

Applicant and Proposal Profile

(Pilot Program for Transit-Oriented Development Planning)

Section I. Applicant Information

Is this a resubmission due to an invalid/error message from FTA? Yes No

Organization Legal Name: Central Puget Sound Regional Transit Authority (Sound Transit), in partnership with City of Tacoma

FTA Recipient ID number: 5656

Section II. Comprehensive Planning Project Background

Project Title: LINKS TO OPPORTUNITY: A mobility and economic development plan for Tacoma Link Expansion communities
(Descriptive title of this project)

Specify the transit project with which the proposed comprehensive planning work is associated. Provide the URL of a map of the transit project corridor if available:

The Tacoma Link Expansion Project is a 2.4 mile, 6 station extension of the Tacoma Link light rail corridor. URL: <http://www.soundtransit.org/Projects-and-Plans/Tacoma-Link-Expansion>

Identify the boundaries of the portion of the transit project corridor that the proposed planning work will address:

The program has two complementary parts: A multimodal mobility plan addresses the entire Tacoma Link Expansion corridor (6 stations); An equity and empowerment initiative provides economically disadvantaged Hilltop residents (4 expansion stations) job access to the entire corridor (12 stations).

Summarize the work plan for the comprehensive planning work by task. Be sure to address:

- How the work plan addresses all six aspects of the general authority stipulated in MAP-21 Section 20005(b)(2)
- The schedule for each task, major milestones and the overall planning effort
- Partner entities (including key staff with job titles) and their roles and responsibilities for each task
- Whether the proposed work will examine innovative financial tools such as value capture
- Final deliverables

Project Summary

The LINKS TO OPPORTUNITY Program is a two-part effort to improve social and economic opportunity through planning for multimodal mobility and economic development in communities along the Tacoma Link Expansion corridor. Specifically, this \$2.5 million project budget will fund 1) a multi-modal mobility plan, including a complete streets design for all six expansion stations (total budget of \$2.25 million, including a \$450,000 City of Tacoma match), and 2) a new Equity and Empowerment (E&E) Initiative designed to secure tangible benefits from new Tacoma downtown public and private investments for disadvantaged residents in the Hilltop community of downtown that includes four expansion stations (total budget of \$250,000, including \$50,000 local match). These two project elements are detailed below.

First, the Multimodal Mobility Plan (MMP) would address an acute need to plan for pedestrian and bicycle connectivity and ADA access to the six stations in the Tacoma Link Expansion project. The final deliverable will be a comprehensive MMP that includes design work to bring all six Tacoma Link Expansion stations to the City of Tacoma's complete streets standards. A preliminary funding request for the capital investments dollars to implement such a plan ranked 6th among over 200 projects in a 2013 regional transportation project prioritization process through the Puget Sound Regional Council (PSRC); however, the project can only be competitive in future rounds

of MAP 21 funding through PSRC if it has been designed to the point that an accurate cost estimate can be made. The Multimodal Mobility Plan would make the City ready to apply for implementation dollars through PSRC. Funding for this critical work has not otherwise been secured in the project budget.

Second, the E&E Initiative would help implement the City of Tacoma's comprehensive strategy to avoid gentrification and secure positive outcomes for current downtown residents by focusing on the established job access needs for Hilltop community residents. The E&E Initiative would advance four key components: (1) identify barriers that currently limit Hilltop residents participation in existing workforce training and apprenticeship programs; (2) design the organizational and financial structure for an Economic Opportunity Center in the Hilltop community through a broad public-private partnership with Bates Technical College, United Way of Pierce County, Tacoma Urban League, and others; (3) Sound Transit will apply the relevant terms and conditions of its Project Labor Agreement in a manner that addresses new economic opportunities for corridor residents; and (4) fund a Hilltop Equity Caucus of organizations to build the capacity for residents to engage in the previous three components. The deliverables associated with these four components are, respectively, a Hilltop Employment Access Action Plan, a Hilltop Economic Opportunity Center Strategic Plan, a Sound Transit Project Labor Agreement for the Tacoma Link Expansion Project, and a Hilltop Equitable Engagement Report.

Addressing the six aspects of the general authority under MAP-21

The work plan addresses all six aspects of the general authority stipulated in MAP-21 as follows: (A) The E&E Initiative focuses on job access to encourage economic development, and the Multimodal Mobility Plan will promote both economic development and ridership through planning for infrastructure improvements; (B) The MMP facilitates multimodal connectivity and accessibility because it will address planning for pedestrian and bicycle connectivity and ADA access to the six stations in the Tacoma Link Expansion project; (C) The MMP will plan for and promote access to transit hubs for pedestrian and bicycle traffic; (D) The MMP will plan for the necessary infrastructure investments to encourage mixed-use development; (E) The MMP will identify and plan for infrastructure needs associated with the eligible project; and (F) The E&E Initiative will include private sector participation, including Bates Technical College, the United Way, and numerous community-based organizations; the MMP will include private sector participation through the creation of a Local Improvement District to help finance the recommendations of the Plan.

Detailed Project Tasks (schedule is derived from the time of grant obligation)

Task 1) Multimodal Mobility Plan: Procure professional services within three months; establish a planning/engineering technical committee and a citizens advisory committee within six months; produce public review drafts within 12 months; complete public meetings, revisions and final plan within 18 months.

Task 2a) Hilltop Employment Access Action Plan: Procure professional services to identify barriers to opportunities in the corridor neighborhoods within three months; establish a stakeholder/citizens advisory committee to oversee this work within six months; prepare a draft report within nine months; complete public meetings, revisions and final plan with remedial action strategies adopted and implemented within 12 months.

Task 2b) Hilltop Economic Opportunity Center Strategic Plan: Procure professional services to develop strategic plan within three months; establish a stakeholder/citizens advisory committee to oversee this work within six months; prepare a draft report within nine months; complete public meetings, revisions and final strategic plan within 12 months.

Task 2c) Sound Transit Project Labor Agreement (PLA) for the Tacoma Link Expansion Project: Sound Transit will apply the relevant terms and conditions of its PLA and will communicate and partner with stakeholders throughout the life of the Project.

Task 2d) Hilltop Equity Caucus: Identify .25FTE coordination staff within three months; Provide small capacity-building grants to four community-based organizations within six months; Facilitate meaningful community engagement in Tasks 1, 2a, 2b, and 2c, above, as appropriate to each's timeframe and process.

Partner Entities

Sound Transit: Chelsea Levy/ Government & Community Relations Officer and Mark Wheeler/PLA Manager. Chelsea Levy will coordinate the project for Sound Transit and Mark Wheeler will lead the Project Labor Agreement update process.

City of Tacoma: Ian Munce, JD, AICP, Assistant to Planning and Development Services Director. Ian Munce will coordinate, manage, and direct all City tasks and deliverables.

Sound Transit and the City of Tacoma will work with many additional partners to carry out this work, including: major employers (such as two hospitals in the Expansion corridor station areas); private land and business owners; housing developers; community-based organizations working on housing, social services and other community equity issues; and neighborhood residents.

Identify specific goals in the metropolitan transportation plan and existing local plans in the transit project corridor that the proposed planning work supports:

This project supports Transportation 2040, the region's MTP goals: 1) Focus growth in walkable, transit-oriented communities; and 2)

Invest in sustainable multimodal transportation system that supports the regional growth strategy, promotes economic and environmental vitality, and contributes to better public health.

The Growing Transit Communities Strategy (Sustainable Communities-funded plan for equitable transit communities), calls for Tacoma station areas to: 1) Retain and expand job base; 2) Plan phased infrastructure investments; and 3) Assess community needs and protect existing communities.

The Hilltop Subarea Plan (2014) includes: 1) Create local employment opportunities; 2) Engage youth in education and employment opportunities; 3) Expand pedestrian/bicycle networks; 4) Implement Tacoma's Complete Streets; 5) Expand transit service; 6) Support catalytic infrastructure projects; 7) Coordinate infrastructure upgrades and redevelopment.

Is the applicant the sponsor of the transit project? Yes No

Is the applicant responsible for land use planning in at least a portion of the transit project corridor? Yes No

If you answered 'no' to one of the last two questions, attach to your SF424 application evidence of a partnership (such as a memorandum of agreement or letter of intent that describes the parties' roles and responsibilities) between the transit project sponsor and at least one entity in the project corridor with land use planning authority.

Project Budget

Major Task	Pilot Program for TOD Planning Request	Other Federal	Local Match	Total Cost by Task
Multimodal Mobility Plan: procure prof services, establish committees, review drafts, mtgs, etc.	1,800,000	0	450,000	2,250,000
Equity and Empowerment Initiative: procure prof services, develop action plans/strategies, caucus	200,000	0	50,000	250,000
Total:	2,000,000	0	500,000	2,500,000

Congressional Districts Affected by the Project

Congressional District	Congressional Representative
WA-006	Kilmer, Derek
WA-009	Smith, Adam
WA-010	Heck, Denny

Section III. Evaluation Criteria

Demonstrated Need

What are the barriers to transit-oriented development in the corridor and how will the proposed work overcome them?

Several planning efforts have identified barriers to TOD in Downtown Tacoma. The regional Growing Transit Communities Strategy (funded by federal Sustainable Communities Initiative) conducted an Access to Opportunity analysis (2012) that found Downtown Tacoma communities have low access to opportunity on most measures. The Strategy recommended catalyzing new development through public infrastructure investments, and improving job access and community stabilization efforts.

At the local level, the 2014 Hilltop Subarea plan (which includes 4 of the 6 Tacoma Link Expansion stations, and will be the primary focus of the E&E Initiative) identified barriers to community development in the neighborhood, including economic development planning for Hilltop community residents, engagement strategies for youth, and investments in catalytic infrastructure, especially those that improve pedestrian, bicycle and transit access. Together these strategies would help promote new development and private investment in the corridor, while also protecting the existing population through improved access to jobs and services.

Together, the two components of the Tacoma Links to Opportunity Program addresses TOD barriers identified by these previous planning efforts. The Program will promote TOD development in the Tacoma Link Expansion corridor and improve the social and economic welfare of community members.

How will the proposed work advance transit-oriented development in the corridor and region?

The central Puget Sound region is forecasted to grow from 3.5 million people today to 5.0 million by 2040. The regional growth strategy, VISION 2040, sets forth a coordinated strategy to disperse this growth in 18 Regional Growth Centers (RGCs) that focus development around the region's combined \$25+ billion in completed and planned transit investments. Downtown Tacoma, one of the designated RGCs, is expected to add 30,000 people and 40,000 jobs by 2040. VISION 2040 directs this growth to create walkable, compact and transit-oriented communities that achieve social equity and regional environmental benefits.

The Tacoma Links to Opportunity Program will address the barriers to TOD in the Downtown Tacoma RGC through planning for catalytic infrastructure investments to spur private investment, and improving the social and economic welfare of community members. The Program is key to advancing TOD in the Tacoma Link Expansion corridor, and helps meet the regional goals to accommodate residential and employment growth in the designated Downtown Tacoma RGC.

In addition, the City of Tacoma is a signatory to the Growing Transit Communities Regional Compact—a pledge of support for the GTC Strategy and equitable transit community development—and serves on the Regional TOD Advisory Committee of the Puget Sound Regional Council. The Committee will be an opportunity for the entire region to benefit from the products and lessons learned from the Tacoma Links to Opportunity Program.

Why are Pilot Program for Transit-Oriented Development Planning funds needed to realize the expected outcomes of the planning work?

The City has made substantial efforts to support the Tacoma Link Expansion project and promotes equitable TOD throughout the Tacoma Link corridor—including preparing detailed subarea plans, enacting Transit-Oriented Development zoning, funding capital improvement programs, and implementing project specific action strategies to attract and accommodate growth in these transit communities. However, the City was impacted by the 2008 recession and is leveraging every available resource to continue its TOD efforts. The TOD Pilot Program would provide the funding to address a critical need for multimodal planning around the Tacoma Link Expansion stations and provide the resources for further enhancing pedestrian, bicycle and ADA access to these stations.

The E&E Initiative builds directly on the Growing Transit Communities (HUD Sustainable Communities) funded Regional Equity Network—a body that recommended strategies for equitable development and funded capacity-building grants to community-based organizations (including several in Tacoma) to help traditionally underrepresented populations participate in the planning process. While the Network continues with private support in Seattle, funding has not yet been secured for this important work in Tacoma. The Pilot Program would continue these efforts in Tacoma with a focus on the economically disadvantaged populations in the Hilltop.

Provide the approximate current population and employment of the area that the workplan will address.

Population: 18,000

Employment: 28,000

Describe ongoing transit-oriented development activity in the area that the workplan will address:

Over the past two years the City has developed Subarea plans for the corridor that represent best TOD planning practices, including increased height and density, eliminating off-street parking requirements, and providing incentives for adding urban amenities. These plans establish policies and regulations designed to avoid gentrification, add affordable housing, tackle urban blight, reuse brownfields site, and adaptively reuse historic buildings. It is within this context that the City seeks to attract catalytic private and public investment and steer new economic opportunities to existing residents and businesses. This Tacoma Links to Opportunity Program's multimodal planning project, with its equity and empowerment focus, is designed to attract new infrastructure investments and do so in cooperation with property owners through the establishment of a Local Improvement District. The Program will build upon these multi-year efforts to promote equitable development in the corridor.

Strength of the Work Plan, Schedule and Process

If the proposed workplan does not cover the entire transit project corridor, why not?

The workplan covers the entire Tacoma Link Expansion project corridor.

Identify performance measures for the proposed planning work:

The success of this project will be measured by: (1) the adoption and implementation of an action strategy that removes barriers to economic opportunities for corridor residents, the establishment of an Economic Opportunity Center for corridor residents and the Project Labor Agreement that addresses new economic opportunities for corridor residents, (2) planning and design of a streetscape and multimodal project that will successfully compete for federal and State capital grant funds.

How will you address possible gentrification and displacement as part of the workplan?

The Growing Transit Communities (GTC, HUD Sustainable Communities Initiative) funded Fair Housing Equity Assessment (2014) identified the Hilltop as one of only four census tracts in the region meeting the HUD definition of a racially/ethnically concentrated area of poverty. Currently, the community would face a very high-risk of residential and neighborhood displacement should new development and investments bring gentrification to the community. A central recommendation emerging from the GTC work is that communities such as the Hilltop require deliberate planning in order to ensure that existing residents may benefit from neighborhood investment and improvement, rather than being displaced to other communities. Strategies to carry out this goal include improving the economic welfare of residents through job access and training, creating meaningful opportunities for civic engagement in the planning process, and assessing additional community stabilization needs. This goal to preserve and enhance the Hilltop community, as well as the specific strategies highlighted in GTC, is echoed in the Hilltop Subarea Plan.

The E&E Initiative works directly to address the established displacement risks of Hilltop community members. The Initiative's Employment Access Action Plan, Economic Opportunity Center Strategic Plan, and Equity Caucus will work in concert to improve economic welfare and job access, create equitable community engagement, and address community stabilization needs.

How does the work plan demonstrate a commitment to connecting disadvantaged populations to essential services?

The central goal of the E&E Initiative is to connect disadvantaged populations to essential services to improve their economic welfare and job access, while also creating equitable opportunities for community engagement, and addressing critical community stabilization needs. The Initiative's work builds on a very strong commitment of the part of the City of Tacoma, Sound Transit, and the entire region, to promote station area development that improves equitable access to opportunity for existing and future residents. That principle was central to the Growing Transit Communities (HUD Sustainable Communities) work, and has been repeated reinforced as agencies, jurisdictions, and organizations (including Sound Transit, City of Tacoma, and the Regional Equity Network) have signed the Growing Transit Communities Regional Compact to pledge commitment to promote equitable transit communities in the region.

Will the proposed planning work leverage other discretionary Federal planning grants that have already been awarded?

Yes No

If so, please describe how:

Would build off the HUD Partnership for Sustainable Communities funded through Growing Transit Communities Partnership (GTC). GTC funded the Regional Fair Housing and Equity Analysis, the Regional Access to Opportunity Analysis, and the Tacoma South Downtown Subarea Plan and EIS. The GTC post-grant effort, the Regional TOD Implementation Program, is funded through an FTA 5307 grant to the PSRC. If funded, this project would develop models and lessons learned that would be shared regionally.

Likelihood of Transit Project Implementation

Is the transit project currently in the Project Development or Engineering phase of the Capital Investment Grant Program (CIGP) process?

Yes No

If not, indicate the expected project mode, the project length and number of stations, the date that NEPA was initiated for the project and the anticipated date of entry into Project Development:

Is the transit project currently listed in the region's metropolitan transportation plan?

Yes No

If so, provide the URL of the plan document and indicate where in the plan (project ID or page number) the project appears:

Yes. Transportation 2040, Appendix N, ID number 5459. <http://www.psrc.org/transportation/t2040/t2040-pubs/final-draft-transportation-2040/>

Funding Commitments

Identify the sources of all matching funds. For each source, indicate whether the funds are already committed. Attach documentation of all funding commitments to your SF424 application:

The City has adopted and documented its commitment of matching funds to this project. Documentation of this match is attached to this application. Match will come from the following City funds: Local Improvement District (LID), City Water Utility, and City Power Utility. All funds are committed and available without further budget action.