Organizer Roundtable: HUD Sustainable Communities Initiative
Russ Adams
Alliance for Metropolitan Stability
612-332-4471
russ@metrostability.org
www.metrostability.org
Communities will be grappling with how to optimize the benefits of transitway corridor development for the next 10–20 years.
STRATEGIC REDEVELOPMENT OPPORTUNITIES

What makes all of these sites so interesting is the potential to link local community-based planning efforts to broader strategies for equitable development for low-income communities of color. These efforts will unfold in the short term while our region considers multiple rail transit systems that will be built out over the next 10 to 15 years.

Crystal Airport
Because of its location along the proposed Bottineau Boulevard LRT, the Crystal Airport property may be rezoned. The Bottineau Redevelopment Partnership and the city of Crystal are pursuing the future of the airport in order to convert the 80-acre site into a mixed-use development of industry, business, and affordable housing. The Metropolitan Airports Commission has completed a long-term plan for the airport, which calls for it to remain open until 2030. This promises to be a steady source of income for local government and helps to support airport operations, and regional air travel.

Enden Yarda parcel under threat
Community members are planning the Southwest LRT to future land use. While the site is at a high risk of being a loss, the locational benefits remain in place in the Eastern Market. If the site is not developed, it will remain as open space.

Upper Post Landing/Fort Snelling area
Near the future LRT line, there are more than 200 acres of land available for development. The Department of Natural Resources called the Upper Post Landing. A master plan was developed for the site, which includes the development of 1,000 units of housing, 750,000 square feet of office space, and millions of dollars in tax revenue projected over the life of the project.

West Bank station near the Cedar/Riverside area
Several new community-based organizations and local community development organizations were involved in the decision to locate the station within the Cedar-Riverside neighborhood. Local residents and businesses have the opportunity to shape their development in ways that reflect their needs and priorities. These community needs have been articulated in a strategic plan that includes the African Development Corporation, the Minneapolis Area Housing Commission, and the West Bank Community Development Corporation.

The Missing Steps along the Central Corridor in St. Paul
In January, 2010, an announcement was made that the missing steps at Hamline/Western and Marcy will be added along the eastern portion of University Avenue. This will extend the St. Paul area with new stations, making it easier to connect to other modes of transit. The new stations will be completed by 2014.

East Franklin station along Hiawatha Corridor
Through a community planning process that began about 30 years ago, NACCD developed a plan for a Native American cultural center that would encourage economic development in the low-income neighborhood of Minneapolis. NACCD worked with community members to develop a master plan that includes a cultural center, retail, and residential development. The project has received support from local, state, and federal agencies.

*Some of the lines and stations depicted on this map are in various stages of planning and are subject to change.*
Tools & Resources
Rapidly Evolving Federal Opportunities for Connecting Transit, Land-Use, Economic Development and Community Benefits
HUD-DOT-EPA Interagency Partnership for Sustainable Communities

Background

On June 16, 2009, EPA joined with the U.S. Department of Housing and Urban Development (HUD) and the U. S. Department of Transportation (DOT) to help improve access to affordable housing, more transportation options, and lower transportation costs while protecting the environment in communities nationwide. Through a set of guiding livability principles and a partnership agreement that will guide the agencies' efforts, this partnership will coordinate federal housing, transportation, and other infrastructure investments to protect the environment, promote equitable development, and help to address the challenges of climate change.

Livability Principles

**Provide more transportation choices.** Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation’s dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.

**Promote equitable, affordable housing.** Expand location- and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.

**Enhance economic competitiveness.** Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, as well as expanded business access to markets.

**Support existing communities.** Target federal funding toward existing communities — through strategies like transit oriented, mixed-use development, and land recycling — to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes.

**Coordinate and leverage federal policies and investment.** Align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.

**Value communities and neighborhoods.** Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods — rural, urban, or suburban.
The Benefits of Public Transportation

Transportation is the lifeblood of a nation’s economy, moving and connecting people, goods and services. For many Americans, talk of our transportation system may bring to mind our expansive highway system, undoubtedly the largest in the world. But increasingly, studies are showing that Americans want alternatives to driving to their destinations.

Public transportation can answer that call, and can play a significant role in solving a number of other challenges facing our nation today. Public transportation: creates jobs and stimulates economic growth, benefits families and improves our quality of life, protects our environment, and moves America toward energy independence. Research from around the country indicates that public transportation investment not only reduces traffic congestion, but also creates healthier communities.

**Public transportation creates jobs.**
- For every $1 billion spent, public transportation investments generate 31 percent more jobs than new construction of roads and bridges.
- For every $1 billion invested in public transportation, more than 41,000 jobs are created.

**Public transportation stimulates economic growth.**
- For every $1 invested in public transportation, $6 is generated in economic returns.
- For every $10 million in capital investment in public transportation, up to $30 million in business revenues are generated.

**Public transportation benefits families**
- Public transportation provides access to job opportunities and other places people need to go, including schools, community events, grocery stores or doctor’s offices.
- Using public transportation increases a household’s disposable income. A family that uses public transportation can save more than $8,000 per year -- even more as the price of fuel rises -- just by driving one less car.

**Public transportation improves quality of life**
- Public transportation eases traffic congestion. Public transportation saves an estimated $541 million worth of hours in travel time and 340 million gallons of fuel annually.
- Public transportation is a vital link for the elderly and persons with disabilities.

**Public transportation improves air quality and protects our environment**
- Public transportation prevents the release of 37 million metric tons of carbon dioxide annually -- equivalent to emissions from the electricity use of 4.9 million households.
- Switching to public transportation from a 20-mile car commute will reduce an individual’s carbon emissions by 4,800 pounds every year.

**Public transportation moves America toward energy independence.**
- Public transportation saves the U.S. the equivalent of 4.2 billion gallons of gasoline annually.
- Households near public transportation drive an average of 4,400 fewer miles annually compared to those without access to public transportation.
- Greatly reducing oil imports will make the U.S. less vulnerable and decrease our dependence on foreign oil.

Sources: American Public Transportation Association, Surface Transportation Policy Project, Victoria Transport Policy Institute
Federal Policy Developments

- ARRA – stimulus bill (2009)
- Livable Communities Act (2010 – Sen. Dodd)
- Transportation Reauthorization bill (2011?)

Transportation Investment Generating Economic Recovery (TIGER) Grants

The U.S. Department of Transportation announced $1.5 billion in TIGER Grant funding for over 50 high-priority, innovative transportation projects across the country. Funded by the American Recovery and Reinvestment Act (ARRA), this program targets major national and regional transportation projects that are in many cases difficult to pursue through other government funding programs. Selected projects must foster job creation, show strong economic benefits, and promote communities that are safer, cleaner and more livable. **St. Paul’s train Depot was awarded $35 million from this program.**

Sustainable Communities Initiative

In the 2010 Budget, Congress provided a total of $150 million to HUD for a Sustainable Communities Initiative to improve regional planning efforts that integrate housing and transportation decisions, and increase the capacity to improve land use and zoning. Of that total, approximately $100 million will be available for regional integrated planning initiatives through HUD's Sustainable Communities Planning Grant Program. **The Metropolitan Council of the Twin Cities received a $5 million grant from this program.**

Living Cities

Living Cities, a national community development initiative, is a philanthropic collaboration of 22 of the world’s largest foundations and financial institutions. **The Twin Cities received a $16 million award from the new Integration Initiative program.**
New Federal Performance Measures

FTA has revised the New Starts evaluation criteria, removing CEI as solely a pass/fail measure and restoring a more balanced approach:

- **CEI** - 20%
- **Land Use** - 20%
- **Economic Development** - 20%
- **Mobility** - 20%
- **Environmental Benefits** - 10%
- **Operating Efficiencies** - 10%
Don’t Let Them Tell You It’s Impossible
Margaret Kaplan
Community Program Associate
Minnesota Center for Neighborhood Organizing
330 Humphrey Institute
301 19th Ave South
Minneapolis, MN 55455
Tel. 612-624-2300
Purpose:

The sustainable communities regional planning grant will support regional planning efforts that integrate housing, land use, economic and workforce development, transportation, and infrastructure investments in a manner that empowers jurisdictions to consider the interdependent challenges of economic competitiveness and revitalization, social equity, inclusion, and access to opportunity, energy use and climate change, and public health and environmental impacts.
Livability principles:

- Provide more transportation choices
- Promote equitable, affordable housing
- Enhance economic competitiveness
- Support existing communities
- Coordinate policies and leverage investment
- Value communities and neighborhoods
HUD NOFA for Sustainable Communities
Regional Planning Grant Program

- engage residents and stakeholders substantively and meaningfully in the development of the shared vision and its implementation early and throughout the process, including communities traditionally marginalized from such processes, while accommodating limited English speakers, persons with disabilities, and the elderly
Mandatory Outcomes

• reduced social and economic disparities for the low-income, minority communities and other disadvantaged populations within the target region

• Increased participation and decision-making in developing and implementing a long range vision for the region by populations traditionally marginalized in public planning processes
Structure Placement

• The Community Engagement Team is one of three supporting teams to the Consortium Policy Board

• Other two supportive teams are Data and Evaluation, and Partner Collaboration team

• Guide and inform the Consortium’s community engagement strategies to engage underrepresented communities in the planning process and ensure their continued participation throughout implementation
Community Engagement
Team Members

• **Alliance for Metropolitan Stability**: a coalition of grassroots organizations that advances racial, economic and environmental justice in growth and development patterns in the Twin Cities region,

• **Nexus Community Partners**: a Community Building Intermediary working at the intersection of community building and community development, engaging communities of color and immigrant communities to achieve equitable, sustainable revitalization, and,

• **Minnesota Center for Neighborhood Organizing**: builds the capacity of residents and neighborhood organizations to successfully take on local concerns by developing the skills of neighborhood organizers and leaders
Core Responsibilities

• Advise Policy Board & Corridor Project Managers on the best strategies to engage communities traditionally under/not represented in the planning process,

• Ensure their continued participation during implementation,

• Develop selection criteria and make funding recommendations to implement tailored engagement strategies,

• Identify key neighborhood-based organizations to engage throughout planning processes, and,

• Work with Corridor Project Managers to promote coordination and integration of activities