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# Coordinate Corridor Funding & Measures

As a foundation for implementing the Minnehaha-Hiawatha Corridor Vision, it is critical that Minnehaha-Hiawatha Community Works set up programs that coordinate funding and measures at the corridor-wide level. Most of the recommended projects will require funding from multiple jurisdictions and partners, thus coordination of corridor projects will need to be linked up with the goals and timelines of these various funding programs. Likewise, the recommended projects impact multiple aspects of the corridor's livability: mobility, land use & physical resources, environment & natural resources, economic development, and social/cultural/heritage. In order to evaluate the intended and actual impact of the recommended projects and corridor reinvestment, a Livability Indicators Program should be established and coordinated corridor-wide.

## Assemble Implementation Funding

The Minnehaha-Hiawatha corridor is an important corridor at multiple jurisdictional scales, including neighborhood, city, county, metro region, and state. At the regional and state scale, the corridor serves a critical transportation function with the high quality LRT line, the state trunk highway, multiple county roadways, and the freight rail line. Efforts to improve the function and usability of these transportation facilities is not just a city and neighborhood concern, these facilities are major regional investments that warrant regional attention and reinvestment to make them as effective as possible for all stakeholders. In order to achieve the desired corridor improvements outlined in the Corridor Framework, it will be important for the MHCW project to identify, seek out, and maintain funding sources and partnership opportunities at all levels on an ongoing basis. The MHCIT will be responsible for setting up and managing a project funding opportunities database that will allow the corridor to identify potential funding and partnership opportunities on an ongoing basis.

## Types Of Funding Programs

### Public capital improvement programs

- » *City of Minneapolis (Public Works, MPRB, CPED, Public Art)*
- » *Hennepin County (HCWT, Transportation)*

### Public-private partnership programs

- » *City special service districts*
- » *Community benefit agreements*

### Property tax programs

- » *Tax increment financing (TIF) districts*
- » *Tax abatement*
- » *Special assessments*

*"Challenge Planning Grant Program will foster reform and reduce barriers to achieving affordable, economically vital, and sustainable communities. Such efforts may include amending or replacing local master plans, zoning codes, and building codes, either on a jurisdiction-wide basis or in a specific neighborhood, district, corridor, or sector to promote mixed-use development, affordable housing, the reuse of older buildings and structures for new purposes, and similar activities with the goal of promoting sustainability at the local or neighborhood level."*

*-NOFA for HUD Community Challenge Planning Grant*



Hiawatha LRT train along Hiawatha Avenue/ MN 55 creates a catalyst for reinvesting in the livability of Minnehaha-Hiawatha corridor.



Many of the existing local businesses along Minnehaha Avenue/CSAH 48 would benefit from reinvestment in both private and public property.

## Grant programs

- » Hennepin County TOD Program
- » Livable Communities Demonstration Account (LCDA)
- » State Health Improvement Program (SHIP)
- » Transit for Livable Communities (Non-Motorized Transportation Program)
- » Minnesota Historical Society (Minnesota Legacy grants)
- » Minneapolis Business District Support Grants (Great Streets Neighborhood Business District)
- » Minneapolis Façade Improvement Matching Grants (Great Streets Neighborhood Business District Program)
- » Mn DOT Roadside Landscaping Partnership Program
- » Community Development Block Grants (CDBG)
- » American Recovery & Reinvestment Act (ARRA)
- » DOT/HUD - Partnership for Sustainable Communities, Community Challenge Planning Grant
- » People for Parks Minneapolis

## Loan programs

- » State Transit Improvement Area Account
- » Minneapolis Real Estate Development Gap Financing (Great Streets Neighborhood Business District Program)
- » Minneapolis Two-Percent Loan Program
- » Minneapolis Two-Percent Commercial Corridor/Node Loan Program
- » Minneapolis Alternative Financing loan program
- » Minneapolis Capital Acquisition loan program (Community Reinvestment Fund)
- » Minneapolis Working Capital Guaranty loan program
- » Minneapolis Business Development Fund loan program (applies to creation of jobs for Minneapolis residents)
- » Community Reinvestment Fund

## Federal-Aid Highway programs

- » National Highway System (NHS) program
- » Surface Transportation Program (STP)
- » Transportation Enhancement Activities (TEA)
- » Hazard Elimination & Railway-Highway Crossing programs
- » Congestion Mitigation and Air Quality (CMAQ) improvement programs

## Federal Transit Program

- » Urbanized Area Formula grants
- » Capital investment grants & loans
- » Transit Enhancement Activity program

## Housing programs

- » Low-Income Housing Tax Credit
- » Minneapolis Advantage
- » Ownership Workforce Housing Fund
- » Rental Affordable Housing Trust Fund

## Neighborhood Revitalization Program

- » *Longfellow Community Council*
- » *Corcoran Neighborhood Organization*
- » *Standish-Ericsson Neighborhood Association*

## Community Foundations

- » *The McKnight Foundation*
- » *Surdna Foundation*
- » *The Minneapolis Foundation*
- » *General Mills Foundation*
- » *Minneapolis Parks Foundation*
- » *Living Cities*

## Implement Livability Indicators, Measures & Targets

As the recommended projects and initiatives are implemented, it will be important to have the ability to measure the impact of these efforts and to what degree they actually contribute to improving the corridor's quality of life or livability. Implementation of the Corridor Framework should include the implementation of a Corridor Livability Indicators program. The Corridor Data Inventory report established key indicators for the corridor for each of the five (5) livability elements, which are as follows:

### Mobility

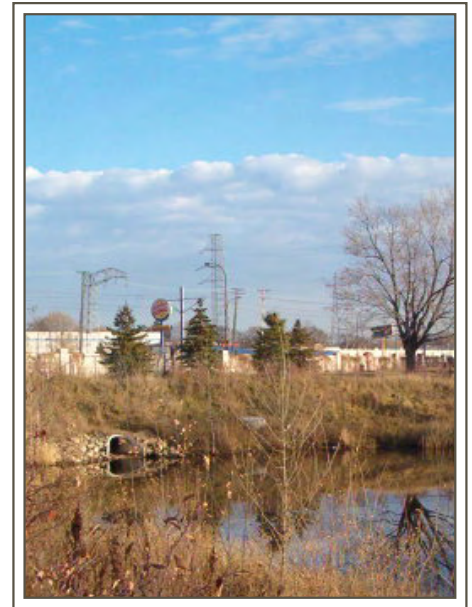
- » *Walkability*
- » *Bicycle-friendly*
- » *Mobility choice*
- » *Connectedness*

### Land Use & Physical Resources

- » *Housing options*
- » *Convenient access to retail & services*
- » *Convenient access to parks & green space*
- » *Quality of public spaces*
- » *Condition of existing buildings*
- » *Transit-oriented development*
- » *"Green" building practices*

### Environmental & Natural Resources

- » *Stormwater management*
- » *Surface water quality*
- » *Contaminated land*
- » *Water use*
- » *Urban forest*
- » *Air quality & greenhouse gas emissions*
- » *Waste reduction*
- » *Energy use*
- » *Energy production*
- » *Night sky*
- » *Local food & healthy eating*



*Existing stormwater pond in the corridor contributes to improving the corridor's environment and natural resources.*





### Economic Development

- » *Commercial business climate*
- » *Industrial business climate*
- » *Job creation*
- » *Tax revenue generation*
- » *Residential investment stability*



### Social, Cultural, Heritage

- » *Heritage preservation*
- » *Safe community*
- » *Community cohesion*
- » *Accountability*

These indicators each have a number of metrics that have been identified to measure the baseline condition of the corridor and improvements that occur in the future. The baseline condition for the measures is a part of the Minnehaha-Hiawatha Community Works Corridor Data Inventory report. The MHPCT will be responsible for managing the Corridor Livability Indicators program including setting targets for the metrics, managing the system / database for monitoring the measurement of each of the metrics on periodic basis, creating annual reports for the most recent indicators / metrics measurements, ongoing review and revision of the corridor indicators & metrics, and coordinating efforts to achieve indicator/metric targets with the relevant agencies and departments.



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