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

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

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

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

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

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

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

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

PHYSICAL IMPROVEMENTS – JOINT DEVELOPMENT

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

» Commercial and residential development;
» Pedestrian and bicycle access to a public transportation facility;
» Construction, renovation, and improvement of intercity bus and intercity rail stations and terminals; and
» Renovation and improvement of historic transportation facilities.

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

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

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

**Identify Plan Stewards**

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

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

**Adopt/Endorse the Plan**

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

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

**MASTER PLAN STUDIES**

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

Three stations are immediate candidates for additional Master Plan Studies. They include West Lake, Belt Line and Blake. Beyond these three stations, Mitchell, Eden Prairie Town Center, Golden Triangle, Shady Oak, Louisiana, Wooddale, Penn, and Royalston comprise a second tier of locations appropriate for potential expanded station area planning. These are stations deemed likely for mid-term development or redevelopment that may require additional planning and design. St. Louis Park has already completed the Louisiana Station Area Framework + Design Guidelines. While not containing the same level of information found in a Master Plan Study, it does provide a significant amount of land use planning detail as well as guidelines for site development, parking, utilities, stormwater management, buildings, parks and open space and public art.
PARKING MANAGEMENT STRATEGIES
Southwest LRT station locations range from highly urban environments such as Royalston and West Lake to suburban environments like Mitchell. Over time, the SW LRT is expected to be a catalyst for higher densities at all locations. As jobs and housing densities increase, parking management will become increasingly more important.

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

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

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

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

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

Light rail transit is new to four of the five communities along the corridor. Minneapolis has experience with the original Hiawatha line (Blue Line) as well as with the about to open Central Corridor line (Green Line). Accordingly, Minneapolis has a chance to modify some of its regulatory provisions to be more transit development supportive. The other four communities are in the process of reviewing their regulatory controls and considering future modifications.

In advance of the SW LRT, the City of Minnetonka adopted a SW LRT Ordinance and Interim Use Ordinance that applies to specific properties around the Opus and Shady Oak transit stations. Minnetonka’s ordinance approach seeks to control development and redevelopment in these areas to limit the establishment or expansion of uses that are not transit supportive. The ordinances are meant to regulate property prior to the opening of the SW LRT or at least until more detailed station area development plans have been completed.

St. Louis Park is currently considering the establishment of a form-based code that will apply to all three of their LRT station areas. All of the communities need to undertake a comprehensive review of their current regulatory structure to ensure that it facilitates the planned elements of the Investment Framework and directs development consistent with the community’s vision for the station area.

TOD ASSESSMENT
Transit Oriented Development along the Green Line extension is not a one size fits all proposition. Some stations are more ready for development in the short term and should be the recipient of funding and support that establishes initial successes.

Hennepin County will need to conduct a study and assessment process to create funding and development criteria that can help guide the allocation of public financial resources.

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

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

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

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

The following categories are included in the implementation matrix:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- **Parking Management Strategy** - Define a specific strategy for managing parking in station areas.
<table>
<thead>
<tr>
<th>STATION</th>
<th>CORRIDOR CHARACTERIZATION (PRIMARY)</th>
<th>THEME</th>
<th>&quot;SEED&quot;</th>
<th>MARKET OPPORTUNITY</th>
<th>TIMING</th>
<th>DEVELOPMENT TYPE (ULI)</th>
<th>TRANSIT CHARACTER (ULI)</th>
<th>DEVELOPMENT FACILITATION INITIATIVES</th>
<th>HOUSING INITIATIVES</th>
<th>CREATE PARKING MANAGEMENT STRATEGY 2014 - 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Royalston</td>
<td>Heritage, Arts and Culture</td>
<td>Redevelopment</td>
<td>Farmers Market</td>
<td>High Density – Mixed Use TOD</td>
<td>Short – expand the farmers market – Mid to Long – TOD</td>
<td>Major Opportunity</td>
<td>Destination</td>
<td>Master Plan</td>
<td>Zoning</td>
<td>Incentives</td>
</tr>
<tr>
<td>Van White</td>
<td>Employment Area</td>
<td>Redevelopment</td>
<td>City/Private Interest</td>
<td>Office, Housing</td>
<td>Mid</td>
<td>Major Opportunity</td>
<td>Destination</td>
<td></td>
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<tr>
<td>Penn</td>
<td>Urban Village</td>
<td>Neighborhood</td>
<td>Views</td>
<td>Housing, Potential Office</td>
<td>Short – stand alone residential</td>
<td>Infill</td>
<td>Origin</td>
<td>Secondary</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21st Street</td>
<td>Green, Recreation &amp; Environment</td>
<td>Nature, Fit into Neighborhood</td>
<td>Strong Neighborhood, Cedar Lake</td>
<td>None</td>
<td>NA</td>
<td>None</td>
<td>Origin</td>
<td>Secondary</td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Lake</td>
<td>Urban Village</td>
<td>Tie into existing community fabric</td>
<td>Strong existing housing and retail</td>
<td>Mid-density, mixed use TOD</td>
<td>Short – challenge = finding land</td>
<td>Infill</td>
<td>Origin &amp; Destination</td>
<td>Primary</td>
<td></td>
<td></td>
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<tr>
<td>Belt Line</td>
<td>Urban Village</td>
<td>Heavy TOD and Employment</td>
<td>County owned land, proximity to Excelsior Grand</td>
<td>Mixed Use TOD</td>
<td>Short – housing, Mid – TOD</td>
<td>Major Opportunity/Infill</td>
<td>Origin &amp; Destination</td>
<td>Primary</td>
<td></td>
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<tr>
<td>Wooddale</td>
<td>Urban Village</td>
<td>TOD</td>
<td>Existing Development</td>
<td>Residential, retail and small office</td>
<td>Short</td>
<td>Major Opportunity/Infill</td>
<td>Origin &amp; Destination</td>
<td></td>
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<tr>
<td>Louisiana</td>
<td>Health and Wellness</td>
<td>Health</td>
<td>Methodist Hospital</td>
<td>Medical Village</td>
<td>Mid</td>
<td>Major Opportunity</td>
<td>Origin &amp; Destination</td>
<td>Secondary</td>
<td></td>
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</tr>
<tr>
<td>Blake</td>
<td>Employment Area</td>
<td>Redevelopment</td>
<td>Minnehaha Creek – Cold Storage Site</td>
<td>Residential, office, and retail</td>
<td>Short</td>
<td>Major Opportunity</td>
<td>Origin &amp; Destination</td>
<td>Primary</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Downtown</td>
<td>Urban Village</td>
<td>Historic Downtown</td>
<td>Successful Downtown</td>
<td>Residential, retail and small office</td>
<td>Short to Mid</td>
<td>Infill</td>
<td>Origin</td>
<td></td>
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<tr>
<td>Shady Oak</td>
<td>Employment Area</td>
<td>Redevelopment</td>
<td>Park and Ride</td>
<td>Flex, residential and small retail</td>
<td>Mid to Long</td>
<td>Major Opportunity</td>
<td>Origin</td>
<td>Secondary</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Opus</td>
<td>Employment Area</td>
<td>Redevelopment</td>
<td>Strong existing business park – high tech</td>
<td>Add housing and business density</td>
<td>Mid</td>
<td>Infill</td>
<td>Origin &amp; Destination</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>City West</td>
<td>Employment Area</td>
<td>Development</td>
<td>United Health Group</td>
<td>Office</td>
<td>Short</td>
<td>Major Opportunity</td>
<td>Destination</td>
<td></td>
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<tr>
<td>Golden Triangle</td>
<td>Employment Area</td>
<td>Business Park</td>
<td>Existing business park</td>
<td>Office and residential</td>
<td>Mid to Long</td>
<td>Major Opportunity/Infill</td>
<td>Destination</td>
<td>Secondary</td>
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</tr>
<tr>
<td>Town Center</td>
<td>Urban Village</td>
<td>Redevelopment</td>
<td>Strong existing retail</td>
<td>Mixed Use - TOD</td>
<td>Short to Mid</td>
<td>Major Opportunity/Infill</td>
<td>Origin &amp; Destination</td>
<td>Secondary</td>
<td></td>
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<tr>
<td>Southwest</td>
<td>Employment Area</td>
<td>Connection</td>
<td>Existing transit</td>
<td>Limited due to land</td>
<td>NA</td>
<td>Infill</td>
<td>Origin</td>
<td></td>
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<tr>
<td>PROGRAM NAME</td>
<td>ADMINISTERING AGENCY</td>
<td>TYPE OF ASSISTANCE</td>
<td>ELIGIBLE APPLICANTS</td>
<td>FUNDS AVAILABLE</td>
<td>USE OF FUNDS</td>
<td>REQUIREMENTS</td>
<td>RESTRICTIONS</td>
<td>CONTACT</td>
<td></td>
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<tr>
<td>LDDA pre- development</td>
<td>Met Council</td>
<td>Grant</td>
<td>Cities, County, Development Authorities</td>
<td>-</td>
<td>Assist cities with detailed redevelopment designs and economic feasibility</td>
<td>-</td>
<td>-</td>
<td>Linda Milashius 651-602-1341 <a href="mailto:Linda.milashius@metc.state.mn.us">Linda.milashius@metc.state.mn.us</a></td>
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<tr>
<td>LDDA Development</td>
<td>Met Council</td>
<td>Grant</td>
<td>Cities, County, Development Authorities</td>
<td>-</td>
<td>Public infrastructure and land assembly</td>
<td>-</td>
<td>-</td>
<td>Linda Milashius 651-602-1341 <a href="mailto:Linda.milashius@metc.state.mn.us">Linda.milashius@metc.state.mn.us</a></td>
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<tr>
<td>LCA-TOD Pre- development</td>
<td>Met Council</td>
<td>Grant</td>
<td>Cities, County, Development Authorities</td>
<td>$100,000</td>
<td>Site Plans, design workshops, appraisals, market studies, impact analyses, soil testing, pro-forma development in support of a future development project</td>
<td>Areas within 1/2-mile of LRT, BRT, or commuter rail stations operational by 2020. Areas within 1/4-mile of high frequency local bus routes. Areas within 1/2-mile of Park &amp; Ride stations.</td>
<td>*Must have associated development project</td>
<td>Adam Malekite 651-602-1633 <a href="mailto:adam.malekite@metc.state.mn.us">adam.malekite@metc.state.mn.us</a></td>
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<tr>
<td>LCA-TOD Development</td>
<td>Met Council</td>
<td>Grant</td>
<td>Cities, County, Development Authorities</td>
<td>$2,000,000</td>
<td>Site Acquisition, Holding Costs, Publicly-Accessible Infrastructure, Zoning</td>
<td>Areas within 1/2-mile of LRT, BRT, or commuter rail stations operational by 2020. Areas within 1/4-mile of high frequency local bus routes. Areas within 1/2-mile of Park &amp; Ride stations.</td>
<td>*Must have associated development project</td>
<td>Adam Malekite 651-602-1633 <a href="mailto:adam.malekite@metc.state.mn.us">adam.malekite@metc.state.mn.us</a></td>
<td></td>
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<tr>
<td>TRRA-TOD Cleanup</td>
<td>Met Council</td>
<td>Grant</td>
<td>Cities, County, Development Authorities</td>
<td>$1,000,000</td>
<td>Cleanup of contaminated soil, groundwater, soil vapor or asbestos-containing materials and lead-based paint</td>
<td>Areas within 1/2-mile of LRT, BRT, or commuter rail stations operational by 2020. Areas within 1/4-mile of high frequency local bus routes. Areas within 1/2-mile of Park &amp; Ride stations.</td>
<td>*Must have associated development project</td>
<td>Linda Milashius 651-602-1341 <a href="mailto:Linda.milashius@metc.state.mn.us">Linda.milashius@metc.state.mn.us</a></td>
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<tr>
<td>Local Housing Incentives Account</td>
<td>Met Council</td>
<td>Grant</td>
<td>Communities participating in the Metropolitan Livable Communities Housing Incentives Program</td>
<td>$5,500,000 total</td>
<td>Gap financing costs such as land/property/structure acquisition, demolition, site preparation, general construction/structural additions, alterations and rehabilitation, interior and exterior finishing, roofing, electrical, plumbing, heating and ventilation.</td>
<td>-</td>
<td>Must have serious redevelopment potential</td>
<td>-</td>
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</tr>
<tr>
<td>Tax Base Revitalization Account</td>
<td>Met Council</td>
<td>Grant</td>
<td>Cities, counties, EDAs, HRAs</td>
<td>$5,000,000 total</td>
<td>Phase 1 and 2, RAP development, demolition and site prep, soil/groundwater remediation, soil vapor mitigation, asbestos abatement, LRP removal</td>
<td>Must have serious redevelopment potential</td>
<td>-</td>
<td>Marcus Martin 651-602-1014 <a href="mailto:marcus.martin@metc.state.mn.us">marcus.martin@metc.state.mn.us</a></td>
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</tr>
<tr>
<td>Transportation Alternatives Program</td>
<td>Met Council - Transportation Advisory Board</td>
<td>Grant</td>
<td>Local governments, Transit agencies, Native resource or public land agencies, School districts, local ed agencies, or schools, Tribal governments, local govt entity responsible for trais</td>
<td>$6,000,000 total</td>
<td>Construction of infrastructure for bicycle and pedestrian facilities, Safe Routes to School Infrastructure, scenic and environmental improvements, and streetcape enhancements for projects implemented 2017/18</td>
<td>-</td>
<td>-</td>
<td>Heidi Schlaberg 651-602-1721 <a href="mailto:heidi.schlaberg@metc.state.mn.us">heidi.schlaberg@metc.state.mn.us</a></td>
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<tr>
<td>Transportation Solicitation</td>
<td>Met Council - Transportation Advisory Board</td>
<td>Grant</td>
<td>Local governments, Transit agencies, Native resource or public land agencies, School districts, local ed agencies, or schools, Tribal governments, local govt entity responsible for trais</td>
<td>Three evaluation categories, grouped by mode: Roadways, Transit, and Bicycle/Pedestrian, for projects implemented beginning 2018/19</td>
<td>Regional</td>
<td>-</td>
<td>-</td>
<td>Heidi Schlaberg 651-602-1721 <a href="mailto:heidi.schlaberg@metc.state.mn.us">heidi.schlaberg@metc.state.mn.us</a></td>
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<tr>
<td>Surface Transportation Program</td>
<td>Met Council</td>
<td>Grant</td>
<td>Local governments, Transit agencies, Native resource or public land agencies, School districts, local ed agencies, or schools, Tribal governments, local govt entity responsible for trais</td>
<td>Up to 80% of project cost</td>
<td>This program is primarily used for roadway reconstruction, but does allow for construction of trails and sidewalks as part of a larger overall project. The program also supports the construction of independent bikeways (generally used for commuting purposes rather than recreational purposes).</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reinvestment</td>
<td>DEED</td>
<td>Grant</td>
<td>Cities, Counties, Port Authorities, EDAs, HRAs</td>
<td>Up to 50% of project's redevelopment costs</td>
<td>Land acquisition, stabilizing soils demolition, infrastructure improvements and ponding or other environmental infrastructure and costs necessary for adaptive reuse of buildings.</td>
<td>Eligible costs can only be applied towards publicly owned land with a public purpose, or public infrastructure costs that support a private redevelopment.</td>
<td>-</td>
<td>Meredith Isoldi 651-259-7494 <a href="mailto:meredith.isoldi@metc.state.mn.us">meredith.isoldi@metc.state.mn.us</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contamination Cleanup</td>
<td>DEED</td>
<td>Grant</td>
<td>Cities, Counties, Port Authorities, EDAs, HRAs</td>
<td>Up to 75% of project's cost</td>
<td>Investigation and cleanup costs necessary to implement RAP</td>
<td>Must have serious redevelopment potential</td>
<td>-</td>
<td>DEED Brownfields and Red. 651-259-7499</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contamination Investigation and RAP Development</td>
<td>DEED</td>
<td>Grant</td>
<td>Cities, Counties, Port Authorities, EDAs, HRAs</td>
<td>Up to 75% of project's cost. Max $50,000</td>
<td>Investigation</td>
<td>Must have serious redevelopment potential</td>
<td>-</td>
<td>DEED Brownfields and Red. 651-259-7499</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Innovative Business Development - Public Infrastructure Program (IBP)</td>
<td>DEED</td>
<td>Grant</td>
<td>Cities, Counties, special districts, public institutions</td>
<td>Up to 50% of project cost</td>
<td>&quot;Publicly owned infrastructure related to a development project, including projects that target manufacturing, technology, warehousing and distribution; research and development; innovative business incubator; agricultural processing; or industrial, office, or research park development that would be used by an innovative business. Funds from this program can also be used for land acquisition and preparation, telecommunications, bridges, parking ramps, demolition, hazard remediation, pre-design, construction, equipment and furnishings.&quot;</td>
<td>Grant funds are to be used to assist Eligible Applicants with complex and costly Public Infrastructure projects when a funding gap exists and alternative sources of public and private financing are not adequate.</td>
<td>*Must have associated development project</td>
<td>Gloria Stahl 651-259-7462 <a href="mailto:gloria.stahl@state.mn.us">gloria.stahl@state.mn.us</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transit Improvement Areas (TIA)</td>
<td>DEED</td>
<td>Loan</td>
<td>Cities and Counties</td>
<td>-</td>
<td>Fund TOD projects that increase the effectiveness of transit.</td>
<td>Must provide minimum density and a mix of uses</td>
<td>-</td>
<td>Must have associated development project</td>
<td>DEED Brownfields &amp; Red. 651-259-7499</td>
<td></td>
</tr>
<tr>
<td>Minnesota Cleanup Reinhoring Loan Fund</td>
<td>DEED-EPA</td>
<td>Loan</td>
<td>Public entities, businesses, non-profits</td>
<td>Up to 78% of project costs</td>
<td>Cleanup</td>
<td>Owner must be borrower and not the responsible party. Sites acquired after 1/1/2000</td>
<td>-</td>
<td>DEED Brownfields &amp; Red. 651-259-7499</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
ELIGIBLE APPLICANTS
Cities, Nonprofits, Developers, and Lenders

FUNDS AVAILABLE
Up to 90% of project cost

USE OF FUNDS
Demonstrate a public purpose—includes public infrastructure, ped and bike facilities, clearing acquired property, acquisition of property in order to remove blight, installation of streets, utilities.

PROJECT REQUIREMENTS
Projects must be in municipally designated redevelopment/housing project areas along a transit corridor.

CONTACT
Thatcher Imboden
612-348-4191
thatcher.imboden@hennepin.us

Affordable Housing Incentive Fund
Cities, nonprofits, private developers

FUNDS AVAILABLE
Up to 25% of project cost

PROJECT REQUIREMENTS
Grant

CONTACT
Carol Stinar
612-348-2670
carol.stinar@hennepin.us

Community Development Block Grant
Cities within Hennepin County (except Bloomington, Eden Prairie, Minnetonka, and Plymouth)

FUNDS AVAILABLE
Up to 25% of project cost

PROJECT REQUIREMENTS
Grant

CONTACT
Tora West-Hafner
612-348-2599
tora.west-hafner@hennepin.us

Sidewalk Participation Program
Cities within Hennepin County

FUNDS AVAILABLE
Up to 25% of project cost

PROJECT REQUIREMENTS
Construction of sidewalk infrastructure and crossing treatments are eligible for Sidewalk Participation funds. Eligible project expenses include construction, repair, and reconstruction of sidewalks, curb bump outs, and crossing treatments.

CONTACT
- -

Roadside Enhancement Partnership Program
Cities located within the 1999 Metropolitan Urban Services Area (MUSA)

FUNDS AVAILABLE
Up to 50% of project cost

PROJECT REQUIREMENTS
Grant

CONTACT
- -

Bikeway Development Participation
Cities within Hennepin County and park agencies

FUNDS AVAILABLE
Up to 50% of project cost

PROJECT REQUIREMENTS
Grant

CONTACT
- -

Bike Program Discretionary Grant (BPG)
Cities within Hennepin County and park agencies

FUNDS AVAILABLE
Up to 50% of project cost

PROJECT REQUIREMENTS
Construction of trails, bike lanes, shoulder widening, bridges, tunnels, etc. Project design and plan preparation are eligible expenses as part of infrastructure projects. Feasibility studies.

CONTACT
- -

HOME Investment Partnership
Cities, HRAS, non-profits, private developers

FUNDS AVAILABLE
- -

PROJECT REQUIREMENTS
- -

Environmental Response Fund
Cities, HRAS, EDAs, non-profits, and businesses in Hennepin Co.

FUNDS AVAILABLE
$1-2,000,000 total

PROJECT REQUIREMENTS
Consulting fees, lab fees, assessment, RAP development, cleanup, acquisition, demolition and residential asbestos abatement and lead impacted soil remediation.

CONTACT
Dave Jaeger
612-348-5714
dave.jaeger@co.hennepin.mn.us

Brownfields Cleanup Revolving Loan Fund
Public entities, businesses, non-profits

FUNDS AVAILABLE
Up to $1,000,000

PROJECT REQUIREMENTS
Cleanup

CONTACT
Dave Jaeger
612-348-5714
dave.jaeger@co.hennepin.mn.us

Low Impact Redevelopment Program
Cities, nonproﬁts, private developers

FUNDS AVAILABLE
$500,000

PROJECT REQUIREMENTS
Stormwater management infrastructure that exceeds the normal regulatory stormwater requirements. Applicant must assume the long-term maintenance and operations of the stormwater infrastructure.

CONTACT
- -

Housing Trust Fund (HTF)
Cities, non-profits, public housing agencies

FUNDS AVAILABLE
- -

PROJECT REQUIREMENTS
Development, construction, acquisition, preservation, and rehab of low-income rental housing.

CONTACT
- -

Preservation Affordable Rental Investment Fund
Cities, non-profits, public housing agencies, private developers

FUNDS AVAILABLE
- -

PROJECT REQUIREMENTS
Acquisition, rehab, debt restructuring.

CONTACT
- -

Highway Safety Improvement Program
Cities and Counties

FUNDS AVAILABLE
Up to 90% of project cost

PROJECT REQUIREMENTS
Priority will be given to applications that are making impacts throughout the network (at multiple locations) or a corridor based approach.

CONTACT
Gayle Goodlad
612-348-7865
Gayle.Goodlad@state.mn.us

Transportation Revolving Loan Fund
Cities, counties, other governmental entities

FUNDS AVAILABLE
- -

PROJECT REQUIREMENTS
Projects must be eligible under Title 23 or Title 49 or the U.S. Code and Minnesota Statutes.

CONTACT
Jan Solberg
612-348-7792
jan.solberg@state.mn.us

Local Trail Connections Program
Cities and Counties

FUNDS AVAILABLE
Up to 75% of project cost

PROJECT REQUIREMENTS
Funds used to promote relatively short trail connections between where people live and destinations, not to develop significant new trails.

CONTACT
Traci Vibbo
612-258-5619
traci.vibbo@state.mn.us

TABLE 19-2: INFRASTRUCTURE & DEVELOPMENT FUNDING SOURCES (CONTINUED, PART 2 OF 3)
<table>
<thead>
<tr>
<th>PROGRAM NAME</th>
<th>ADMINISTERING AGENCY</th>
<th>TYPE OF ASSISTANCE</th>
<th>ELIGIBLE APPLICANTS</th>
<th>FUNDS AVAILABLE</th>
<th>USE OF FUNDS</th>
<th>REQUIREMENTS</th>
<th>RESTRICTIONS</th>
<th>CONTACT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dry Cleaner Environmental Response &amp; Reimbursement</td>
<td>Minnesota Pollution Control Agency</td>
<td>Reimbursement</td>
<td>Past/present owners/operators of commercial dry cleaning or current landowners</td>
<td>100% after first $50,000</td>
<td>Cleanup and investigation. Investigation funds only eligible if cleanup is necessary</td>
<td>Excludes coin-ops, uniform service, linen supply, NPL sites or cleanups started prior to 7/1/95</td>
<td>-</td>
<td>Patrice Jensen 651-757-2465 <a href="mailto:patrice.jensen@state.mn.us">patrice.jensen@state.mn.us</a> <a href="http://www.pca.state.mn.us">www.pca.state.mn.us</a></td>
</tr>
<tr>
<td>Minnesota Targeted Brownfields Assistance Program</td>
<td>Minnesota Pollution Control Agency</td>
<td>Technical Assistance</td>
<td>Cities, counties, watershed districts, non-profits</td>
<td>In Kind</td>
<td>Technical consultation for Phase I, 2 and cleanup (RAP)</td>
<td>Must pose a potential threat with no responsible or voluntary responsible party</td>
<td>-</td>
<td>John Betcher 651-757-2226 <a href="mailto:john.betcher@state.mn.us">john.betcher@state.mn.us</a></td>
</tr>
<tr>
<td>Small Business Environmental Improvement Loan</td>
<td>Minnesota Pollution Control Agency</td>
<td>Loan</td>
<td>Businesses with fewer than 50 FTE, after tax profits of &lt;$500,000 and net worth &lt;$1 million</td>
<td>$1,000 to $50,000</td>
<td>Investigations, cleanup, capital equipment purchase to reduce/prevent pollution/waste</td>
<td>Collateral required and must demonstrate ability to repay loan</td>
<td>-</td>
<td>Mike Nelson 651-757-2121 <a href="mailto:michael.nelson@state.mn.us">michael.nelson@state.mn.us</a></td>
</tr>
<tr>
<td>Clean Water Revolving Loan Fund</td>
<td>Minnesota Public Facilities Authority</td>
<td>Loan</td>
<td>Cities, counties, sanitary districts, or governmental subdivisions responsible for wastewater treatment</td>
<td>-</td>
<td>Build or upgrade of wastewater treatment plants. Allowable costs include site preparation, construction, engineering, equipment, machinery, bond issuance</td>
<td>Fund provides below-market-rate loans to finance wastewater projects *Projects must be on the MPCA’s Project Priority List</td>
<td>Becky Sabie 651-259-7470</td>
<td></td>
</tr>
<tr>
<td>Point Source Implementation Program</td>
<td>Minnesota Public Facilities Authority</td>
<td>Grant</td>
<td>Cities and Counties</td>
<td>Up to 50% of eligible costs Max $3 million</td>
<td>Wastewater treatment or stormwater infrastructure projects.</td>
<td>-</td>
<td>-</td>
<td>Becky Sabie 651-259-7471</td>
</tr>
<tr>
<td>Petroleum Tank Release Clean Up Account - Petrofund</td>
<td>Department of Commerce</td>
<td>Reimbursement</td>
<td>Owners/operators of underground and above ground petroleum storage tanks, owners of contaminated properties of leaking tanks</td>
<td>Up to 90% of eligible costs, not to exceed $1 million per release or $2 million per facility</td>
<td>Site investigation and cleanup deemed necessary by the MPCA</td>
<td>Minnesota Statutes 115C and Minnesota Rules Chapter 2890</td>
<td>-</td>
<td>Department of Commerce 651-215-1775</td>
</tr>
<tr>
<td>Federal Brownfields Cleanup Program</td>
<td>EPA</td>
<td>Grant</td>
<td>Local governments, states, redevelopment agencies</td>
<td>Up to $200,000 (20% match)</td>
<td>Demolitions, cleanup, removal of some abandoned containers and underground petroleum tanks</td>
<td>Must own the property and cannot be responsible party. 20% matching funds</td>
<td>-</td>
<td>EPA Region 5 312-886-7576</td>
</tr>
<tr>
<td>Federal Brownfields Site Assessment Program</td>
<td>EPA</td>
<td>Grant</td>
<td>Local governments, states, redevelopment agencies, non-profits</td>
<td>Up to $200,000</td>
<td>Inventory, characterization, Assessment (Phase I or II), remedial planning and VC program fees</td>
<td>Cannot fund Federal/state Superfund sites, federal lands</td>
<td>-</td>
<td>EPA Region 5 312-886-7576</td>
</tr>
<tr>
<td>Federal Brownfields Cleanup Revolving Loan Grants</td>
<td>EPA</td>
<td>Grants to capital RIF</td>
<td>Local governments, states, redev Agencies</td>
<td>Up to $1 million</td>
<td>Demolitions, cleanup, removal of some abandoned containers and underground petroleum tanks</td>
<td>Loans/grants cannot be provided to party that caused contamination. 20% match</td>
<td>-</td>
<td>EPA Region 5 312-886-7576</td>
</tr>
<tr>
<td>Joint Development</td>
<td>FTA</td>
<td>Grant</td>
<td>-</td>
<td>-</td>
<td>Acquisition, demolition, site preparation, utilities, building foundations, sidewalks, ped and bike access, safety/security facilities, construction of space for commercial uses, parking improvements with a transit justification, project development activities (design, engineering, environmental analysis)</td>
<td>Must benefit one of four criterion: Economic benefit; public transportation benefit; fair share of revenue; fair share of costs</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>
USE OF FUNDS

Local plan fees for approval of development projects that fund not only current planning/permitting staff, but also Nonprofit, Twin Cities-based organizations, or Housing Improvement Areas are defined areas in a city in which housing improvements may be financed with - Nonprofit and socially-responsible private Local governments may impose taxes which can be used on community services (infrastructure, transit etc.) - Local governments may exact fees to compensate for the projected impact that new development will have on local - Check website - Limited Dividend and Non-Profits The Credit for Historic Structure Rehabilitation provides credit against income tax or insurance premium tax liability - Full or partial exemption form real estate taxes for a limited time period. - Special Tax Districts are eligible for local government agencies to finance the maintenance of public infrastructure. The major drawback with impact fees is that they are pay-as-you-go and difficult to bond against. - Local governments may impose taxes which can be used on community services (infrastructure, transit etc.) Residential voters also directly influence the levy rate variable by voting on which services to offer to the community, increases and/or decreases in funding for specific services or purchases, or both. - Special Tax districts can retroactively pay for plans related to improvements financed by the district. - Local governments may impose taxes which can be used on community services (infrastructure, transit etc.) Residential voters also directly influence the levy rate variable by voting on which services to offer to the community, increases and/or decreases in funding for specific services or purchases, or both. - Local governments may impose taxes which can be used on community services (infrastructure, transit etc.) Residential voters also directly influence the levy rate variable by voting on which services to offer to the community, increases and/or decreases in funding for specific services or purchases, or both. - Special Tax districts can retroactively pay for plans related to improvements financed by the district. - Local governments may impose taxes which can be used on community services (infrastructure, transit etc.) Residential voters also directly influence the levy rate variable by voting on which services to offer to the community, increases and/or decreases in funding for specific services or purchases, or both. - Special Tax districts can retroactively pay for plans related to improvements financed by the district. - Local governments may impose taxes which can be used on community services (infrastructure, transit etc.) Residential voters also directly influence the levy rate variable by voting on which services to offer to the community, increases and/or decreases in funding for specific services or purchases, or both. - Special Tax districts can retroactively pay for plans related to improvements financed by the district.

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

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

TABLE 19-4: OTHER FUNDING SOURCES

<table>
<thead>
<tr>
<th>PROGRAM NAME</th>
<th>ADMINISTERING AGENCY</th>
<th>TYPE OF ASSISTANCE</th>
<th>ELIGIBLE APPLICANTS</th>
<th>FUNDS AVAILABLE</th>
<th>USE OF FUNDS</th>
<th>REQUIREMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low- and Moderate Income Rental Program (LAM)</td>
<td>Minnesota Housing</td>
<td>Loan</td>
<td>Limited Dividend and Non-Profits</td>
<td>$95,000,000</td>
<td>New construction or substantial rehabilitation of rental housing. Acquisition and rehabilitation of existing rental housing. Refinancing or debt restructuring.</td>
<td>Minimum development size twenty units.</td>
</tr>
<tr>
<td>Historic Tax Credit (HTC) Program</td>
<td>Minnesota Housing</td>
<td>Grant</td>
<td>Check website</td>
<td>-</td>
<td>The Credit for Historic Structure Rehabilitation provides credit against income tax or insurance premium tax liability equal to the amount of the federal historic structure rehabilitation credit for projects that are placed in service during the taxable year. The law also allows the Minnesota Historical Society to pay a grant in lieu of the credit, equal to 90 percent of the credit.</td>
<td>-</td>
</tr>
<tr>
<td>Housing Tax Credit (HTC) Program</td>
<td>Minnesota Housing</td>
<td>Tax Credit</td>
<td>Local governments, land clearance authorities, state-created governmental entities, local councils/MPOs, state agencies, Indian tribes</td>
<td>$90,000,000 (in 2013)</td>
<td>The HTC offers a ten-year reduction in tax liability to owners and investors in eligible affordable rental housing units produced as a result of new construction, rehabilitation, or acquisition with rehabilitation.</td>
<td>Priority given to projects within a half mile of LRT, BRT, commuter rail station</td>
</tr>
<tr>
<td>Housing/Transit-Oriented Development (TOD) Loan Program</td>
<td>Local Initiatives Support Corporation (LISC), Twin Cities Community Land Bank, and the Family Housing Fund</td>
<td>Loan</td>
<td>Nonprofit and socially-responsible private developers</td>
<td>$14.3 million</td>
<td>Preserve and create more housing options available to lower-income residents near transit. Strengthen neighborhood by increasing access to jobs, and integrating the promotion of TOD with other amenities such as public health, parks and green space, affordable housing, and economic development to produce more holistic and equitable outcomes for the entire corridor.</td>
<td>Projects must be located within ½ mile of Hawai‘i, Central, or Southwest LRT corridors.</td>
</tr>
<tr>
<td>The Coaction Fund</td>
<td>Local Initiatives Support Corporation (LISC), Twin Cities</td>
<td>Grant</td>
<td>Nonprofit, Twin Cities-based organizations, or partnerships of organizations</td>
<td>$15,000 to $70,000</td>
<td>Capacity building program for community-based development.</td>
<td>-</td>
</tr>
<tr>
<td>Loan &amp; Grant Programs</td>
<td>Twin Cities Community Land Bank (TCCLB)</td>
<td>Various</td>
<td>Government entities, community development corporations, Non-profit and for profit partners</td>
<td>-</td>
<td>Projects must further community-based economic development and affordable housing goals.</td>
<td>-</td>
</tr>
</tbody>
</table>

SOUTHWEST CORRIDOR INVESTMENT FRAMEWORK - IMPLEMENTATION 19-11