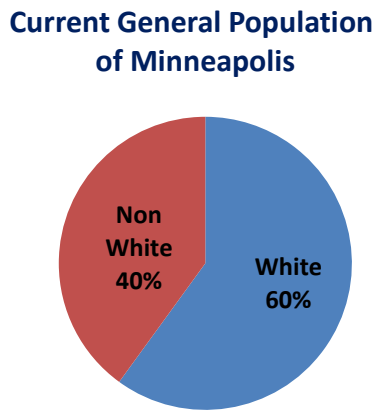
Minneapolis
City of Lakes

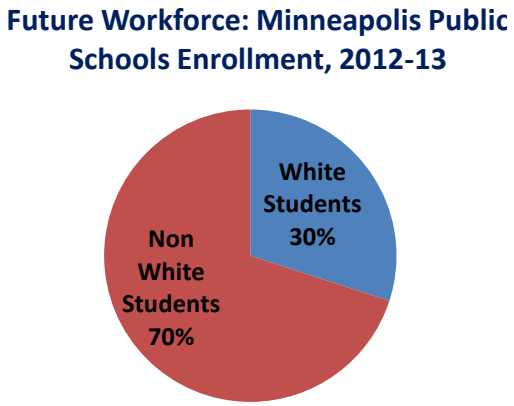
Transit Equity: Reducing Disparities Through and Around Improved Transit Service, Transit Oriented Development, Housing and Job Growth in Minneapolis

October 6, 2014

Values and Commitments

Minneapolis is already a very diverse City. It is one of our greatest strengths as a community in an increasingly interconnected global economy. Today 40% of the City is non-white. But the Minneapolis Public Schools enrollment in 2012-2013 is 70% non-white. Minneapolis, and our future workforce, will become even more diverse in the future.





Source: Minneapolis Public Schools 2012-13 Fact Sheet

While not unique to Minnesota, the disparities between whites and people of color in the Minneapolis/Saint Paul Metropolitan Region are the worst in the nation – in housing, employment, health and education. While our region's economy is growing better than most cities, this growth is not closing the gaps that hold back our City and our region. To be the community we want to be, the City seeks to lead in shifting from growth to inclusive growth.

Addressing the gaps through and around transit and development alone will not end these racial and economic disparities, but we cannot reduce these disparities without a significant transportation component. We cannot achieve inclusive growth without a comprehensive transit system that works for all.

The City of Minneapolis does not view public transit simply as an efficient way to move people through Minneapolis from point A to point B. Our approach to transit is rooted in the knowledge that transportation policy is inseparable from economic development and job growth.

- **New High-Speed Transit Service.** The City supports all-day, high-speed access to and from outer-ring suburbs, so that it is easy for people from all across the region to work and play in downtown Minneapolis AND for Minneapolis residents including people who rely on affordable public transit for access to jobs. This is why Minneapolis supports LRT and Highway BRT projects. But for such projects to benefit low-income people and people of color seeking new employment opportunities, such transit projects must provide reliable, frequent, all-day service to accommodate all hours of employment.

- **Improved Service on Existing Corridors.** The City supports investments to improve the quality, speed, frequency, safety, reliability and economic development impact of underserved transit service in corridors that have been taken for granted in the past. Chronic under-investment in urban transit corridors serving low-income residents and communities of color has left human potential and neighborhood potential untapped to the detriment of the whole region. The City supports specific improvements for the region's most efficient and least subsidized transit corridors, including Broadway, Penn Ave N, Emerson/Fremont Aves N, Nicollet, Central Ave NE, Chicago Ave S, and Midtown/Lake. Investments in these corridors, which are far less expensive than LRT lines, will feed reliable ridership to the larger and more expensive spines, helping the whole system work at its potential.

- **Transit-Oriented Development and Development-Oriented Transit.** The City does not want to simply provide access so low-income people and communities of color can find jobs outside the communities in which they live. Bringing people to jobs is good, but it is not enough. We must also bring jobs to people. The City of Minneapolis views public transit investment as an effective and essential tool for sustainable and equitable development: a tool to grow jobs, housing and economic development in Minneapolis and along revitalized urban corridors.

When it comes to transit, the City supports an "all of the above" approach.

Sustainable and Inclusive Economic Growth. The City has enjoyed a period of positive economic growth in the last few years, yet, we are still seeing huge disparities in the opportunities available to white and non-white residents. The increasing presence of minorities and new arrivals requires us to be intentional in our public investments in order to equitably advance opportunities for everyone and not only a portion of the city's population. In order for the city to continue its growth path, public investments need to be made with an emphasis on inclusiveness, addressing market failure through business and workforce development and ensuring everyone is connected to opportunities that maximize their human capacity.

The City commits:

- to ensure that as the City of Minneapolis continues to grow, that growth is truly inclusive of all and serves to reduce existing disparities.

- to work with and advocate alongside residents of Minneapolis, neighborhood groups, advocacy organizations and others to inform, improve and achieve our shared goals for better public transit and sustainable development around transit stations.

- to engage in discussions that enhance multi-jurisdictional and private resources that will expedite development along transitways and provide economic opportunities for low-income communities and people of color.

- to get the best outcome, within the constraints identified in this document, out of the investment in Southwest LRT at the Van White station: ideally, a shared vision of mixed-use, mixed income development including affordable rental and homeownership options.

- to periodically measure and evaluate the impacts of our existing business development programs on low-income communities and people of color, and share the results with our partners to collectively improve them.

RESPONSE TO EQUITY CONCERNS & IDEAS

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Introduction

The City of Minneapolis has been a strong advocate for increased investments in public mass transit to build a more equitable and sustainable region, and has been a reliable regional partner in advancing a multimodal transit system.

As part of the deliberations over Southwest LRT, citizens of Minneapolis, including a broad range of community, neighborhood and advocacy organizations have put forward ideas to promote equity through and around improved transit service, and leaders from those organizations have met with City leaders to advance those ideas. Some of those equity concerns and ideas are outlined at www.peoplestransit.org and www.equityccforswlrt.weebly.com.

This document is intended to provide a written response to those concerns and ideas.

Transit in the Minneapolis/Saint Paul Region

The Metropolitan Council through its transit division – Metro Transit – either operates or contracts for most of the public transit service in the metropolitan area. The Met Council is also in charge of transit planning, design, and construction. The Minnesota legislature has granted the Metropolitan Council the authority to operate and plan for regional transit. The legislature has also provided the Metropolitan Council with appropriations for its operations and taxing authority to finance capital improvements.

Another regional entity, the Counties Transit Improvement Board (or CTIB) also has funding authority over major capital investments including Southwest LRT. Only CTIB and the Met Council have substantial decision-making authority on transit services and investments.

The City of Minneapolis does not have any votes on either CTIB or the Met Council. The City is invited to send representatives to serve on various advisory boards, for example the Southwest Corridor Management Committee (CMC), on which the City of Minneapolis has one vote. The City also can and does advocate, with and alongside its citizens, for improved transit services to those decision-making bodies and to the Legislature and the Governor.

Southwest LRT

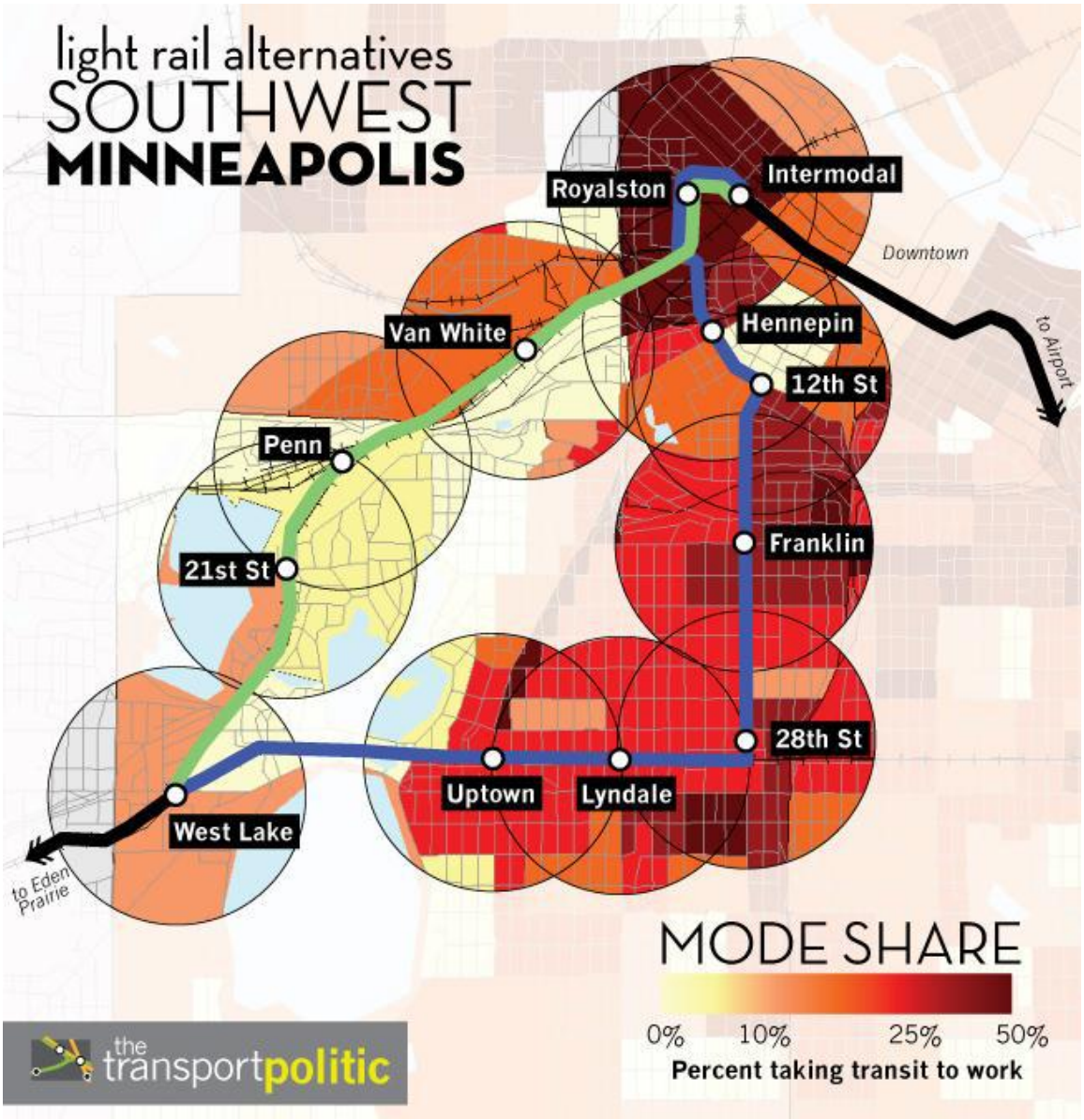
Federal Role & Equity

The Federal Transit Administration (FTA), an agency of the U.S. Department of Transportation, is the federal agency responsible for administering the numerous federal transit funding programs. The Metropolitan Council has received FTA grants for light rail and bus projects. In planning for the Southwest LRT, 50% of the project costs will be paid by the

FTA. To qualify for federal participation the Metropolitan Council must adhere to the FTA's transit criteria or "funding formula."

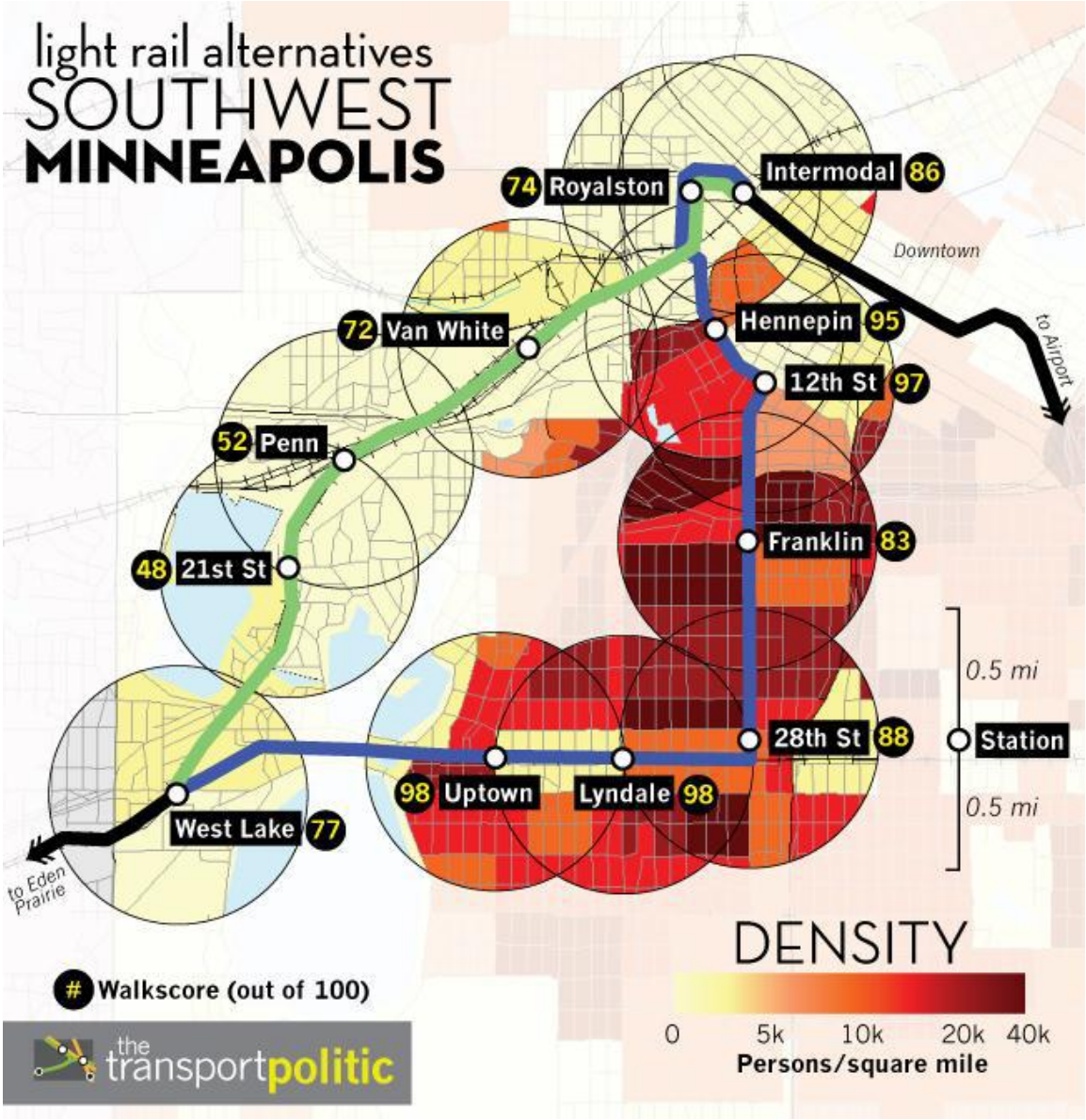
Prior to 2009 a major component of the FTA funding formula was the calculation on the proposed route's ridership. The FTA guideline at the time of the Southwest route designation defined riders to be "new transit riders". Current transit riders who could use the proposed line were not counted in calculating the projected ridership of the new line. City leaders advocated against the formula as inherently biased against urban neighborhoods where lots of people already ride transit and inherently favorable to suburban areas where it is easier to find potential riders not currently taking transit.

The criteria created an incentive for transit planners and policymakers to avoid, rather than serve, urban intersections like Broadway & Penn or Nicollet & Lake, which are surrounded by neighborhoods where many people already take transit. The criteria were revised in 2009 to include all riders--current and new. However, the pre-2009 criteria were in effect when the Southwest LRT route was selected.



Limitations of Kenilworth Alignment

Part of the reason that the City has advanced plans to improve transit service – including rail transit – to intersections like Broadway & Penn or Nicollet & Lake is that they are amenable to development. Like the stations on Hiawatha LRT or Central LRT, stations at these locations are on the street grid. They are easy to find and accessible from all directions. They are on corridors with ample available land for economic development, and therefore job growth.



By comparison, the stations along Southwest LRT in Minneapolis are harder to find. The current population within walking distance of these stations is located at the outer edges of the walk-sheds rather than being proximate to the stations, their accessibility to the stations by large numbers of residents is sharply limited. Likewise, the available land for development and job growth is also highly limited due to the nature of sites along the rail corridor and the location of freight rail tracks at station sites.

The routing of Southwest LRT was not designed around serving disadvantaged populations or serving the greatest number of Minneapolis residents. It was designed to achieve the fastest route between suburban and downtown destinations.

The Good News

While the routing-specific and station-specific benefits of Southwest LRT to advancing equity and to serving Minneapolis neighborhoods have been exaggerated, Southwest LRT will nonetheless benefit equity by significant overall improvement of the regional transit system. While Southwest LRT was not designed around serving disadvantaged populations or serving dense urban neighborhoods, Central LRT was designed around those goals. Central LRT serves, rather than avoids, dense Minneapolis neighborhoods. Central LRT was built on a city street with accessible, easy-to-find stations and ample room for development and job growth.

These qualities of Central LRT are critically important because Southwest and Central will be one single "interlined" train. For example, riders will be able to get on in West Bank and get off in Hopkins without changing trains. This is referred to as a "one seat ride."

The Unknown

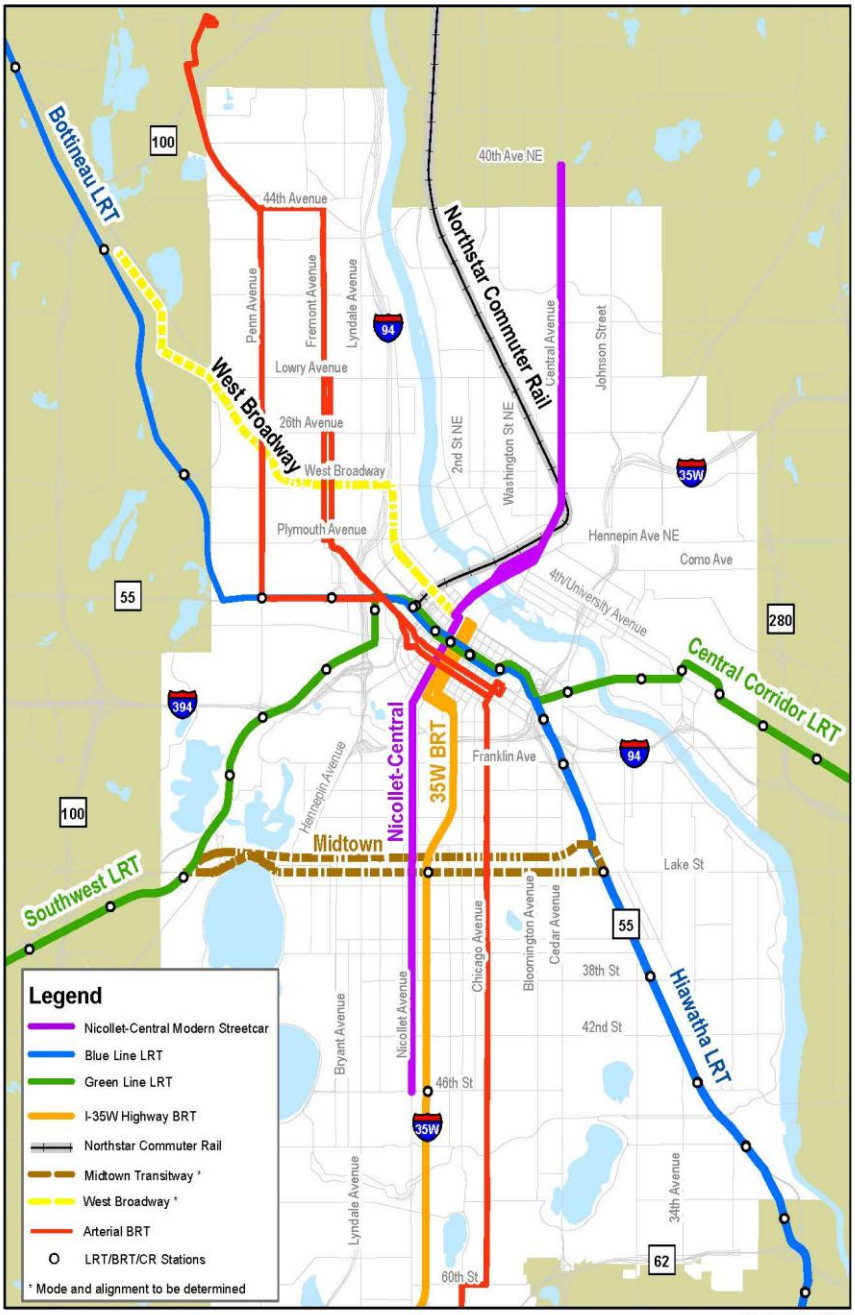
Beyond interlining with Central LRT, the biggest means by which Southwest LRT could advance equity and benefit Minneapolis' neighborhoods is by investing in priority transit corridors in Minneapolis that connect with Green Line stations and serve neighborhoods not located within the Southwest LRT corridor.

Southwest LRT should not be an end in itself. It should be a spine of a broader network including many, more frequent regular local buses, several faster Enhanced Bus or "arterial BRT" lines and modern streetcars on a few key corridors where economic development and job growth is essential. If the region does not make these investments in transit connections, the limitations of the Kenilworth alignment will be magnified and the project will be less successful.

Our Transit Plan for North Minneapolis

Through its transit planning and advocacy efforts the City has attempted to answer the question, "How can we best serve the residents of North Minneapolis?" The vision for transit improvements in North Minneapolis is embodied in Access Minneapolis, the City's Ten Year Transportation Action Plan which was approved in 2009.

Existing & Planned Rail and BRT in Minneapolis



The City's vision for transit in North Minneapolis and the City as a whole is rooted in the knowledge that transportation policy is inseparable from economic development and job growth. An older, narrower view held that urban transit, at best, was simply an efficient way to move people through Minneapolis from point A to point B. To some, recognizing the role that transit plays in economic development was considered inappropriate "government overreach."

The City of Minneapolis views public transits investment as an effective and essential tool for sustainable and equitable development: a tool to grow jobs, housing and economic development in Minneapolis and along revitalized urban corridors.

Bottineau – with Conditions

The City of Minneapolis took action on its vision when presented with the proposed Locally Preferred Alternative (LPA) for the Bottineau LRT Project. Like Southwest, the proposed route provided the fastest route between suburban and downtown destinations. Bottineau has only two stations proposed in Minneapolis. City leaders viewed this with disappointment because economic development doesn't automatically occur along passenger rail lines no matter where such rail lines are built. Without accessible stations, there is little direct benefit to the neighborhoods through which transit runs.

Despite these routing-specific and station-specific limitations, Bottineau LRT can still be a worthwhile regional project which will advance equity by significant overall improvement of the regional transit system. But like Southwest, to be successful, Bottineau must be a spine of a larger network. At the time of the vote on the Bottineau LPA, only one Enhanced Bus, or "arterial BRT" corridor – Broadway - was proposed for North Minneapolis in the Metropolitan Council's transit plans.

As a condition of agreeing to support the County's preferred alignment of the Bottineau LRT project, the City secured a commitment from the County and Metro Transit to prioritize the corridors currently served by both the #5 (Emerson/Fremont Aves N) and #19 (Penn Ave N) bus routes for Enhanced Bus "arterial BRT."

As part of that same Bottineau package agreement, the City also advocated for and secured a three-agency agreement between the City, County and Met Council to jointly fund a transit study of West Broadway. This is a key step toward expanding a Modern Streetcar to North Minneapolis, which would have not just two stops, but is estimated to have 12-16 stops in North Minneapolis between Hennepin Ave and the City border in a full build-out scenario.

Unlike buses, which have shown little to no impact on development, rail investments are uniquely effective at attracting new housing and job opportunities. Developers and job creators have not invested based on proximity to bus lines which could easily be re-routed. Investors and developers have expressed that they want certainty – the certainty provided by LRT or Modern Streetcars. Other cities have shown that they can catalyze private sector investment and encourage sustainable development when the public makes a permanent investment.

The City of Minneapolis supports both uses of transit: a.) increase access from North Minneapolis to job opportunities outside of North Minneapolis, and b.) transit improvements that promote local investment in jobs and housing in North Minneapolis.

Advocacy to Met Council

In addition to targeted investments in the highest-performing northside transit corridors like Broadway, Penn, and Emerson/Fremont, as well as Bottineau LRT on Olson Memorial Highway, the City also has long supported comprehensive improvements, frequency, security and amenities on all bus routes in North Minneapolis. The City commits to work with advocates to achieve these shared goals. The City will also fully participate with the Met Council, northside residents and advocates to study circulator service in North Minneapolis.

On the whole, the equity requests outlined at www.peoplestransit.org and www.equityccforswlrt.weebly.com are consistent with improvements the City has strongly supported for years.

The City's ongoing advocacy to the Met Council includes:

- **Public Safety - Improvements**

  Additional cameras and call boxes in Racially Concentrated Areas of Poverty (RCAPs), placement to be determined in conjunction with Minneapolis Police Department (MPD) and Minneapolis Neighborhood and Community Relations Department (NCR) and the Met Council's community engagement process.

- **Public Safety - Coordination**

  The Metropolitan Council should pay for and install security camera software and associated hardware necessary to allow Minneapolis police to receive live feeds from security cameras that Metropolitan Council has or will have at Southwest LRT stations in Minneapolis.

- **Bus Frequency to Van White Station**

  As part of the anticipated bus service redesign, Metro Transit should provide new bus service to the Van White LRT station serving both the north Minneapolis community and neighborhoods south of downtown with service at least every 10-15 minutes during weekday rush hour and midday periods and at least every 20-30 minutes during evening periods, Saturdays and Sundays.

  It is important to note that the City respects the need for proper planning by Metro Transit of routes to and from Southwest LRT stations. The City has shared some of its ideas about potential routing options with Met Council/Metro Transit and will participate in future discussions about routing. At this time the City only asks Metro Transit to commit to a level of frequency, not the specific means by which that frequency would be achieved.

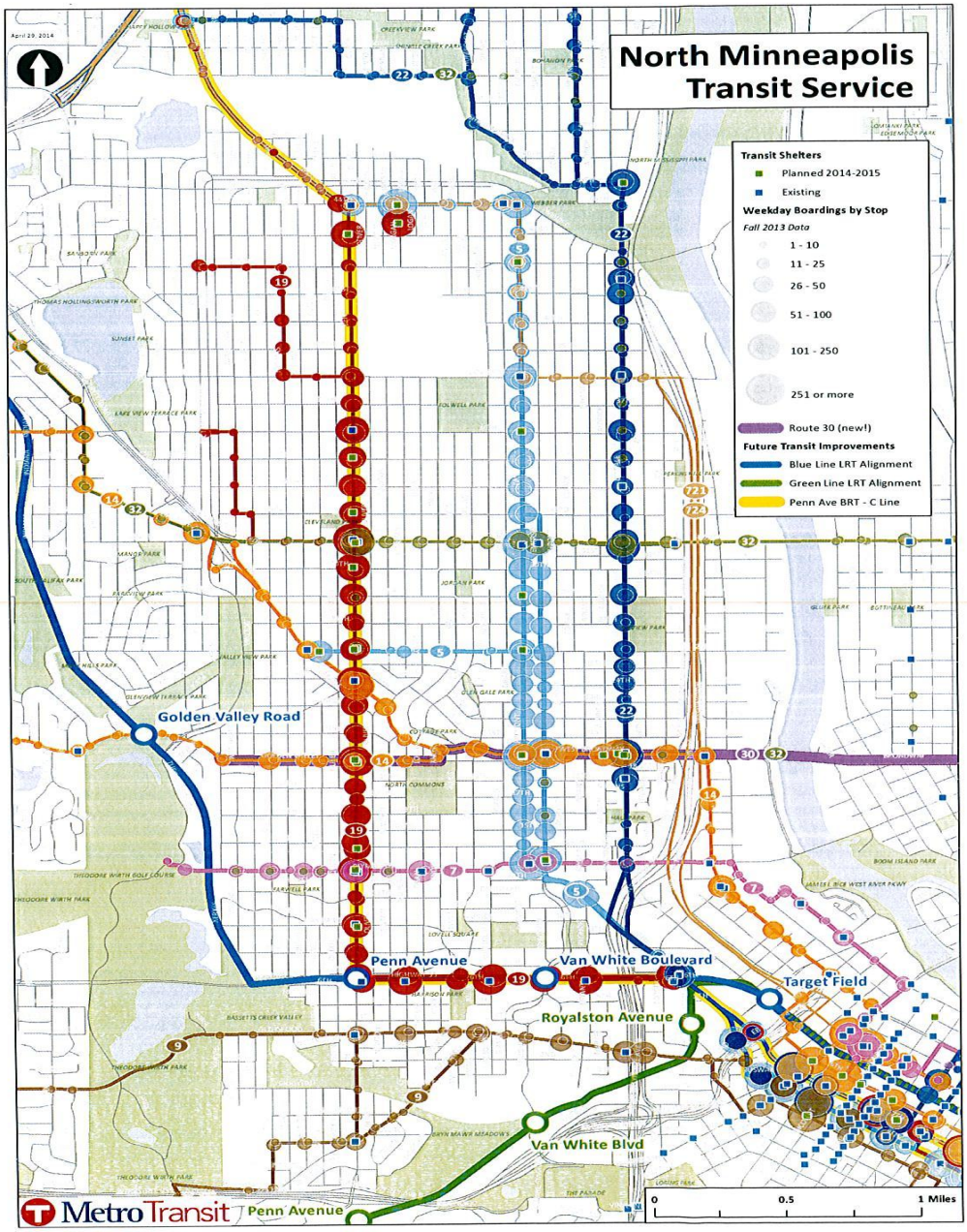
- **Heated Bus Shelters and Bus Stop Amenities**

  The City strongly supports the equity advocates' expectation that Metro Transit should add at least as many new shelters to their plan by the end of 2015 to ensure that it is possible to meet 100% of the need in Met Council's identified Racially Concentrated Areas of Poverty or "RCAPs."

  The City also agrees that there should be a single standard for defining when a bus shelter is warranted. Having two separate standards for urban and suburban communities is unacceptable. Beyond RCAPs, shelters should be placed based on need and available space, not civic boundaries.

  As with routing of buses, the City also respects the need for appropriate planning by both Metro Transit and the City in the placement of bus shelters and other bus stop amenities. There may be bus stop locations where a full size bus shelter would be too large within the available space and must be declined in favor of smaller amenities. But a decision to decline a full size shelter should be based on local street, sidewalk and land use conditions, not city boundaries.

Map E


North Minneapolis Transit Service
Transit Shelters
Planned 2014-2015
Existing
Weekday Boardings by Stop
Fall 2013 Data
1 - 10
11 - 25
26 - 50
51 - 100
101 - 250
251 or more
Route 30 (new!)
Future Transit Improvements
Blue Line LRT Alignment
Green Line LRT Alignment
Penn Ave BRT - C Line
Golden Valley Road
Penn Avenue
Van White Boulevard
Target Field
Royalston Avenue
Van White Blvd
Penn Avenue
0
0.5
1 Miles
Metro Transit

Equitable Transit Across Minneapolis

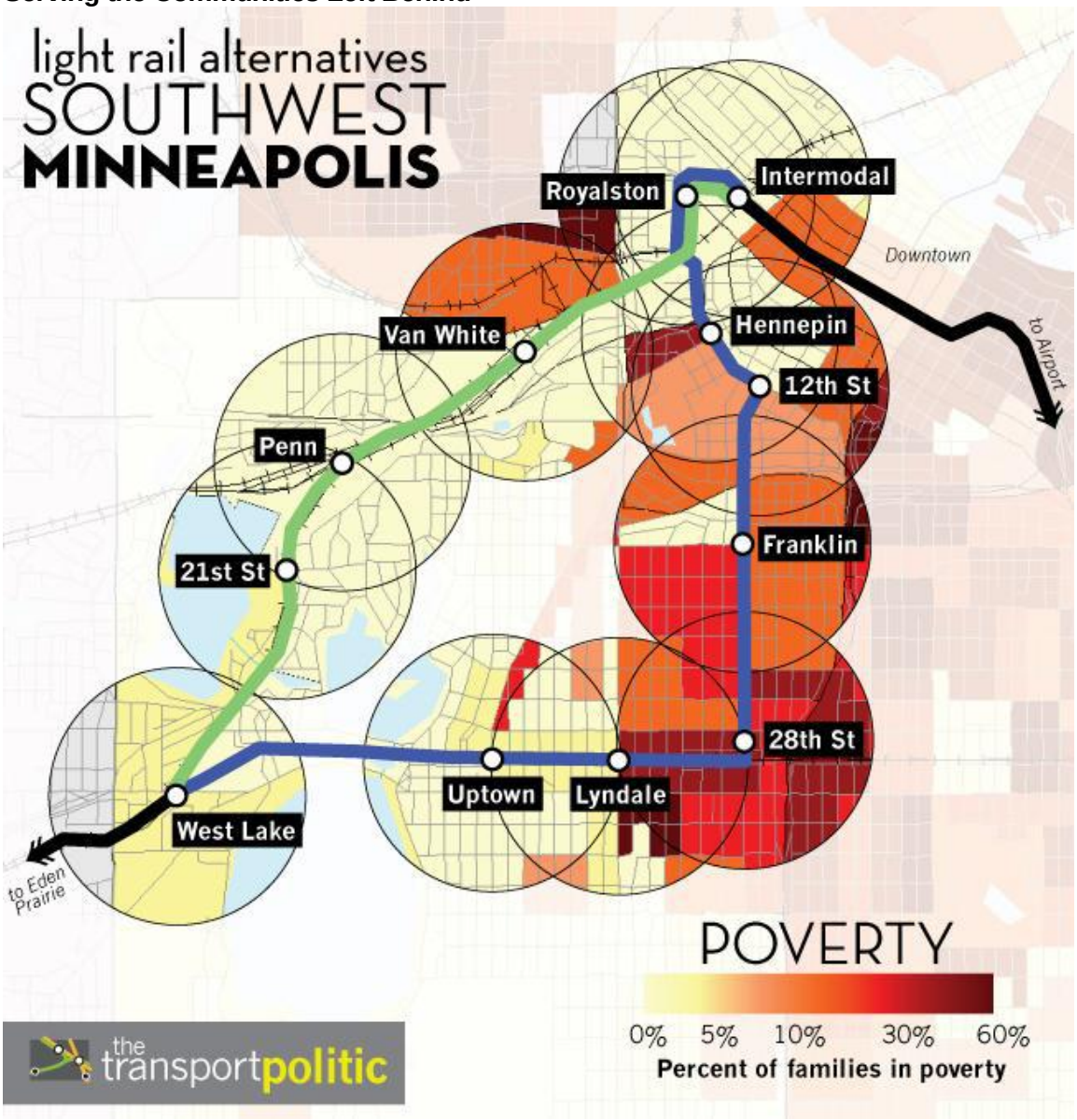
Much of the community concern about adding equity to Southwest LRT planning has focused on North Minneapolis because of the very high expectations the Met Council set for what Southwest could do for North Minneapolis neighborhoods.

Concerns about transit equity must include all Met Council areas of concentrated poverty and RCAPs, including the Eastside and South Minneapolis as well. Quality bus shelters are lacking in many parts of Minneapolis and bus frequency has been cut back on many routes. That transportation policy is inseparable from economic development and job growth is true across Minneapolis.

Just like Penn Ave, Emerson/Fremont and Broadway on the Northside, there are high-performing transit corridors which are underserved compared to their potential, including Central Ave NE, University Ave SE, Chicago Ave, Hennepin Ave, Nicollet Ave and the Midtown Greenway/Lake Street Corridor. These corridors were all prioritized at part of the City's Primary Transit Network (PTN) when Access Minneapolis was adopted by the City Council in 2009.

It should be noted that these corridors are among the most efficient and least subsidized corridors in the entire transit system. Mass transit, in order to be as cost-effective as possible, requires mass – or density. The City of Minneapolis, by embracing density along transit corridors, is providing Metro Transit with its least expensive customers. Investments in transit improvements along already-dense streets are likely to be cost effective. By contrast, it costs Metro Transit more money on a per mile basis to provide transit service in sparsely populated communities where buses must travel more miles to pick up fewer passengers.

Serving the Communities Left Behind



Serving the Communities Left Behind

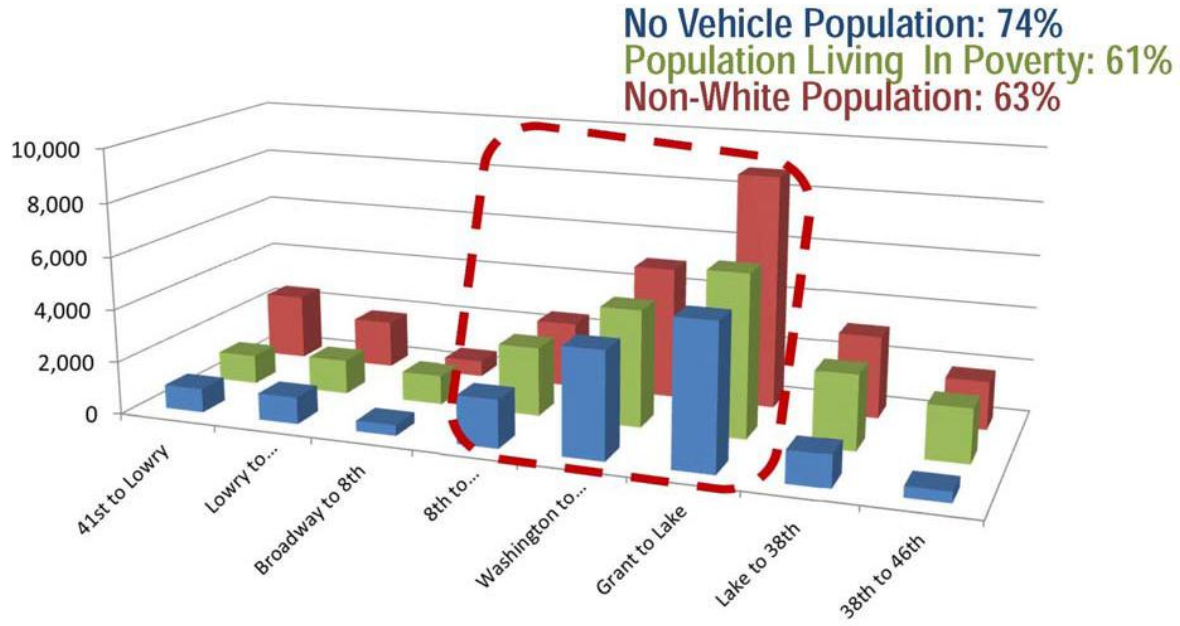
The City reluctantly agreed to proceed with Hennepin County's preferred alignment of Kenilworth. It did so with the express condition that the bike/ped trail would be preserved and with the reassurances that long-standing promises to reroute freight would belatedly be kept. The City accepted the Kenilworth route to be a good regional citizen. By routing through Kenilworth and avoiding dense corridors, Southwest LRT provided far more modest benefits for Minneapolis neighborhoods.

Following the selection of the Kenilworth Corridor, the City redoubled its ongoing efforts to advance plans to provide rail service to the Nicollet Avenue corridor in the form of a Modern Streetcar and to provide rail service to the Midtown Greenway. These neighborhoods along Midtown and Nicollet are anxious for transit improvements and for the opportunity to be connected to the regional spine of Southwest LRT, and without such connections, Southwest LRT will not meet its full potential.

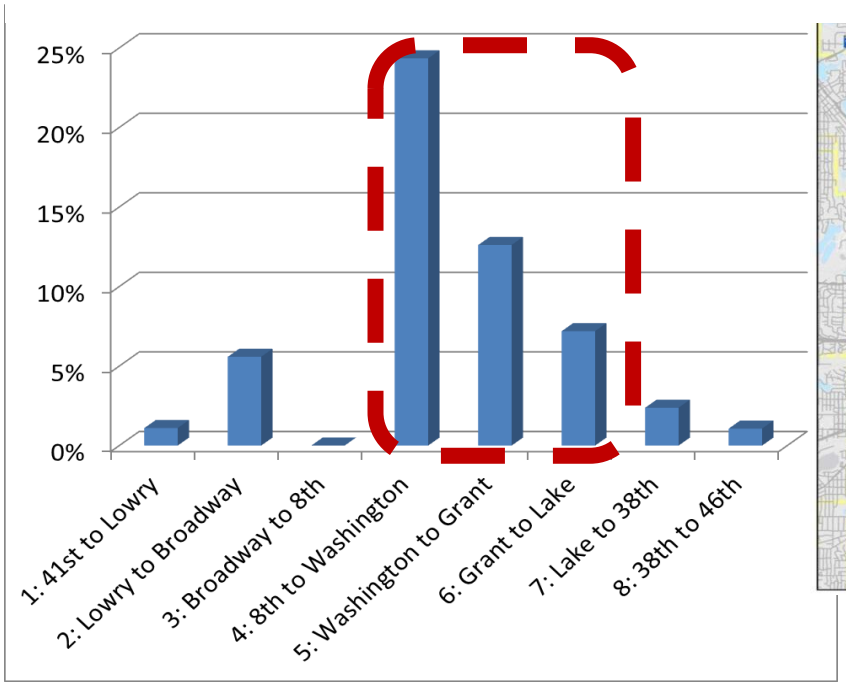
Nicollet/Central Modern Streetcar

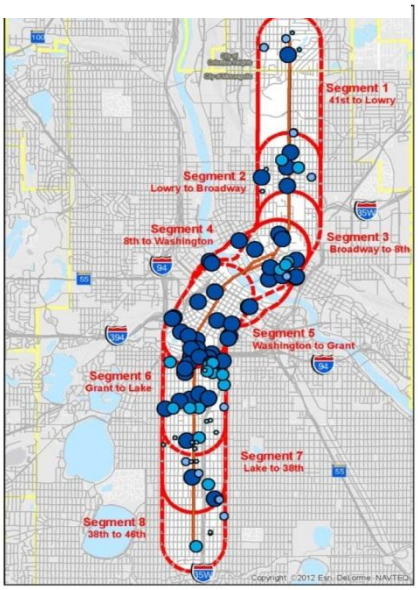
The Nicollet-Central Modern Streetcar Project is a planned 3.4-mile modern streetcar line running between Lake Street and at least 5th Street NE on Nicollet Avenue, Nicollet Mall and Hennepin/1st Avenues, and Central, using the Hennepin Avenue Bridge to cross the Mississippi River. It is projected to carry over 9,000 daily riders.

While the City hopes to eventually extend the streetcar further north and south, the first segment described above was chosen in part because it serves the greatest number of a.) people without vehicles, b.) population in poverty, c.) non-white population and d.) largest number of affordable housing units.



PERCENT OF HOUSING UNITS THAT ARE LEGALLY BINDING AFFORDABLE UNITS





The Alternatives Analysis for the project was completed in 2013 and the City Council and Mayor approved the route and mode as the recommended Locally Preferred Alternative (LPA) on October 4, 2013. The City is currently leading an Environmental Assessment in collaboration with the Metropolitan Council, the presumed owner and operator.

In spring 2013, following passage of enabling legislation by the State of Minnesota, the City of Minneapolis established a value capture district, by which future tax revenues generated in the near term from planned development on five blocks along the project may be used to fund capital costs of the streetcar project, estimated to generate up to $60 million of the total $200 million project costs. The City of Minneapolis is also working with the Metropolitan Council to seek other federal and regional transportation funds for the project.

On September 19, 2014, the Minneapolis City Council voted to forward the project to the Metropolitan Council for inclusion into the Transportation Policy Plan (TPP).

The City appreciates Hennepin County's leadership in advancing Modern Streetcar on Nicollet by helping the City secure passage of a value capture tool.

The City appreciates equity advocates' support for adoption of a regional streetcar policy and the City commits to work with advocacy organizations, the City of St. Paul, Met Council and others to achieve this.

A New Spine through Downtown

A streetcar project which runs to the edge of downtown and stopped is far less likely to succeed than a streetcar which runs through downtown and connected to many densely located destinations. So building a new rail spine through downtown is a necessary step towards building additional streetcars. The Blue Line LRT Project (Hiawatha) built tracks through downtown which could then be used also by Green Line LRT (Central). In a similar manner, the Nicollet/Central Modern Streetcar Project will provide a new rail spine through Downtown which could also be used by a future West Broadway Streetcar.

Enhanced Bus on Chicago Ave

Even before City negotiations over Bottineau LRT, Metro Transit recognized the potential for Chicago Ave and the benefits of improved transit service on this corridor. Chicago Ave, currently served by the slow #5 bus, was already included in Metro Transit's "arterial BRT" network. With the addition of the Emerson/Fremont corridor on the Northside (also served by the #5 bus) to Metro Transit's Enhanced Bus (or "arterial BRT") network, it makes sense to upgrade service on both the northside and southside sections of the corridor at the same time, if possible.

The City would like to see this project proceed as it is currently prioritized by Metro Transit for Enhanced Bus service as coming right after Penn Avenue N. If Penn were built at the "C" line, that would make the combined Emerson/Fremont & Chicago corridor the "D" line.

Midtown Corridor

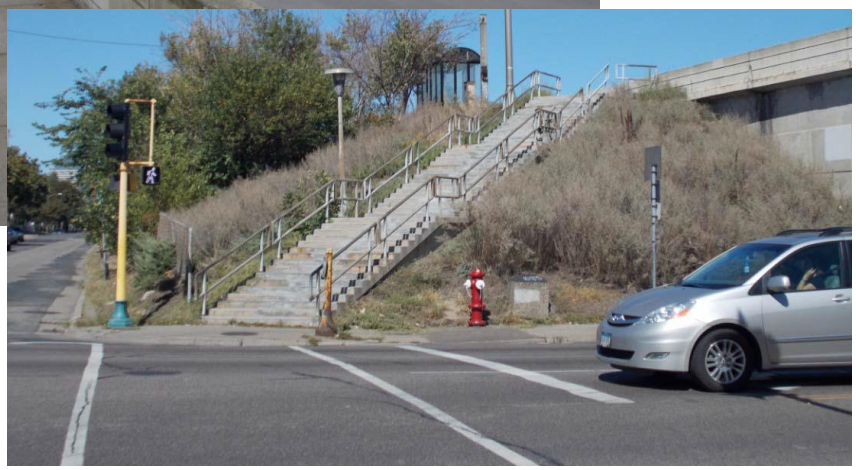
The Metropolitan Council, with assistance from the City of Minneapolis, completed an alternatives analysis for the Midtown Corridor in early 2014. The studied corridor included both the Midtown Greenway and Lake Street.

At the conclusion of the study, the Midtown Corridor Policy Advisory Committee (PAC) recommended the dual alternative of double/single-track rail in the Midtown Greenway and enhanced bus on Lake Street and as the Locally Preferred Alternative (LPA) for the Midtown Corridor project. The rail component is a 4.4 mile corridor between the existing METRO Blue Line Lake Street Station and the planned METRO Green Line West Lake Station along the Midtown Greeway that would operate in an exclusive guideway, mostly grade-separated from the street grid, with an estimated one-way travel time of 13 minutes. Potential rail vehicles include modern streetcar vehicles or single-car light rail vehicles.

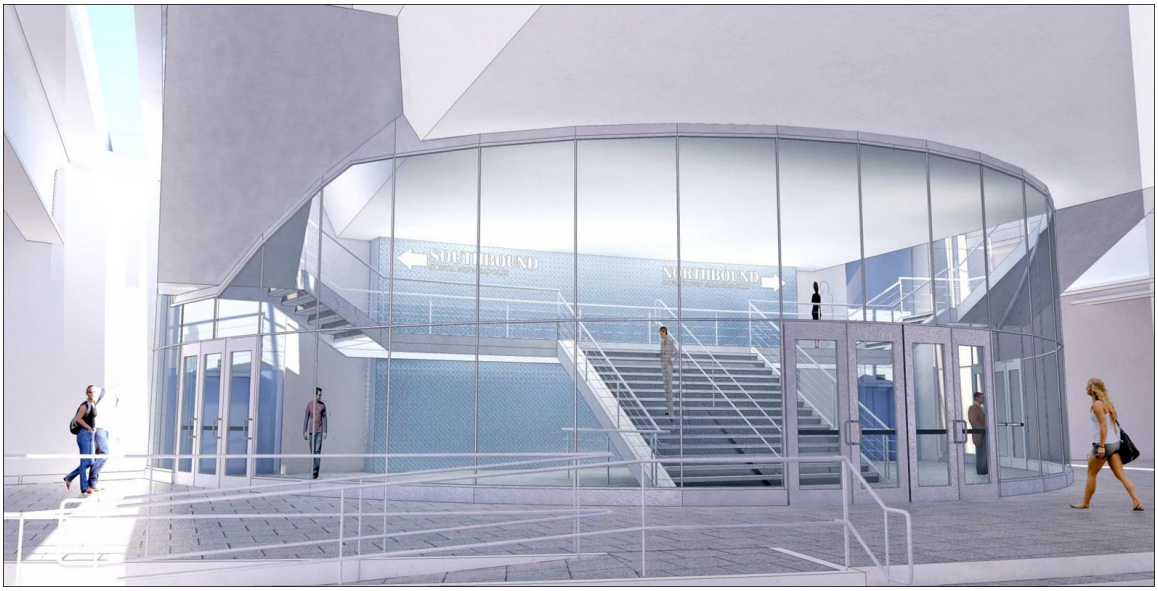
Subsequent phases of technical analysis will continue to engage policymakers, technical experts, adjacent property owners and the community to address key issues not covered in the LPA, including but not limited to the rail vehicle type, track design such as single/double and turf track segments, greenspace, station area design, bicycle and pedestrian path width, and other elements to enhance the Midtown Greenway and Lake Street. The recommended locally preferred alternative will be considered through a future amendment to the Transportation Policy Plan.

Orange Line BRT – Station at Lake Street

With support from the City of Minneapolis, Hennepin County and MnDOT, the Met Council is leading development of the Orange Line Bus Rapid Transit (BRT) Project which will provide high-speed, all-day transit access on 35W from Minneapolis to Burnsville, including stations in Minneapolis at 46th Street, Lake Street and downtown stops on Marquette and 2nd Avenues. Among other benefits, Orange Line BRT will provide Minneapolis residents much better access to job opportunities in the southern suburbs.



Through Minneapolis, BRT vehicles will travel in the left-hand, fast lane on 35W. A center line or “inline” station was constructed at 46th Street as part of the 35W Crosstown Project and is already operating. The planned 35W & Lake Transit/Access Project will include a second center line or “inline” station at Lake Street. Until this new station is constructed, Orange Line BRT cannot be fully implemented. Having BRT buses bypass Lake Street and the diverse communities that are served by the Lake Street bus is unacceptable. Currently, two inadequate right-lane bus shelters (above) exist at Lake Street. The design for the new station (below) at Lake Street will come before the City Council for approval in early 2015.



Advocacy to Met Council

In addition to targeted investments in the highest-performing southside and eastside transit corridors like Nicollet, Central, Chicago, Midtown/Lake and 35W, the City also has long supported comprehensive improvements frequency, security and amenities on all bus routes in southside and eastside Minneapolis. The City commits to work with advocates to achieve these shared goals.

Transit-Oriented Development

As described above, the prospects for development are enhanced or limited by the inherent characteristics of these station locations, including accessibility and amount of developable land. The unanticipated and unwelcome continuation of an active freight corridor will also inhibit development at several Southwest stations.

Despite these challenges, the City will continue to promote economic development. Other than the 21st Street station, the City expects some level of development at each of the Minneapolis stations. As part of that effort, the City sought and secured through the mediation process a set of badly-needed investments in pedestrian access at all five Minneapolis stations.

Except for the Royalston station which could develop very quickly, the City does not expect development on the scale or speed of Central Corridor, which runs down a City street with easy-to-find stations, infrastructure in place, and ample available land.

Van White

The City is very focused on the potential of the Van White station. The City has already invested substantial staff time and a total of over $22 million in federal, county, and city resources for Van White Boulevard to create a new connection between North and South Minneapolis and reweave together neighborhoods long divided by both freight rail and I-394. Developable land is available, although poor soils will likely limit residential development.

Some of the unique limitations of development in the Van White station area include the presence of the impound lot and the possibility of future passenger rail.

Impound Lot

The City's Public Works Department and CPED are currently working on plans to reduce the size and improve the condition of the impound lot. Three options were presented to the community that would improve the customer experience, make the impound lot a better neighbor, reduce the impound lot size, and free up 6 to 10 acres for possible reuse or redevelopment. These improvements will benefit both users and neighbors of the impound lot and they are long overdue.

Previous studies to improve the condition of the impound lot have been delayed by a desire to relocate the impound lot to another location, but an appropriate and viable location available for purchase has never been identified. Moving the impound lot elsewhere is a logical desire, but it is important to note that most of the other industrially zoned land in Minneapolis is in other parts of North and Northeast Minneapolis, and none of those communities, which already contain locally unwanted land uses would welcome the impound lot to their neighborhood.

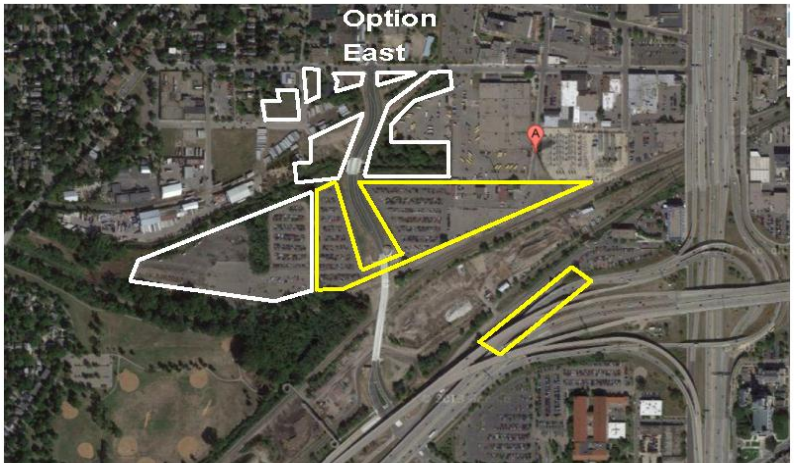
It has also been suggested that the City could eliminate the impound lot entirely. The City has studied this, but the conditions that have allowed some cities to eliminate their impound lots do not exist here. For example, there are many neighborhoods in Minneapolis where "tow around the corner" is not an option because those adjacent streets are filled with parked cars.

To delay improvements to impound lot facilities again to pursue an unidentified, theoretical alternative would be to let the perfect be the enemy of the good. On the other hand, City staff recommend making facility and visual improvements that would make the impound lot a better neighbor and could help remove a potential obstacle to development.

The maps show three possible improved configurations of the impound lot. In each map, the yellow line represents a future impound lot. In each map, the white lines represents area freed up for development.

The Impound Lot is within reasonable walking distance of the Van White station. This new transit line and station will improve the ability of impound lot users to recover their impounded vehicle through the use of transit.

LatestImpoundOptionEast3 May 05, 2014



LatestImpoundOptionWest4 May 12, 2014

LatestImpoundOptionSplit3 May 05, 2014

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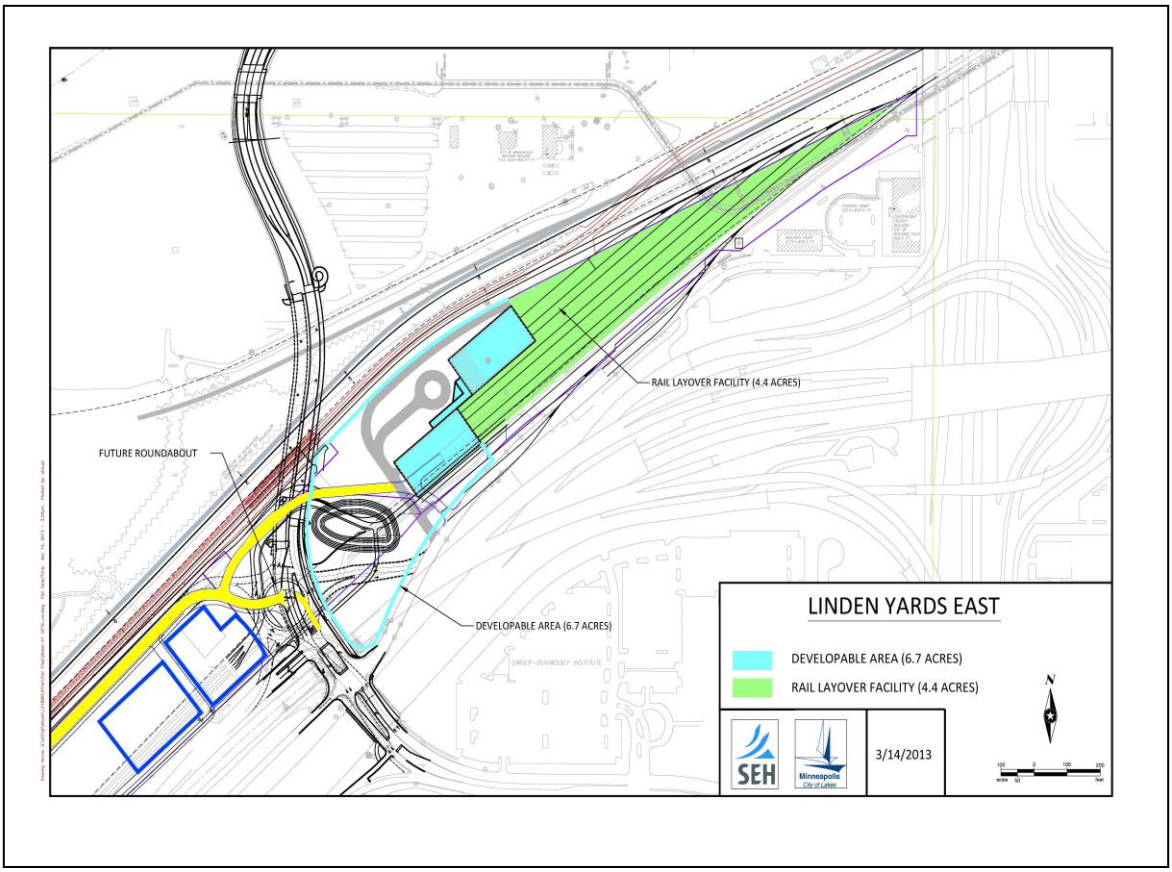
Intercity Passenger Rail to Minneapolis

The Minnesota Department of Transportation (MNDoT), in consultation with the Intercity Passenger Rail Forum, has developed a plan for high-speed passenger rail service to Chicago, Duluth and St. Cloud. The City of Minneapolis strongly supports such projects which would spur economic development and job growth in Minneapolis.

Such projects also foster equity by providing new ways for people to reach jobs and a competitive alternative to air travel. Such projects would also provide construction jobs. It is in the best interests of the City and its residents for such passenger rail lines to stop directly in downtown Minneapolis at the Target Field station, as close as possible to provide transportation access and more choices to the populations we seek to serve.

Both Union Depot in Saint Paul and Target Field Station in Minneapolis were built for this purpose. Stopping only in Downtown Saint Paul would significantly inconvenience residents of Minneapolis looking for shorter overall travel times to their destinations.

Having sought-after rail amenities serve City residents comes with certain burdens like rail layover facilities. For example, the Hiawatha (Blue Line) LRT required an operations and maintenance facility between the Franklin and Cedar Riverside Stations, but the overall benefit to the City and its residents is clear. To keep open the possibility of high speed rail service directly to Minneapolis, City Staff recommends reserving some portion of land in Linden Yards East to accommodate a rail layover facility.



Uncertainty Hinders Development

The City of Minneapolis is strongly supportive of sustainable, dense development near the Van White station that promotes equity and job growth. The biggest impediments to moving forward with such development are polluted and swampy land, uncertainty regarding Southwest LRT and uncertainty regarding any future Passenger Rail layover facility.

To address uncertainty regarding passenger rail, the City has worked to develop a plan which reserves a small area for passenger rail layover. To balance the need for longer-term development of passenger rail service and near-term development opportunities, the City restrained the request of MNDoT to a smaller area of approximately what would likely be needed.

The City seeks to accommodate rail projects to Chicago, Duluth and St. Cloud, but not, at this time, projects to Willmar and Eau Claire which seem less realistic in the reasonably projected future.

The attached plan depicting the smaller four acre area reserved for future rail layover, as shown above, still provides over six acres on Linden Yards East for near-term development. Only the easterly portion of Linden Yards East will be available for future study as a potential option for a regional commuter and high speed rail layover facility as shown above. The Cedar Lake Trail will run continuously through the Linden Yards site. Any future rail layover facility will be designed, enclosed, landscaped and mitigated for noise and air quality impacts.

Even within the constraints described above, the City of Minneapolis believes there is a lot of potential at the Van White station. The City is committed to work with the Harrison and Bryn Mawr neighborhoods to achieve a shared vision of mixed-use, mixed income development including affordable rental and homeownership options.

Pedestrian and Bicycle Access

As part of the City's longstanding commitment to bicycle and pedestrian improvements and a complete streets approach to city-building, the City of Minneapolis used the Southwest mediation process to secure from the Met Council $30 million of accessibility improvements at the Southwest stations located in Minneapolis, which the City views as necessary mitigations for both the alignment choice and the unexpected and unwelcome presence of freight rail. These pedestrian and bicycle accessibility components are an important step towards shared development goals. A description of these accessibility improvements is attached at the end. That package includes a pedestrian bridge from the Van White station area directly to Bryn Mawr meadows. For these investments to be most successful the City, Park Board and neighborhood groups must work together.

Transit Funding

The City has advocated at the State Capitol for many years for a dedicated metro area sales tax which would pay for a comprehensive build-out of the regional transit system and restrain the growth of transit fares.

Business Development

Proposal: **The City of Minneapolis, Hennepin County and Met Council commit to establish a $50.0 million "capital fund" to support and promote entrepreneurs of color.**

The fund is briefly described in the "Equity Commitments for SWLRT" as a flexible tool for helping train entrepreneurs on the basics of starting a business, developing a business plan and lining up investors and capital. The fund will also be used to provide gap financing, low interest loans and small capital grants to "start-ups" and existing businesses that wish to operate on or expand along transit way corridors.

City Response. The City of Minneapolis as noted in the following section has a history of leveraging public and private funding to support entrepreneurs of color as identified in the "capital fund". The programs provided - while separately established - are often combined to maximize the assistance given to businesses focusing primarily on those owned by women and minority entrepreneurs. The majority of city programs such as the Business Technical Assistance Program (B-TAP) partner with the nonprofit community development sector to provide services to entrepreneurs.

The proposal implies that the "capital fund" should focus on business development along transit way corridors. To ensure that growth reaches everyone in the city without distinction while helping level the playing field for populations traditionally left behind, the City's business development programs are both "place based" and citywide.

Many of the place based programs – Great Streets and Grow North – are located along business corridors or transit ways. In fact the City, County and Met Council along with neighborhood organizations are planning for the redevelopment of Penn Avenue which is scheduled to be a bus rapid transit route that could be operational by 2016.

The City would support a "capital fund" to supplement its efforts to make sure that minority and women entrepreneurs succeed when starting and growing their businesses. It is also imperative that as additional investment is considered, we think about creating business opportunities near transit lines with a focus on neighborhoods that have traditionally lacked employment opportunities.

The City has adopted and implemented a strategy that supports small entrepreneurs with a particular focus on immigrants, minorities and women. It is no secret to anyone that those populations have traditionally been left behind, and if Minneapolis is going to continue growing, everyone should have the opportunity to participate in that growth. We encourage other jurisdictions to join us in this endeavor so we can achieve the greatest impact. A good first step could potentially be a regional resource availability, utilization and gap analysis.

Goals and Vision

In March 2014 the City Council adopted a vision for the city and goals, values and strategic directions that envision Minneapolis to be "a growing and vibrant world-class city with a flourishing economy and a pristine environment, where ALL people are safe, healthy, and have equitable opportunities for success and happiness." The fulfillment of that vision will require strategies that provide every resident, regardless of race, the opportunities to grow and prosper and therefore reduce disparities among residents and neighborhoods. It is imperative that as we develop and implement strategies both the public and private sector are engaged.

What's currently in place? City Strategy and Programs

The City of Minneapolis through its Department of Community Planning and Economic Development (CPED) is the lead city agency in developing and implementing strategies that grow the city and provide opportunities for all citizens. CPED administers numerous business development, housing and workforce programs that are aligned with the city's vision and goals.

The economic development programs are primarily targeted to overcome "market failure" or address a public policy objective. Market failure materializes in vacant buildings, declining business sectors, decreasing property values, and high unemployment. This has traditionally and disproportionally affected our immigrant and minority populations. In an attempt to counter this trend, the city has developed an economic development toolbox that includes a variety of programs and resources to support businesses with the potential to create jobs and prepare residents to be competitive for those jobs.

City of Minneapolis Economic Development Resources

	Program name	Use of Proceeds	Size	Terms	CPED Contact
Business Loans	2% Loan	Small business loans for building improvements, equipment	up to $150,000 (City portion at 2% up to $75,000)	2% interest, up to10 years	call 612-673-5072
	Energy Efficiency Loans	Several programs to finance investments to improve energy efficiency in commercial properties.	varies by program – from $1,000 - $2 million	4-4.5% interest	Becky Shaw 612-673-5066
	Health & Safety Loan Program	Financing for code compliance investments including physical improvements such as grease traps, floor drains, and food service equipment	up to $10,000	7% interest, up to 5 years	Kris Maritz (MCCD) 612-789-7337
	Alternative Financing	Small business financing for building improvements or equipment, Islamic-law compliant structure	up to $100,000 (City portion - $50,000 at a 2% rate of return)	up to 10 years	call 612-673-5072
	Business Development Fund	Small business loans for building improvements, equipment	up to $75,000	prime, up to 10 years, credits for local hiring up to $37,500	call 612-673-5072
	Export Order Financing and Insurance	Loans for export orders as well as marketing and promotion. Export payment insurance.	various products - several thousand to tens of millions	varies	MN Trade Office Helpline 651-259-7498
	Homegrown Business Development Center	Costs associated with the processing, manufacturing, distribution and marketing of local food products.	up to $10,000	2% interest, up to 5 years	Casey Dzieweczynski (Jevachensky) 612-673-5070
Site selection, business consulting and business district support	Site selection and systems navigation	Assistance in finding a Minneapolis location and navigating licensing and other regulatory requirements			Miles Mercer 612-673-5043
	Technical Assistance Program	Contracts with local non-profit organizations to provide direct business consulting services to new and existing businesses located in Minneapolis	Contracts with non-profits from $5,000 to $125,000	2 year contract, through annual RFP solicitation	Daniel Bonilla 612-673-5232
	Export assistance	Small grants for international trade marketing, trade missions, guidance on global market opportunities, logistics, regulatory compliance	N/A	N/A	MN Trade Office Helpline 651-259-7498
	Great Streets Business District Support Grants	District revitalization projects including business recruitment and district-wide marketing	grants of up to $50,000 to business associations, community development organizations and CDCs	1 year contract, through RFP solicitation	Rebecca Parrell 612-673-5018
	Great Streets Façade Matching Grants	Façade improvements including windows, doors, signage, awnings, lighting, murals	façade matching grants to businesses of up to $5,000		Jimmy Loyd 612-673-5026

July 2014

	Program name	Use of Proceeds	Size	Terms	CPED Contact
Commercial/Industrial Real Estate Development Financing	Great Streets Gap Financing	Commercial real estate development loans for catalytic commercial corridor and station area projects	$100,000 - $500,000 gap financing	up to 15 years	Rebecca Parrell 612-673-5018
	Grow North	Capital improvement loans to jobs-intensive businesses expanding in, or relocating to North Minneapolis, eligible for prepayment credits based on hiring North Minneapolis residents	up to $200,000	up to 10 years	Casey Dzieweczynski 612-673-5070
	Tax Increment Finance	Significant commercial/industrial development	$300,000 and up, depending on revenue generated	up to 25 years (15 more common)	Kristin Guild 612-673-5168
	Bank Qualified Bank Direct (BQ) Tax Exempt Bonds	Real estate development for non-profit user	$500,000 - $10 million	10-30 years	multiple staff, call 612-673-5072
	Brownfield Remediation Grants	Grants to investigate and clean up environmental contamination as part of a real estate development project	$20,000 - $900,000	grant, 5 year reporting on development, tax base and job growth outcomes	Kevin Carroll 612-673-5181
	DEED Redevelopment Grants	Grants supporting real estate redevelopment	$50,000-$1 million	grant	Kevin Carroll 612-673-5181
	Revenue Bonds (taxable and tax exempt)	Commercial/industrial real estate development, equipment	$1 - $100 million	10-30 years	Charles Curtis 612-673-5069
	Hennepin County Transit Oriented Development Grants	Grants to real estate development projects on transit lines that will enhance transit usage	$50,000 - $1 million		David Frank 612-673-5238
	Liveable Communities Demonstration Account Grants	Grants for land assembly and public infrastructure for development projects that maximize benefits of regional infrastructure	$100,000 - $800,000	grants	Carrie Flack 612-673-5240
	New Markets Tax Credits	Real estate development financing - allocations of tax credits to limited financing entities	$500,000 - $20 million	7 years	Miles Mercer 612-673-5043
	DEED Job Creation Fund	Rebate for job creation and real estate investment	up to $1 million	rebate associated with job creation	Kristin Guild 612-673-5168
	Minnesota Investment Fund	Loans for real estate development or significant equipment purchase supporting MN job creation	up to $500,000	flexible terms	Kristin Guild 612-673-5168
Workforce Programs	Qualified Staff	Through career fairs and free posting services, the City can help businesses identify qualified staff.			Mark Brinda 612-673-6231
	Customized Training	City partners, including MCTC and Dunwoody, are available to develop customized training programs for Minneapolis employers. Also, Minneapolis occasionally secures grants to support training in key growth fields.			Mark Brinda 612-673-6231
	Step Up Youth Interns	"Step Up" is a summer internship program that links Minneapolis businesses with young people trained for work readiness and overseen by program advisors.			Tammy Dickinson 612-673-5041

The listed programs include not only City resources of approximately $5.6 million for the 2015 program implementation, but also those of the Metropolitan Council, the State of Minnesota, Hennepin County, and the federal government; many of the programs are designed to work in conjunction with and leverage private capital. The multiple funding sources illustrate both the collaboration needed for effective, sustained economic development, and the variety and extent of existing programs and resources that the City markets to support investment in Minneapolis.

Current City resources are committed to:

- Business development and investment
- Small business revolving loan funds at below-market interest
- Real estate development loans
- Façade improvement grants
- Business consulting, services and business district vitality initiatives.

These City dollars augment a number of other tools and resources devoted to supporting business growth and job creation. Funding includes millions of dollars for loan capital and business consulting provided by the Federal Community Development Financial Institutions program and the State Urban Initiatives Program to a variety of community development organizations, as well as foundation and philanthropic contributions.

As mentioned before, several of the business development programs are available citywide while others are specific to certain areas of the city. For example, the City in cooperation with community partners is working to grow jobs in North Minneapolis. The new Grow North program adopted by the City Council in summer 2013 provides incentives for companies to expand or locate in North Minneapolis and employ Northside residents. In addition to the other financing tools and resources available from the City, Grow North offers the following incentives to businesses interested in locating in North Minneapolis:

- Loan for capital investments such as acquisition, building improvements, and new construction up to $200,000;
- Loan forgiveness at a rate of $5,000 for each North Minneapolis resident hired;
- Workforce and training and recruitment assistance; and
- Homebuyer down payment assistance targeted to employees of the recruited businesses who want to purchase a home in North Minneapolis through the Minneapolis Advantage program.

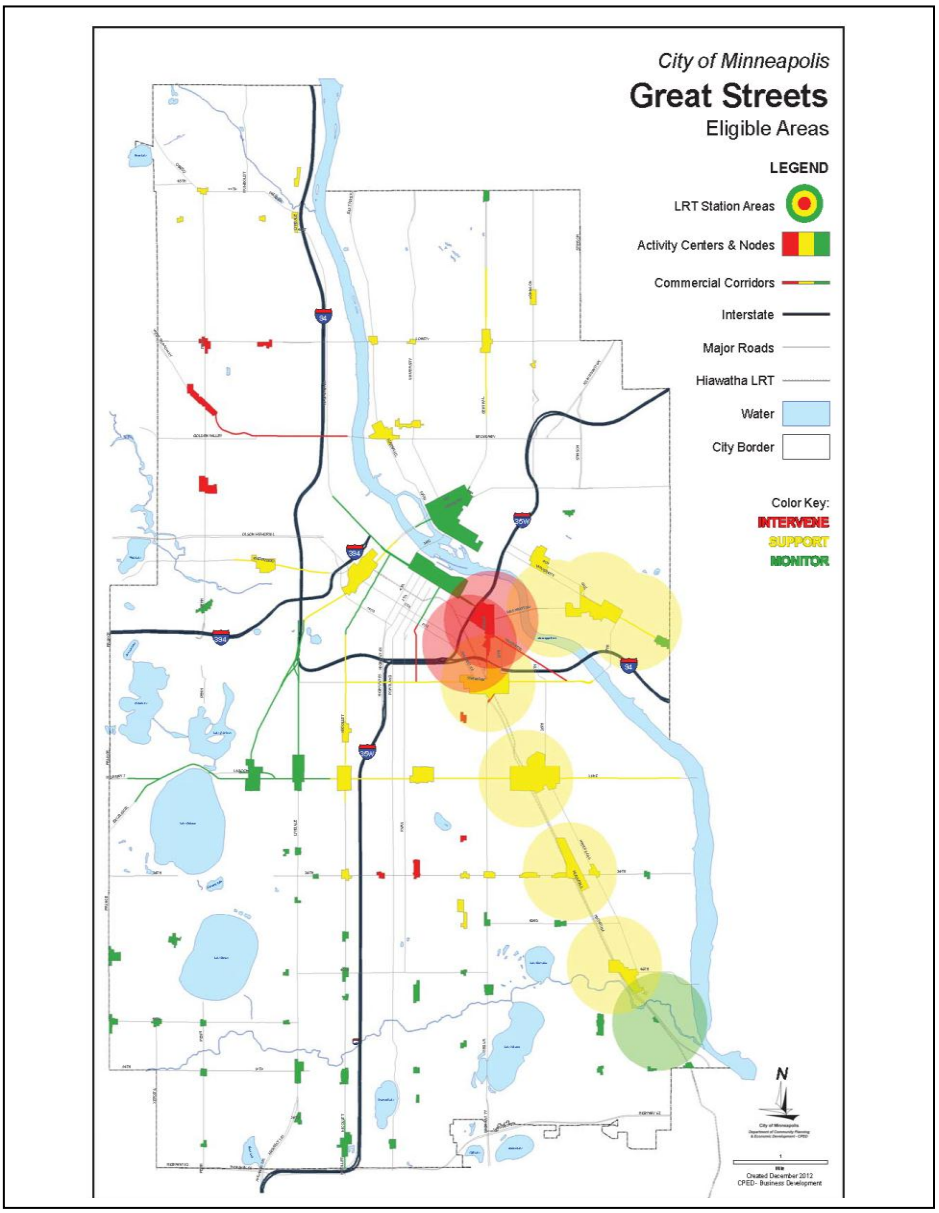
To be eligible for the incentive package a for-profit business must commit to bring at least 40 jobs to North Minneapolis with at least 15 of the jobs required to go to Northside residents, and the capital improvements of the new or renovated facility must include a high level of green construction. The goal for the program is to recruit 1,000 new jobs in North Minneapolis over the next five years.

City dollars for the Grow North program are restricted by the Federal Community Development Block Grant (CDBG), a dynamic that occasionally poses challenges and restricts the use of funds. Last year those constraints kept Grow North from supporting at least one expanding northside company. If additional funds were available, they could be used to lessen the limitations currently in place and be able to assist companies in creating jobs for the area in the city that has traditionally suffered from high rates of poverty and long term unemployment.

Another geographically-based City business development program is the Great Streets program. The Great Streets program supports business investment and business district vitality in neighborhood business districts, with an emphasis on catalytic investments in market challenged areas. The Great Streets program resources are available in 116 areas where adopted City policy supports commercial activities. The Minneapolis Plan for Sustainable Growth categorizes these areas as (1) commercial corridors, (2) commercial nodes, (3) LRT station areas, and (4) activity centers. The Great Streets Program prioritizes its resources according to need, by classifying each area as intervene, support, or monitor based on several measures of economic health and opportunity.

Intervene	Areas that are experiencing weak development interest or significant obstacles to attaining the City's commercial development or business investment goals.
Support	Areas showing signs of strength, but that remain fragile and have some barriers to market development and business investment.
Monitor	Areas with strong market development and business activity.

The following map provides additional information about the eligible areas by category.

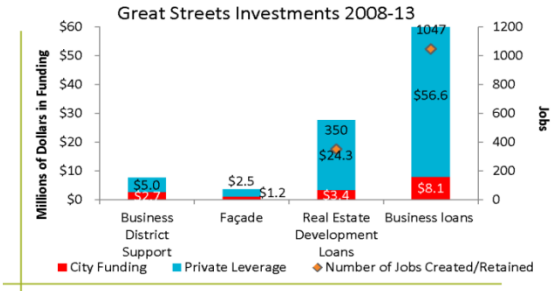


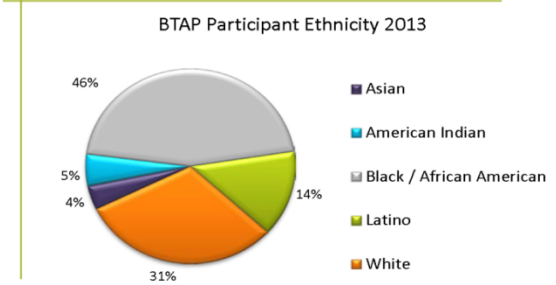
Through targeted investments, the Great Streets program produces tangible results and leverages private investment. For example, in the first six years, the façade program stimulated nearly $4 million of investment in commercial façade improvements. Grant administrators worked on 393 façade improvement projects that provided $1.2 million in matching grants and leveraged $2.6 million in private investment. In seven years, the City provided nearly $3 million in strategic real estate development gap loans to eight projects worth approximately $22 million. In 2012, the International Economic Development Council (IEDC) awarded the Minneapolis Great Streets Program its top honor for Neighborhood Development Initiatives. The following chart tracks the Great Streets activity by program.

Justification: *Results Minneapolis* measures

In 2013 Business Development activities:

- Provided **financing** to **105 businesses.**
- Provided business consulting services to **340 entrepreneurs** through the Business Technical Assistance Program (BTAP). Most of these businesses are minority- or women-owned.
- Welcomed **2,607 new businesses** and made **122 business visits**.
- CPED investments in commercial and residential development supported the creation and/or retention of **2,234 permanent jobs** and **9,737 construction jobs** in Minneapolis.
- We also connected **35 Minneapolis businesses** to intensive growth strategy courses offered by the Small Business Administration and Hennepin County between 2011 and 2013.





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Other programs, such as the Business Technical Assistance Program (BTAP) are geared to starting, growing or stabilizing small businesses, with a focus on minority- and woman-owned businesses. In her 2015 proposed city budget Mayor Hodges recommended a $100,000 increase in the Business Technical Assistance Program. BTAP offers consulting support to small- and medium-sized businesses located in the city. BTAP can assist entrepreneurs who are:

- Considering starting a new business in the city.
- Looking to expand business operations in the city.
- Pursuing certification as a minority- or woman-owned disadvantaged business.
- In need of general business advice to retain existing business operations in the city.

The city has contracted with 11 nonprofit community development organizations to provide the business consulting services. Several of the contracting agencies specialize in serving particular ethnic or geographic areas and a few are actively involved in planning and consulting along the suburban length of the corridor. The organizations the City currently has contracted with to provide business consulting services through the BTAP program are:

African Development Center
Asian Economic Development Assn
Latino Economic Development Center
Lake Street Council
Metropolitan Consortium of Community Developers
Metropolitan Economic Development Association
North Central Minority Supplier Development Council
Neighborhood Development Center
Northside Economic Opportunity Network
Seward Redesign
Women Venture

With the City's appropriated dollars, we have found that for some programs, we have historically been able to meet demand. The demand for the City's small business loan programs, for example, has not exceeded the approximately $2.2 million that is repaid each year from prior business loans and reinvested. However if the program were more aggressively promoted or the program parameters modified, demand for this affordable financing would almost certainly exceed what the City is able to budget to this revolving loan program. Available City dollars for the Business Technical Assistance Program (BTAP) and Great Streets business district support are typically less than half of what is requested. Further, as those are grant dollars that do not recirculate, there is always a question of whether funds at past levels will be appropriated to the program in the City's budgeting process.

Additional funding would help the city strengthen both the BTAP and Great Streets programs and ensure that resources for those grants are available to support small entrepreneurs.

While the City through the BTAP program in partnership with nonprofits supports business consulting for minority entrepreneurs, it is a reality that personnel with the right training and expertise to effectively assist entrepreneurs of color to start and grow their businesses is scarce.

To address the limitations, if additional funding was available it could be used to create a scholarship and apprenticeship program to train minority candidates to effectively serve their communities as culturally specialized business consultants. The level of preparedness could eventually lead them to develop their own businesses, providing consulting services. Preparing such a specialized culturally diverse pool of talent would help level the playing field for communities that often find it difficult to navigate the complicated financial and regulatory system to open or expand their business.

Another barrier to minority entrepreneurs is the availability of assets to collateralize financing. One approach to counter this would be to create and capitalize an Independent Development Account program as an accelerated investment savings account with a match from the equity fund for every dollar the entrepreneur puts in. Some examples on how these funds could be used are commercial rent, collateral, working capital and inventory.

Retail and restaurant enterprises are key to the vitality of a business district but often, investment in those kinds of businesses is challenged by sales revenues that are significantly low and therefore insufficient to meet rent payments - particularly when new construction or significant renovation are part of the equation. A rent subsidy program created with the availability of additional funding could provide time to new businesses to become established with their customer base before full rent is charged.

Anchor Institutions

Proposal: Develop a system that connects jobseekers with employment and entrepreneurial opportunities along the corridor.

A system should be developed to ensure people of color have opportunities to secure employment with Anchor Institutions and businesses in key growth sectors of the regional economy.

City Response. The City of Minneapolis participated in the planning of the Anchor Institution strategy currently being implemented along most of the Central Corridor. The strategy involved the identification of large employers along the line and identifying their need for employee training and hiring trends. The strategy also surveyed possible employees who lived near the Green Line and developed job training opportunities with local colleges. The City is interested in participating in developing a workforce/entrepreneurial strategy that involves Anchor institutions located along transit corridors. The strategy should also identify public and private employers that may be hiring due to retirements and business expansion.

The Anchor Institutions model of collaboration is an example of a potential initiative that may serve to enhance the economic vitality of neighborhoods connected to transit. Institutions such as hospitals and universities are dominant employers in the regional economy, but their impact is felt beyond this role. Their purchasing, training, and networking capacity enhance their impact far beyond solely employment. Anchor Institutions are keenly positioned to hire from the community in which they are located, purchase goods and services from neighborhood providers, and engage directly in the community through outreach and volunteer efforts.

The City of Minneapolis, Hennepin County, other cities, and the University of Minnesota along the Green Line are home to several of these large Anchor Institutions such as hospitals, colleges and universities and government agencies. When the Southwest LRT line opens in 2019, even more of these economic centers will be accessible to Minneapolis residents. This increased access, however, is several years away. The focus on institutions along the future Southwest LRT line obscures the region's largest concentration of jobs - Downtown Minneapolis. Downtown

Minneapolis is home to over 130,000 jobs, many of which will be open with the pending wave of retirements expected over the next several years or anticipated business growth. Possible participants in an anchor institution strategy could be public agencies such as the city and county, Hennepin County Medical Center, and large corporations with a significant presence in downtown.

The City of Minneapolis looks forward to participating in the development of an Anchor Institution strategy for Downtown Minneapolis that will connect Minneapolis residents to jobs, a market to sell their products, and a hub of economic opportunity.

Housing

Proposal: Maintain and Expand Affordable Housing Base

a) **Housing Choices: The City of Minneapolis, Hennepin County and the Met Council commit to working with local neighborhood associations, private and community nonprofit housing developers such as Urban Homeworks and the City of Lakes Community Land Trust to fund the maintenance and preservation of a rich balance of housing choices that are affordable for current and future residents and workers within and near the transitway corridors. It is important that there are goals around developing mixed-income communities in order to secure an equitable share of resources and opportunities for whole community development. Affordability definitions should be calibrated to median income levels for the city of Minneapolis (lower percentages than regional median income levels to better reflect on-the-ground conditions).**

b) **The City of Minneapolis commits to a strategy of preventing involuntary displacement of low-wealth communities from transitway corridors.**

City Response. A goal of the city is to increase homeownership among people of color and to provide resources for affordable rental housing. As presented in the following pages the City of Minneapolis in partnership with neighborhood associations and private and community nonprofit housing developers has been engaged in not only preserving and maintaining owner occupied and rental housing but also in assisting in the development of new housing. The City and its public and private partners have invested in housing as an essential element in stabilizing neighborhoods.

The regional focus of the metric – area median income – is a function of the federal funding sources that use that measure across the nation. However, the City recognizes that the data consistently show that the Minneapolis median income is lower than that of the metro as a whole and therefore if we were to strictly use the federally-required "units at 50% of AMI" for all new housing development, we would not have adequate housing affordable to our poorest residents or even those at 50% of the Minneapolis median. It is to address this that some City-involved housing development projects are required to provide units to households at 30% area median income.

The City recognizes that proximity to transit service is an essential component of housing affordability and access to jobs, but that transit assets can create market pressures that push out low-income residents. The City has partnered effectively for decades with affordable housing developers to maintain long term rental affordability. Additionally, the provision of homeownership to households at 50% of the area median income is paramount to providing housing across the entire continuum. To accomplish this, the City continues to partner with organizations like Twin Cities Habitat for Humanity and the City of Lakes Community Land Trust. The City has also approved a *Contract for Deed* policy that creates another tool that fosters the affordable homeownership experience. Using an array of tools, Minneapolis has financed 2604 units of rental housing for a variety of incomes and 188 units (32% were at 50% AMI or below) of ownership housing, and stabilized an additional 2,456 units of housing for low-income residents in the past five years.

Maintaining housing choice and affordability for all current and future residents and workers, as well as supporting density near transit corridors are core elements of the City's growth strategy and vision. The City through CPED administers housing programs that assist individuals to obtain housing as well as developers to provide new and existing owner-occupied and rental housing in the city. The programs are funded by a combination of federal, state, city

and private resources. The resources can take the form of a mortgage, loan, tax credit or bond proceeds. The City partners with other public and private funders to leverage Trust Fund dollars and several other programs.

Developer Resources: Owner Occupied Housing

The City has worked with developers to construct or rehabilitate houses in neighborhoods impacted by the foreclosure crisis and a long term lack of investment. The goal of the various programs is to strengthen neighborhoods by developing single family homes through the acquisition and redevelopment of vacant and boarded structures. Developers in constructing or rehabilitating housing can utilize such city tools as the following:

- Homeownership Works Program
- Housing Revenue Bonds and Tax Exempt Mortgage Notes
- Green Homes North
- Neighborhood Stabilization Program (NSP).

Many of the programs have produced housing that has been sold or is on the market. The combined goal of the programs is to produce 150 homes by 2016.

Developer Resources: Rental Housing

The City administers several financing programs to develop and preserve affordable housing throughout Minneapolis. The programs provide gap financing, site acquisition, federal tax credits and mortgage financing. City, state and federal funds are the primary funding sources. Among the available programs is the Affordable Housing Trust Fund (AHTF). The AHTF provides gap financing for new construction and rehabilitation/stabilization developments. From 2008 through 2012 AHTF investments have resulted in the construction of 539 units affordable at or below 50% of the area median income (AMI). An additional 119 units in these developments were affordable at 60% AMI. AHTF financing produced a total of 737 new housing units in 18 developments. The total investment in the developments was approximately $158.8 million of which $17. 8 million came from the AHTF.

During the same time period (2008 through 2012) the AHTF invested in 29 rehabilitation/stabilization projects that have a total of 2399 housing units. Of the total 1603 units are affordable at or below 50% AMI and another 625 units were affordable at 60% AMI. The total cost of the projects was $202.2 million with $14.6 million being AHTF resources. For the past five years, the AHTF has had an average annual budget of approximately $8.2 million per year. For FY 2015 the Mayor's budget is recommending an additional one-time appropriation of $1.0 million.

Resources to Residents

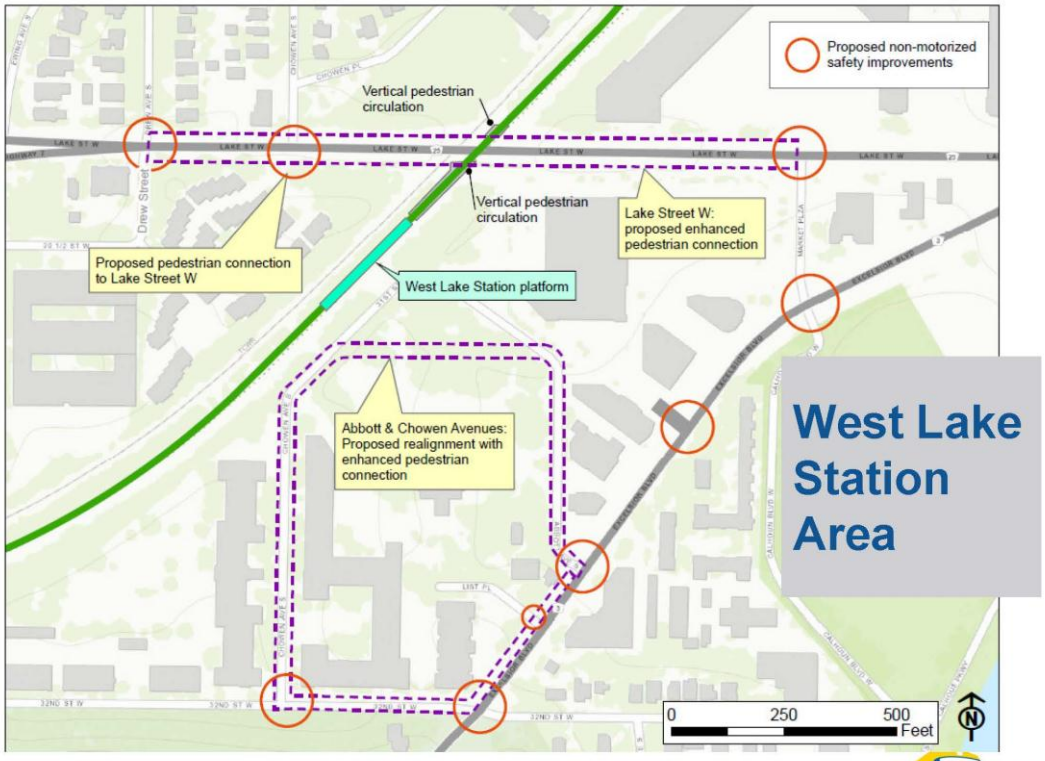
The City also provides resources to residents. The resources include housing counselling services, home improvement financing, mortgage financing and rental resources. Nonprofit community development corporations and service agencies (home counselling, foreclosure prevention, and home improvements) are engaged by the city to implement the programs. Partners include but are not limited to Urban Homeworks, Project for Pride in Living, PRG, Inc., Neighborhood Housing Services of Minneapolis, the Housing Resource Center, and Habitat for Humanity.

To maintain the existing housing stock the city offers low interest loans or matching deferred loan programs to homeowners to improve their property. The *Rehab Support Program* and the *Home Repair Program* are two programs available to city residents. The mortgage and rehabilitation programs are available based on the economic criteria and are available citywide.

A goal of the City is to increase homeownership among people of color. In the Mayor's proposed budget there is a request for an initiative to promote homeownership among communities of color. The City's investment will complement a similar effort to be launched by Minnesota Housing. There is additional resources in the Mayor's proposed budget geared towards down payment and closing cost assistance for new homeowners.

Minneapolis and Met Council Design Agreement

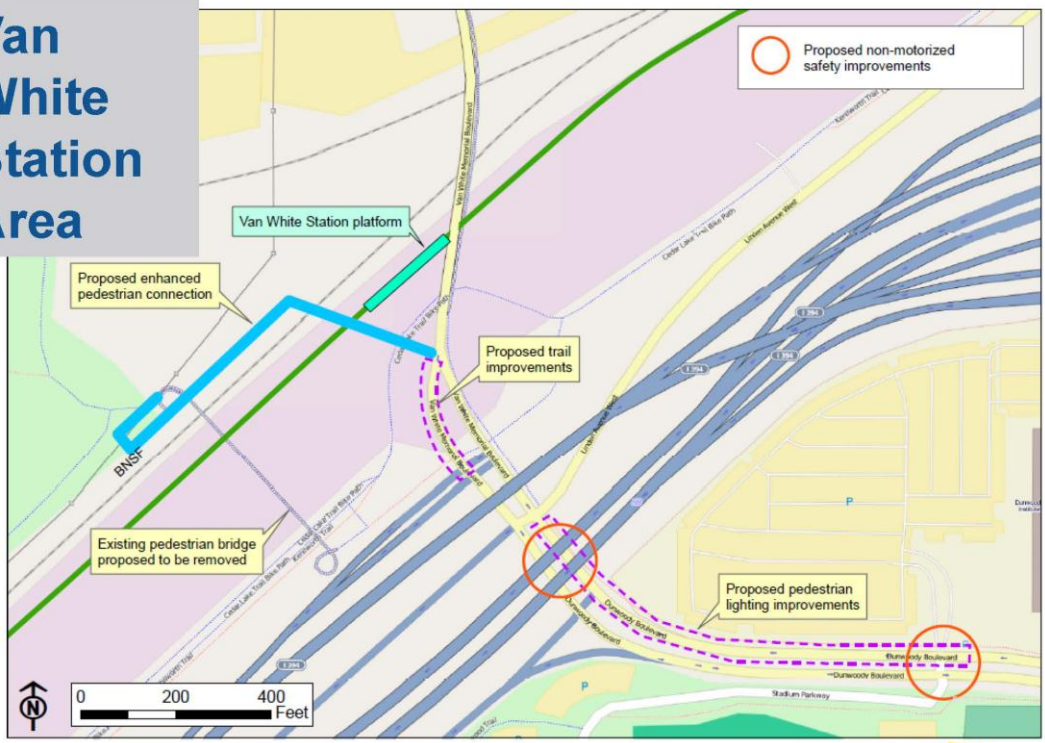
- Includes enhanced non-motorized connections around Minneapolis SWLRT stations
- Improves and enhances park-like setting in Kenilworth Corridor
- Reinstates the at-grade 21st Street Station
- Eliminates the north Kenilworth shallow LRT tunnel
- Captures $30 M savings to overall project budget



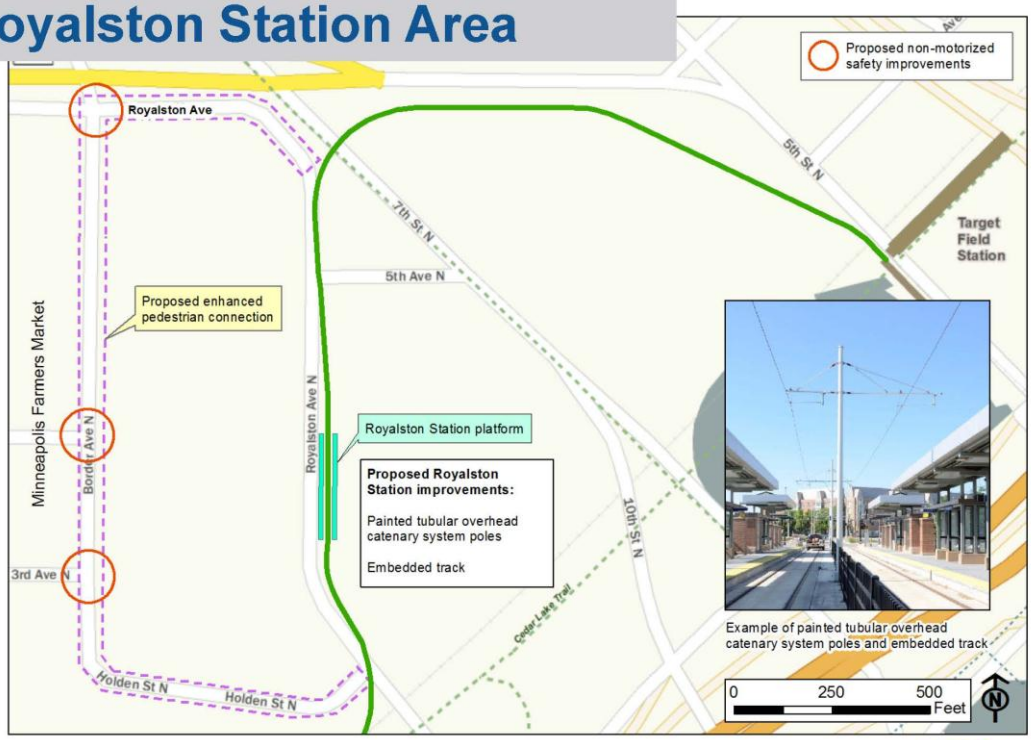
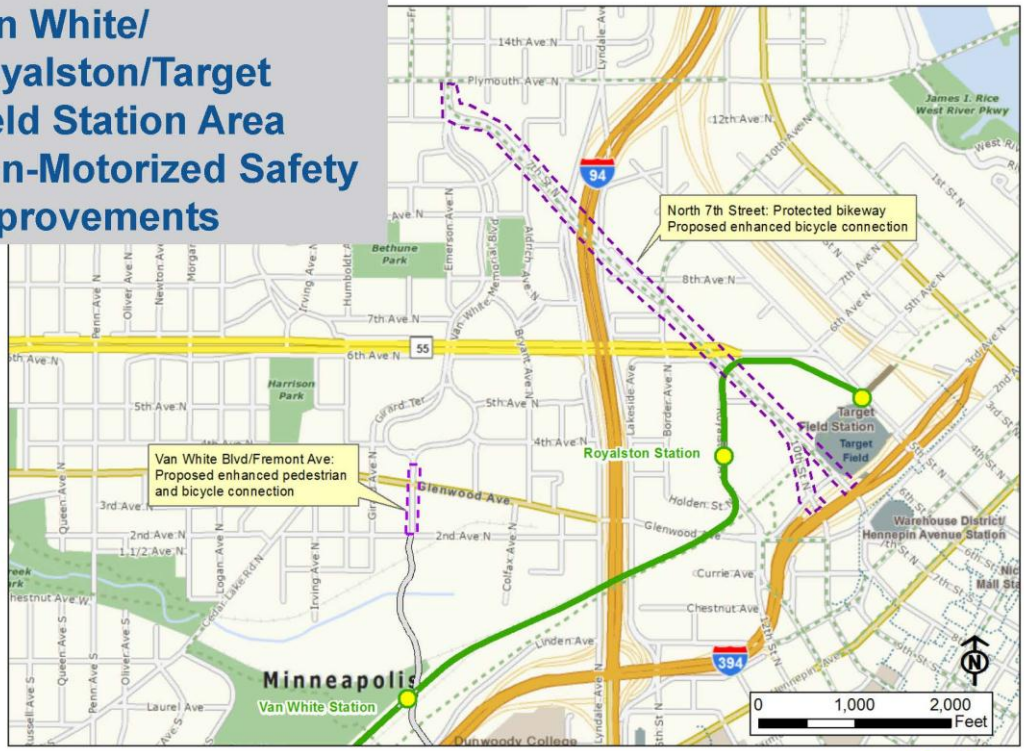
21st Street Station Area
Franklin Ave W
Upton Ave S
Thomas Ave S
Proposed connection to East Cedar Beach
Minneapolis
21st St W
Proposed enhanced pedestrian connection
Proposed pedestrian wayfinding
Minneapolis Chain of Lakes Regional Park
At-grade 21st Street Station proposed to be restored
Cedar
22nd
Proposed enhanced pedestrian connections
Kenilworth
Proposed connection to Kenilworth Trail
24th St W
0 250 500 Feet
EDEN PRAIRIE | MINNETONKA | EDINA | HOPKINS | ST. LOUIS PARK | MINNEAPOLIS
SOUTHWEST
Green Line LRT Extension
17

Penn Station Area
West Laurel Avenue
Russell Ave
Bryn Mawr
Cedar Lake Road South
Oliver Avenue South
Proposed non-motorized safety improvements
Morgan Avenue
Mount View Avenue
Queen Avenue South
Penn Avenue South
Proposed enhanced pedestrian connection
I 394
Madera Avenue
Pedestrian bridge and vertical circulation to station platform
Kenwood Trail
Cedar Lake Trail
Proposed signage and lighting on existing trail
Penn Station platform
0 310 620 Feet
EDEN PRAIRIE | MINNETONKA | EDINA | HOPKINS | ST. LOUIS PARK | MINNEAPOLIS
SOUTHWEST
Green Line LRT Extension
18

Van White Station Area



Royalston Station Area



Van White/ Royalston/Target Field Station Area Non-Motorized Safety Improvements