
  - Located in northern part of Downtown with multi-story office buildings and low density retail/service businesses
  - Mix of land uses including office, retail, auto-service, low-, medium- and high-density housing
  - City and County government service centers and County Library
  - Significant employment center that could attract additional housing as part of future mixed-use district

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METRO Red Line Market and Development Study 

### 147<sup>th</sup> Street Station Area

- Challenges
  - Highway-oriented strip/freestanding retail buildings and surface parking lots are market viable
  - Increased market pressure to add highway commercial
  - Competition from 155<sup>th</sup> Street Station area and build-out of Central Village
- Strategies
  - Build Cedar Avenue pedestrian skyway
  - Expand street network to increase street connectivity and reduce block sizes
  - Potential for re-positioning west side of Cedar Avenue to create additional mixed-use district including medium- and high-density housing and office uses

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METRO Red Line Market and Development Study 



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METRO Red Line Market and Development Study 

### 140<sup>th</sup> Street Station Area

- **Typology: Transit Neighborhood**
  - Established residential neighborhood with low-density single family and medium-density townhomes
  - Vacant parcels adjacent to station zoned for high- and medium-density residential
  - Dakota County Technical College and St. Mary's located at 142<sup>nd</sup> Street
  - Potential for future park and ride



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METRO Red Line Market and Development Study 

### 140<sup>th</sup> Street Station Area

- **Challenges**
  - Predominance of single-family housing surrounding station area limits potential for adding new housing and achieving housing density appropriate for TOD
  - Topography of developable land
  - Station is located along both sides of highway at mid-block without direct street connections are challenging for driving, walking and biking access
- **Strategies**
  - Build pedestrian skyway
  - Guide development of vacant parcels for TOD-type medium and high density residential
  - Complete north Apple Valley Park & Ride Needs study

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METRO Red Line Market and Development Study 

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### Eagan – Cedar Grove Transit Station

– Typology: Suburban Center

- Eagan Outlet Mall scheduled to open in 2014
  - 410,000 s.f. of retail space; 2,000 jobs
  - Additional 5 sites on 18 acres available for redevelopment
- Low to medium density residential



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METRO Red Line Market and Development Study 

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### Eagan – Cedar Grove Transit Station

– Challenges

- Adjacent freeways major constraint to non-auto movement
- Limited real estate after outlet mall development – desire may be for uses supporting outlet mall
- Difficulty in competing with other locations for TOD and financing

– Strategies

- Improve mobility for transit/bike/ped modes
- Focus on high-density residential or retail on remaining sites
- High quality public spaces needed if people want to be here

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METRO Red Line Market and Development Study 

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### Bloomington – Mall of America

– Typology: Regional Center

- Employment, entertainment and transportation hub
- South Loop District Master Plan
  - More fine grained street network amenable to TOD
  - Expansion of hospitality, retail and office
- MOA Station – busiest transit hub in Twin Cities



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METRO Red Line Market and Development Study 

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### Bloomington – Mall of America

- Challenges
  - Limited demand for office in near term
  - Poor access to MOA station from outside
  - Housing strictly limited due to airport proximity
- Strategies
  - Planned redevelopment of MOA station – opportunity to greatly improve connectivity to areas across 24<sup>th</sup> St.
  - Encourage parking structures as needed to reduce consumption of land

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METRO Red Line Market and Development Study 

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### Thanks!

Kathy Bodmer

- 952-953-2503
- [kbodmer@ci.apple-valley.mn.us](mailto:kbodmer@ci.apple-valley.mn.us)

Joe Morneau

- 952-891-7986
- [joe.morneau@co.dakota.mn.us](mailto:joe.morneau@co.dakota.mn.us)

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**NORTHSTAR CORRIDOR TRANSIT ORIENTED DEVELOPMENT**  
 MARKET ANALYSIS, ECONOMIC VIABILITY & IMPLEMENTATION STRATEGIES

Presentation to Corridors of Opportunity Senior Staff  
 July 11, 2013  
 Wilder Foundation

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**Northstar Commuter Rail**

- Commuter rail – Weekdays - 5 trains inbound morning, 1 train outbound morning. 5 trains outbound evening; 1 train inbound evening. Limited weekend service. Special service for Twins, Vikings, other.
- Minneapolis to Big Lake – 40 miles; average 2,400 riders/day; targeting 5,900 by 2030
- Stations at Target Field, Fridley, Coon Rapids, Anoka, Ramsey, Elk River, Big Lake (urban, suburban, historic cities, ex-urban)
- Commuter rail compared to light rail
  - Station areas widely-spaced
  - Lower frequency of service concentrated during peak commuting
  - Share tracks & adjacent land-use with freight trains

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**Elements of the project**

- Market analysis – why it is important
- Economic viability analysis – why it is important
- Implementation strategies
- Total budget including project management – approximately \$150,000
- Different from other corridor projects because it is an operating corridor...it's commuter rail....and the total budget/scope were relatively small & technically oriented

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## Study Process



- Market Analysis
  - Review station area sites, access, visibility, land use
  - ID draw area for station areas
  - Analyze demographic, income profiles
  - Analyze corridor real estate market – residential, office, industrial and retail
  - Identify market limitations and opportunities for each station area
  - Estimate annual housing potential from 2015 to 2035
- Evaluate economic viability of station area TOD
  - Three prototypical developments, with sensitivity analysis for each station
- Formulate strategies to facilitate TOD

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## Market Overview



- Commuter rail core customer is going to and from work
- Special event service – i.e., Vikings, Twins – is popular
- Ridership alone not sufficient for retail development
- Residential development supports commuter rail
- New multi-family housing offers more amenities than existing stock
- Rental housing increasing in popularity
- Household formation has declined due to recession and job market
- Not everyone wants to live in Minneapolis

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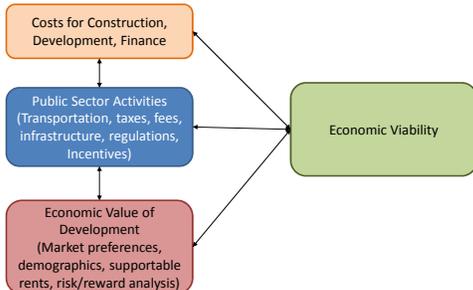
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## Economic Viability Analysis



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## Prototype Developments



Summary Development Prototypes			
	Prototype 1	Prototype 2	Prototype 3
	SF/Units	SF/Units	SF/Units
Apartments	48	48	-
Commercial	-	16,560	-
Townhomes	-	-	24
Structured Parking	48	48	-
Surface Parking	34	73	-

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## Financial Analysis Findings



- All project types currently have funding gaps
- Current lease rates do not reflect full TOD benefit potential and are too low to support development costs
- Apartment rent needs to be increased ~50% (from \$1,245 to \$1,865/mo.)
- Townhome rent needs to be increased ~25% (from \$2,137 to \$2,700/mo.)
- A combination of increased rents/reduced development costs could also achieve financial viability
  - Apartment rent up 25% to \$1,555/mo combined with a 17%-22% reduction in costs
  - Townhome rent up 13% to \$2,420/mo combined with a 13% cost reduction
- A variety of public sector tools/strategies could also be implemented to address the current funding gap

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## Preliminary Implementation Strategies



1. Land Cost Write-downs
  2. Property Tax Abatement
  3. Reduced Impact Fees
  4. Development Cost Sharing
  5. Transit Advantaged Rents
  6. Induced Ridership Revenues
  7. Financial Enhancements / Reduced Risks
- Other (?)

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## Fridley – Potential Strategies/Tools



- City HRA land write-down possible
- Potential infrastructure cost sharing
- Potential funding assistance: TIF
- Explore transit advantage rental tools
- Zoning/regulatory modifications
- Strong history of public sector involvement

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## Fridley – Connectivity Recommendations



- **Construct Planned Sidewalk & Trail Network**
  - Grade Separated Crossing of University Ave at 61<sup>st</sup> Ave
- **Develop Pedestrian-Scaled Block Network (Redevelopment Areas)**
- **Potential Trails**
  - 57<sup>th</sup> Ave Extension
  - Along Rail Corridor (I-694 to Station)
- **Potential Sidewalks**
  - All new streets
  - Main Street Bridge over I-694
  - East Side of University Ave (S of 57<sup>th</sup> Ave)

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## Fridley – Implementation Strategies



- Connectivity Investments:
  - Continuing to pursue 57<sup>th</sup> Avenue extension and evaluate overall funding needs
  - Bikeway/Walkway extensions along 61<sup>st</sup> Avenue
  - Prepare for next round application for STP Grant for 57<sup>th</sup> Avenue
    - TE Grant for Overpass over 694 @ Main Street Avenue
- Completion of Active Transportation Plan – June 2013
- Share report with Fridley HRA and City Council
- Continue Support of Joint Corridor Initiatives

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## Coon Rapids – Community Updates



- Fifteen-acre site owned by Anoka County Regional Rail Authority
- Site is located behind Target and other big box retail
  - Limits visibility and opportunity for commercial uses
- City has established development guidelines and goals, and adopted TOD zoning ordinance
- Presently not pursuing southerly pedestrian connection
- Park referendum scheduled for Fall 2013 will provide funding to finish trail connections throughout the City

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## Coon Rapids – Market Highlights



- Second ring suburb
- Redevelopment site: site owned by Anoka County Regional Rail Authority
- Secluded nature of site lends itself to residential development
- 2011 Draw Area Demographics
  - Population: 109,258, Households: 39,798
  - Average household income: \$76,413
  - HH with income over \$75,000: 43.5%
- Housing tenure: Owner 77.2%, Renter 22.8%
- Development opportunity: multi-family
- Housing potential to capture 160 units per year over next five years

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## Coon Rapids – Potential Strategies/Tools



- Utilization of County Regional Rail Authority land at little or no upfront costs
- Potential property tax rate reclassification to reduce taxes
- Explore transit advantage rental tools
- Financial enhancements (deal related): TIF, revolving loan funds, loan guarantees
- Zoning/regulatory modifications
- Council to determine development policies based on market understanding

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## Anoka – Market Highlights



- Historic river city, County Seat
- Station area: redevelopment, city owned land available
- 2011 Draw Area Demographics
  - Population: 83,732, Households: 30,092
  - Average household income: \$74,899
  - HH with income over \$75,000: 44%
- Housing tenure: Owner 55.7%, Renter 44.3%
- Development opportunity: multi-family, office and recreation
- Housing potential to capture 173 units per year over next five years

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## Anoka – Potential Strategies/Tools



- Potential land write-down, long term City ownership of 40% of station area land
- Potential impact fees waiver/deferral
- Potential funding assistance
  - TIF
  - Public infrastructure
  - Area amenities
  - Revolving loan fund
- Explore transit advantaged rental tools
- Zoning/regulatory modifications
- Public support for quality projects

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## Anoka – Connectivity Recommendations



- As streets are reconstructed, upgrade trails to generally accepted trail standards
- Build out planned sidewalk network
- Potential Sidewalks
  - North Side of the Rail Corridor
    - Intersection of Buchanan St / 6<sup>th</sup> Ave to station overpass
  - All streets within 1/2 mile of station (one side)
  - Grant Street (6<sup>th</sup> Ave to 7<sup>th</sup> Ave)
- When 4<sup>th</sup> Ave Bridge over Hwy 10 is replaced, consider:
  - Incorporating a sidewalk on new bridge

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## Anoka – Implementation Strategies



- Work with Volunteers of America to begin Phase 2 to generate TIF revenue.
- Seek special legislation to extend 5 yr. rule for TIF.
- Continue to market city owned sites for sale.
- Enhance public/park areas along the Rum River.
- Relocate City Public Works facility.
- Work with other communities to promote Northstar.
- Use economic viability analysis to assist in development incentive decision making.

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## Ramsey – Community Updates



- 322 acre Master Planned Development (400 acres including adjacent development) circa 2003/4
  - Planned 2,400 Housing Units (with adjacent)
  - Approximately 600 units existing
  - Existing office, retail, and institutional
  - NEW: Residence at The COR, Seasons of Ramsey, Northgate Performing Arts Center

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## Ramsey – Community Updates



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## Ramsey – Market Highlights



- New Town Center
- Station area: green field development, city owned land available
- 2011 Draw Area Demographics
  - Population: 38,973, Households: 13,522
  - Average household income: \$80,465
  - HH with income over \$75,000: 49.5%
- Housing tenure: Owner 91.5%, Renter 8.5%
- Development potential: multi-family, retail, office
- Housing potential to capture 350 units per year over next five years

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## Ramsey – Potential Strategies/Tools



- Potential land write-down, significant public land ownership
- Possible deferred impact fees (10 yrs) backed by special assessment
- Potential funding assistance
  - TIF (infrastructure, site prep, parking)
  - Special service/benefit district
  - CMAQ grants
  - Construct community facilities
  - Bridge loans
  - Tax credits
- Achieving modestly premium transit advantaged rents / would explore other transit advantage rental tools
- Master plan, TOD, zoning, regulatory modifications
- Strong track record of proactive public policies

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## Ramsey – Connectivity Recommendations



- Construct Planned Sidewalk & Trail Network
  - Cor Master Plan
  - Mississippi Skyway
  - Armstrong Boulevard/TH 10 Interchange
- Potential Trails
  - Parallel to Rail Corridor
  - North of Bunker Lake Blvd/Center Street Intersection

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## Ramsey – Implementation Strategies



- Re-vision original master plan to match market
- Established TIF District #14
- Metropolitan Livable Communities Program
- Mn/DOT CMAQ Grant
- Anoka County Regional Rail Authority
  - Local road improvements
- Measurable increase in developer interest since opening of station
- Armstrong Boulevard Interchange

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## Elk River – Community Updates



- City is expanding roads into the 90 acres owned by the City, industrial uses primarily
- Proposed new 60 unit workforce housing proposed east of station, possible construction 2014

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## Elk River – Market Highlights



- Historic river city, county seat
- Station area: green field development and redevelopment
- 2011 Draw Area Demographics
  - Population: 76,118, Households: 25,855
  - Average household income: \$77,504
  - HH with income over \$75,000: 46.0%
- Housing tenure: Owner 80.2%, Renter 19.8%
- Development potential: multi-family, retail, office, industrial
- Housing potential to capture 240-270 units per year over next five years

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## Elk River – Potential Strategies/Tools



- Limited publicly owned land/would explore land swaps
- Potentially deferred impact fees, revolving loans
- Would explore TIF, infrastructure investment
- Greater emphasis on jobs related projects than housing
- Projects would need to be developer initiated/market driven

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## Elk River – Connectivity Recommendations



- **Construct Planned Sidewalk & Trail Network**
  - Trail connection between 175th Avenue N and Hillside City Park
- **Potential Trails**
  - Twin Lakes Road Extension
- **Potential Sidewalks**
  - All New Residential Streets within 1/2 Mile of Station (one side of street)
  - All Existing Industrial Streets East of TH 10 (one side)

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## Elk River – Implementation Strategies



- Stage development over next 20 years
- Provide additional opportunities for owners to market property
- Major triggers
  - New/relocated connection to Hwy 10
  - Hwy 10 to freeway
  - Redevelopment to follow
- Patience

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## Big Lake – Community Updates



- 2007. Housing study completed. Update on multi-family section completed in 2011.
- 2012. 33-unit affordable housing near station (TIF underground parking). Phase 2 pending in 2014.
- 2012. 20-unit advanced living. ED TIF. 10 FTE.
- 2013. 38-market rate/construction phase (recreation facility) 37- unit phase II pending. Housing TIF.
- 2013. Proximity/TOD. 29-unit 1 & 2 beds.
- 2013/2014. Quiet Zone. Complete 1 more intersection.

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## Big Lake – Market Highlights



- Historic lakeside community
- Station area: green field development
- 2011 Draw Area Demographics
  - Population: 42,984, Households: 14,584
  - Average household income: \$70,426
  - HH with income over \$75,000: 40.8%
- Housing tenure: Owner 82.5%, Renter 17.5%
- Development potential: single family and multi-family
- Housing potential to capture 185-190 units per year over next five years

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## Big Lake – Potential Strategies/Tools



- Private land ownership would explore legacy projects / 1031 land exchanges
- Funding assistance could include TIF but limited to Pay-as-you-go
- Would explore marketing programs/transit advantaged rental tools
- Possible comprehensive plan/zoning/regulatory changes
- Aging population, limited bonding capacity, significant sewer/water capacity, platted single family lots

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### Big Lake – Connectivity Recommendations



- **Develop Pedestrian-Scaled Block Network**
- **Potential Trails**
  - Between Station and Planned Greenways along Westfield
    - Several Connections
  - South along County Road 43
    - As development occurs
- **Potential Sidewalks**
  - East Side of County Road 43
    - 198th Ave - TH 10) and
    - North of TH 10.
  - All New Residential Streets S.E. of Station (one side)

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### Big Lake – Implementation Strategies



- TOD Analysis. Mixed-use out. Market housing. Improve website with new TOD findings included.
- Legacy Foundation. Utilize private/public partnership to promote TOD.
- Promote mixed housing with shared common space/trails and connectivity to the entire community.
- Work with other communities to promote Northstar.
- Use economic viability analysis/marketing/ED strategies to assist in development decision making.

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### How was this useful to you/your city? (from project evaluation survey)



- Updated look at market conditions
- No study in the past looked at economic viability
- In-depth practical information on the development challenges and opportunities for the site as well as possible solutions
- Helped our HRA consider the economic viability of different development concepts
- Let us know what we need to do in our city to add to the overall regional corridor

*From project evaluation survey, June 2013*

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**What are the benefits & drawbacks of working as a corridor?**



- Learn from each other – what is working and what isn't. Don't see any drawbacks.
  - See only benefits – lessons & insights from one station area can be applied elsewhere in the corridor
  - Share costs, ideas, political momentum
  - Drawbacks: time, scheduling, in some cases compete for development dollars
  - Hope we can collaborate on marketing the corridor
- From project evaluation survey, June 2013*

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**What new ways are you thinking about commuter rails based on the study?**



- Better understanding of residential types & what developers seek for gap assistance
  - Need to communicate findings to Met Council, so they realize why new development is not happening on its own without financial assistance
  - It gets us from some broad notion of development to realistic areas of implementation and provides us with detailed factors for policy makers to consider
  - The train is a nice attractor, but the neighborhood really has to stand on its own merits as a market
  - The need for financial subsidy beyond the cost of new infrastructure
  - Market forces/reality regarding the site
- From project evaluation survey, June 2013*

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**DATE:** August 22, 2013  
**TO:** Red Rock Corridor Commission  
**FROM:** Staff  
**RE:** AAU Update – Evaluation of Alternatives

Work began on the Alternatives Analysis Update (AAU) in January 2013. Below are the three phases of the study:

1. Reviewing previous work and reassessing the vision and goals for the Corridor
2. Alternatives development, analysis and evaluation
3. Implementation Plan

The project has completed phase one and is in the analysis and evaluation stage of phase two.

### **Alternatives Development**

The technical team has been looking at potential concepts for the new BRT alternative and reviewing the express bus and commuter rail alternatives. A workshop with the Red Rock Corridor Commission was held on July 25<sup>th</sup> to present the draft alternatives and to gain feedback about the options (meeting notes are attached to this memo). The four alternatives updated based on the feedback received are attached to this memo. The four options include:

- No-build (existing conditions),
- Express bus with service between Red Wing and Minneapolis,
- BRT with service between Hastings and Union Depot, and
- Commuter Rail with service between Red Wing and Minneapolis.

Staff has prepared evaluation measures for the alternatives based on the goals and objectives of the AAU established by the Commission, technical feasibility, and fundability. This information was reviewed by the PMT on August 19<sup>th</sup> and the initial evaluation measures will be presented to the Commission at the meeting.

### **Process**

At the August Commission meeting, staff is requesting that the Commission provide staff with direction on any changes on the alternatives and the initial evaluation data in order to proceed with public outreach efforts (described in detail below). Staff is not requesting approval of any ranking of the alternatives or direction on the final outcome of the AAU study.

Once public comments have been collected and reviewed from outreach efforts in September and October, the PMT will review the information and make a recommendation on a ranking of alternatives for the Commission to consider. It is anticipated that the Commission will review all of the public comments and the PMT recommendation at their November meeting.

### **Public Outreach**

The team is working to prepare the final details of the public involvement plans for this phase of the study. The outreach will include the following items:

- Community Advisory Committee (date TBD but anticipating week of September 16<sup>th</sup>)
- Park and Ride events at Lower Afton and Cottage Grove (date TBD but anticipating the last week in September)
- Individual meetings with staff from partner agencies, counties and cities
- Presentations at stakeholder meetings:
  - o Cottage Grove City Council: September 4<sup>th</sup>
  - o Newport City Council: September 5<sup>th</sup>
  - o Dakota County Regional Railroad Authority Board: September 10<sup>th</sup>
  - o Washington County Board Workshop: date TBD
  - o St. Paul District 1 Planning Council: date TBD
  - o St. Paul Transportation Committee: September 23<sup>rd</sup>

Staff is always open to make presentations for groups in the Corridor. E-newsletters and Facebook updates will also be included in the outreach efforts.

### **Action**

Information



# Workshop Notes

Red Rock Commission Workshop Notes	Meeting Date: July 25, 2013
Meeting Location: Cottage Grove City Hall	Meeting Time: 4:15 – 5:15 p.m.

## 1. Welcome

Lyssa Leitner from Washington County welcomed members of the Red Rock Commission and other attendees to a workshop to discuss the alternatives analysis. The workshop was convened at the conclusion of the regularly scheduled Commission meeting in a separate conference room.

## 2. Workshop Description

The Red Rock Commission members in attendance sat at a conference room table. There were large poster-sized print outs of the BRT alternatives for the Union Depot, Lower Afton, Newport, Cottage Grove, and Hastings station areas. Lyssa Leitner preceded discussion with a brief power point presentation that provided the Commission with background information on how the alternatives were developed and a review of the assumptions underlying each alternative. As each alternative was presented, the Commission members were prompted by Lyssa Leitner and Jay Demma of Stantec to provide any questions, comments, or concerns.

## 3. Alternative 1: Express Bus

Commissioner Lehrke: if we want express bus option, with more service to Newport, who would RRCC work with on funding?  
 Leitner: Met Council not planning to fund additional service, could use Northstar model to engage Corridor communities.

## 4. Alternative 2: BRT

**Union Depot:** no questions or comments related to this station or station area.

**Lower Afton:** Commission prompted regarding any safety issues related to crossing Highway 61 and the need for additional infrastructure. Commissioner Lehrke: if there haven't been any safety problems, this would not be the first place to invest. Carl Jensen: MnDOT has no plans to change signals at Lower Afton Rd in foreseeable future.

Commissioner Gallagher: can the existing park and ride area be expanded to meet demand and lessen the impact on neighboring residents? Leitner: this has been looked into, but that there is no way to expand the current facility without impacting neighbors, who are against such a solution.

Commissioner Lehrke: are funds available to acquire land north of Lower Afton Road? This also sparked discussion among the Commission as to who owns the land north of the Lower Afton Road. Although no one present knew definitively, there appeared to be consensus that MnDOT owns some land north of Lower Afton Road and that the Ramsey County Park Board may as well.

Commissioner Slavik: what about the potential of paving some of the land north of Lower Afton Road to accommodate an expanded facility? Leitner: this would also be a safety issue with users having to potentially cross both Highway 61 and Lower Afton Road at grade.

Commissioner Hollenbeck stated that expansion of the park and ride, whether through a new structure or additional surface parking, needs to occur.

Commissioner Gallagher stated that the station area scores high for CMAC funds.

**Newport:** Commissioner Gallagher was unequivocal in stating that Newport residents would not agree with the BRT high investment option because of its large scale and potential to be an eyesore.

**Cottage Grove:** Commissioner Peterson asked whether option B of the BRT high investment alternative was intended to have parking on the east side of Highway 61 given the pedestrian ramp and bridge. Lyssa Leitner responded that no parking areas were identified for this option east of Highway 61, and that the pedestrian bridge would be intended to help accommodate more walk-up use of the station.

Commissioner Lehrke indicated that the challenge with the park and ride facility is the difficulty of developing land on the west side of Highway 61. She noted that a study is needed to look at the possibility of building slip ramps off of Highway 61 into the station area in order to support development.

Commissioner Peterson replied to Commissioner Lehrke's statement that she thought MnDOT would not likely approve of building slip ramps in that location. She also noted the access challenges to the area from Jamaica Ave, which has a roundabout many people find difficult to navigate, and the circuitous crossing of the railroad tracks to the north near 80th Street.

In response to Commissioner Peterson's reply, Commissioner Lehrke then inquired whether a dedicated lane could be created on the frontage road through St. Paul Park to Newport. Lyssa Leitner stated that that could be looked into.

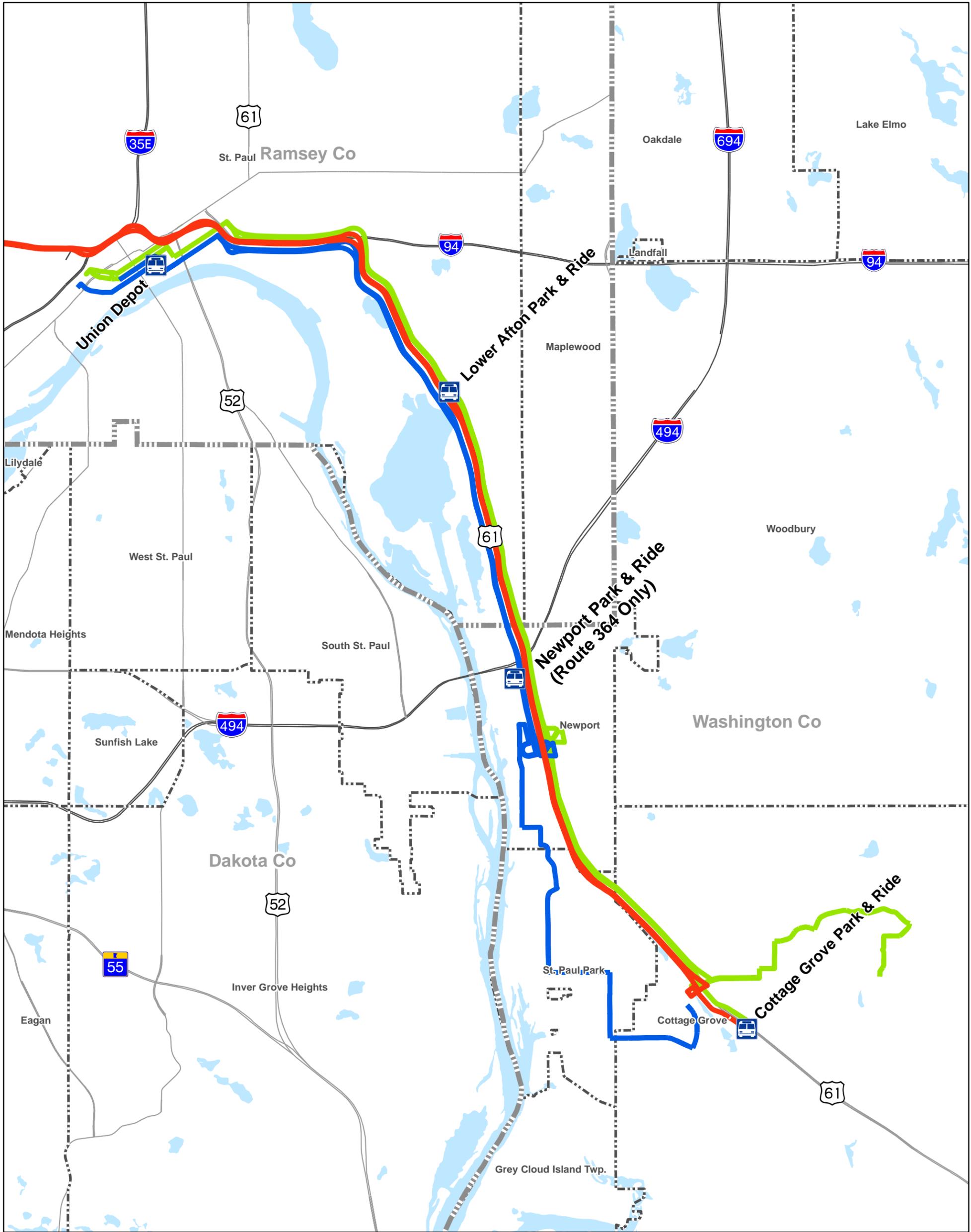
<b>Hastings:</b> no questions or comments related to this station or station area.
<b>5. Alternative 3: Commuter Rail</b>
No specific questions or concerns regarding the commuter rail option.
<b>6. Other Comments</b>
Commissioner Slavik stated that it would be important to understand how time savings and ridership are affected by the various investments at each station area in order to pick an investment (e.g., Cottage Grove option A vs. option B). In other words, they want to know by station what the time savings will be.
Commissioner Lehrke asked about the chart in the presentation that shows commuter rail service as being all day. Lyssa Leitner clarified that in the commuter rail option only peak service would be provided but that express bus service was supplemented during mid-day in order to better compare to BRT service. She continued that the express bus service effects could be pulled out of the all-day service.
Commissioner Slavik asked if express bus service would continue to with BRT. Lyssa Leitner replied that yes it would.
Commissioner Peterson stated that she had asked during a previous Commission meeting as to why mid-day express bus service was cut by Metro Transit. She is still hoping to get a response to this question.

Action Items		
Description	Action By	Due Date
1. Send electronic copy of the presentation to the Commission	Washington County	7/26/13
2. Look into the feasibility of a dedicated lane along the frontage road of Highway 61 from St. Paul Park to Newport.	Stantec	8/3/13
3. Determine why mid-day express bus service in Cottage Grove was cut by Metro Transit	Washington County, Stantec, and Metro Transit	8/3/13

Red Rock Commission Attendees		Other Attendees	
Name	Representing	Name	Representing
Autumn Lehrke, Chair	Washington County	Josh Olson	Ramsey County
Jen Peterson, Vice-Chair	City of Cottage Grove	Scott Thompson	Metro Transit
Linda Higgins	Hennepin County	Katie White	Metropolitan Council
Mike Slavik	Dakota County	Chuck Darnell	Hennepin County
Barb Hollenbeck	City of Hastings	Carl Jensen	MnDOT
Steve Gallagher	City of Newport	Marc Mogan	Prairie Island Indian Community
		Andy Gitzlaff	Washington County
		Lyssa Leitner	Washington County
		Jay Demma	Stantec
		Stuart Krahn	Stantec

Members absent:

These notes were prepared by: Jay Demma, Stantec, 651-967-4551, [jay.demma@stantec.com](mailto:jay.demma@stantec.com)

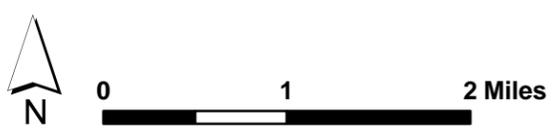


**No Build (Current Conditions) Alternative**

Red Rock Corridor



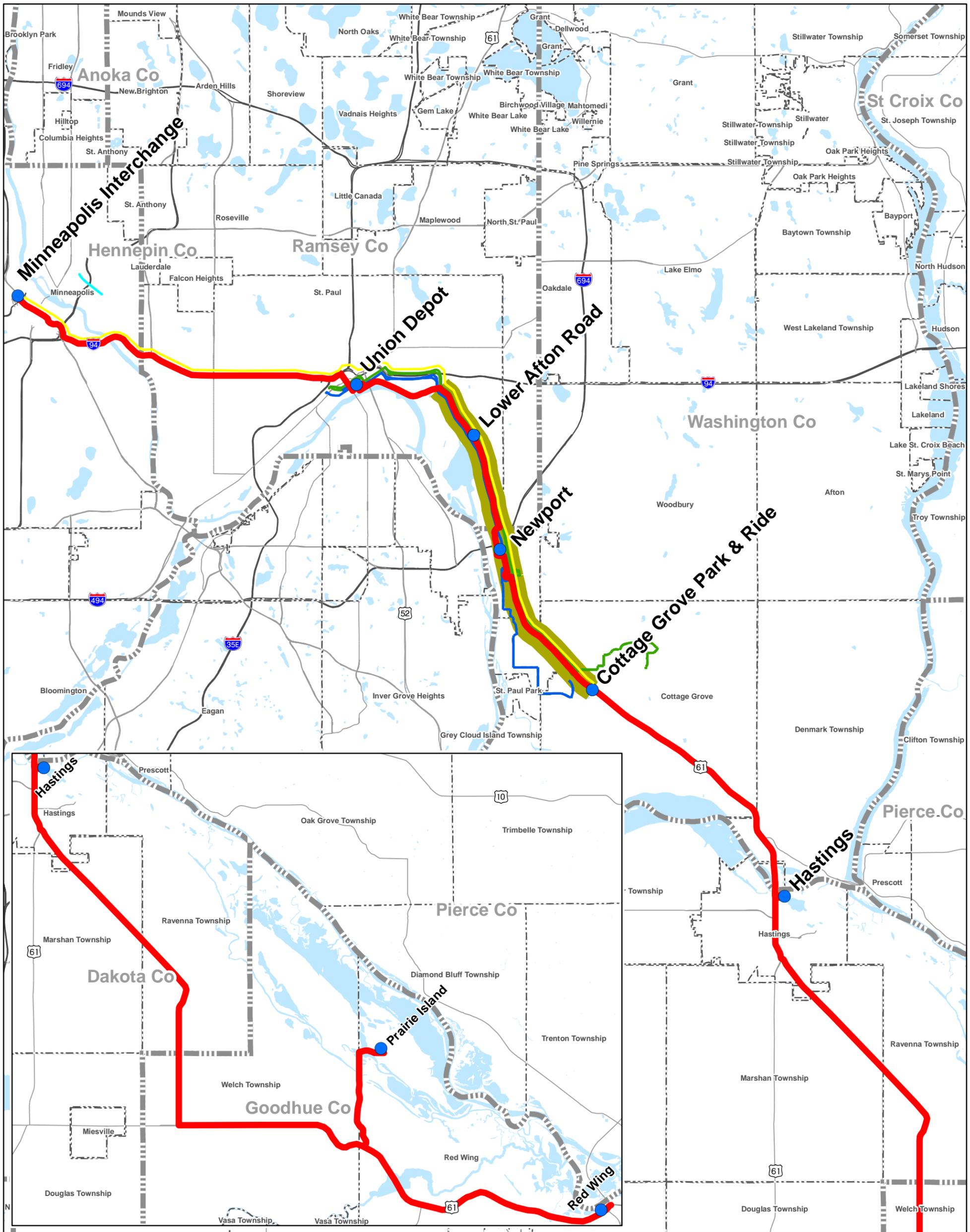
- Bus Route 361
- Bus Route 364
- Bus Route 365



August 13, 2013



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# Express Bus Alternative

Red Rock Corridor

- Limited Stop Overlay (does not serve Cottage Grove and Lower Afton stations)
- Bus Route 361
- Bus Route 364
- Bus Route 365
- Bus-Only Shoulder Lanes



August 22, 2013



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# Bus Rapid Transit (BRT) Alternative

Red Rock Corridor

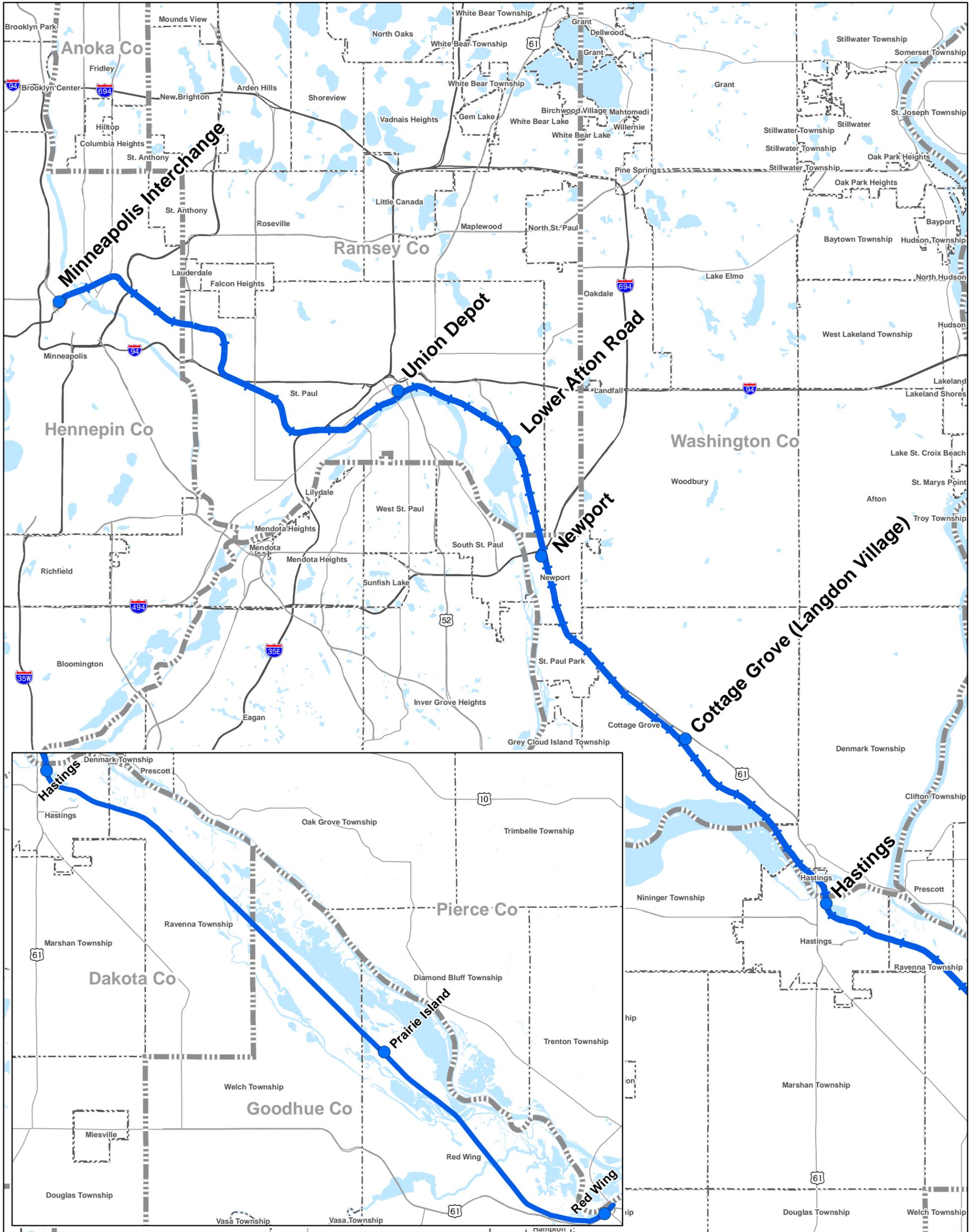
- BRT Alignment
- Bus Only Shoulder Lanes
- Southbound BRT Alignment
- Northbound BRT Alignment



August 22, 2013



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# Commuter Rail Alternative

Red Rock Corridor

Minneapolis to Red Wing



August 22, 2013



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**DATE:** July 18, 2013  
**TO:** Red Rock Corridor Commission  
**FROM:** Staff  
**RE:** Facebook and Website Communication Update

**Website**

A total of 519 people visited the Red Rock website for the month of July up for 44

**Facebook**

The Facebook page, [RedRockCorridor](#) is now up to 62 likes up 55 likes from the previous month! There have been no instances where comments needed to be removed from the facebook page in accordance with the Commission's facebook use policy.

**Action**

Information

**TO:** Counties Transit Improvement Board  
**FROM:** Dennis McGrann // Andy Burmeister  
**DATE:** August 16, 2013  
**RE:** Counties Transit Improvement Board Federal Update

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Below you will find the August update for the *Counties Transit Improvement Board (CTIB)*. Although the House and Senate are currently in the middle of their August District Work Period and are not in Washington, DC legislating, there have been a number of significant actions on the federal level which could impact CTIB priorities. Most recently, the Federal Transit Administration released their final policy guidance which outlines the details of the new, streamlined evaluation and rating process for New and Small Starts projects under MAP-21. The House and Senate's action on Fiscal Year 2014 Appropriations matters has stalled, and the end of the fiscal year at the end of September marks the day a budget agreement must be reached in order to prevent a government shutdown.

The following provides an update of activities of importance to CTIB which have occurred over the past several months. It provides an outlook and analysis of issues and highlights potential opportunities for CTIB to engage as Congress returns to session in September and October.

**CONGRESSIONAL SCHEDULE:**

As you may be aware, the House and Senate adjourned for their annual August work period during which Senators and Representatives often return to travel their districts. The House and Senate will return on September 9, 2013 and be in session for the two weeks following. The House will then recess the week of September 23<sup>rd</sup>. In total, the House will be in session for 9 days during the month of September.

***RECOMMENDED ACTION ITEMS: August recess provides a unique opportunity for CTIB Board Members to connect with Senators and Representatives back in Minnesota at the various events happening around town. Furthermore, this also represents an opportunity to meet with Members in their District offices to discuss Board priorities. We stand ready to assist the Board or staff in arranging any meetings with Members or their District staff this August or upcoming district work periods.***

**ISSUANCE OF NEW STARTS/SMALL STARTS FINAL POLICY GUIDANCE:**

As you may recall, the Counties Transit Improvement Board submitted comments to the Federal Transit Administration on March 11, 2013 regarding their Proposed New Starts and Small Starts Policy Guidance. Following the Board's submission, the LGN Federal Relations group shared your comments with the Delegation and worked to secure a letter from Senator Amy Klobuchar (D-MN) and Senator Al Franken (D-MN) to the FTA in support of your recommendations.

On Wednesday August 14, 2013 the Federal Transit Administration published its final policy guidance which, in conjunction with the final rule FTA published in January, 2013, outlines the details of the new, streamlined evaluation and a rating process for New and Small Starts projects under MAP-21.

The final rule and the accompanying policy guidance cover the New and Small Starts evaluation criteria and rating process and the before and after study requirements for New Starts projects defined in the Moving Ahead for Progress in the 21st Century Act (MAP-21). They do not cover new items included in MAP-21 that have not yet been the subject of a rulemaking process such as: the core capacity improvement program evaluation and rating process; the program of interrelated projects evaluation and rating process; the pilot program for expedited project delivery; the measures and breakpoints for ratings for the congestion relief criterion; and the process for an expedited technical capacity review for project sponsors that have recently and successfully completed at least one new fixed guideway or core capacity project. They also do not cover how the steps in the New and Small Starts process will be implemented by FTA because of changes made in MAP-21 to those steps. Those items will be the subject of future interim policy guidance and rulemaking, after an opportunity for public comment is provided.

Proposed New and Small Starts projects are evaluated and rated according to criteria set forth in law. The statutory project justification criteria include: mobility improvements, environmental benefits, congestion relief, economic development effects, land use, and cost-effectiveness. The law also requires FTA to examine the following when evaluating and rating local financial commitment: availability of reasonable contingency amounts, availability of stable and dependable capital and operating funding sources, and availability of local resources to recapitalize, maintain, and operate the overall existing and proposed public transportation system without requiring a reduction in existing services. Each criterion is to be rated on a five point scale, from low to high. Summary project justification and local financial commitment ratings are prepared and combined to arrive at an overall project rating.

The LGN Federal Relations group is currently reviewing the policy guidance and will be providing further information in short time. With this in mind, the following recommendations have been prepared to assist the Board in determining your next steps to advance your identified priorities.

***RECOMMENDED ACTION ITEMS: The Lockridge Grindal Nauen Federal Relations group is currently in the process of examining the Board's comments to the FTA and comparing them against the recently released New/Small Starts Final Policy Guidance. We will provide a comparison upon completion. Following this, we believe the release of this guidance provides the Board with a unique opportunity to: 1) Thank the Delegation for their support in forwarding your comments to the FTA and 2) Dig deep into the guidance and highlight provisions which will assist in the advancement of CTIB priorities as well as highlight provisions which will hinder CTIB's ability to do so. Following this action, it would be***

*beneficial for the Board to transmit comments to the Delegation in advance of a new transportation authorization bill or a transportation technical correction bill (which often occurs following the passage of a transportation bill). The LGN Federal Relations group stands ready to assist and carry out the directives of the Board as it relates to this recommendation.*

#### **FISCAL YEAR 2014 BUDGET PROCESS:**

Funding for the current budget cycle is set to run out at the end of the Fiscal Year on October 1, 2013. A failure by the House and Senate to reach agreement on their Fiscal Year 2014 appropriations bills or a Continuing Resolution (CR) would result in a government shutdown. Throughout the past several months there have been significant discussions behind the scenes as to how to proceed.

Sources suggest that House Appropriators have discussed a “clean” Continuing Resolution which would fund programs at current levels (\$998 Billion in annual discretionary spending) for the determined period of time. Some have suggested that a CR could be as short as 30 days or maybe as long as 90 days or beyond. Some House conservatives have signaled their desire to use a CR as a bargaining chip to get concessions on larger policy related issues. House leadership is now gauging support within the caucus to see what direction they will go as it relates to funding federal discretionary funding programs.

Complicating the discussions between House and Senate Leadership is the current status of Sequestration which has begun and will continue over the next ten years unless some sort of change is passed by Congress. It is likely that questions related to how to treat the sequester, the current spending cap, and the debt limit will be intertwined with any CR discussions, making it difficult to predict if and how Congress will act.

***RECOMMENDED ACTION ITEMS:** The inability of the House and Senate to reach an agreement would have significant impacts on federal Departments and Agencies and in particular agencies like the Federal Transit Agency. The discussions related to the funding of federal programs represents an opportunity for the Board to reiterate to the Minnesota Delegation your longstanding partnership with the federal government and desires as it pertains to the budget discussions. It also would seemingly provide an opportunity for the Board to once again highlight your project priorities.*

#### **FISCAL YEAR 2014 TRANSPORTATION APPROPRIATIONS:**

At the end of July the House took up their version of the Fiscal Year 2014 Transportation Appropriations bill on the floor. In what has been characterized as a “stunning surprise” by some on Capitol Hill, the bill was pulled from the floor by the Leadership following a realization that the bill did not have enough support to pass the Chamber. It appears that a couple dozen

conservative Republicans felt that the bill spent too much and some moderate Republicans viewed that proposal as cutting too much discretionary spending. For the time being, it appears that the measure will not be returning to the House floor in the foreseeable future.

The following day the Senate took up their version of the Fiscal Year 2014 Transportation Appropriations bill which failed to garner the 60 votes necessary to proceed in the process. The Senate fell short by a margin of 54-43 on a cloture motion to limit debate on this measure which is the first appropriations measure that they have taken up this year.

The combined actions by the House and Senate essentially assure that the Fiscal Year 2014 budget will likely come in some form of a Continuing Resolution.

***ACTION ITEM: Now that the FY 2014 Transportation Appropriations bill is seemingly dead in the House and Senate, there will be little opportunity for the Board to weigh on what should be included in a final measure. With this said and as stated above, the Continuing Resolution discussions provides an opportunity for the Board to once again highlight your project priorities.***

**TIGER GRANT PROGRAM:**

As you know the Transportation Investment Generating Economic Recovery (TIGER) grants, has been a source of discretionary funding for transportation projects in recent years. They latest round included a total of \$9 billion in requests. Congress made available \$474 million the latest round of the program.

The FY 2014 Appropriations bill in the Senate included a line item of \$550 million for the program (an increase over this year's funding) while the House version included no money for the program. Given the collapse of the appropriations process, it is unlikely that the House or Senate number will prevail. It is likely that the passage of a Continuing Resolution would keep funding steady from 2013 to 2014.

As you may recall, the White House proposal included an additional \$4 billion in new funding for TIGER Grants.

***ACTION ITEM: Although the application deadline for this round of TIGER Grants has come and gone, future rounds of funding for this program represent opportunities for CTIB supported projects to receive funding in the future. With this in mind, it may be beneficial for CTIB to weigh in with the Minnesota delegation encouraging them to continue to support funding for the program.***

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As always we will continue to monitor these and others transportation related issues. Please do not hesitate to contact Dennis McGrann at (202) 544-9840 or [dmmcgrann@locklaw.com](mailto:dmmcgrann@locklaw.com) or Andy Burmeister at (202) 544-9844 or [arburmeister@locklaw.com](mailto:arburmeister@locklaw.com) if you have any questions or would like additional information.