



Southwest LRT Community Works Steering Committee

Thursday, January 16, 2014

1:30 to 3:00 PM

Council Chambers, St. Louis Park City Hall

Agenda

- I. **Welcome & Introductions**
Chair Gail Dorfman, Hennepin County
- II. **Approval of December 2013 Minutes***
- III. **Corridor Wide Housing Strategy**
Corridor Wide Housing Gap Analysis*
Housing Policies/Programs: *Mariia Zimmerman, MZ Strategies*
Housing Inventory Map Series*
- IV. **Southwest Corridor Investment Framework: Next Steps**
- V. **2014 Southwest LRT Community Works Workplan**
- VI. **Adjournment**

* enclosed

The Steering Committee will meet next on **Thursday, February 20, 2014**, from 1:30-3:00 at the St. Louis Park City Hall.



Southwest LRT Community Works Steering Committee

Meeting Minutes

Thursday, December 19, 2013

1:30 - 3:00 pm

St. Louis Park City Hall

Meeting Attendees

Steering Committee Members & Alternates

Chair Gail Dorfman, Hennepin County Member

Peter McLaughlin, Hennepin Regional RR Authority Member

Jason Gadd, City of Hopkins Member

Anne Mavity, St. Louis Park Member

Terry Schneider, Minnetonka Member

Anita Tabb, Minneapolis Park and Recreation Board Member

Bob Fine, Minneapolis Park and Recreation Board Alternate

Mary Brindle, Edina Alternate

Jeff Casale, Minnehaha Creek Watershed District Alternate

Dick Miller, Minnehaha Creek Watershed District Member

Caren Dewar, Urban Land Institute–Mn Ex Officio

Other Attendees

Katie Walker (Hennepin County), Kerri Pearce Ruch (Hennepin County), Chuck Darnell (Hennepin County), Mark Koegler (HKGi), Chuck Salter (Hennepin County Attorney's Office), Mark Fuhrmann (Metro Transit), Meg Forney (Minneapolis Park and Recreation Board), Joan Vanhala (AMS), Kathryn Hansen (SW Project Office), Dave Nuckols (Commissioner Callison's Office), Julie Wischnack (Minnetonka), Meg McMonigal (St. Louis Park), Kersten Elverum (Hopkins), Janet Jeremiah (Eden Prairie), Sean Walther (St. Louis Park), Kimberly Kompel (SPO), Jeff Peltola (Public Works for Public Good), Larry Blackstad (Three Rivers Park District), Vida Ditter (Minneapolis), Kathie Doty (KLD Consulting)

I. Welcome and Introductions

Chair Gail Dorfman convened the meeting and asked members and attendees to introduce themselves.

II. Approval of October 2013 Minutes

Chair Dorfman asked for a motion on the minutes from the October 17, 2013 Steering Committee meeting. The minutes were moved, seconded and passed on a voice vote.



Before beginning the agenda, Chair Dorfman asked Peter McLaughlin to provide an overview of the County's Community Works program, which is approaching its 20-year anniversary. This program has taken on significant projects to create public/private partnerships that have transformed key areas of the community, including the Midtown Greenway and the Humboldt Greenway. Chair Dorfman talked specifically about the success of the Midtown Greenway which hosts one of the best bike trails in America, and Peter McLaughlin provided some history of what conditions were when the Community Works program was being formed. Twenty years ago, there was no light rail in the Twin Cities and the outlook for urban America unclear. The Community Works model used infrastructure investments to take advantage of opportunities for economic development and grow our tax base. This was a very new endeavor for the County, which hadn't been involved in development up to that point. This model has been very successful and it continues to work for challenges of today, including the Southwest Corridor. Dick Miller emphasized the significant contributions of the private sector (Wells Fargo and Alina). Terry Schneider recommended that the County increase efforts to 'tell the story' about this program to expand understanding about its potential. Peter McLaughlin concluded that it took courage to launch and sustain this effort, but it has produced waves of investment in areas identified for Community Works projects.

III. Southwest Corridor Investment Framework

Chair Dorfman asked Mark Koegler, HKGi, consultant lead on the Transitional Station Area Action Planning (TSAAP) work, to talk about the status of TSAAP. Mr. Koegler thanked members for their participation in the November TSAAP workshop, city staff for working with his team, Southwest Project Office staff for their collaboration, and County staff led by Katie Walker, for their direction and support. The Investment Framework that is a result of the TSAAP effort will guide decisions for the next twenty years. The final version of the Investment Framework is expected to be distributed within the next few weeks after staff review is complete.

Chair Dorfman stated that she was impressed at workshop that each station shows potential for development or redevelopment. She asked Katie Walker to show a map that identifies specific opportunity sites.

Jeff Casale reported that trail construction that will enhance access to the Blake Road SW LRT station is beginning next month. Chair Dorfman reported that the County is working with the Twin Cities Community Land Bank to explore possible strategic acquisition program to support redevelopment in targeted areas.

Chair Dorfman asks the Steering Committee to review a draft resolution to accept the Investment Framework and forward this document to cities for action. Committee members discussed what actions their respective cities might take. After that discussion, a motion was made and seconded to move the resolution. The motion passed unanimously on a voice vote.

IV. Presentation 2013 Achievements/2014 Workplan



Chair Dorfman asked Katie Walker, Hennepin County, to review 2013 accomplishments for the Southwest Community Works program. Ms. Walker highlighted the collaborative nature of the achievements, which included the completion of the Transitional Station Area Action Plan, the Corridor wide Housing Inventory, having SW LRT collaboration chosen as a presentation at the 2013 Railvolution conference, LISC public workshops, the restructuring of the program website to focus on Community Works, creation and adoption of Guiding Principles, production of Station Area Profiles, and creating of a walkshed analysis tool.

For 2014, Ms. Walker presented that the focus will be on: strategic acquisitions in the SW corridor, creation of Master Development plans, completion of a Housing Gaps Analysis, and support for the SW LRT New Starts application.

V. Presentation McKnight Moving The Market Grant – Employment TOD Pilot Project

Katie Walker, Hennepin County, and Yvonne Ho, Metropolitan Economic Development Association (MEDA) presented on the McKnight grant (Mike Temali, Neighborhood Development Corporation (NDC), was unable to attend). The County has been awarded a \$750,000 grant for a 2-year pilot to conduct strategic outreach focusing on job creation and equitable development. One or two proposed SW LRT stations that have strong business development potential will be chosen for the pilot project. Ms. Ho presented on MEDA, who they are and what they do. MEDA's first focus is on growing businesses, and then on place-making. They seek to help minority businesses in start up or expansion mode. The work with a range of industries, not just retail.

Katie Walker stated that the stations for the pilot project will be chosen in the first quarter of 2014, and the focus will be on suburban stations. Chair Dorfman thanked Ms. Walker and Ms. Ho for their presentation, and said she would be looking forward to updates over the coming year.

On a related topic, Ann Mavity asked about Minneapolis membership on the SW Community Works Steering Committee, and after discussion, Chair Dorfman offered that this would be a good time to reach out to the new mayor and city council to more fully engage them in the committee work.

VI. Adjournment

Chair Dorfman adjourned the meeting, thanking members for their participation.



Agenda Item 3: Corridor Wide Housing Gap Analysis

Steering Committee Action Requested:

Information

Background/Justification:

In Fall 2013, Hennepin County issued a request for proposals (RFP) to conduct a Corridor Wide Housing Gaps Analysis. The Gaps Analysis is designed to build on the extensive body of data compiled in the Housing Inventory as well as the work completed through the TSAAP process. The Gaps Analysis will identify the housing needs of those most likely to want to live along the Southwest Corridor and compare those types (unit size, rents, housing type) with the existing housing along the corridor. It will make recommendations about what types of housing are needed along the corridor to provide housing choice for a full range of incomes and address needs for preservation of affordable housing currently existing along the corridor. It will also make recommendations on the tools and funding mechanisms necessary to attract desired housing development.

The Gaps Analysis is expected to be complete by summer of 2014 and will be funded by Hennepin County, the Family Housing Fund, LISC, and all six partner cities.

Previous Action on Request:

Recommendation: Information

Financial Implications? None

Are These Funds Budgeted?

Attachments:

Comments:





Update on the Southwest Corridor Housing Strategy January 2014

The Southwest LRT Community Works Steering Committee endorsed preparation of a Corridor Wide Housing Strategy. This corridor-wide housing strategy supports the vision of the Southwest Community Works project and the guiding principles also adopted by the Steering Committee, specifically “provide a full range of housing choices; positioning the Southwest LRT communities as a place for all to live.” Development of a Corridor Housing Strategy also responds to the recommendations adopted in 2011 by the Corridors of Opportunity Policy Board on how regional transit corridors should address Fair and Affordable Housing in their overall TOD strategies. The primary recommendation was for the adoption of measurable, corridor-wide goals and strategies to ensure sufficient housing, both new production and preservation, to serve a full range of incomes.

Housing staff from all six cities as well as ULI-MN, LISC, Met Council, the Southwest Project Office and Minnesota Housing meet monthly as the Southwest Housing Workgroup. This group has played a key role in accomplishing the tasks and providing guidance and direction to the Southwest housing work. A Regional Partners group, comprised primarily of funding partners including Hennepin County, Family Housing Fund, LISC, Met Council and Minnesota Housing also meets on a regular basis to review funding and policy needs.

The four primary tasks in development of the housing strategy are: Housing Inventory, Market Feasibility and Accessibility, Gaps Analysis and Strategy and Goals. A Southwest Corridor-wide Housing Inventory, funded through Hennepin County and a Metropolitan Council Local Implementation Capacity grant, was completed March 2013 by Maxfield Research Inc. This inventory fulfills the first step in this process by providing critical baseline data that will inform additional components. The inventory data was shared with City Councils in 5 of the 6 Southwest cities and will be shared with Minneapolis councilmembers and staff in February 2014.

Market Feasibility and Accessibility work has been integrated into the Transitional Station Area Action Plans, which are part of the Investment Framework completed in December 2013. The Investment Framework identifies existing housing types in and around station areas as well as station areas where housing development or redevelopment is likely to occur. This information will be further refined as part of the Gaps Analysis.

In Fall 2013, Hennepin County issued an RFP for the Gaps Analysis task. The Gaps Analysis is designed to build on the extensive body of data compiled in the Housing Inventory as well as the work completed through the TSAAP process. The Gaps Analysis will identify the housing needs of those most likely to want to live along the Southwest Corridor and compare those types (unit size, rents, housing type) with the existing housing along the corridor. It will make recommendations



SOUTHWEST LRT community works

green means go.

about what types of housing are needed along the corridor to provide housing choice for a full range of incomes and address needs for preservation of affordable housing currently existing along the corridor. It will also make recommendations on the tools and funding mechanisms necessary to attract desired housing development.

The Gaps Analysis is expected to be complete by June 2014 and include recommendations and strategies for action by individual Southwest Community Works Partners. The Gaps Analysis work is funded through a broad coalition of Community Works partners, including Hennepin County, Family Housing Fund, LISC, and all six Community Works cities. Recommendations and strategies will be shared with stakeholder groups, the Community Works Steering Committee, funding partners and cities for action and implementation.

In addition to the tasks outlined as part of the Corridor Housing Strategy, the Housing Workgroup is reviewing tools and strategies for creation and preservation of affordable housing along the Corridor, including the large amount of “naturally-occurring” affordable housing. The Regional Partners group has developed a project pipeline to track housing development along Southwest Corridor to better coordinate funding needs and resources. Both groups have been involved in work with ULI-MN and Mariia Zimmerman to inform the New Starts application process in 2014. For the first time, housing criteria will be included in FTA’s project ranking and Southwest is seeking to maximize its score in this area.



Agenda Item 3: Housing Policy/Plan Analysis & Recommendations

Steering Committee Action Requested:

Information

Background/Justification:

Mariia Zimmerman, MZ Strategies, has reviewed local housing policies/plans and will present her findings as well as recommendations for achieving the adopted Southwest LRT Community Works goal of "Housing for All" and also for improving the FTA New Starts rating for the Southwest LRT project.

Previous Action on Request:

Recommendation: Information

Financial Implications? None

Are These Funds Budgeted?

Attachments:

Comments:



MINNESOTA'S GREENLINE LRT EXTENSION: AFFORDABLE HOUSING NEW STARTS EVALUATION

January 16, 2014

Mariia Zimmerman, MZ Strategies, LLC

mariia@mzstrategies.com



Scan of
existing
policies and
incentives
along the
corridor

BROADER CONTEXT FOR DISCUSSION

- Growing concerns about potential to lose naturally occurring and subsidized affordable housing near transit as development pressures pick up



- Regional priorities to address growing income disparities, improve regional access to jobs and opportunity, and to meet fair housing requirements and commitments



- Transit Station Area Planning Process
- SWCW Housing Workgroup
- Corridorwide Housing Strategy
- Housing Gap Analysis

FTA'S AFFORDABLE HOUSING EVALUATION

Existing Land Use

- Existing affordable housing in the project corridor

Economic Development

- Local plans, policies and incentives in place to support maintenance of or increases to affordable housing in the project corridor

EXISTING LAND USE MEASURED BY:

- Rating determined by the proportion of "Legally Binding Affordability Restricted" housing at 60% AMI within ½-mile of station areas to the proportion of "legally binding affordability restricted" housing in the counties through which the project travels
- FTA gives option for additional, relevant project sponsor information, i.e. counties have higher % of region's affordable housing
- Consider:
 - RCAP data & FHEA analysis?
 - Include Central Corridor and Ramsey?
 - Reference Sec 8 tenant vouchers currently along corridor if substantial for region?

2013 SPO analysis found:

- SW Corridor Share: 10.6%
- Hennepin County Share: 6.0%
- Ratio of 1.79 = medium rating

FTA breakpoints: High: > 2.50; Med-High: 2.25-2.49; Med: 1.50 - 2.24; Med-Low: 1.10 - 1.49; Low: <1.10

ECONOMIC DEVELOPMENT FACTORS

■ High – Engineering

- Plans & policies in place in most jurisdictions to identify and address critical hsg needs along corridor
- Explicitly address hsg affordability and need of very & extremely low hhlds
- Financing commitments and funding/incentives in place to support AH acquisition
- Strategy to encourage AH zoning and local policies
- Developers are actively working on AH projects & site acquisition

■ Medium – Engineering

- Plans are starting or being prepared
- Explicitly address hsg affordability and need of very & extremely low hhlds
- Some financing commitments/incentives identified and secured
- Strategy to encourage AH zoning and local policies
- Developers starting to work on AH projects & site acquisition

■ Low – Engineering

- Plans not in place or underway
- No financial commitments
- No strategy for zoning
- No or little AH development

TO MOVE FROM MEDIUM TO HIGH

- Need to demonstrate **comprehensive** nature of plans and policies

- Adoption (resolutions) vs. development

- Needs of low- and extremely low-income households

- Zoning for Affordable Housing **WITHIN** corridors (vs. citywide) – take comprehensive plans to the next level

- Fully capture regional story – funding incentives by Met Council, SW Community Works and Hennepin County HRA

- Regional AH allocation by Met Council is a big deal!

- Transit criteria boost by Minnesota Housing is also significant!

- Active non-profit partners (LISC/ULI)

- Spotlight Development examples: Hopkins, + reference Central Corridor and LCA etc. pipeline

SW POLICIES AND PLANS

Strengths

- Housing Inventory and SW Community Works Housing Work Group
- City of Eden Prairie 2012-2018 Strategic Plan for Housing and Economic Development
- Corridors of Opportunity; Non-profits & Philanthropy
- Regional housing plan under development by Met Council
- Hennepin Cty Consortium Consolidated Plan
- TSAAP underway

Weaknesses

- Don't over-rely on METC or County
- Most existing local AH policies and plans appear not specific to corridor
- Most existing local TOD policies don't appear to have AH element
- Do not appear to address needs of low and extremely low-income households

SW FINANCING / INCENTIVES

Strengths

- Lots of programs exist at variety of scales
 - i.e. Mpls Higher Density Corridor Housing Program;
 - Hennepin County HRA Affordable Housing Incentive Fund;
 - Minnetonka Pooled TIF
 - Mn Housing QAP + State Bonding levels;
 - Family Housing Fund

Weaknesses

- Lacking a corridor acquisition program
- Majority of existing local AH financial support programs are not TOD-specific



TARGETING NEEDS OF MOST VULNERABLE HOUSEHOLDS

- Reference the FHEA work done under Sustainable Communities Grant: RCAPs (how will this inform future public investments?)
- Minneapolis Comp Plan Policy 3.4.1 – promote development of housing for very-low income hhlds
- Specific programs for at/below 30% AMI?
 - Hennepin County Consortium Consolidated Plan
 - Mpls Higher Density Corridor Housing
 - HRA's AHIF program
 - Met Council LHIA program
 - MnHsg programs – but given statewide nature hard to make the case. Project example?

DEVELOPMENT ACTIVITY

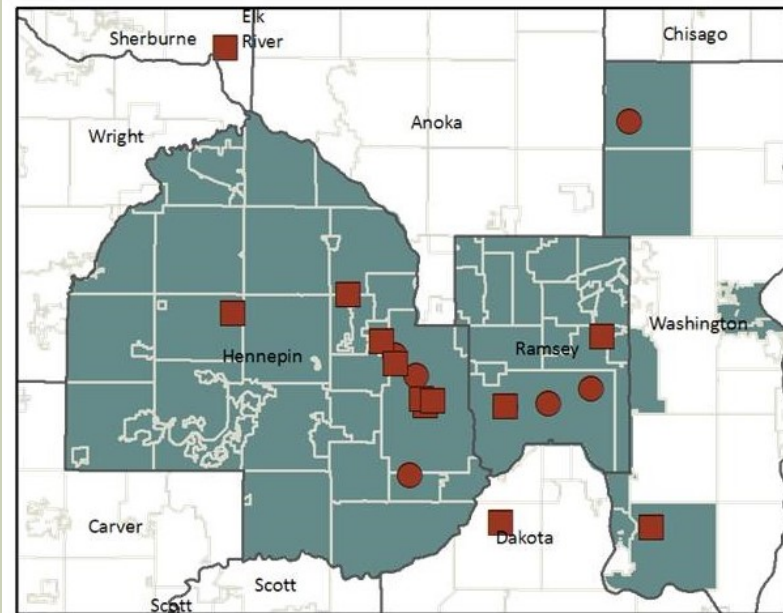
- Tell Central Corridor Story and broader AH development in metro – increase rental/MF activity
- Engaged development community e.g. ULI
- Broader TOD efforts by Met Council and County
- Examples of new projects or those in the pipeline?

30 Recommended Multifamily Projects | 1,630 units

■ 9% Tax Credits (21) ● RFP Only (9)

33 Recommended Single Family Impact Fund Programs | 274 units

■ Program Target Areas □ Habitat for Humanity Counties



SPOTLIGHT ON HOPKINS

- Emphasize City's long-time commitment to affordability & SW as mixed-income LRT corridor
- Finance, plans and policies all focused on creating a green, TOD/walkable town center identity



- **Gallery Flats** – under construction;
 - Gateway btwn LRT and Main St.
 - Innovative first floor flex space (retail/hsg)
 - Low 1:1 parking ratio
- **Project for Pride in Living** (near Blake Rd)
 - Creating new access to Park & Minnehaha Creek
 - Public & non-profit finance
- **Existing Public Housing and Project Based**

SW LRT New Starts Affordable Housing Ratings Evaluation

Plans						
Jurisdiction/Agency	Title	Description/Notes	Contact/Link	Affordable Housing Component	Transit Component	Very/extremely low income? (Y/N, details)
City of Eden Prairie	Extending Affordability of Existing TIF Housing Projects	Work with property owners to extend the TIF and affordability requirements while improving the properties as needed; start with projects expiring first and package extensions together when feasible; use TIF Admin for attorney/consultant costs.	http://www.edenprairie.org/modules/showdocument.aspx?documentid=1838	(2012-2018) The TIF for various affordable housing developments was originally approved for 15 years, after which time, the affordability requirements expire		
City of Eden Prairie	Housing Improvement Areas (HIA's)	Work with existing townhome associations to identify needs and facilitate HIA creation; work with Financing to consider reduced fees/interest rates for HIA special assessments while protecting City's financial rating	http://www.edenprairie.org/modules/showdocument.aspx?documentid=1838	Promotes neighborhood stabilization and revitalization of townhome properties that do not have adequate resources for necessary repairs/improvements. Properties are assessed for the cost of the improvement. City provides the financing for the improvements and assesses the individual homeowner's property tax. Terms are generally 15 years – current interest rate		
City of Eden Prairie	Strategic Plan for Housing and Economic Development 2012-2018	The City of Eden Prairie Strategic Plan for Housing and Economic Development (2012 – 2018) recognizes the Community Development Department's mission, prioritizes the Housing and Economic Development Divisions' projects, and identifies implementation strategies and funding sources for the next seven years. It is a comprehensive update of the 2005 Strategic Plan for Housing and Economic Development, which was created by the Community Development Department and reviewed by the City Council. The 2005 plan received minor updates in 2008 and 2010.	www.edenprairie.org	Eden Prairie has adopted a goal of having 1,198 to 1,843 new affordable housing units (out of 3,500 total projected new units) between 2010 and 2020 to help meet regional goals; this includes subsidized and market rate affordability; existing unaffordable market rate units can also be converted to affordable to help meet this goal. Housing strategies include partnering with vendor agencies and community groups to identify service needs and gaps in the community and facilitate the funding process to ensure quality, appropriate services to meet the needs of the community, ensure that immigrant populations have the tools and knowledge to share in the high quality of life in Eden Prairie, and Allocating General Funds and CDBG funds to affordable housing initiatives, housing rehab and human services programs, and exploring ways to assist with operational issues that may affect future preservation of affordable housing, and Explore other ways to increase the number of affordable rental units among existing supply of rental housing.	Facilitate development and redevelopment around each of the 3 station areas planned in Eden Prairie - Apply for grants and consider gap financing as needed In 2012, the City was awarded a \$60,000 Livable Communities Transit Oriented Development (TOD) Grant from the Metropolitan Council to hire a consultant to help the City develop a TOD Ordinance for Eden Prairie's LRT station areas. The grant is matched with \$15,000 of City Economic Development Funds and City staff time (combination of Economic Development Fund and in-kind contribution.) The TOD Zoning District will provide standards for development of attractive, compact, walkable, mixed-use housing and employment centers that creates a live/work/play environment for the community near LRT station area. The purposes are to: Provide a mix of higher density residential, mixed uses, and employment within walking distance of Light Rail, and a more efficient, compact and connected development pattern.	
City of Minneapolis	Midtown Greenway Land Use Development Plan	Approved by the City Council on 2/2007. Sets policy direction for land use and development in the Midtown Greenway corridor .	Community Planning & Economic Development (612) 673-5095	Supports policies in The Minneapolis Plan: housing growth near commercial and community corridors, activity centers, transit station areas.	Recommends high-density residential development occur at corridors with high quality bus service and future transit stations. Provides guidelines for transit station areas	
City of Minneapolis	Downtown East/North Loop Land Use Development Plan	The Downtown East/North Loop Master Plan is to develop a vision and a framework for how new growth should occur in the underdeveloped districts of Downtown Minneapolis, particularly in areas surrounding proposed rail transit stations. Master Plans provide City officials with critical information for making sound decisions concerning the City's priorities for revitalization within designated project areas. The Plan was adopted by the Minneapolis City Council in October 2003.	http://www.ci.minneapolis.mn.us/cped/planning/plans/master-plans_downtown-east-north-loop_index	Policies for TOD include promoting downtown living by forging Complete Communities that include a mixture of transit stations, commercial office, retail, housing, and parks/plazas. Policies for Downtown Housing specify that a percentage of all housing units should be set aside for non-market and "hard-to-house" tenants.	Proposes integrating transportation and land use planning to create "complete" neighborhoods and capitalize on the introduction of transit to concentrate high density, mixed use development within walking distance of transit stations. TOD Policies specify that all land uses within one-quarter mile of new and potential rail transit stations in Downtown Minneapolis to incorporate either high- or medium-density mixed-use development in order to capitalize on the benefits of creating vibrant transit nodes that can become the heart of both new and revitalized Downtown neighborhoods.	Policies for Downtown Housing specify that a percentage of all housing units should be set aside for non-market and "hard-to-house" tenants.
City of Minneapolis	Bassett Creek Valley Master Plan	The Bassett Creek Valley Master Plan was developed as a 20-year vision for the area, proposing future land uses and identifying potential areas for redevelopment. Based on the visioning elements, the committees developed overarching design principles for the area.		The plan recognizes potential negatives of new housing including that it may displace exiting businesses and remove houses. Retention of the existing housing stock is important to provide continuity between old, new and affordable housing.		
Hennepin County Consortium	Hennepin County Consortium Consolidated Plan 2010-2014	HUD funding requires entitlement communities to develop a five year Consolidated Plan articulating investment priorities and needs. The Hennepin County Consortium focuses on public housing investments in suburban Hennepin County.	http://www.hennepin.us/~media/hennepinus/your-government/research-data/documents/2010-2014-chapter-4-goals-objectives-and-strategies.pdf	Chapter 4 details Goals, Objectives and Strategies that will guide the affordable housing investments covered within the broader plan. Preservation and Rehabilitation of existing affordable housing for extremely low and low-income populations is noted as the highest priority for the Consortium. These low-income groups face a severe rent cost burden as reported in other parts of the Plan.	Among the priority strategies listed is to " Incorporate opportunities for new housing in TODs along county transit corridors, with an emphasis on Southwest and Bottineau corridors. "	Particular emphasis of goals and strategies on addressing disproportionate housing problems of low and extremely-low income hhlds, including cost burdened racial and ethnic groups.

SW LRT New Starts Affordable Housing Ratings Evaluation

Jurisdiction/Agency	Title	Description/Notes	Contact/Link	Affordable Housing Component	Transit Component	Very/extremely low income? (Y/N, details)
METROPOLITAN COUNCIL	Transportation Policy Plan/THRIVE MSP 2040	The purpose of the 2030 Transportation Policy Plan is to guide development of the region's transportation system to the year 2030 and to provide for an integrated multimodal transportation system that advances regional land use and growth management goals. A 2013 -2014 Update of the Transportation Policy Plan is under development. The plan update comes in conjunction with the Council's efforts to update the Regional Development Framework, the region's long-range metropolitan development guide, called Thrive MSP 2040 (plan adoption scheduled for 12/2014). In support of Thrive MSP 2040, the Metropolitan Council is also embarking upon a new regional Housing Policy Plan.	http://metro council.org/Planning/Projects/Thrive-2040.aspx	<p>Comprehensive Plans must conform to the Transportation Policy Plan and should recognize the special transportation opportunities and problems that various Development Framework planning areas present with regard to transportation and land uses.</p> <p>Strategy 4f. Local Transportation Planning: Local governments should plan for and implement a system of interconnected arterial and local streets, pathways and bikeways to reduce congestion, provide access to jobs, services and retail, and support transit.</p> <p>The TPP includes Policy 4: Coordination of Transportation Investments and Land Use Regional transportation investments will be coordinated with land use objectives to help implement the Regional Development Framework's growth strategy and support the region's economic vitality and quality of life.</p> <p>-Strategy 4a. Accessibility: The Council will promote land use planning and development practices that maximize accessibility to jobs, housing and services.</p> <p>-Strategy 4c. Increased Jobs and Housing Concentrations: Transportation investments and land development along major transportation corridors will be coordinated to intensify job centers, increase transportation links between job centers and medium-to-high density residential developments and improve the jobs/housing connections.</p>	2030 Plan: Strategies for Strengthening Transitway Corridor Potential include the following: Promote housing choices with a range of prices. Cities can choose to promote and plan for land uses and building types with a variety of housing and transportation choices.	
METROPOLITAN COUNCIL	Regional Affordable Housing Allocation	The affordable housing needs report forecasts the region's affordable housing needs from 2011 – 2020. It is the basis for the housing needs numbers the Metropolitan Council has provided to local government to aid them in fulfilling the affordable housing planning responsibilities in the Land Planning Act. Determines a forecast of low- and moderate-income new construction housing need for the decade 2011 to 2020	http://www.metro council.org/Housing/Planning/Affordable-Housing-Planning-Needs.aspx	Metropolitan Land Use Planning Act (MLUPA), Minn. Stat. Sec. 473.859, subdivision 2, paragraph [c], requires communities in the region to include in their comprehensive land-use plans a housing element that acknowledges the city's share of the forecasted regional need for low- and moderate-income housing. The Metropolitan Council must also prepare and adopt guidelines and procedures to help local governmental units accomplish the provisions of the Metropolitan Land Use Planning Act, including this affordable housing planning responsibility. In the report, a unit is affordable if it is priced at or below 30 percent of gross income of a household earning 60 percent of the Twin Cities median family income.	Transit Service Level: A factor considered in allocating affordable housing need is the level of transit service (destinations and frequency) in a given community. Low income households are more sensitive to transit services than middle- and upper-income households, and locating affordable housing near transit opportunities is a public policy goal.	
Programs & Policies						
Jurisdiction/Agency	Title	Notes	Contact/Link	Affordable Housing Component	Transit Component	Very/extremely low income? (Y/N, details)
City of Minneapolis	Nonprofit Development Assistance	Program is administered by the individual community		Encourages the development of affordable multifamily housing, including rental and ownership housing projects. Provides funding to offset administrative costs to non-profit developers up to \$30k per development.		
City of Minneapolis	Higher Density Corridor Housing Program	The Higher Density Corridor Housing Program provides a funding source for public (CPED) acquisition of sites for multifamily housing development on or near community, commercial and transit corridors (as defined in The Minneapolis Plan). Funds will be used to assemble larger sites for new mixed-income rental and ownership multifamily housing development. Program is administered by the individual community.	http://www.ci.minneapolis.mn.us/cped/rfp/cped_higher_density_home Theresa Cunningham (612) 673-5237	Program where city provides a funding source to acquire sites for multifamily housing development on or near community, commercial, or transit corridors. Funds can also be utilized to assemble larger redevelopment sites for new mixed-income and ownership multifamily housing. At least 20 percent of the housing units must be affordable at <50 percent MMI (city affordable housing policy) and at least 51 percent must be affordable at <80 percent MMI (CDBG regulations).	The City's housing policies are supported by the land use policies for preserving stability and diversity of neighborhoods while allowing for increased density and promoting mixed-use development along transit corridors . Projects are given priority for proximity to transit.	Priority for projects New housing units at <30 percent MMI.
City of Minneapolis	Green Homes Program	Program is administered by cities, the city partners with a 3rd party organization.		Provides new green constructed homes in North Minneapolis on city-owned vacant lots. Buyers must meet income restrictions. City collaborates with multiple organizations with a goal to build 100 green homes in five years.		

SW LRT New Starts Affordable Housing Ratings Evaluation

Jurisdiction/Agency	Title	Description/Notes	Contact/Link	Affordable Housing Component	Transit Component	Very/extremely low income? (Y/N, details)
City of St. Louis Park	Move-up Loans	Program is administered by cities, the city partners with a 3rd party organization.		Designed to keep residents in the community vs. selling and moving to another community. Low interest loan designed to keep existing homeowners to stay in their home through remodeling or additions. Usually subject to income guidelines and deferred payment of loan until home is sold. Loans may be forgiven if resident lives in the home after 30 years.		
City of St. Louis Park	Permanent Rental Assistance/ Shelter Plus Care Program	Provides rental assistance for homeless persons with disabilities. Part of a larger single source of funds called the Continuum of Care (CoC) Program. Funded with HUD CoC Homeless McKinney funds	http://dmh.mo.gov/housing/shelterpluscare.htm	Permanent housing and mental health support services for people who are both homeless and disabled 33 units. Individuals and families receiving SPC assistance sign their own lease with a landlord and pay 30% of their income toward their rent. SPC funds, administered by local community housing agencies, pay the balance of the rent. If a program participant has zero income, SPC funds pay 100% of the rent.		Yes. Recipients pay 30% of their income toward rent
Cities of Minnetonka & St. Louis Park; Hennepin County	Foreclosure Prevention	Program is referred to a 3rd party organization with counseling services provided by Legal Aid and Homeline. County also provides funding to support renters who may be facing foreclosure situation.		Counseling and financial assistance to homeowners and renters facing possible foreclosure. Typically partnered with a 3rd party such as the MN Homeownership Center or Community Action Partnership for Suburban Hennepin.		
Cities of Eden Prairie, Minneapolis, & Minnetonka	Home Buyer Education/Counseling	In Minneapolis, the program is administered by the city. In Minnetonka the program is referred to a 3rd party organization. In Eden Prairie, the program is administered by a non-profit – Community Action Partnership.		Targeted to low to moderate-income individuals and/or 1st time homebuyers. Step-by-step instruction, workshops, and expert advice on the home buying process, including financial planning, budgeting, and assistance with mortgage loan approval.		
Cities of Eden Prairie, Edina, Minneapolis, Minnetonka, & St. Louis Park	Land Trust	For Eden Prairie, Edina, and Minneapolis, program is administered by city, but the city partners with a 3rd party organization. For Minnetonka and St. Louis Park, program is referred to a 3rd party organization.		Utilizing a long-term 99-year ground lease, housing is affordable as the land is owned by a non-profit organization. Subject to income limits and targeted to workforce families with low to-moderate incomes. If the family chooses to sell their home, the selling price is lower as land is excluded. County provides capital and acquisition funding to support City of Lakes Community Land Trust and West Hennepin Affordable Housing Land Trust.		
Cities of Minneapolis, St. Louis Park	Live Where You Work	In Minneapolis, Program is administered through individual neighborhood organizations. In St. Louis Park, Program is administered by the individual community.	www.stlouispark.org/.../Live_Where_you_Work_employees_WEB.pdf (952) 924-2500	City provides a grant to eligible employees to purchase a home near their workplace. Employers can also contribute or match the city's contribution. Participants must obtain a first mortgage through participating lenders. The grant can be allocated towards down payment assistance, closing costs, and gap financing. Some restrictions apply (i.e. length of employment, income, home buyer education, etc.) Max 120 percent of area median income		
Cities of Hopkins & Minneapolis, Minnetonka, St. Louis Park	Public Housing	In Hopkins, Minneapolis, and St. Louis Park, program is administered by the individual community. In Minnetonka, program is administered by city, but the city partners with a 3rd party organization.		Public housing offers affordable rental housing for eligible low-income families, the elderly, and persons with disabilities. Public housing comes in a variety of types and sizes; from single family scattered rentals to high-rise apartments. HUD administers Federal aid to local housing agencies (HAs) that manage the housing for low-income residents at rents they can afford.		
Cities of Edina, Hopkins, St. Louis Park, Golden Valley; Hennepin County	HUD Community Development Block Grant (CDBG) Program	recipient of HUD CDBG funds for all suburban communities except Bloomington, Eden Prairie, Minnetonka, and Plymouth. Under the terms of the current Joint Cooperation Agreement, the cities of Edina, Hopkins, and St. Louis Park receive a direct allocation amount from the county for implementation consistent with the county's 5-Year Consolidated Plan. Golden Valley is eligible for CDBG funds through the Consolidated Pool RFP.	http://www.hennepin.us	CDBG funds can be used for a wide range of community development activities directed toward affordable housing, neighborhood revitalization, and improved community facilities and public services. However, the funds can only be used for eligible activities that address at least one of three national objectives: principally benefit low and/or moderate income persons, eliminate slums or blight, or meet an urgent community need.		
Cities of St. Louis Park & Eden Prairie	Twin Cities LISC	Twin Cities office of the Local Initiatives Support Corporation (LISC) is partnering with the City of St. Louis Park on the Community Development Initiative Plus (CDI+). The program is supported by a grant by the Metropolitan Council, with funding from the Department of Housing and Urban Development's Sustainable Communities Regional Planning Grant.	http://www.lisc.org/	Twin Cities LISC and its partners will engage residents and leaders in a planning process called Community Development Initiative Plus (CDI+), CDI process to create better access to housing, employment and transportation. Goal of providing more mixed income development with better access to housing and employment.		

SW LRT New Starts Affordable Housing Ratings Evaluation

Jurisdiction/Agency	Title	Description/Notes	Contact/Link	Affordable Housing Component	Transit Component	Very/extremely low income? (Y/N, details)
Hennepin County/HUD	HOME Investment Partnerships Program (HOME)	Hennepin County is the entitlement recipient of HUD HOME funding for all of suburban Hennepin County. Funds are awarded to projects based on an annual RFP process.	http://www.hennepin.us	The HOME Program is allocated annually through a competitive Request for Proposal (RFP) process. Eligible activities under HOME include new construction of affordable units, rehabilitation of owner and rental properties, and acquisition.		
Financing Tools						
Jurisdiction/Agency	Title	Notes	Contact/Link	Affordable Housing Component	Transit Component	Very/extremely low income? (Y/N, details)
City of Minnetonka	Affordable Housing Agreements	The City of Minnetonka - Extension of affordability commitments		Minnetonka has been working to extend affordability commitments for affordable housing projects that are nearing the end of affordability commitments		
Cities of Minneapolis, Minnetonka	Housing Replacement Tax Increment Financing (TIF)	Program is administered by cities, the city partners with a 3rd party organization.		Tool that reimburses some of the costs incurred by the city in acquiring blighted properties and preparing for redevelopment. The program has an emphasis on providing affordable housing. Minnetonka has set aside \$6M in TIF pooling funds. The City of Minnetonka expects to use the majority of these funds in the LRT area for affordable housing support.		
City of Eden Prairie	Tax Increment Financing (TIF) District	Public subsidy to stimulate economic development projects Program is administered by cities, the city partners with a 3rd party organization.		TIF Districts: Affordable Housing (e.g., Lincoln Parc Mixed Use) Pooled TIF: Affordable Housing (e.g., 1st Time Homebuyer's program expansion from previous affordable housing projects' excess increment) TIF Extensions and incentives to maintain/increase legally binding affordable housing		
Cities of Eden Prairie, Edina, Hopkins, Minneapolis, Minnetonka, St Louis Park; Hennepin County	Deferred Loans/ Home Rehab Loans/ Code Abatement Loans	Program is administered by cities, the city partners with a 3rd party organization. Eden Prairie does not partner with a 3rd party organization – the work is done internally at the City. Hennepin County administers the single family rehab program in all communities along Green Line extension corridor except Minneapolis.		Deferred loan program to homeowners with qualified incomes. Designed to provide needed maintenance, energy efficiency improvements, code violation improvements. Some cities forgive the loan after a specified period of time, others require repayment at time the home is sold or in 30 years.		
Cities of Eden Prairie, Edina, Minneapolis, Minnetonka, St Louis Park	First-Time Home Buyers	Program is administered by cities, the city partners with a 3rd party organization.		below market-rate mortgage loans for first-time homebuyers, or those who have not owned a home in the past three years. Financial assistance may also be available for down payment, closing costs, and principle reduction. Usually subject to income guidelines, purchase price limits, and eligible property. Some cities partner with a 3rd party.		

SW LRT New Starts Affordable Housing Ratings Evaluation

Jurisdiction/Agency	Title	Description/Notes	Contact/Link	Affordable Housing Component	Transit Component	Very/extremely low income? (Y/N, details)
Cities of Minneapolis & St Louis Park	Foreclosure Incentives	Program is administered by cities, the city partners with a 3rd party organization.		Forgivable loan to income-eligible homebuyers purchasing a foreclosed or vacant home in a designated neighborhood. Loan can be applied to down payment or closing costs.		
City of Eden Prairie	Homeowner's Association Improvement Grants (HAIG)	Work with Homeowner Associations (HOAs) to identify needs and income eligibility; HOA receives a grant to make certain eligible improvements. Grant is matched by HOA funds (cash or soft); focus on projects that improve energy efficiency and accessibility	http://www.edenprairie.org/modules/showdocument.aspx?documentid=1838	Facilitates housing improvements for townhome properties with 95% low - moderate income owners		Yes. Facilitates housing improvements for townhome properties with 95% low - moderate income owners
City of Eden Prairie	Rehab Grants – Nonprofits	Funding: CDBG. Identify needs and use repaid and new CDBG for grants to preserve/enhance the quality of group homes and other nonprofit facilities serving income eligible residents	http://www.edenprairie.org/modules/showdocument.aspx?documentid=1838	10 Nonprofit Organizations, including group homes and a senior facility, received CDBG rehab grants since 2006. Total Grants Amount: \$911,960		
City of Eden Prairie	Preserving existing rental housing quality/ operations/ affordability	Funding: TIF Pool / CDBG. Financial package for improvements in return for converting a number of market rate units to affordable rental for a specified period of time. If improvements are privately funded, explore the possibility of using public financing to cover the gap between the affordable rate and the market rate.	http://www.edenprairie.org/modules/showdocument.aspx?documentid=1838	Utilize the Property Manager's Group to educate landlords regarding Fair Housing requirements, the City Rental Inspections and Maintenance Program, and other initiatives to improve the operations and maintenance of rental housing, Explore ways to assist with operational issues that may affect future preservation of affordable housing		
Hennepin County Housing and Redevelopment Authority (HCHRA)	Transit Oriented Development (TOD) Grants Program	The HCHRA funds and administers the Transit Oriented Development (TOD) program to support development (including housing) on or near Hennepin County transit corridors by private developers and public entities. \$2 million in grant funds are awarded annually to projects based on an annual RFP process.	http://www.hennepin.us	Program selection criteria emphasize alignment of proposed project with Hennepin County's affordable housing priorities, as identified in the Affordable Housing Incentive Fund.	TOD program supports projects and developments that enhance transit usage, increase density along transit corridors, reinforce the community and transit systems. Priority is given to projects within 1/2 mile of existing or planned LRT station or in a DEED designated TIA.	
Hennepin County Housing and Redevelopment Authority (HCHRA)	Affordable Housing Incentive Fund (AHIF)	The HCHRA funds and administers the Affordable Housing Incentive Fund (AHIF) to support the preservation and creation of affordable housing units in Hennepin County. Funds are awarded to projects based on an annual RFP process.	http://www.hennepin.us	Provide affordable long-term housing units for households with incomes at or below 50 percent of (AMI) or 60 percent for Low-Income Housing Tax Credit (HTC) projects or 80 percent for Land Trust homeownership projects, and priority given to those at or below 30 percent of AMI. Priority for creating new affordable units and prevent the loss of viable units.	<p>Priority based on the extent to which the project's residents benefit from access to a transit corridor. Applications address extent to which public transit will address the mobility needs of the proposed housing's residents, whether project promotes the connection of affordable housing to local employment opportunities, schools, transit corridor development, and supportive services. Priority given to projects supporting county goals, including TOD Program goals of prioritizing</p> <ul style="list-style-type: none"> -Areas within ¼-mile of light rail, commuter rail and bus rapid transit stations operational by 2020 -Areas within ¼-mile linear buffer along high frequency local bus routes -Areas within ½-mile of Park & Ride stations 	Yes. Priority given to AHIF-assisted units serving extremely very low-income families and individuals at or below 30 percent of AMI.
Hennepin County Human Services and Public Health Department	Supportive Housing Initiative Fund (SHIF)	Funding is available on a one-time basis to supplement services not reimbursable through mainstream funding and other services that promote housing stability and could be utilized by all residents regardless of their individual eligibility for mainstream funding. Funding is to be used to temporarily bridge gaps until another source of funding becomes available. Funding for these services is directed to the provider for use in supportive housing settings, including scattered-site projects	Tim Hastings timothy.hastings@co.hennepin.mn.us	Hennepin County residents living at or below 30 percent of area median income only. The majority of residents served must receive assistance from at least one of the Hennepin County human service areas.		Yes. Targeted to residents living at or below 30 percent of area median income only. The majority of residents served must receive assistance from at least one of the Hennepin County human service areas.
METROPOLITAN COUNCIL	Livable Communities Demonstration Account TOD Grants	Grants to municipalities and public entities for site assembly and public infrastructure for qualified redevelopment projects: up to \$100k for predevelopment grants and no maximum for development grants.	Adam Maleitzke, Senior Planner (651) 602-1633 adam.maleitzke@metc.state.mn.us http://www.metrocouncil.org/Communities/Services/Livable-Communities-Grants/Transit-Oriented-Development.aspx http://www.hennepin.us	For projects including housing, the TOD Project must help achieve one or more of the affordable and lifecycle housing goals adopted by the applicant city (or the city in which the TOD Project is located if the applicant is a county or county development authority) under the Local Housing Incentives program of the Livable Communities Act. Priority for projects preserving affordable housing at less than 60 percent AMI.	LCA-TOD-Eligible Areas -Areas within ¼-mile of light rail, commuter rail and bus rapid transit stations operational by 2020 -Areas within ¼-mile linear buffer along high frequency local bus routes -Areas within ½-mile of Park & Ride stations	
METROPOLITAN COUNCIL	Local Housing Incentives Account (LHIA)	Funds for the seven-county twin cities metropolitan area. Grants may only be awarded to cities, which in turn pass the fund through to assist affordable housing developments. Grants to fund financial gaps in proposals for new construction, acquisition/rehabilitation, demolition, or improvement of multifamily	http://www.metrocouncil.org/ Linda Milashius 651-602-1541 Linda.milashius@metc.state.mn.us	Proposals must have a significant component of the project serving households with incomes at or below 60 percent of Area Median Income (AMI). Priority for use of 50 percent of funds for rental proposals serving incomes at 30 percent of median income. Remaining funds targeted to rents at or below 60 percent of median income.	Applications are evaluated based on their ability to meet both the Metropolitan Housing Implementation Group (MHIG) Shared Evaluation Criteria and the Metropolitan Council Criteria. MHIG evaluates whether development is located near public transit stations.	Priority for use of 50 percent of funds for rental proposals serving incomes at 30 percent of median income. Remaining funds targeted to rents at or below 60 percent of median income.

SW LRT New Starts Affordable Housing Ratings Evaluation

Jurisdiction/Agency	Title	Description/Notes	Contact/Link	Affordable Housing Component	Transit Component	Very/extremely low income? (Y/N, details)
METROPOLITAN COUNCIL/ Hennepin County excluding Minneapolis and St. Louis Park	METROPOLITAN HOUSING AND REDEVELOPMENT AUTHORITY (METRO HRA) PROJECT BASED VOUCHER PROGRAM	Section 8 Project -Based Voucher Rental Assistance Program (PBV), Owners, developers or other ownership teams who agree to rehabilitate, construct or designate existing housing units	http://www.metrocouncil.org/Housing/Services/Metro-HRA-Services.aspx Terri Smith 651-602-1187 terri.smith@metc.state.mn.us	Eligible households pay 30 percent to 40 percent of their incomes for rent, and Metro HRA pays the remainder, within established fair-market rent guidelines. Families may rent any type of housing in the Metro HRA service area.		Eligible households pay 30 percent to 40 percent of their incomes for rent, and Metro HRA pays the remainder, within established fair-market rent guidelines.
Minnesota Housing	LOW AND MODERATE INCOME RENTAL PROGRAM (LMIR)	Mortgage funds for acquisition and rehabilitation, new construction, refinance or debt restructure. Rental housing development involving new construction, substantial rehabilitation or acquisition with substantial rehabilitation. Generally, the minimum development size is 24 units.	Susan Thompson 651-296-9838 susan.thompson@state.mn.us Ted Tulashe 651-297-3119 ted.tulashe@state.mn.us	40 percent @ 60 percent AMI; or 20 percent @ 50 percent AMI; and 25 percent unrestricted; Balance up to 100 percent AMI	Priority in awarding loans or grants to proposals that best meet Minnesota Housing criteria including linkages, the extent to which the proposed housing is located near jobs; transportation, including regional and interregional transportation corridors and transit-ways; recreation; retail services; social and other services; and schools.	
Minnesota Housing	FLEXIBLE FINANCING for CAPITAL COSTS (FFCC)	Deferred Loan, only available with a LMIR Loan.	Susan Thompson 651-296-9838 susan.thompson@state.mn.us Ted Tulashe 651-297-3119 ted.tulashe@state.mn.us	40 percent @ 60 percent AMI; or 20 percent @ 50 percent AMI; and 25 percent unrestricted; Balance up to 100 percent AMI	Priority in awarding loans or grants to proposals that best meet Minnesota Housing criteria including linkages, the extent to which the proposed housing is located near jobs; transportation, including regional and interregional transportation corridors and transit-ways; recreation; retail services; social and other services; and schools.	
Minnesota Housing	HOUSING TAX CREDIT PROGRAM (HTC)	Provides Tax Credits to reduce federal income tax liability for qualifying property owners who agree to rent to low and moderate income tenants. Rental housing development involving new construction, substantial rehabilitation or acquisition with substantial rehabilitation.	Kayla Schuchman 651-296-3705 kayla.schuchman@state.mn.us Robert Porter 651-297-5142 robert.porter@state.mn.us www.mnhousing.gov	Two options are available for the minimum set aside requirement: 1. No less than 20 percent of the housing units must be set aside for tenants whose incomes are 50 percent or less of the area median income; or 2. No less than 40 percent of the housing units must be set aside for tenants whose income are 60 percent or less of the area median income.	Priority in awarding loans or grants to proposals that best meet Minnesota Housing criteria including linkages, the extent to which the proposed housing is located near jobs; transportation, including regional and interregional transportation corridors and transit-ways; recreation; retail services; social and other services; and schools.	Priority in awarding points to Long-term homelessness programs
Minnesota Housing	PRESERVATION AFFORDABLE RENTAL INVESTMENT FUND (PARIF)	Loans for acquisition and/or rehabilitation, debt restructuring or equity takeout. Existing rental housing with documented risk of losing project-based federal assistance (i.e., Section 8, Rural Development 515), as well as existing supportive housing developments.	Julie LaSota 651-296-9827 julie.lasota@state.mn.us	Subject to federal guidelines of assistance being preserved; generally 50 percent - 80 percent AMI	Priority in awarding loans or grants to proposals that best meet Minnesota Housing criteria including linkages, the extent to which the proposed housing is located near jobs; transportation, including regional and interregional transportation corridors and transit-ways; recreation; retail services; social and other services; and schools.	
Minnesota Housing	HOUSING TRUST FUND (HTF) CAPITAL	Development, construction, acquisition, preservation, and rehabilitation of low-income rental housing. Priority is given for developments serving households experiencing LTH. Emergency shelters, transitional housing, permanent rental, or permanent supportive housing.	Joel Salzer 651-296-9828 joel.salzer@state.mn.us http://www.mnhousing.gov/initiatives/housing-assistance/rental/MHFA_000480.aspx	60 percent of Twin Cities Metropolitan AMI with a priority for proposals at 30 percent of Twin Cities Metropolitan AMI. An additional priority for developments serving households experiencing long-term homelessness (LTH).	Funding is distributed on a statewide basis, through Minnesota Housing's Multifamily Request for Proposals (RFP). Priority in awarding loans or grants to proposals that best meet Minnesota Housing criteria including linkages, the extent to which the proposed housing is located near jobs; transportation, including regional and interregional transportation corridors and transit-ways; recreation; retail services; social and other services; and schools.	Priorities for funding include, but are not limited to, proposals that intend to serve persons and families whose gross incomes at the time of initial occupancy do not exceed 30 percent of median family income for the metro area; and proposals that intend to serve households experiencing long-term homelessness, and coordinate or provide linkages or a plan to provide resident support services to the extent necessary.
Minnesota Housing	HOUSING TRUST FUND (HTF) AND ENDING LONG-TERM HOMELESSNESS INITIATIVE FUND (ELHIF) OPERATING SUBSIDY	Operating Subsidies are available to fund two forms of operating expenses: -Unique Costs of operating supportive housing developments that are critical to both the economic viability of the building and well being of the tenants. - Revenue Shortfall to reduce the difference between costs of operating the development and the rents paid by tenant. Permanent affordable rental housing with Agency capital financing. Funding priority for permanent supportive housing.	Vicki Farden 651-296-8125 vicki.farden@state.mn.us	60 percent of Twin Cities Metropolitan AMI with a priority for proposals at 30 percent of Twin Cities Metropolitan AMI. An additional priority for developments serving households experiencing LTH.	Funding is distributed on a statewide basis, through Minnesota Housing's Multifamily Request for Proposals (RFP). Priority in awarding loans or grants to proposals that best meet Minnesota Housing criteria including linkages, the extent to which the proposed housing is located near jobs; transportation, including regional and interregional transportation corridors and transit-ways; recreation; retail services; social and other services; and schools.	Yes
Minnesota Housing	HOUSING TRUST FUND (HTF) AND ENDING LONG-TERM HOMELESSNESS INITIATIVE FUND (ELHIF) RENTAL ASSISTANCE	Rental assistance is available in two forms: Tenant-based rental assistance program funds, and Sponsor-based rental assistance program funds	Elaine Vollbrecht 651-296-9953 elaine.vollbrecht@state.mn.us Carrie Marsh 651-215-6236 carrie.marsh@state.mn.us	Affordable at 60 percent of Twin Cities AMI with a priority for proposals affordable at 30 percent of Twin Cities AMI. An additional priority for proposals serving households experiencing LTH.	Funding is distributed on a statewide basis, through Minnesota Housing's Multifamily Request for Proposals (RFP). Priority in awarding loans or grants to proposals that best meet Minnesota Housing criteria including linkages, the extent to which the proposed housing is located near jobs; transportation, including regional and interregional transportation corridors and transit-ways; recreation; retail services; social and other services; and schools.	Yes

SW LRT New Starts Affordable Housing Ratings Evaluation

Jurisdiction/Agency	Title	Description/Notes	Contact/Link	Affordable Housing Component	Transit Component	Very/extremely low income? (Y/N, details)
Minnesota Housing	ENDING LONG-TERM HOMELESSNESS INITIATIVE FUND (ELHIF)	The Ending Long Term Homelessness Initiative Fund (ELHIF) will be administered through the Bridges Rental Assistance Program and provide a temporary housing subsidy for households in which at least one adult member has a serious mental illness and meets the definition of long-term homeless and whose household income is at or below 50 percent of the area median. Funds for tenant and sponsor-based rental assistance, operating subsidies, acquisition, rehabilitation, development or construction for permanent supportive housing for households experiencing long-term homelessness.	Elaine Vollbrecht 651-296-9953 elaine.vollbrecht@state.mn.us	60 percent of Twin Cities Metropolitan AMI with a priority for proposals at 30 percent of Twin Cities Metropolitan AMI. Tenant must meet the MHFA definition of persons experiencing long-term homelessness.	Priority in awarding loans or grants to proposals that best meet Minnesota Housing criteria including linkages, the extent to which the proposed housing is located near jobs; transportation, including regional and interregional transportation corridors and transit-ways; recreation; retail services; social and other services; and schools.	Yes
Minnesota Housing	ECONOMIC DEVELOPMENT AND HOUSING CHALLENGE PROGRAM (EDHC)	Provides loans for housing which will support economic development activities or job creation / retention. Fifty percent of projects must be awarded to proposals with a financial or in-kind contribution from non-state resources.	Kayla Schuchman 651-296-3705 Kayla.Schuchman@state.mn.us	80 percent of the greater of statewide or AMI. Affordability based on wage levels. May be further restricted based on other sources of funding.	Funding is distributed on a statewide basis, through Minnesota Housing's Multifamily Request for Proposals (RFP). Priority in awarding loans or grants to proposals that best meet Minnesota Housing criteria including linkages, the extent to which the proposed housing is located near jobs; transportation, including regional and interregional transportation corridors and transit-ways; recreation; retail services; social and other services; and schools.	
Minnesota Housing/ HUD Office of HIV/AIDS Housing	HOUSING OPPORTUNITIES FOR PERSONS WITH AIDS PROGRAM (HOPWA)	HOPWA formula grants are awarded to eligible States and cities on behalf of their metropolitan areas. Provides funds to be used in Greater Minnesota for emergency assistance for persons and families living with HIV/AIDS. For additional eligible activities, refer to HOPWA program information at http://www.hudhre.info/	Elaine Vollbrecht 651-296-9953 elaine.vollbrecht@state.mn.us	80 percent of AMI, adjusted for family size. Household must include at least one person who is living with HIV/AIDS.		
Minnesota Housing	PUBLICLY OWNED HOUSING PROGRAM (POHP)	Provides General Obligation (G.O.) bond proceeds for rehabilitation of public housing. Financing can only be used for capital improvements of a non-recurring nature and that add value or life to the building. Reserves, operating expenses, and certain capital costs cannot be financed with G.O. bond proceeds.	Jonathan Stanley 651-284-3178 jonathan.a.stanley@state.mn.us	All units in a development financed with POHP funds must be occupied by households whose income at the time of initial occupancy does not exceed 50 percent of the greater of the statewide or area median household income.	Priority in awarding loans or grants to proposals that best meet Minnesota Housing criteria including linkages, the extent to which the proposed housing is located near jobs; transportation, including regional and interregional transportation corridors and transit-ways; recreation; retail services; social and other services; and schools.	
Minnesota Housing	HOUSING INFRASTRUCTURE BONDS (fka 501(c)(3) BONDS)	Covers the cost of construction, acquisition, preservation, and rehabilitation of foreclosed or vacant housing to be used for affordable rental housing; cost of construction, acquisition, preservation and rehabilitation of Supportive Housing; and the cost of preservation/rehabilitation of federally subsidized, privately owned rental housing.	Jonathan Stanley 651-284-3178 Jonathan.A.Stanley@state.mn.us	For supportive housing: 60 percent of Twin Cities Metropolitan AMI with a priority for proposals at 30 percent of Twin Cities Metropolitan AMI, adjusted for household sizes of five or more. For foreclosure remediation and preservation of federally assisted rental housing, 80 percent of the greater of state or area median income, not adjusted for family size.	Priority in awarding loans or grants to proposals that best meet Minnesota Housing criteria including linkages, the extent to which the proposed housing is located near jobs; transportation, including regional and interregional transportation corridors and transit-ways; recreation; retail services; social and other services; and schools.	Yes
Minnesota Housing	RENTAL REHABILITATION LOAN PROGRAM	Funds for rehabilitation loans for existing rental properties utilizing authorized local lenders.	Susan Haugen 651-296-9848 Susan.haugen@state.mn.us Lori Speckmeier 651-296-9538 Lori.Speckmeier@state.mn.us	Persons and families whose gross annual household income does not exceed 80 percent of the statewide median income as determined for a household size of four, not adjusted for family size,		
Minnesota Housing	Rental Rehabilitation Deferred Loan Pilot (RRDL)	Provides deferred loans to rehabilitate affordable rental housing through a network of local administrators.	Susan Haugen 651-296-9848 Susan.haugen@state.mn.us Lori Speckmeier 651-296-9538 Lori.Speckmeier@state.mn.us	Affordable to workforce - Lesser of 30 percent of DEED average local wage or 80 percent AMI at initial occupancy.	Priority in awarding loans or grants to proposals that best meet Minnesota Housing criteria including linkages, the extent to which the proposed housing is located near jobs; transportation, including regional and interregional transportation corridors and transit-ways; recreation; retail services; social and other services; and schools.	
Minnesota Housing	HOME AFFORDABLE RENTAL PRESERVATION PROGRAM (HOME HARP)	Minnesota Housing's goal under the HOME HARP is to preserve the supply of decent, safe, and sanitary affordable housing for low-income individuals and families. The HOME HARP provides financing for the rehabilitation or acquisition and rehabilitation of federally assisted multifamily rental housing. Federal HOME funds for the rehabilitation of existing federally assisted rental properties.	Jonathan Stanley 651-284-3178 Jonathan.A.Stanley@state.mn.us Lori Speckmeier 651-296-9538 Lori.Speckmeier@state.mn.us	On an ongoing basis, at least 20 percent of households must have incomes not exceeding 50 percent of AMI; no households may have incomes greater than the 80 percent of AMI adjusted for household size. At least 20 percent of units @ LOW HOME Rent Limits; up to 80 percent of remaining units @ the HIGH HOME Rent Limits.	Priority in awarding loans or grants to proposals that best meet Minnesota Housing criteria including linkages, the extent to which the proposed housing is located near jobs; transportation, including regional and interregional transportation corridors and transit-ways; recreation; retail services; social and other services; and schools.	
Minnesota Housing/Minnesota Department of Human Services (DHS)	BRIDGES	Minnesota Housing and DHS, in partnership, currently administer the Bridges/ELHIF program. Grants to local housing agencies provide rental assistance for persons with a serious mental illness waiting for a permanent housing subsidy. Housing Agencies, Housing and Redevelopment. Applicants: Authorities with an adult mental health initiative as co-applicant.	Carrie Marsh 651-215-6236 carrie.marsh@state.mn.us Elaine Vollbrecht 651-296-9953 elaine.vollbrecht@state.mn.us	50 percent of the AMI to households with at least one adult member with serious mental illness.		

SW LRT New Starts Affordable Housing Ratings Evaluation

Jurisdiction/Agency	Title	Description/Notes	Contact/Link	Affordable Housing Component	Transit Component	Very/extremely low income? (Y/N, details)
Minnesota Housing/Hennepin County United Way	FAMILY HOMELESSNESS PREVENTION AND ASSISTANCE PROGRAM (FHPAP)	A flexible grant program designed to assist families, youth, and single adults who are homeless or are at risk of homelessness. Short-term rent, mortgage, and utility assistance with case management to renters and homeowners (existing housing stock).	Kate Bitney 651-296-9833 Kate.Bitney@state.mn.us Erin Schwarzbauer 651-284-3176 erin.schwarzbauer@state.mn.us	Families, single adults and youth at imminent risk of losing housing or homeless and lacking sufficient resources to maintain or obtain housing. Maximum income of 200 percent of the Federal Poverty guideline. Additional eligibility criteria are established locally.		
Greater Minnesota Housing Fund (GMHF)	NON-PROFIT CAPACITY BUILDING REVOLVING LOAN PROGRAM	Funds for predevelopment costs in conjunction with the development of low and moderate-income housing. Funding available through administrators (MHP, GMHC, LISC Twin Cities and LISC Duluth).	Julie LaSota 651-296-9827 julie.lasota@state.mn.us	80 percent of State Median Income		
Twin Cities Metro Area/FAMILY HOUSING FUND	FAMILY HOUSING FUND	Funds for the seven-county Twin Cities metropolitan area. Priority will be given to preservation projects, long-term homeless projects, and new construction projects with an emphasis on transit oriented design development . Selection criteria and funding priorities are further defined in the 2012 Funding Partner Program Guide.	http://www.fhfund.org/ Angie Skildum 612-375-9644 angie@fhfund.org	The Family Housing Fund gives preference to projects that meet the Fund's program priorities, including ending Long-Term Homelessness: Serve long-term homeless families and individuals through permanent supportive housing. 100 percent of assisted units must be initially occupied by households with incomes less than 60 percent of Twin Cities area median income adjusted for family size.	The Family Housing Fund gives preference to projects that meet the Fund's program priorities, including provide new housing opportunities for low-income families in areas with strong linkages to jobs and/or transit . Preference for projects that meet Transit Oriented Development (TOD) standards.	The Family Housing Fund gives preference to projects that meet the Fund's program priorities, including ending Long-Term Homelessness: Serve long-term homeless families and individuals through permanent supportive housing.
St. Louis Park	PROJECT BASED VOUCHER PROGRAM	The rent assistance program provides federal rent subsidies for low-income individuals and families in privately owned, existing market rate housing units. The Housing Authority pays the rent subsidy directly to the owner of the rental property with funds provided by HUD.	http://www.stlouispark.org/housing-authority/section-8-housing-choice-voucher-program.html	SLP administers 40 units of Project based vouchers. A participant in the Voucher Program pays between 30% and 40% of their annual income for rent and utilities. The Voucher Program uses a Payment Standard (benchmarked to the Fair Market Rents published by HUD) that reflects the cost of housing and utilities for the City of St. Louis Park, and is used to determine the maximum subsidy that the family can receive. Generally, the subsidy paid to the owner by the HA is the Payment Standard minus 30% of the family's monthly income. Any type of private rental housing is eligible and the unit must meet the federal Housing Quality Standards (HQS) to qualify.		Eligible households pay 30 percent to 40 percent of their incomes for rent and utilities, and HA pays the remainder, within established fair-market rent guidelines.
Minnesota Department of Employment and Economic Development (DEED)/ CDBG/ HUD	DEPT. OF EMPLOYMENT AND ECONOMIC DEVELOPMENT (DEED) SMALL CITIES DEVELOPMENT PROGRAM (SCDP)	[NOTE: HENNEPIN COUNTY IS INELIGIBLE FOR THIS PROGRAM - SEE mhfa_006098.pdf] Provides financial assistance to assist communities in addressing critical housing, economic, and public facilities need. The SCDP Program is part of the CDBG administered by HUD and funded by Congress on a federal fiscal year basis. Local units of government (i.e. cities, counties and townships) are eligible for funding from the Department of Employment and Economic Development (DEED), Small Cities Development Program (SCDP). The local units of government will be the fiscal agent for the funds and disbursement of funds will come directly from DEED.	http://mn.gov/deed/ Christine Schieber 651-259-7461 or toll-free: 800-657-3858 christine.schieber@state.mn.us	At least 51 percent of the units being developed must be occupied by low to moderate income households, defined as households whose income does not exceed 80 percent of the area median income, adjusted for family size. Rehabilitation - FMR or Section 8/voucher "payment standard". New construction - FMR or Section 8/voucher "payment standard" or rent affordable to households at 60 percent of AMI.		
DEED/TIA - Southwest Light Rail Minneapolis, St. Louis Park, Hopkins, Minnetonka	DEPT. OF EMPLOYMENT AND ECONOMIC DEVELOPMENT (DEED)	[NOTE: Currently, the TIA program has no available funding and is not accepting new designation applications.] Transit Improvement Areas (TIAs) are specially designated tracts of land near transit stations that support bus rapid transit, light rail transit or commuter rail and have the potential to increase ridership and stimulate new commercial and residential development. 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 that support bus rapid transit, light rail transit or commuter rail and have the potential to increase ridership and stimulate new commercial and residential development.	http://mn.gov/deed/government/financial-assistance/cleanup/improvement-areas.jsp	Residentially-oriented TIAs have plans, policies, and 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	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 that support bus rapid transit, light rail transit or commuter rail and have the potential to increase ridership and stimulate new commercial and residential development. DEED has designated 51 areas in 11 metro area communities where the local units of government have to submit a plan to DEED that outlines how redevelopment would enhance the effectiveness of public transit in the TOD area and provide a safe, pedestrian-friendly environment.	
Zoning						
Jurisdiction/Agency	Title	Notes	Contact	Description/Affordable Housing Component	Transit Component?	Very/extremely low income (Y/N, details)

SW LRT New Starts Affordable Housing Ratings Evaluation

Jurisdiction/Agency	Title	Description/Notes	Contact/Link	Affordable Housing Component	Transit Component	Very/extremely low income? (Y/N, details)
City of Eden Prairie	Comprehensive Plan	For the Housing Study, the following items were reviewed: Land Use Element; Housing Element; and Redevelopment and Economic Development.	http://www.edenprairie.org/index.aspx?page=123	Housing goals include promoting new affordable housing units; Lower development costs for low and moderate income, elderly and special needs residents; Work in partnership with the private and public sector to help finance demonstration projects.	Sets forth goal to promote the location of new housing with convenient access to basic services (including transit).	No.
City of Edina	Comprehensive Plan	Plan update 2008	http://edinamn.gov/index.php?section=comprehensive_plan	Housing goals include Livable Communities affordability goal of 31% ownership and 43% rental share (1995 Met Council estimates) . 212 new units needed by 2020. 20% of existing housing stock affordable to households earning 80% AMI.	Improvements to transportation infrastructure noted as important for meeting seniors' transportaion needs for aging in place.	No.
City of Golden Valley	Comprehensive Plan	In 2008, the City of Golden Valley completed a decennial update to its Comprehensive Plan. The Planning Commission and City Council approved the update, and the Metropolitan Council adopted it in spring 2010. For the Housing Study, the following items were reviewed: Community Background; Land Use; Special Planning Districts and Housing.	http://www.goldenvalleymn.gov/planning/comprehensiveplan/	Policy specifies that the city will establish a list of qualifying criteria to serve as a selection standard when targeting Community Development Block Grants (CDBG). The City will give high priority to rehabilitating its aging housing stock when determining the appropriate use of CDBG funds. The City will seek out or develop financial assistance programs to help low- and moderate- income property owners address deteriorating housing problems.Goal 3 includes a policy of affordable units in developments containing 30 or more units. For any new development or redevelopment proposal, the City will consider and attempt to reasonably mitigate the loss of or impact on affordability and quality of existing housing supply.	Includes a goal to ensure that existing high transit user areas and planned redevelopment projects are served with optimal transit facilities and services. Transit Usage policy specifies that the city will continue to integrate transit-friendly infrastructure in redevelopment areas, along existing and future transit corridors, and hub locations, such as the I-394 Corridor, Downtown Golden Valley, and also employment centers (eg, General Mills, Honeywell, Tennant, United Health Care, etc).	
City of Hopkins	Comprehensive Plan	For the Housing Study the following items were included: Community Demographics; Land Use and Development; Housing and Implementation.	http://www.hopkinsmn.com/development/plan/index.php	Housing Goals include taking advantage of redevelopment opportunities to provide new housing choices for the community; and Continue to strive for a mix of housing that accommodates a balance of all housing needs. Other goals include rental assistance and upgrading housing stock. City sets out goals to accommodate affordable housing. The Mixed Use Districts assumes development at 60 percent residential with a minimum threshold of 30-plus units per acre.	Transportation goals include planning LRT stations and transit-oriented developments to ensure an excellent pedestrian environment within 1/2 mile of the stations. Housing goals include coordinating redevelopment initiatives associated with the LRT stations. Land Use and Development Goals include Take advantage of redevelopment opportunities to capture future LRT initiatives, and the City will work to ensure that new redevelopment in and around future station areas is appropriate and consistent with future transit improvements, and Continue to coordinate land use and transportation needs.	No. Focus on providing housing for those earning 60 percent of the Twin Cities median family income.
City of Minneapolis	Comprehensive Plan	The Minneapolis Plan for Sustainable Growth is the City of Minneapolis' comprehensive plan and provides the vision and framework for the City's urban renaissance and growth as a great city of the future. For the Housing Study, the following items were reviewed: Community Data Profile; Land Use, and Housing.	http://www.minneapolismn.gov/cped/planning/plans/cped_comp_plan_update_draft_plan	The following policies relate to affordable housing: Policy 3.2: Support housing density in locations that are well connected by transit, and are close to commercial, cultural and natural amenities. Policy 3.3: Increase housing that is affordable to low and moderate income households. Policy 3.4: Preserve and increase the supply of safe, stable, and affordable supportive housing opportunities for homeless youth, singles and families. Policy 3.5: Improve the stability and health of communities of concentrated disadvantage through market building strategies, and strategies that preserve and increase home ownership.	Noted in Housing Policy 3.2.1 Encourage and support housing development along commercial and community corridors, and in and near growth centers, activity centers, retail centers, transit station areas, and neighborhood commercial nodes.	Yes. Noted in Policy 3.4.1 Promote increased development of housing for very low-income households earning 30 percent or less of metropolitan median income.
City of Minnetonka	Comprehensive Plan	On October 28, 2009, the metropolitan council approved the guide plan and authorized the city to put the plan into effect. For the Housing Study, the following items in the Minnetonka Comprehensive Plan were reviewed: Regional Setting and Demographics; Overall Policies and Growth Patterns, 2030 Land Use Plan; and Housing Plan.	http://www.eminnetonka.com/community_development/planning/comprehensive_guide_plan.cfm	Land Use, Development and Redevelopment Policy No. 2: Encourage a greater density/intensity and mix of land uses where access is available and supported by regional transportation systems (such as LRT). Policy No. 5: Allow flexibility in the application of development controls to preserve important natural resources, and/or encourage affordable housing and/or other public facilities and benefits. Housing Policy: Policy No. 1: Support and encourage housing options that are attractive to a wide variety of age and income levels of residents. Policy No. 4: Support and participate, as appropriate, in programs and techniques to provide and maintain opportunities for senior and affordable housing developments near community facilities, services and appropriate transportation facilities. Policy No. 5: Ensure the longevity of affordable housing through city housing programs and partnerships with other public, non-profit, and private entities. Redevelopment Policy: Policy No. 1: Encourage redevelopment projects that include mixed income housing, including affordable units, while balancing density and the preservation of natural resources.	Transportation Policy: Policy No. 2: Recognize the interrelationship of land use and transportation, and anticipate impacts of the location and intensity of planned land uses on the transportation system. Policy No. 3: Provide and promote convenient and accessible transportation systems to residents and employees of Minnetonka businesses. Policy No. 6: Encourage the expansion of multi-modal and transit services in the city with other government agencies to support resident and business transportation needs. Redevelopment Policy: Policy No. 4: Pursue redevelopment opportunities that incorporate higher density housing and development intensity near transit hubs and corridors that allow access to employment and services.	
City of St. Louis Park	Comprehensive Plan	For the Housing Study, the following items were included: Land Use Plan; Economic Development and Redevelopment; and Housing Plan by Neighborhood, and the Semi Annual Housing Program Report from June of 2012.	http://www.stlouispark.org/comprehensive-plan/comprehensive-plan.html	Affordable, Workforce and Supportive Housing Goals include Goal 8: Promote and facilitate a mix of housing types, prices and rents that maintains a balance of affordable housing for low and moderate income households. Future affordability goals negotiated with the Metropolitan Council should reflect the average percentages of other first ring suburbs in Hennepin County; and Goal 9: Mixed income units should be disbursed throughout the City and not concentrated in any one area of the City or any one development.	Transit Goals include Goal 1: Support and promote transit service and facilities that maximize service to the community. Strategy A:Work with Metro Transit to adjust and improve transit service in St. Louis Park as land uses and transit use changes. Goal 4 Support the development of light rail transit in the Southwest corridor. Strategy B: Continue planning around the SW Transit station areas to determine land use, access and circulation that facilitate transit oriented development and transit use. Land Use and planning goals include: Promoting higher density housing near transit corridors & employment centers.	



connecting people to jobs, housing, shopping, and fun

Agenda Item 3: Housing Inventory Maps

Steering Committee Action Requested:

Information

Background/Justification:

Using data from the Housing Inventory completed in 2013 and the walkshed tool, Hennepin County has also created a series of maps showing affordable housing at each station area, both legally binding affordable housing and "naturally occurring" affordable rental units. These maps are useful to identify preservation needs for affordable housing and to see how improvements recommended in the Investment Framework can improve connectivity to station areas. Copies of the maps will be provided at the meeting and will be posted on the Southwest Community Works website (www.swlrtccommunityworks.org)

Previous Action on Request:

Recommendation: Information

Financial Implications? None

Are These Funds Budgeted?

Attachments:

Comments:





connecting people to jobs, housing, shopping, and fun

Updates

Steering Committee Action Requested:

Background/Justification:

- Corridors of Opportunity Event
- Corridors of Opportunity
- Southwest LRT Project Office

Previous Action on Request:

Recommendation:

Financial Implications?

Are These Funds Budgeted?

Attachments:

Comments:



[View this e-mail as a web page](#)



Corridors of Opportunity: From Pilot to Practice

Wednesday, January 29

8 a.m. – noon

[McNamara Alumni Center](#)

University of Minnesota

200 Oak Street S.E.

Minneapolis, MN 55455

[Register](#)

About the Event

Our region's transit corridor investments are creating opportunities for improved mobility, better access to job centers, and economic growth. Over the past two-and-a-half years, the [Corridors of Opportunity partnership](#) has brought together regional leaders from the public, private, and non-profit sectors to activate development along transit corridors while ensuring these investments reach people across the income spectrum.

Join us and U.S. HUD Office of Sustainable Housing and Communities Acting Director Salin Geevarghese to discuss how we move forward to grow a prosperous, equitable, and sustainable region. Following the plenary, breakout sessions will focus on equitable transit-oriented development, regional equity and community engagement, and transit investment to advance opportunity.

Registration and More Information

There is no cost to attend, but registration is appreciated. To register, please complete the [online registration form](#) by January 22.

Breakfast will be served. For more information, please contact Joe Barbeau at 612-626-2862 or barb0092@umn.edu.

Parking and Transit

Parking is available at the [University Avenue Ramp](#), the [Washington Avenue Ramp](#), and the [Oak Street Ramp](#). For transit information, please visit the [Metro Transit website](#) or call 612-373-3333.

Sponsors

This event is sponsored by [Corridors of Opportunity](#), the [Metropolitan Council](#), the [McKnight Foundation](#), and the [Center for Transportation Studies](#) at the University of Minnesota.

The University of Minnesota is an equal opportunity educator and employer. Disability accommodations will be provided upon request. This publication is available in alternative formats upon request. We respect your privacy. See the University of Minnesota's online [privacy policy](#).



[Unsubscribe](#) | [Update Profile](#) | [Manage Subscriptions](#)

This e-mail was sent by: **Center for Transportation Studies, Univ. of MN**
200 TSB; 511 Washington Ave SE; Minneapolis, MN, 55455

The Partnership for Regional Opportunity - Corridors of Opportunity Lives on in 2014

December 3, 2013

Corridors of Opportunity Staff

December 31, 2013 marks the end of the [HUD Sustainable Communities](#) and [Living Cities Integration Initiative](#) grant programs that were the basis for the [Corridors of Opportunity](#) initiative. With this turning point in mind, the Corridors of Opportunity Policy Board reflected on the value of the partnership, its accomplishments, and work that remains unfinished.

Members agreed that the initiative's emphasis on equity and economic competitiveness in advancing the build out of the transit system and development along the system has brought a unique perspective to the region. The convening of the Policy Board – which includes diverse senior leadership from public, private, philanthropic and nonprofit organizations from across the region – has been a critical factor in the initiative's capacity to create change. In order to more fully embed the findings from the initiative and explore new work more deeply, the Policy Board unanimously agreed to convene for one more year, and will meet six times in 2014.

To reflect the group's region-wide focus, extending beyond transitways, a new name was chosen for the group: The Partnership for Regional Opportunity (the Partnership). Along with the name change, the Policy Board adopted a new vision for its work: ***Growing a prosperous, equitable, and sustainable region.***

The goals of the Partnership are to:

1. Improve the economic prospects of low-income people and low-wealth communities
2. Promote high quality development near existing assets (e.g. employment centers, transitways, and commercial and industrial corridors)
3. Advance a 21st century transportation system



Taking the findings and learnings from the Corridors of Opportunity projects, the Partnership has charged itself with creating systems change and embedding the equity-focused work into existing organizations. Aligning resources, policies, and programs will be a key strategy for implementation, and each participating organization has committed to finding opportunities to embed the work internally.

To further advance these goals, four workgroups co-chaired by leaders from different sectors, have been established, including Policy Board and other implementing organizations.

The four focus areas include:

- Shared Prosperity
 - Co-chaired by the McKnight Foundation (Lee Sheehy) and Greater MSP (Michael Langley)
- Transit-Oriented Development (TOD)
 - Co-chaired by the Metropolitan Council (Brian Lamb) and Central Corridor Funders Collaborative (Jonathan Sage-Martinson)
- Regional Equity & Community Engagement
 - Co-chaired by Ramsey County (Commissioner Jim McDonough) and Nexus Community Partners (Repa Mekha, representing the Community Engagement Team)
- Transportation Funding
 - Co-chaired by Minnesota Philanthropy Partners (Ann Mulholland) and the Minnesota Department of Transportation (Commissioner Charlie Zelle)

In 2014, bi-monthly Partnership meetings will be used to demonstrate progress on goals, to hold each other accountable and to raise up issues and opportunities encountered by the workgroups with an eye toward collective problem-solving.

To stay updated and for more information, visit www.corridorsofopportunity.org



Date: January 9, 2014

To: Southwest Community Works Steering Committee

From: Chris Weyer, Southwest LRT Project Director

Re: **Southwest LRT (Green Line Extension) progress report through December 2013**

Project Development

- Independent consultant staff work on the freight rail relocation analysis and the water resources evaluation was underway in December.
- SPO consultant staff work on vegetation inventory in the Kenilworth Corridor was underway in December.

Environmental Program

- SPO distributed the Wetlands Delineation Report to local government units, Army Corps of Engineers and Minnesota Board of Water Supply for review.
- Consultant continued development of Supplemental DEIS.
- SPO and MnDOT collaborated on Section 106 activities.
- Phase II Archaeological Survey consultant submitted a draft report.
- Title VI Equity Analysis consultant continued work related to the OMF site.

Advisory Committees

- SWLRT Corridor Management Committee met Dec. 4. Meeting included presentation on and discussion of joint development/transit-oriented development opportunities and processes and an update on the freight rail relocation analysis, water resources evaluation and vegetation inventory.
- SWLRT Community Advisory Committee met Dec. 5. Meeting included presentation on and discussion of joint development/transit-oriented development opportunities and processes and an update on the freight rail relocation analysis, water resources evaluation and vegetation inventory.
- SWLRT Committee meeting materials are available at <http://metro council.org/Transportation/Projects/Current-Projects/Southwest-LRT/SWLRT-Committees.aspx>.

Other Outreach and Communication Activities

SPO staff engaged in the following outreach activities:

- Sent a direct-mail postcard to more than 131,000 residential and business addresses with information on additional studies and January town hall meetings.
- Gave a presentation to the Eden Prairie Chamber of Commerce Dec. 19.
- Responded to approximately 120 calls and emails from the general public.
- Updated the swlrt.org website to include committee agendas, minutes and presentations as well as information on upcoming meetings.