

Connecting Affordable Housing to Transit

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What's at stake for lower income households and communities?

Benefits

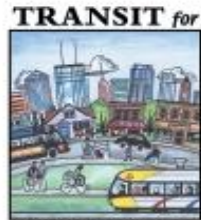
- ✓ Access to jobs, education, services
- ✓ Reduced household expenses for transportation
- ✓ Potential revitalization of adjoining neighborhoods

Risks

- ✓ As demand to live near transit grows, lower income households could get squeezed out
- ✓ Gentrification / potential displacement of renters, low income homeowners, small businesses



Minneapolis-St. Paul Transitways 2020

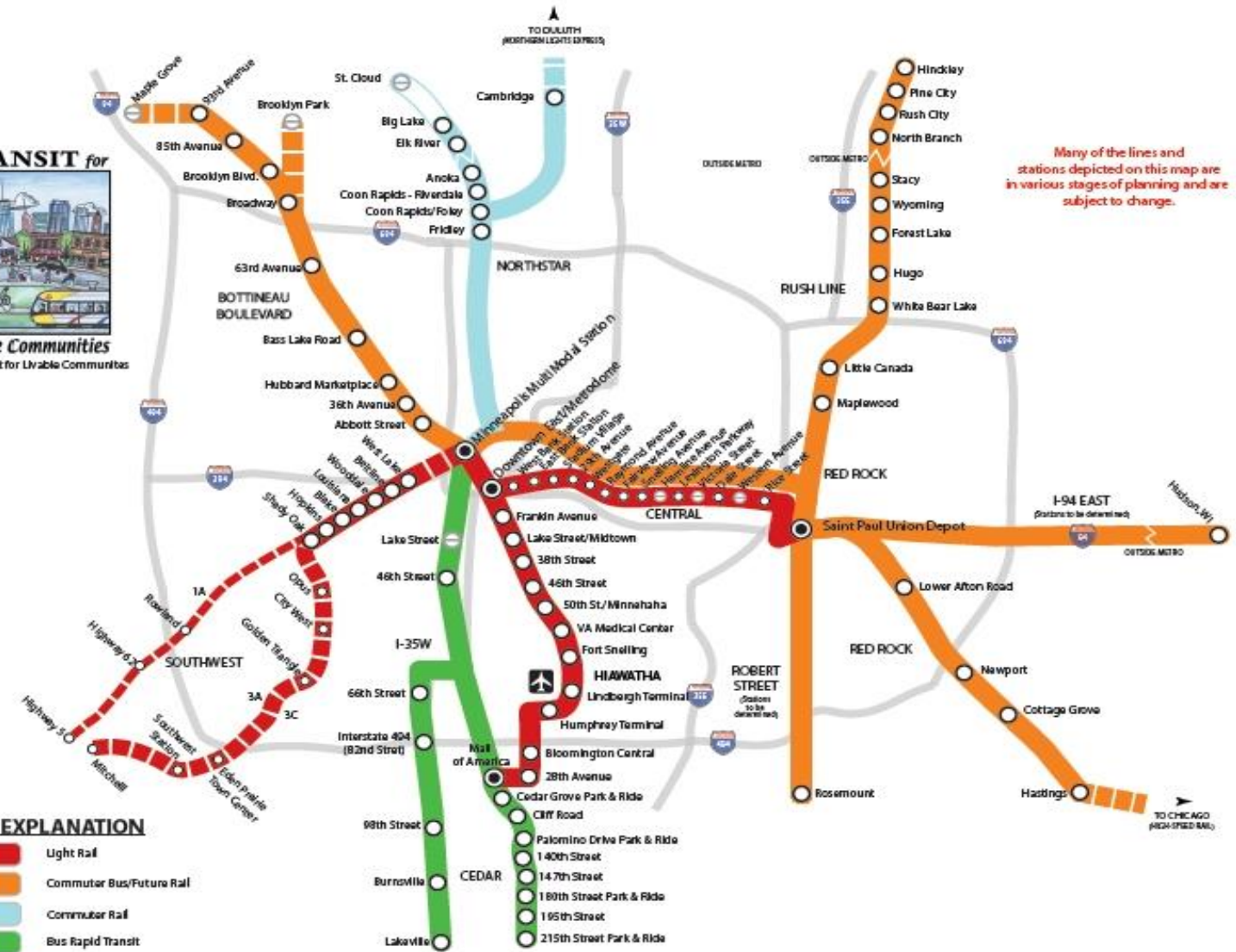


Livable Communities
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Many of the lines and stations depicted on this map are in various stages of planning and are subject to change.

EXPLANATION

- Light Rail
- Commuter Bus/Future Rail
- Commuter Rail
- Bus Rapid Transit
- Potential Alignment
- Transfer Station
- Station
- Potential Station



Map of
Transit Corridors
created by Transit for Livable Communities

Twin Cities Corridors: Three Stages

1. Hiawatha Corridor— Little or no advance land use planning
2. Central Corridor (DT Mpls. – DT St. Paul)

Big Picture coordinated housing plan

- A. Goal to produce / preserve 4500 units by 2020
- B. So far, 12% of new units produced are affordable
- C. Rents rising faster than region as a whole

3. Southwest Corridor

SW Corridor Steering Committee (co. + 5 cities) and Housing Workgroup

- A. “Equity Train”?
- B. Will suburbs do their share?
- C. Finding sites

Lesson Learned– Five Years of Advocacy

Use all sources of legal / policy leverage:

- ✓ New Starts affordable housing funding criteria*
- ✓ HUD Sustainable Communities Grant– goal setting
- ✓ State law– Comprehensive plans / affordable housing plans
- ✓ Fair Housing Act– reinforcing patterns of segregation?
- ✓ Accountability for meeting goals

*View full report online:

“Guidelines for Land Use and Economic Development Effects for New Starts and Small Starts Projects”

Federal Transit Administration (FTA), Office of Planning, August 2013

http://www.fta.dot.gov/documents/Land_Use_and_EconDev_Guidelines_August_2013.pdf

What Local Government can do

- Set production / preservation goals
- Identify / acquire sites at or near station areas
- Support appropriate housing density
- Use local financial sources, waive fees, reduce parking requirements
- Adopt inclusionary housing policy
- Support preservation efforts

View full report online:

“Best Practices to Reduce the Cost of Affordable Housing”

http://hjcmn.org/_docs/reducing_costs.pdf

For further information, please contact:

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Additional resource: Center for Transit-Oriented Development (CTOD)

www.ctod.org

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