

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*



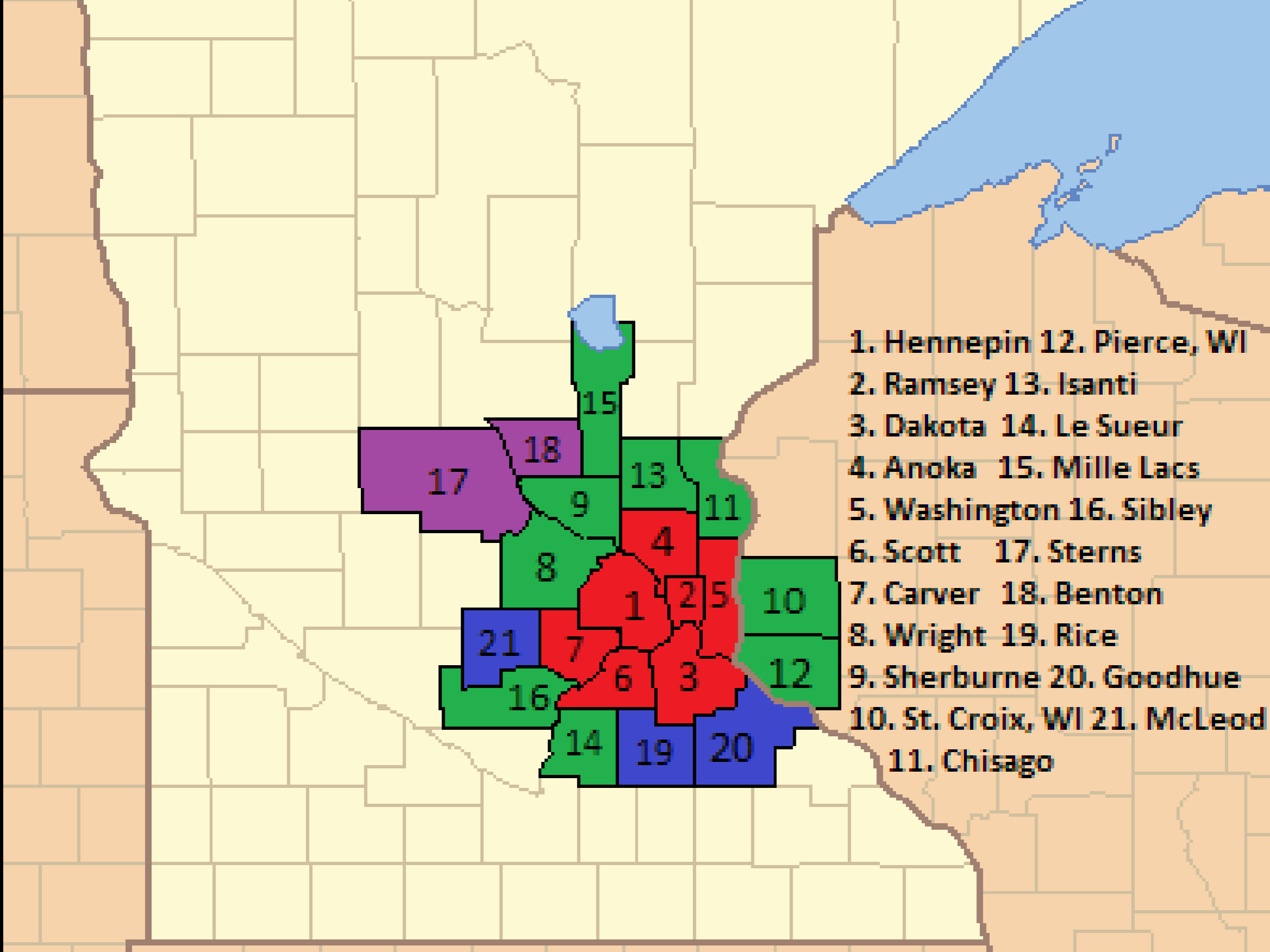
METROPOLITAN
C O U N C I L



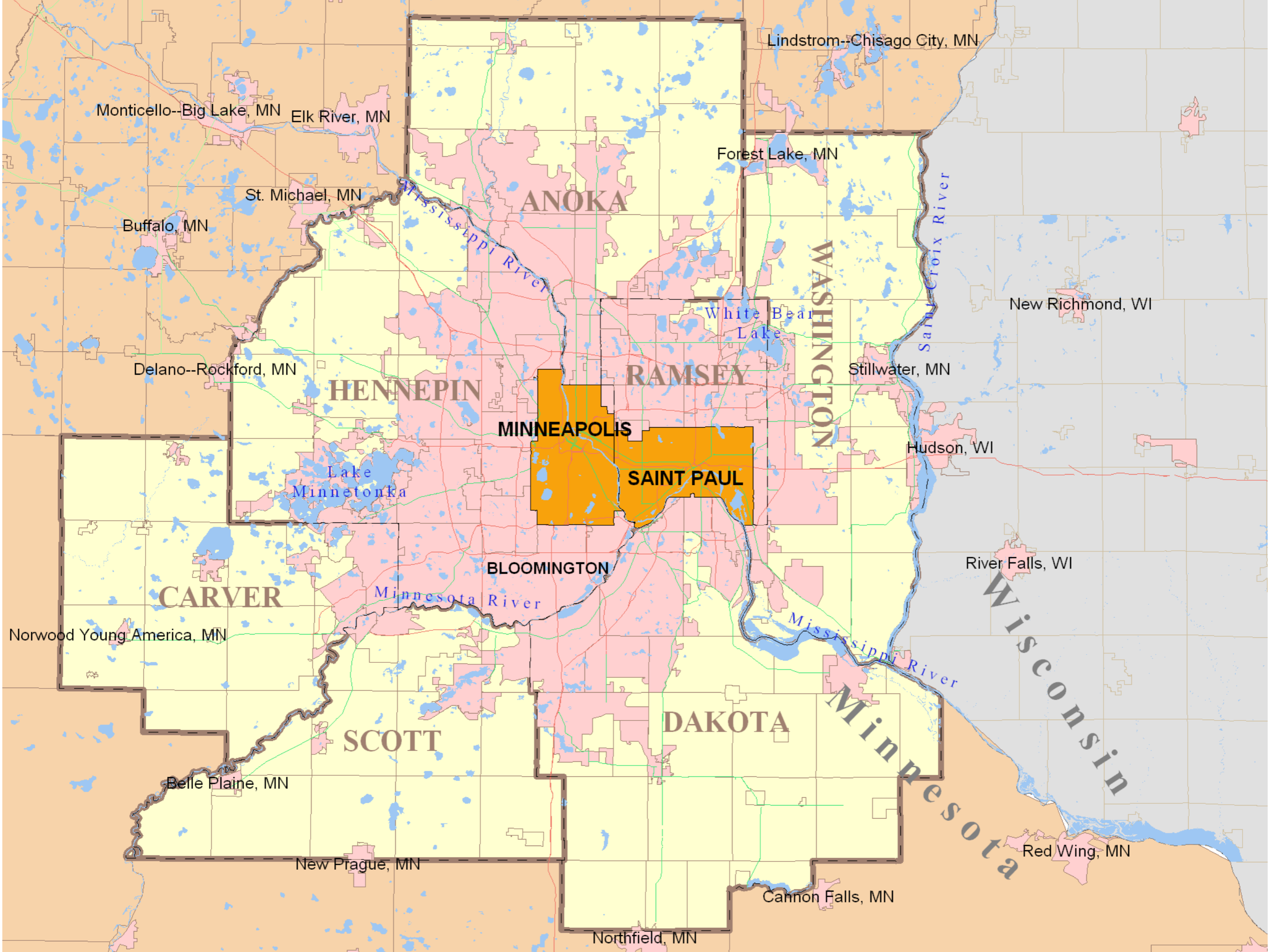


photo by Hank Anderson





- 1. Hennepin
- 2. Ramsey
- 3. Dakota
- 4. Anoka
- 5. Washington
- 6. Scott
- 7. Carver
- 8. Wright
- 9. Sherburne
- 10. St. Croix, WI
- 11. Chisago
- 12. Pierce, WI
- 13. Isanti
- 14. Le Sueur
- 15. Mille Lacs
- 16. Sibley
- 17. Sterns
- 18. Benton
- 19. Rice
- 20. Goodhue
- 21. McLeod



Lindstrom--Chisago City, MN

Monticello--Big Lake, MN Elk River, MN

St. Michael, MN

ANOKA

Forest Lake, MN

Buffalo, MN

Mississippi River

WASHINGTON

Saint Croix River

New Richmond, WI

Delano--Rockford, MN

HENNEPIN

RAMSEY

Stillwater, MN

White Bear Lake

MINNEAPOLIS

Hudson, WI

SAINT PAUL

Lake Minnetonka

River Falls, WI

CARVER

BLOOMINGTON

Minnesota River

Mississippi River

Wisconsin

Norwood Young America, MN

Belle Plaine, MN

SCOTT

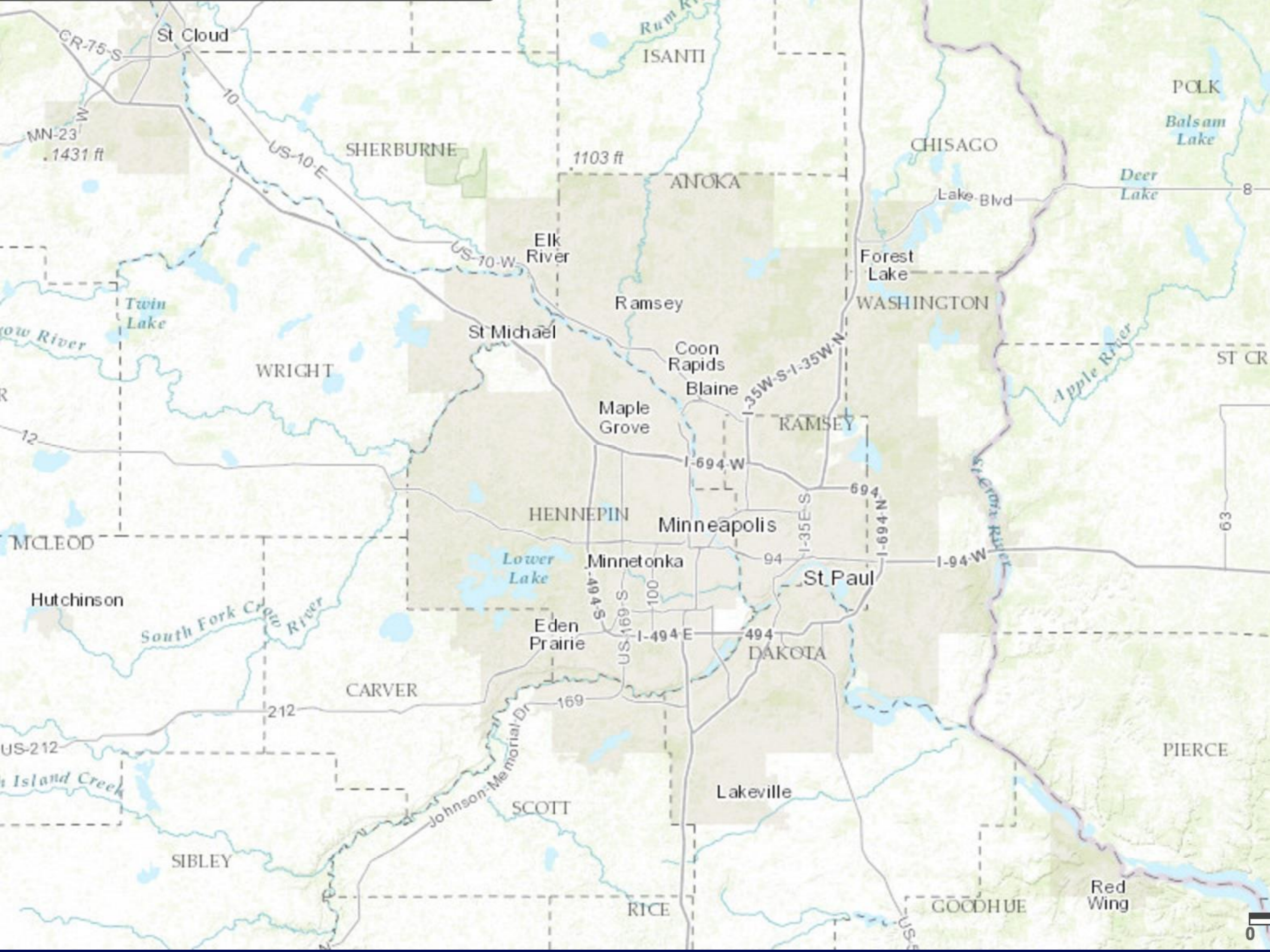
DAKOTA

New Prague, MN

Red Wing, MN

Cannon Falls, MN

Northfield, MN



St. Cloud

ISANTI

POLK

SHERBURNE

ANOKA

CHISAGO

Balsam Lake

MN-23
.1431 ft

US-10-E

1103 ft

Deer Lake

Lake Blvd

Forest Lake

US-70-W

Elk River

Ramsey

WASHINGTON

ST CR

WRIGHT

St Michael

Coon Rapids

Blaine

35W-S-1-35W-N

Apple River

Maple Grove

RAMSEY

Minneapolis

Minnetonka

St Paul

MCLEOD

HENNEPIN

Lower Lake

I-494-S

Eden Prairie

DAKOTA

I-94-W

Hutchinson

South Fork Crow River

CARVER

169

Johnson Memorial Dr

SCOTT

Lakeville

PIERCE

US-212

Island Creek

SIBLEY

RICE

GOODHUE

Red Wing

0



photo by Thomas Hawk

**2017–2020
TRANSPORTATION
IMPROVEMENT PROGRAM**
FOR THE TWIN CITIES METROPOLITAN AREA



September 28, 2016



photo by MJI

photo by Steve Burt

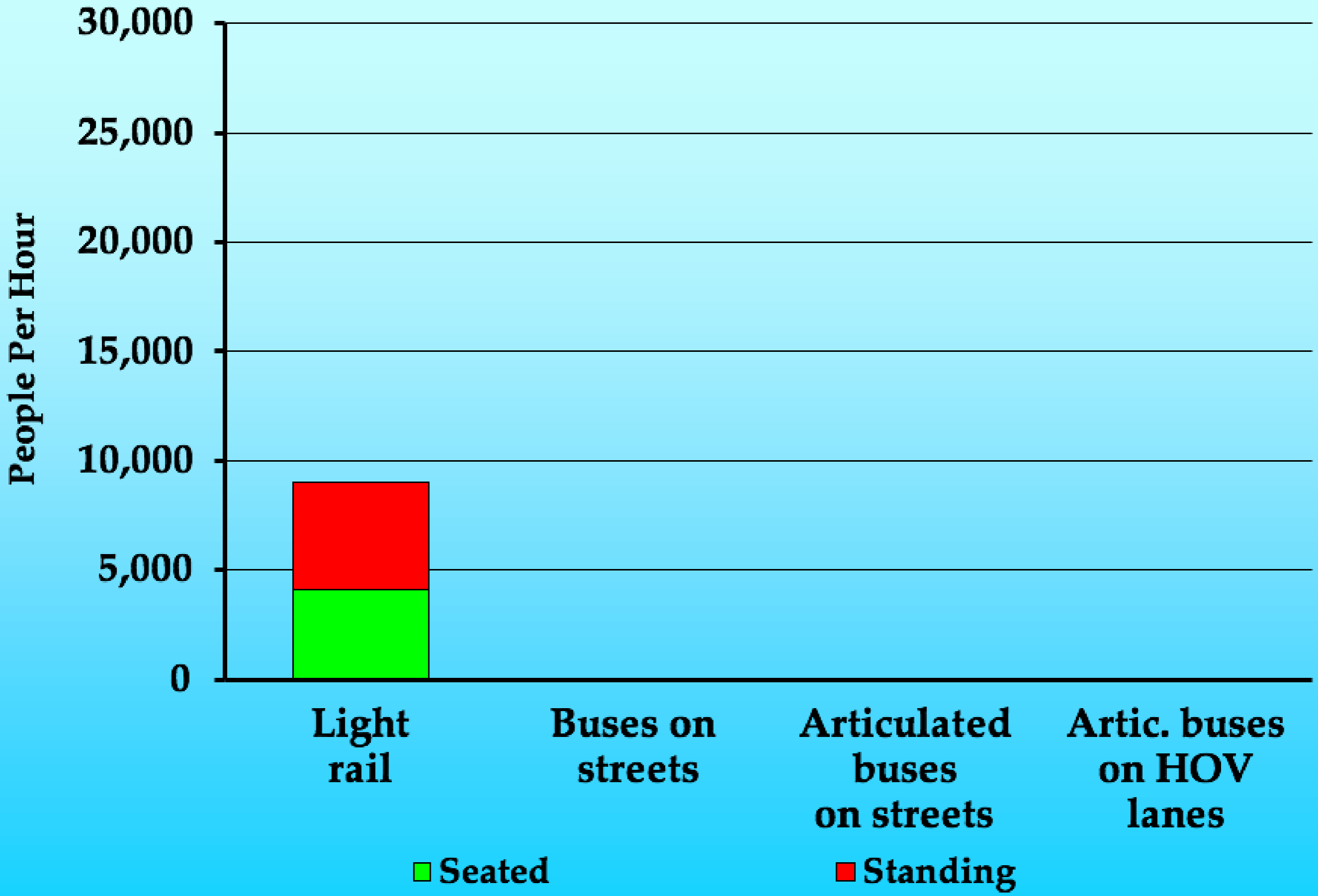


TRANSPORTATION POLICY PLAN



photo by cheriejoyful

Transit Capacities



33 FREMONT

3337

E207484

2251

Jobdango.com

MetLife
Home Loans

44 DOWNTOWN ONLY

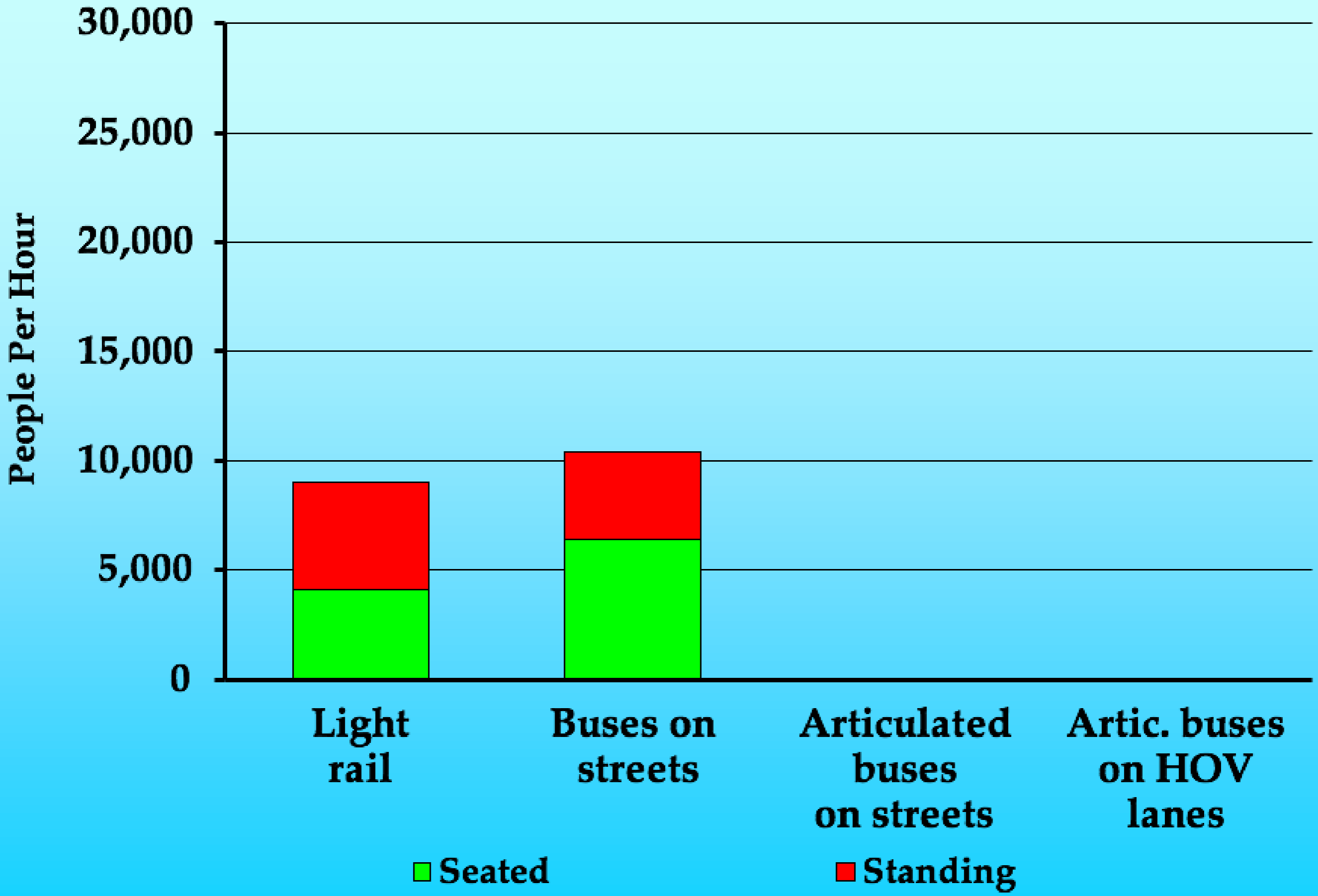
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STOP
KAYMO

54
177

Transit Capacities





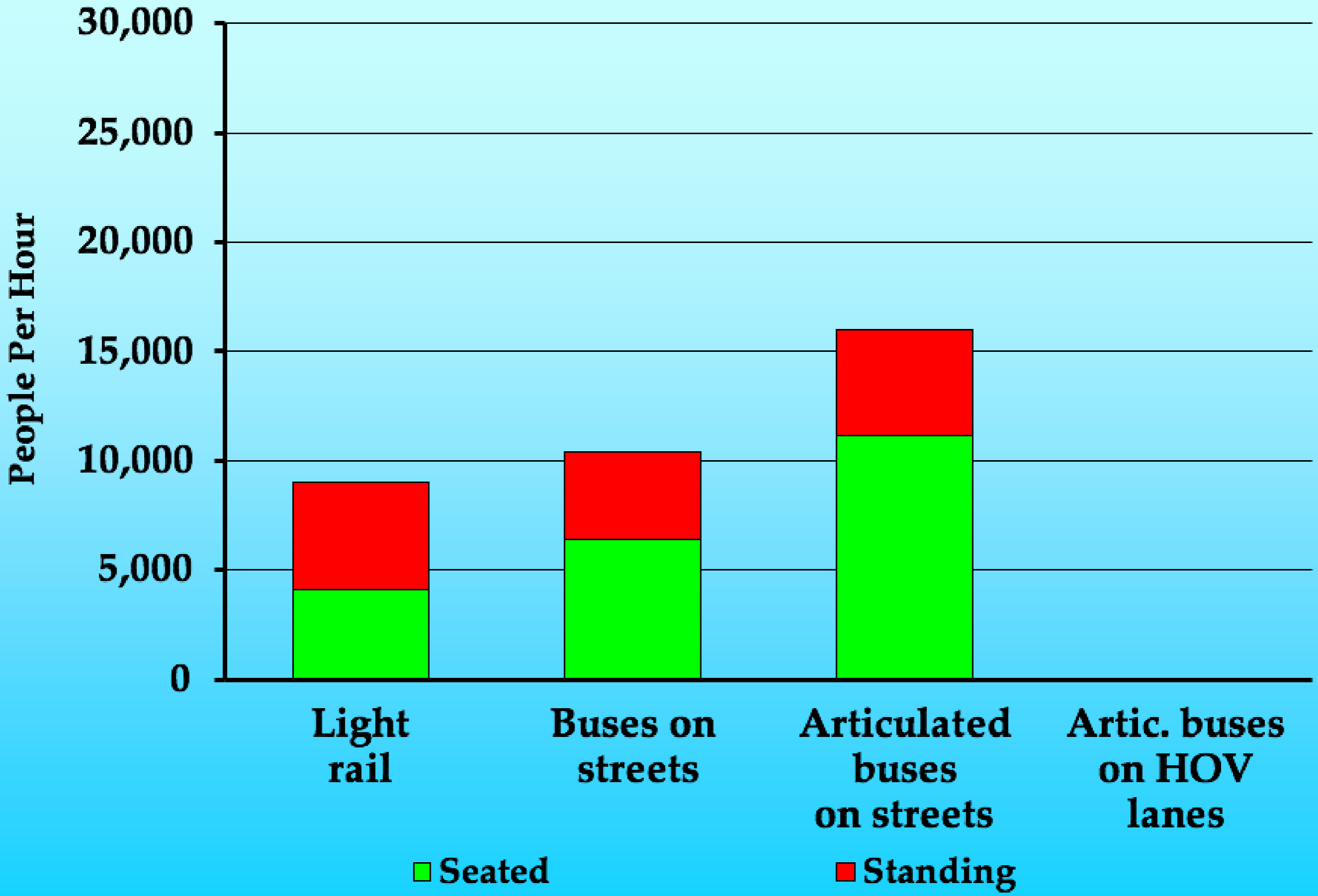
270C EXPRESS

metrotransit.org

3319

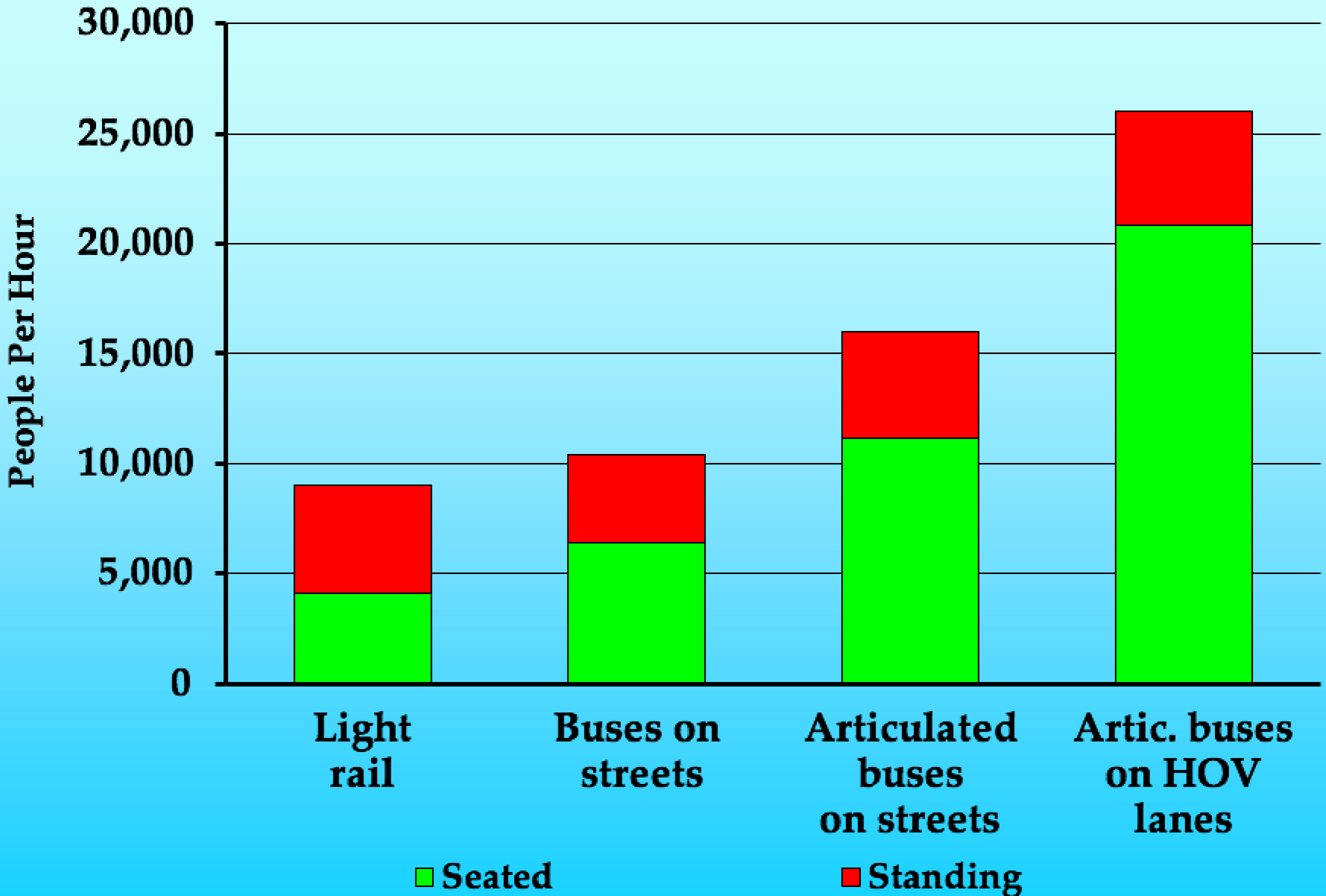
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Transit Capacities

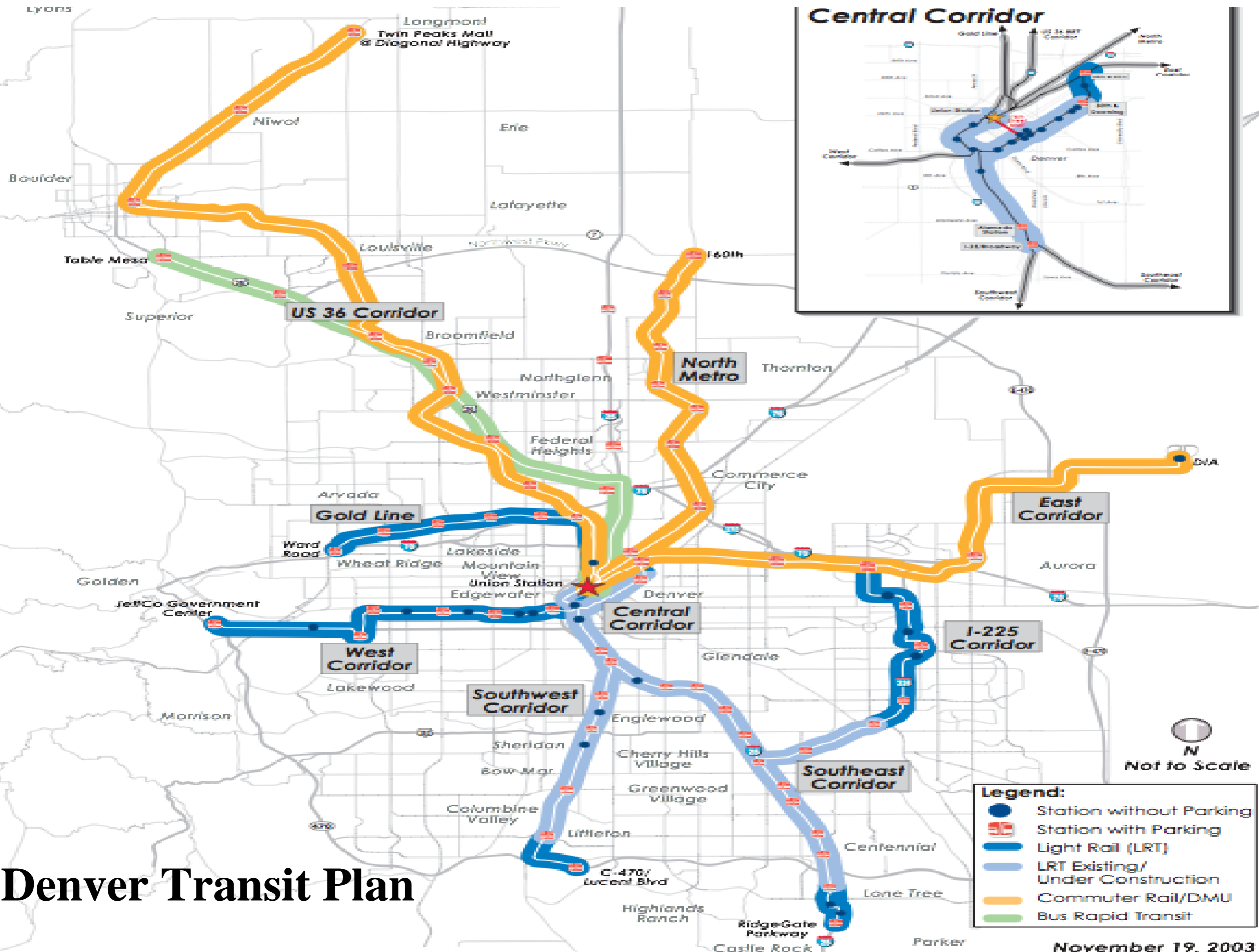




Transit Capacities



Denver Transit Plan





3601

flatironflyer

RTD

3601

MCI

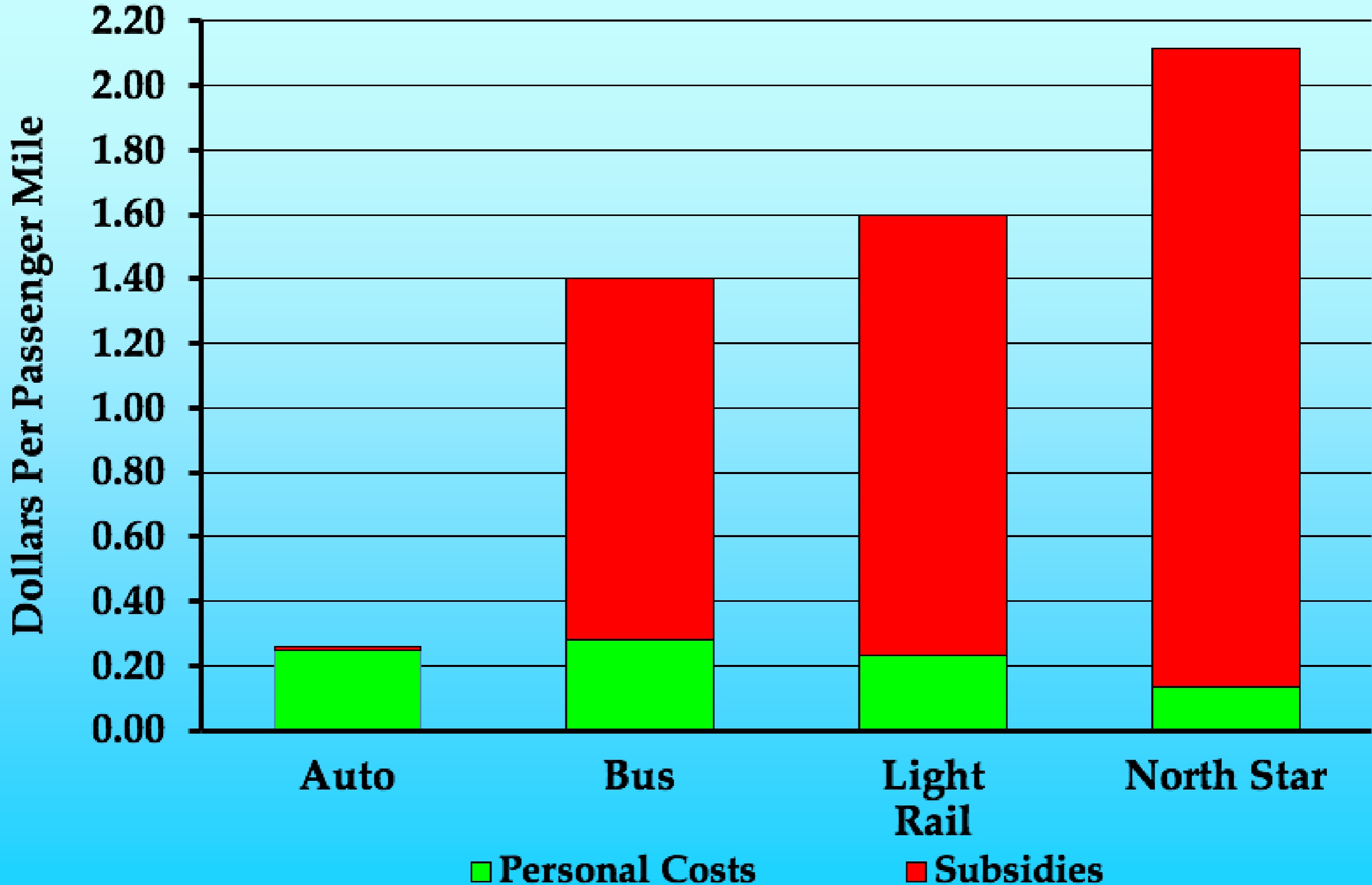
DTD

807-XI

MCI
D4399
USDOT 0157882 CO

3601

2015 Twin Cities Transport Costs & Subsidies



SOUTHWEST TRANSIT 

6820 COMO 700

475

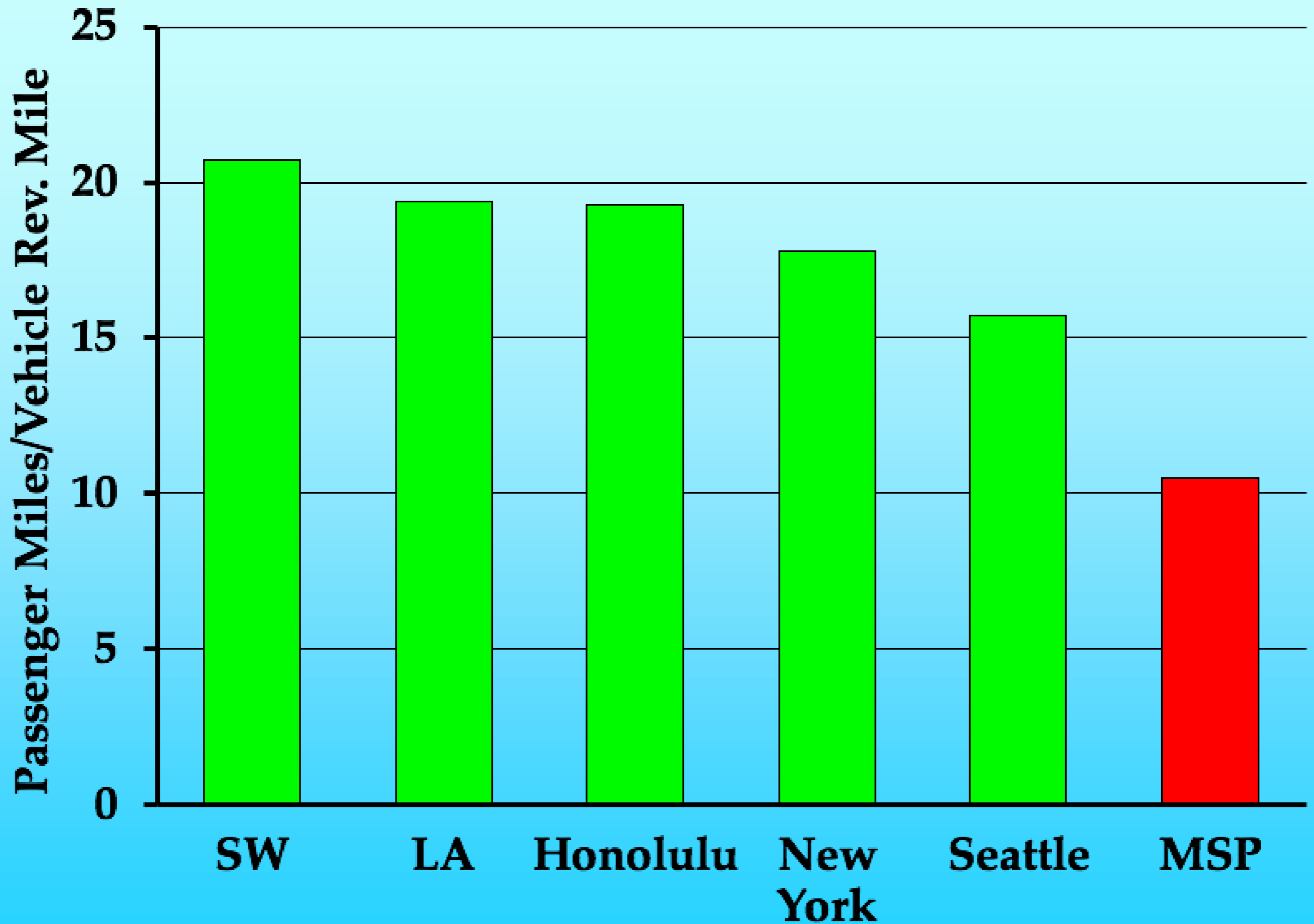
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swtransit.org

 Sou



2015 Average Bus Occupancy Rates



Source: National Transit Database



2010

National State of Good Repair Assessment



Federal Transit Administration

June 2010



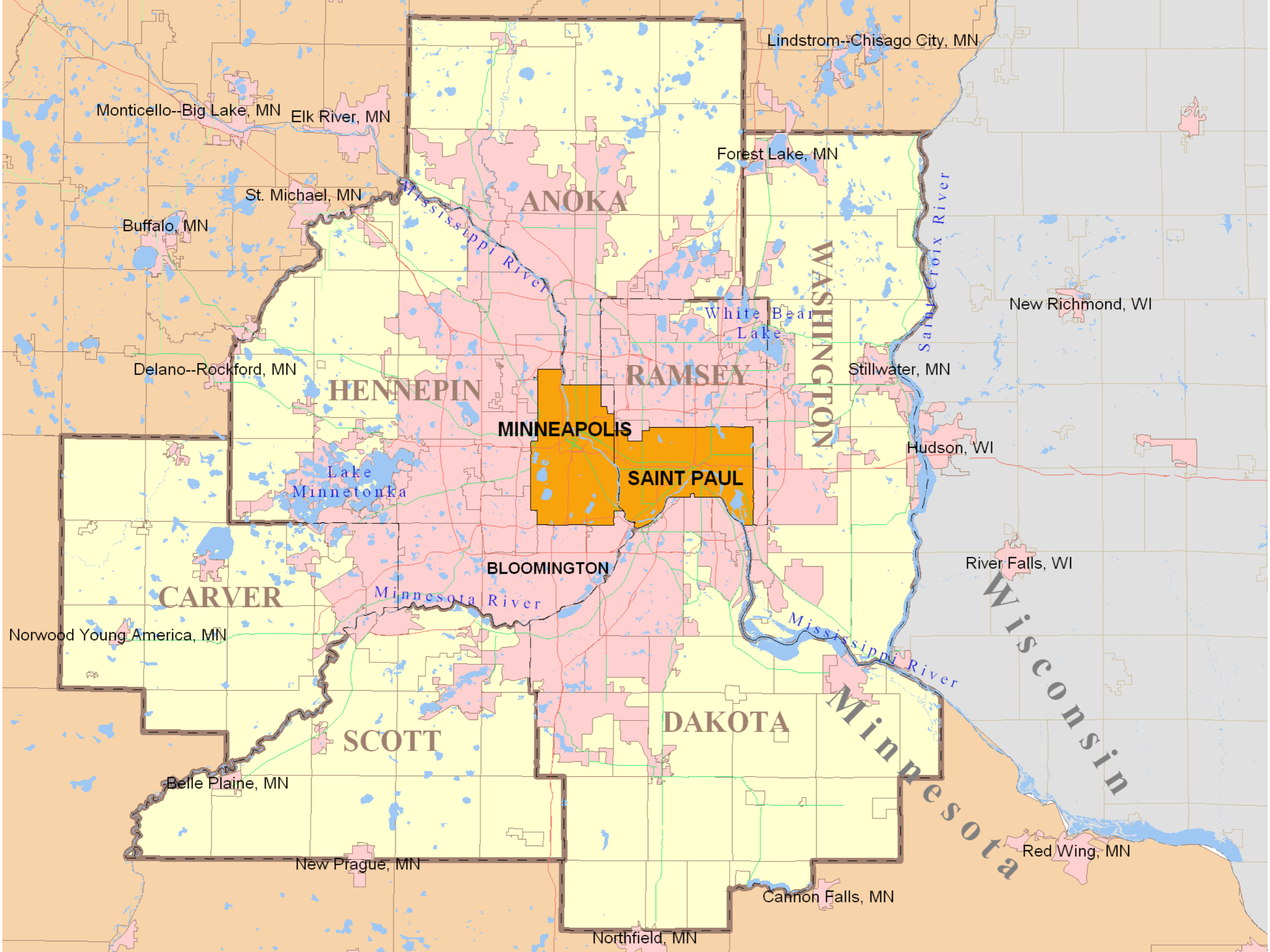
222 A

MURFREY

EMERGENCY
DOOR RELEASE



photo by Eric Fischer



Monticello--Big Lake, MN Elk River, MN

Lindstrom--Chisago City, MN

St. Michael, MN

ANOKA

Forest Lake, MN

Buffalo, MN

Mississippi River

WASHINGTON

Saint Croix River

New Richmond, WI

Delano--Rockford, MN

HENNEPIN

RAMSEY

White Bear Lake

Stillwater, MN

MINNEAPOLIS

Hudson, WI

Lake Minnetonka

SAINT PAUL

CARVER

BLOOMINGTON

River Falls, WI

Norwood Young America, MN

Minnesota River

Mississippi River

Wisconsin

SCOTT

DAKOTA

Belle Plaine, MN

Red Wing, MN

New Prague, MN

Cannon Falls, MN

Northfield, MN

Coldwell Banker House





\$241,000 in

Down

\$650,500 in Minneapolis





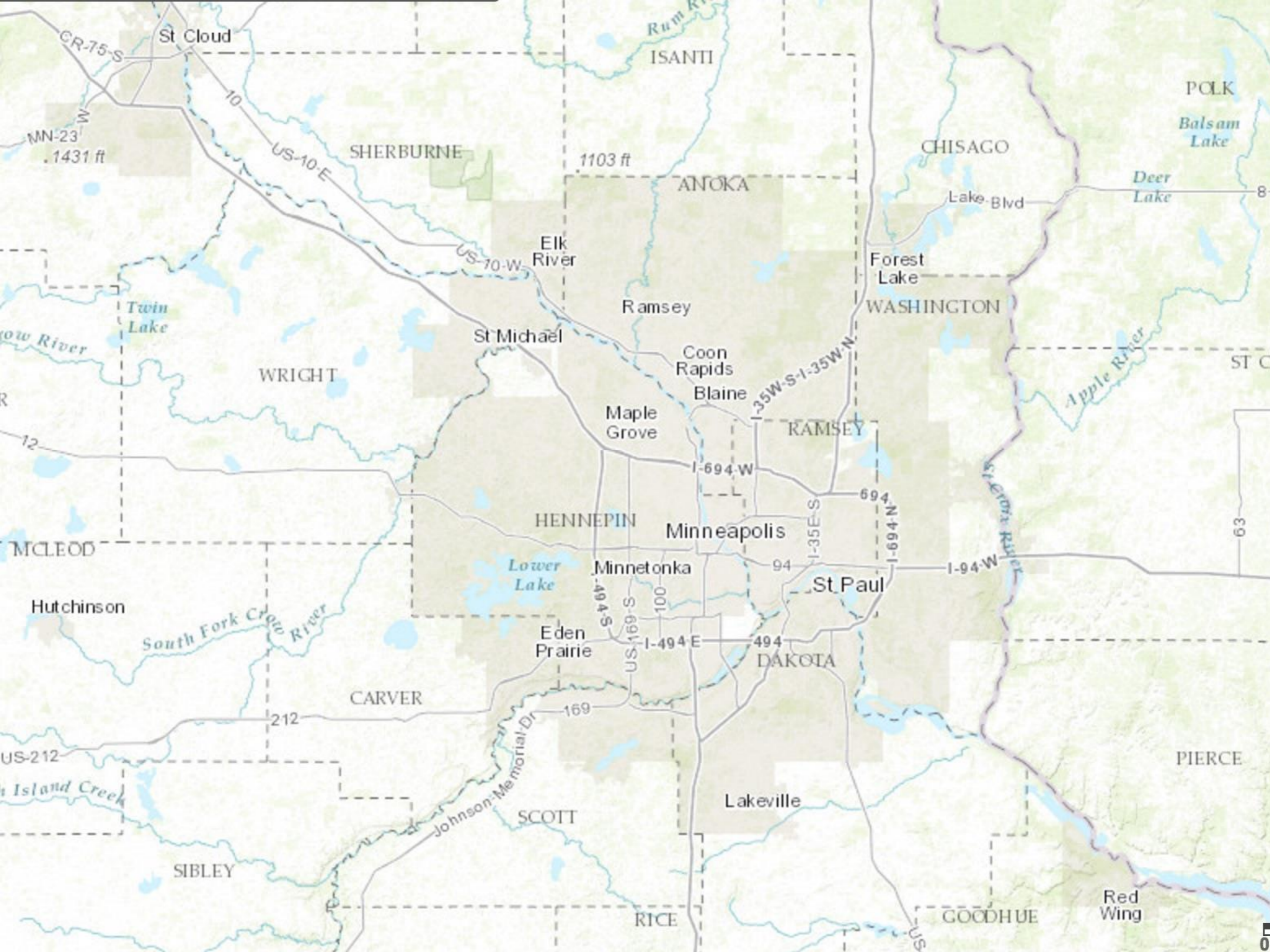
\$369,700 in St. Paul



\$202,700 in Indianapolis



\$206,300 in Columbus



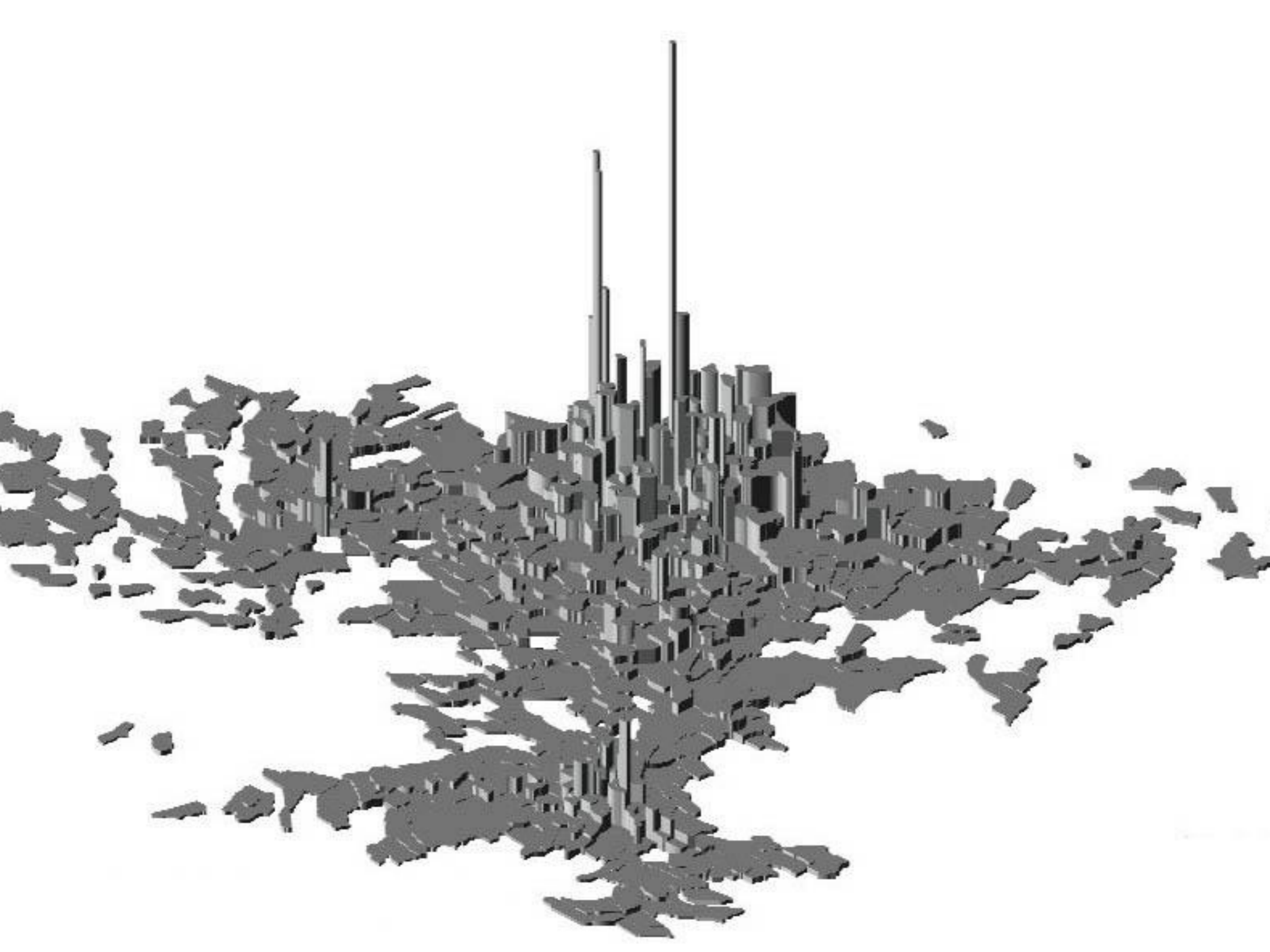


Tyvek

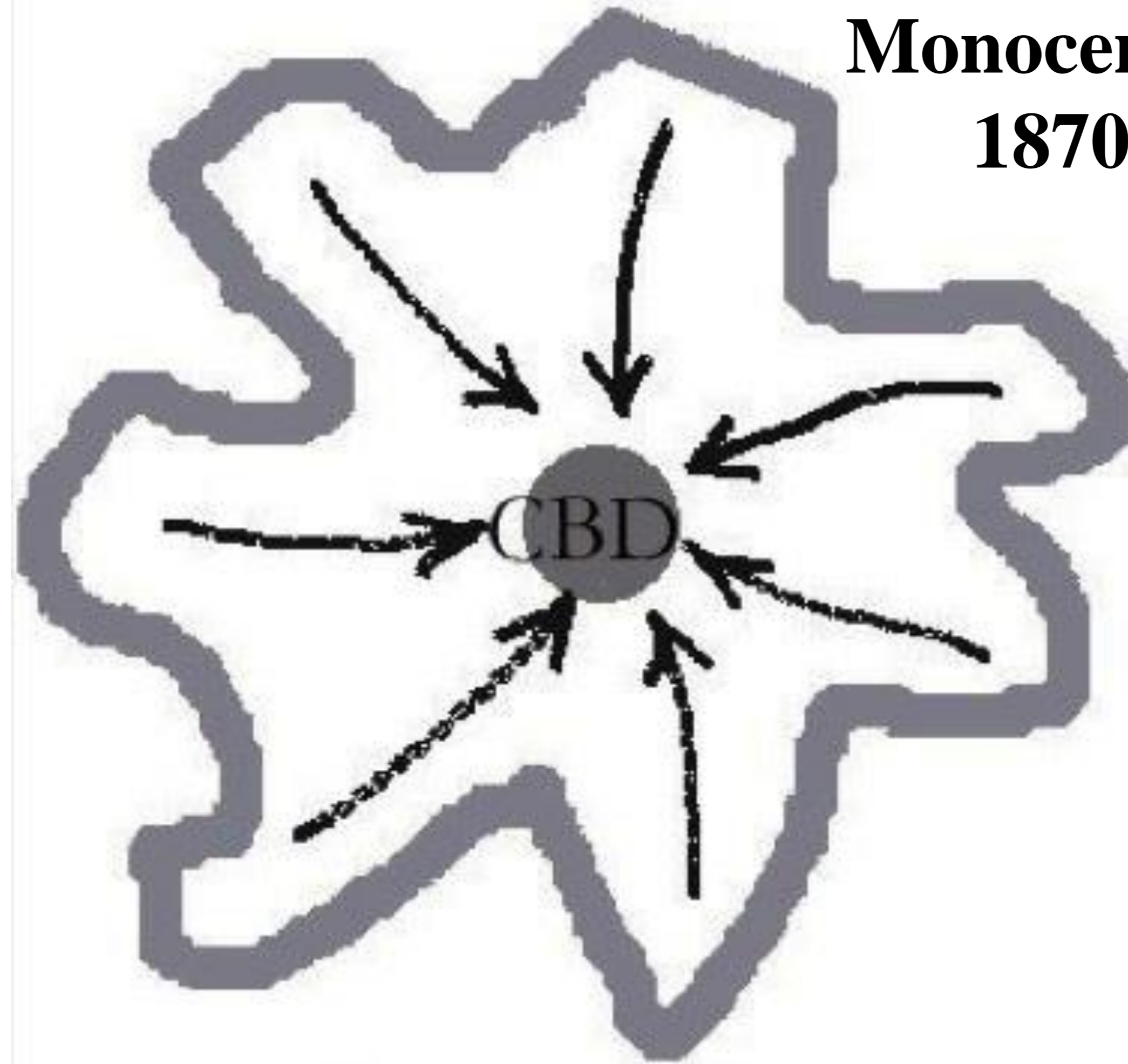
Tyvek

Construction sign with logo

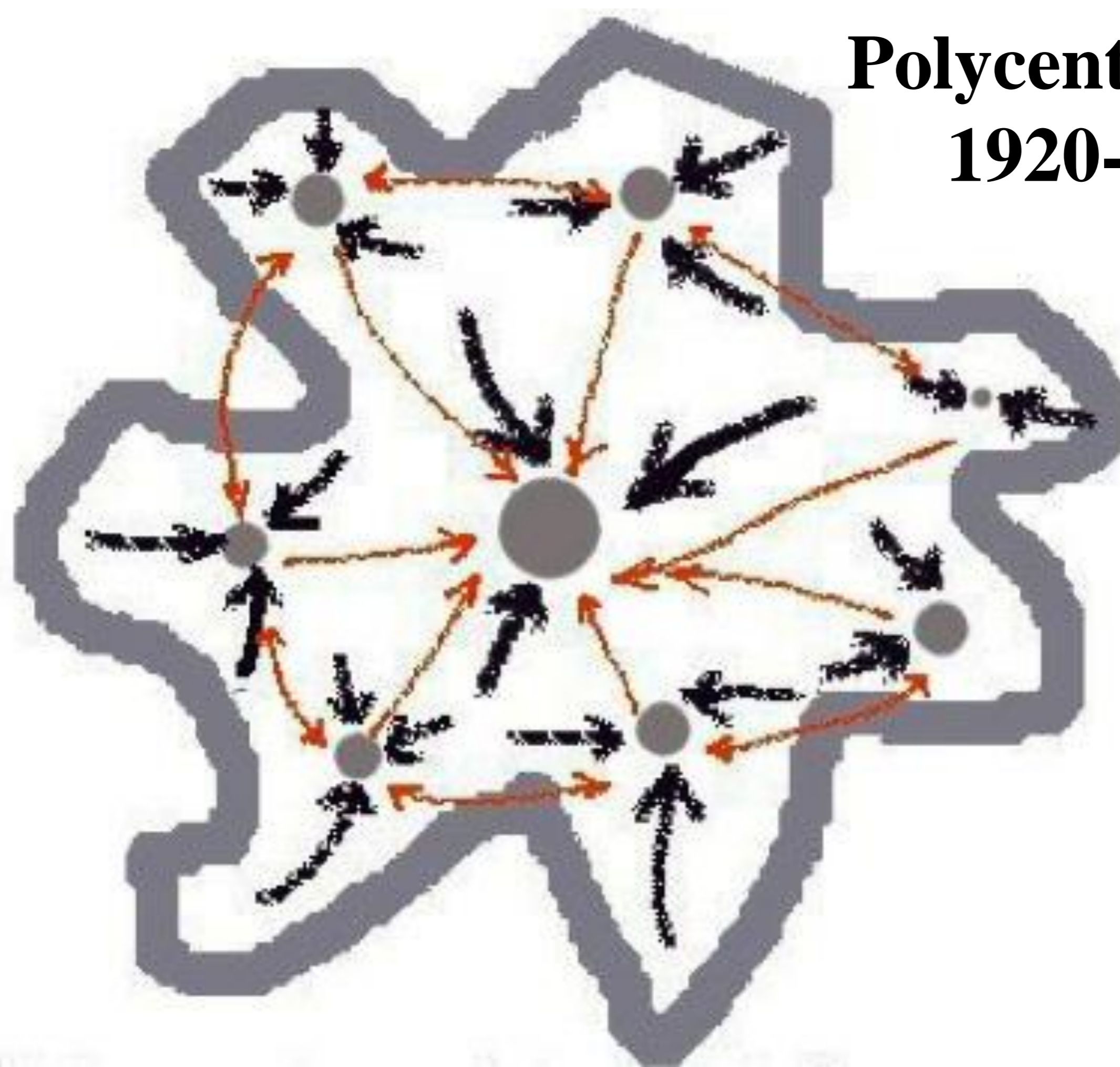
Construction barrier sign



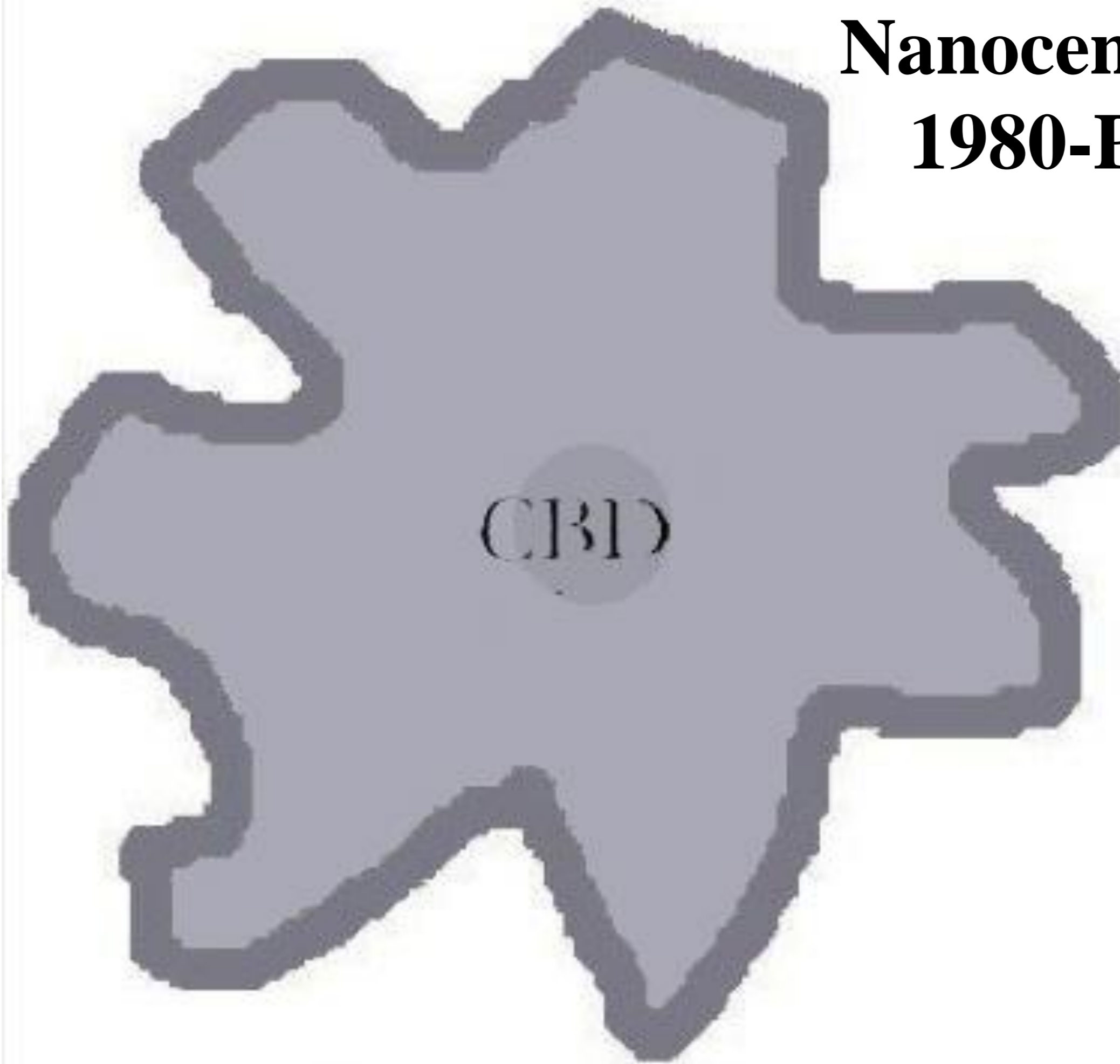
Monocentric City 1870-1920



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

**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:

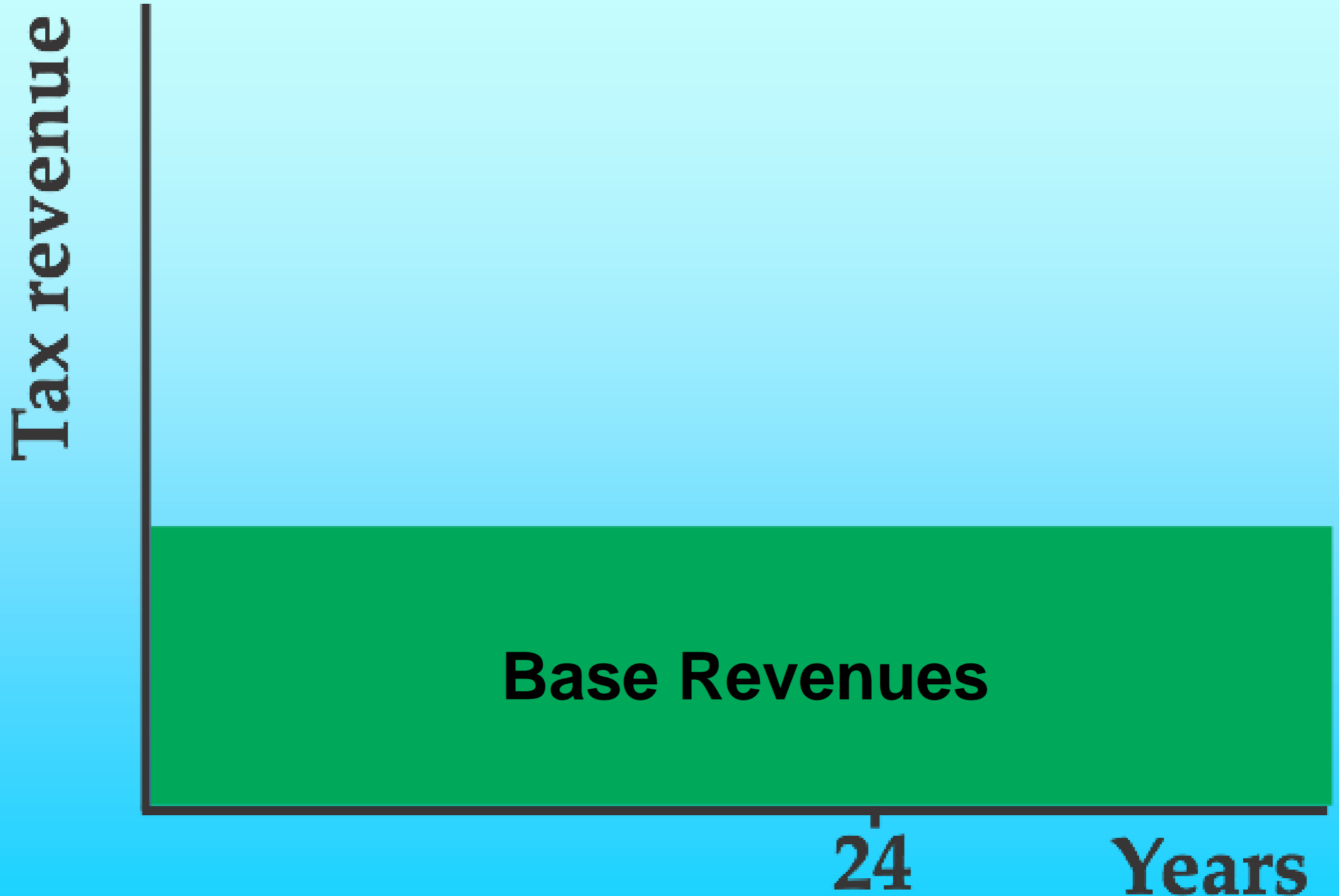
Haila Maze, Principal Planner, 673-2098

WARD: 2

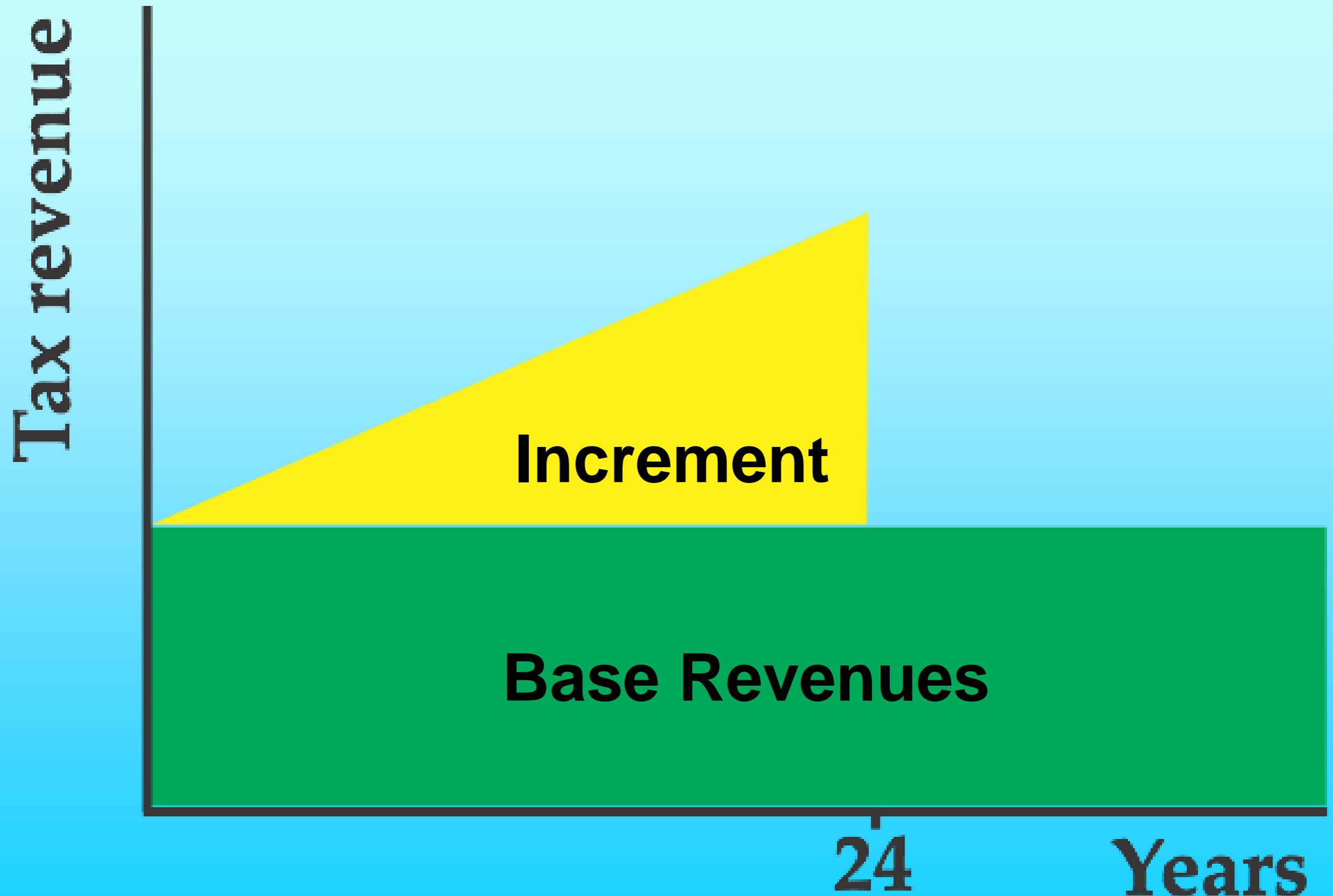
NEIGHBORHOOD ORGANIZATIONS: West Bank Community Coalition

PROJECT DESCRIPTION:

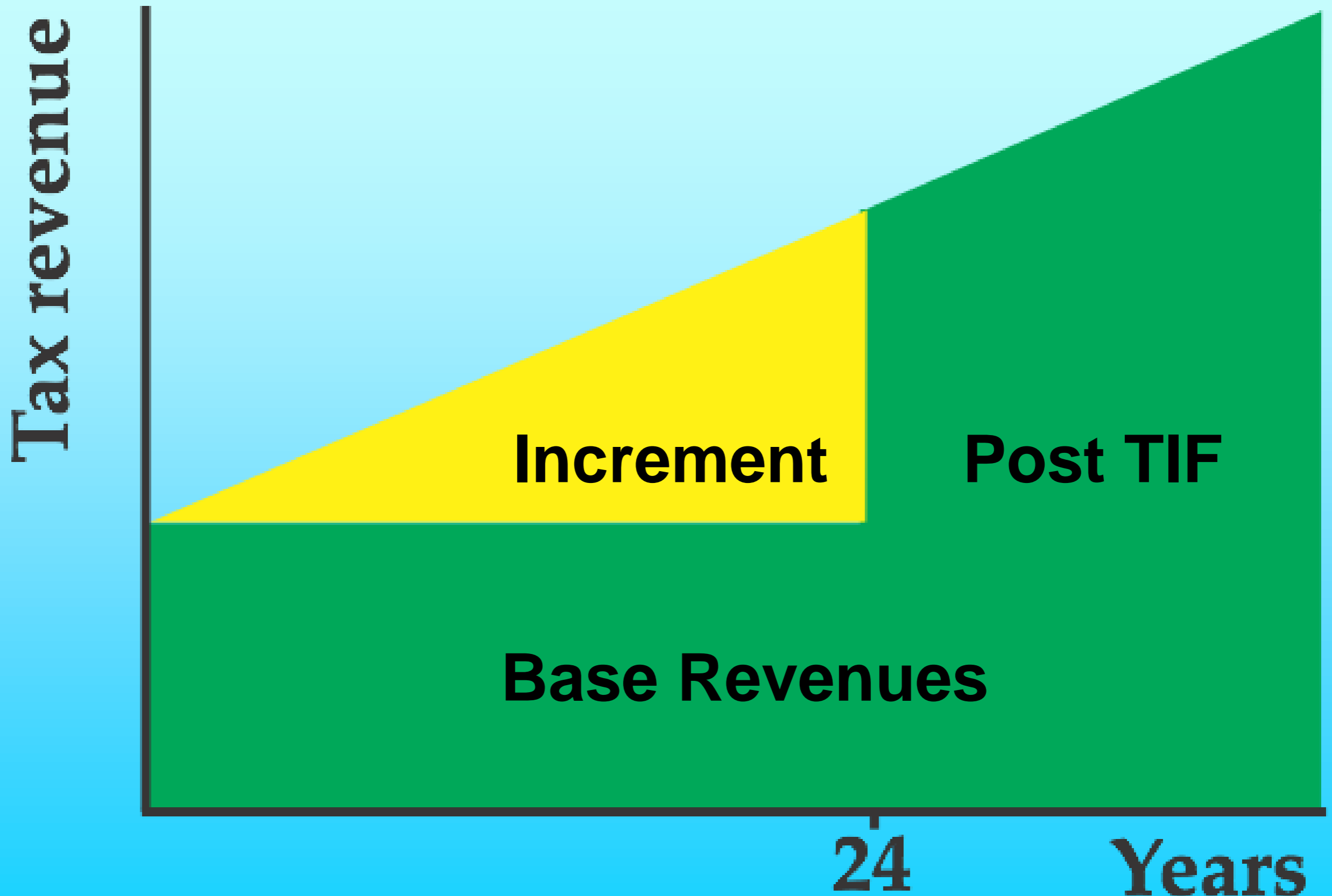
Tax-Increment Financing



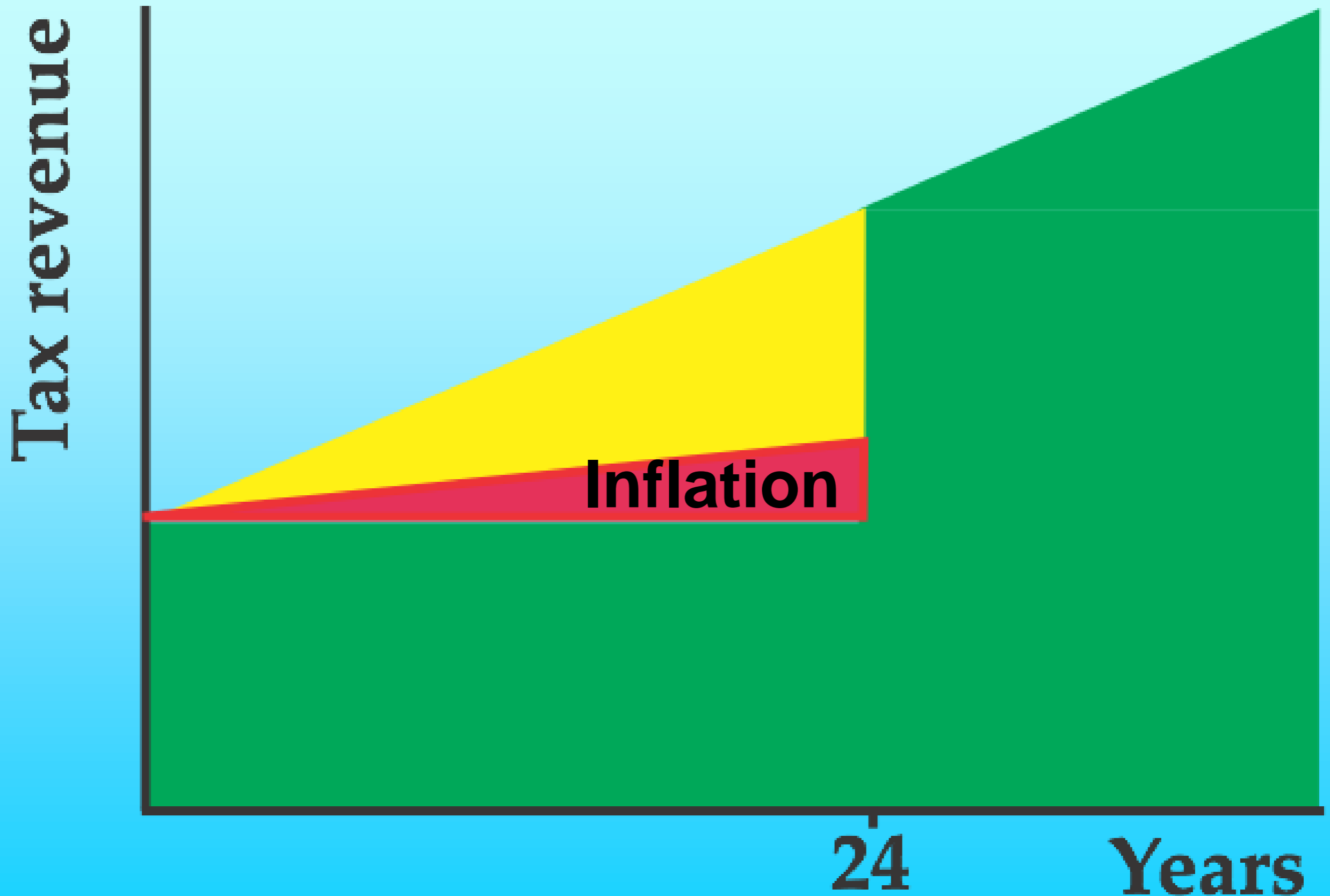
Tax-Increment Financing



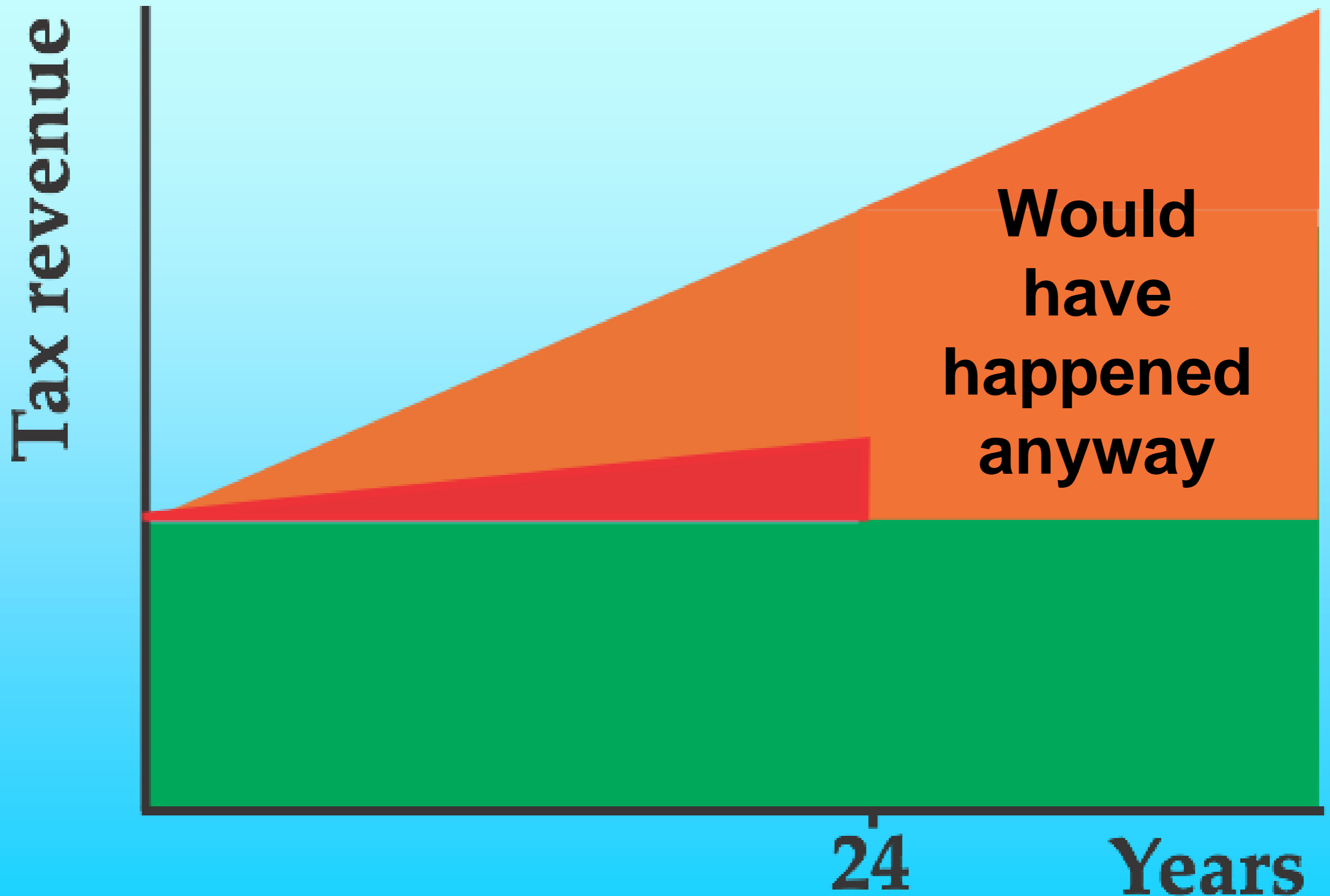
Tax-Increment Financing



Tax-Increment Financing



Tax-Increment Financing



The Effects of Tax Increment Financing on Economic Development¹

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.

The Effects of Tax Increment Financing on Economic Development¹

Richard F. Dye

and

David F. Merriman

Department of Economics
Lake Forest College

Department of Economics
Loyola University of Chicago

“Cities that adopt TIF grow more slowly than those that do not.”



NORTH METRO

62

62

TRANSIT 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

PROGRAM	AGENCY	FUNDING AVAILABLE	WHO CAN APPLY?	DESCRIPTION	USES
METROPOLITAN COUNCIL TOD SUPPORTIVE PROGRAMS					
EXISTING					
Livable Communities Act (LCA) Transit Oriented Development Program (TOD)	Metropolitan Council	Grants: \$7 million for 2013 and \$5 million ongoing	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	Provides funding resources to help catalyze Transit Oriented Development in and around light rail transit, commuter rail and high-frequency bus transit stations.	Land acquisition, pre-development, public infrastructure and contamination cleanup (to catalyze TOD projects)
Livable Communities Demonstration Account (LCDA)	Metropolitan Council	Grants: \$7.5 million annually ongoing	Statutory or home rule charter cities or towns that are participating in the Metropolitan Livable Communities Housing Incentives Program; Metropolitan counties and development authorities	Implement community development objectives and comprehensive plans. Development grants provide funds to support projects that connect development or redevelopment with transit, intensify land uses, connect housing and employment, provide a mix of housing and affordability, and/or provide infrastructure to connect communities and attract investment.	Land acquisition or public infrastructure (to catalyze development projects)
Local Housing Incentive Account (LHIA)	Metropolitan Council	Grants: \$1.5 million annually	Local units of government eligible to receive LHIA funding are those communities that are participating in the Metropolitan Livable Communities Housing Incentives Program	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.	Finance affordable housing projects
Tax Base Revitalization Account (TBRA)	Metropolitan Council	Grants: \$2.5 million for TBRA spring 2014 round and \$3 million for TBRA-TOD 2014	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	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.	Environmental cleanup
Transportation Improvement Program (TIP) (Not the program originating 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.	Transportation infrastructure



1,274 weekday round-trip riders in 2015



photo by Jerry Huddleston



ENVIRO50



Double Decker Bus Pilot



Low Height

Ride Free **& Tell Us**
What You
Think!

#ACTdoubledecker

actransit.org/doubledecker





SPECIAL

1303

TWIN CITY LINES

Rent
This
Bus
Make Your Special Occasion Classic. mtmuseums.org
952-881-1111
Available for Charters



1303

BY81331

MINNEAPOLIS BUS CO.
DUPLEX, MN
BY INT 755-452

photo by Michael Hicks



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



Go F





WHY WE'RE STUCK IN TRAFFIC
AND WHAT TO DO ABOUT IT

GRIDLOCK

RANDAL O'TOOLE

Policy Analysis

No. 727

June 19, 2013

“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