

SOUTHWEST

Green Line LRT Extension



# SWLRT Business Advisory Committee

November 27, 2013



# Today's Topics

- Transit Oriented Development (TOD) and Joint Development (JD)
- Project Update and Next Steps
- Hennepin County Community Works TOD
- BAC Letter of Support
- Member and Committee Reports/Public Forum



# Transit Oriented Development (TOD) and Joint Development (JD)

# TOD Strategic Action Plan: Immediate Steps

Adopt a TOD Policy (Complete)

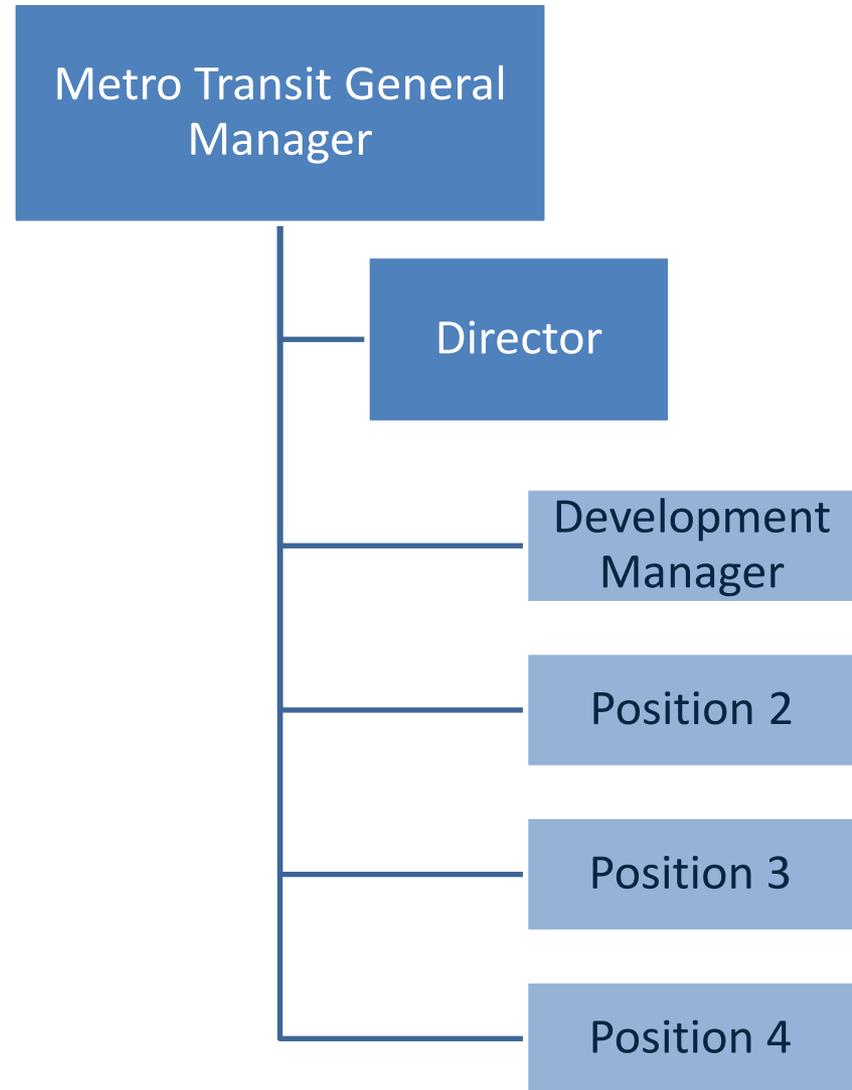
Establish a TOD Office (Complete)

Create an Internal Working Group (Complete)

Create External Advisory Group (In-process)

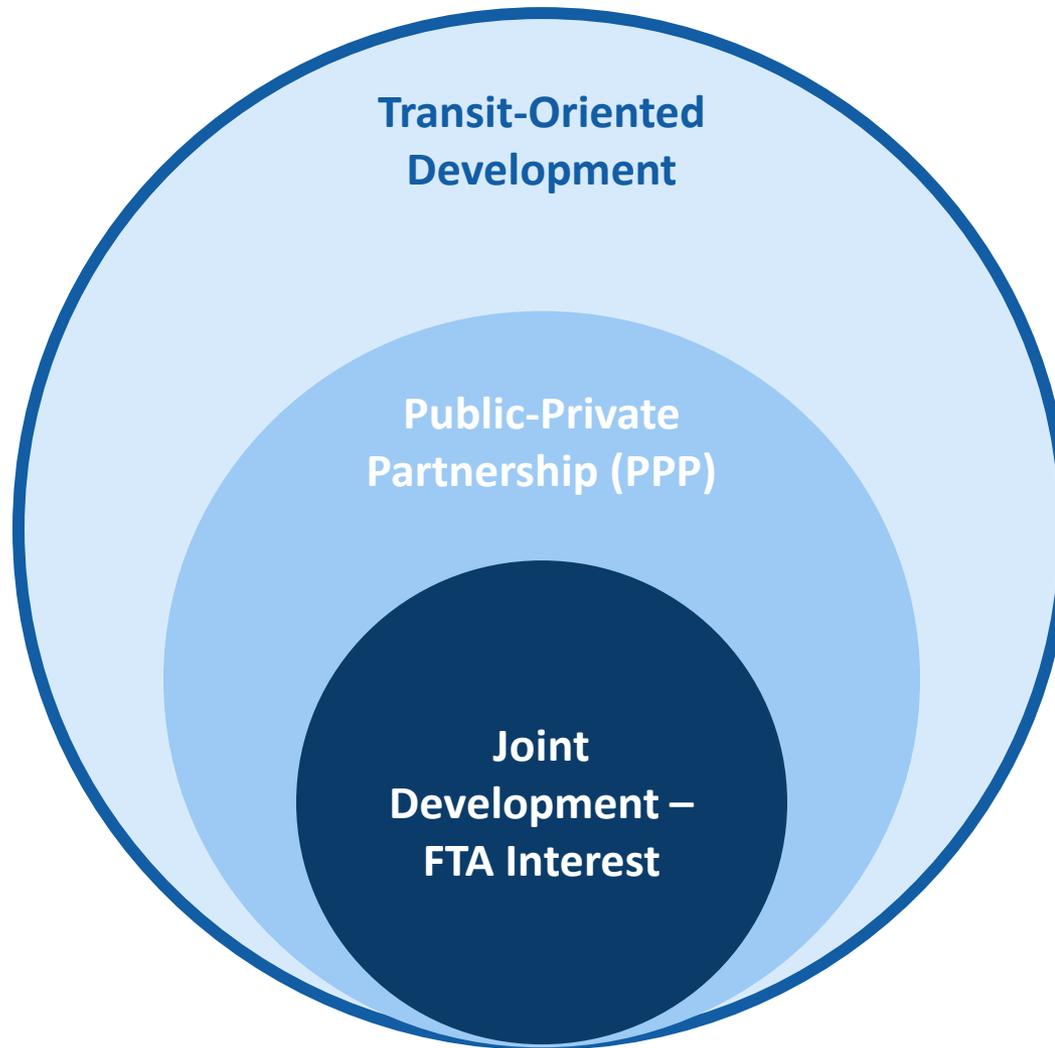
# TOD Office

- Serve as first contact for TOD
- Identify TOD opportunities and challenges
- Facilitate problem-solving across the organization
- Bring resources and real estate expertise to support projects
- Focus and prioritize efforts
- Coordinate and “hand-off” to other departments



# SWLRT Joint Development Opportunities

# Joint Development is a Subset of TOD



# JD Project Eligibility

- I Creates an economic benefit
- II Enhances public transportation
- III Provides a fair share of revenue for public transportation
- IV Requires JD tenants to pay a fair share of costs of occupied facility

# FTA Eligible JD Activities

- Land acquisition and relocation costs
- Demolition of existing structures
- Site preparation, including environmental work
- Utilities, roadways and other infrastructure including building foundations
- Pedestrian and bicycle access
- Site amenities (streetscape, plazas, etc.)
- Project development activities including design, engineering, and real estate packaging
- Construction of exterior commercial space
- Station master planning

# Why Do Joint Development?

- Joint Development Benefits Transit and Land Use
  - Increases transit ridership
  - Fosters economic development (initiate, enhance)
  - Improves passenger experience (safety, connectivity, amenities, etc.)
  - Can increase local tax base
- Joint Development Leverages Federal Funds
  - All revenue stays local
  - Can reduce the need for TIF
  - Revenue to transit agency reduces O&M costs
  - Local TOD funds can be used for additional projects
  - New Starts Application Advantages: establishing JD Program is key to obtaining a high rating in economic development category

# Challenges of Joint Development

- More partners
- “Federalizes” project
  - NEPA
  - procurement and contract regulations
  - “satisfactory continuing control”
  - required FTA approval of legal structure and financial returns
- May limit flexibility of traditional local funding streams

# Joint Development : One Tool in the TOD Tool Box



Metro  
Council  
TOD Office



Minnesota DEED  
Transit  
Improvement Area  
Loan Program



Joint Development - FTA



Public - Private Partnerships (PPP)



Hennepin County  
TOD Program and  
Community Works



Met Council Livable Communities Act (LCA) TOD Grants

# SPO Joint Development Opportunity Identification and Screening Process

- Convened a series of 4 meetings with each city and county staff
- Discussed and evaluated the prospects for Joint Development at each of the stations
- Assigned each station to one of three tiers using a set of criteria/characteristics
- Tier Classifications reflect Joint Development opportunities only and do not reflect TOD or Public-Private Partnership opportunities at stations

# Partner Agency Meeting Series Recap

- Round 1
  - Introduction to FTA and regional Joint Development examples
- Round 2
  - Joint Development opportunities at each station discussed: stations considered reduced to 9
- Round 3
  - Example development scenarios explored at stations still under consideration
- Round 4
  - Preliminary financial analysis performed and stations categorized into tiers

# Tier Classifications

- Tier 1 Station Characteristics: 4 Stations
  - Transit element
  - Joint Development opportunity consistent with TSAAP/City plans
  - City support for Joint Development opportunity
  - Market support for timing of development in sync with construction and opening of the SWLRT
  - Joint Development opportunity not competing with other PPP, Private, or Public TOD plans
  - Preliminary financial analysis shows opportunity for revenue generation and increased tax base potential

# Tier Classifications (continued.)

- Tier 2: 6 Stations
  - Joint Development opportunity identified but one of the Tier 1 characteristics not present
  - TOD Office will assist in seeking funding and support development of Tier 2 opportunities in partnership with cities and county
  - Stations: Eden Prairie Town Center, Golden Triangle, Shady Oak, Louisiana, Wooddale, Penn

# Tier Classifications (con't.)

- Tier 3: 7 Stations
  - Joint Development opportunity not identified at this time
  - If Joint Development opportunity identified in future, TOD Office will assist in seeking funding and support development of Tier 2 opportunities in partnership with cities and county
  - Stations: Mitchell, Southwest, City West, Opus, Downtown Hopkins, 21<sup>st</sup> Street, Van White

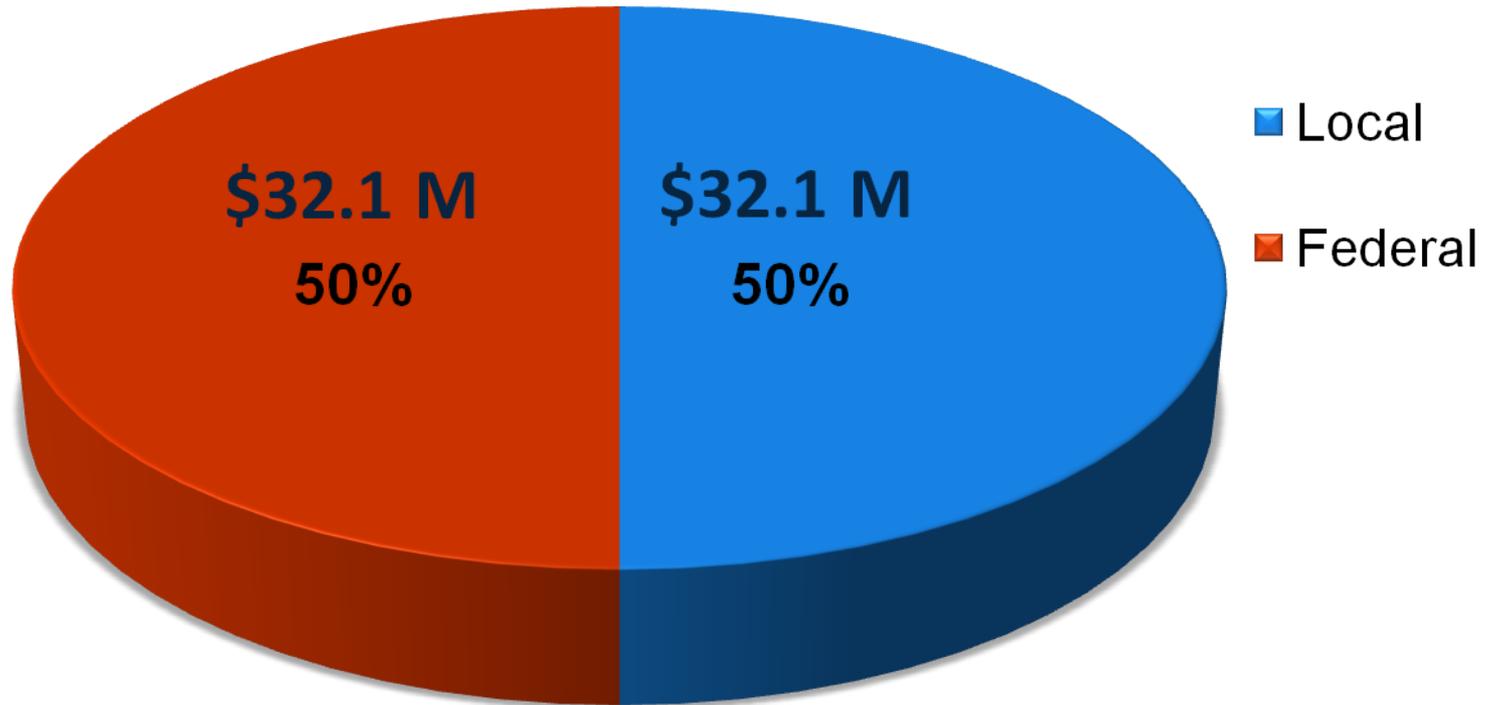
# Preliminary Joint Development Tier 1 Opportunities

- Results from 4 rounds of meetings with city and county staff
- Identifies:
  - Potential development scenarios
  - Anticipated costs
  - Estimated potential revenue
- Plans will continue to evolve through Joint Development phases of implementation
  - Example: project details (i.e. architectural elevations, landscaping) not until last phase, currently anticipated at the end of 2015

# Tier 1 Joint Development Opportunities

- Joint Development opportunities with the potential to be completed as part of SWLRT Project Scope
  - Royalston: City of Minneapolis
  - West Lake: City of Minneapolis
  - Beltline: City of Saint Louis Park
  - Blake Road: City of Hopkins

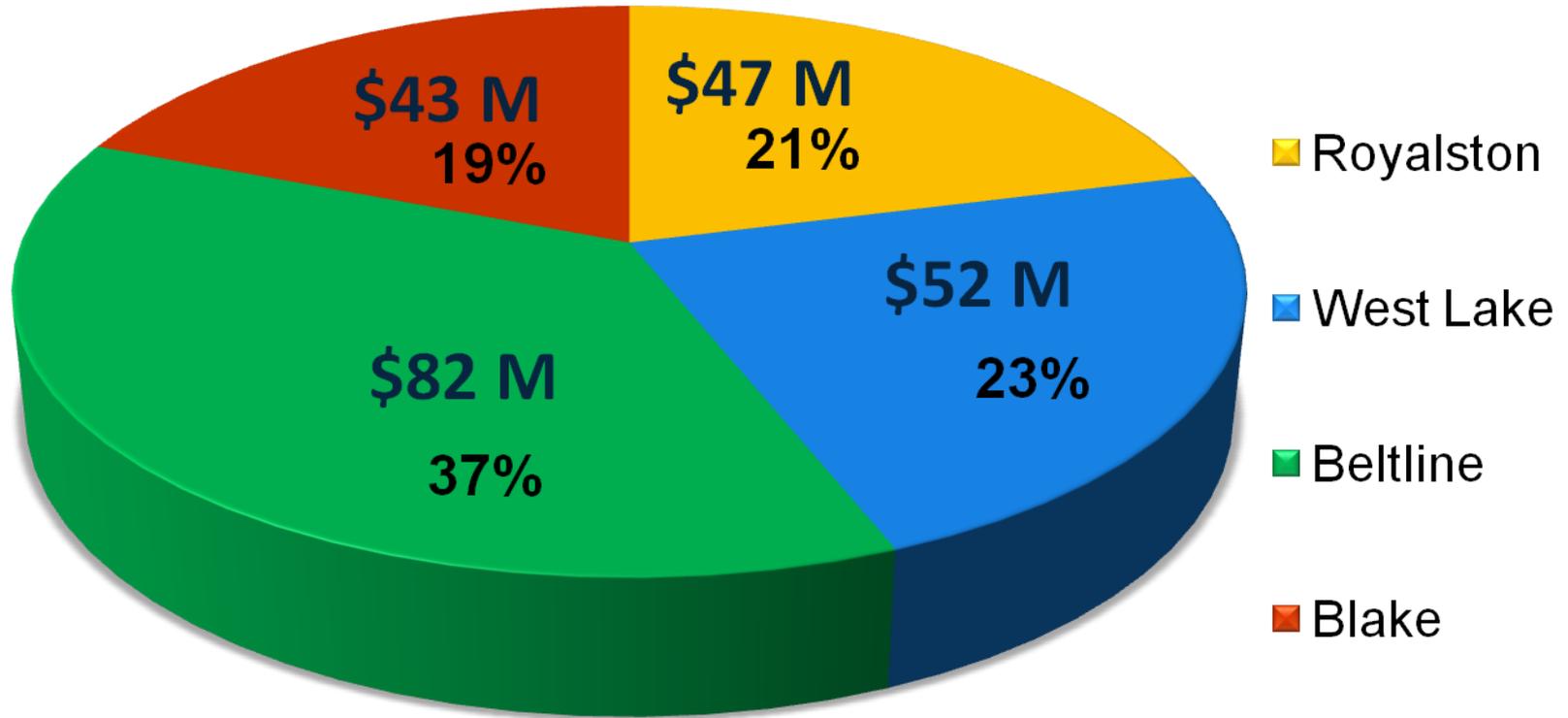
# Total Estimated Capital Costs for Tier 1 Joint Development Opportunities



**\$64.2 Million\***

\*Base Year (2013) Costs

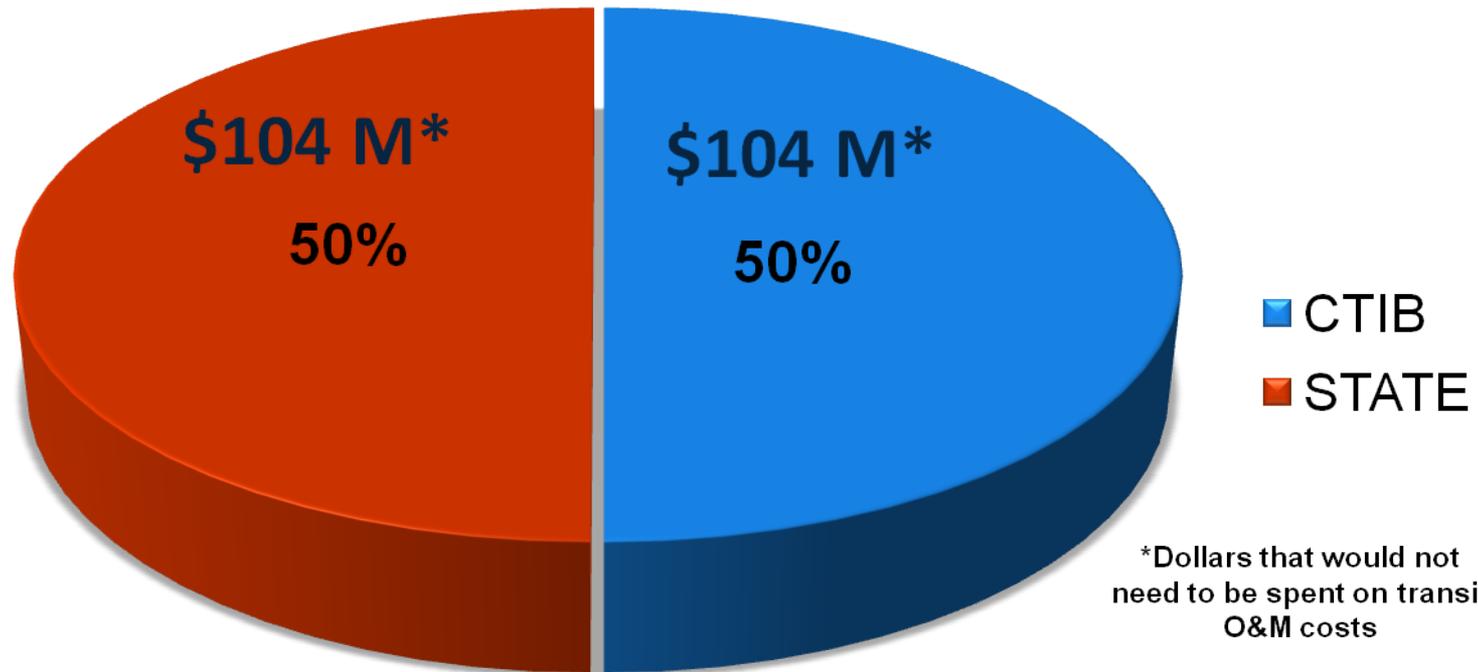
# Private Investment Expected with Tier 1 Joint Development Opportunities



**\$224 Million\***  
(\*2013 dollars)

# Total Estimated Revenue for Tier 1 Joint Development Opportunities

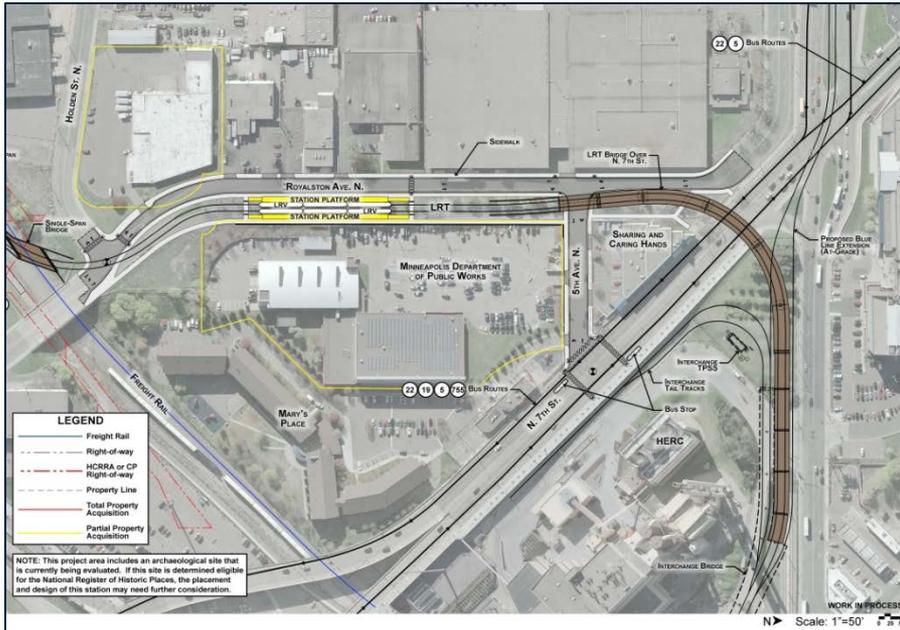
**Estimated Total Revenue: \$208 M\***  
(\$2013 dollars, based on 99 year lease)



**Estimated Annual Revenue: \$1.8 M to \$2.1 M\***  
(\*\$2013 dollars)

# Royalston Station: Minneapolis, MN

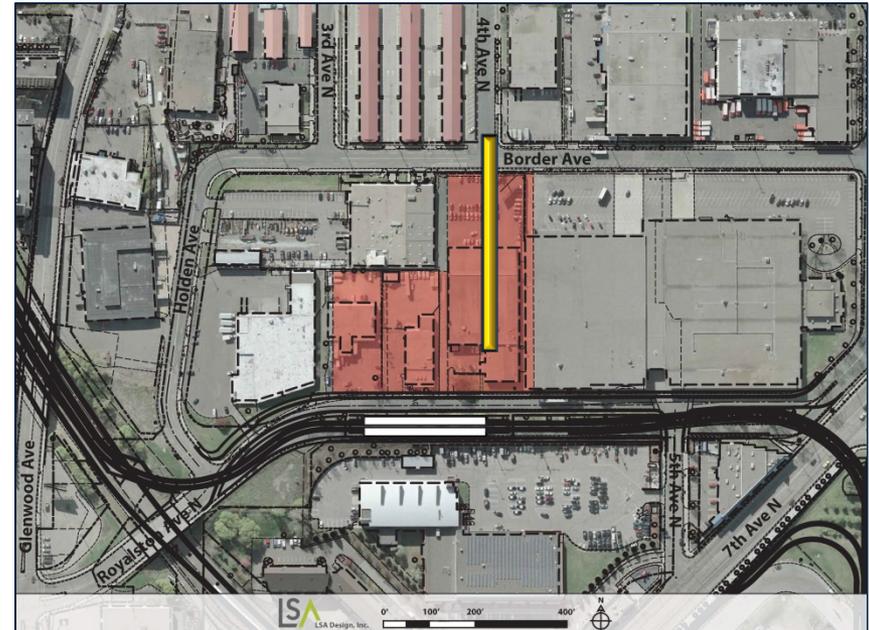
## BASE PROJECT IMPROVEMENTS



- Station (platform, landscaping allowance)
- Removals (pavement)
- Site (pavement, sidewalk, curb & gutter, retaining walls)
- New traffic signals (5<sup>th</sup> & 7<sup>th</sup>, Holden & Royalston)

**BASE PROJECT COST: \$9.3 million**

## JOINT DEVELOPMENT IMPROVEMENTS



- Acquisition of land
- Pedestrian connection canopy to Farmers Market (500 LF)
- Farmers Market shell (27,500 SF)
- Pad preparation
- Building demolition

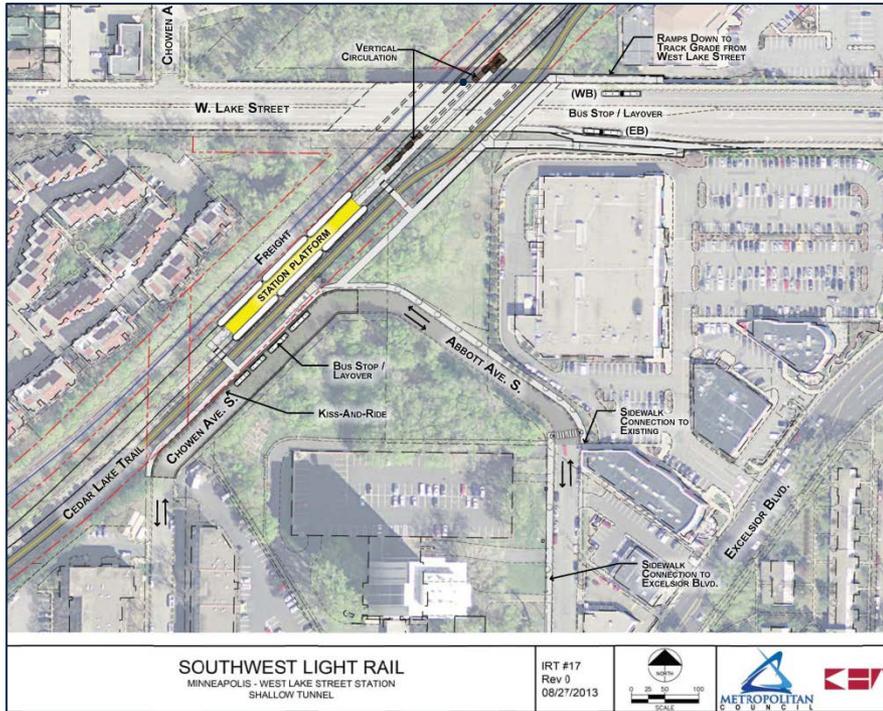
**JOINT DEVELOPMENT COST: Approximately \$16 million**

# Royalston Joint Development Preliminary Development Scenario

- Private Sector Development Opportunities:
  - 80-90 units of affordable housing/artist studios
  - 150-200 market rate housing units
  - Preliminary financial analysis identified private development investment ranges from **\$37- \$47 million**
- Joint Development Revenue Sources
  - Ground lease/air rights for housing
  - Ground lease for indoor Farmers Market
  - Lease payments for stalls in the indoor Farmers Market
  - Estimated annual revenue: **\$682,000 - \$771,000**

# West Lake Station: Minneapolis, MN

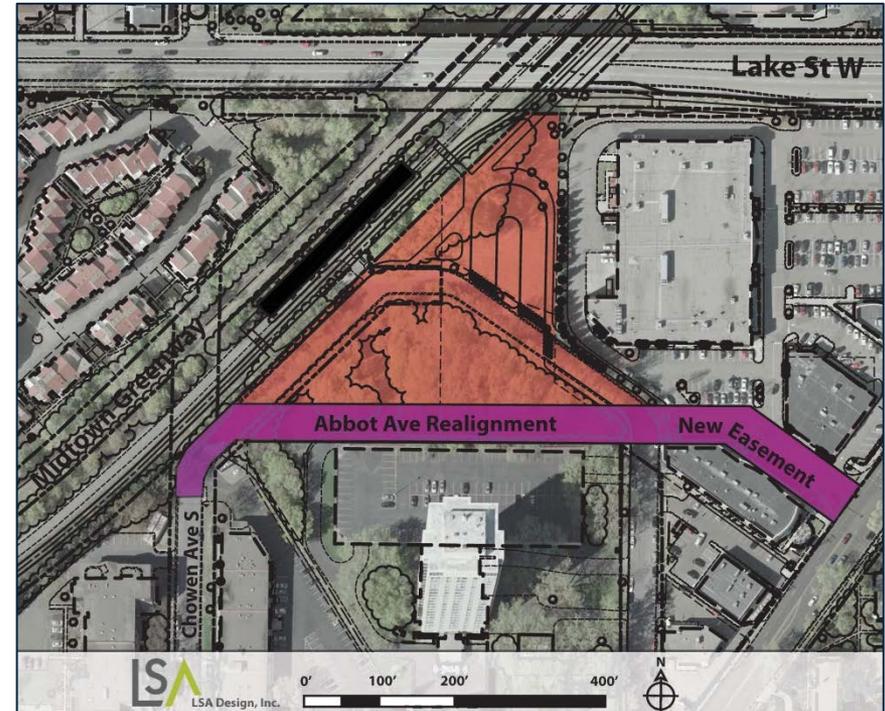
## BASE PROJECT IMPROVEMENTS



- Station (platform, landscaping allowance)
- Removals (pavement)
- Site (pavement, sidewalk, curb & gutter, fence, retaining walls)
- Vertical circulation
- Bus stop/layover and kiss-and-ride

**BASE PROJECT COST: \$12.6 million**

## JOINT DEVELOPMENT IMPROVEMENTS



- Acquisition of land from private property and Hennepin County – 2.95 acres
- Relocate Abbott Avenue S. and secure a new permanent road easement from Excelsior Road
  - 150 district parking stalls
  - Road and utilities
  - Pad preparation
  - Environmental remediation

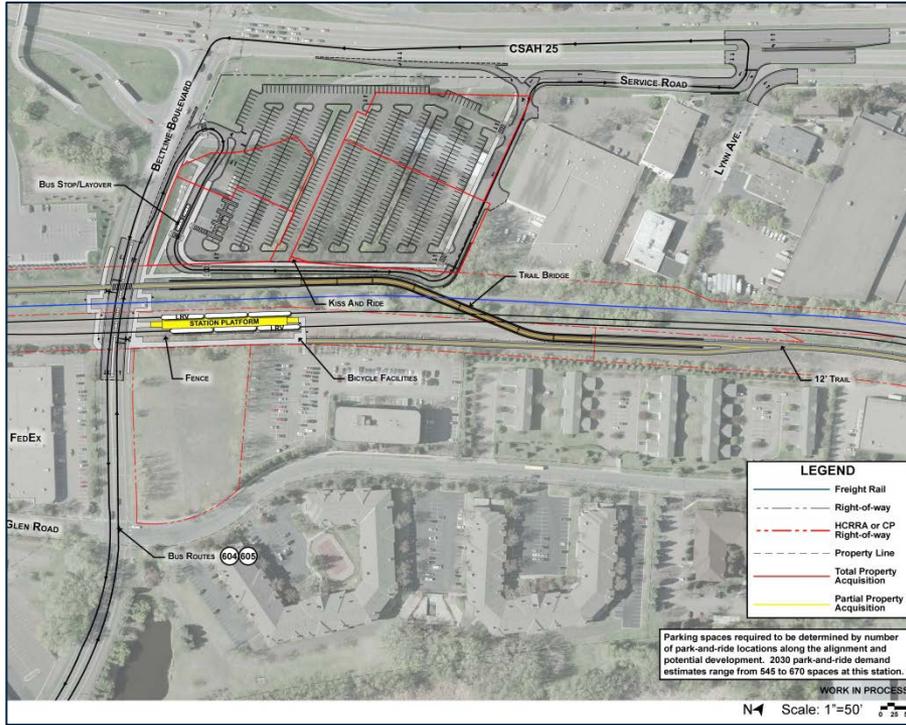
**JOINT DEVELOPMENT COST: Approximately \$ 18.7 million**

# West Lake Joint Development Preliminary Development Scenario

- Private Sector Development Opportunities:
  - 100-120 units of high rise housing
  - 20,000 – 25,000 SF of retail/entertainment uses
  - Preliminary financial analysis identified private development investment ranges from **\$43 - \$52 million**
- Joint Development Revenue Sources
  - Ground lease/air rights for housing
  - Ground lease/air rights for retail/entertainment uses
  - District parking lease payments
  - Estimated annual revenue: **\$255,000 - \$300,000**

# Beltline Station: St. Louis Park, MN

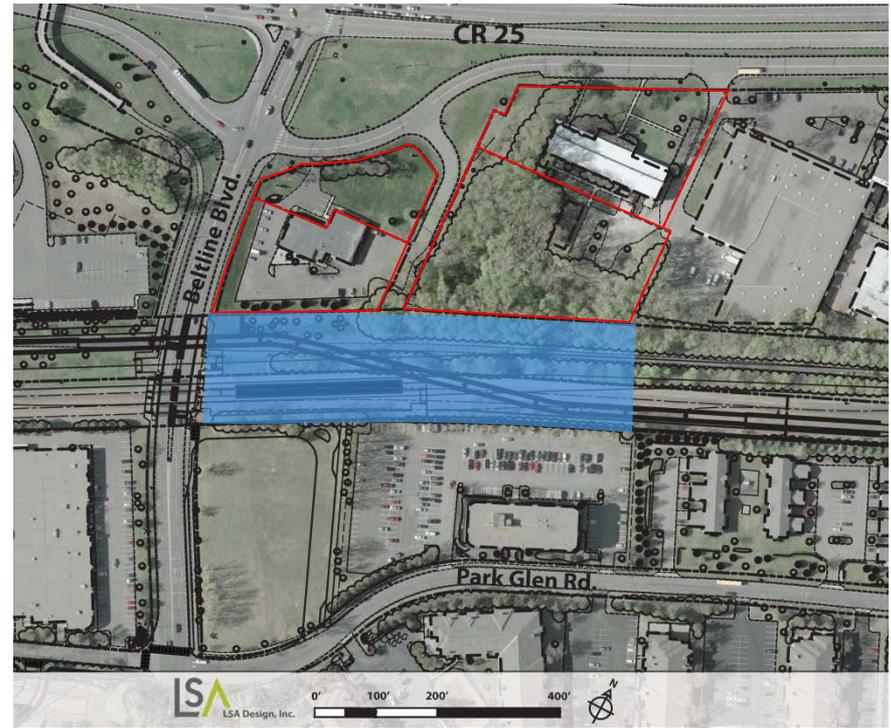
## BASE PROJECT IMPROVEMENTS



- Station (platform, landscaping allowance)
- Removals (pavement)
- Site (pavement, sidewalk, curb & gutter, median, fence, retaining walls)
- Park & ride surface lot (565 stalls)
- New traffic signal (Lynn & CSAH 25)
- Trail bridge over LRT and freight
- Bus stop/layover and kiss-and-ride

**BASE PROJECT COST: \$20.8 million**

## JOINT DEVELOPMENT IMPROVEMENTS



- Park & ride structured (565 stalls) over LRT/freight ROW
  - Additional district parking structured (200 stalls)
- Base project land acquisition

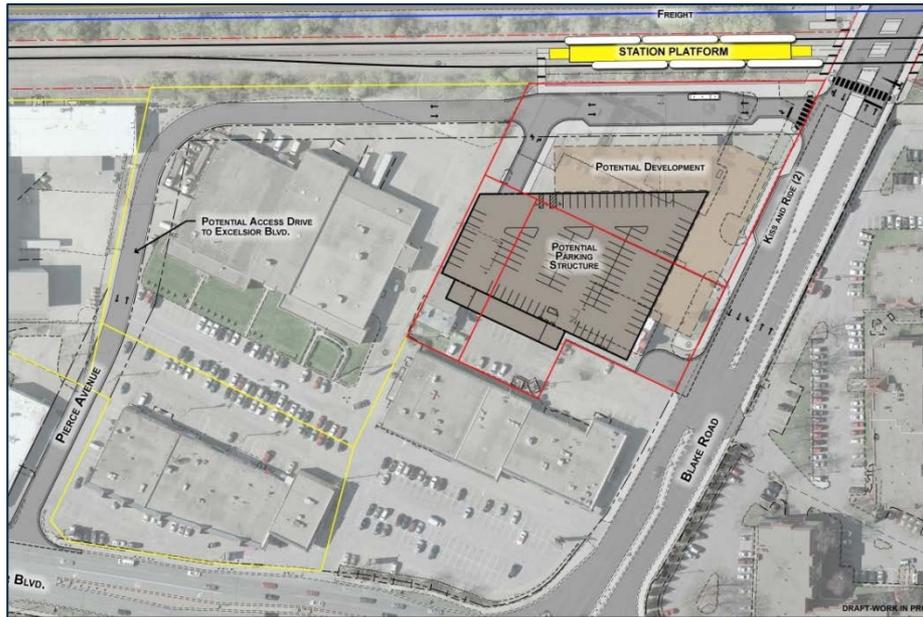
**JOINT DEVELOPMENT COST: Approximately \$17.4 million**

# Beltline Joint Development Preliminary Development Scenario

- Private Sector Development Opportunities:
  - 240-280 units of market rate housing
  - 80,000 – 150,000 SF of commercial/entertainment/office
  - Preliminary financial analysis identified private development investment ranges from **\$58 - \$82 million**
- Joint Development Revenue Sources
  - Ground lease/air rights for housing
  - Ground lease/air rights for commercial/entertainment/office
  - District parking lease payments
  - Shared parking using park-and-ride stalls
  - Estimated annual revenue: **\$435,000 - \$553,000**

# Blake Station: Hopkins

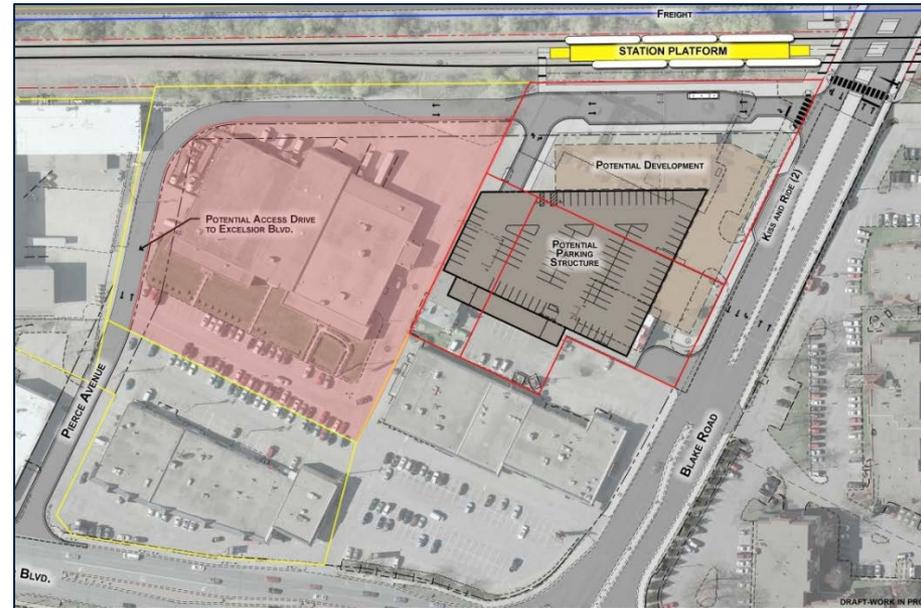
## BASE PROJECT IMPROVEMENTS



- Station (platform, landscaping allowance)
- Removals (buildings, pavement)
- Site (pavement, sidewalk, curb & gutter, median, fence)
- Park & ride Structure (445 stalls)
- New traffic signal (Pierce & Excelsior)
- Bus stop/layover and kiss-and-ride
- New Pierce Avenue and access easement

**BASE PROJECT COST: \$35.8 million**

## JOINT DEVELOPMENT IMPROVEMENTS



- Joint development land acquisition
  - District parking structure (200 stalls)
  - Road and utilities
  - Pad preparation
  - Building demolition

□ Base project land acquisition

**JOINT DEVELOPMENT COST: Approximately \$12.1 million**

# Blake Joint Development Preliminary Development Scenario

- Private Sector Development Opportunities:
  - 180-220 units of market rate housing
  - 20,000 – 30,000 SF of retail/entertainment
  - Preliminary financial analysis identified private development investment ranges from **\$34 - \$43 million**
- Joint Development Revenue Sources
  - Ground lease/air rights for housing
  - Ground lease/air rights for retail/entertainment
  - District parking lease payments
  - Shared parking using park-and-ride stalls
  - Estimated annual revenue: **\$390,000 - \$480,000**

# Tier 1 Joint Development Opportunity Implementation Phasing

- Phase 1: October 2013 – Spring 2014
  - Refine development program and financial analysis
  - Develop and execute agreements with public partners
  - Seek approval and support from FTA and local funding partners
  - Include in request to enter Engineering Phase New Starts submittal in Spring 2014

# Tier 1 Joint Development Opportunity Implementation Phases (con't.)

- Phase 2: Summer 2014 – Spring 2015
  - Develop detailed master plan that contemplates uses, phasing, financing, procurement process (Independent Real Estate Development Consultant Concept)
  - Seek community input
- Phase 3: Summer 2015 – 2018
  - Select master developer according to process agreed to in Phase 2
  - Obtain Federal, State and local construction approvals
  - Design and construct Joint Development project(s)

# Next Steps

- Seek input from Advisory and Management Committees and Agency Boards:
  - 10/30 BAC JD Part 1 - Complete
  - 11/7 CAC JD Part 1 - Complete
  - 11/27 BAC JD Part 2 - Complete
  - 12/4 CMC JD Parts 1 and 2 - Complete
  - 12/5 CAC JD Part 2
  - 12/11 Metropolitan Council JD Parts 1 and 2
  - 12/19 SWLRT Community Works Steering Committee JD Parts 1 and 2
- Prepare and Submit “pre-qualification” packages to FTA for review and approval: Winter 2013/2014

# Project Update and Next Steps

# Freight Rail Relocation Analysis Scope

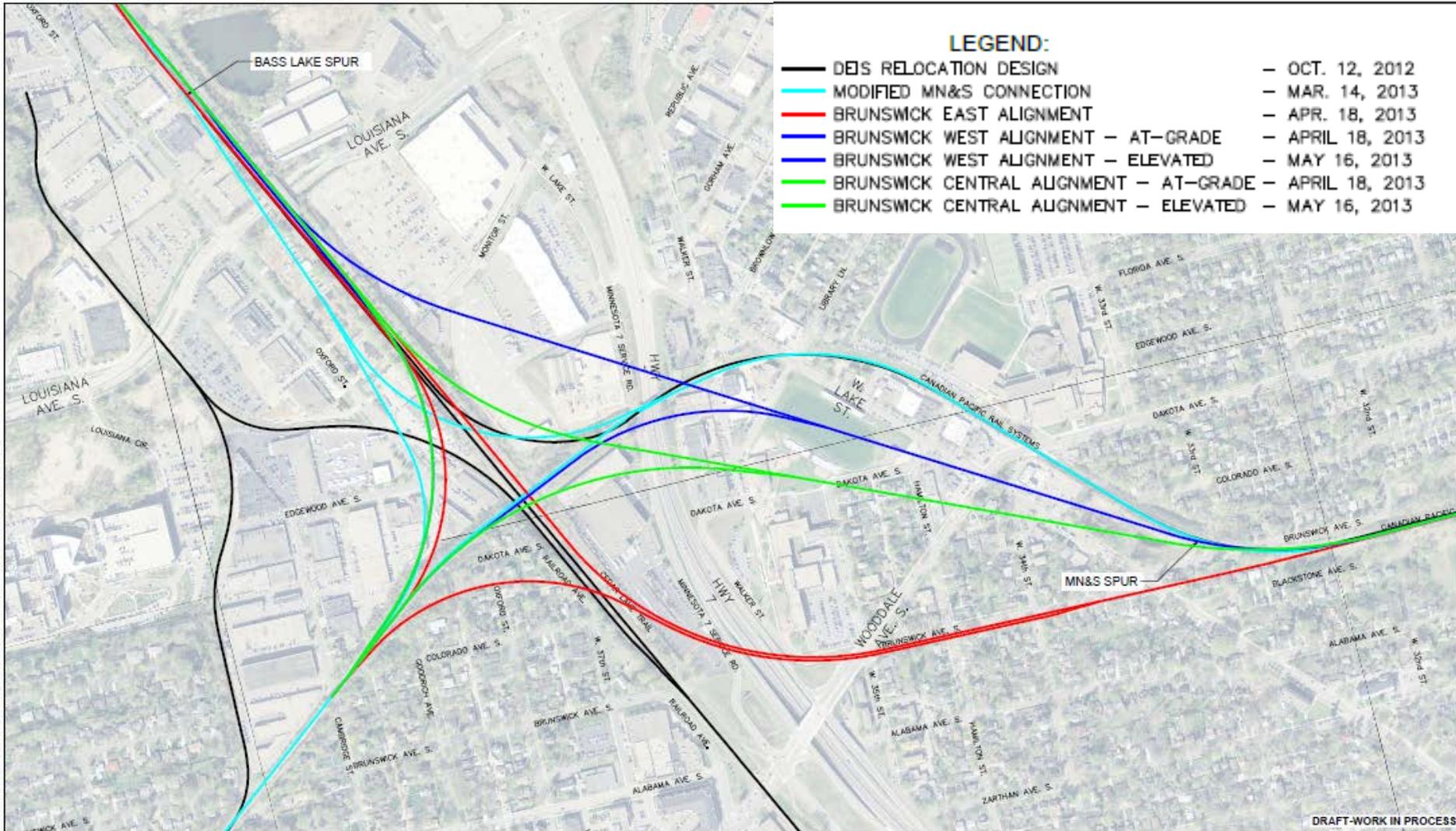
# Freight Rail Relocation Analysis Scope

- Purpose: Review existing studies/designs; assess viability of options considered; and identify any new options
- Activities:
  - Coordinate with cities and County on analysis
  - Review DEIS freight rail relocation design and comments
  - Review previous freight rail relocation studies
  - Review SPO relocation designs
  - Interview freight railroads
  - Identify any new viable options
  - Present results to joint BAC/CAC, CMC

# Freight Rail Relocation Analysis Scope

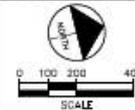
- Previous studies to be reviewed
  - UTU Memorandum, 2013
  - SEH Technical Memorandums #2, 3, 4, 2011
  - SEH Technical Memorandum #1, 2010
  - Evaluation of TCWR Routing Alternatives, Amfahr, 2010
  - TCWR Freight Rail Realignment Study, HCRRA/TKDA, 2009
  - St. Louis Park Railroad Study, RLK Associates, 1999

# DEIS & SPO Freight Rail Relocation Designs



**SOUTHWEST LIGHT RAIL**  
RELOCATION

IRT #21  
Rev 1  
08/23/2013



DRAFT-WORK IN PROCESS

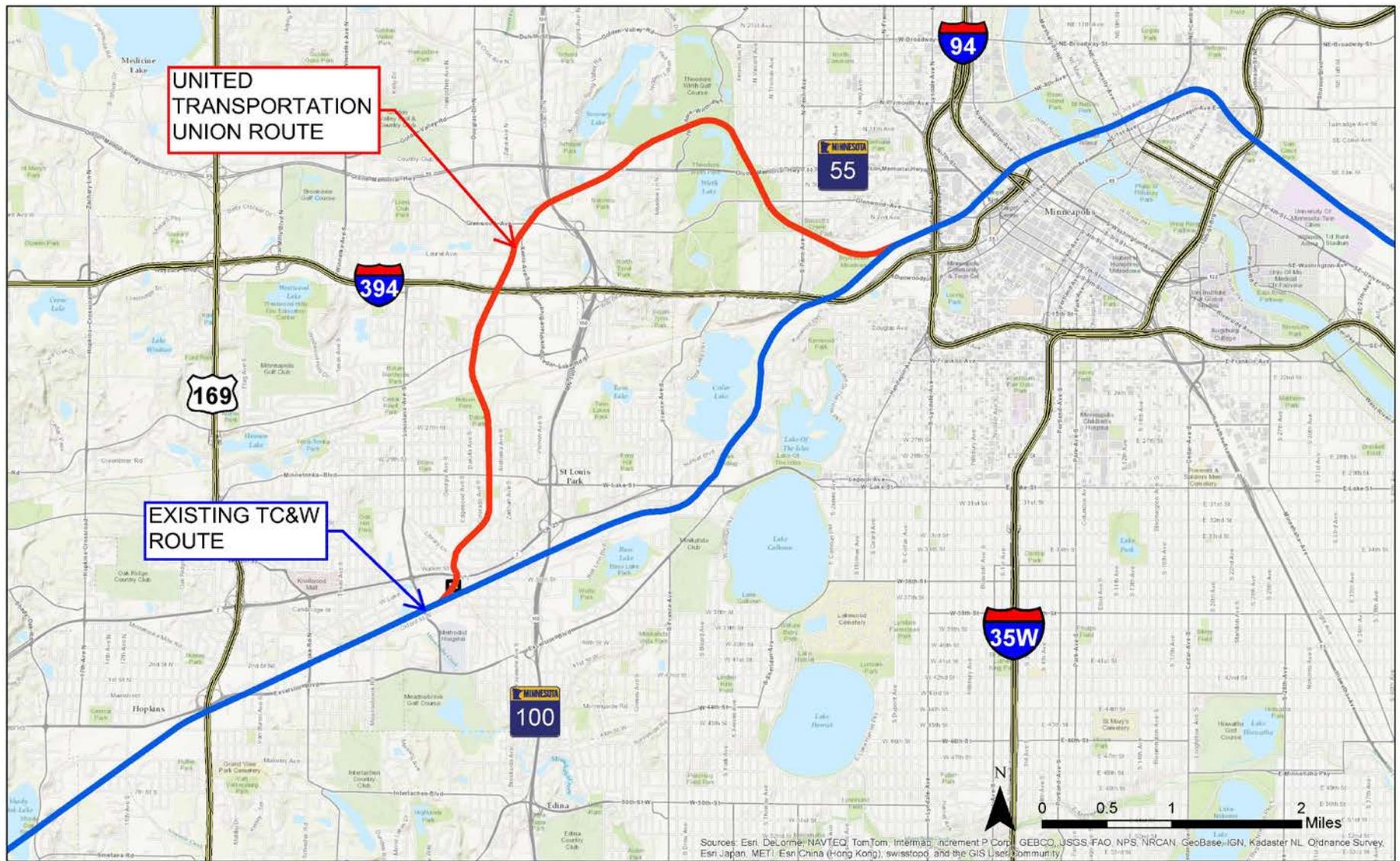
# TC&W Railroad Network

**TC&W**



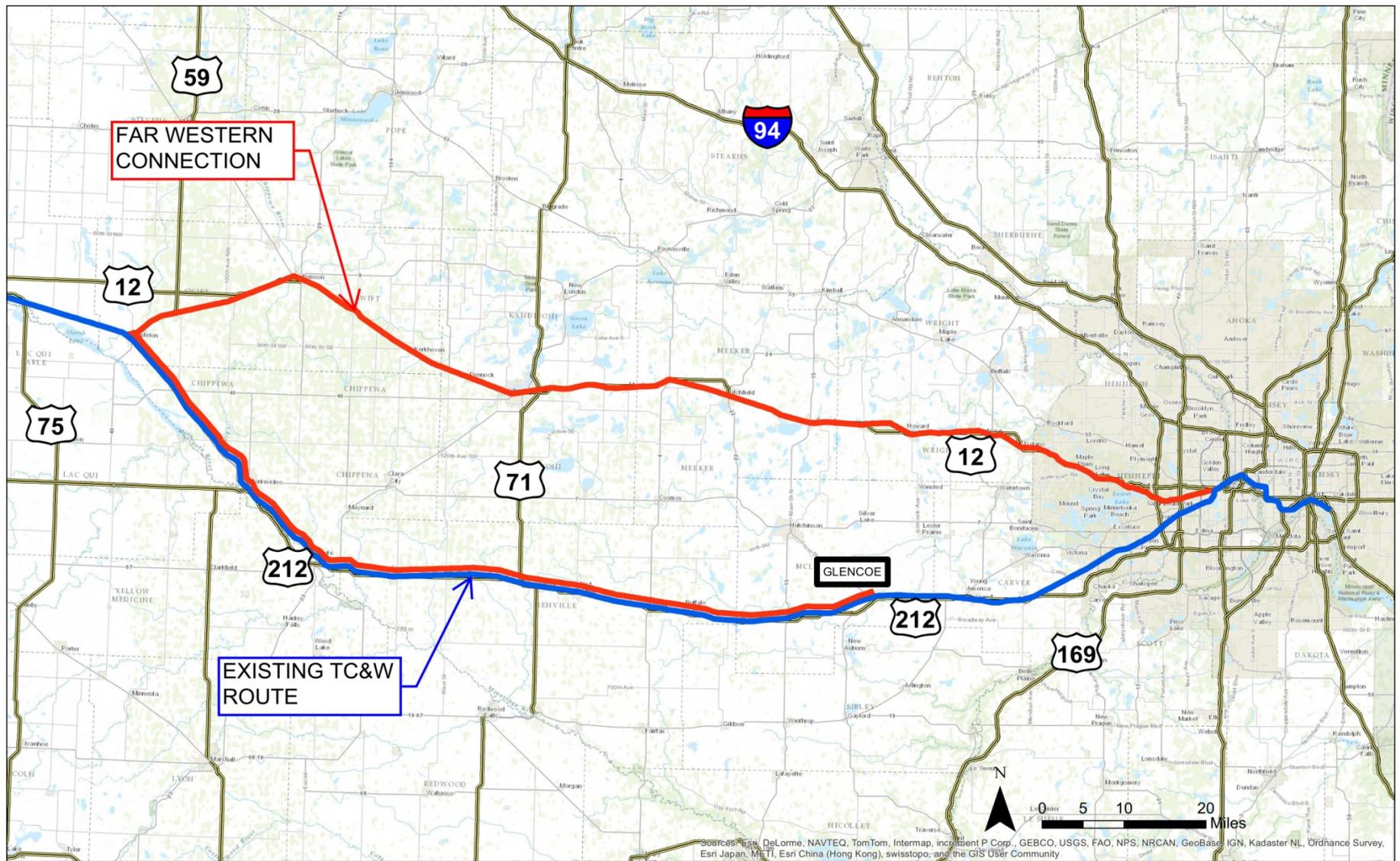
12-20-12

# United Transportation Union (UTU) Route



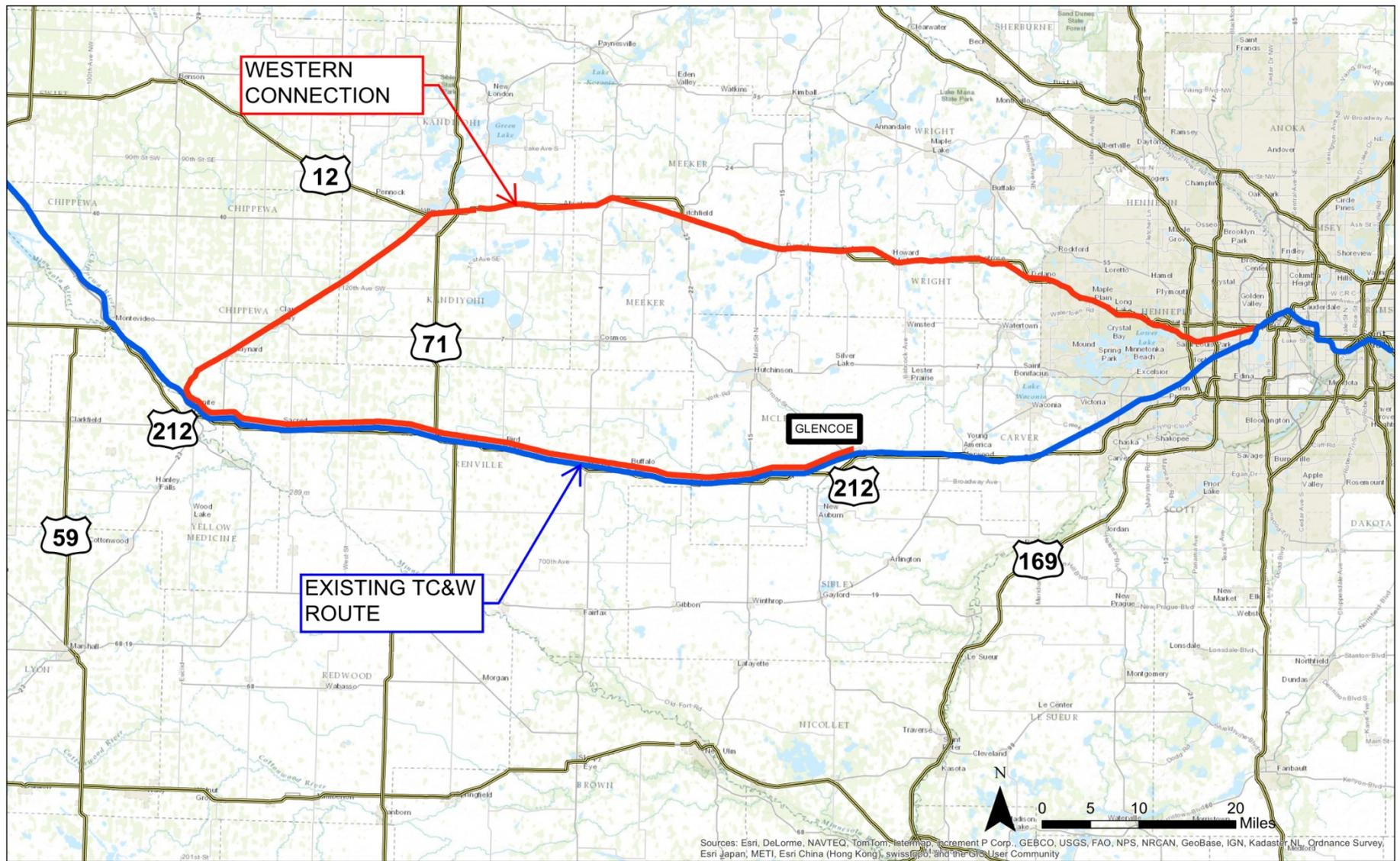
Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community

# Appleton/Benson Far Western Connection



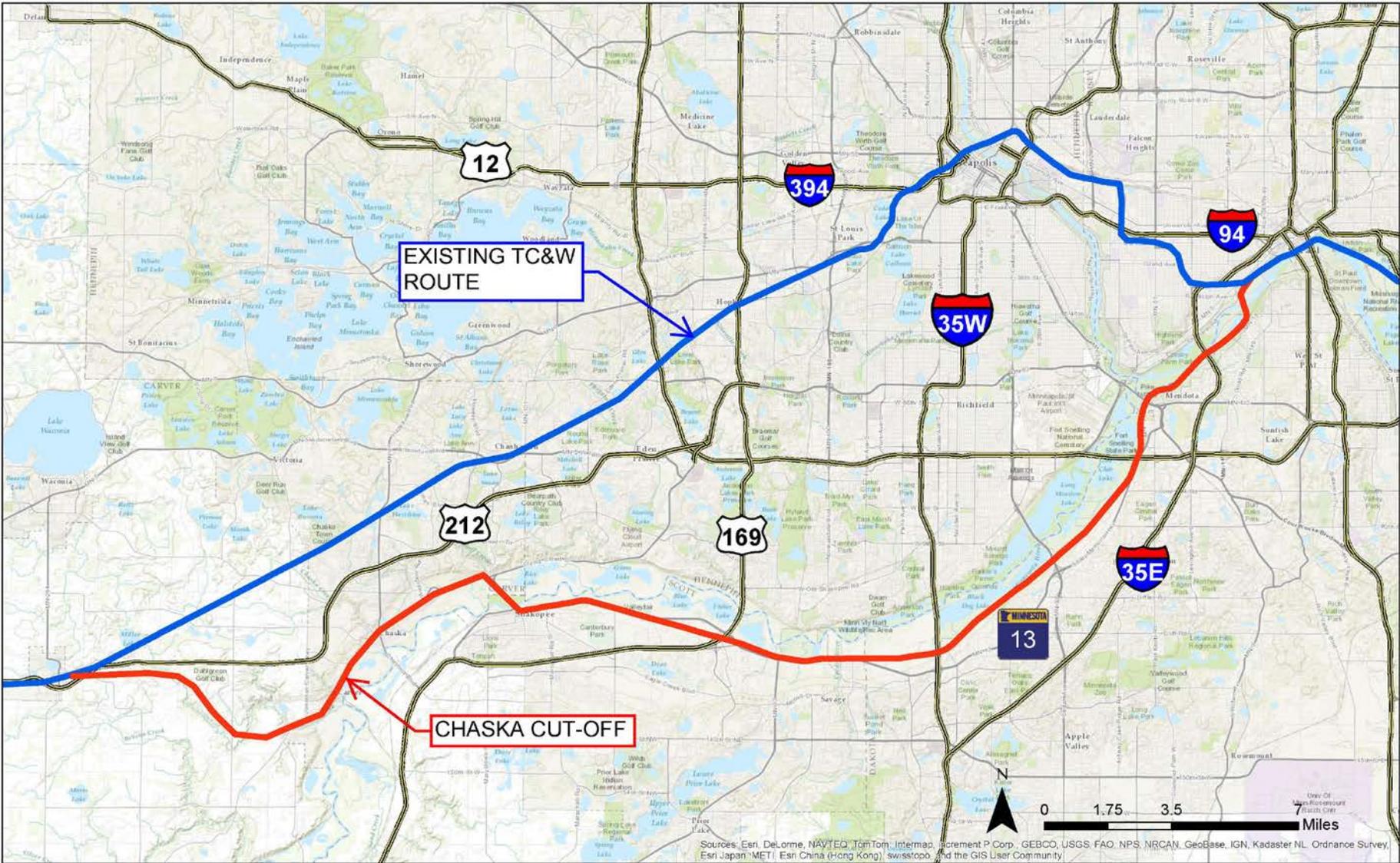
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# Granite Falls/Willmar Western Connection



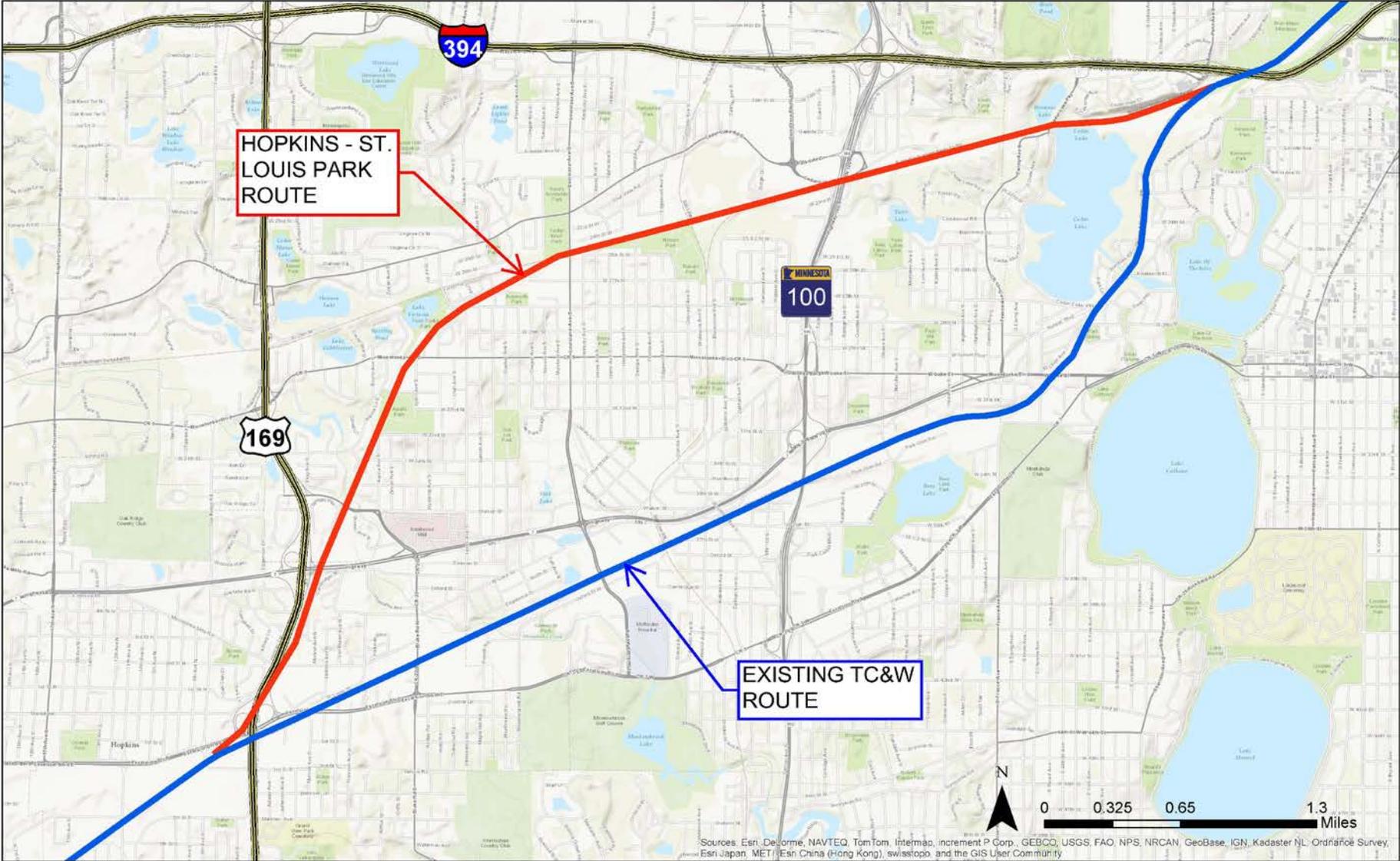
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# Chaska Cut-Off

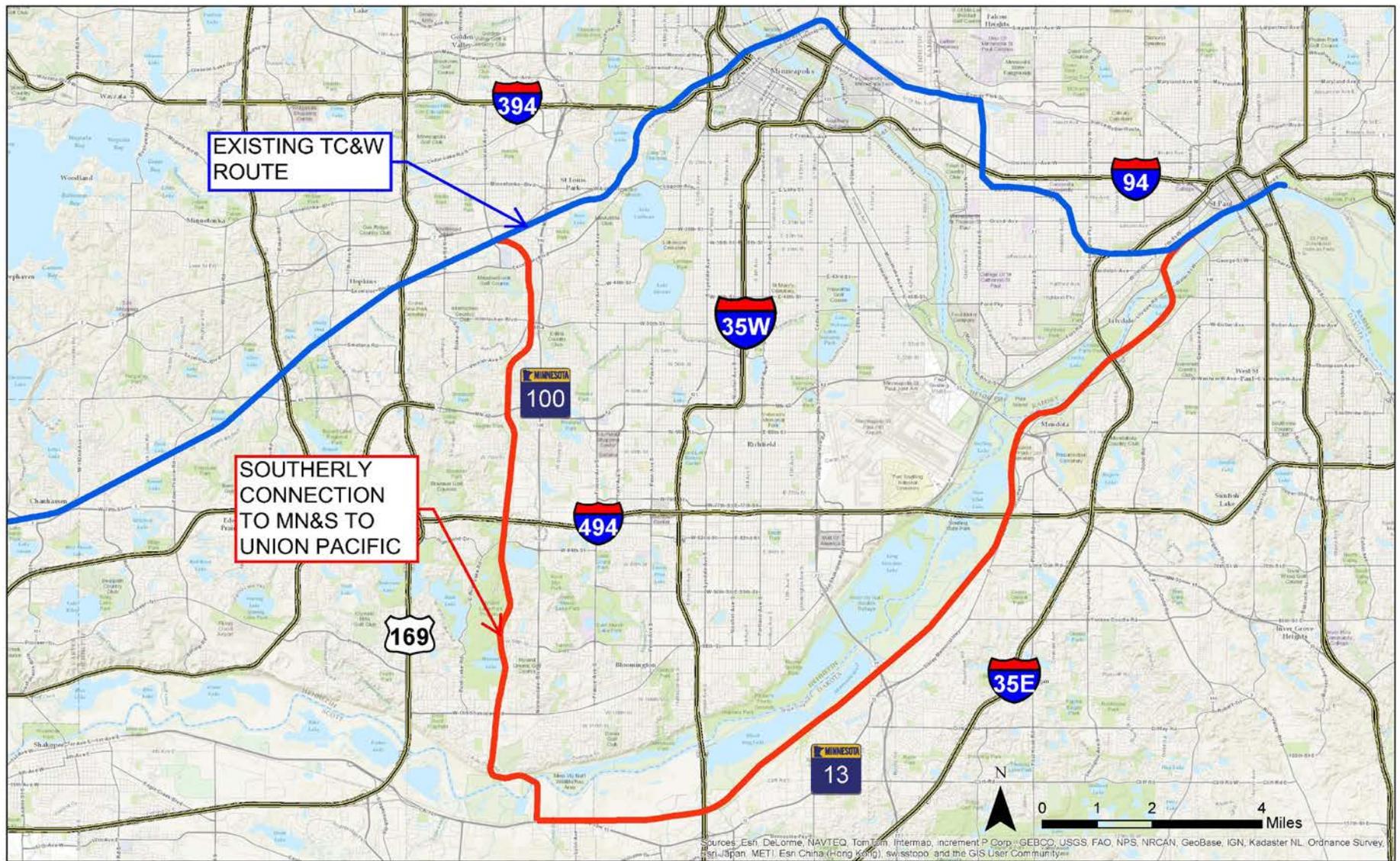


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# Hopkins-St. Louis Park Route



# MN&S Southerly Connection via - Union Pacific



Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community

# Midtown Greenway Route



Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, Geobase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community.

# Freight Rail Relocation Analysis Scope

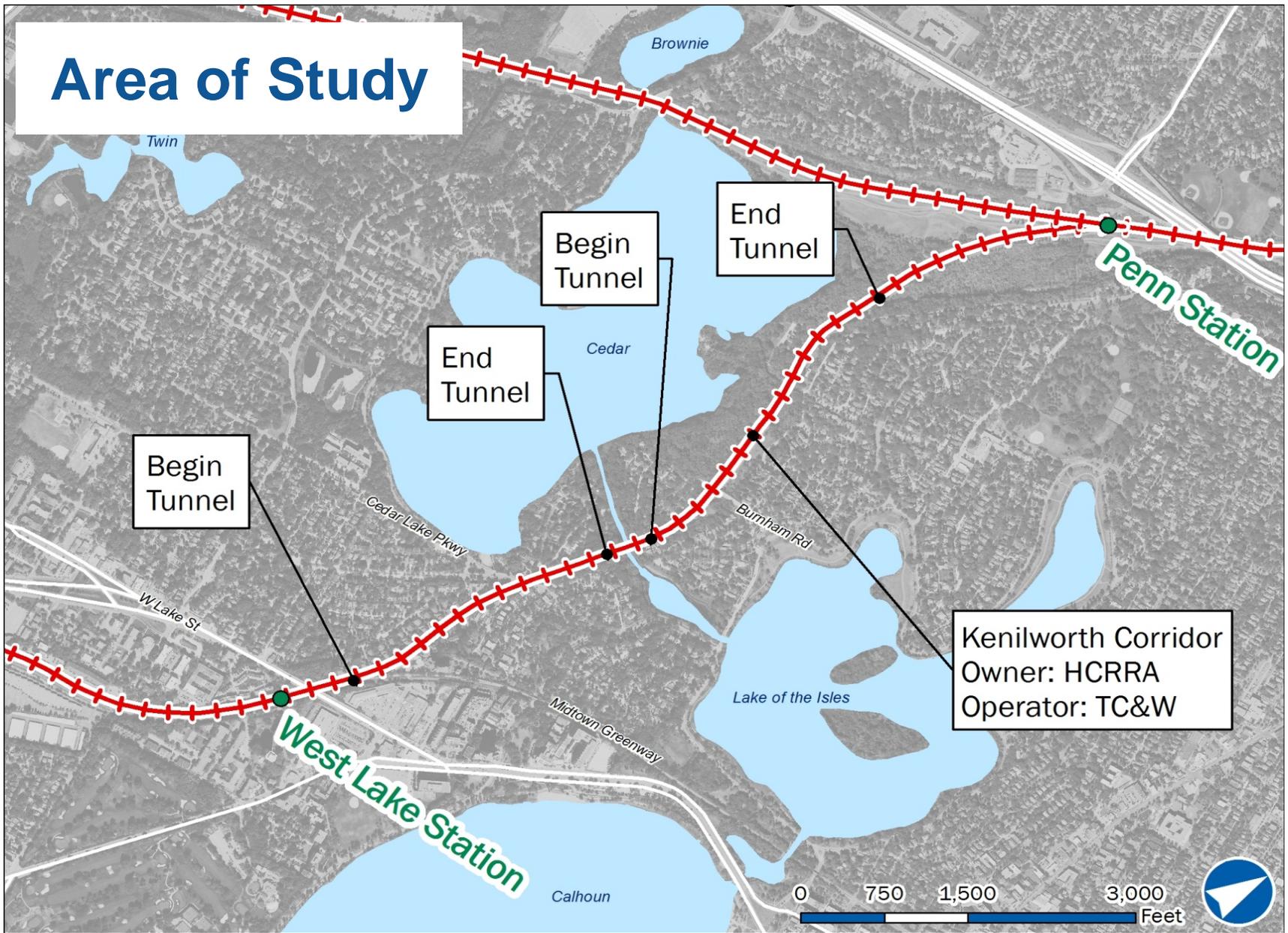
- Deliverables:
  - Draft and final reports
  - Presentations to SWLRT Advisory and Management Committees
- Next Steps:
  - Identify firm and contract with them to complete the scope of work
  - Finalize contract mid to late November

# Water Resources Evaluation Scope

# Water Resources Evaluation Scope

- Purpose: Conduct an independent assessment of water resource impacts with the Kenilworth Shallow LRT Tunnels
- Activities:
  - Coordinate with city, county, park board, watershed district
  - Review all previous reports and documents
    - SPO draft Basis of Design
    - SPO draft Water Monitoring Plan for construction and ongoing operations
    - Minnehaha Creek Watershed District /Wenck technical memo
  - Present results to joint BAC/CAC, CMC

# Area of Study



# Water Resources Evaluation Scope

- Deliverables:
  - Draft and final reports
  - Presentations to SWLRT Advisory and Management Committees
- Next Steps:
  - Seek proposals from water resources firms
  - Finalize contract mid to late November

# Kenilworth Corridor Landscaping/Greenscaping Analysis

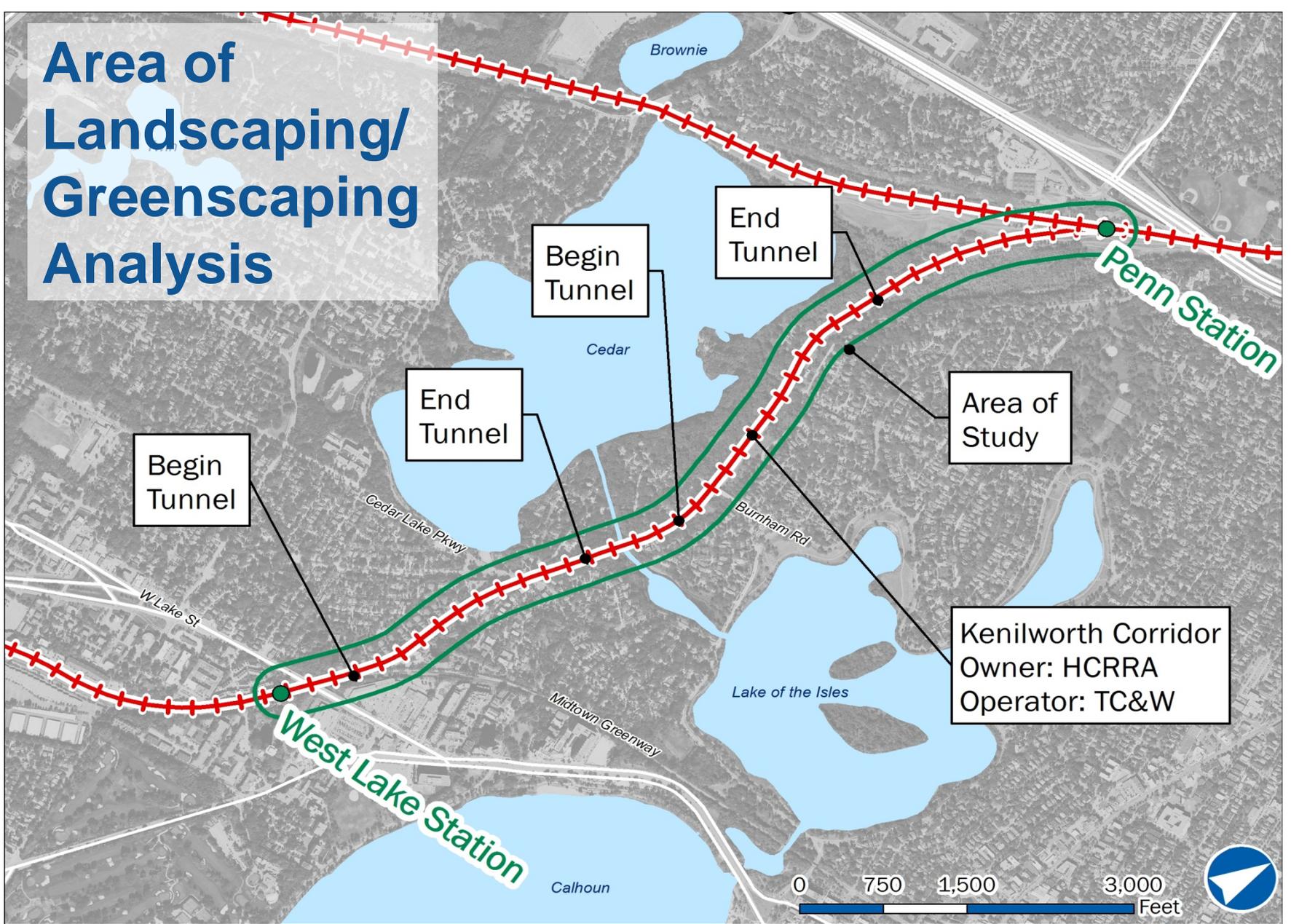
# Landscaping/Greenscaping Analysis

- Purpose: Systematically identify existing vegetation and identify re-vegetation opportunities with the Kenilworth Shallow LRT Tunnels
- SPO Activities:
  - Coordinate with city, county, park board, watershed district
  - Review previous studies
  - Inventory trees, understory vegetation and groundcover
  - Identify re-vegetation opportunities
  - Develop a public involvement plan and charrette process

# Landscaping/Greenscaping Analysis

- Deliverables:
  - Database of existing vegetation
  - Draft and final reports
  - Presentations to SWLRT Advisory and Management Committees
  - Public involvement plan
- Next Steps:
  - Complete tree, understory vegetation and groundcover inventory
  - Conduct re-vegetation analysis

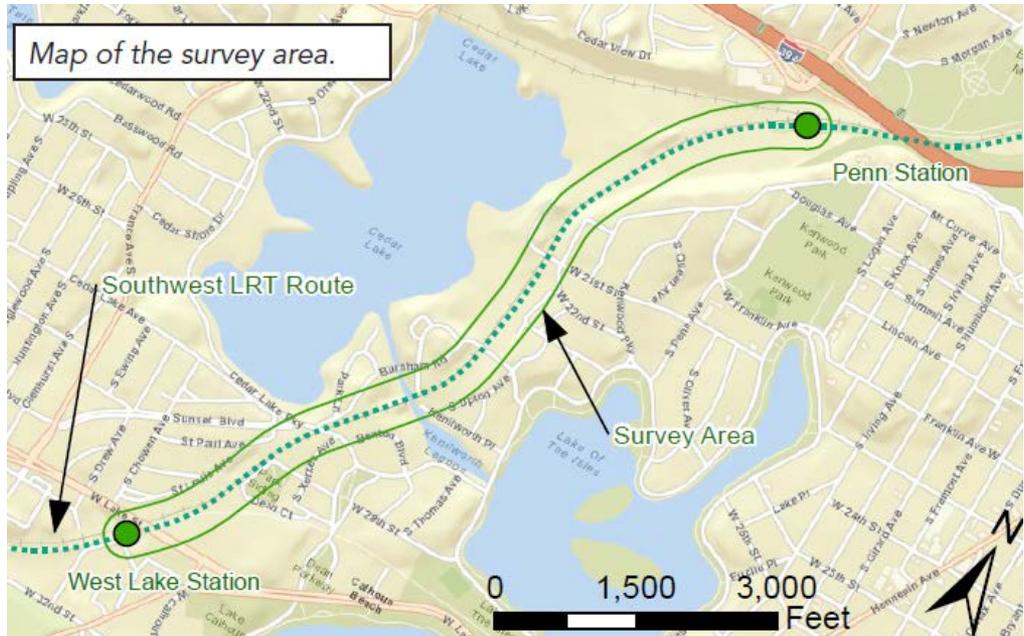
# Area of Landscaping/ Greenscaping Analysis



# Kenilworth Corridor Tree and Vegetation Survey



Recording size, species and condition of trees in the study area.



# Stakeholder Involvement

# Stakeholder Involvement: November 2013

- Review Study Scopes/Receive Input
  - Technical staff with the cities, county, park board, and watershed district (Oct. 24 - Nov. 1)
  - SW Corridor Management Committee (Nov. 6)
  - SWLRT Community Advisory Committee (Nov. 7)
  - SWLRT Business Advisory Committee (Nov. 27)

# Stakeholder Involvement: Mid January 2014

- Present draft reports and seek input:
  - Technical staff with the cities, county, park board and watershed district
  - Joint SWLRT Business & Community Advisory Committees
  - SW Corridor Management Committee
    - Public testimony opportunity
  - Metropolitan Council
    - Public testimony opportunity

# Stakeholder Involvement: Late January 2014

- Present final reports and approve project scope and budget:
  - Technical staff with the cities, county, park board and watershed district
  - SW Corridor Management Committee
  - Metropolitan Council
- Met Council authorizes distribution of municipal consent plans

# Access and Distribution of Information

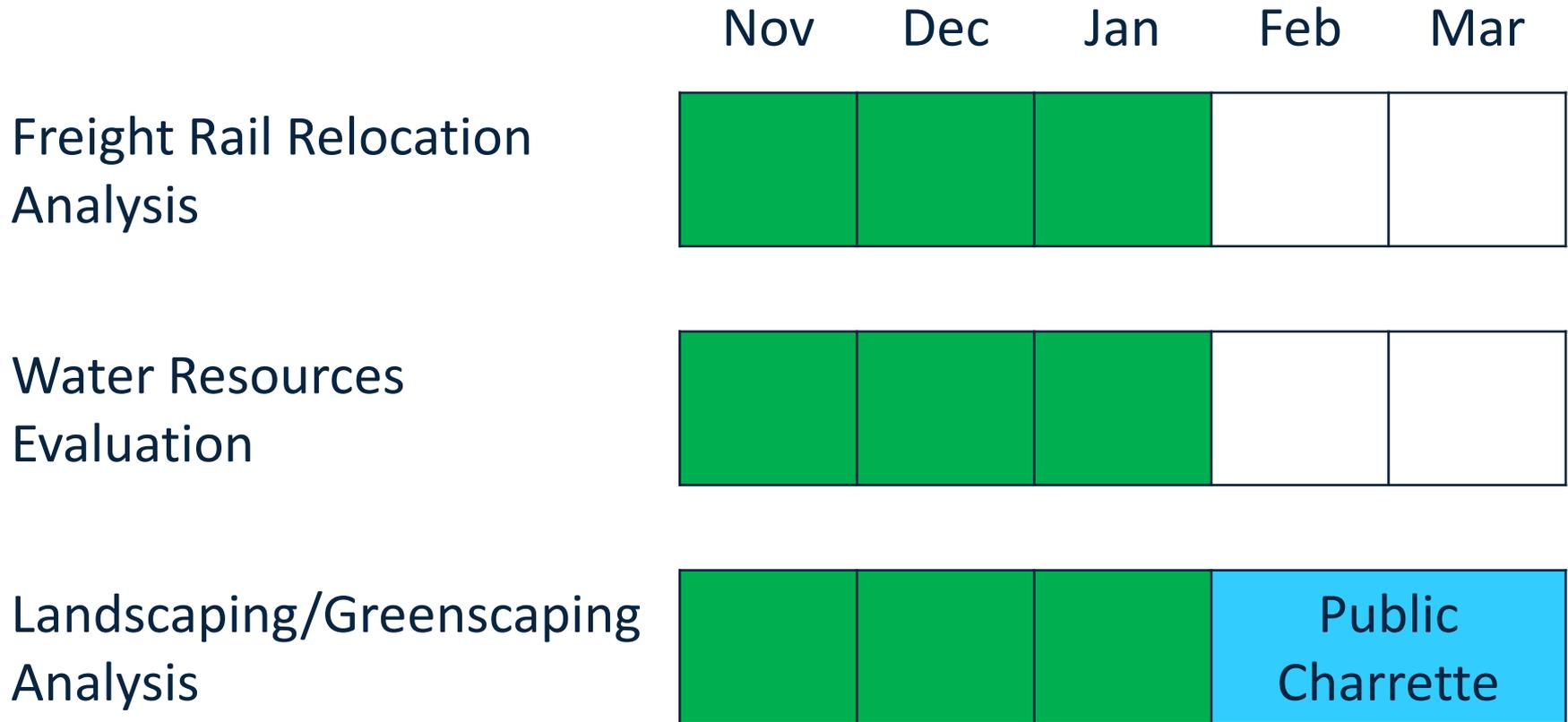
- Presentations to CMC, BAC, CAC Committees
- Public testimony at CMC and Council meetings
- Draft and final reports posted on [swlrt.org](http://swlrt.org)
- Community/neighborhood presentations
- Project newsletter
- Press releases
- Twitter

# Potential Additional Outreach Activities

- SWLRT “Mobile Office”
- Direct mail campaign
- Met Council “listening sessions”
- Elected official town hall meetings

# Schedule

# Timeline for Completing 3 Additional Studies



# SWLRT Key Milestones

- DEIS Published Q4 2012
- PE Work Begins Q1 2013
- Three Studies Q4 2013
- Municipal Consent Q1 2014
- SDEIS Published Q2 2014
- FEIS Published Q1 2015
- Record of Decision Q1/Q2 2015
- Engineering Q1/Q2 2015
- Full Funding Grant Agreement Q4 2015
- Heavy Construction 2016-2018
- Revenue Operation Q4 2018

# Hennepin County Community Works Report



# TRANSIT ORIENTED DEVELOPMENT

Thatcher Imboden, Hennepin County  
November 27, 2013



## WHAT IS TRANSIT ORIENTED DEVELOPMENT (TOD)?



**PLACES ARE MADE UP OF PEOPLE & LANDSCAPES**



Portland, OR

PEOPLE LIVE, WORK, AND INTERACT IN PLACES



- PAINT
- HARDWARE
- PLUMBING
- ELECTRICAL
- GARDEN
- HOUSEWARE

1019

PLACES HAVE ECONOMIES



**ECONOMIES VARY IN HEALTH, DIRECTION, & SCALE**



Vancouver, BC

An aerial photograph of a modern, multi-story apartment complex. The building features a mix of brick, light-colored panels, and large glass windows. Many units have balconies with metal railings. In the foreground, a concrete walkway with a metal railing leads down to a road. To the right, there is a swimming pool area with a blue pool and a small structure. The surrounding area includes green grass, trees, and a clear blue sky with some clouds.

**WHERE THERE IS SUCCESS & OPPORTUNITY, THERE IS GROWTH**

Minneapolis, MN

**GROWTH FROM COMMUNITY ACTION**



Seattle, WA

**TRANSIT SHAPES GROWTH**

Seattle, WA





**LARGE SCALE REDEVELOPMENT**

Portland, OR



DO NOT  
ENTER

DO NOT  
ENTER

ONE  
WAY  
→

RENTAL  
OFFICE  
RENT OPEN



Denver, CO

**SMALL SCALE REDEVELOPMENT**





Portland, OR

**TRANSIT IS ONLY ONE FACTOR**

Oklahoma City, OK





Kansas City, MO

WHEAT PHOTOGRAPHY  
wheatphoto.com

FOR INFORMATION  
WinTeam.com  
DANIEL C. WITTE, P.E.  
(816) 863-9488

1803



**PLACES ARE THE RESULT OF PEOPLE, ...**

San Francisco, CA



**OPPORTUNITIES & ACTIONS**

## **TRANSIT ORIENTED DEVELOPMENT PROGRAM**

- **OVER \$22 MILLION INVESTED SINCE 2003 (OVER \$4.5 MILLION ALONG SOUTHWEST)**
- **+/- \$2 MILLION AVAILABLE ANNUALLY TO PUBLIC, PRIVATE, & NON-PROFIT ENTITIES**
- **MUST BE LOCATED NEAR TRANSIT ROUTES & WITHIN A REDEVELOPMENT DISTRICT**
- **ELIGIBLE USES INCLUDE SITE PREP, UTILITY RELOCATIONS, SITE IMPROVEMENTS, SIDEWALKS, LANDSCAPING, TRANSIT CONNECTIONS, AND RELATED EXPENSES**



## MOZAIC BRIDGE

- GRANT
- NEW ACCESS POINT TO MIDTOWN GREENWAY
- NEW PEDESTRIAN/BIKE BRIDGE TO CONNECT UPTOWN
- PRIVATE PARTNERS CONTRIBUTED 40% OF COST



## BOESER SITE

- LOAN AND GRANT
- SITE ASSEMBLY AND SITE CLEARANCE



## THE ELLIPSE

- GRANT
- PLAZA AND BUS STOP IMPROVEMENTS



## BLOOMINGTON CENTRAL STATION

- SEVERAL SITES WITHIN MASTER DEVELOPMENT
- GRANT
- UTILITIES, SIDEWALKS, STREETS, LANDSCAPING, PEDESTRIAN AMENITIES, PLAZA



## 28TH AVENUE IMPROVEMENTS

- GRANT
- SEWER AND PEDESTRIAN LIGHTING IMPROVEMENTS TO SUPPORT MANUFACTURING PLANT'S EXPANSION ADJACENT TRANSIT



## **COMMUNITY WORKS**

- **STIMULATE EMPLOYMENT DEVELOPMENT**
- **BUILD BRIDGES FOR EFFECTIVE PLANNING AND IMPLEMENTATION**
- **MAINTAIN AND IMPROVE NATURAL SYSTEMS**
- **STRENGTHEN COMMUNITIES THROUGH CONNECTIONS**
- **ENHANCE TAX BASE**

### **CORRIDORS:**

- **MIDTOWN GREENWAY**
- **HUMBOLDT GREENWAY**
- **LOWRY AVENUE**
- **HIAWATHA/MINNEHAHA**
- **SHADY OAK ROAD**
- **66TH STREET**
- **PENN AVENUE**
- **BOTTINEAU**
- **FORT SNELLING**
- **AND MORE**

## MIDTOWN GREENWAY

- HCRRA PURCHASED IN 1993 FOR FUTURE TRANSIT
- INDUSTRIAL CORRIDOR
- FREIGHT RAIL DEPRESSION
- NEGATIVE IMPACTS ON COMMUNITY
- 1995 DESIGNATED A COMMUNITY WORKS PROJECT



## MIDTOWN GREENWAY

- AMENITY DRIVING ECONOMIC DEVELOPMENT
  - BACKBONE OF THE BICYCLE NETWORK
  - COMMUNITY BUILDER
  - POTENTIAL FUTURE TRANSIT
- 
- \$20 MILLION FROM HENNEPIN COUNTY, \$10 MILLION IN OTHER SOURCES
  - TRAIL OPENED IN SECTIONS 2000, 2003, & 2006

## ENVIRONMENTAL RESPONSE FUND (ERF) PROGRAM

- GRANT PROGRAM
- FUNDS ASSESSMENTS AND CLEAN UP OF CONTAMINATION
- OVER \$8.6 MILLION INVESTED ALONG SOUTHWEST AS OF 2009



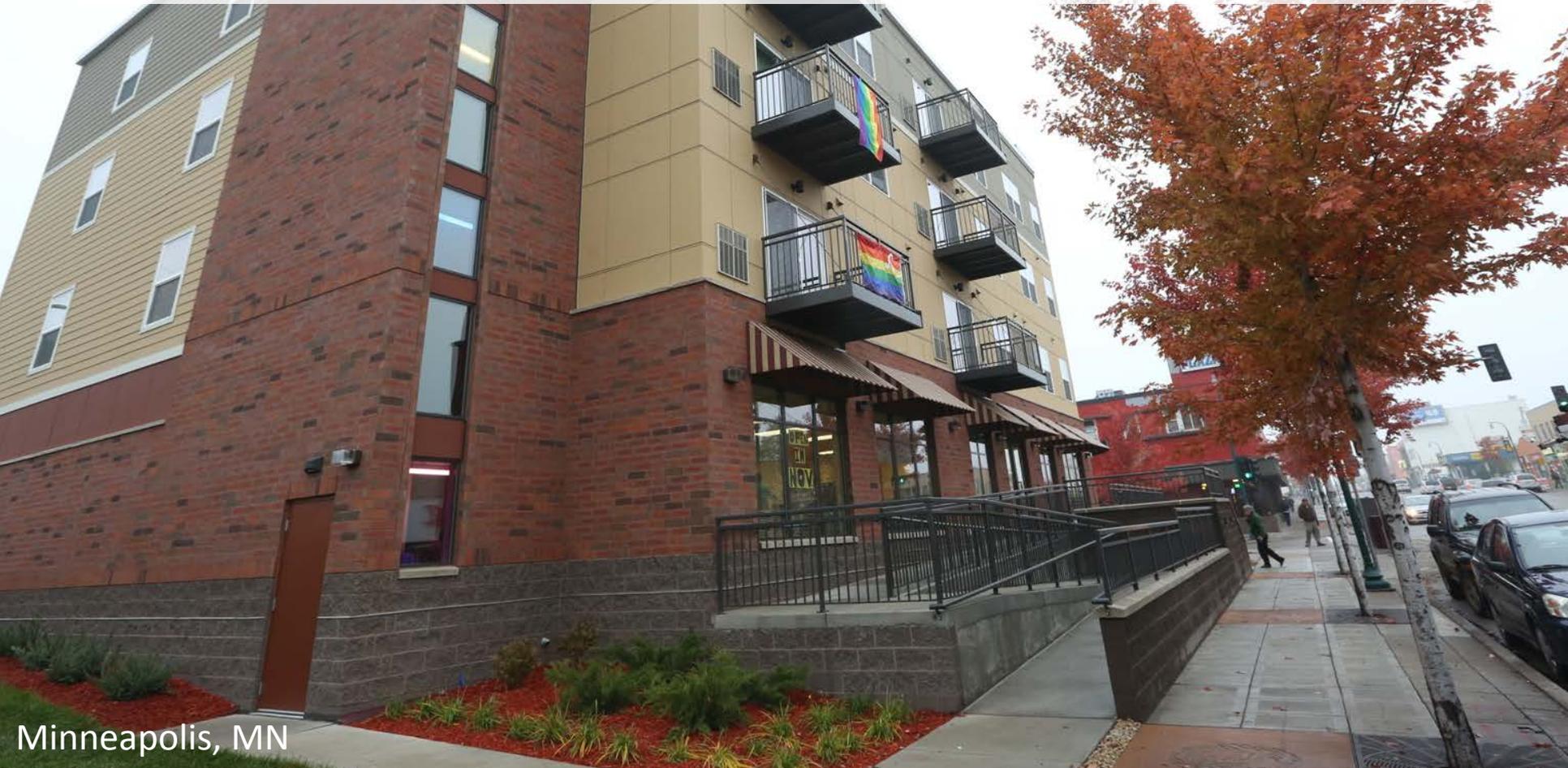
## HOME INVESTMENT PARTNERSHIP PROGRAM

- FLEXIBLE GRANT PROGRAM FUNDING AFFORDABLE HOUSING
- FUNDS NEW CONSTRUCTION, REHABS, AND ACQUISITIONS
- OFTEN CONNECTS TRANSIT WITH AFFORDABLE HOUSING
- OVER \$1.6 MILLION INVESTED ALONG SOUTHWEST



## **AFFORDABLE HOUSING INCENTIVE FINANCING (AHIF) PROGRAM**

- **FUNDS DEVELOPMENT OF LONG-TERM AFFORDABLE HOUSING UNITS**
- **PROMOTES THE CONNECTION OF AFFORDABLE HOUSING TO TRANSIT, EMPLOYMENT CENTERS, SCHOOLS, AND SUPPORTIVE SERVICES**
- **GAP FINANCING TOOL**
- **OVER \$5.6 MILLION INVESTED ALONG SOUTHWEST**



**FOR MORE INFORMATION**

**THATCHER IMBODEN**

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**612-348-4191**



# Member and Committee Reports and Public Forum

# Proposed 2014 BAC Meeting Schedule

- Start time: 7:30 AM or 8:00 AM
- Dates: Fourth Wednesday of every month
  - Jan 15: Tentative, possible joint evening meeting with CAC
  - Feb 26
  - Mar 26
  - Apr 23
  - May 28
  - Jun 25
  - July 23
  - Aug 27
  - Sep 24
  - Oct 22
  - Nov 26
  - Dec 17 (third Wednesday)

# More Information

Online:

[www.SWLRT.org](http://www.SWLRT.org)

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[www.twitter.com/southwestlrt](http://www.twitter.com/southwestlrt)

