



IMPLEMENTATION

Implementation



OVERVIEW

The Transitional Station Area Action Planning (TSAAP) process that has resulted in this Investment Framework, with its specific focus on opening day station area improvements, is an important piece in the overall implementation of the SW LRT Green Line but it is not the only piece. Planning and design work currently underway by the Metropolitan Council's Southwest Project Office (SPO) forms the basis for the actual construction of the line, station platforms and associated infrastructure. At the present time, that planning, design and construction initiative is expected to result in a new SW LRT Green Line extension that will begin operation in 2018.

At its core, implementation of the SW LRT has two primary components; 1) physical improvements and 2) policy and regulatory initiatives. The public sector is expected to play a prime role in both of these aspects of implementation while the involvement of the private sector will be largely limited to the physical aspects of implementation.

Implementing Transit Oriented Development along the SW LRT Green Line extension will take time, in many cases, time measured in decades. However, many things can happen in the next few years. Identifying and prioritizing improvements required for opening day at each station establishes a consistent standard of station quality. Further identification of key catalyst projects, whether or not they require additional investment in public infrastructure, can effectively encourage private investment into those areas where a more robust market exists.

PHYSICAL IMPROVEMENTS – RECOMMENDED PUBLIC ACTIONS

Each of the seventeen station chapters in this Investment Framework outline a comprehensive list of physical improvements that are recommended for implementation either by opening day in 2018 or longer term. Opening day improvements fall into three categories; 1) anticipated base project scope items that are being designed by the SPO and will be built as part of the project, 2) “betterments” which are major improvements identified as desirable during the initial TSAAP and SPO planning process but are not currently funded as part of the base project cost, and 3) improvements outside of the previous two categories that have been identified for both opening day and beyond during the TSAAP process.

Most, but not all, of the physical improvements identified in the three categories above will be designed and built by the public sector. Private sector involvement in physical improvements is expected to be limited to improvements related to specific private development building projects such as roadway and utility construction. In some cases, public/private partnerships are likely to be used to advance desired objectives.

For each station area, opening day base project scope improvements will be funded by the Southwest LRT project. Improvements listed as betterments will need to be funded by the Southwest LRT project contingency or by other entities such as the appropriate city and/or Hennepin County. The opening day station area improvements specifically recommended as part of the Investment Framework will need to be designed and funded by entities outside of the Southwest Project Office. The cities in partnership with Hennepin County and other governmental agencies will have primary responsibility for these improvements. The intent of the TSAAP process is to quantify and prioritize these improvements for inclusion in the capital improvement programs of both the cities and Hennepin County. These improvements also constitute a list of activities that can be used to pursue other outside grant funding.



PHYSICAL IMPROVEMENTS – RECOMMENDED PRIVATE ACTIONS

The TSAAP process is intended to identify and prioritize infrastructure improvements that enhance existing businesses, support mixed-income housing opportunities and encourage new development. Having the appropriate improvements and infrastructure in place, it becomes the role of the private sector to actually construct buildings for new businesses and new housing units.

Decisions to move forward with private development projects are largely based on market opportunities and financing. Market opportunities are not and will not be uniform at all seventeen stations along the corridor. Some stations, like Wooddale, already have an established pattern of transit oriented development. These areas already have the attention of the private development community, and at these locations private development is expected to continue. Others, like City West and 21st Street, have very little additional development potential since they serve land that is either fully developed or planned for full development. Still others have been identified as potential joint development sites.

PHYSICAL IMPROVEMENTS – JOINT DEVELOPMENT

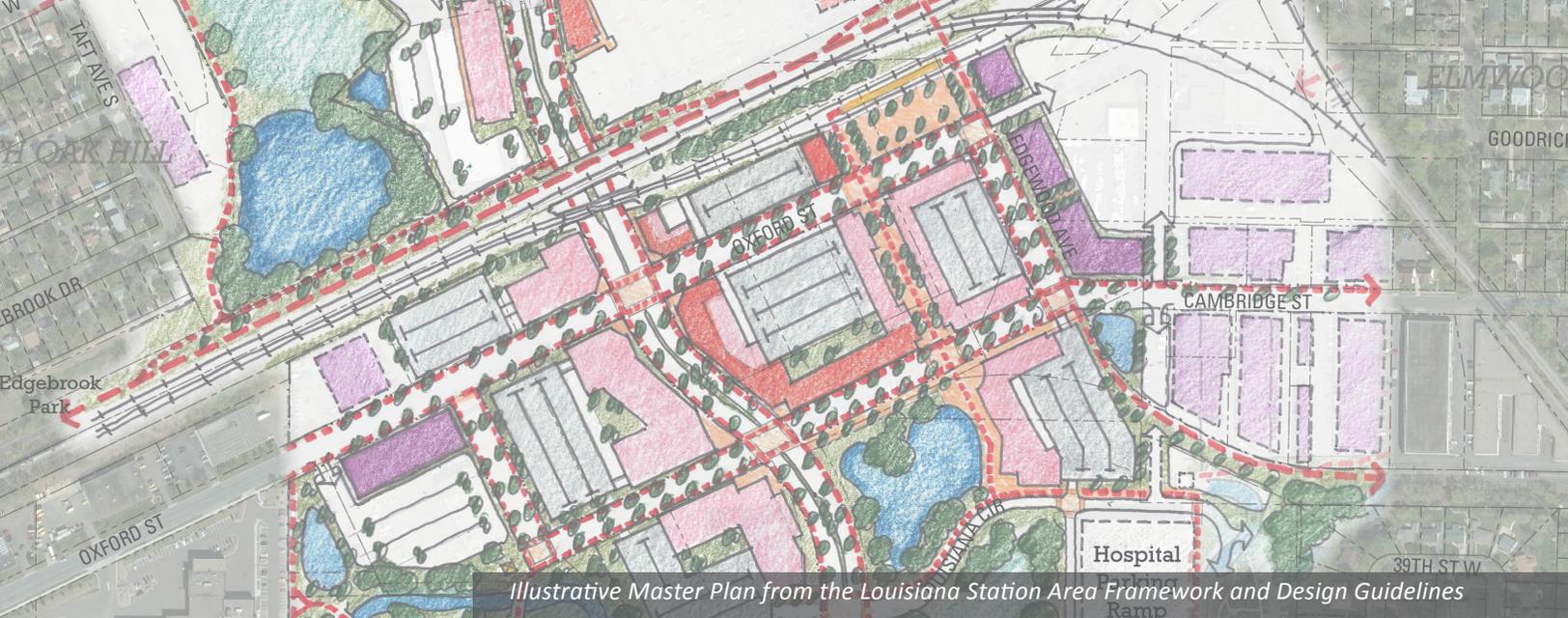
A subset of Transit-Oriented Development, Joint Development refers to the development of real property that was purchased with FTA funds. More often than not, this real property is developed while maintaining its original public transportation purpose. This is done by placing residential, commercial, or community service development on, above, or adjacent to property that was purchased with FTA funds. Joint Development may include, but is not limited to, the following:

- » Commercial and residential development;
- » Pedestrian and bicycle access to a public transportation facility;

- » Construction, renovation, and improvement of intercity bus and intercity rail stations and terminals; and
- » Renovation and improvement of historic transportation facilities.

To be eligible for FTA funds, Joint Development improvements must satisfy certain economic criteria, provide a public transportation benefit, and provide revenue for public transportation. Here is a list of the type of improvements and activities that may be funded by FTA as part of a Joint Development project:

- » Real estate acquisition
- » Demolition
- » Site preparation
- » Building foundations
- » Utilities
- » Walkways
- » Open space
- » Safety and security equipment and facilities
- » Facilities that incorporate community services like healthcare and daycare
- » Intermodal transfer facilities
- » Transportation-related furniture, fixtures and equipment
- » Parking
- » Project development activities
- » Professional services
- » Pedestrian improvements
- » Bicycle improvements



POLICY AND REGULATORY INITIATIVES – RECOMMENDED PUBLIC ACTIONS

The public sector is uniquely suited to take a number of actions that will further investment and development associated with the SW LRT Green Line extension. Initiatives and actions include:

Identify Plan Stewards

For projects identified in the Investment Framework for opening day, specific project leads are identified. Project leads are the public entities that are expected to oversee planning, design and implementation of specific project improvements. Broader plan stewardship will also be required to continue established momentum and to help channel energy and resources to those stations along the rail line that have the strongest potential for early and ongoing success.

Hennepin County Community Works and the SW LRT project have an established committee structure that can be used to advance the project. Specifically, the Steering Committee should continue to be engaged on a long-term basis to help guide corridor-wide decisions and to serve as a sounding board for local communities.

Adopt/Endorse the Plan

The Investment Framework is the product of a unique collaboration involving jurisdictions with specific statutory authority to implement recommendations in a variety of ways. In order to strengthen the plan as an official declaration of local policies, the Investment Framework should be adopted or endorsed by each community. Adoption could be in the form of simply adopting the appropriate station chapter as a small area plan or policy guide plan, it could be adopting the station plan by reference as part of the community’s comprehensive plan, or it could be an action that otherwise endorses the direction and content of the Framework.

Local adoption or endorsement of the plan is important for a number of reasons. It is supportive of applications for project funding to the FTA and other agencies and it places responsibility in the hands of the local communities to keep the plans current. Circumstances at each of the station areas will change between now and 2018 and local communities will be in a position to update and modify their portions of the Framework to ensure that recommendations remain current.

MASTER PLAN STUDIES

While the Investment Framework provides guidance for all stations, additional, more detailed planning is needed for those stations deemed ready for near-term development. Additional Master Plan Studies should include a verification of the vision for the station and specific concept plans for land use, transportation, environmental resources, park and open space, public facilities and urban design. Additionally, Master Plan Studies should include a more detailed look at implementation.

Three stations are immediate candidates for additional Master Plan Studies. They include West Lake, Belt Line and Blake. Beyond these three stations, Mitchell, Eden Prairie Town Center, Golden Triangle, Shady Oak, Louisiana, Wooddale, Penn, and Royalston comprise a second tier of locations appropriate for potential expanded station area planning. These are stations deemed likely for mid-term development or redevelopment that may require additional planning and design. St. Louis Park has already completed the Louisiana Station Area Framework + Design Guidelines. While not containing the same level of information found in a Master Plan Study, it does provide a significant amount of land use planning detail as well as guidelines for site development, parking, utilities, stormwater management, buildings, parks and open space and public art.

PARKING MANAGEMENT STRATEGIES

Southwest LRT station locations range from highly urban environments such as Royalston and West Lake to suburban environments like Mitchell. Over time, the SW LRT is expected to be a catalyst for higher densities at all locations. As jobs and housing densities increase, parking management will become increasingly more important.

Parking management focuses on strategies that result in more efficient use of existing parking resources. Effective parking management can support urban development/redevelopment, create more walkable communities, reduce pavement, encourage use of alternative transportation modes, and create more attractive streets. These benefits can accrue regardless of the density of the area in which they apply.

Corridor communities need to formulate effective parking management strategies. Strategies can be generally ordinance or regulatory based, which is discussed below, or policy and practices based. On the policy and practices side, communities should consider:

- » Management practices and signage changes to encourage those requiring longer-term parking to use less convenient or off-site parking.
- » Provide information on parking availability and price (as applicable) through static and electronic signage and other communications.
- » Encourage Transportation Management Associations, member controlled organizations, in areas of high parking demand such as commercial districts, around regional shopping malls, etc.

According to the Victoria Transport Policy Institute, improved management typically reduces parking requirements by 20% to 40% compared with conventional standards, and even more in TOD locations.

ORDINANCE AND REGULATORY CONTROLS

Cities and other units of government provide the regulatory framework within which the private sector operates. That framework is typically identified in either zoning ordinances or other regulatory controls that specify required characteristics of development.

Light rail transit is new to four of the five communities along the corridor. Minneapolis has experience with the original Hiawatha line (Blue Line) as well as with the about to open Central Corridor line (Green Line). Accordingly, Minneapolis has had a

chance to modify some of its regulatory provisions to be more transit development supportive. The other four communities are in the process of reviewing their regulatory controls and considering future modifications.

In advance of the SW LRT, the City of Minnetonka adopted a SW LRT Ordinance and Interim Use Ordinance that applies to specific properties around the Opus and Shady Oak transit stations. Minnetonka's ordinance approach seeks to control development and redevelopment in these areas to limit the establishment or expansion of uses that are not transit supportive. The ordinances are meant to regulate property prior to the opening of the SW LRT or at least until more detailed station area development plans have been completed. St. Louis Park is currently considering the establishment of a form-based code that will apply to all three of their LRT station areas. All of the communities need to undertake a comprehensive review of their current regulatory structure to ensure that it facilitates the planned elements of the Investment Framework and directs development consistent with the community's vision for the station area.

TOD ASSESSMENT

Transit Oriented Development along the Green Line extension is not a one size fits all proposition. Some stations are more ready for development in the short term and should be the recipient of funding and support that establishes initial successes. Hennepin County will need to conduct a study and assessment process to create funding and development criteria that can help guide the allocation of public financial resources.

CONTINUE THE PATTERN OF COLLABORATION

Hennepin County's Southwest LRT Community Works program is an unprecedented collaboration with partners Minneapolis, St. Louis Park, Hopkins, Minnetonka, Eden Prairie, Edina, the Hennepin County Regional Railroad Authority (HCRRA), the Metropolitan Council, the Minnehaha Creek Watershed District, SouthWest Transit, the Minneapolis Parks and Recreation Board, and the Urban Land Institute – the focus of which is the build the SW LRT line and enhance regional mobility. This collaboration will need to continue well beyond the cutting of the ceremonial ribbon on the opening day of the Green Line extension in 2018. All of these partners need to have long-term, collaborative commitments to realize the full benefits of the project. In doing so, both the individual communities and the region as a whole will remain competitive and attractive to new residents and employers.

IMPLEMENTATION STRATEGIES BY STATION

Each of the chapters in the Investment Framework contain detailed recommendations for station area improvements for opening day and beyond. Once implemented, they will enhance the function of each station and lay the foundation for development and redevelopment over time.

Implementation of the SW LRT is truly a “sum of the parts”. Improvements at each station not only make that station a better place but also improve the overall line. While it is important to focus on the station level for implementation, it is also important to consider the role of each station within the context of the entire Green Line extension. Funding and development initiatives will not be evenly dispersed among all of the stations. The stations have varying degrees of readiness for associated development and redevelopment based on the attributes of the place, market conditions, and the energy or “seed” elements that exist at the present time. The Station Implementation matrix (Table 19-1) presents information for each of the 17 stations and allows a comparison of anticipated activities and initiatives at each one.

Tables 19-2, 19-3, and 19-4 on the following pages outline various potential funding sources for infrastructure, development, and other station area improvement projects.

The following categories are included in the implementation matrix:

Corridor Characterization - Early in the Investment Framework document, the primary and secondary character elements of each station were presented along with guidance on built form and land use, public realm, and mobility. Corridor characterization is included in the matrix to help define each place and its role in the SW LRT line.

Theme – The surroundings of each station and as well as their historical context contribute to an identified theme for each place.

“Seed” – Each of the stations have existing conditions and attributes that constitute a “seed” or stimulus for future development and change. These elements are building blocks for future initiatives.

Market Opportunity – Market opportunity is an assessment of the primary directions for future development and redevelopment based on market analyses that were done prior to and as a part of the TSAAP process.

Timing – Development around station areas is expected to occur over several decades. Short-term improvements are those that are generally expected to occur in the next five years. Mid-term improvements are those that are generally expected to occur in the next five to ten years and long-term improvements will occur in ten plus years.

Development Type – The Urban Land Institute (ULI-MN) classified each station as a specific development type. Development types are either major opportunities, those that have significant potential for transit supportive growth, and those that are infill. Infill development can be a significant contributor to the overall station environment. Some stations have both infill and major development potential.

Transit Character – ULI-MN also assessed the transit character of each station area. Stations were classified as being locations that will be either destination or origin oriented, or both.

Master Plan – A more detailed master plan can further direct the location and form of future development. Master plans should place a strong emphasis on urban design.

Zoning – Modify existing zoning regulations and regulatory policies to support Transit Oriented Development.

Incentives – Incentives can occur in monetary and non-monetary forms. They can provide financial support for a project through Tax Increment Financing or Tax Abatement. They can also reduce the cost of a project for a developer by expediting review processes and helping to secure required entitlements in an expedient manner.

Site Assembly – Land banking and other means can be used to assemble fragmented sites over time to create parcels suitably sized for redevelopment.

New Mixed Income Housing – Increase the supply of affordable housing through the promotion of residential projects that feature mixed income units.

New Market Rate Housing - Create new housing options for all segments of the market including seniors.

Preserve Existing Housing – Protect the integrity of existing housing and neighborhoods around station areas in locations not identified for future redevelopment.

Parking Management Strategy - Define a specific strategy for managing parking in station areas.

TABLE 19-1. SOUTHWEST CORRIDOR INVESTMENT FRAMEWORK (TSAAP) - IMPLEMENTATION

STATION	CORRIDOR CHARACTERIZATION (PRIMARY)	THEME	"SEED"	MARKET OPPORTUNITY	TIMING	DEVELOPMENT TYPE (ULI)	TRANSIT CHARACTER (ULI)	DEVELOPMENT FACILITATION INITIATIVES				HOUSING INITIATIVES			CREATE PARKING MANAGEMENT STRATEGY 2014 - 2018
								Master Plan	Zoning	Incentives	Site Assembly	New Mixed Income	New Market Rate	Preserve Existing Housing	
Royalston	Heritage, Arts and Culture	Redevelopment	Farmers Market	High Density – Mixed Use TOD	Short – expand the farmers market – Mid to Long –TOD	Major Opportunity	Destination	○ Secondary	●			●	●		●
Van White	Employment Area	Redevelopment	City/Private Interest	Office, Housing	Mid	Major Opportunity	Destination		●	●		●	●		
Penn	Urban Village	Neighborhood Amenity	Views	Housing, Potential Office	Short – stand alone residential	Infill	Origin	○ Secondary	●			●	●		
21st Street	Green, Recreation & Environment	Nature, Fit into Neighborhood	Strong Neighborhood, Cedar Lake	None	NA	None	Origin							●	
West Lake	Urban Village	Tie into existing community fabric	Strong existing housing and retail	Mid-density, mixed use TOD	Short – challenge = finding land	Infill	Origin & Destination	● Primary	●	●	●	●	●		●
Belt Line	Urban Village	Heavy TOD and Employment	County owned land, proximity to Excelsior Grand	Mixed Use TOD	Short – housing, Mid – TOD	Major Opportunity/ Infill	Origin & Destination	● Primary	●	●	●	●	●		●
Wooddale	Urban Village	TOD	Existing Development	Residential, retail and small office	Short	Major Opportunity/ Infill	Origin & Destination		●			●	●		●
Louisiana	Health and Wellness	Health	Methodist Hospital	Medical Village	Mid	Major Opportunity	Origin & Destination	○ Secondary	●	●	●	●	●		●
Blake	Employment Area	Redevelopment	Minnehaha Creek – Cold Storage Site	Residential, office, and retail	Short	Major Opportunity	Origin & Destination	● Primary	●	●	●	●	●	●	●
Downtown	Urban Village	Historic Downtown	Successful Downtown	Residential, retail and small office	Short to Mid	Infill	Origin					●	●		●
Shady Oak	Employment Area	Redevelopment	Park and Ride	Flex, residential and small retail	Mid to Long	Major Opportunity	Origin	○ Secondary	●		●	●			●
Opus	Employment Area	Redevelopment	Strong existing business park – high tech	Add housing and business density	Mid	Infill	Origin & Destination					●	●		●
City West	Employment Area	Development	United Health Group	Office	Short	Major Opportunity	Destination								
Golden Triangle	Employment Area	Business Park	Existing business park	Office and residential	Mid to Long	Major Opportunity/ Infill	Destination	○ Secondary	●						
Town Center	Urban Village	Redevelopment	Strong existing retail	Mixed Use - TOD	Short to Mid	Major Opportunity/ Infill	Origin & Destination	○ Secondary	●			●	●		●
Southwest	Employment Area	Connection	Existing transit	Limited due to land	NA	Infill	Origin								
Mitchell	Employment Area	Redevelopment	Available land	Mixed Use – TOD	Long	Infill	Origin	○ Secondary	●						

TABLE 19-2. INFRASTRUCTURE & DEVELOPMENT FUNDING SOURCES (PART 1 OF 3)

PROGRAM NAME	ADMINISTERING AGENCY	TYPE OF ASSISTANCE	ELIGIBLE APPLICANTS	FUNDS AVAILABLE	USE OF FUNDS	REQUIREMENTS	RESTRICTIONS	CONTACT
LCDA pre-development	Met Council	Grant	Cities, County, Development Authorities	-	Assist cities with detailed redevelopment designs and economic feasibility	-	-	Linda Milashius 651-602-1541 Linda. Milashius@metc.state.mn.us
LCDA Development	Met Council	Grant	Cities, County, Development Authorities	-	Public infrastructure and land assembly	-	-	Linda Milashius 651-602-1541 Linda. Milashius@metc.state.mn.us
LCA-TOD Pre-development	Met Council	Grant	Cities, County, Development Authorities	\$100,000	Site Plans, design workshops, appraisals, market studies, impact analyses, soil testing, pro-forma development in support of a future development project	Areas within 1/2-mile of LRT, BRT, or commuter rail stations operational by 2020. Areas within 1/4-mile of high frequency local bus routes. Areas within 1/2-mile of Park & Ride stations.	*Must have associated development project	Adam Maleitzke 651.602.1633 adam. maleitzke@metc.state.mn.us
LCA-TOD Development	Met Council	Grant	Cities, County, Development Authorities	\$2,000,000	Site Acquisition, Holding Costs, Publically-Accessible Infrastructure, Placemaking	Areas within 1/2-mile of LRT, BRT, or commuter rail stations operational by 2020. Areas within 1/4-mile of high frequency local bus routes. Areas within 1/2-mile of Park & Ride stations.	*Must have associated development project	Adam Maleitzke 651.602.1633 adam. maleitzke@metc.state.mn.us
TBRA-TOD Cleanup	Met Council	Grant	Cities, County, Development Authorities	\$1,000,000	Cleanup of contaminated soil, groundwater, soil vapor or asbestos-containing materials and lead-based paint	Areas within 1/2-mile of LRT, BRT, or commuter rail stations operational by 2020. Areas within 1/4-mile of high frequency local bus routes. Areas within 1/2-mile of Park & Ride stations.	*Must have associated development project	Adam Maleitzke 651.602.1633 adam. maleitzke@metc.state.mn.us
Local Housing Incentives Account	Met Council	Grant	Communities participating in the Metropolitan Livable Communities Housing Incentives Program	\$1,500,000 total	Gap financing costs such as land/property/structure acquisition, demolition, site preparation, general construction/structural additions, alterations and rehabilitation, interior and exterior finishing, roofing, electrical, plumbing, heating and ventilation.	-	*Must have associated development project	Linda Milashius 651-602-1541 Linda. Milashius@metc.state.mn.us
Tax Base Revitalization Account	Met Council	Grant	Cities, counties, EDAs, HRAs	\$5,000,000 total	Phase 1 and 2, RAP development, demolition and site prep, soil/ groundwater remediation, soil vapor mitigation, asbestos abatement, LBP removal	Must have serious redevelopment potential	-	Marcus Martin 651-602-1054 marcus.martin@metc.state.mn.us
Transportation Alternatives Program	Met Council - Transportation Advisory Board	Grant	Local governments, Transit agencies, Natl resource or public land agencies, School districts, local ed agencies, or schools, Tribal governments, local govt entity responsible for trails	\$6,000,000 total	Construction of infrastructure for bicycle and pedestrian facilities, Safe Routes to School Infrastructure, scenic and environmental improvements, and streetscape enhancements for projects implemented 2017/18	-	-	Heidi Schallberg 651-602-1721 heidi. schallberg@metc.state.mn.us
Regional Transportation Solicitation	Met Council - Transportation Advisory Board	Grant	Local governments, Transit agencies, Natl resource or public land agencies, School districts, local ed agencies, or schools, Tribal governments, local govt entity responsible for trails	-	Three evaluation categories, grouped by mode: Roadways, Transit, and Bicycle/Pedestrian, for projects implemented beginning 2018/19	-	-	Heidi Schallberg 651-602-1721 heidi. schallberg@metc.state.mn.us
Surface Transportation Program	Met Council	Grant	Local governments, Transit agencies, Natl resource or public land agencies, School districts, local ed agencies, or schools, Tribal governments, local govt entity responsible for trails	Up to 80% of project cost	This program is primarily used for roadway reconstruction, but does allow for construction of trails and sidewalks as part of a larger overall project. The program also supports the construction of independent bikeways (generally used for commuting purposes rather than recreational purposes).	-	-	-
Redevelopment	DEED	Grant	Cities, Counties, Port Authorities, EDAs, HRAs	Up to 50% of project's redevelopment costs	Land acquisition, stabilizing soils demolition, infrastructure improvements and ponding or other environmental infrastructure and costs necessary for adaptive reuse of buildings.	Eligible costs can only be applied towards publicly owned land with a public purpose, or public infrastructure costs that support a private redevelopment	-	Meredith Udiobok 651-259-7454 meredith. udoibok@state.mn.us.
Contamination Cleanup	DEED	Grant	Cities, Counties, Port Authorities, EDAs, HRAs	Up to 75% of project's cost.	Investigation and cleanup costs necessary to implement RAP	Must have serious redevelopment potential	-	DEED Brownfields and Red. 651-259-7449
Contamination Investigation and RAP Development	DEED	Grant	Cities, Counties, Port Authorities, EDAs, HRAs	Up to 75% of project's cost. Max \$50,000	Investigation	Must have serious redevelopment potential	-	DEED Brownfields and Red. 651-259-7449
Innovative Business Development Public Infrastructure Program (BDPI)	DEED	Grant	Cities, Counties, special districts, public institutions	Up to 50% of project cost	"Publicly owned infrastructure related to a development project, including projects that target manufacturing, technology, warehousing and distribution; research and development; innovative business incubator; agricultural processing; or industrial, office, or research park development that would be used by an innovative business Funds from this program can also be used for land acquisition and preparation, telecommunications, bridges, parking ramps, demolition, hazard remediation, pre-design, construction, equipment and furnishings."	Grant funds are to be used to assist Eligible Applicants with complex and costly Public Infrastructure projects when a funding gap exists and alternative sources of public and private financing are not adequate.	*Must have associated development project	Gloria Stiehl 651-259-7462 gloria.stiehl@state.mn.us
Transit Improvement Areas (TIA)	DEED	Loan	Cities and Counties	-	Fund TOD projects that increase the effectiveness of transit.	Must provide minimum density and a mix of uses	*Must have associated development project	-
Minnesota Cleanup Revolving Loan Fund	DEED-EPA	Loan	Public entities, businesses, non-profits	Up to 78% of project costs	Cleanup	Owner must be borrower and not the responsible party. Sites acquired after 1/11/2002	-	DEED Brownfields & Redev. 651-259-7449

TABLE 19-2. INFRASTRUCTURE & DEVELOPMENT FUNDING SOURCES (CONTINUED, PART 2 OF 3)

PROGRAM NAME	ADMINISTERING AGENCY	TYPE OF ASSISTANCE	ELIGIBLE APPLICANTS	FUNDS AVAILABLE	USE OF FUNDS	REQUIREMENTS	RESTRICTIONS	CONTACT
Hennepin County TOD (Supplemental Round)	Hennepin County	Grant	Cities, development authorities, private entities	-	Demonstrate a public purpose--includes public infrastructure, ped and bike facilities, clearing acquired property, acquisition of property in order to remove blight, installation of streets, utilities	Projects must be in municipally designated redevelopment/housing project areas along a transit corridor	-	Thatcher Imboden 612-348-4191 thatcher.imboden@hennepin.us
Affordable Housing Incentive Fund	Hennepin County	Loan	Cities, Nonprofits, Developers, and Lenders	-	Acquisition, new construction, rehabilitation, re-adapted reuse, preservation and stabilization of affordable rental and home ownership units	-	*Must have associated development project	Carol Stinar 612-348-2670 carol.stinar@hennepin.us
Community Development Block Grant	Hennepin County	Grant	Suburban communities in Hennepin County (except Bloomington, Eden Prairie, Minnetonka, and Plymouth)	-	Property acquisition, rehabilitation, and soft costs to facilitate affordable housing development and public services	-	-	Tonja West-Hafner 612-348-2599 tonja.west-hafner@hennepin.us
Sidewalk Participation Program	Hennepin County	Grant	Cities within Hennepin County	Up to 25% of project cost. Max \$50,000	Construction of sidewalk infrastructure and crossing treatments are eligible for Sidewalk Participation funds. Eligible project expenses include construction, repair, and reconstruction of sidewalks, curb bump outs, and crossing treatments.	Sidewalk construction and reconstruction projects should be on a Hennepin County road where no sidewalks exist along at least one side of the road or existing sidewalks are in poor condition. Curb bump outs and crossing treatment projects should assist pedestrians in crossing intersections that include at least one Hennepin County road.	-	-
Roadside Enhancement Partnership Program	Hennepin County	Grant	Cities located within the 1999 Metropolitan Urban Services Area (MUSA)	Up to 50% of project cost	Sidewalks, trails, undergrounding utilities, installing lighting, transit shelters, benches, streetscape materials, landscaping and vertical elements (bollards/banner poles).	This funding is generally used in conjunction with highway reconstruction, but has been available outside of major projects in the past.	-	-
Bikeway Development Participation	Hennepin County	Grant	Cities within Hennepin County and park agencies	Up to 50% of project cost. Max \$100,000 (Feasibility study Max \$20,000)	Construction of trails, bike lanes, shoulder widening, bridges, tunnels, etc. Project design and plan preparation are eligible expenses as part of infrastructure projects. Feasibility studies.	The project must be a designated route on the most current Hennepin County Bicycle Transportation System Plan map or Bicycle Gap Study map	-	-
Bike Program Discretionary (Gap Program)	Hennepin County	Grant	Cities within Hennepin County and park agencies	Up to 50% of project cost. Max \$100,000	Construction of trails, bike lanes, shoulder widening, bridges, tunnels, etc. Project design and plan preparation are eligible expenses.	The project must be a designated gap on the most current Hennepin County Bicycle Gap map	-	-
HOME Investment Partnership	Hennepin County	Grant	Cities, HRAS, non-profits, private developers	-	New construction of affordable housing units, rehabilitation of owner and rental properties, and acquisition.	-	*Must have associated development project	Tonja West-Hafner 612-348-2599 tonja.west-hafner@hennepin.us
Environmental Response Fund	Hennepin County	Grant	Cities, HRAs, EDAs, non-profits, and businesses in Hennepin Co.	\$1- 2,000,000 total	Consulting fees, lab fees, assessment, RAP development, cleanup, acquisition, demolition and residential asbestos abatement and lead impacted soil remediation	Sites where there are no other funds, matching/in kind funds are strongly encouraged	-	Dave Jaeger 612-348-5714 david.jaeger@co.hennepin.mn.us
Brownfields Cleanup Revolving Loan Fund	Hennepin County	Loan	Public entities, businesses, non-profits	Up to \$1,000,000	Cleanup	No loans to responsible parties or for petroleum-only contaminated sites	-	Dave Jaeger 612-348-5714 david.jaeger@co.hennepin.mn.us
Low Impact Redevelopment Program	Minnehaha Creek Watershed District	Grant	Cities, nonprofits, private developers	\$500,000	Stormwater management infrastructure that exceeds the normal regulatory stormwater requirements.	Applicant must assume the long-term maintenance and operations of the stormwater infrastructure	*Must have associated development project	-
Housing Trust Fund (HTF)	Minnesota Housing	Grant	Cities, nonprofits, public housing agencies	-	Development, construction, acquisition, preservation, and rehab of low-income rental housing.	Currently used primarily for rent assistance and operating expenses, but has been available for capital funding previously	*Must have associated development project	-
Preservation Affordable Rental Investment Fund	Minnesota Housing	Loan	Cities, nonprofits, public housing agencies, private developers	-	Acquisition, rehab, debt restructuring	-	-	-
Highway Safety Improvement Program	MnDOT	Grant	Cities and Counties	Up to 90% of project cost Max \$2,000,000	"Proactive" projects being solicited for 2014, 2015, and 2016. Examples include active intersection warning systems, ped refuge islands, curb extensions pavement messages, roundabouts, and sidewalks.	Priority will be given to applications that are making impacts throughout the network (at multiple locations) or a corridor based approach.	-	Gayle Gedstad 651-234-7815 Gayle. Gedstad@state.mn.us
Transportation Revolving Loan Fund	MnDOT	Loan	Cities, counties, other governmental entities	-	Road and bridge projects, and transit projects. Pre-design, acquisition, maintenance, repair, construction, transit capital purchases, drainage, signs, protective structures.	Projects must be eligible under Title 23 or Title 49 or the U.S. Code and Minnesota Statute.	-	Jon Solberg 651-234-7792 jon.solberg@state.mn.us
Local Trail Connections Program	MN DNR	Grant	Cities and Counties	Up to 75% of project cost Max \$150,000	Acquisition and development of trail facilities. Projects must result in a trail linkage that is immediately available for use by the general public. Trail linkages include connecting where people live (e.g. residential areas within cities, entire communities) and significant public resources (e.g. historical areas, open space, parks and/or other trails).	Funds used to promote relatively short trail connections between where people live and desirable locations, not to develop significant new trails.	-	Traci Vibo 651-259-5619 traci.vibo@state.mn.us

TABLE 19-2. INFRASTRUCTURE & DEVELOPMENT FUNDING SOURCES (CONTINUED, PART 3 OF 3)

PROGRAM NAME	ADMINISTERING AGENCY	TYPE OF ASSISTANCE	ELIGIBLE APPLICANTS	FUNDS AVAILABLE	USE OF FUNDS	REQUIREMENTS	RESTRICTIONS	CONTACT
Dry Cleaner Environmental Response & Reimbursement	Minnesota Pollution Control Agency	Reimbursement	Past/present owners/operators of commercial dry cleaning or current landowners	100% after first \$10,000	Cleanup and investigation. Investigation funds only eligible if cleanup is necessary	Excludes coin-ops, uniform service, linen supply, NPL sites or cleanups started prior to 7/1/95	-	Patrice Jensen 651-757-2465 patrice.jensen@state.mn.us www.pca.state.mn.us
Minnesota Targeted Brownfields Assistance Program	Minnesota Pollution Control Agency	Technical Assistance	Cities, counties, watershed districts, non-profits	In Kind	Technical consultation for Phase I, 2 and cleanup (RAP)	Must pose a potential threat with no responsible or voluntary responsible party	-	John Betcher 651-757-2226 john.betcher@state.mn.us
Small Business Environmental Improvement Loan	Minnesota Pollution Control Agency	Loan	Businesses with fewer than 50 FTE, after tax profits of <\$500,000 and net worth <\$1 million	\$1,000 to \$50,000	Investigations, cleanup, capital equipment purchase to reduce/prevent pollution/waste	Collateral required and must demonstrate ability to repay loan	-	Mike Nelson 651-757-2121 michael.nelson@state.mn.us
Clean Water Revolving Loan Fund	Minnesota Public Facilities Authority	Loan	Cities, counties, sanitary districts, or governmental subdivisions responsible for wastewater treatment	-	Build or upgrade of wastewater treatment plants. Allowable costs include site preparation, construction, engineering, equipment, machinery, bond issuance	Fund provides below-market-rate loans to finance wastewater projects	*Projects must be on the MPCA's Project Priority List	Becky Sabie 651-259-7470
Point Source Implementation Program	Minnesota Public Facilities Authority	Grant	Cities and Counties	Up to 50% of eligible costs Max \$3 million	Wastewater treatment or stormwater infrastructure projects.	-	-	Becky Sabie 651-259-7471
Petroleum Tank Release Clean Up Account-Petrofund	Department of Commerce	Reimbursement	Owners/operators of underground and above ground petroleum storage tanks, owners of contaminated properties of leaking tanks	Up to 90% of eligible costs, not to exceed \$1 million per release or \$2 million per facility	Site investigation and cleanup deemed necessary by the MPCA	Minnesota Statutes 115C and Minnesota Rules Chapter 2890	-	Department of Commerce 651-215-1775
Federal Brownfields Cleanup Program	EPA	Grant	Local governments, states, redevelopment agencies	Up to \$200,000 (20% match)	Demolitions, cleanup, removal of some abandoned containers and underground petroleum tanks	Must own the property and cannot be responsible party. 20% matching funds	-	EPA Region 5 312-886-7576
Federal Brownfields Site Assessment Program	EPA	Grant	Local governments, states, redevelopment agencies, non-profits	Up to \$200,000	Inventory, characterization, Assessment (Phase I or II), remedial planning and VIC program fees	Cannot fund Federal/state Superfund sites, federal lands	-	EPA Region 5 312-886-7576
Federal Brownfields Cleanup Revolving Loan Grants	EPA	Grants to capitalize RLF	Local governments, states, redev. Agencies	Up to \$1 million	Demolitions, cleanup, removal of some abandoned containers and underground petroleum tanks	Loans/grants cannot be provided to party that caused contamination. 20% match	-	EPA Region 5 312-886-7576
Joint Development	FTA	Grant	-	-	Acquisition, demolition, site preparation, utilities, building foundations, walkways, ped and bike access, safety/security facilities, construction of space for commercial uses, parking improvements with a transit justification, project development activities (design, engineering, environmental analysis)	Must benefit one of four criterion: Economic benefit; public transportation benefit; fair share of revenue; fair share of costs	-	-

TABLE 19-3. LOCAL FUNDING SOURCES (SOURCE: METROPOLITAN COUNCIL TOD STRATEGIC ACTION PLAN APPENDIX B)

PROGRAM NAME	ADMINISTERING AGENCY	TYPE OF ASSISTANCE	ELIGIBLE APPLICANTS	FUNDS AVAILABLE	USE OF FUNDS	REQUIREMENTS
Special Assessment District	Local Government	-	Local	-	Special Assessment Districts assess properties in proportion to the benefit conferred by an improvement and are used to pay for local infrastructure. Provides a uniform procedure for local government agencies to finance the maintenance and operation of public systems such as drainage, flood control, and street lighting.	-
Assessments	Local Government	-	Local	-	Assessments can be used on developments to fund infrastructure improvements.	-
Special Service Districts	Local Government	-	Local	-	Special service districts are defined areas within a city where special services are rendered. Costs of the services are paid from charges to the area.	State law mandates the creation of advisory boards through city ordinance for each special service district to advise the city on services within the district.
Housing Improvement Areas	Local Government	-	Local	-	Housing Improvement Areas are defined areas in a city in which housing improvements may be financed with assistance from the city.	-
Development Fees	Local government	-	Local	-	Local plan fees for approval of development projects that fund not only current planning/permitting staff, but also long-range planning staff who perform strategic land use, urban design, and less frequently, capital improvement planning related to transit corridor and station area development.	-
Development Impact Fees	Local Government	-	Local	-	Local governments may exact fees to compensate for the projected impact that new development will have on local public infrastructure. The major drawback with impact fees is that they are pay-as-you-go and difficult to bond against.	-
General Obligation Bonds	Local Government	-	Local	-	General obligation bonds are issued for municipal projects that do not generate revenue, including infrastructure upgrades. These tax-exempt bonds are backed by the full-faith-and-credit of the issuer and generally include a limited or unlimited property tax levy pledge.	-
Local Property Tax Levies	Municipal	-	Local	-	Local governments may impose taxes which can be used on community services (infrastructure, transit etc.) Residential voters also directly influence the levy rate variable by voting on which services to offer to the community, increases and/or decreases in funding for specific services or purchases, or both.	-
Revenue Bonds	Local Government	-	Local	-	Tax-exempt revenue bonds are issued for specific public works projects and are generally secured with revenues from the infrastructure facility. They can be used to finance utilities upgrades needed to support higher intensity development around transit.	-
Special Tax Districts	Locally enacted; enabled at state-level	-	Local	-	Special tax districts can retroactively pay for plans related to improvements financed by the district.	-
Tax Abatement	Local Government	-	Local	-	Full or partial exemption from real estate taxes for a limited time period.	-
Tax Increment Financing (TIF)	Local Government	-	Local	-	In a TIF district, projected TIF revenues are bonded against and the bond proceeds used to pay for major development initiatives or infrastructure investments that catalyze private investment and increases in property values. A TIF district is a legally defined area targeted for redevelopment.	-

TABLE 19-4. OTHER FUNDING SOURCES

PROGRAM NAME	ADMINISTERING AGENCY	TYPE OF ASSISTANCE	ELIGIBLE APPLICANTS	FUNDS AVAILABLE	USE OF FUNDS	REQUIREMENTS
Low and Moderate Income Rental Program (LMIR)	Minnesota Housing	Loan	Limited Dividend and Non-Profits	\$95,000,000	New construction or substantial rehabilitation of rental housing. Acquisition and rehabilitation of existing rental housing. Refinancing or debt-restructure.	Minimum development size twenty units.
Historic Tax Credit (Rehab Tax Credit)	Minnesota Housing	Grant	Check website	-	The Credit for Historic Structure Rehabilitation provides credit against income tax or insurance premium tax liability equal to the amount of the federal historic structure rehabilitation credit for projects that are placed in service during the taxable year. The law also allows the Minnesota Historical Society to pay a grant in-lieu of the credit, equal to 90 percent of the credit.	-
Housing Tax Credit (HTC) Program	Minnesota Housing	Tax Credit	Local governments, land clearance authorities, state-created governmental entities, regional councils/MPOs, state agencies, Indian tribes	\$900,000 (in 2013)	The HTC offers a ten year reduction in tax liability to owners and investors in eligible affordable rental housing units produced as a result of new construction, rehabilitation, or acquisition with rehabilitation.	Priority given to projects within a half mile of LRT, BRT, commuter rail station
Housing/ Transit-Oriented Development (TOD) Loan Program	Local Initiatives Support Corporation (LISC), Twin Cities Community Land Bank, and the Family Housing Fund	Loan	Nonprofit and socially-responsible private developers	\$14.3 million	Preserve and create more housing options available to lower-income residents near transit; Strengthen neighborhood by increasing access to jobs, and integrating the promotion of TOD with other arenas such as public health, parks and green space, affordable housing, and economic development to produce more holistic and equitable outcomes for the entire corridor.	Projects must be located within ½ mile of Hiawatha, Central, or Southwest LRT corridors.
The Coaction Fund	Local Initiatives Support Corporation (LISC) Twin Cities	Grant	Nonprofit, Twin Cities-based organizations, or partnerships of organizations	\$35,000 to \$70,000	Capacity building program for community based development.	-
Loan & Grant Programs	Twin Cities Community Land Bank (TCCLB)	Various	Government entities, community development corporations, Non-profit and for profit partners	-	Projects must further community-based economic development and affordable housing goals.	-

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