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Northside Transportation Network (NTN), UROC – August 24, 2010

Notes by Joan Vanhala – all changes/corrections welcome

Present: Raymond Dehn – Northside Residents Redevelopment Council, Maria Bernardy, Rob MacIntyre, Phyllis Hill– ISIAH, Fred Olson, Joan Vanhala – Alliance for Metropolitan Stability, Jim Erkel – MN Center for Environmental Advocacy, Sarita Turner – West Broadway Business Area Coalition, Erin Jeribeck – West Broadway Business Area Coalition, Representative Bobby Joe Champion, Aneesa Parks, Jamil Ford, Natalie Yaeger, LaShella Sims, Staci Horwitz, Ron Hick – West Broadway Business Area Coalition, Owen Duckworth – Transit for Livable Communities, Steve Hogan – 5<sup>th</sup> Ward Policy Aide, Martin Adams – UROC, Bill Smith – Biko Assoc., Matthew McGlory,

Welcome – Representative Champion

### 1. Updates

Regional funding: Metropolitan Council is submitting a Sustainable Communities Grant to the Federal Government for \$5mil which will include \$750,000 for 3 years of additional support for community engagement. The McKnight Foundation is also a partner to this grant proposal. See <http://www.epa.gov/dced/partnership/index.html>

McKnight has also taken the lead in securing a Living Cities grant for \$5mil which will have intersecting goals with the Sustainable Communities grant. See <http://www.livingcities.org/>

NTN letter to Hennepin County regarding the RFP for the DEIS consulting team: West Broadway Coalition submitted a letter to Hennepin County with specific requests for the Request for Proposals process in selecting a consultant team to implement the Draft Environmental Impact Statement (DEIS) for the Bottineau Transitway. This letter was created with feedback and input from NTN. A response was received from Brent Rusco, Hennepin County. A summary of both letters was provided at the meeting – see attached document. Specific asks were made regarding: scope of work; criteria for consultant, and criteria for the selection committee.

Discussion:

- The Federal Transit Authority (FTA) will require an Environmental Justice chapter in the DEIS within this chapter, community engagement is a key component. The FTA takes environmental justice very seriously. The city of Minneapolis has jurisdiction over creating their comprehensive plan which includes land use and economic development. City of St. Paul set a standard for transit oriented development (TOD) planning through the creation of the Central Corridor Development Strategy – see <http://mn-stpaul.civicplus.com/index.aspx?nid=156> Many cities do not have a transit oriented development analysis.

- Important when analyzing gentrification/displacement to include an analysis of elderly residents and how the potential of increased property taxes could result in displacement.
- NTN should organize to influence the decision makers on the DEIS consultant selection committee
- Recommend that we do not accept this response from the county. We need to research the state law that is referred to in the letter from Brent Rusco to find out what exactly are the constraints on the selection committee. This group could recommend people to be on the selection committee.
- What is the formula they are using to analyze how Bottineau will connect people with jobs. Disagreement with their ridership forecasting. The ridership forecasting model was designed by federal standards and has been modified by the county according to the Hiawatha LRT experience (many more new riders than predicted). There is a recognition that this is a failing model. We need to address a change in the methodology for the ridership analysis.

Next Steps:

- West Broadway Coalition will draft a response to Hennepin County's letter by our next meeting on September 9<sup>th</sup>. WBC has noted the comments at this meeting and will draft a response. WBC will send it out to the people at this meeting. Everyone will have a short time to respond.
- WBC will check in with Commissioner Stenglein's office to find out when the deadline for all recommended changes to the RFP is and let this group know how much time they have to respond to the response letter.
- Representative Champion will research state law on RFP process.
- WBC will find out when the Bottineau DEIS consultant RFP becomes a public document

Bottineau Policy Advisory Committee update – Raymond Dehn: Hennepin County Commissioner Mike Opat is pushing for the selection of the alignment as soon as possible. He pushed Representative Champion to make a decision at their August meeting. Opat wanted to make a decision at this meeting but Representative Champion was able to delay that decision until November. Opat is anxious about other competing projects i.e. I94/Gateway Corridor out through Washington County.

2. **Update on the plan to report out to the community on September 23<sup>rd</sup>:** This date has been identified as the next community wide meeting to report out on the progress of NTN and the development of the Bottineau Transitway. We will be looking through the broader lens of transportation equity with a focus on moving the community towards making a decision on the alignment. No alignment decision will be made at this meeting but the goal is to have a community decision by the October community meeting.

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Phyllis Hill, ISAI AH organizer and Aneesa Parks, ISAI AH member have taken the lead in drafting the agenda and facilitating the community breakout sessions at this meeting with a focus on access, equity, and economic development – see attached handout.

Discussion: goals of the meeting is for NTN to report on their progress, provide an update on the Bottineau Transitway, provide a case study on what is possible for economic development, and provide plenty of time for community members to talk in small groups. Concern is the time constraint. NTN members provided feedback to the draft agenda that ISAI AH will incorporate.

3. Representative Champion put forward a 4<sup>th</sup> alignment alternative called D2 D in this alignment Penn Avenue would be dedicated entirely to transit, buses, bikes, pedestrians with no car traffic; car traffic will be re-routed to move southbound on Oliver Avenue and northbound on Queen. There would be no homes removed by this alignment.

**Next meeting Thursday , September 9<sup>th</sup> , 6:30pm @ Urban League**