Proposed Livable Communities Act (LCA)

Transit Oriented Development (TOD) Funding Category
Fund Balances

LCDA – $19.8M

TBRA – $12.5M
LCA TOD Fund – Categories of Grants

LCDA – TOD pre-development
       TOD development

TBRA – TOD site investigation
       TOD clean up
TOD Areas

Transit Improvement Areas (TIA) and TIA – Eligible Station Areas

- Transit Improvement Areas (TIAs) were established by 2008 legislation (Minn. Stat. 469.35 & 469.351) which gives DEED the authority to award TIA designation to specially designated tracts of land near transit stations.
- DEED has designated 51 TIAs in 11 metro area communities.
- And has indicated it will open another round of TIA designations for eligible station areas early next year.

- Areas within ¼ mile along high frequency local bus lines
- Areas within ½ mile radius of bus stops on high frequency routes when significant station / park and ride infrastructure is in place
Potential Program Parameters

- Applications must be for eligible activities in the previously described TOD Areas

- Amounts for each account to be available, for example:
  - Annually
    - LCDA – $8M
    - TBRA – $5M
  - TBRA – $500K

- Maximum grant amount per application, for example:
  - LCDA – $1M, $2M for site acquisitions
  - TBRA – $500K

- Funding availability:
  - Request for Proposals (RFP) – scheduled timelines – multiple RFP per year
Potential Program Criteria/requirements

In the TOD Area for which funding is sought:
Transit Oriented Development (TOD) standards such as those in the Council’s Guide for TOD in place or in development by the applicant:

- Residential density minimum:
  - **Rail** – 30 to 75 units/acre  **Bus** – 15 to 50 units/acre
- Employees per acre minimum (50 to 200/acre)
- Minimum Floor Area Ratio (FAR) (**Rail** 1.5 to 3) (**Bus** .5 to 3)
- Pedestrian favored building design
  - Pedestrian – scale building setbacks
  - Short blocks/pedestrian connections between adjacent buildings
  - Limited parking/structured parking not adjacent to platform areas
- Mixed uses in close proximity

Walkability/Bikeability
Equity considerations—
Corridor strategy or planning in the TOD Area must include:

In residentially-orientated TOD Areas plans, policies, requirements regarding:
- Creating and retaining a mix of housing affordability and tenure
- Affordable housing preservation and/or development
- Managing and addressing gentrification
- Recognition of the jobs and employment opportunities available throughout the transit corridor

In employment-orientated TOD Areas
- Expectations regarding employment in the TIA, numbers and type of employment
Equity considerations in place—
Corridor strategy or planning in the TOD Area must include:

For all TOD Areas

- Existence of and use of a Targeted Group Business Program and Affirmative Action Plan for the applicant municipality’s purchasing and hiring practices

- Recognition through the LCA TOD application evaluation of other local hiring goals, activities, procurement practices and monitoring processes that advance opportunities for minorities, women, the disabled and disadvantaged businesses

- Existence of a plan, policy or similar guidance in the application of Equitable Development principles in local TOD Areas development
Other Considerations

- Consistency within the local comp plan

- Consistency with a larger transit corridor investment strategy or corridor planning effort

- For grants to acquire land
  - proof of costs – appraisals, market valuations
  - acknowledgement of communication with land owner regarding willingness to sell