THE DEATH AND LIFE OF GREAT AMERICAN CITIES

JANE JACOBS
Region: “an area safely larger than the last one to whose problems we found no solution.”

—Jane Jacobs
MN Capitol: What state uses them for...
Transit Capacities

<table>
<thead>
<tr>
<th>Mode</th>
<th>Seated</th>
<th>Standing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light rail</td>
<td>5,000</td>
<td>3,000</td>
</tr>
<tr>
<td>Buses on streets</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Articulated buses on streets</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Artic. buses on HOV lanes</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

People Per Hour

- Light rail
- Buses on streets
- Articulated buses on streets
- Artic. buses on HOV lanes
Transit Capacities

- Light rail: 5,000 Seated, 5,000 Standing
- Buses on streets: 3,000 Seated, 2,000 Standing
- Articulated buses on streets: 15,000 Seated, 5,000 Standing
- Articulated buses on HOV lanes: 17,000 Seated, 2,000 Standing
Transit Capacities

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<td>Artic. buses on HOV lanes</td>
<td>25,000</td>
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</tbody>
</table>
2015 Average Bus Occupancy Rates

Source: National Transit Database
$241,000 in Dallas
$650,500 in Minneapolis
$369,700 in St. Paul
$202,700 in Indianapolis
$206,300 in Columbus
Monocentric City
1870-1920
Polycentric City
1920-1980
Nanocentric City
1980-Present
“Transit alone is insufficient to make a real estate market.”

—Dena Beltzer, Strategic Economics
Corcoran Triangle
Tax Increment Financing Plan

Draft for Public Review
May 29, 2015
DEPARTMENT OF COMMUNITY PLANNING AND ECONOMIC DEVELOPMENT
PLANNING DIVISION

Currie Park Tax Increment Financing Plan, Currie Park Redevelopment Plan, and Modification No. 8 to the Cedar-Riverside Urban Renewal Plan

DATE: October 28, 2013

PROJECT NAME: Currie Park Tax Increment Financing Plan, Currie Park Redevelopment Plan, and Modification No. 8 to the Cedar-Riverside Urban Renewal Plan

SUBMITTED BY: CPED-Multifamily Housing Development

CONTACT PERSON AND PHONE:
Matt Goldstein, Senior Project Coordinator, 673-5075

PLANNING STAFF AND PHONE:
Haila Maze, Principal Planner, 673-2098

WARD: 2

NEIGHBORHOOD ORGANIZATIONS: West Bank Community Coalition

PROJECT DESCRIPTION:

Currie Park Developments, LLC, an affiliate of Fine Associates, LLC, proposes to develop a workforce housing project on a 1.12-acre site located at the northeast corner of the corner of Currie Street and Walbridge Avenue. The project includes the construction of a vertical mixed-use building to be used as housing for multi-family residents. The building consists of five stories of apartment units totaling 113 units, ranging from one to four bedrooms.

The project includes commercial space on the ground floor to support the community, such as a community room, community center, and commercial space for a deli and laundromat. The project is planned to include at least 20% of the total units as affordable housing.

The development includes a parking area with 72 total spaces, including 17 on-street and 55 off-street parking spaces. The project also includes a green roof and a stormwater management system to mitigate stormwater runoff.

The project will be designed to meet LEED Silver certification standards and will include energy-efficient features such as high-performance windows, insulation, and energy-efficient appliances. The project will also include passive solar design features and a green roof.

The project is expected to be completed in 2019, with the first units occupied by 2020. The project is expected to create approximately 100 local jobs during construction and 20 permanent jobs during operation.

The project will be funded through the Wisconsin Housing and Development Authority (WHDA) Tax Credit program, which provides tax credits to developers who build affordable housing.

The project is expected to have a positive impact on the neighborhood by providing affordable housing, creating jobs, and enhancing the community's amenities.
Tax-Increment Financing

Base Revenues
Tax-Increment Financing

- Base Revenues
- Increment
Tax-Increment Financing

Base Revenues

Increment

Post TIF

24 Years

Tax revenue
Tax-Increment Financing

Tax revenue

Inflation

Years

24
Tax Increment Financing

Would have happened anyway
The Effects of Tax Increment Financing on Economic Development

Richard F. Dye and David F. Merriman

Department of Economics
Lake Forest College
Department of Economics
Loyola University of Chicago

ABSTRACT: Local governments attempt to influence business location decisions and economic development through use of the property tax. Tax increment financing (TIF) sequesters property tax revenues that result from growth in assessed valuation. The TIF revenues are to be used for economic development projects but may also be diverted for other purposes. We have constructed an extensive data set for the Chicago metropolitan area that includes information on property value growth before and after TIF adoption.

In contrast to the conventional wisdom, we find evidence that cities that adopt TIF grow more slowly than those that do not. We test for and reject sample selection bias as an explanation of this finding. We argue that our empirical finding is plausible and present a theoretical argument explaining why TIF might reduce municipal growth.
“Cities that adopt TIF grow more slowly than those that do not.”
TRANSPORTATION ORIENTED DEVELOPMENT (TOD) FUNDING GUIDE

The TOD Funding Guide lists financing opportunities for TOD projects in the Twin Cities region. The guide is intended to serve as a reference for developers and cities and is a snapshot of the current financing environment in the region for TOD projects. Active funding sources from the Metropolitan Council, state, regional, local, and federal agencies are included (in addition to some recently expired programs). Funding sources listed can be used for a wide variety of development, pre-development, and planning purposes.

Compiled by the Metro Transit TOD Office
Contact: tod@metrotransit.org
metrotransit.org/TOD

Last Updated: August, 2014

<table>
<thead>
<tr>
<th>PROGRAM</th>
<th>AGENCY</th>
<th>FUNDING AVAILABLE</th>
<th>WHO CAN APPLY?</th>
<th>DESCRIPTION</th>
<th>USES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Livable Communities Act (LCA) Transit Oriented Development Program (TOD)</td>
<td>Metropolitan Council</td>
<td>Grants, $7 million for 2013 and $5 million ongoing</td>
<td>Statutory or home rule charter cities or towns that are participating in the Metropolitan Livable Communities Housing Incentives Program, Metropolitan counties and development authorities with an eligible TOD Area</td>
<td>Provides funding resources to help catalyze Transit Oriented Development in and around light rail transit, commuter rail and high-frequency bus transit stations.</td>
<td>Land acquisition, pre-development, public infrastructure and contamination cleanup (to catalyze TOD projects)</td>
</tr>
<tr>
<td>Livable Communities Demonstration Account (LCDA)</td>
<td>Metropolitan Council</td>
<td>Grants, $7.5 million annually ongoing</td>
<td>Statutory or home rule charter cities or towns that are participating in the Metropolitan Livable Communities Housing Incentives Program, Metropolitan counties and development authorities</td>
<td>Implement community development objectives and comprehensive plans. Development grants provide funds to support projects that connect development or redevelopment with transit, intensify land use, connect housing and employment, provide a mix of housing and affordability, and/or provide infrastructure to connect communities and attract investment.</td>
<td>Land acquisition or public infrastructure (to catalyze development projects)</td>
</tr>
<tr>
<td>Local Housing Initiative Account (LHIA)</td>
<td>Metropolitan Council</td>
<td>Grants, $1.5 million annually</td>
<td>Local units of government eligible to receive LHIA funding are those communities that are participating in the Metropolitan Livable Communities Housing Incentives Program, Metropolitan counties and development authorities</td>
<td>Provides funding to communities to expand and preserve lifecycle and affordable rental and ownership housing. These grant funds may be used for costs associated with projects that help municipalities meet their negotiated LCA housing goals, including, but not limited to, acquisition, rehabilitation, and construction of permanent affordable and life-cycle housing.</td>
<td>Finance affordable housing projects</td>
</tr>
<tr>
<td>Tax Base Revitalization Account (TBRA)</td>
<td>Metropolitan Council</td>
<td>Grants, $2.5 million for TBRA spring 2014 round and $3 million for TBRA-TOD 2014</td>
<td>Statutory or home rule charter cities or towns that are participating in the Metropolitan Livable Communities Housing Incentives Program, Metropolitan counties and local development authorities are also eligible to apply for projects that are located in LCA-participating communities</td>
<td>Provides funds to investigate and clean up polluted land in areas that have lost commercial/industrial activity to make them available for economic redevelopment that enhances the tax base of the recipient municipality while promoting job retention or job growth and/or the production of affordable housing.</td>
<td>Environmental cleanup</td>
</tr>
</tbody>
</table>

Transportation Improvement Program (TIP) (Not the program generating funds, but a listing of how federal and state transportation funds will be spent)
Metropolitan Council (Transportation Advisory Board, TAB)
The TIP is updated once a year and shows how dollars will be allocated over a four year period. The 2014-2017 TIP includes funding that sums to $3.2 billion.
Cities, counties
The TIP documents the 5-year allocation of federal funds to local transportation projects.
The allocation decisions are made through TAB Committees, which are then documented in the TIP.
These allocation decisions are governed in part by the Development Framework and the Metropolitan Council's 2030 Transportation Policy Plan (TPP), which sets overall regional transportation policy and details major long-range transportation plans.
In some cases, this funding may be used to support TOD projects. Any priorities for TOD would be outlined in the Development Framework or TPP.
1,274 weekday round-trip riders in 2015

photo by Jerry Huddleston
Benefits
1. 3x-4x road capacities
2. Universal mobility
3. Increased speeds
4. Safety
5. Green transport
Mark Fields
President and CEO
Ford Motor Company
WHY WE’RE STUCK IN TRAFFIC
AND WHAT TO DO ABOUT IT

GRIDLOCK
RANDAL O’TOOLE
“Paint Is Cheaper Than Rails”
Why Congress Should Abolish New Starts
by Randal O’Toole

Executive Summary

The New Starts program has proven a failure and gives transit agencies incentives to build overly costly systems. Congress created the program in 1991, directing the Federal Transit Administration to ensure each grant be “justified based on a comprehensive review of its mobility improvements, environmental benefits, cost effectiveness, and operating efficiencies.” In 2012, Congress added “congestion relief” and more air pollution than the cars they take off the road. Other plans do not account for increasing automobile energy efficiencies or the effects of congestion on energy consumption and air pollution.

- The Bush administration attempted to use the cost-effectiveness requirement to place an upper limit on project costs, but the transit lobby has persuaded the Obama administration to avoid this.