



Request for City Council Committee Action from the Department of CPED

Date: August 17, 2010

To: Ways & Means Committee

Subject: Housing and Urban Development (HUD) Sustainable Communities
Regional Planning Grant Program

Recommendation: Approve staff recommendation to submit letter of commitment to participate in regional application to the HUD Sustainable Communities Regional Planning Grant Program

Previous Directives: None

Department Information

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Financial Impact

- No financial impact X
- Action is within the Business Plan X
- Other financial impact: Staff time is intended as the local match for this regional grant application in two ways: a) regional coordination, and b) corridor and station area planning.

Community Impact

- *City Goals*—Consistent with City Goals, specifically 1) “Livable Communities, Healthy Lives” and these subcomponents: a) equitable, integrated transit system; b) thoughtful neighborhood design with density done right, and c) High-quality, affordable housing for all ages and stages in every neighborhood; 2) “Many People, One Minneapolis” with the subcomponents: a) Family-friendly opportunities and amenities abound; b) New arrivals welcomed, diversity embraced, and c) Race and class gaps closed in employment and housing; 3) “Minneapolis Is An Internationally Recognized Leader For A Healthy Environment And Sustainable Future” noting these elements: a) Clean, renewable energy sources successfully integrated, and b) Use less energy, produce less waste, and 4) “Minneapolis Is A Model Of Fiscal Responsibility, Technological Innovation And Values-Based, Results-Driven Municipal Government” with a) Shared democracy empowers residents as valued partners; b) Infrastructure — streets, bridges, sidewalks, sewers, bike lanes & paths — well-managed and maintained; and c) strong partnerships with parks, schools, government, non-profits and private sector.
- *Comprehensive Plan*—Consistent with *The Minneapolis Plan for Sustainable Growth* with its deliberate title that indicates that as Minneapolis grows, its growth will be achieved in ways that promote our economic development, strengthen the social and cultural fabric of the city, and value our natural environment and livability while creating conditions for economic opportunity for current and future generations.

- *Access Minneapolis*—Consistent with the city’s Ten-Year Transportation Action Plan, is to identify *specific* actions that the City and its partner agencies (Metro Transit, Metropolitan Council, Hennepin County, Minnesota Department of Transportation) need to take within the next ten years to implement the transportation policies articulated in Comprehensive Plan.

Supporting Information:

Congress provided a total of \$150,000,000 to HUD for a [Sustainable Communities Initiative](#) through the Consolidated Appropriations Act, 2010 (Public Law 111-117). The purpose for the appropriation is to “improve regional planning efforts that integrate housing and transportation decisions, and increase state, regional, and local capacity to incorporate livability, sustainability, and social equity values into land use plans and zoning.”

The Sustainable Communities Regional Planning Grant Program will support metropolitan and multi-jurisdictional planning efforts that integrate housing, land use, economic and workforce development, transportation, and infrastructure investments.

Metropolitan Council is applying on behalf and in partnership with the seven county metropolitan area for a HUD Sustainable Communities Regional Planning Grant. The amount of the grant request is \$5 Million. Local governments and other entities are partnering with Metropolitan Council in this effort. The City of Minneapolis’ contribution is in-kind staff time. The contribution is consistent with the [CPED Business Plan](#) and work plans. Currently, the [value of the hours is \\$328,000](#) but this could increase as the scope and grant are finalized. Presently, the scope of activities for the grant includes:

Fine-tuning the regional development framework—Developing a region-wide TOD Framework and TOD market analysis to inform corridor planning and the update of the Regional Development Framework;

Addressing regional planning gaps—Five scope elements ranging from aligning regional transitways implementation with regional and local capital investments that support transit-oriented development; a regional economic development strategy/plan; energy systems planning; an housing element, and an advance program of projects approach.

Detailed Implementation Strategies—Three scope elements including advancing local implementation capacity for immediate and long-term policy changes; comprehensive multi-modal corridor planning, and corridor-wide stormwater planning.

Support Services for Implementation—A set of required elements including benchmarks and metrics, decision-support tools, funding for a program manger and funding for community engagement.

Technical Studies—Research on how to achieve system-level, transit-oriented jobs-housing balance.

HUD also requires a local governance structure, a “Sustainable Communities Consortium” to direct and monitor this regional work. The Policy Board is the primary decision-making body for the Consortium and the work funded under the HUD Sustainable Communities Regional Planning Grant program. It is supported by a Coordinating Committee comprised of senior staff from each organization, plus the project managers for the region’s key transit corridors—which are a focus of this application. The City of Minneapolis is intended to have several roles in this consortium at the policy board and coordinating committee levels, as well as the transit corridor level. If the Twin Cities region is selected to participate in the Regional Planning Grant Program, [the City of Minneapolis](#) will sign a formal consortium agreement identifying the specific roles, activities, and timeframes of the program within 120 days after the effective start date of the grant agreement.

The Sustainable Communities Planning Grant Program is being initiated in close coordination with the U.S. Department of Transportation (DOT) and the U.S. Environmental Protection Agency (EPA), co-leaders with HUD in the Partnership for Sustainable Communities. The City’s applications for the Minneapolis Nicollet-Central Streetcar Alternatives Analysis/Environmental Assessment to the FTA Alternatives Analysis Program and the Tiger

II Program fall under this DOT/EPA/HUD partnership. City Council approved the submittal to FTA on June 2, 2010.

The City of Minneapolis is supporting Hennepin County's Tiger II application for funds to construct a northbound onramp from 3rd and 4th Streets to Interstate 35W and to improve the pedestrian realm on both the Washington Avenue and Cedar Avenue bridges. These projects will serve to support activities in the Downtown Core, and improve access and circulation for cars, pedestrians, transit riders, and bicyclists in the West Bank community. Furthermore, the City looks forward to implementation of these elements in conjunction with a variety of already programmed public investments in the area.