

THE MCKNIGHT FOUNDATION

MN Housing Measures 2012-2015

March 3, 2017

Prepared by

Housing**Link** 

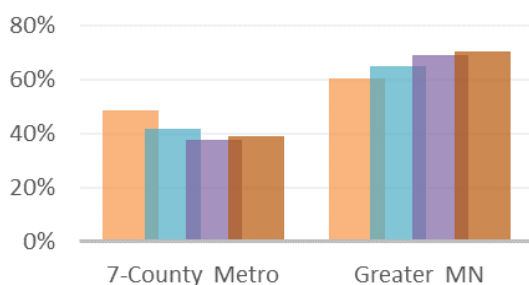
2012 - 2015

MINNESOTA HOUSING MEASURES

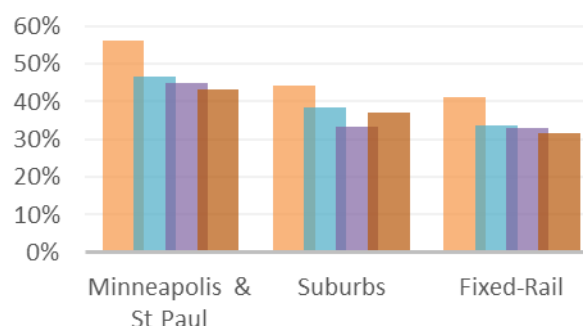
Naturally Occurring Affordable Housing (NOAH)

Percent of Private Market Rental Listings Affordable to 60% AMI

Statewide View



In the Metro

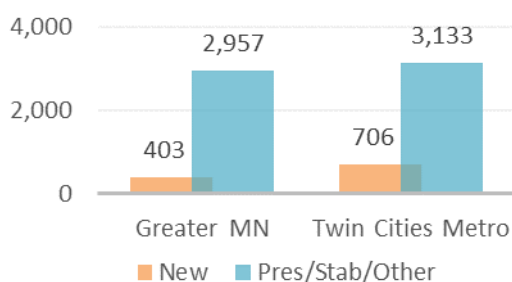


2012 2013 2014 2015

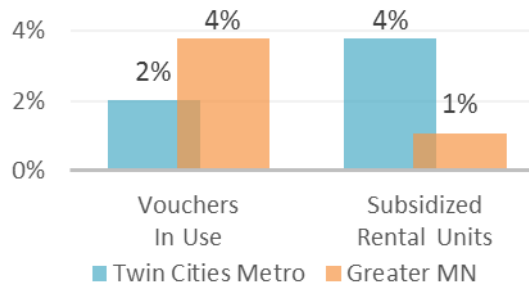
Subsidized Housing

Publicly-Financed Rental Housing with Permanent Affordability

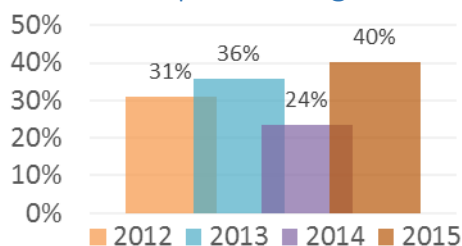
Units Newly Built or Preserved in 2015



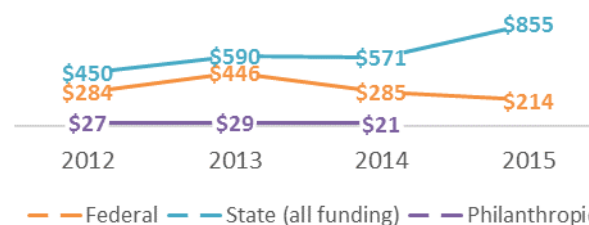
Three Year Increase in Supply (2012-2015)



Gap Financing



Funding for Affordable Housing



(government and philanthropic investment as percent of total development cost)

figures in millions of dollars

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Twin Cities

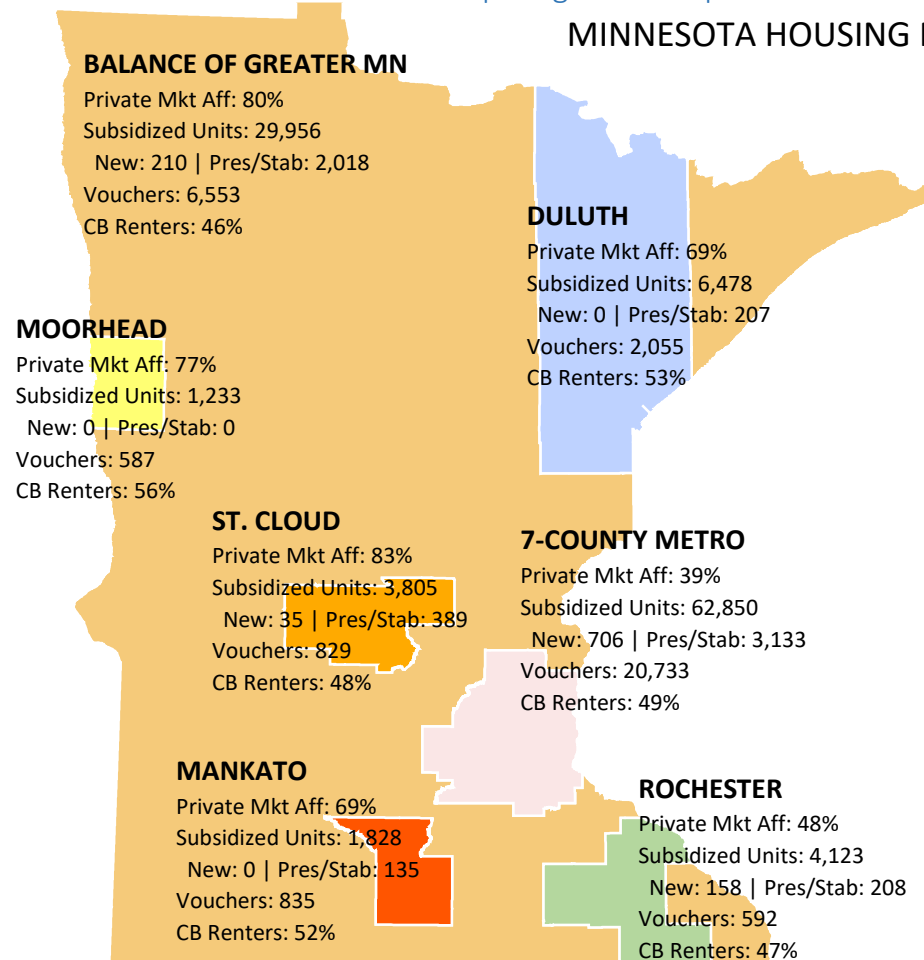
Private market listings
Affordable to 60% AMI: 39%
Subsidized units: 62,850
New units in 2015: 706
Pres./Stab. units in 2015: 3,133
Vouchers in use: 20,733
Cost-burdened renters 49%

Greater MN

Private market listings
Affordable to 60% AMI: 71%
Subsidized units: 47,422
New units in 2015: 403
Pres./Stab. units in 2015: 2,957
Vouchers in use: 11,451
Cost-burdened renters 48%

Map: Regional Perspective 2015

MINNESOTA HOUSING MEASURES



KEY: **Private Mkt Aff:** Percentage of private market rental listings affordable to 60 percent area median income (AMI) in 2015. **Subsidized Units:** Total rental units as of 2015 with a permanent subsidy or in-force rent restriction at or below 80% AMI. **New Units:** Newly constructed subsidized units in the year 2015. **Pres. /Stab. Units:** Units with financing in the year 2015 not specifically indicated as “new.” **Vouchers:** Housing Choice Vouchers (Section 8 vouchers) in use in 2015. **Note:** Greater MN metros are defined by their US Census CBSA (core-based statistical area), an agglomeration of counties economically tied to an urban center. (Continued on next page.)

Twin Cities

Private market listings aff to 60% AMI: 39%
 Subsidized units: 62,850
 New units: 706 | Pres./Stab. units: 3,133
 Vouchers in use: 20,733
 Cost-burdened renters 49%

Fixed-Rail Transit (Light rail and bus rapid transit)

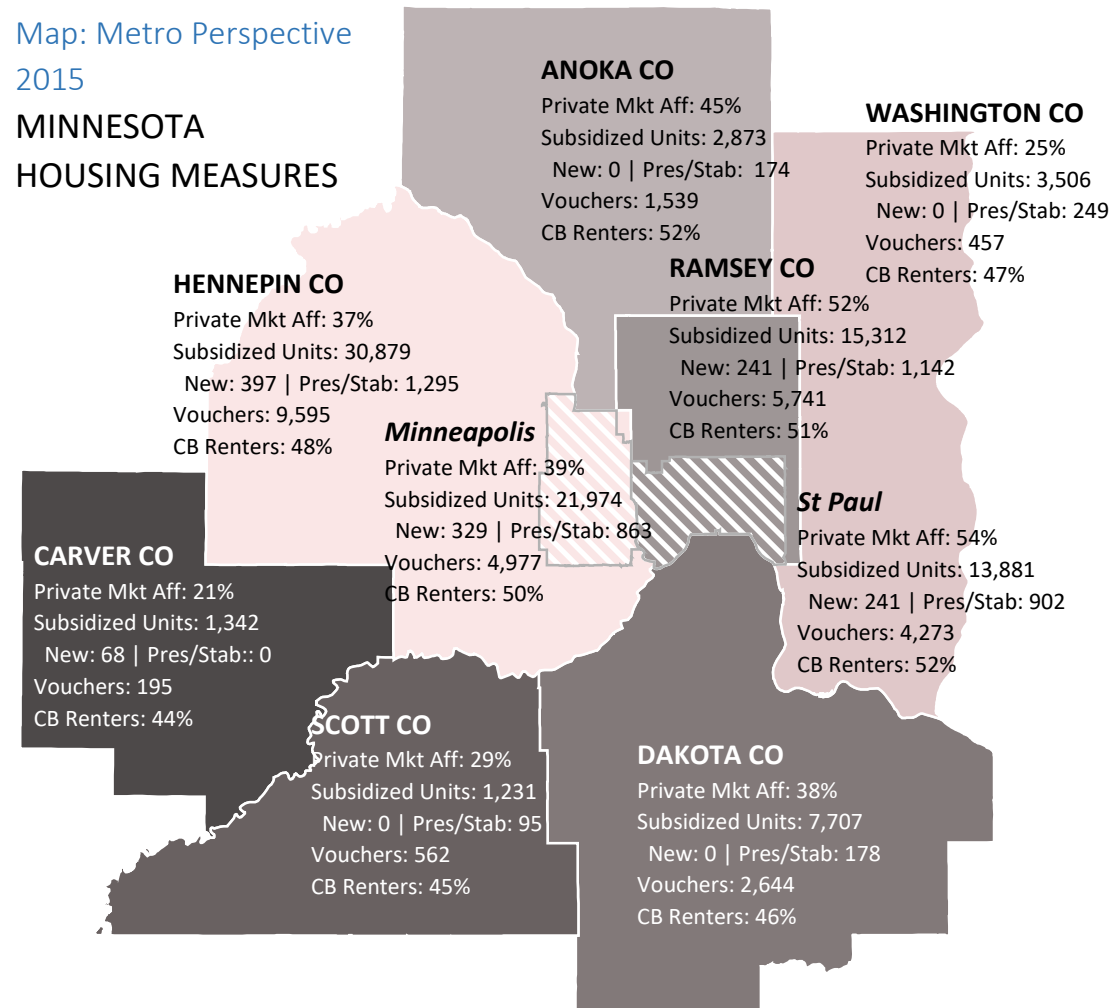
Private market listings aff to 60% AMI: 32%
 Subsidized units: 13,367
 New units: 570 | Pres./Stab. units 304
 Vouchers in use: 2,153
 Cost-burdened renters: 53%

High-Frequency Bus Corridors

Private market listings aff to 60% AMI: 37%
 Subsidized units: 27,784
 New units: 537 | Pres./Stab. units: 1,245
 Vouchers in use: 6,637
 Cost-burdened renters: 48%

Map: Metro Perspective 2015

MINNESOTA HOUSING MEASURES



(Continued from previous page) **Cost-Burdened (CB) Renters:** Percentage of renters paying greater than 30 percent of their income in gross housing costs (2011-2015 ACS).

Fixed-Rail Transit: A network consisting of half-mile radii from light rail and bus rapid transit stations. **High-Frequency Bus Corridors:** A network of bus routes promising service every 15 minutes (or better). **Note:** Hennepin County and Ramsey County statistics include Minneapolis and St Paul.

NOAH/Private Rental Market Trends

We define affordability to mean housing that costs no more than 30 percent of the household income of a family making 60 percent of the area median. To understand private market affordability in the rental market, HousingLink analyzed 310,340 rental listings between the years of 2012-2015.¹

Private market affordability down in the Twin Cities Metro

The Twin Cities Metro area is in an extended period of low-vacancy, with the private market vacancy rate in the Twin Cities having remained below three percent since Q1 2011 (Marquette Advisors, 2017). This has resulted in upward pressure on rent pricing, with the predictable market response of increased development of new high-rent and/or luxury rental units. Between the loss of “naturally-occurring affordable housing” (NOAH) rental units to rising rents and the difficulty in financing new affordable units, the percent of private market listings in the seven county metro that are affordable to households making 60 percent of area median income has declined from 48 percent to 39 percent in the span of three years. The most precipitous drop occurred from 2012 to 2013 (48 percent to 42 percent) (Figure 1).

Percent of Affordable Listings in the Twin Cities by Year

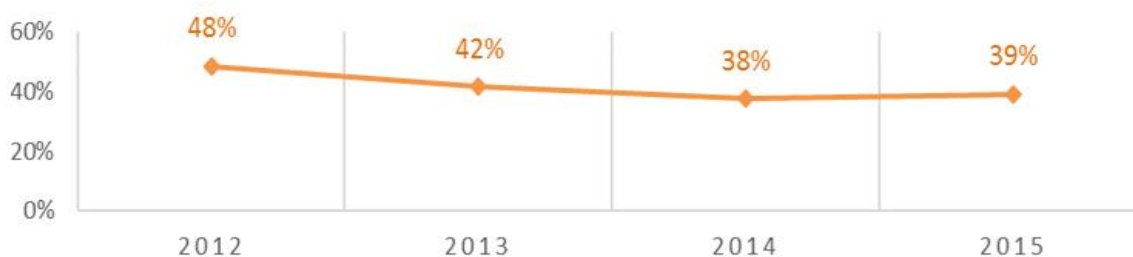


Figure 1

Loss of affordable private market rental options has additionally led to large numbers of low- to moderate-income households paying unsustainable rents. As of 2015, 49 percent of renters in the Twin Cities were cost-burdened or paying 30 percent or more of their household income in housing costs. Over 24 percent of renters were *severely* cost burdened, or paying more than 50 percent of their household income in housing costs.²

Private market affordability down in transit corridors – slightly more so than in overall market

As stated above, the percent of affordable private market listings in the Twin Cities declined nine percent from 2012 to 2015. Loss of affordability in locations in proximity to Twin Cities transit options was worse, but not by a lot, with affordability in proximity of fixed-rail transit declining by 10 percent and affordability in proximity of high-frequency bus corridors falling by 12 percent over that same period (Figure 2).

¹ Listings came from HousingLink’s Twin Cities Rental Revue report series. We analyzed affordability with respect to different family sizes (e.g. by virtue of different affordability levels for different bedroom sizes) and calculated gross rent as a sum of actual rent plus an estimate of utility costs based on local public Housing Authority utility payment standards.

² Analysis of US Census ACS 2011-2015 five-year data on renter housing costs.

Percent of Affordable Listings in the Twin Cities by Year

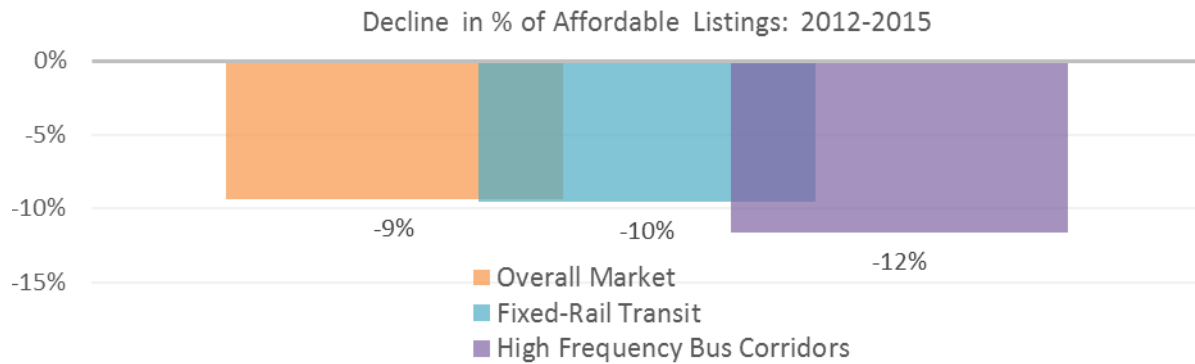


Figure 2

Private market affordability in Greater MN a story of many markets

To look only at Greater MN as a whole, the affordable rent situation might appear to be improving, as the percent of affordable rents has grown from 60 percent of all listings in 2012 to 71 percent in 2015. But, as is frequently the case, the story of Greater MN is actually a tale of vastly different markets, with affordable listings ranging from only 48 percent of all listings in Rochester to 83 percent in St. Cloud and 80 percent in areas not affiliated with one of the five largest Greater Minnesota metros (Figure 3).

Percent of Affordable Private Market Listings by Market

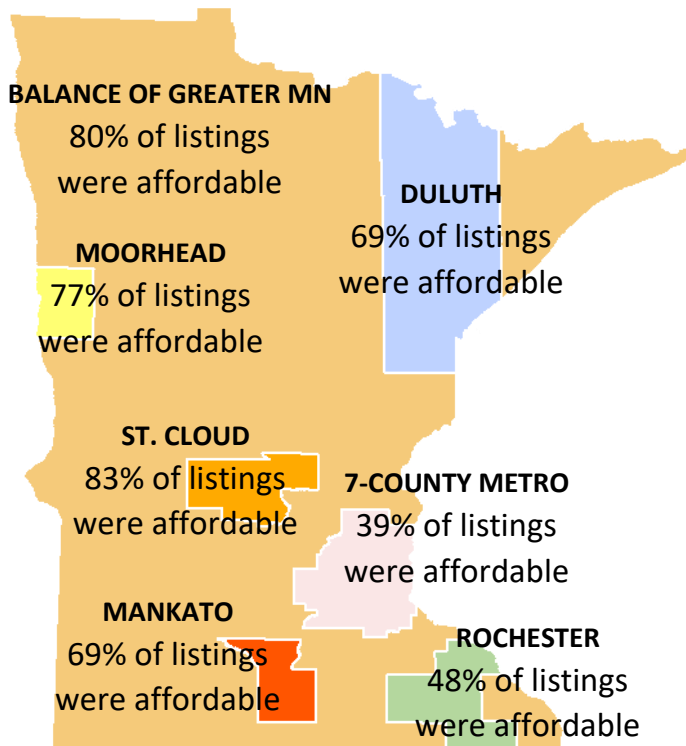


Figure 3

It is true throughout Greater MN, both in metros and in the balance of the state, that there is a much higher percent of affordable units as compared to the Twin Cities Metro. However, it is worth noting that the percentage of all listings that are affordable does not speak to overall *availability* of affordable

rents. That is to say, having a higher *percentage* of affordable listings does not mean there are a large, raw *number* of affordable places to live. Many households are still burdened by rents that are taxing their incomes to the limit. Nearly as many renters are cost-burdened (paying more than 30 percent of their household income in housing costs) in Greater MN as in the Twin Cities Metro (47.6 percent as compared to 48.5 percent). Rates are also similar with regard to severe cost burden (paying more than 50 percent of household income in housing costs); (23.5 percent in Greater MN as compared to 24.4 percent in the Twin Cities Metro).³

Subsidized Housing Trends

To understand overall subsidized, or “permanently-affordable” housing stock, we look at both “place-based” units of subsidized housing from HousingLink’s *Streams* database of publicly funded rental housing⁴, as well as Section 8 Housing Choice Vouchers⁵. Between the two, there were over 142,456 subsidized rental homes in the state of Minnesota as of the end of 2015. This represents a 2.6 percent increase from 2012.

Unit gains vary by market; preservation far outpaces new construction

Seven County Metro overview

Overall, the Seven County Metro experienced 1.2 percent annual growth in subsidized rental unit stock from 2012 to 2015, ending the period with 62,850 total units. Though this constitutes an actual net gain of 2,289 units over the four-year period, there were actually 2,802 units of new construction, with the difference presumably representing formerly subsidized units that have fallen out of the affordable housing stock. Some of the growth was driven by the core cities of Minneapolis and St. Paul, which collectively saw a 1.4 percent annual increase in subsidized rental inventory, but also by suburban Hennepin County and Carver County, which both significantly outpaced the Metro as a whole, netting 2.2 percent annual growth for each. (Figure 4).

³ Analysis of US Census ACS 2011-2015 five-year data on renter housing costs.

⁴ *Streams* is comprised of both project-based rent assistance and units with capital financing subsidies such as low-income housing tax credit, and may be accessed at <http://www.housinglink.org/streams/>.

⁵ Data on Housing Choice Vouchers in use are retrieved from HUD’s A Picture of Subsidized Households data portal, accessed at <https://www.huduser.gov/portal/datasets/assthsg.html>

Annual Percent Unit Growth in the Seven County Twin Cities Metro, 2012-2015

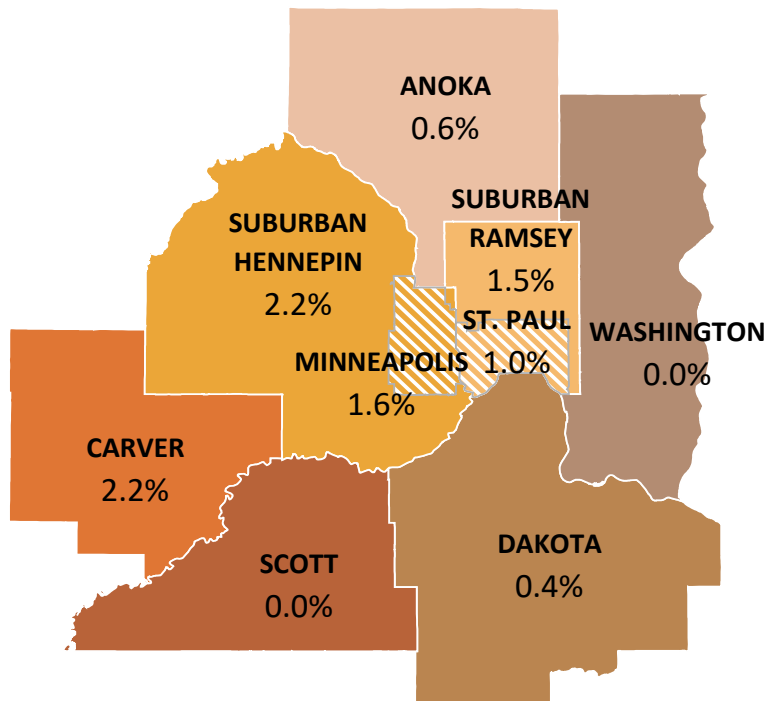


Figure 4

In addition to an increase in subsidized affordable rental stock, 8,187 existing affordable units in the Seven County Twin Cities Metro received financing intended to preserve or stabilize that affordability from 2012 to 2015. Preservation/stabilization activity outpaced new construction throughout the four years, with the most dramatic gap in 2015, when there were nearly four and a half times as many preserved/stabilized units as new (Figure 5).

Subsidized Housing Production, Twin Cities Metro, 2012-2015

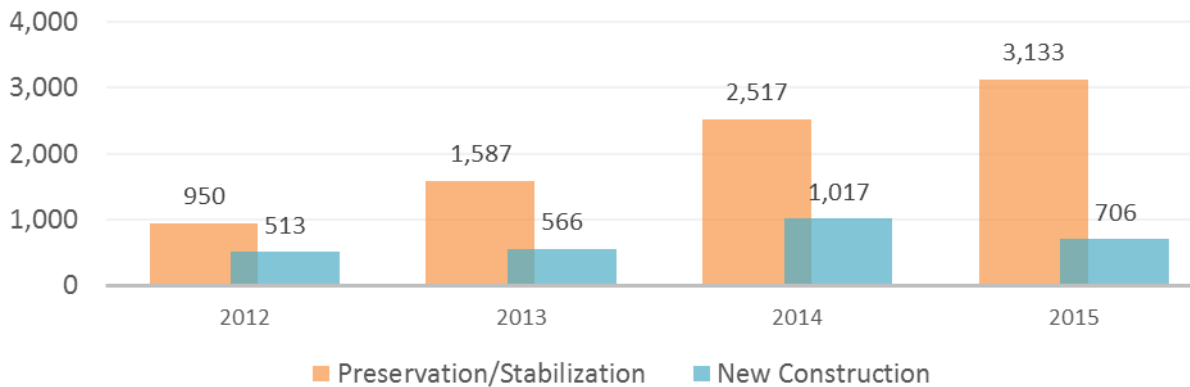


Figure 5

New construction skewed towards the urban core, with 65 percent of all units built from 2012 to 2015 residing in Minneapolis or St. Paul. Preservation and stabilization had only slightly more balance, with the central cities containing 60 percent of units receiving preservation/stabilization financing. This contrasts with population distribution trends revealed by the 2010 US Census, showing a greater

number of households now living in poverty in metro suburbs than in Minneapolis and St Paul combined (Prather, 2015).

Greater MN overview

There were 47,019 subsidized rental units of affordable housing (apart from rental *vouchers*) in Greater MN in 2015, following annual growth rate of 0.4 percent from 2012. Though this represents an actual net gain of only 502 units over the four-year period, there were 655 units of new construction, with the difference, again, presumably representing formerly subsidized units that have fallen out of the affordable stock over that same period. As is the case in nearly all measures, the degree of change varied by metro. Annual growth for Rochester and St. Cloud exceeded that of Greater MN at one end (with 1.3 percent and 0.7 percent respectively), and no new units at all reported over that four year period for either Moorhead or Duluth at the other (Figure 6).

Annual Percent Unit Growth by Greater MN Submarket, 2012-2015

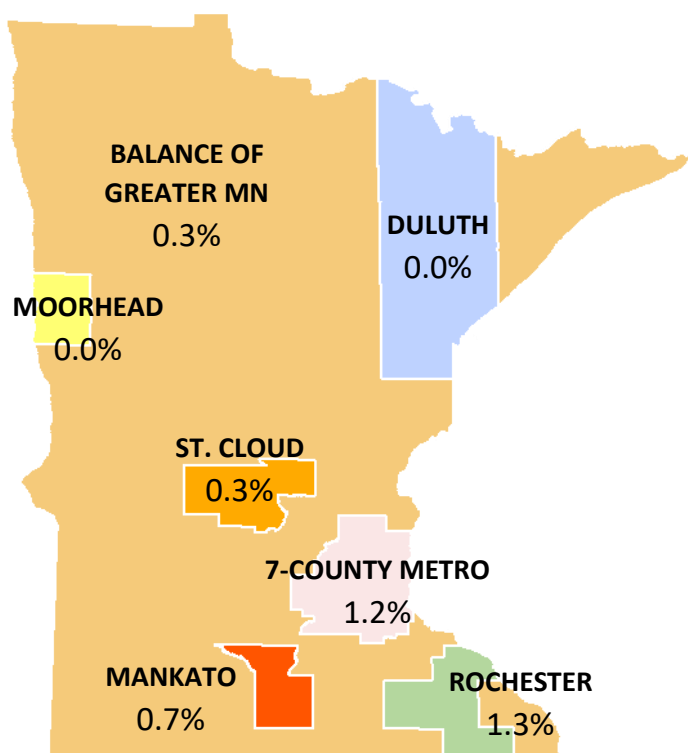


Figure 6

In addition to gains in overall subsidized affordable housing stock, 7,243 existing affordable units in Greater MN received financing intended to preserve or stabilize that affordability from 2012 to 2015. Where actual new construction had a negligible impact on the base until a jump in 2015, preservation/stabilization activity has been significant and increasing, with a 2,957 affordable units receiving financing in 2015 alone (Figure 7).

Subsidized Housing Production in Greater MN, 2012-2015

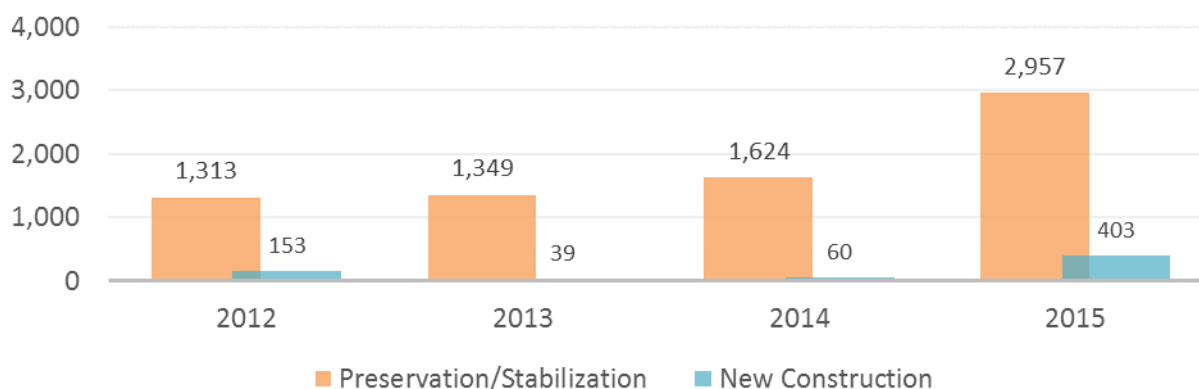


Figure 7

A difficult environment for Twin Cities Metro voucher holders

The total number of Housing Choice Vouchers in use in the Metro has grown slightly, with a 2 percent increase from 2012 to 2015. This growth has taken place during a time where it is difficult to find landlords willing to accept a voucher. A primary goal of the Housing Choice Voucher program has always been to increase housing choice and result in de-concentration of poverty. However, in the midst of a tight rental market, many public housing authorities are finding their clients unable to place vouchers at all, and there is concern among many in the affordable housing community that the relationship between geography and ability to place a voucher represents restricted housing choice.

One potentially troubling trend that demonstrates this restriction of choice is the further concentration of voucher holders in racially/ethnically concentrated areas of poverty (R/ECAPs).⁶ In spite of there having been very little net three-year change in terms of overall voucher use in the core cities vs suburbs, the percent of all vouchers in use in racially/ethnically concentrated areas of poverty actually grew from 15.8 percent to 17.1 percent from 2012 to 2015. It is unclear how much of this phenomenon results from inability to place vouchers in higher-income, less segregated areas, and how much is as the result of conscious choice by voucher holders. It is worth noting though, that at least to date, the US Department of Housing and Urban Development has considered historical patterns of segregation to be a primary barrier to fair housing choice (HUD, 2015).

Marked growth of subsidized housing stock in proximity to fixed-rail transit system

In what has to be considered an encouraging trend, total supply of subsidized rental housing units within a half-mile of fixed-rail transit stations (e.g. light rail, bus rapid transit) has grown at a rate that is over double that of the Twin Cities as a whole (2.6 percent annually, as compared to 1.2 percent annually). This strong showing points to possible successes by funders in response to current and anticipated

⁶ HUD requires local housing authorities to evaluate their efforts to affirmatively further fair housing by measuring housing opportunities relative to racially/ethnically concentrated areas of poverty (R/ECAPS), which are defined as follows: 1) Racial Test: R/ECAPs must have a non-white population of 50 percent or more. 2) Poverty Test: HUD defines neighborhoods of extreme poverty as census tracts with 40 percent or more of individuals living at or below the poverty line. Because overall poverty levels are substantially lower in many parts of the country, HUD supplements this with an alternate criterion, an option of which MN utilizes. Thus, in Minnesota, a neighborhood can be an R/ECAP if it has a poverty rate that exceeds 40% or is three or more times the average tract poverty rate for the metropolitan/micropolitan area, whichever threshold is lower.

market forces placing upward pressure on rents near fixed rail transit. Perhaps surprisingly, voucher use has also increased within a half-mile of fixed-rail transit stations, with 2.0 percent annual growth in these transit oriented development-centric areas, as compared to a mere 0.7 percent growth in the Twin Cities as a whole. Supply of subsidized rental housing stock and vouchers in use within a quarter mile of high-frequency transit lines (transit lines that promise service every 15 minutes or better)) have seen annual increases in rates that exceed that of the overall market, but with figures nowhere near as dramatic as the growth in fixed rail transit areas (Figure 8).

Subsidized Housing Annual Growth in Proximity to Transit Areas, 2012-2015

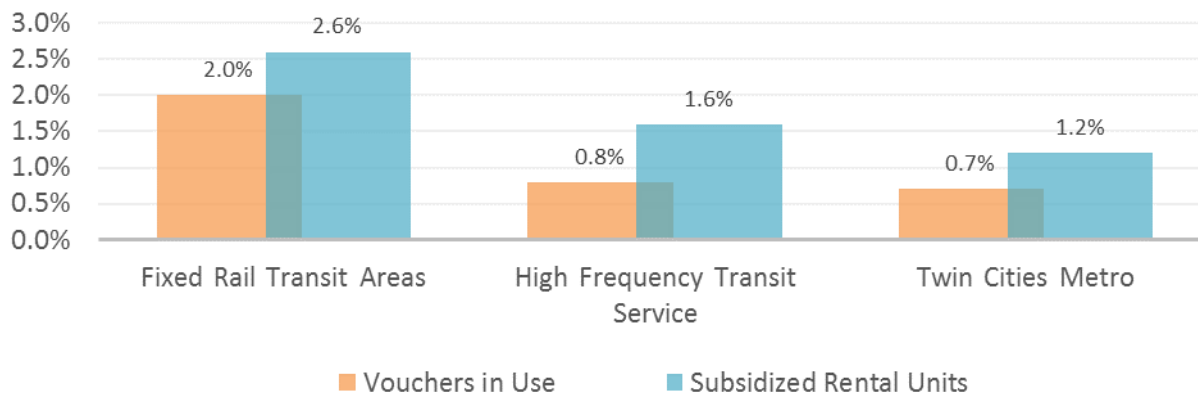


Figure 8

Greater MN voucher use rising at rate in excess of that of the Twin Cities

Voucher use has risen more in Greater MN (up 3.8 percent) than the Twin Cities as a whole (up 2.0 percent), with the majority of growth seen in Greater MN's metro areas. Duluth, Mankato, Moorhead, and Rochester have all seen marked increases in voucher use, with Duluth topping a 20 percent increase, even as the balance of Greater MN has decreased slightly (Figure 9).

Greater MN Change in Housing Choice Vouchers in Use, 2012-2015

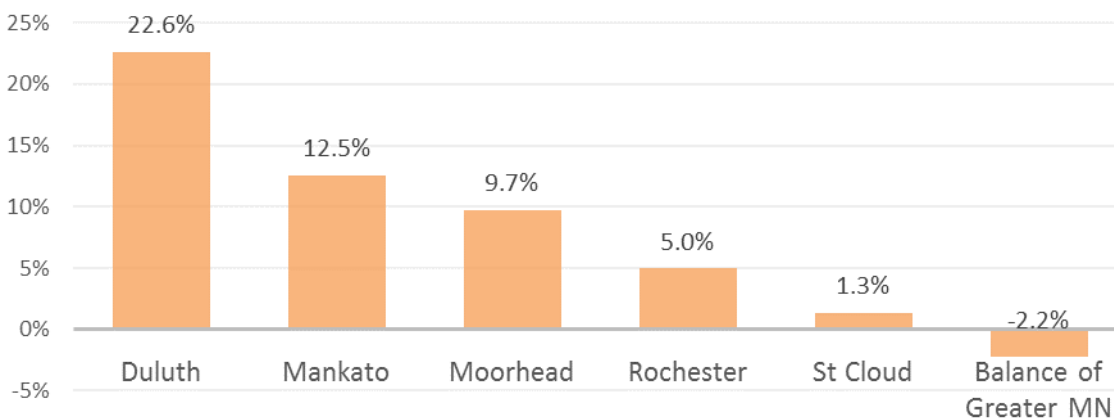


Figure 9

Small percentage of statewide new construction is mixed income

Only 12 of 49 (25 percent) of the newly-constructed subsidized rental housing projects (developments, not units) in the Twin Cities Metro between the years of 2012 and 2015 were mixed-income; that is to

say, properties with at least one subsidized unit and more than one market rate unit⁷. Greater MN did not see a single new construction mixed-income property in that time (Figure 10).

Percent of New Construction Projects in MN that were Mixed Income 2012-2015

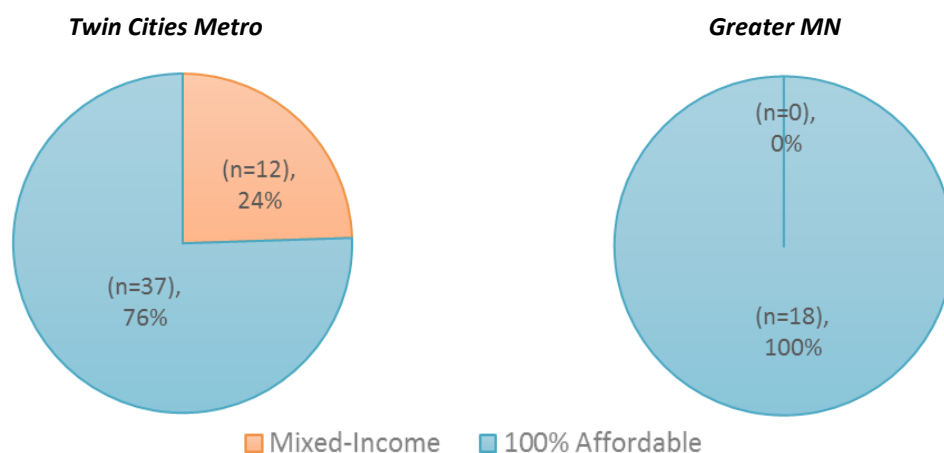


Figure 10

Statewide, and from year to year, the percent of mixed-income projects varied widely, but never exceeded 30 percent of new construction projects in a given year.

Trends in Funding for Affordable Housing

Gap financing, as percent of total development cost, lower than during Great Recession.

This report defines “Gap Financing” as the portion of total investments into subsidized rental housing contributed by public, non-profit, and philanthropic sources. Analysis is based on MN Housing’s contribution to our Streams database⁸, and the measure is a reflection of public will.

Past years’ analyses indicated gap financing, as a percent of total affordable housing development cost, was at elevated levels during the Great Recession. Gap financing percents have since returned to traditional levels, but for a spike in 2015, which is likely the reflection of projects funded by the proceeds from the 2014 issuance of \$100 million of Housing Infrastructure Bonds (Figure 10). Gap remains a critical component of the financing required to make new affordable housing construction happen.

⁷ Our definition of mixed-income requires that properties contain more than one market-rate unit because a single market-rate unit often indicates a caretaker unit which, while it may well be below market rate, is not considered ‘subsidized.’

⁸ HousingLink does not receive detail on funding amount by financial instrument from all data contributors to *Streams*, and the data does not exist in its publicly accessible form.

Gap Financing as a Percent of Total Development Cost by Year

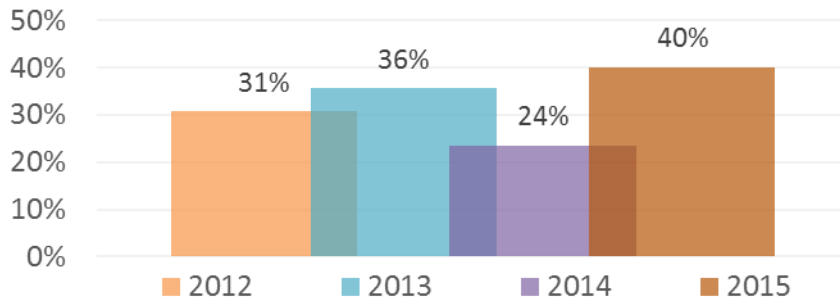


Figure 11

Yearly trends in funding for affordable housing difficult to interpret

It is difficult to discern trends for Federal and State affordable housing funding, as the cycles for allocation and spending do not necessarily line up, year-over-year. From Figure 12, however, we can clearly see the recent spike in state funding in 2015, some of which is due to expenditure from the \$100 million bonding bill passed in 2014. Philanthropic spending has remained relatively consistent through the years.

Affordable Housing Funding by Source

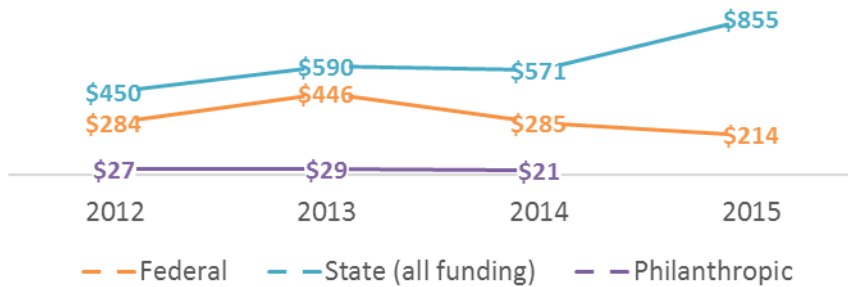


Figure 12

Acknowledgements

The McKnight Foundation supported this research. We thank Eric Muschler, Program Officer at McKnight, who provided ideas and guidance that set us off on the right path. We would like to offer special thanks to John Patterson, Research Director at MN Housing for reviewing an early draft of this work and offering comments that informed our analysis, particularly as it pertained to interpretation of finance data from his agency. We thank housing and development professionals at government agencies and nonprofit organizations throughout the state, who continue to contribute regular data and feedback to enhance our Streams database.

Works Cited

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Appendices

Appendix A: Percent of Private Market Listings that Are Affordable

Region				
	2012	2013	2014	2015
Twin Cities Metro	48.4%	41.5%	37.5%	39.1%
Greater MN	60.4%	65.1%	69.2%	70.7%

Metro County				
	2012	2013	2014	2015
Anoka	55.3%	44.7%	43.3%	45.4%
Carver	48.9%	39.4%	34.5%	21.0%
Dakota	47.5%	40.4%	38.1%	38.1%
Hennepin	44.2%	37.7%	33.7%	36.6%
Ramsey	62.3%	54.3%	50.5%	52.2%
Scott	40.3%	36.5%	30.1%	29.4%
Washington	34.4%	34.4%	27.7%	24.8%

Minneapolis-St. Paul				
	2012	2013	2014	2015
Minneapolis	51.3%	42.0%	40.3%	38.6%
St. Paul	65.4%	55.1%	56.2%	54.5%

Transit Network				
	2012	2013	2014	2015
Fixed-Rail Transit	41.0%	33.6%	33.1%	31.5%
High-Frequency Transit Network	49.0%	40.0%	37.8%	37.3%

Greater MN				
	2012	2013	2014	2015
Duluth CBSA	73.2%	61.6%	64.4%	69.2%
Mankato CBSA	53.8%	48.8%	80.2%	68.9%
Moorhead CBSA	85.7%	100.0%	89.7%	77.3%
Rochester CBSA	79.4%	67.3%	91.8%	48.0%
St Cloud CBSA	88.2%	92.2%	92.9%	83.3%
Balance of Greater MN	55.4%	64.7%	66.3%	79.6%

Data and Analysis Notes:

"Affordability" refers to housing that costs no more than 30 percent of the household income of a family making 60 percent of the area median. Figures are based on analysis of private market rent data from HousingLink's [Twin Cities Rental Revue](#) report, and gross rents include known or estimated utility costs by location and building type. *Fixed-Rail Transit* refers to in-service rapid transit corridors (light rail transit, commuter rail, or bus rapid transit), and *High-Frequency Transit Network* refers to Metro Transit routes along which one may expect a bus or rail service in 15 minutes or less. GIS data for both was retrieved from the [Minnesota Geospatial Commons](#). Our *Twin Cities Rental Revue* data is point-based, so we are able to analyze whether individual addresses fall within proximity buffers for transit networks; ½ mile for Fixed Rail Transit) and ¼ mile for the High-Frequency Transit Network.

Appendix B: Unit-Based Subsidized Affordable Rental Stock

Region							
	Total Inventory				Growth		
	2012	2013	2014	2015	'12-'13	'13-'14	'14-'15 3-Yr Rate
Twin Cities Metro	60,561	61,127	62,144	62,850	0.1%	0.1%	0.9%
Greater MN	46,920	46,959	47,019	47,422	0.9%	1.7%	1.1%

Metro County							
	Total Inventory				Growth		
	2012	2013	2014	2015	'12-'13	'13-'14	'14-'15 3-Yr Rate
Anoka	2,826	2,826	2,873	2,873	0.0%	1.7%	0.0%
Carver	1,258	1,258	1,274	1,342	0.0%	1.3%	5.3%
Dakota	7,606	7,657	7,707	7,707	0.7%	0.7%	0.0%
Hennepin	29,289	29,651	30,482	30,879	1.2%	2.8%	1.3%
Ramsey	14,845	14,998	15,071	15,312	1.0%	0.5%	1.6%
Scott	1,231	1,231	1,231	1,231	0.0%	0.0%	0.0%
Washington	3,506	3,506	3,506	3,506	0.0%	0.0%	0.0%

Minneapolis-St. Paul							
	Total Inventory				Growth		
	2012	2013	2014	2015	'12-'13	'13-'14	'14-'15 3-Yr Rate
Minneapolis	20,939	21,253	21,645	21,974	1.5%	1.8%	1.5%
St. Paul	13,474	13,567	13,640	13,881	0.7%	0.5%	1.8%

Transit Network							
	Total Inventory				Growth		
	2012	2013	2014	2015	'12-'13	'13-'14	'14-'15 3-Yr Rate
Fixed-Rail Transit	12,390	12,499	12,797	13,367	0.9%	2.4%	4.5%
High-Frequency Transit Network	26,515	26,772	27,247	27,784	1.0%	1.8%	2.0%

Greater MN							
	Total Inventory				Growth		
	2012	2013	2014	2015	'12-'13	'13-'14	'14-'15 3-Yr Rate
Duluth CBSA	6,478	6,478	6,478	6,478	0.0%	0.0%	0.0%
Mankato CBSA	1,789	1,828	1,828	1,828	2.2%	0.0%	0.0%
Moorhead CBSA	1,233	1,233	1,233	1,233	0.0%	0.0%	0.0%
Rochester CBSA	3,965	3,965	3,965	4,123	0.0%	0.0%	4.0%
St Cloud CBSA	3,770	3,770	3,770	3,805	0.0%	0.0%	0.9%
Balance of Greater MN	29,686	29,686	29,746	29,956	0.0%	0.2%	0.7%

Data and Analysis Notes:

Unit-based subsidized affordable rental stock refers to rental housing units with public financing that ensures market rents at 80% area median income and below. Figures are based on analysis of private market rent data from HousingLink's [Streams](#) database. Fixed-Rail Transit refers to in-service rapid transit corridors (light rail transit, commuter rail, or bus rapid transit), and High-Frequency Transit Network refers to Metro Transit routes along which one may expect a bus or rail service in 15 minutes or less. GIS data for both was retrieved from the [Minnesota Geospatial Commons](#). Our Streams data is point-based, so we are able to analyze whether individual addresses fall within proximity buffers for transit networks; ½ mile for Fixed Rail Transit) and ¼ mile for the High-Frequency Transit Network.

Appendix C: Unit-Based Subsidized Affordable Unit Production

Region									
	New Production					Preservation/Stabilization			
	2012	2013	2014	2015		2012	2013	2014	2015
Twin Cities Metro	513	566	1,017	706		950	1,587	2,517	3,133
Greater MN	153	39	60	403		1,313	1,349	1,624	2,957

Metro County									
	New Production					Preservation/Stabilization			
	2012	2013	2014	2015		2012	2013	2014	2015
Anoka	0	0	47	0		186	80	0	174
Carver	0	0	16	68		0	12	113	0
Dakota	26	51	50	0		0	47	60	178
Hennepin	349	362	831	397		226	576	1,567	1,295
Ramsey	36	153	73	241		128	827	630	1,142
Scott	66	0	0	0		0	0	0	95
Washington	36	0	0	0		410	45	147	249

Minneapolis-St. Paul									
	New Production					Preservation/Stabilization			
	2012	2013	2014	2015		2012	2013	2014	2015
Minneapolis	343	314	392	329		177	380	1,253	863
St. Paul	36	93	73	241		64	633	630	902

Transit Network									
	New Production					Preservation/Stabilization			
	2012	2013	2014	2015		2012	2013	2014	2015
Fixed-Rail Transit	180	109	298	570		93	132	226	304
High-Frequency Transit Network	293	257	475	537		253	262	1,701	1,245

Greater MN									
	New Production					Preservation/Stabilization			
	2012	2013	2014	2015		2012	2013	2014	2015
Duluth CBSA	0	0	0	0		516	123	145	207
Mankato CBSA	0	39	0	0		0	0	116	135
Moorhead CBSA	0	0	0	0		0	12	0	0
Rochester CBSA	47	0	0	158		228	509	84	208
St Cloud CBSA	38	0	0	35		0	179	273	389
Balance of Greater MN	68	0	60	210		569	526	1,006	2,018

Data and Analysis Notes:

Unit-based subsidized affordable rental stock refers to rental housing units with public financing that ensures market rents at 80% area median income and below. Figures are based on analysis of private market rent data from HousingLink's [Streams](#) database. Fixed-Rail Transit refers to in-service rapid transit corridors (light rail transit, commuter rail, or bus rapid transit), and High-Frequency Transit Network refers to Metro Transit routes along which one may expect a bus or rail service in 15 minutes or less. GIS data for both was retrieved from the [Minnesota Geospatial Commons](#). Our Streams data is point-based, so we are able to analyze whether individual addresses fall within proximity buffers for transit networks; ½ mile for Fixed Rail Transit) and ¼ mile for the High-Frequency Transit Network.

Appendix C: Housing Choice Vouchers in Use

Region				
	2012	2013	2014	2015
Twin Cities Metro	20,322	19,864	20,221	20,733
Greater MN	11,034	10,827	11,049	11,451

Metro County				
	2012	2013	2014	2015
Anoka	1,462	1,422	1,375	1,539
Carver	158	157	175	195
Dakota	2,772	2,673	2,727	2,644
Hennepin	9,402	9,107	9,304	9,595
Ramsey	5,645	5,623	5,641	5,741
Scott	438	442	533	562
Washington	445	440	466	457

Minneapolis-St. Paul				
	2012	2013	2014	2015
Minneapolis	4,849	4,655	4,861	4,977
St. Paul	4,225	4,240	4,296	4,273

Transit Network				
	2012	2013	2014	2015
Fixed-Rail Transit	2,029	2,026	2,098	2,153
High-Frequency Transit Network	6,482	6,365	6,489	6,637

Greater MN Region				
	2012	2013	2014	2015
Duluth CBSA	1,676	1,866	1,924	2,055
Mankato CBSA	742	726	771	835
Moorhead CBSA	535	538	571	587
Rochester CBSA	564	603	609	592
St Cloud CBSA	818	783	818	829
Balance of Greater MN	6,699	6,311	6,356	6,553

Data and Analysis Notes:

Housing Choice Voucher (commonly called “Section 8” voucher) figures represent analysis of a direct download of Housing Choice Voucher data from HUD’s yearly data portal from [A Picture of Subsidized Households](#). Fixed-Rail Transit refers to in-service rapid transit corridors (light rail transit, commuter rail, or bus rapid transit), and High-Frequency Transit Network refers to Metro Transit routes along which one may expect a bus or rail service in 15 minutes or less. GIS data for both were retrieved from the [Minnesota Geospatial Commons](#). Housing Choice Voucher data is only available at the Census Tract level; therefore, for analysis, we include all Census Tracts for which a geographic or a population centroid falls within proximity buffers for transit networks; ½ mile for Fixed Rail Transit) and ¼ mile for the High-Frequency Transit Network.

Appendix D: Gap Financing

Gap Financing by Year of Project First Close: by % of Total				
	2012	2013	2014	2015
Financing that is Gap	30.8%	35.7%	23.6%	40.1%
Financing that is Not Gap	69.2%	64.3%	76.4%	59.9%

Gap Financing by Year of Project First Close: by Total Dollars				
	2012	2013	2014	2015
Financing that is Gap	\$51,707,236	\$25,541,655	\$24,781,149	\$90,021,247
Financing that is Not Gap	\$115,925,933	\$46,087,459	\$80,428,199	\$134,465,669

Data and Analysis Notes:

Gap refers to the portion of total investment into subsidized rental housing contributed by public, nonprofit, and philanthropic sources, and is reported at the statewide level. The data for gap analysis exclusively comes from MN Housing, as they are, to our knowledge, our only Streams funding source with the funding detail necessary to determine whether program/financial instrument is categorized as gap, or not.

Appendix E: Funding for Affordable Housing

Gap Financing by Year of Project First Close: by % of Total				
	2012	2013	2014	2015
Federal	\$284,244,326	\$446,013,501	\$284,518,971	\$214,402,178
State (all funding)	\$450,365,839	\$590,337,448	\$570,796,529	\$855,186,400
Philanthropic	\$27,247,053	\$29,369,900	\$20,765,673	-

Data and Analysis Notes:

Funding for affordable housing is comprised of three primary metrics:

1. *Federal:* This represents total US Department of Housing and Urban Development (HUD) spending in the state of Minnesota, and data is retrieved from www.usaspending.gov.
2. *This refers to spending reported by MN Housing in their Annual Report and Program Assessment, Table 5: Assistance by Region and Funds Source. Note: Assistance is broken out by "Grants, Deferred Loans, and Housing Tax Credits" and "Amortizing Loans." In past versions of MN Housing Measures, we intentionally excluded the latter category, but have elected to include both in aggregate for this and in future reports.*
3. *This refers to total grants of Minnesota foundations and non-profits in the area of housing. Data is retrieved from the MN Council on Foundations' [Grant Makers Online](#), and traditionally lags a year in availability.*