

MCKNIGHT FOUNDATION

MN Housing Measures 2012-2018

December 1, 2019

Prepared by

Housing**Link** 

MINNESOTA HOUSING MEASURES

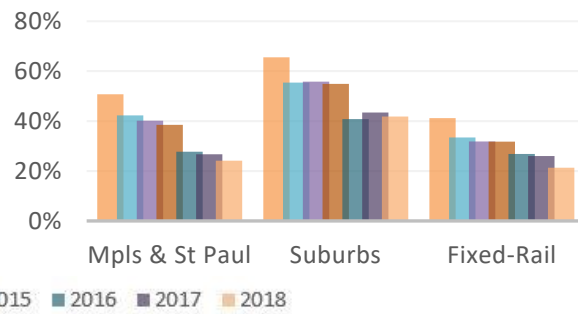
Affordability in the Private Market

Percent of Private Market Rental Vacancies Affordable to 60% AMI

Statewide View



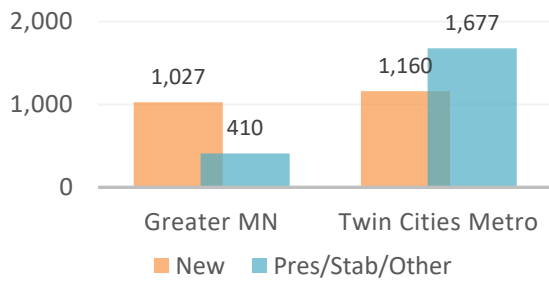
In the Metro



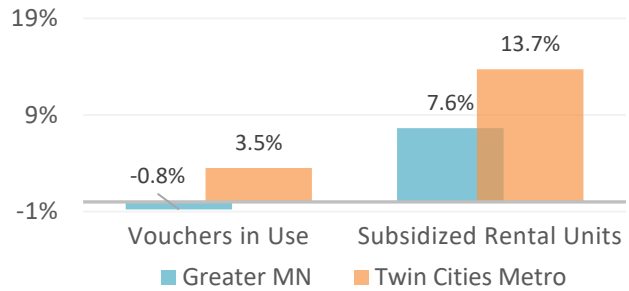
Subsidized Housing

Publicly-Financed Rental Housing with Permanent Affordability

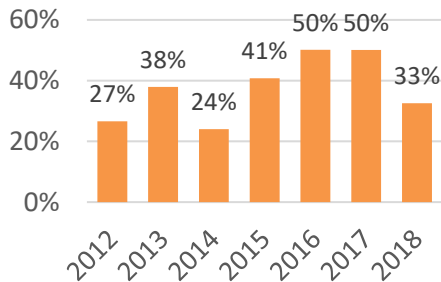
Units Newly Built or Preserved in 2018



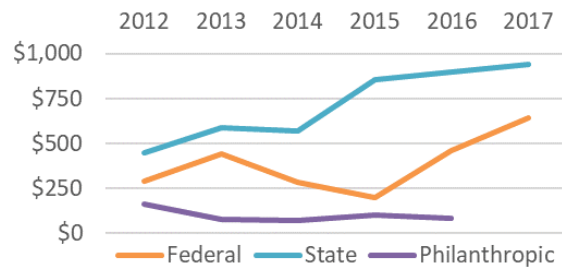
Seven-Year Change in Supply (2012-2018)



Gap Financing



Funding for Affordable Housing



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

Annual Funding by Source (in millions of dollars)

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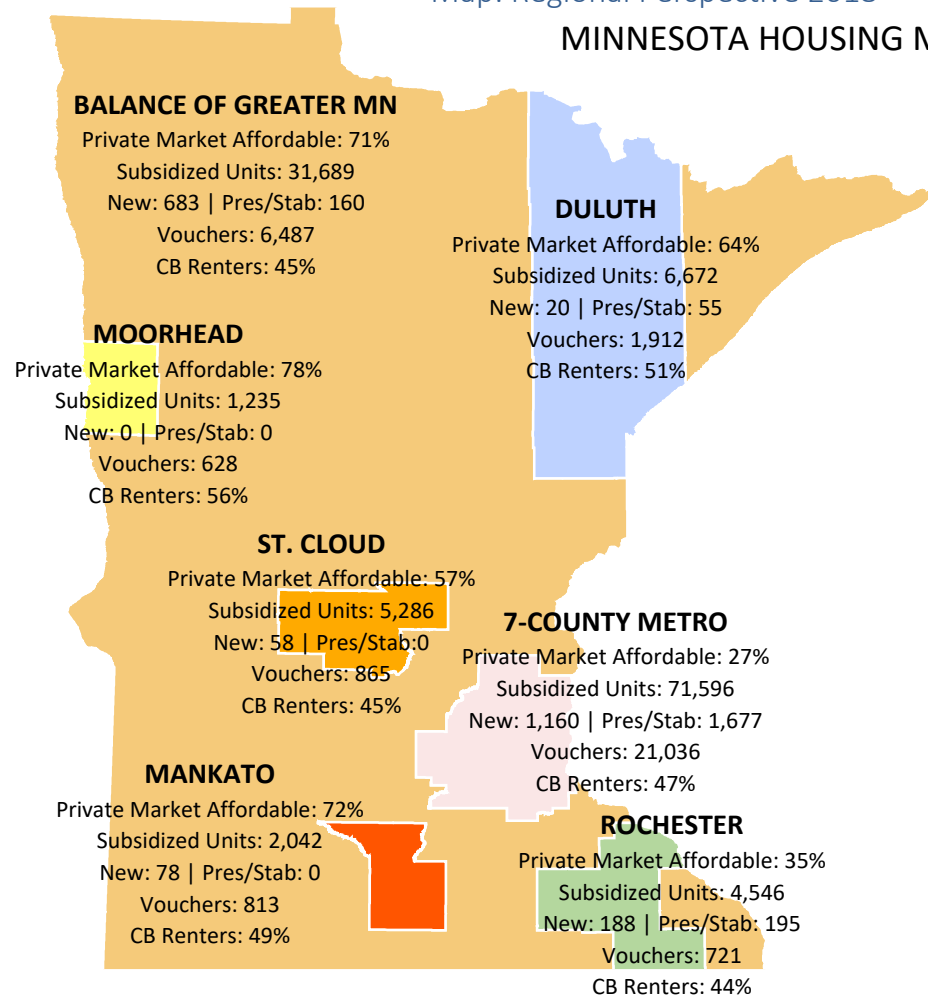
Twin Cities

Private market affordable: 27%
 Subsidized units: 71,596
 New units in 2018: 1,160
 Pres/Stab units in 2017: 1,677
 Vouchers in use: 21,036
 Cost-burdened renters 47%
 Severely cost-burdened renters: 24%

Greater MN

Private market affordable: 58%
 Subsidized units: 51,469
 New units in 2018: 1,027
 Pres/Stab units in 2017: 410
 Vouchers in use: 11,426
 Cost-burdened renters 46%
 Severely cost-burdened renters: 22%

Map: Regional Perspective 2018
MINNESOTA HOUSING MEASURES



KEY: Private Market Affordable: Percentage of publicly advertised vacancies affordable to 60 percent area median income (AMI) in 2018. **Subsidized Units:** Total rental units as of 2018 with a permanent subsidy or in-force rent restriction at or below 80% AMI. **New Units:** Newly constructed subsidized units in the year 2018. **Pres. /Stab. Units:** Units with financing in the year 2018 not specifically indicated as “new.” **Vouchers:** Housing Choice Vouchers (Section 8 vouchers) in use in 2018. **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)

Twin Cities

Private market affordable: 27%
 Subsidized units: 71,596
 New units: 1,160 | Pres/Stab units: 1,677
 Vouchers in use: 21,036
 Cost-burdened renters 47%

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

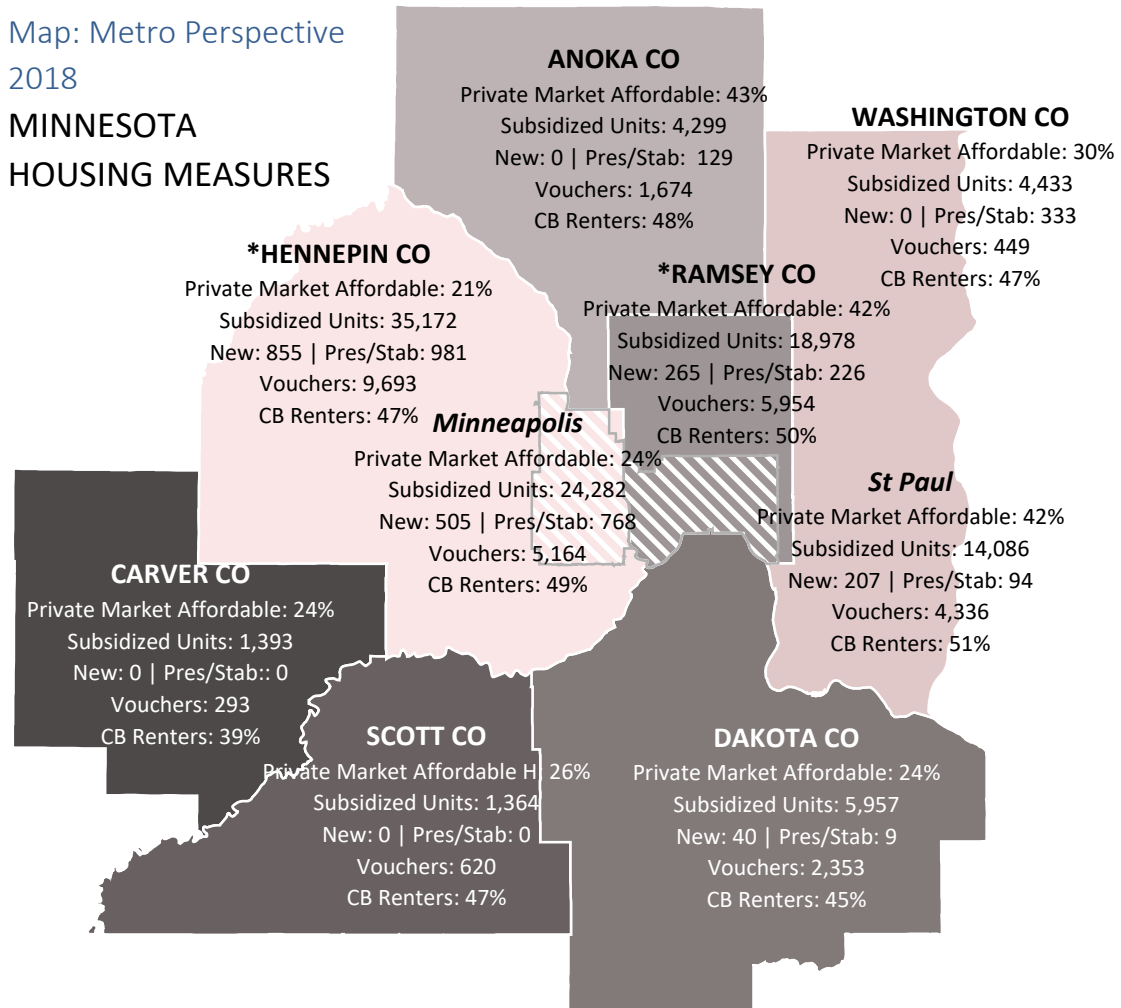
Private market affordable: 21%
 Subsidized units: 15,436
 New units: 343 | Pres/Stab units 446
 Vouchers in use: †NA
 Cost-burdened renters: 49%

High-Frequency Bus Corridors

Private market affordable: 42%
 Subsidized units: 31,858
 New units: 757 | Pres/Stab units: 690
 Vouchers in use: †NA
 Cost-burdened renters: 47%

Map: Metro Perspective
 2018

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 (2013-2017 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).

* Hennepin County and Ramsey County statistics include Minneapolis and St Paul, respectively.

† HUD no longer provides voucher data reliably at the Census Tract level, and we are thus unable to continue our analysis of vouchers in transit corridors.

Affordability in the Private Market

For purposes of this report, we define affordability in the private market rental housing that costs no more than 30 percent of the household income of a family making 60 percent of the area median¹. To understand private market affordability in the rental market, HousingLink analyzed 487,500 rental vacancies between the years of 2012-2018.²

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, 2018). 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 vacancies in the seven county metro that are affordable to households making 60 percent of area median income are reaching new lows by the year. Overall, the percent of affordable vacancies has declined from 48 percent to 27 percent in the span of just seven years (Figure 1).

Percent of Affordable Vacancies in the Twin Cities by Year

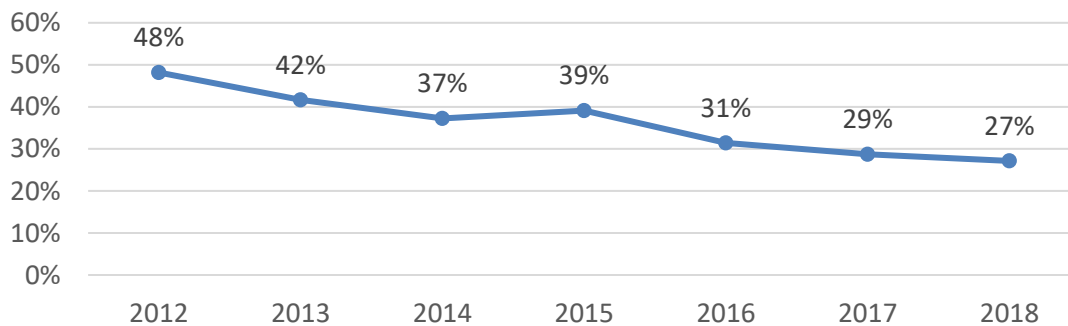


Figure 1

Loss of NOAH has additionally led to large numbers of low- to moderate-income households paying unsustainable rents. As of 2017, 47 percent of renters in the Twin Cities were cost-burdened or paying 30 percent or more of their household income in housing costs. Over 23 percent of renters were *severely* cost burdened, or paying more than 50 percent of their household income in housing costs.³

Affordability scarce near fixed rail transit, much higher throughout remainder of transit network “Fixed-rail transit refers” to in-service rapid transit corridors (light rail transit, commuter rail, or bus rapid transit), and the “high-frequency transit network” refers to Metro Transit routes along which one may expect a bus or rail service in 15 minutes or less. Affordable private market rents are particularly scarce within a half-mile of fixed-rail transit stops, with only 21% of vacancies qualifying as affordable in 2018. However, the percentage of affordable rents within a quarter mile of the high-frequency transit

¹ Area median income for a family of four in the Twin Cities Metro was \$90,400 in 2017. Sixty percent of that median was \$54,240.

² 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.

³ Analysis of US Census ACS 2013-2017 five-year data on renter housing costs.

network was nearly twice as high, at 42%. In fact, that total was a full 16 percentage points higher in 2018 than it was in 2017.

Percent of affordable listings ticks up in Greater MN

Greater MN, seen as a whole, appears far more stable than the Twin Cities, with the percentage of affordable vacancies actually rising by three percentage points, to 58% in 2018. Among the five primary metros and the balance of the state, only St. Cloud saw a decrease in percent of affordable vacancies, down 3 percentage points to 57%. (Figure 2). Still, it is worth noting that the overall percentage of affordable vacancies for the entirety of Greater MN has gone down over the seven-year study period of 2012-2018 (three percent points, from 61% to 58%).

Percent of Private Market Affordable, 2012-2018

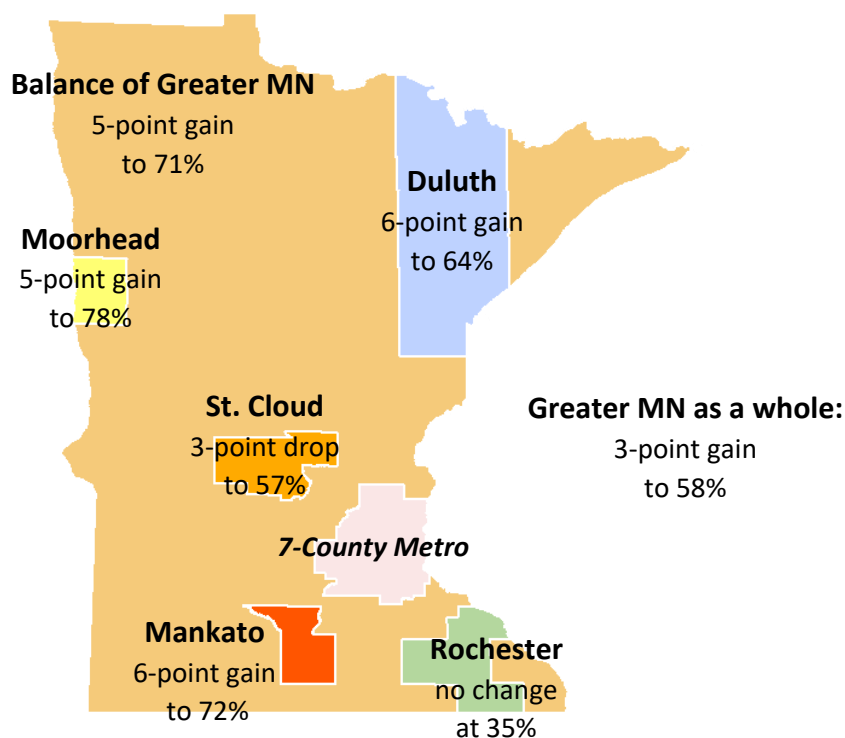


Figure 2

It is true that, overall, there is a higher percent of affordable units in Greater MN as compared to the Twin Cities Metro. However, it is worth noting that having a higher *percentage* of affordable vacancies 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 (46 percent as compared to 47 percent). Rates are also similar with regard to severe cost burden (paying more than 50 percent of household income in housing costs); (22 percent in Greater MN as compared to 24 percent in the Twin Cities Metro).⁴

⁴ Analysis of US Census ACS 2013-2017 five-year data on renter housing costs.

Subsidized Housing Trends

To understand overall subsidized, or “permanently-affordable” housing stock, we look at both “place-based” units of subsidized and rent-restricted housing from HousingLink’s *Streams* database of publicly funded rental housing⁵, as well as Section 8 Housing Choice Vouchers⁶. Between the two, there were over 155,527 subsidized rental homes in the state of Minnesota as of the end of 2018. This represents a 9 percent increase from 2012, when the total was 142,608.

Unit gains vary by market; preservation far outpaces new production

Seven County Metro overview

Considering only “place-based,” or unit-based rental stock, the Seven County Metro experienced 2.2 percent annual growth in subsidized rental unit stock from 2012 to 2018, ending the period with 71,596 total units. This constitutes an actual net gain of 8,647 units over the six-year period, of which 5,844 units were actual new production. It is important to remember when discussing net “new” units and change in subsidized inventory that a portion of preservation activity includes acquisition of formerly private market rental units, which are added to the subsidized “inventory,” even though it does not represent “new production,” per se. And during that same period, some portion of units return to the private market and are thus “lost” to the affordable housing inventory. That said, all seven Metro counties saw a growth in affordable housing stock over the study period, with growth highest in Ramsey County (17 percent), and Hennepin County (26 percent).

Change in Subsidized Unit Stock in the Seven County Twin Cities Metro, 2012-2018

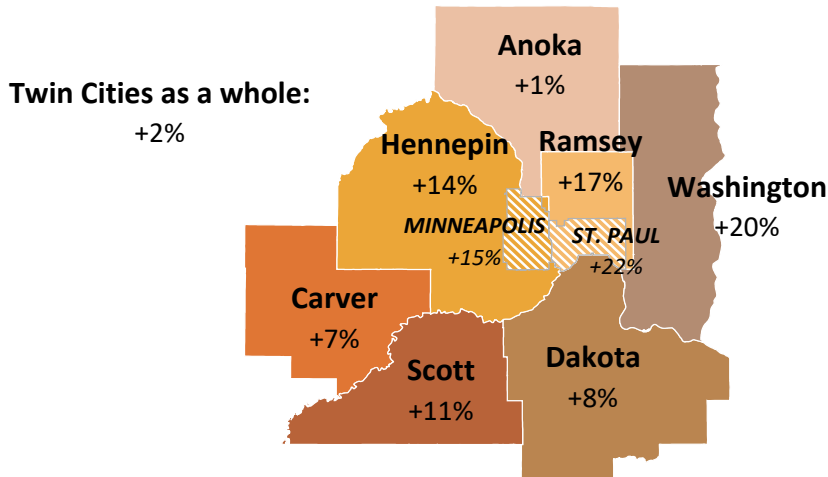


Figure 3

Investment in subsidized and rent-restricted housing units comes by way of “new production,” or the building of new structures, and preservation/stabilization, which can include both re-investment in existing subsidized and rent-restricted properties as well as the acquisition/conversion of previously private market properties to preserve affordability. From 2012 to 2018, there were 5,844 units of new production in the Seven County Twin Cities Metro and 10,572 units of preservation/stabilization. Preservation/stabilization activity far outpaced new production each year throughout the seven, with

⁵ *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/>.

⁶ 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>

the difference topping out in 2017, when there were over 1,100 more preserved/stabilized units as new production (Figure 4). In recent years, much of this activity stems from a variety of creative mechanisms communities are employing to engage investors and landlords as partners in the preservation of affordable housing units. For example, in 2018 the City of Minneapolis piloted a “4D” tax incentive pilot whereby landlords could agree to maintain affordability in 20% of units at a given property in exchange for a property tax reduction. That pilot project alone preserved affordability in 207 new units.

Subsidized Housing Production, Twin Cities Metro, 2012-2018

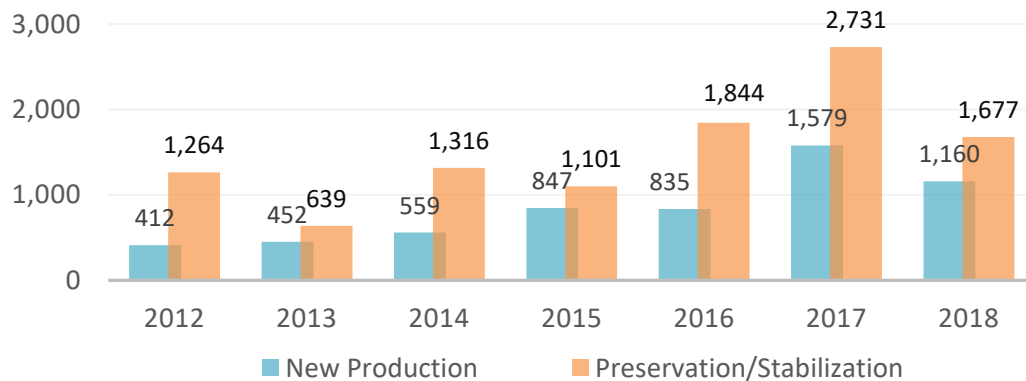


Figure 4

Growth of subsidized housing units in proximity to transit

Total supply of subsidized rental housing units with proximity to regular transit service has been growing at a rate exceeding that of the Twin Cities as a whole throughout the study period of 2012-2018. Specifically, subsidized housing supply within a half-mile of fixed-rail transit stations (e.g. light rail, bus rapid transit) has grown at a 3.0 percent annual rate, and supply within a quarter mile of high frequency bus corridors has risen at a 2.4 percent annual rate. In comparison, the annual growth of subsidized housing in the Twin Cities as a whole is 2.2 percent annually. This demonstrates some level of success in regional partners’ efforts to preserve and grow affordable housing stock in the face of rising rents near fixed rail transit.⁷

Greater MN overview

There were 51,469 place-based subsidized rental *units* of affordable housing in Greater MN in 2018, following annual growth rate of 1.2 percent since 2012. This represents an actual net gain of 3,649 units over the study period. As is the case for nearly all measures, the degree of change varied by metro, with annual growth for Moorhead (2.4 percent) and Rochester (2.0 percent) exceeding that of Greater MN as a whole (Figure 5).

⁷ Through 2016 we were seeing a similar trend among placement of Housing Choice Vouchers (e.g. “Section 8”), but as of 2017, the US Department of Housing and Urban Development (HUD) no longer provided voucher use by US Census Tracts, which is required for analysis at this level of detail.

Annual Subsidized Unit Growth by Greater MN Submarket, 2012-2018

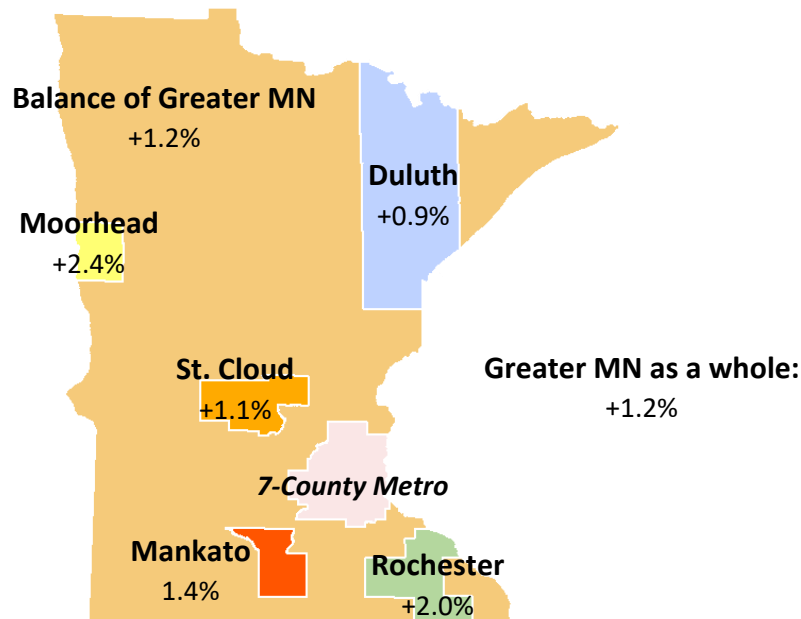


Figure 5

In addition to gains in overall subsidized affordable housing stock, affordable housing developers have been active in preservation/stabilization of existing affordable units in Greater MN. Although there were far more units of preservation (6,734) than new-construction (3,688) from 2012 to 2018, focus shifted in 2017 and 2018 such that there were more than twice the number of newly constructive units as preserved in each of the two years (Figure 6).

Subsidized Housing Unit Production in Greater MN, 2012-2018

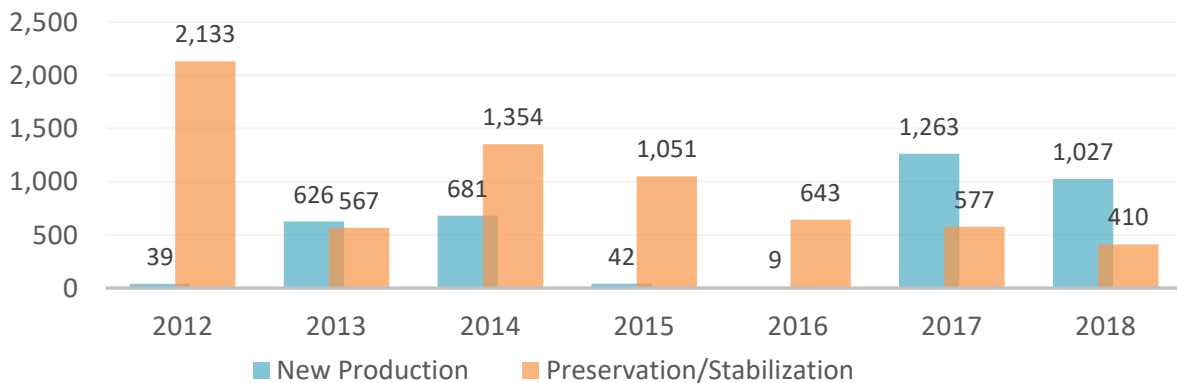


Figure 6

A difficult environment for Twin Cities Metro voucher holders

The number of Housing Choice Vouchers in use in the Metro has seen a modest 0.6% average annual growth 2012 to 2018 (Figure 7). This 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.

Twin Cities Metro Annual Change in Housing Choice Vouchers-in-Use, 2012-2018

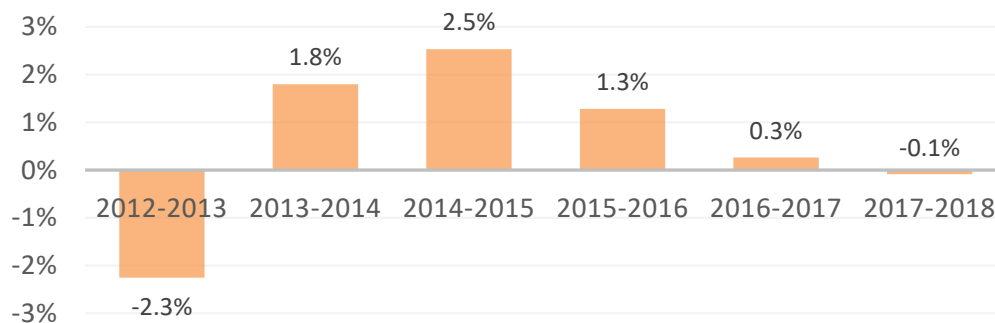


Figure 7

Greater MN metros see sharp rise in voucher use, balancing out remainder of state
 Following some volatility in the early part of the study period, total housing choice voucher use in Greater Minnesota returned to nearly the same level 2018 as it was in 2012, declining by 0.8 percent. What we may be seeing is a migration of voucher holders moving from the more rural areas of the state to metropolitan areas. This “Balance of Greater MN” saw an eight percent drop in voucher use over the study period, while each of the five metro areas studied grew by at least six percent, with Rochester and Duluth leading the pack at 15 percent growth (Figure 8).

Total Greater MN Change in Housing Choice Vouchers-in-Use, 2012-2017

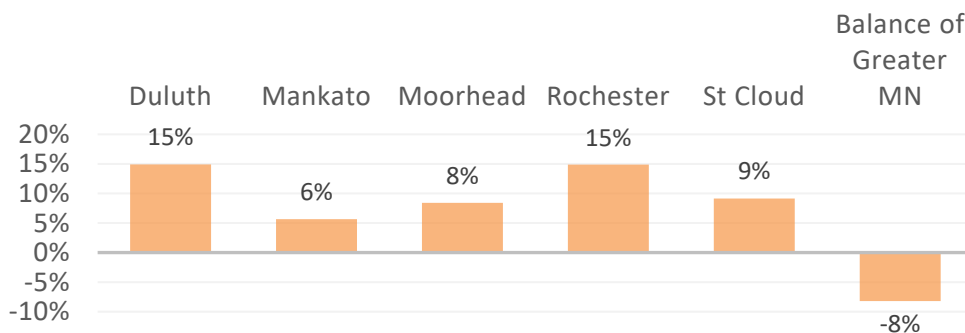


Figure 8

Trends in Funding for Affordable Housing

Gap financing, as percent of total development cost, higher than during Great Recession. This report defines “Gap Financing” as the portion of total development cost of subsidized rental housing contributed by public, non-profit, and philanthropic sources, and not part of primary financing.⁸

⁸ Gap Analysis is based on an average of 5,972 units of housing financed annually by the state of Minnesota, and the measure is a reflection of public will (e.g. the community’s willingness to support affordable housing). HousingLink does not receive detail on funding amount by financial instrument from all data contributors to our *Streams* database, and we are unable to represent the data in *Streams*’ publicly accessible interface.

Gap financing peaked at 50 percent of total development costs for each of 2016 and 2017, before dropping to 17 percentage points to 33 percent in 2018. This is notable, given the difficult environment in which to secure affordable housing financing

Gap Financing as a Percent of Total Development Cost by Year, 2012-2018

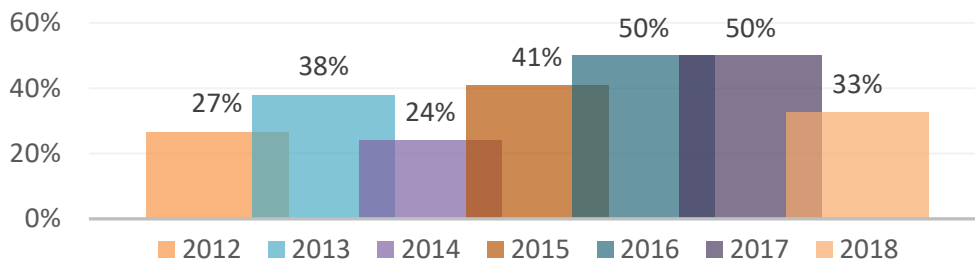


Figure 9

Steady recent-year rise in government contributions to funding

It has traditionally been 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. In Figure 10, however, a rise is evident in both Federal and State spending since 2015 that coincides with an increasingly difficult environment in which to build affordable housing.

Affordable Housing Funding by Source

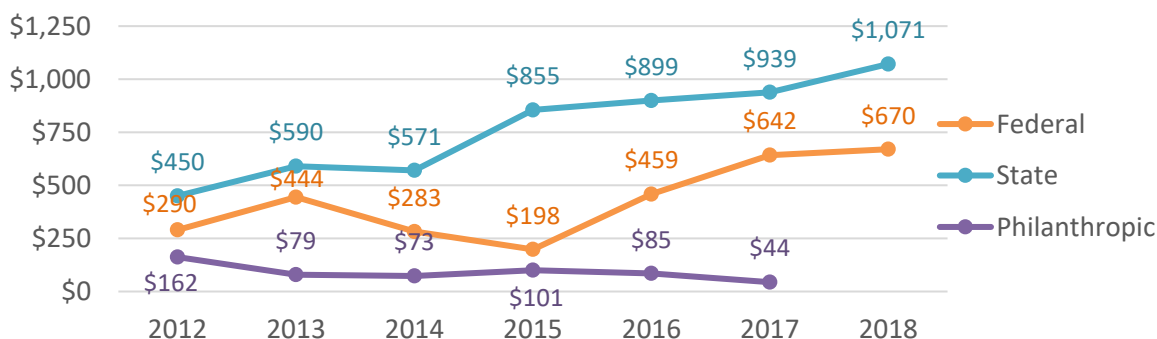


Figure 10

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 additionally 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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Prather, S. (2015, June 21). Poverty Nearly Doubles in Twin Cities Suburbs. *Minneapolis Star-Tribune*.

Appendices

Appendix A: Percent of Private Market Vacancies that Are Affordable

Region							
	2012	2013	2014	2015	2016	2017	2018
Twin Cities Metro	48%	42%	37%	39%	31%	29%	27%
Greater MN	61%	66%	70%	72%	57%	55%	58%

Metro County							
	2012	2013	2014	2015	2016	2017	2018
Anoka	55%	45%	43%	45%	42%	44%	43%
Carver	49%	39%	34%	21%	17%	28%	24%
Dakota	47%	40%	38%	38%	33%	26%	24%
Hennepin	44%	38%	33%	37%	28%	24%	21%
Ramsey	62%	54%	50%	52%	40%	42%	42%
Scott	40%	37%	30%	30%	26%	34%	26%
Washington	34%	34%	28%	25%	24%	26%	30%

Minneapolis-St. Paul							
	2012	2013	2014	2015	2016	2017	2018
Minneapolis	51%	42%	40%	39%	28%	27%	24%
St. Paul	66%	55%	56%	55%	41%	43%	42%

Transit Network							
	2012	2013	2014	2015	2016	2017	2018
Fixed-Rail Transit	41%	33%	32%	32%	27%	26%	21%
High-Frequency Transit Network	48%	40%	37%	37%	28%	26%	42%

Greater MN							
	2012	2013	2014	2015	2016	2017	2018
Duluth CBSA	74%	62%	65%	68%	57%	57%	64%
Mankato CBSA	71%	54%	81%	70%	60%	66%	72%
Moorhead CBSA	86%	98%	90%	80%	64%	73%	78%
Rochester CBSA	79%	63%	92%	52%	27%	34%	35%
St Cloud CBSA	87%	92%	93%	83%	65%	59%	57%
Balance of Greater MN	56%	65%	67%	80%	66%	66%	71%

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

Total Publicly-Assisted Units									
	2012	2013	2014	2015	2016	2017	2018	Total Growth	Avg Ann Growth
Region									
Twin Cities Metro	61,786	63,198	64,772	66,518	68,116	69,126	71,596	2.2%	13.7%
Greater MN	46,638	47,062	47,503	47,869	48,438	48,839	51,469	1.2%	7.6%
Metro County									
Anoka	3,198	3,247	3,247	3,603	3,794	3,794	4,299	1.1%	0.2%
Carver	1,327	1,327	1,327	1,395	1,431	1,431	1,393	7.2%	1.2%
Dakota	5,201	5,299	5,349	5,349	5,386	5,386	5,957	7.7%	1.3%
Hennepin	30,678	31,261	32,288	32,989	33,568	33,837	35,172	14.2%	2.2%
Ramsey	16,819	17,435	17,932	18,412	18,737	19,194	18,978	17.5%	2.7%
Scott	1,161	1,227	1,227	1,227	1,395	1,463	1,364	10.9%	1.8%
Washington	3,403	3,403	3,403	3,544	3,806	4,022	4,434	20.3%	3.2%

Minneapolis-St Paul									
Minneapolis	21,281	21,535	22,301	22,911	23,022	23,205	24,282	14.5%	2.3%
St. Paul	12,955	13,446	13,886	14,366	14,674	15,131	14,086	21.7%	3.4%

Transit Network									
Fixed-Rail Transit	10,628	11,024	11,670	12,256	12,566	12,613	15,436	19.3%	3.0%
High-Frequency Transit Network	22,762	23,695	24,505	25,476	26,183	26,447	31,858	14.9%	2.4%

Greater MN									
Duluth CBSA	6,565	6,565	6,565	6,565	6,756	6,776	6,672	5.3%	0.9%
Mankato CBSA	1,751	1,829	1,976	1,976	1,976	2,054	2,042	8.7%	1.4%
Moorhead CBSA	1,226	1,226	1,226	1,226	1,269	1,269	1,235	15.2%	2.4%
Rochester CBSA	4,051	4,051	4,051	4,106	4,174	4,362	4,546	12.2%	2.0%
St Cloud CBSA	3,777	3,777	3,777	3,850	3,987	3,987	5,286	6.7%	1.1%
Balance of Gr MN	29,268	29,614	29,908	30,146	30,276	30,391	31,689	7.3%	1.2%

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

Total Publicly-Assisted Units								
Region								
Twin Cities Metro	2012	2013	2014	2015	2016	2017	2018	Total
New Production	412	452	559	847	835	1,579	1,160	5,844
Preservation/Stabilization	1,264	639	1,316	1,101	1,844	2,731	1,677	10,572
Greater MN	2012	2013	2014	2015	2016	2017	2018	Total
New Production	39	626	681	42	9	1,263	1,027	3,688
Preservation/Stabilization	2,133	567	1,354	1,051	643	577	410	6,734

Metro County								
Anoka	2012	2013	2014	2015	2016	2017	2018	Total
New Production	0	0	0	0	47	0	0	47
Preservation	111	0	0	0	42	101	129	383
Carver	2012	2013	2014	2015	2016	2017	2018	Total
New Production	0	54	0	0	36	0	0	90
Preservation	0	4	0	0	0	0	0	4
Dakota	2012	2013	2014	2015	2016	2017	2018	Total
New Production	0	51	50	200	86	0	40	427
Preservation	0	0	132	0	56	300	9	497
Hennepin	2012	2013	2014	2015	2016	2017	2018	Total
New Production	355	232	393	396	343	221	855	2,795
Preservation	981	323	698	328	1,412	2,135	981	6,858
Ramsey	2012	2013	2014	2015	2016	2017	2018	Total
New Production	12	49	116	251	35	1,074	265	1,802
Preservation	56	307	419	773	166	195	226	2,142
Scott	2012	2013	2014	2015	2016	2017	2018	Total
New Production	0	66	0	0	0	68	0	134
Preservation	16	5	0	0	0	0	0	21
Washington	2012	2013	2014	2015	2016	2017	2018	Total
New Production	45	0	0	0	288	216	0	549
Preservation	100	0	67	0	168	0	333	668

Minneapolis-St Paul								
Minneapolis	2012	2013	2014	2015	2016	2017	2018	Total
New Production	266	184	355	301	189	221	505	2,021
Preservation	12	49	116	157	35	1074	207	1,650
St. Paul	2012	2013	2014	2015	2016	2017	2018	Total
New Production	744	59	640	289	930	487	768	3,917
Preservation	56	182	477	720	149	217	94	1,895

Transit Network								
Fixed-Rail Transit	2012	2013	2014	2015	2016	2017	2018	Total
New Production	15	164	343	223	160	819	343	2,067
Preservation	517	0	190	945	73	421	446	2,592
High-Frequency Transit Network	2012	2013	2014	2015	2016	2017	2018	Total
New Production	248	329	371	595	291	964	757	3,555
Preservation	862	5	301	994	651	1006	690	4,509

Greater MN								
Duluth CBSA	2012	2013	2014	2015	2016	2017	2018	Total
New Production	39	0	0	0	0	316	20	375
Preservation	396	217	84	178	41	7	55	978
Mankato CBSA	2012	2013	2014	2015	2016	2017	2018	Total
New Production	0	8	78	0	0	0	78	164
Preservation	131	10	0	155	0	0	0	296
Moorhead CBSA	2012	2013	2014	2015	2016	2017	2018	Total
New Production	0	48	72	0	0	43	0	163
Preservation	82	34	0	0	5	0	0	121
Rochester CBSA	2012	2013	2014	2015	2016	2017	2018	Total
New Production	0	23	40	0	0	242	188	493
Preservation	110	36	414	16	103	55	195	929
St Cloud CBSA	2012	2013	2014	2015	2016	2017	2018	Total
New Production	0	274	0	0	0	0	58	332
Preservation	105	138	108	40	228	110	0	729
Balance of Greater MN	2012	2013	2014	2015	2016	2017	2018	Total
New Production	0	273	491	42	9	662	683	2,161
Preservation	1309	132	748	662	266	405	160	3,681

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 D: Housing Choice Vouchers in Use

	2012	2013	2014	2015	2016	2017	2018
Region							
Twin Cities Metro	20,322	19,864	20,221	20,733	20,999	21,054	21,036
Greater MN	11,516	10,827	11,746	12,045	12,012	11,424	11,426
Metro County							
Anoka	1,462	1,422	1,375	1,539	1,579	1,604	1,674
Carver	158	157	175	195	244	284	293
Dakota	2,772	2,673	2,727	2,644	2,514	2,409	2,353
Hennepin	9,402	9,107	9,304	9,595	9,693	9,790	9,693
Ramsey	5,644	5,623	5,641	5,741	5,907	5,879	5,954
Scott	438	442	533	562	592	597	620
Washington	446	440	466	457	470	491	449
Minneapolis-St. Paul							
Minneapolis	4,835	4,642	4,844	4,974	5,147	5,216	5,164
St. Paul	4,212	4,218	4,271	4,256	4,298	4,261	4,336
Suburbs	11,275	11,004	11,106	11,503	11,554	11,577	11,536
Greater MN Region							
Duluth CBSA	1,676	1,866	1,924	2,055	1,925	1,926	1,912
Mankato CBSA	742	726	771	835	858	784	813
Moorhead CBSA	535	538	571	587	603	580	628
Rochester CBSA	564	603	609	592	683	648	721
St Cloud CBSA	820	783	818	829	932	895	865
Balance of Greater MN	7,179	6,311	7,053	7,147	7,011	6,591	6,487

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](#). As of our 2018 download Housing Choice Voucher data was no longer available for all Census Tracts, rendering us unable to produce analysis for transit lines as in years past.

Appendix E: Gap Financing

Gap Financing by Year of Project First Close: by % of Total							
	2012	2013	2014	2015	2016	2017	2018
Financing that is Gap	27%	38%	24%	41%	50%	50%	33%
Financing that is Not Gap	73%	62%	76%	59%	50%	50%	67%

Gap Financing by Year of Project First Close: in Millions of Dollars							
	2012	2013	2014	2015	2016	2017	2018
Financing that is Gap	\$52	\$28	\$25	\$89	\$63	\$65	\$43
Financing that is Not Gap	\$142	\$45	\$80	\$129	\$63	\$65	\$88

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. This analysis is conducted anew each year, as MN Housing makes some historical changes to its data, thus numbers from this 2018 report may not exactly match analysis from past years.

Appendix F: Funding for Affordable Housing

Housing Spend vs. 2012 Baseline							
	2012	2013	2014	2015	2016	2017	2018
Federal	-	56%	-1%	-32%	60%	127%	137%
State	-	31%	27%	90%	100%	108%	138%
Philanthropic	-	-51%	-55%	-38%	-47%	-73%	

Actual Spending in Millions							
	2012	2013	2014	2015	2016	2017	2018
Federal	\$290	\$444	\$283	\$198	\$459	\$642	\$670
State	\$450	\$590	\$571	\$855	\$899	\$939	\$1,071
Philanthropic	\$162	\$79	\$73	\$101	\$85	\$44	

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. **State:** 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 the aggregate of both for this and in future reports.
3. **Philanthropic:** This data was retrieved from the nationally-based Foundation Center's "Foundation Maps" tool and represents all grantmaking activity from foundations for activities in the State of MN, whether the foundation is MN-based or not.