

Organizer Roundtable: HUD Sustainable Communities Initiative





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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 transitways 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's days may be numbered. The Bottineau Boulevard Partnership and the city of Crystal are pursuing the closure of the airport in order to convert the 430-acre site into a mixed development of industry, business and affordable housing. The Metropolitan Airport Commission has completed a long-term plan for the airport, which calls for it to remain open until 2025. This promises to be a classic showdown between proponents of local government control, transit and affordable housing advocates, and regional planners.

Linden Yards parcel under threat

Communities of color living near the Southwest LRT's future Van White station are at high risk of losing a larger portion of the economic benefit promised to them in the Bassett Creek Valley Master Plan. If city and county staff have their way, a train layover facility would replace nearly half of the developable portion of the station area, impacting the nearly 2,800 jobs, 500 units of housing, 750,000 square feet of office space, and millions of dollars in tax-base revenue projected over the life of the project.

Eden Prairie

Mitchell

Eden Prairie Town Center

Upper Post Landing/Fort Snelling area

Near the Fort Snelling rail station along the Hiawatha LRT line, there are more than 200 acres of land owned by the Minnesota Department of Natural Resources called the Upper Landing. A station area plan was never created for this stop, which is surrounded by a parking lot, old barracks and military buildings.

NACDI is interested in working with partners to develop the site. Observers predict that new development near the rail station could include a hotel, housing, commercial/retail development and even a Native-American themed media center. It's a complicated, but very promising project.

Maple Grove



BOTTINEAU BOULEVARD

SOUTHWEST

Louisiana

Shady Oak

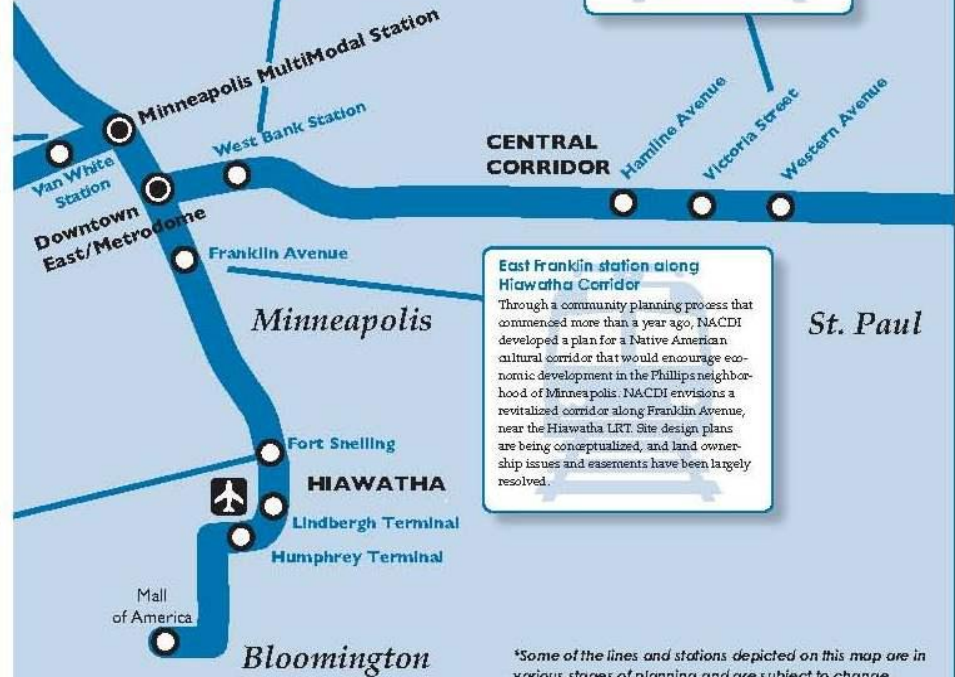
West Bank station near the Cedar/Riverside area

Several East African community-based groups and local community development organizations were involved in the successful battle to site the farthest western Central Corridor station closer to the thriving local merchant and business district of Minneapolis' West Bank neighborhood.

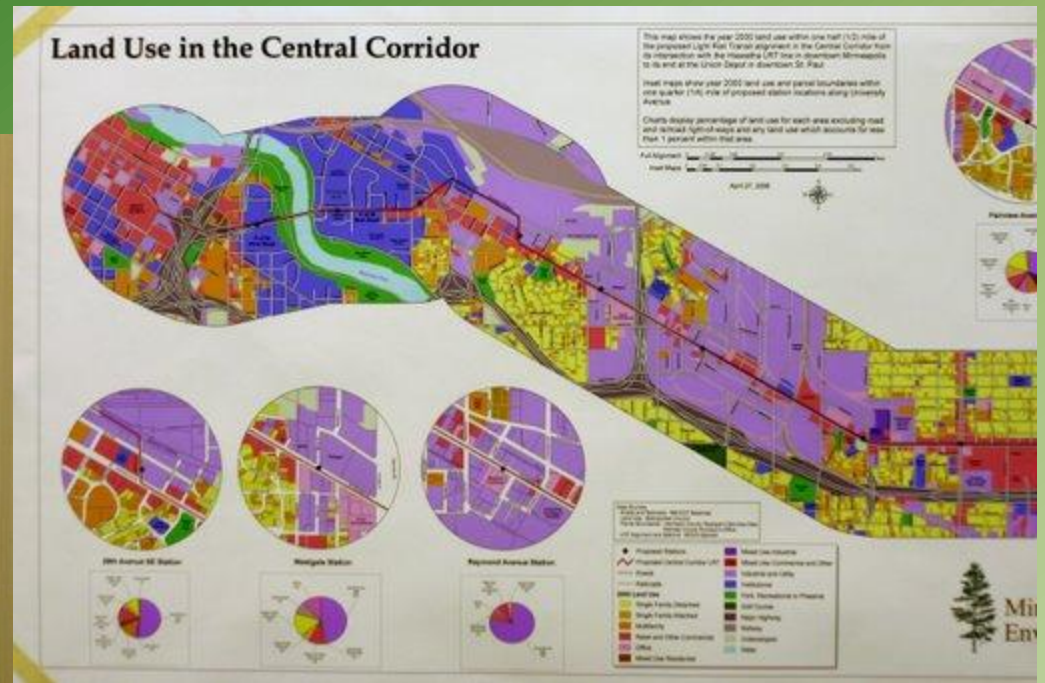
Local residents and businesses have an opportunity to shape the site in a way that could produce mixed use, transit-oriented development that connects to local businesses and addresses community needs. Key partner groups include the African Development Corporation, the Somali Action Alliance and the West Bank Community Development Corporation.

The Missing Steps along the Central Corridor in St. Paul

In January it was announced that three missing stops at Hamline, Western and Victoria will be added along the eastern portion of University Avenue. Now that the stops are approved, how will community groups shape the redevelopment of the area in ways that will prevent gentrification and displacement? Station area planning has already commenced, with the guidance of a community based steering committee. The first drafts of the plans are scheduled to be completed by March 2010.



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.**

[Retrieved from: <http://www.epa.gov/dced/partnership/index.html>]

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.



Photo courtesy of Metro Transit

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%







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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



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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