

ATTACHMENT A

For Local Governments Requesting a 2008 Capital Appropriation, Please Provide Answers to all of the Following Questions (for each request) in a Letter or Memorandum to the Minnesota Department of Finance

- 1) Name of the local government or political subdivision that is submitting the request: *City of Minneapolis*
- 2) Project title: *Hiawatha LRT Corridor: Infrastructure for Transit Supportive Development*
- 3) Project priority number (if the applicant is submitting multiple requests): The city council will consider the resolution regarding priorities at its June 29 meeting.
- 4) Project location (please list county or counties, and town(s) or city(ies): *46th Street LRT Station Area, Franklin Avenue LRT Station Area, Minneapolis, Hennepin County*
- 5) Is this a subsequent phase of a project that received state funding in previous years? If yes, please explain: This is a new project for state bonding
- 6) Total project cost for all funding sources – all years – for all capital costs (in thousands of dollars): *\$13.218 million*

Total Project Costs (all funding sources)			
For Prior Years	For 2008	For 2010	For 2012
- 0 -	\$13,218	- 0 -	- 0 -

- 7) Amount of state funds requested (in thousands of dollars):

State funds requested for 2008	For Subsequent Project Phases:	
	State funds to be requested in 2010	State funds to be requested in 2012
\$5,000, <u>46th St LRT Station</u> \$1,500, Franklin Ave LRT Station	- 0 -	- 0 -

- 8) Non-state funds available or to be contributed to the project (list the dollar amount and sources – federal, city, private, or other – for all years): *The non-state funding committed as of May 13, is 2007 for the project is as follows:*

Funding Source	Franklin Avenue Station	46th Street Station
Federal -2005 Regional Transportation Solicitation	\$ 2,727,000	NA
City of Minneapolis	1,044,000	1,623,000
Hennepin County	274,000	NA

Metropolitan Council	NA	50,000
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The non-state total committed as of May 13, 2007 is \$5,718,000.

- 9) Project description and rationale (limit to one page maximum). *This request is for \$6.5 million for utility relocation, utility modernization, right-of-way acquisition for public infrastructure facilities and site improvements for several projects necessary to construct new infrastructure and remove barriers to transit supportive redevelopment at two rapidly developing station areas of the Hiawatha LRT Corridor in Minneapolis. These stations are located in south Minneapolis neighborhoods at Franklin Avenue and at 46th Street.*

Franklin Avenue LRT Station Area

The Franklin-Cedar Riverside Transit-Oriented Development Master Plan, was adopted by the Minneapolis City Council in December 2001, and a follow-up technical study, the Franklin Avenue LRT Station Area Development Implementation Plan, was completed in July 2005 to align public infrastructure planning and concept designs with redevelopment scenarios and phasing.

Based upon these plans, Federal transportation funding has been competitively awarded through the 2005 Twin Cities regional transportation solicitation for major street intersection modifications and streetscape improvements to provide improved multi-modal (car, pedestrian, bike and bus) access around the station area, increase intersection safety and capacity, and support new access for higher density transit-supportive development sites close to the LRT station. Substantial local funding has also been committed to bring the total currently programmed for public investment in infrastructure modifications for transit supportive development infrastructure to over \$4,045,000.

Vigorous development is already underway in the Franklin Avenue LRT station area, with a total of 184 new housing units completed within one-half mile (walking distance) of the LRT station since 2000, and 227 units proposed by developers for construction within the next four years. The Franklin Avenue LRT Station Area Development Implementation Plan recognizes the potential for an additional 700 housing units to be built in the station area along with supporting neighborhood retail services, if proposed infrastructure modifications and improvements are completed. These infrastructure investments are critical to facilitate improved public safety and access to the LRT station, connect the station into the fabric of the surrounding neighborhoods, and support higher intensity transit supportive development on under-utilized sites close to the station.

This funding proposal requests \$1.5 million towards the planned infrastructure costs. Funding will be used to relocate several high voltage transmission poles during the construction of the new streets, and to fund acquisition of right-of-way for new street and utility infrastructure improvements.

46th Street LRT Station Area

The 46th & Hiawatha Station Area Master Plan was approved by the Minneapolis City Council in December 2001. This plan provides broad land use recommendations, development guidelines and infrastructure proposals for the creation of pedestrian-oriented, mixed-use, transit-supportive neighborhood activity center around the 46th Street LRT station area. A technical implementation study to refine infrastructure concepts and development scenarios, the 46th and Hiawatha Transit-Oriented Development Strategy, is

currently underway utilizing funding from Minneapolis and the Metropolitan Council. This study will complete some of the project predesign phase.

Private development within walking distance of this LRT station has been strong, with 61 units completed since 2003, 194 units currently under construction, and an additional 66 units with development approvals already in place. Current land use plans anticipate an additional 500 housing units and significant neighborhood retail development if new street infrastructure and utility relocation is completed.

The station area master plan identifies the extension of Snelling Avenue south of 46th Street as a key infrastructure improvement for improving regional traffic safety and capacity on 46th Street and Hiawatha Avenue (TH 55), as well as promoting transit-oriented development near the station. The City of Minneapolis has included \$1,543,000 in capital funding for the construction of this segment of Snelling Avenue in its Capital Improvement Program, but has not yet identified funding sources for the right-of-way acquisition.

One of the major barriers to redevelopment at this station area is the large no-build zone required as setbacks to the existing high-voltage transmission towers. Although a newer and taller mono-pole system was installed by the State of Minnesota during the reconstruction of Highway 55 throughout the rest of the Hiawatha Corridor, in the segment around the 46th Street LRT station an older two-pole system was left in place.

This funding proposal requests \$5,000,000 towards the installation of the new powerline transmission towers near the 46th Street LRT station and the acquisition of right-of-way or easements for the new street and utility corridor in order to remove barriers to successful transit-supportive redevelopment within this station area. The narrowed utility corridor will also be designed and constructed to implement best practices in low impact stormwater management, including a large public stormwater amenity, and other infrastructure needed for station area redevelopment. The consolidated public utility corridor will also be improved to create a public pedestrian and bike access corridor from 46th Street, near the LRT station, to Minnehaha Park, a major City and regional park facility.

10) Identify who will own the facility. Identify who will operate the facility. *The City of Minneapolis will own the public facilities.*

11) Identify total project costs (in thousands of dollars) for each of the following categories: land acquisition, predesign, design, construction, furniture/fixtures/equipment, and relocation costs.

The project costs listed below refer to costs associated with permanent public infrastructure facilities, utility relocation and modernization, and acquisition of permanent public right-of-way. This project also includes additional public redevelopment activities and costs unrelated to the permanent public facilities for property acquisition, relocation, and pollution remediation estimated to cost an additional \$5,900,000 to be assembled from identified local funding sources, of which \$1,600,000 has already been allocated.

	2008	2010	2012
Land acquisition	Franklin Ave \$950,000 46 th Street \$2,250,000		

Predesign/Design	Franklin Ave \$50,000 46 th Street \$250,000		
Site Preparation and Improvements	46 th Street \$1,200,000		
Utility Relocation and Moderization	Franklin \$500,000 46 th St \$2,300,000		

12) For new construction projects, identify the new square footage planned: *n/a*

13) For remodeling, renovation or expansion projects, identify the total square footage of current facilities and new square footage planned: *NA*

14) Project schedule. Identify the date (month/year) when construction crews are expected to first arrive on site, and the date (month/year) when construction will be completed with a certificate of occupancy. *Franklin Avenue: Construction Start - March 2009; Construction Completion – July 2011. 46th Street: Construction Start – September 2009; Construction Completion – July 2012.*

(Please note: for facilities projects, this information will also be used to calculate an inflation cost, using the Building Projects Inflation Schedule that is posted on the Department of Finance website. Please indicate if instead you have already included an escalation factor in your cost information under Item 6.)

15) For projects with a total construction cost of at least \$1.5 million, has a project predesign been submitted to the Commissioner of Administration?¹ *The project has not been submitted to the Commissioner of Administration for review.*

16) Identify any new or additional state operating dollars that will be requested for this project. (Specify the amount and year, if applicable). *No state operating funds will be requested.*

17) Discuss how the project meets or exceeds the sustainable building guidelines established under Minnesota Statutes, section 16B.35 *(Included in Attachment B). n/a*

18) Explain the extent to which the project will use sustainable building designs, if applicable. *n/a*

19) Attach a resolution of support from the governing body of the applicant (with the project priority number if submitting multiple requests).

20) Project contact person, title, and contact information

<i>Mark Garner, Senior Project Coordinator</i>
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¹ For a copy of the Predesign Manual, please visit the State Architect’s Office web site (www.sao.admin.state.mn.us/ and follow the link in the top menu bar for *Designer Procedures Manual*)

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ATTACHMENT B: Relevant Statutory Provisions

1. Project Evaluation Criteria (Excerpted from Minnesota Statutes 16A.86, subdivisions 3 and 4)

The commissioner shall evaluate all requests from political subdivisions for state assistance based on the following criteria:

- 1) *The political subdivision has provided for local, private, and user financing for the project to the maximum extent possible;*
- 2) *The project helps fulfill an important state mission;*
- 3) *The project is of regional or statewide significance;*
- 4) *The project will not require new or any additional state operating subsidies;*
- 5) *The project will not expand the state's role in a new policy area;*
- 6) *State funding for the project will not create significant inequities among local jurisdictions;*
- 7) *The project will not compete with other facilities in such a manner that they lose a significant number of users to the new project;*
- 8) *The governing bodies of those political subdivisions primarily benefiting from the project have passed resolutions in support of the project and have established priorities for all projects within their jurisdictions for which bonding appropriations are requested when submitting multiple requests; and*
- 9) *If a [required] predesign ... has been completed and is available at the time the project request is submitted to the commissioner of finance, the applicant has submitted the project predesign to the commissioner of administration.*

The state share of a project ... must be no more than half the total cost of the project, including predesign, design, construction, furnishings, and equipment ... (except for local school projects or disaster recovery projects, or if the project is located in a political subdivision with a very low average net tax capacity).

**2. Sustainable Building Guidelines
(Excerpted from Minnesota Statutes 16B.325)**

The primary objectives of these guidelines are to ensure that all new state buildings initially exceed existing energy code, as established in Minnesota Rules, chapter 7676, by at least 30 percent.

The guidelines must focus on achieving the lowest possible lifetime cost for new buildings and allow for changes in the guidelines that encourage continual energy conservation improvements in new buildings.

The design guidelines must establish sustainability guidelines that:
include air quality and lighting standards and that create and maintain a healthy environment and facilitate productivity improvements;
specify ways to reduce material costs; and
must consider the long-term operating costs of the building, including the use of renewable energy sources and distributed electric energy generation that uses a renewable source or natural gas or a fuel that is as clean or cleaner than natural gas.