

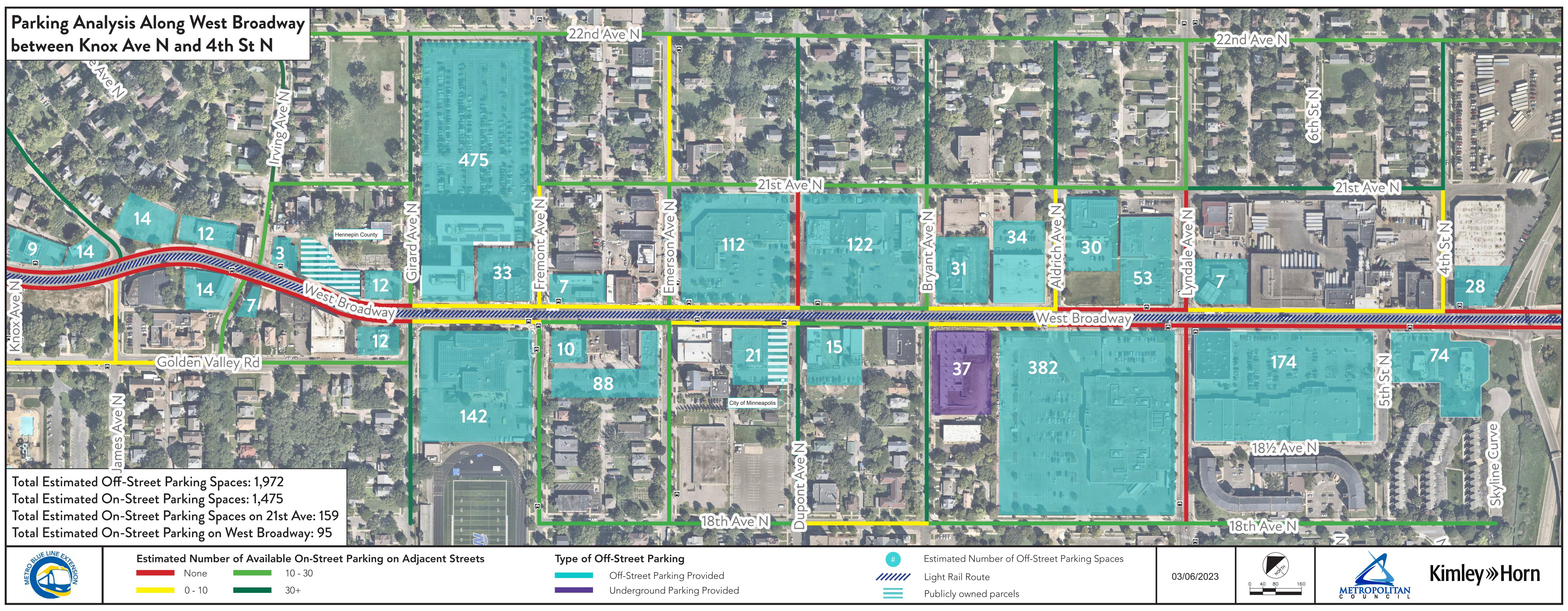
WELCOME

Welcome to the METRO Blue Line Extension Comunity Workshop

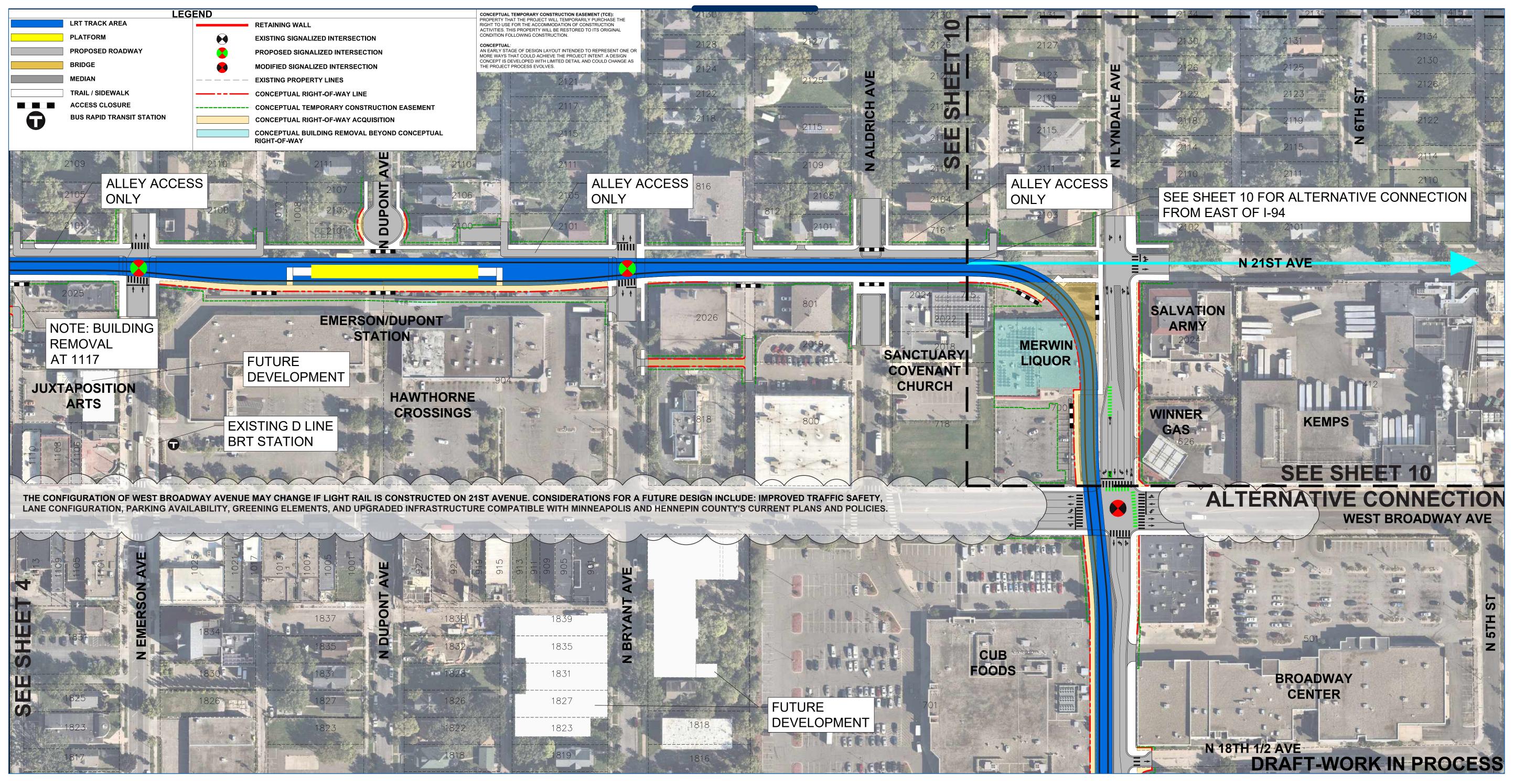












LIGHT RAIL ON 21ST AVENUE - 1 STATION

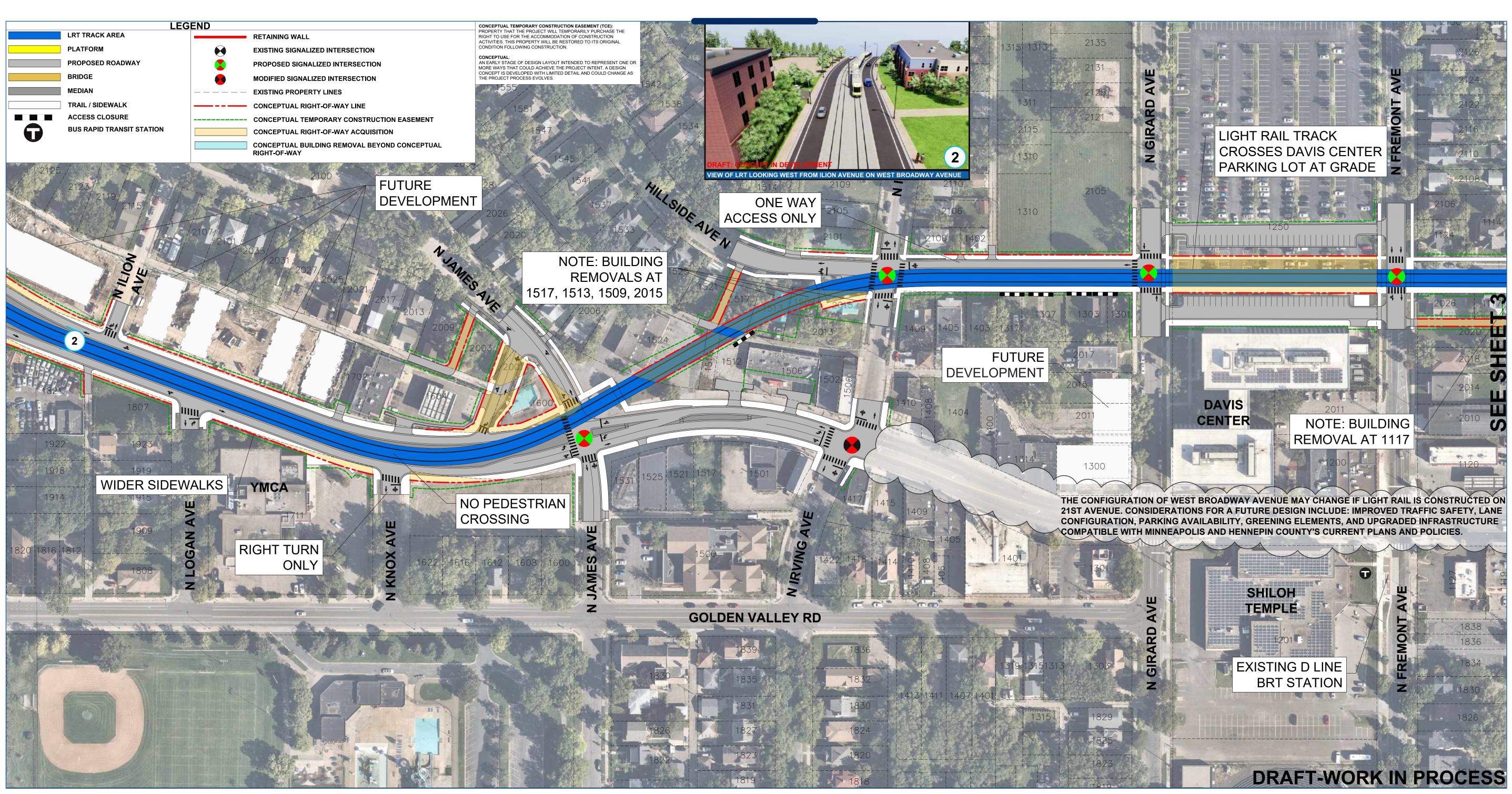
CITY OF MINNEAPOLIS

18th Avenue to Emerson Avenue









CITY OF MINNEAPOLIS

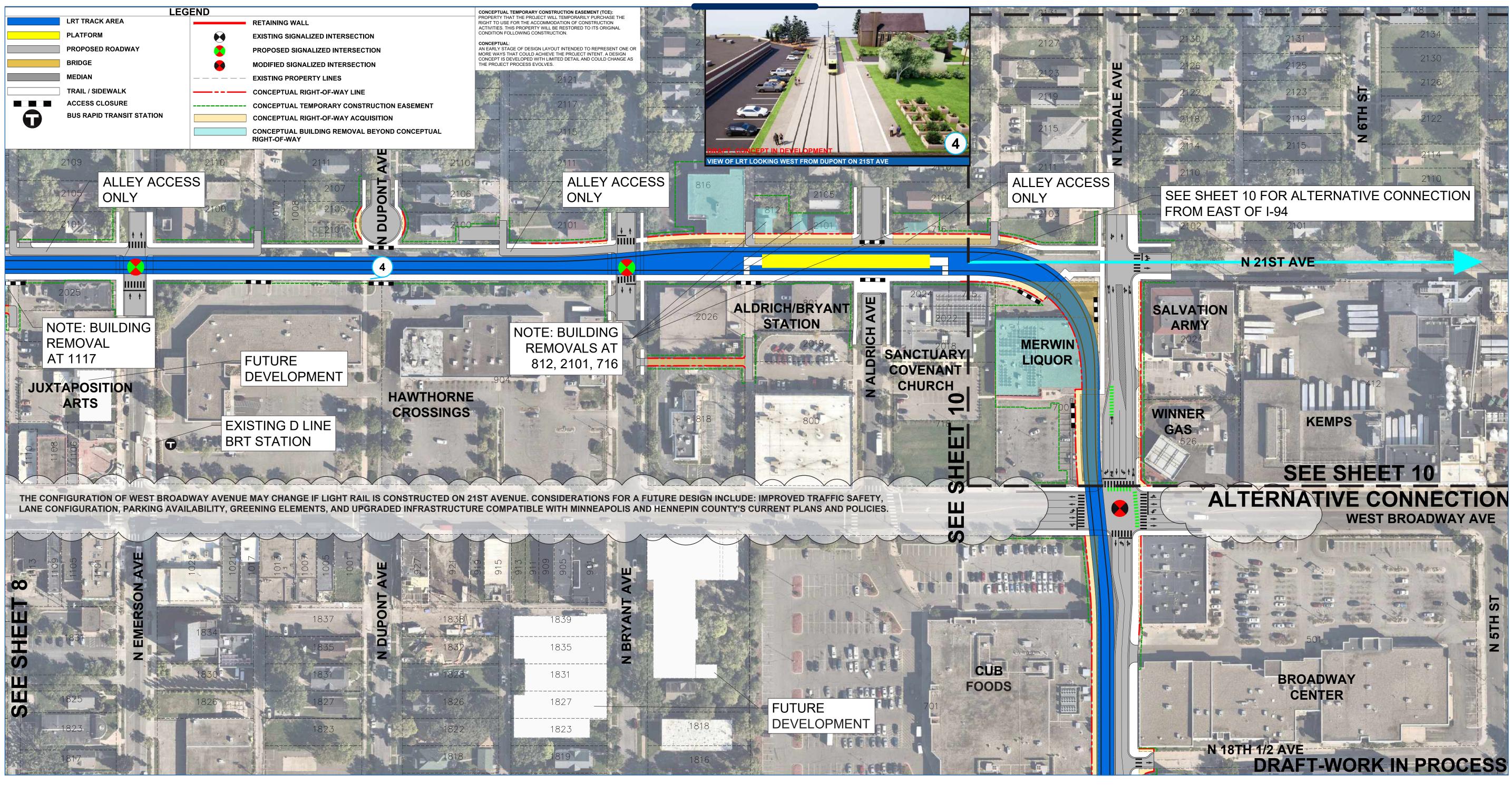
LIGHT RAIL ON 21ST AVENUE - 1 STATION

Emerson Avenue to Ilion Avenue









LIGHT RAIL ON 21ST AVENUE - 2 STATIONS

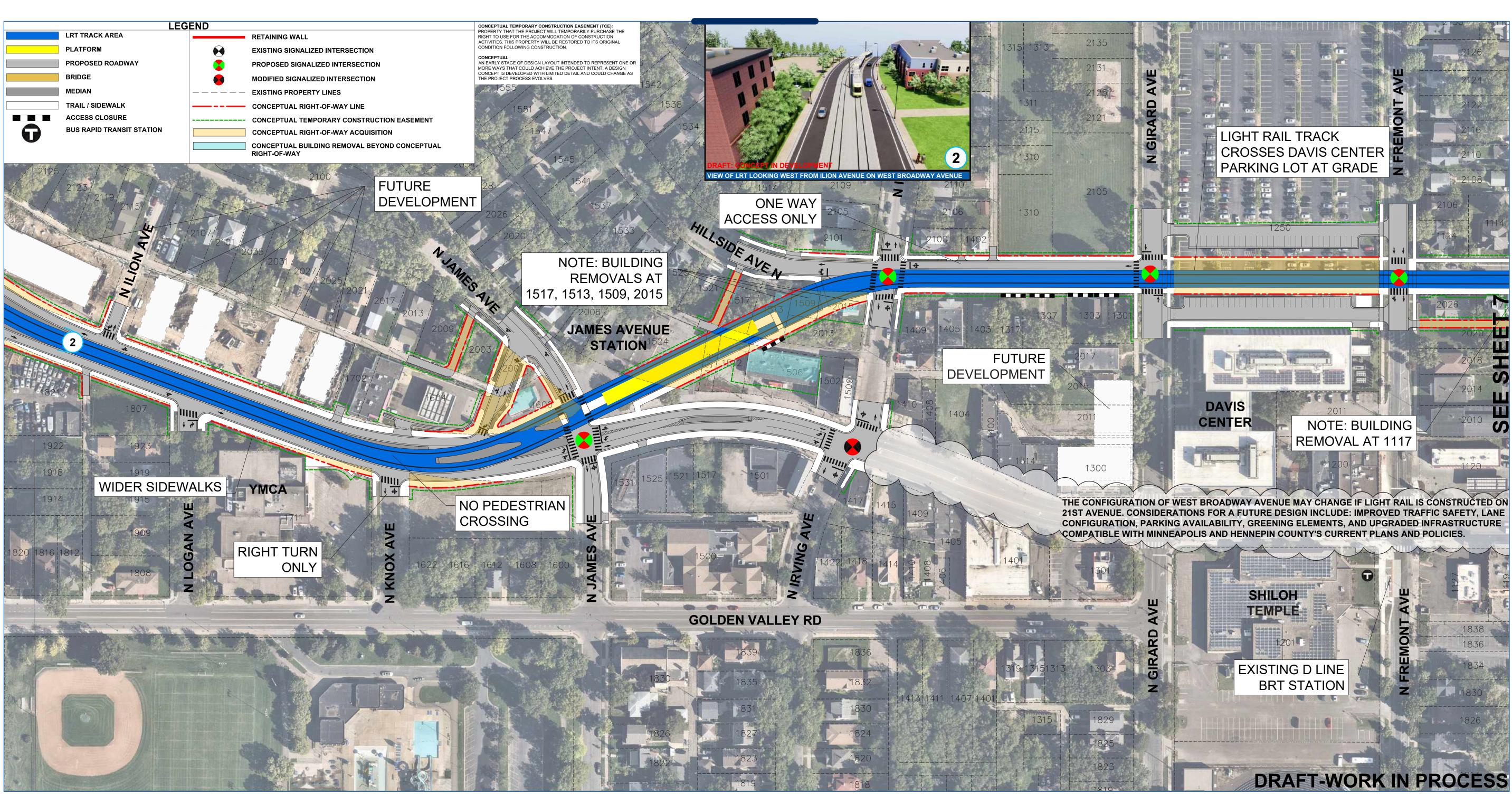
CITY OF MINNEAPOLIS

18th Avenue to Emerson Avenue









CITY OF MINNEAPOLIS

LIGHT RAIL ON 21ST AVENUE - 2 STATIONS

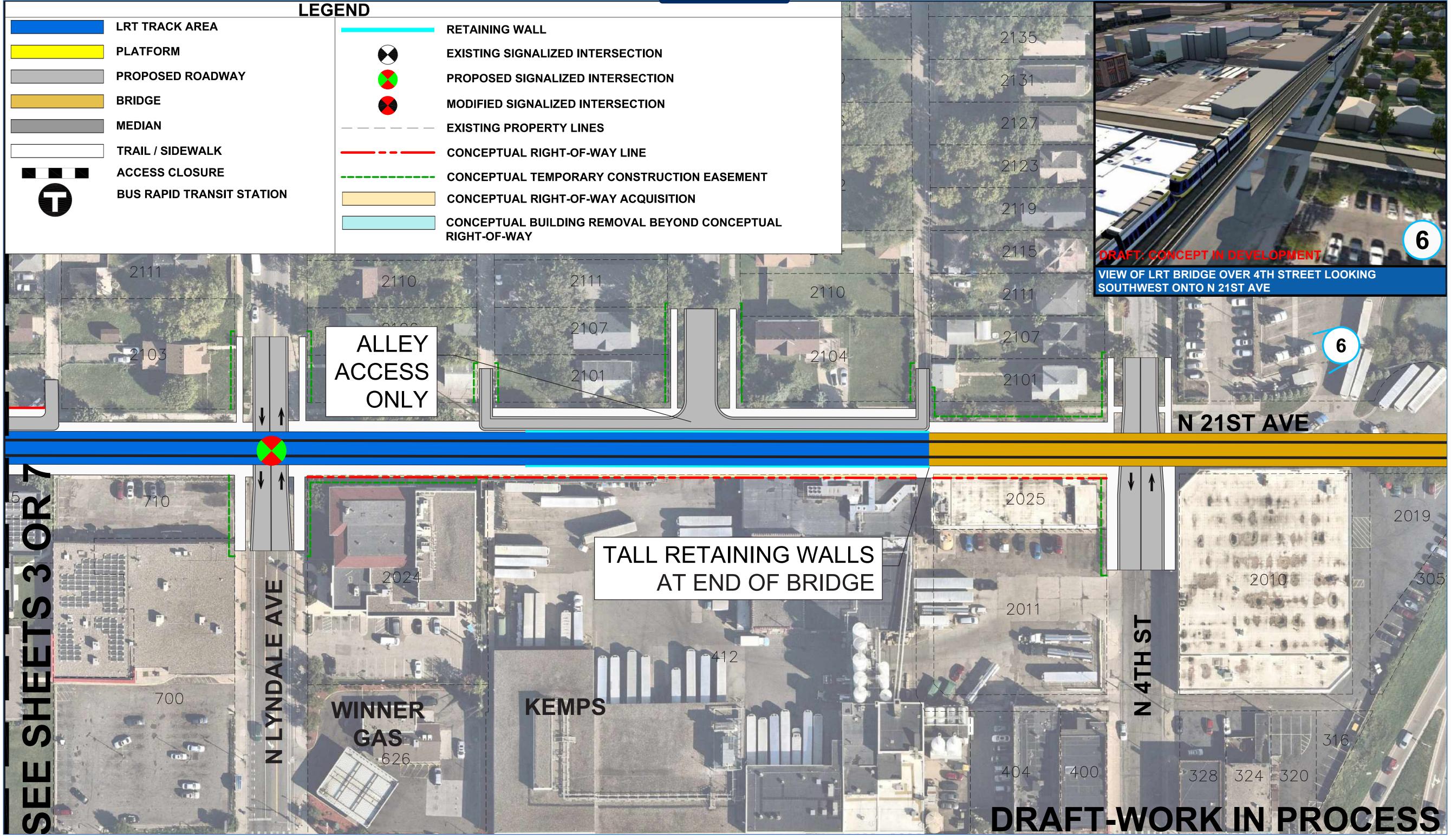
Emerson Avenue to Ilion Avenue





CITY OF MINNEAPOLIS

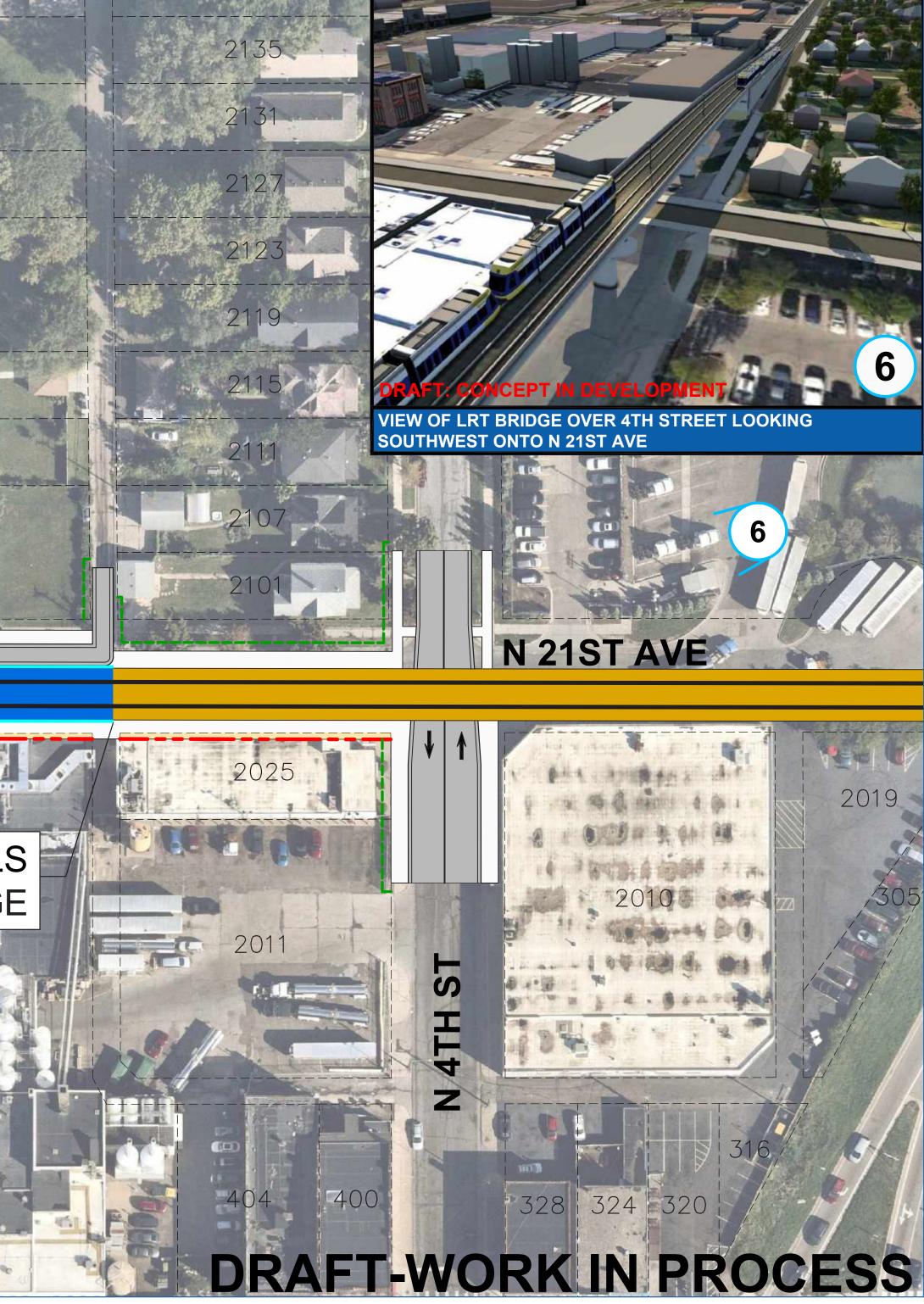
LIGHT RAIL ON 21ST AVENUE - EAST OF I-94 CONNECTION





METRO BLUE LINE EXTENSION

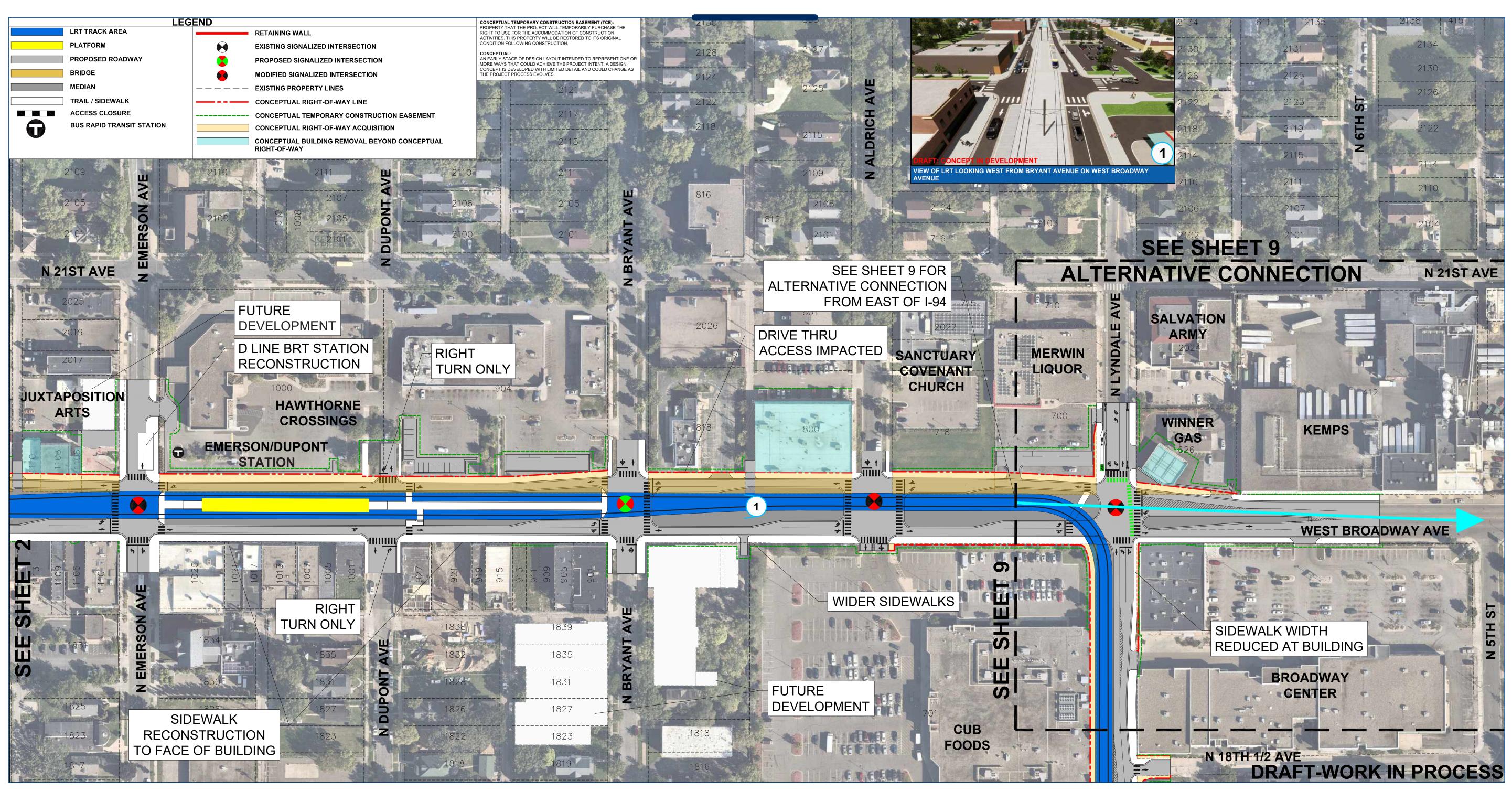
4th Street to Lyndale Avenue











CITY OF MINNEAPOLIS

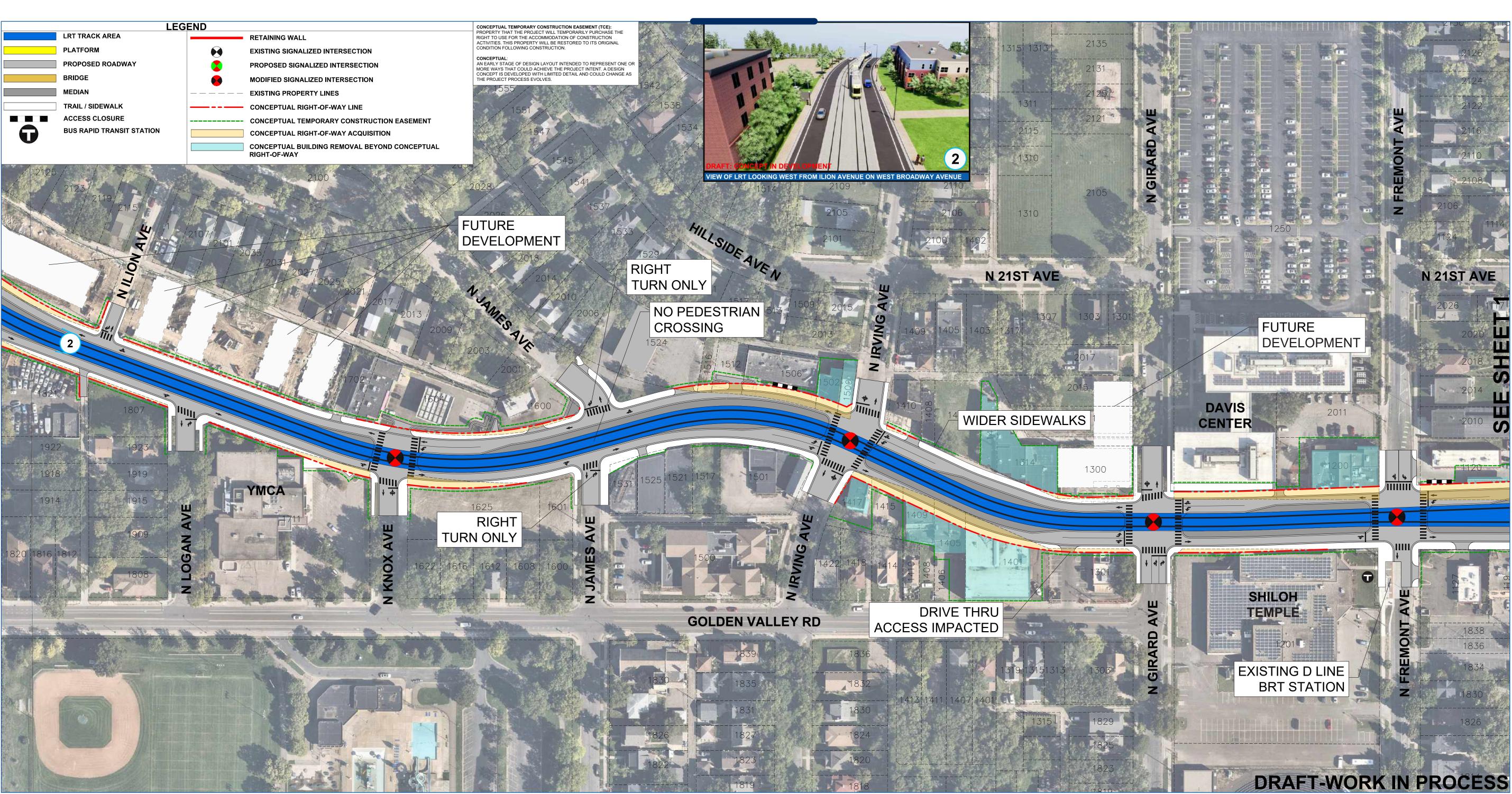
LIGHT RAIL ON WEST BROADWAY - 1 STATION

18th Avenue to Emerson Avenue









LIGHT RAIL ON WEST BROADWAY - 1 STATION

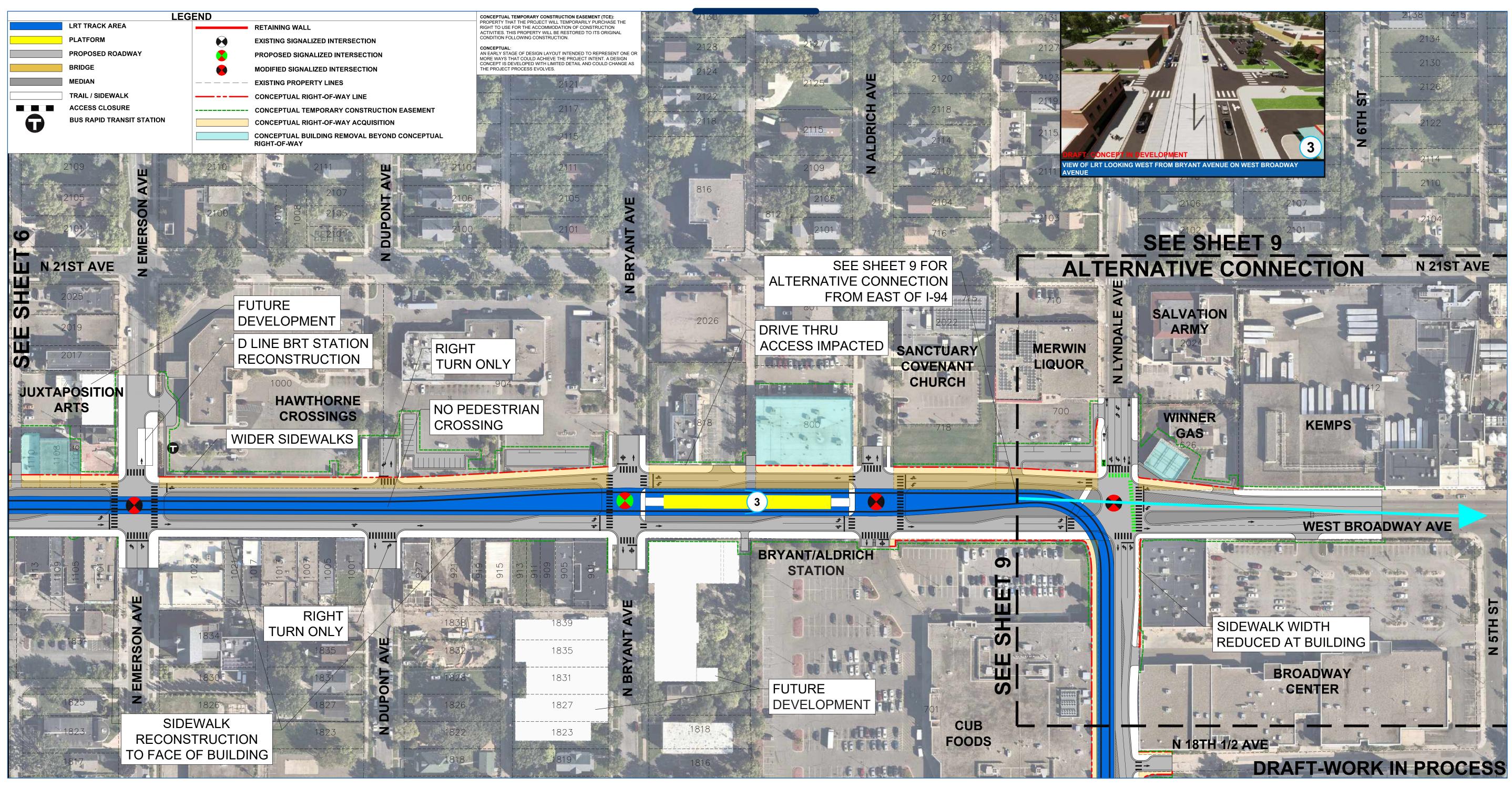
CITY OF MINNEAPOLIS

Emerson Avenue to Ilion Avenue









CITY OF MINNEAPOLIS

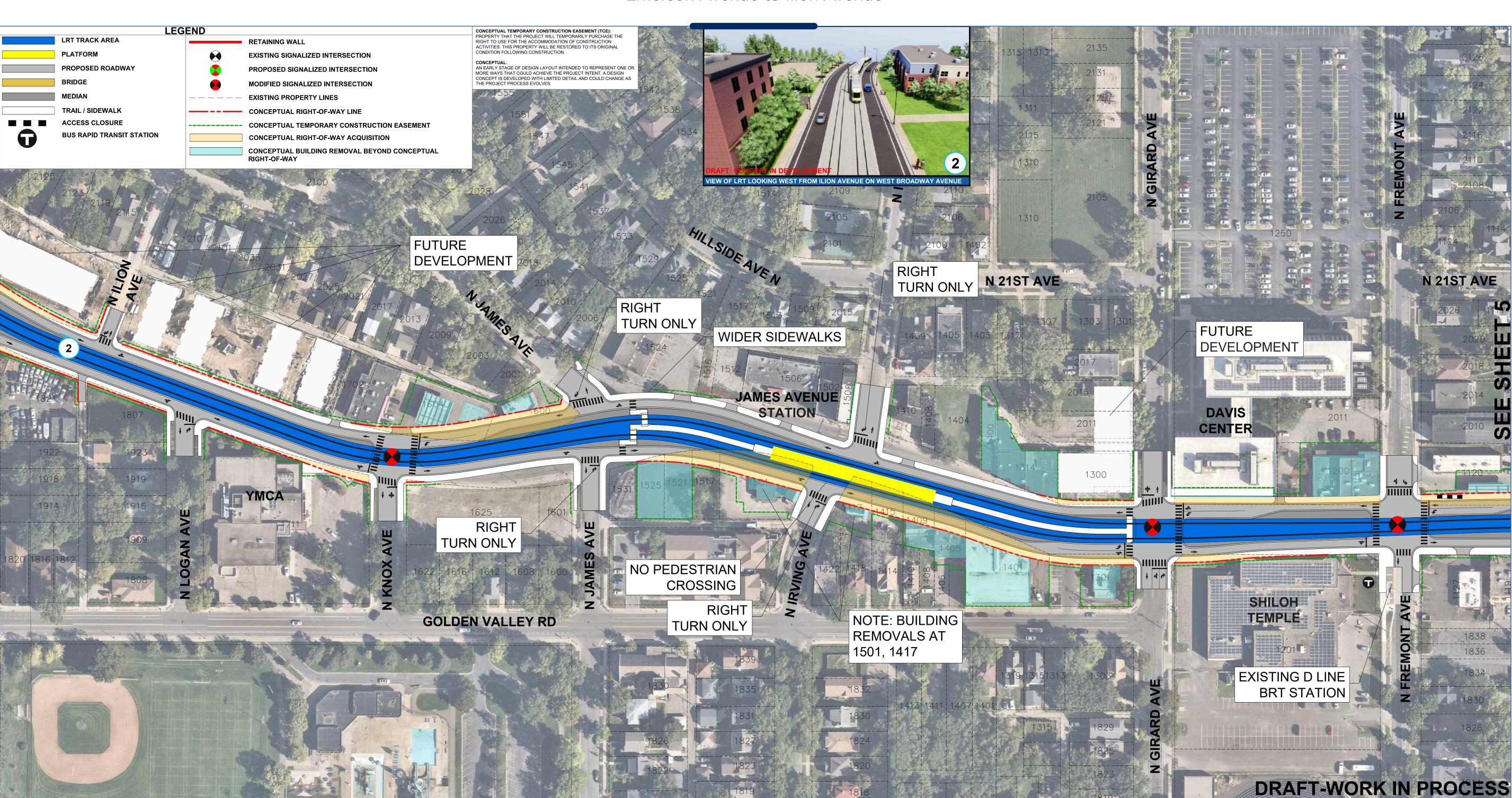
LIGHT RAIL ON WEST BROADWAY - 2 STATIONS

18th Avenue to Emerson Avenue









CITY OF MINNEAPOLIS

LIGHT RAIL ON WEST BROADWAY - 2 STATIONS

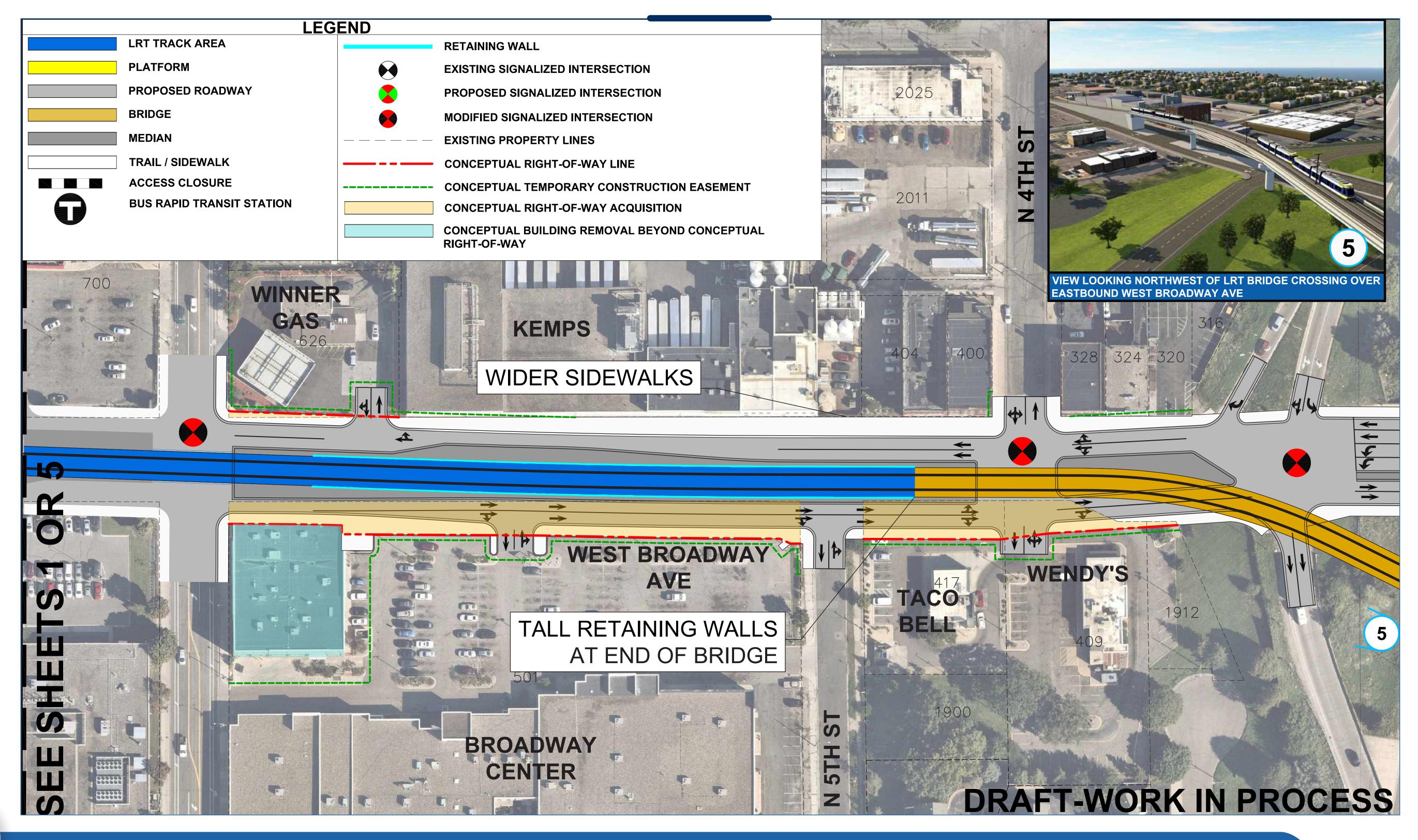
Emerson Avenue to Ilion Avenue





CITY OF MINNEAPOLIS

LIGHT RAIL ON WEST BROADWAY - EAST OF I-94 CONNECTION





METRO BLUE LINE EXTENSION

4th Street to Lyndale Avenue





PURPOSE AND NEED

Supplemental Draft Environmental Impact Statement (SDEIS)

PROJECT PURPOSE

To provide transit service, which will satisfy the long-term regional mobility and accessibility needs for businesses and the traveling public.

PROJECT NEED

To effectively address long-term regional transit mobility and local accessibility needs while providing efficient, travel time-competitive transit service that supports economic development goals and objectives of local, regional, and statewide plans.









NEXT STEPS AND DECISION POINTS



1: SELECT DESIGN OPTIONS TO MOVE INTO THE DRAFT ENVIRONMENTAL DOCUMENT (SEPTEMBER 2022)



Public comment on the design options studied in the environmental document (October 2022)



2: PREPARE DRAFT ENVIRONMENTAL DOCUMENT (OCTOBER 2022-NOVEMBER 2023)

This process will evaluate social, economic, and environmental impacts and benefits of multiple design options and identify a preferred option



Public comment on the environmental findings of the design options (November - December 2023)



3: FINALIZE PREFERRED OPTION (WINTER 2023/SPRING 2024)

This process will advance design, finalize a preferred option, and obtain municipal consent



A recommendation on the preferred option will be made through the Blue Line committees (June 2023)



The public is able to comment on the plans and public hearings are held (Winter 2023-Spring 2024)

4: PREPARE FINAL ENVIRONMENTAL DOCUMENT AND MITIGATION COMMITMENTS (JANUARY-SEPTEMBER 2024)



This process will evaluate social, economic, and environmental impacts and benefits of the preferred route and station locations and identify and commit to mitigation measures for impacts

Public comment on the mitigation commitments (Fall 2024)





WE ARE

HERE!

ENGAGEMENT THEMES TO DATE ALONG THE CORRIDOR

Below is a summary of where, along the project timeline, next steps will be taken on key community issues, concerns and opportunities that we have heard through engagement.



ENVIRONMENTAL REVIEW

Ongoing - 2024

Identify project impacts/ disruptions to communities and the environment and identify mitigation measures to address impacts

Fall 2022 - Winter 2023

- Identify elements within stations and station areas that improve safety on transit and in communities served, such as lighting and visibility
- Ensure walking, biking, and rolling connections to and from stations to local businesses and destinations
- Ensure local bus service connects to light rail stations





ENGINEERING

Ongoing - Fall 2023 for initial design

- Design easy and safe pedestr access to and from stations
- Determine location of light rail and stations that provides access to regional destination
- Identify a light rail route and station locations that improve access to transit and serve zer car households
- Plan for loss of parking
- Improve transit efficiency and reliability

ONGOING AND FUTURE PRIORITIES

Ongoing

rian	Anti-displacement strategies
	Plan for support for businesses during construction
S NS	Support economic development
	Improve the transit experience
ero-	Engage cultural communities to educate, inform and involve them in all aspects of the

project





ENGAGEMENT FEEDACK RECEIVED TO DATE

Community Engagement & Communications



- Engage cultural communities to educate, inform and involve them in all aspects of the project
- Use trusted leaders and organizations to reach cultural communities in the corridor for outreach and communications
- Use plain language that is easily translated across the corridor's top language groups: Spanish, Hmong, Lao, Vietnamese, Somali & Oromo
- Engage communities in a solution-based approach with more than just the route alignment including land use and community benefits
- Need for more details regarding design & engineering on property impacts and station areas

Environmental Impacts

- Identify project impacts/disruptions to communities and the environment
- Address impacts to local neighborhoods, schools, businesses including noise, train vibrations, air pollution, worsening traffic congestion, and green space
- Plan to support for businesses during construction

Safety Within Station Areas and Transit Corridor

- Identify elements within stations and station areas that improve safety on transit and in communities served
- Lighting and visibility in station areas
- More eyes on the street
- Safety for seniors, children, wheelchairs
- Access for emergency vehicle services during construction and operations



METRO BLUE LINE EXTENSION



Station to Destination Connections

- Design easy and safe walking, biking, and rolling connections to and from stations to local businesses and destinations
- Make plain language and multilingual signage that highlights nearby destinations
- Ensure local bus service connects to light rail stations

Plan for Loss of Parking

- Concern that loss of parking equals loss of customers
- Loading zones for deliveries and disabilities is important
- Concerns over safety walking from parking to business

Anti-Displacement Strategies

- Prioritize preventing gentrification and displacement
- Preserve housing and commercial affordability in station areas and the corridor
- Concern about the character of the neighborhoods changing in the corridor
- Promote ownership of commercial properties by the business owners in the community.
- Need for technical assistance and access to capital for small and micro businesses to ensure they are equipped for new development

Improve the Transit Experience

- Use community-specific design considerations for furniture, lighting fixtures, service poles, etc. to promote the diversity of each neighborhood and give communities buy-in
- Improve transit service efficiency and reliability
- Identify a light rail route and station locations that improve access to transit and serve zero-car households











Determine location of light rail and stations that provides access to regional destinations





Brooklyn Park

January 30 **OPEN HOUSE**

February 6 **CITY COUNCIL UPDATE**

February **BLUE LINE COMMITTEES**

February 9 **CITY COUNCIL UPDATE**



Blue Line committees include: Technical Project Advisory Committee, Business Advisory Committee, and Corridor Management Committee Other 2023 BLRT outreach & engagement includes meetings with community, key stakeholders, businesses, and property owners; Anti Displacement Working Group; Community Engagement Cohort; Cultivate Arts; etc.



METRO BLUE LINE EXTENSION

OUTREACH MEETINGS

Crystal

February 27 **OPEN HOUSE**

March **BLUE LINE COMMITTEES**

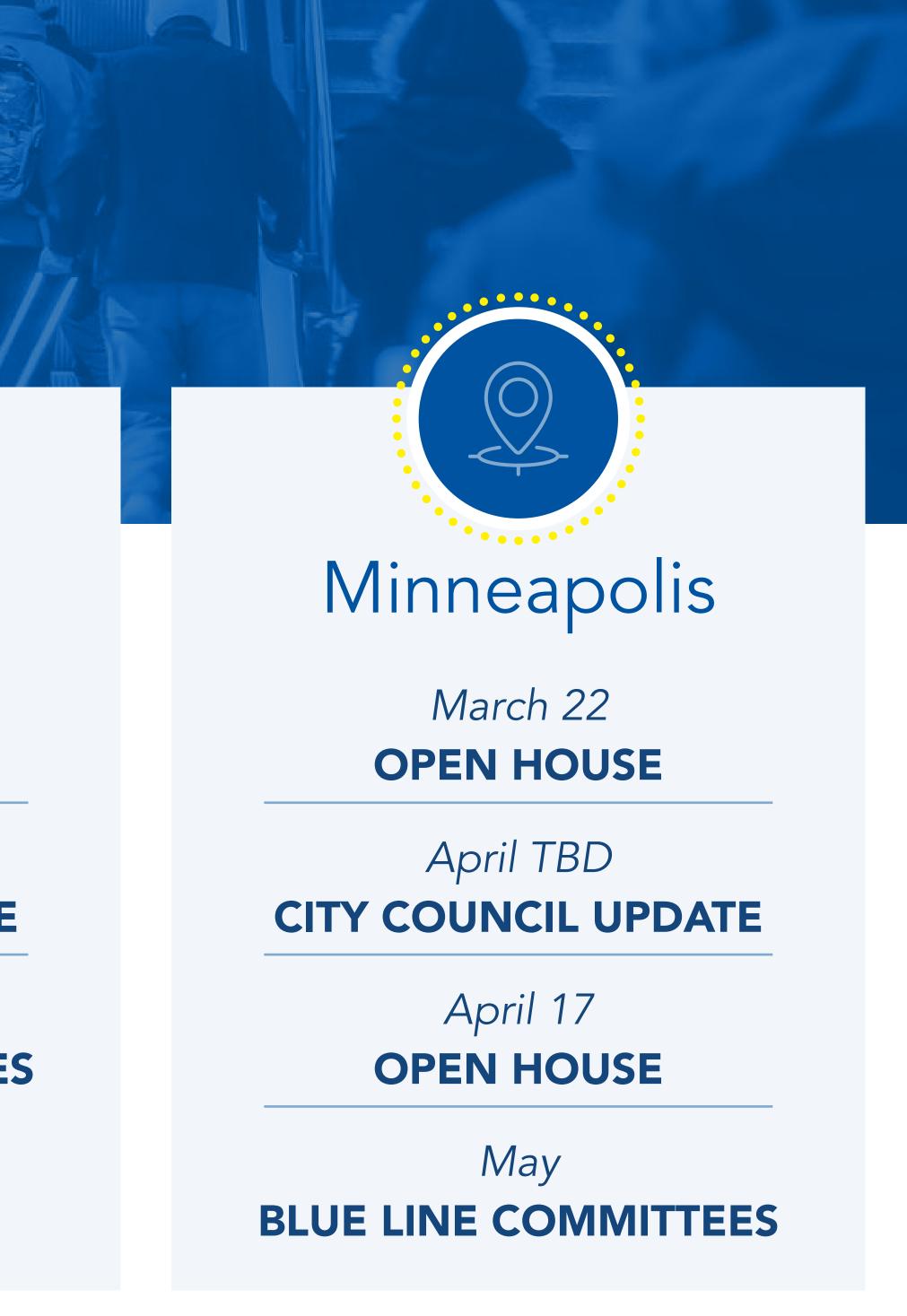
Robbinsdale

March 6 **OPEN HOUSE**

March 14 **CITY COUNCIL UPDATE**

April **BLUE LINE COMMITTEES**

Route Recommendation: June 2023 – BLUE LINE COMMITTEES







ISSUES BEING STUDIED IN ENVIRONMENTAL PROCESS

Examples of social, economic, and environmental issues that will be studied include:



Changes to land use, and how the project fits with existing or planned land uses



Effects on the community or communities surrounding the project



What property needs to be purchased and what residences or businesses may need to be relocated



Business impacts – access during construction, relocation, revenue



METRO BLUE LINE EXTENSION



Impacts to historic properties



Impacts to parks



Visual impacts







Transportation impacts –

bicycle, pedestrian, transit, vehicles (including parking), freight rail, aviation



Water resource impacts – wetlands, floodplains, stormwater, groundwater, water quality



Impacts to soils and geologic resources



Impacts to plants and animals, including threatened and endangered species



Noise impacts, and for transit and rail projects, vibration impacts



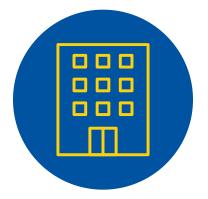
Contaminated properties and hazardous materials







While all environmental subject areas will be evaluated and compared in the environmental review, these topics are expected to differ between the route options under consideration in Minneapolis:



PROPERTY ACQUISITION:

businesses, residents, community facilities

HISTORIC AND CULTURAL BUILDINGS/LOCATIONS:

Seek to protect historic and culturally important sites and buildings



NOISE:

sensitive locations such as places people sleep

CONSTRUCTION IMPACTS: access to businesses



METRO BLUE LINE EXTENSION

ENVIRONMENTAL TOPICS

to inform the Preferred Alternative recommendation





HAZARDOUS AND

CONTAMINATED SITES: known locations of industrial uses, spills, and cleanup sites



and homes



COMMUNITY CHARACTER AND COHESION:

major changes in infrastructure that could divide communities





VISUAL QUALITY:

views with major changes



EQUITY AND ENVIRONMENTAL JUSTICE:

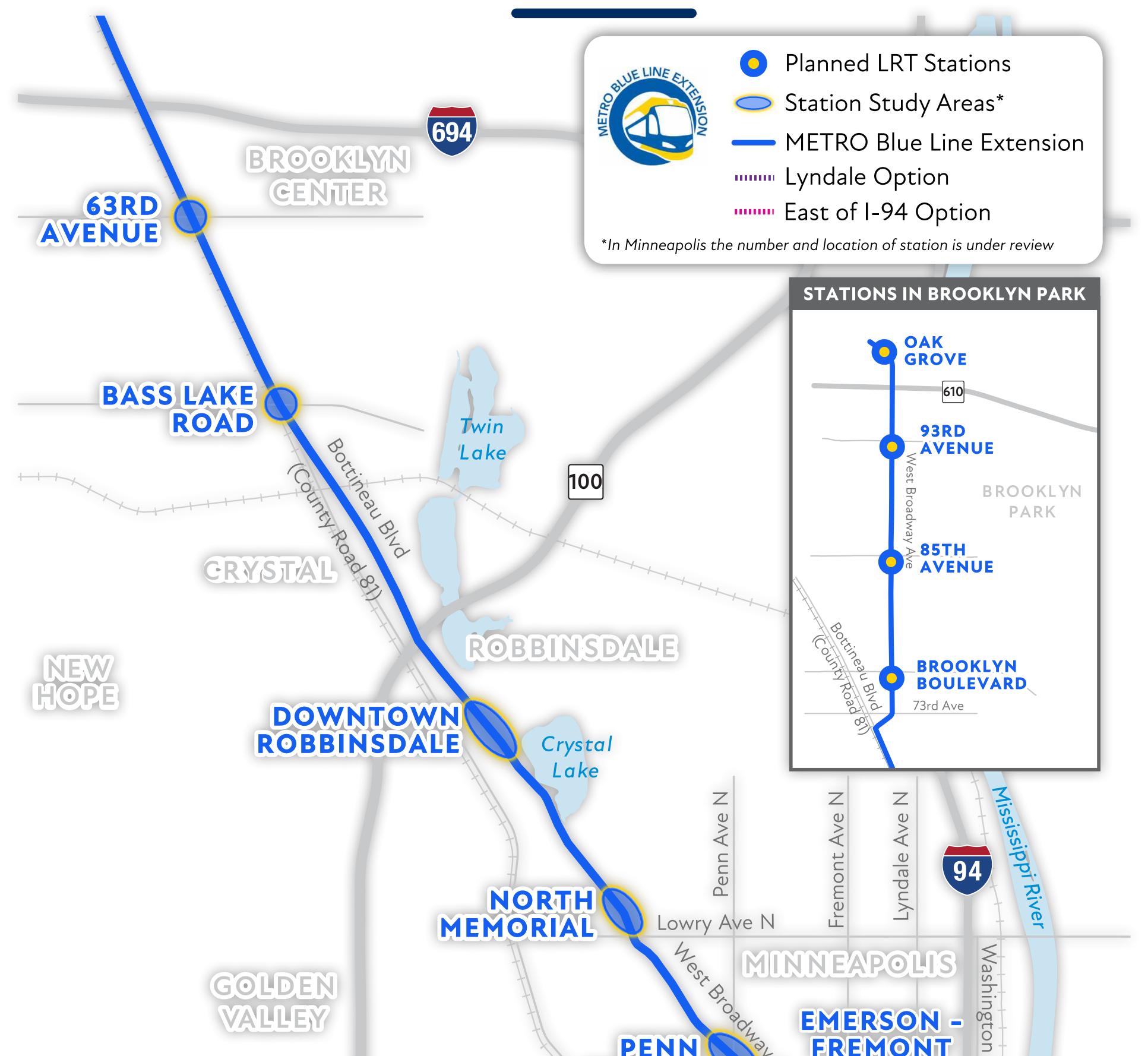
provide benefits to BIPOC and low income communities; identify potential adverse and disproportionate impacts





BLUE LINE EXTENSION ROUTE

In June 2022, project sponsors (Metropolitan Council and Hennepin County) identified the final recommended route to advance into design and environmental review: West Broadway Avenue (County Road 103) in Brooklyn Park to Bottineau Boulevard (County Road 81) in Crystal and Robbinsdale to West Broadway Avenue in North Minneapolis, connecting to Target Field Station in downtown Minneapolis.



PENN

Golden Valley Rd

AVENUE



Two routes between Washington and Irving Ave are being evaluated including running light rail on West Broadway or on 21st Ave N.

> Multiple routes between Target Field and West Broadway are being evaluated.





gton Ave

7.....

TARGET FIELD

STATION

FREMONT

AVENUE

PLYMOUTH AVENUE

55

METRO TRANSIT'S SAFETY AND SECURITY ACTION PLAN

To better serve current riders and staff, attract new riders and position Metro Transit as a great place to work, a concerted effort is being made to improve public safety on transit. Examples of some of these efforts – including pre-existing and new work – are summarized below:



- The use of contracted security guards at transit facilities with the most calls for service
- Greater utilization of real-time cameras, including on buses and at facilities
- Clearer and more prominent communication about respectful behavior on transit

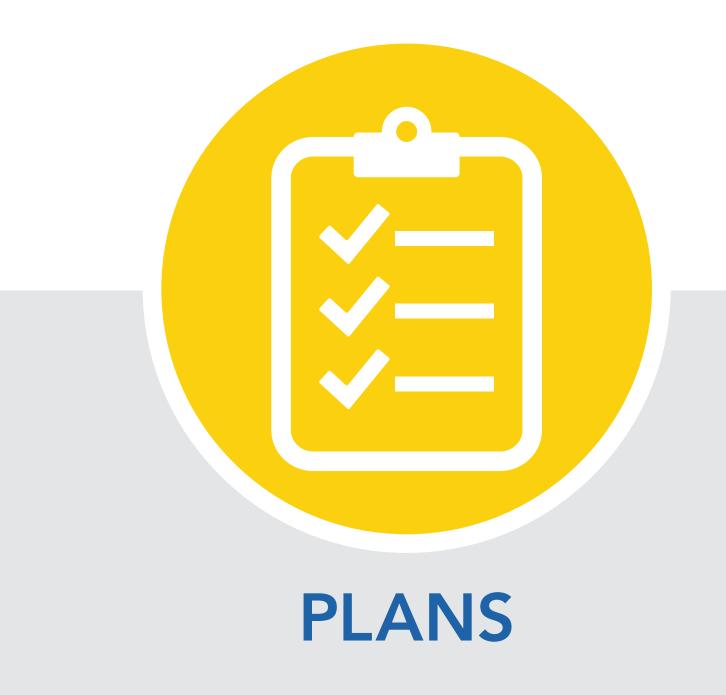


JETRO BLUE LINE EXTENSION

POLICIES AND PARTNERSHIPS

- Enhanced efforts to hire and retain police officers and Community Service Officers
- Expanded staff training on mental health, de-escalation and personal safety
- New and expanded partnerships that connect riders in need to services
- Increased police officer wages, making the Metro Transit Police Department a more attractive place to work
- Reintroduced a training program that helps bus and train operators respond more effectively and empathetically when conflicts arise
- Create more opportunities for police, operators, and other frontline staff to interact





Metro Transit has recently developed a Safety and Security Action plan with 40 different actions

The plan is largely focused on actions Metro Transit can take but also recognizes the community need to address underlying issues that impact public safety on transit, such improving access to mental health, addiction, and housing support

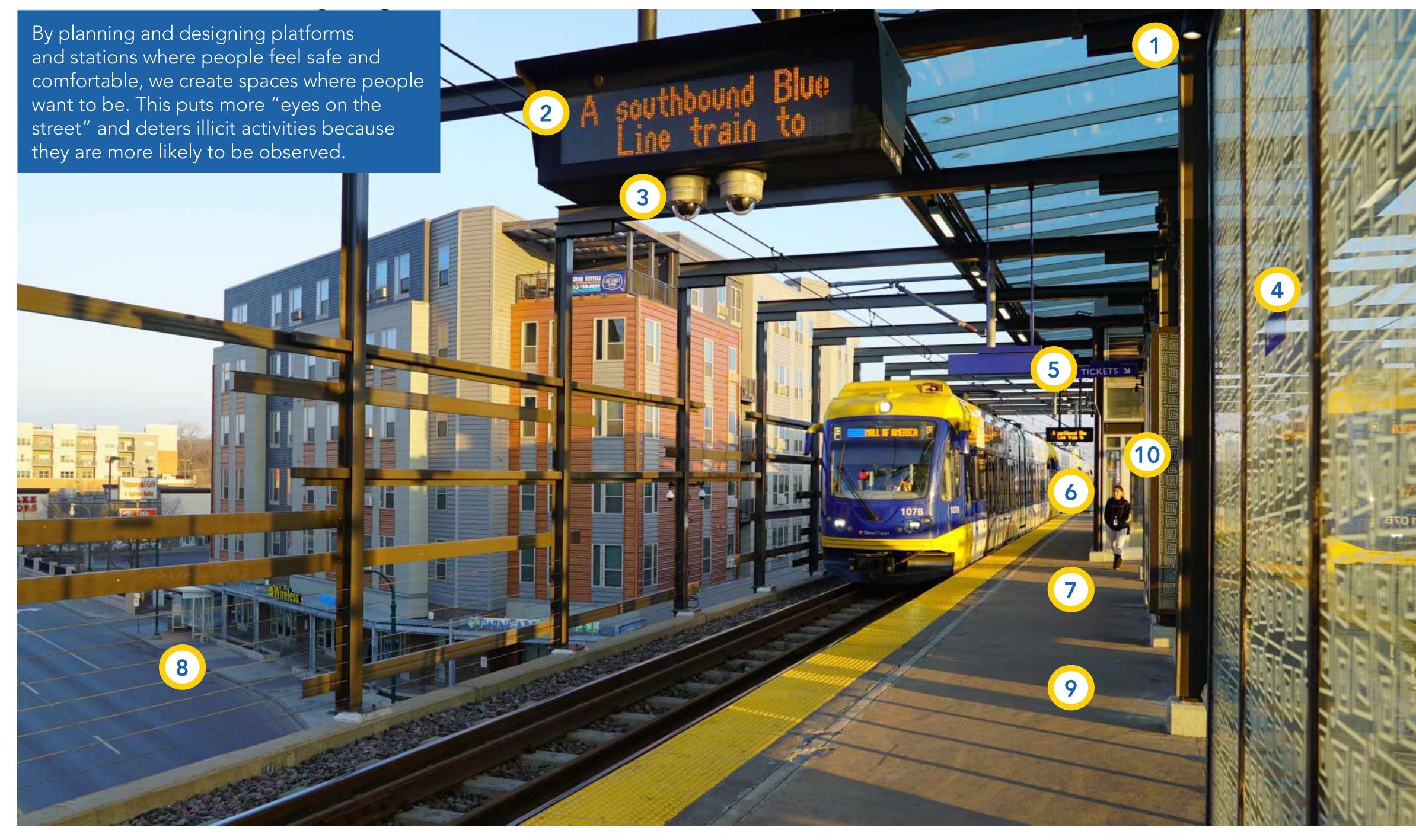
For an example of an action that has come out of this plan, Metro Transit has partnered with the Council's Housing and Redevelopment Authority and other service providers to direct unsheltered individuals to emergency housing and, when appropriate, vouchers that provide for long-term housing stability. More than 400 individuals from approximately 200 families are being housed through this partnership





SAFETY AND SECURITY

Safety and security are key considerations factored into the planning and design of light rail well before the line is built or in operation. We plan and design the light rail platforms and station areas to be safe and secure with elements such as:





METRO BLUE LINE LRT EXTENSION









Blue Line Extension Community

- Best meets the project Princip
- Grounded in community feedle
- Supported by project corridor



METRO BLUE LINE EXTENSION

SCHEDULE

COMMUNITY ENGAGEMENT

EARS	1.5 – 2 YEARS	3
tal review nefits and project onsent ort of the on of stations n and bicyclo ons planning		 Construction and full funding grant agreemen Federal funding

LRT projects are complex and unforeseen challenges arise. Schedules and timelines are subject to change.

y Supported Route:	
oles and Goals	
back through collaboration with stakeholders	
r communities and decision-makers	



- 4 YEARS



• GOAL: Line opens in 2028-2030





Brooklyn Park/Minneapolis: Joanna Ocasio-Maisonet – <u>Joanna.Ocasio-Maisonet@metrotransit.org</u>

Robbinsdale/Crystal:







IETRO BLUE LINE EXTENSION

STAY CONNECTED!

Visit <u>BlueLineExt.org</u> to sign-up for the project newsletter, and share your comments, questions and concerns on our interactive feedback map.

- For project questions or to invite us to an event, contact:
- Kjerstin Yager <u>Kjerstin Yager@metrotransit.org</u>
- Share your Blue Line Extension story at: MyBlueLineExt.org







The BLRT Anti-displacement Workgroup centers community voices and brings together a variety of partners and stakeholders to advance and implement robust anti-displacement strategies that help ensure the value of light rail will benefit current corridor residents, and minimize physical, cultural, and economic displacement.



The workgroup has had four day-long workshops focusing on:

Developing a structure for recommendation making

Understanding displacement and lessons learned from previous light rail projects

Examining national policies in place to mitigate displacement

Identifying business and cultural displacement

Identifying policies that will produce the desired outcomes

To learn more about this ongoing effort go to:

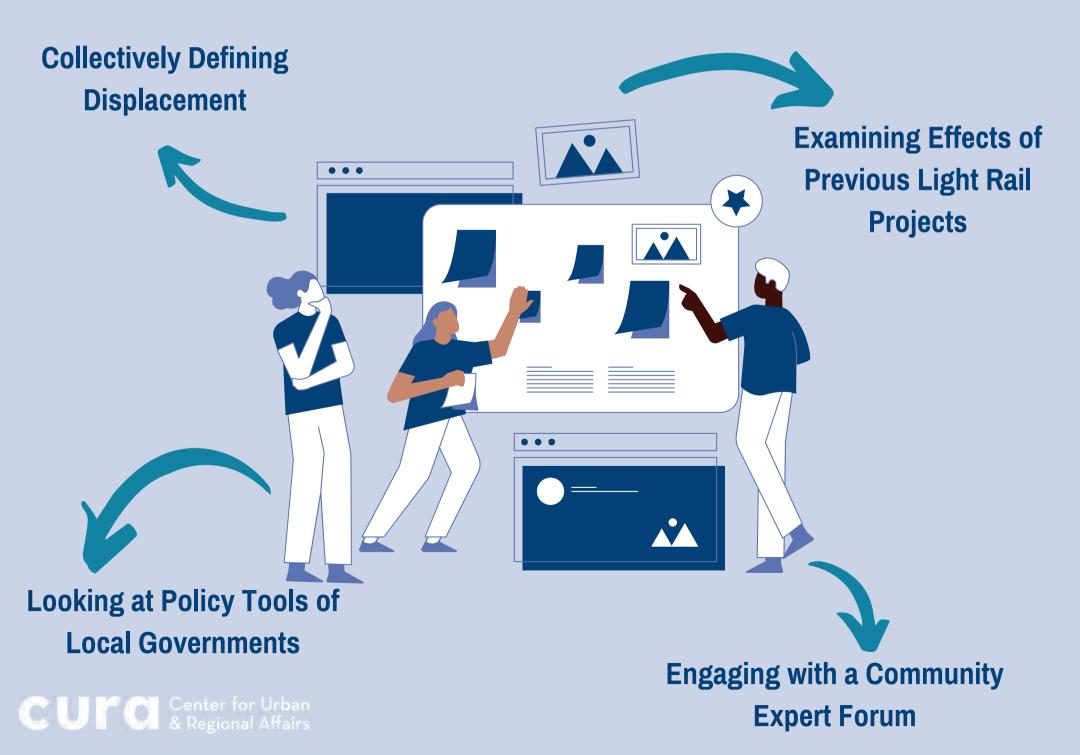
mybluelineext.org





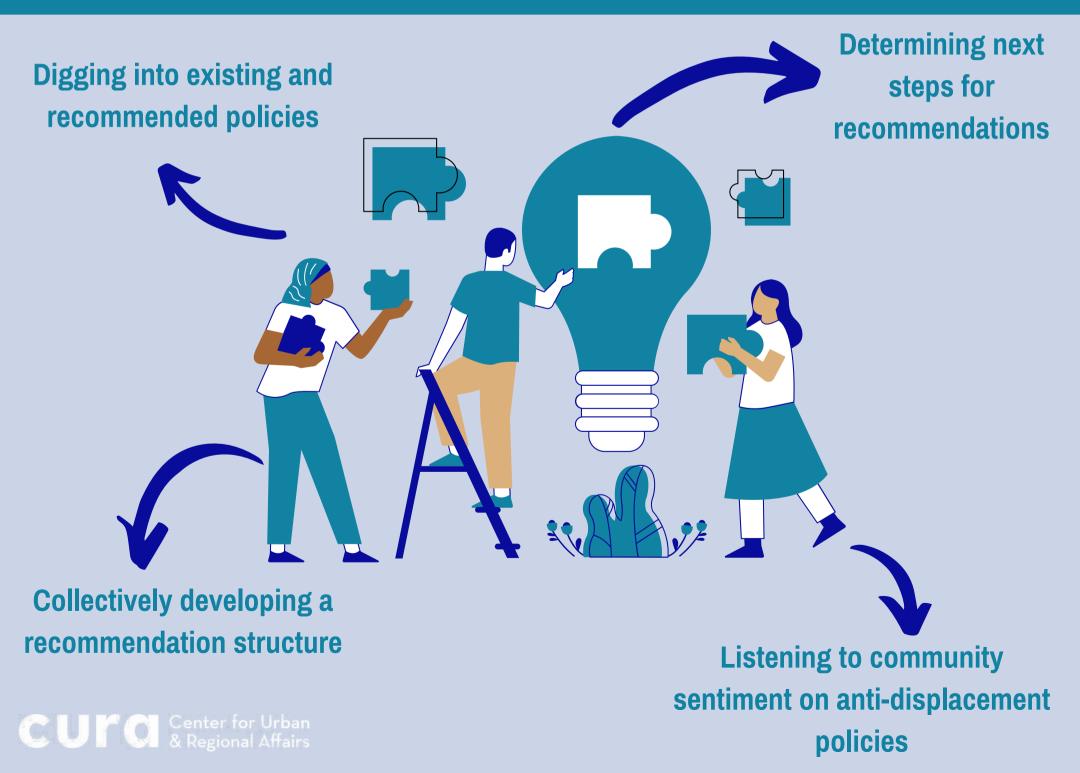
Workshop #1: Displacement and Lessons Learned from Previous Light Rail Projects

The June 4 workshop focused on national best practices in anti-displacement policies and case studies of existing Twin Cities light rail projects.



Workshop #2: Existing Anti-Displacement Policies and Creating a Recommendation Structure and Process

The September 24 workshop focused on existing anti-displacement policies in the Twin Cities, opportunities to build policy, and developing a recommendation structure.



Workshop #3: Business and Cultural Displacement

The December 10 workshop focused on defining cultural displacement, looking at existing cultural placekeeping efforts, and digesting quantitative and qualitative research done for the project.



Listening to a community expert forum on cultural displacement

CUTCL Center for Urban & Regional Affairs Engaging with qualitative and quantitative research on housing, businesses, land use, demographics, and youth perceptions of LRT

Workshop #4: Policy Prioritization, Research, and Finalizing Recommendations

The February workshops focused on policy prioritization, policy research, finalizing recommendations, and incorporating these into the broader BLRT project. ADWG members worked to identify desired outcomes, and what policies and efforts would most effectively produce these.



accountability structures, and incorporating into broader project

Working to prioritize policies based on community sentiment and government structures

Anti-Displacement - Policy Ideas Overview								
Policy	Overview	Impact	Example	Where does it exist along alignment?	Legal Considerations	Implementation Considerations	Timeline	Cost
<section-header><section-header></section-header></section-header>	distinct funds established by city, county or state governments that receive ongoing dedicated sources of public funding to support affordable housing construction, preservation, and other tenant stabilization goals.	very flexible, can be designed to serve the most critical housing needs in each community	St. Louis Park AHTF supports homeownership program for BIPOC and low income residents & acquisition of 4 sites for affordable housing development	County	There are some limitations in state law that can make it difficult for communities to create dedicated sources of funding for housing.	Local jurisdictions need to decide on revenue source, trust fund administration, and eligible uses. Regarding eligible uses, can consider high-priority housing needs that are difficult to fund with other sources	impact may be greater if implemented before construction, in order to best respond to needs and displacement in real time.	enables local governments to leverage public dollars and maximize the impact of other housing development funds, shifting affordable housing from annual budget allocations to the commitment of dedicated public revenue.
<section-header></section-header>	units affordable at market rate without regulation or subsidies, and are at risk of disappearing due to market speculation & upgrades that result in higher rents. preservation funds can help preserve and build housing supply, which helps affordability.	properties that are at risk of market conversion due to non-preservation	NOAH Impact Fund, which targets rental properties at risk of conversion to higher rents, seeking to preserve affordability for the long term.	Met Council plays supporting role with partners. Hennepin County invests in NOAH impact fund. Minneapolis has used NOAH to preserve 96 units. Robbinsdale has applied for NOAH funds from Hennepin County, and has provided a rehab loan. Brooklyn Park has some NOAH funding.	There is no legal definition of "NOAH" and the parameters of a program are up to the discretion of whoever is creating the fund. Cities that issue loans for the preservation of NOAH can establish guardrails to ensure applications are reviewed in a fair way.	compared to other uses of public resources? How can cities balance the goals of preserving a supply of affordable housing and of ensuring adequate housing	NOAH preservation must begin before units are demolished or become unaffordable. In the case of light rail construction, it would be most advantageous to implement NOAH preservation funding early on in the construction process	Preserving NOAH units can be quite expensive, as units may require significant rehabilitation. However, this cost is significantly less than the cost of creating new affordable housing (around \$300,000/unit in twin cities)
<section-header></section-header>	Law limiting the amount that rent can be increased	Rent control has a large impact on preventing displacement of existing tenants	NJ, NY, CA, and OR all have robust rent stabilization policies on either the state of local level. The only rent stabilization policy in the midwest is in St Paul.	None, though Minneapolis voters approved a charter amendment allowing the city to create a rent stabilization policy	MN has a law that preempts rent control unless there is a ballot measure. The ability to do a ballot measure has to be allowed by the city charter. Rent control has been upheld by courts including most recently in the 2nd Circuit, but all rent control policies are likely to face some form of challenge.	The value of the policy depends on who it applies to. Policies with broader application are less likely to result in people holding on to rent controlled units which is why more recent efforts have focused on rent stabilization (limiting the amount of increases for everyone) versus control on rents in specific units.	should begin as soon	There are costs associated with implementation. Some policies wrap the cost of implementation into licensing fees for rental properties.
<section-header></section-header>	Policies are needed at the federal, state and local level to restrict the growth of corporate and investor ownership of single-family homes. Proposals have consisted of: limiting the size and concentration of holdings of private equity landlords, enacting out-of-state transaction fees to target corporate landlords buying property in Minnesota.	Cities & states can enact policies to deter investor-owned homes, such as rental registries, increased transfer taxes for corporate homebuyers, and increased tenant protections to protect against increased evictions, abusive lease practices, deferred maintenance, & large rent hikes	DC has laws requiring LLCs with rental property interests to disclose beneficial owners. A redevelopment authority in Cincinnati issued \$14.5 million of bonds to buy 194 single-family rental homes in a bidding war with 12 institutional investors.	No policies exist to limit purchasing, but some cities have efforts that target impacts, such as right to counsel, a rental license registry, & down payment assistance, and mandatory relocation	purchase what	The LLC structure largely hides the true owners of properties; this makes analyzing ownership difficult. Other challenges exist around the ability and willingness of government agencies to limit the purchasing of land and housing for profit	Speculation may already be happening along the proposed alignment. It is important that cities act with a sense of urgency around implementing increased tenant protections and mechanisms to limit investor purchasing.	regulating & limiting purchases and ownership would not be costly, but obtaining and analyzing the necessary data to do so could be. Creating rental registries at the state and local levels would require a great deal of financial resources and technical assistance
<section-header></section-header>	one of the most commonly-used economic development tools throughout the country. It changes local property tax collection to provide funding for development.	TIF has the impact of dedicating the increment in tax revenues to the TIF district, while other taxing authorities, like school districts, the county, and the city's general fund continue to collect property tax revenues at the pre-TIF level.	MN communities have used TIF for development of affordable housing. This constitutes a local contribution to development activity that can make projects more competitive for other sources of funding and can be utilized to address the gap in developments.	Met Council plays a supporting role. Minneapolis enacted a TIF policy in 2005. Robbinsdale uses TIF for redevelopment. Crystal uses TIF for affordable housing development. Private investors often take the lead on proposing TIF- funded development projects.		could cities set up TIFs to ensure that increased property tax revenue from the Blue Line is used to fund anti- displacement efforts? How could a TIF proposal be structured to actively support community stability and avoid displacement?	property values change well before the completion of new infrastructure, as investors purchase land that they believe will increase in value due to possible projects like light rail. Will be most effective if implemented early	If cities create TIFs in places where property tax revenue is likely to grow, then funding will be redirected away from the city's general fund budget.

Anti-Displacement - Policy Ideas Overview

Policy	Overview	
<section-header></section-header>	The Blue Line Extension will require a massive workforce to complete the project. Civil Rights Law and the standard DBE programs are not sufficient in addressing the expectations from the Blue Line corridor communities for their participation in building the project. Therefore, there is an opportunity to go above and beyond traditional requirments for minority and women owned worker and business participation in completing the Blue Line.	The Blue funnel bill the Blu comm significan funds w workford constuction today min under por trades in or population cataly population cataly population cataly
<section-header></section-header>	policy where cities provide incentives to developers in exchange for providing affordable housing. policies include multiple kinds of incentives and requirements. Often cities will require that a certain fraction of units be affordable to people at a specific income level	Incre investme disinveste generat yalue, increased for develo zoning housing is portion value develo affor developr otherv m
<section-header><section-header></section-header></section-header>	Right to return provides priority to people who are displaced, either due to a specific incidence or due to historic displacement, the first opportunity to access housing or commercial properties	Ensures the impacted have the in in their o los
<section-header><section-header></section-header></section-header>	Instead of paying rent, members of a cooperative buy a share of the building. Members make decisions about budget planning and building improvements. Cooperatives often operate "at cost" (only raising rents enough to cover operating expenses) because there is no landlord to demand profit – thus making them more affordable in the long-term.	Cooperate less spector ownership nulti house ownership comm Cooperate decide decide affordab the build prioriti preserva and jo strategies on investr have relo

Anti-Displacement - Policy Ideas Overview

Impact

Line Extension will llions of dollars into lue Line corridor munities and a nt portion of those will go to hiring a orce. This is an ity to activate Blue ridor community ce participation in ion, but also other nal fields. Given that inority contractors articipate in these comparison to their n, this project could yze those same ations to have a ned participation nd the Blue Line nsion project.

eased public ents in historically ed neighborhoods te increased land , and therefore, d potential for profit opers. Inclusionary y or inclusionary a tool to capture a of the increased e by requiring opers to include rdable units in ments that would wise be entirely narket-rate.

nat people who are d by displacement opportunity to stay community in the nger term.

itive ownership is a culative model of nip that allows for iple parties or eholds to share o of a residential or nercial building. tive members can le to keep rents ole since they own ding. Co-ops often ize "community ation, stabilization, ob security over to maximize return tment," and tend to latively low worker

turnover

Example

The Met Council and Hennepin County operate a DBE program and will maintain DBE goals on the project. Metro Transit and the Met Council have made a sustained effort to go above and beyond federal requirements to train and maintain a workforce of the future. We can use these successes to tailor this approach to more trades and professions to build the Blue Line Extension.

There are around 1,000 IZ policies across the U.S., including seven in Minnesota. The Minneapolis IZ policy applies to units with more than twenty units, and since 2019, 164 affordable units have been created under the policy. Some other Minnesota cities with IZ policies are Bloomington and St. Louis Park.

Portland has a right to return that addresses historic displacement due to gentrification. Santa Monica has a program that prioritizes displaced communities in new housing developments.

Where does it exist along alignment?

Various entities are seeking to train workforce, develop businesses, and business capacity along the Blue Line Extension corridor community including organizing in community.

Hennepin County and Met Council play a supporting role. Minneapolis requires that larger new developments follow requirements around affordability or pay into the Affordable Housing Trust Fund. Brooklyn Park emphasizes inclusionary zoning that is affordable to people at 30% area median income.

> There are many ways to structure a right to return depending on the structure ordinances need to have cle of the program it can trigger criteria about who is eligibl and make policy choices abo concerns about fair housing if there are preferences what harms the policy is try does not exist based on race and ethnicity. to address. for privately However, programs that developed properties would make a direct tie between a likley only be triggered by pu governmeent action and the funding sources proposed policy have been upheld. City governments can cultive a "cooperative ecosystem" favorable rules and financi investments, and by communicating informatio A key barrier to worker coops are local laws that about co-ops with city reside and peer cities. In Cleveland discourage "collective "the mayor's support [for ownership and democratic decision making. Evergreen Cooperatives] wo invaluable political currenc that brought legitimacy to t project and increased the r appetite of private investor

Minneapolis has dozens of co-ops, including a relatively large number of co-op grocery stores. As of 2016, Minneapolis had thirty-five housing co-ops. One example is Riverton Community Housing, a co-op that has provided affordable housing for the past fifty years.

Minneapolis provides support via CPED and the Cooperative Technical Assistance Program. Hennepin County provide technical assistance and funding to co-ops or projects considering incorporation, and employee-owned commercial co-ops.

Legal Considerations

Successful programs should clearly define certification processes for DBE programs and make sure that the certification requirements are not burdensome for very small businesses. Program parameters should include focus on local workforce rather than allowing contractors to meet goals by bringing in out of state labor.

Minnesota has some statewide rules around the financing of inclusionary housing, including a role for the Met Council to review certain proposals. State laws on land use and affordable housing can affect whether and how local governments implement IZ. When states push cities to enact "affirmative measures for affordable housing," cities are more likely to implement

Implementation Considerations	Timeline	Cost	
Need to figure out a way to unite the various entities that are working towards this project generally to be activated for the Blue Line Extension specifically. ADWG are also not just speaking about DBE participation generally, but DBE participation specifically from the Blue Line corridor community.	This work should begin very, very early in order to have all the pieces aligned at the appropriate time.	Mostly administrative costs for jurisdictions associated with propping up a program. Some costs may fall on businesses, such as certification requirements.	
When cities are successful in implementing IZ programs, local and regional non-profits are often key advocates. Community members could work to identify which stakeholders will take the lead in their city. One notable difference in policy design is in the amount of time during which developments are required to offer affordable units. IZ periods are typically at least 10 years, and a large fraction of IZ deals require permanent affordability	There is evidence to suggest that IZ construction does not tend to take place within areas that have higher property values, perhaps due to opposition from local residents. Accordingly, for IZ to be an effective strategy in connection with the Blue Line extension, cities may need to act before property values have gone up.	Inclusionary zoning creates responsibilities for property developers. For cities, it is a low-cost option.	
ordinances need to have clear criteria about who is eligible and make policy choices about what harms the policy is trying to address. for privately developed properties would likley only be triggered by public funding sources	From a planning standpoint, the policy should be crafted before the development along the line occurs because it allows people to plan for both the type of development needed and for funding entities to include requirements for right to return in their regulatory agreements	The cost depends on the structure. Primarily monitoring compliance.	
City governments can cultivate a "cooperative ecosystem" via favorable rules and financial investments, and by communicating information about co-ops with city residents and peer cities. In Cleveland, "the mayor's support [for Evergreen Cooperatives] was invaluable political currency that brought legitimacy to the project and increased the risk appetite of private investors.	Co-ops can help maintain stable jobs and affordable housing over time. With BLRT, there may be changes to the local economy. Pre-existing co-ops could provide a benefit of stability when the line opens. If cities are interested in using co-ops as a tool to limit displacement, there would likely be a larger benefit if they are able to start early.	One challenge for commercial co-ops is insufficient access to business loans, but cities can support commercial co-ops via loans. State and local government investment can be a key factor in shaping the success of co-ops.	

Policy	Overview	I
<section-header><section-header></section-header></section-header>	Supporting small businesses through the various challenges of constructing the Blue line Extension as well as the displacement pressures that come along with rising rents, loss of space, and other issues	Various r help bus loss of res space dur Mechanisr create lor of small b communi able to re the corr permane
<section-header></section-header>	A land trust (typically a non-profit) owns a parcel of land. An individual or household owns the house or commercial building on the land. Because the land value is separated from the building value, the cost of the property is much lower. Owners sell the building to a new buyer at a restricted price to keep it affordable, while the land trust keeps ownership of the land.	CLTS keep separate f the buildin value increa from impr light rail li increa homeown lasting su which r transition f homeow trusts keep commer affordable they are people to
<section-header></section-header>	TOPA gives renters a chance to purchase their building in the event that the landlord puts it up for sale, or designates another entity to act on their behalf to acquire a property.	has been reducing keepin afforda renters, cr benefits tenants developer
<section-header></section-header>	Changes to tenant screening criteria consisting of: limiting the lookback period for criminal history to 3 years for misdemeanors, 7 years for felonies, 10 years for certain felonies, limiting the lookback period for eviction history to 3 years, banning the use of credit score alone to screen out tenants	Tenant so such as c income eviction his scores are for race, discrin disparate rental ho Changing criteria h barriers h

Anti-Displacement - Policy Ideas Overview

Impact

mechanisms to sinesses survive evenue or loss of iring construction. sms can also help ong-term stability businesses in the hity including the elocate back into rridor in a more hent space than before.

Example

Relocation assistance for businesses that suffer a loss of space due to land

acquisition by the project (both out of the corridor and then back into the corridor after construction). Assisting businesses that are renting their space to owning their space. Revenue protection or wayfinding support. Where does it exist along alignment?

Small business grants already exists for various reasons, but they can be revised to better fit the specific challenges that come from the Blue Line Extension project. Further, given the scale of the issue that could arise out of the Blue Line Extension project, jurisdictions may need to create targeted funds for the Blue Extension Corridor small business community.

the value of land from the value of ng, meaning that reases that result rovements like a line don't lead to ased costs for ners. CLTs provide ners with a longupport structure, may ease the from renting into wnership. Land p residential and rcial properties ole in perpetuity. not just a form of e housing policy: e a method to r disadvantaged o take control of land.

en successful at g displacement, ing buildings able for current creating financial ts for displaced s, & influencing r decision making.

screening criteria criminal records, e requirements, istories and credit e used as a proxy e, which lead to imination and e outcomes in the nousing market. g tenant screening helps decrease rs to accessing housing. As of 2020, there were six CLTs in the metro area. The Rondo Community Land Trust collaborated with a partner group to open up commercial land trust space near the Green Line light rail. The City of Saint Paul awarded \$200,000 in grant funding via the Neighborhood Sales Tax

Revitalization program.

D.C.'s TOPA policy was preserved 1,391 affordable housing units from 2002–13. Developers tended to offer a buyout in exchange for the tenant signing away their TOPA right to purchase, ranging from \$1000-\$65,000

Guidance from HUD limits the use of criminal hsitory in tenant screening, though it has not been robustly enforced. There are a number of states that have "ban the box" for criminal hisotry in tenant screening. The CFPB has issued reports and guidance of the harmful nature of the tenant screening system.

Hennepin County provides funding to residential land trust nonprofits, supporting the purchase, construction, and/or rehabilitation of affordable homes. The County's Investment Initiative has directed \$500,000 for a commercial land trust near the BLRT project. Minneapolis partners with the City of Lakes Community Land Trust. Brooklyn Park is having discussions around possible community ownership to avoid displacement of 28 small businesses at 7710 Brooklyn Boulevard.

Does not exist. Recent efforts to implement a TOPA policy in Minneapolis have not succeeded yet due to both the complexity of the issue and substantial opposition from industry groups, but there continue to be advocacy efforts regarding TOPA.

Minneapolis passed screening reform in the tenant protections bill creating boundaries of how credit scores, criminal hisotry, and rental hisotry can be used in the screening process. Hennepin County does not own/operate housing, but may include Tenant Screening as a condition of funding. Met Council plays a supporting role with partners. Legal Considerations

Cities and counties have

the clear authority to provide various small business grants as proven by the existing small business grants available. However, right to return policies for small businesses will need to be clarified. Implementation Considerations

Policies should specific target small, "mom an pop", businesses that a renting their spaces alo the corridor. These businesses will be the m vulnerable to not survivi the challenges that corr with implementing the project as well as are lik most vulnerable to ren increases.

Minnesota community land trusts must incorporate affordable housing as one of their goals, limiting the viability of land trusts focused on small business or agriculture. cities may pass resolutions to act as community land trusts, so long as they follow all of the other state requirements for CLTs. Localities may have legal restrictions on how publicly-owned land may be sold off, limiting the prospects of directly transferring land to land trusts..

courts have repeatedly upheld TOPA policies as constitutional because the tenants or the entity acting on their behalf is paying market value for the property in question. preemption issues are unlikely to be a significant factor for Minnesota communities

The Minneapolis ordinance has been challenged in the courts, though it has survived challenges. It is important that the policy is well crafted to ensure that it is both sufficiently specific so that people understand their rights and responsibilities, but is sufficiently flexible – such as the "individualized assessment" in the Minneapolis ordinance.

Existing CLTs may have organizational capacit constraints that limit th ability to expand. It cou be valuable for cities t consult with some of th **CLTs in the Twin Cities** region to inquire abou possible BLRT-related partnerships. If cities choose to establish CL they may face the challenge of ensuring th reducing displacemer remains a policy priority the long term.

TOPA policies could have helped not only those tenants who live near stations on the current alignment, but also tenants who lived alone the previous alignment and lost housing due te real estate speculation

Enforcement can be difficult since landlords have wide discretion to reject potential renters. Some cities, such as Brooklyn Park, have taken of historic stance that tenan screening is between the landlord and tenant, and shifts in this stance may take time and may face pushback.

ally nd are ong nost ving mes he kely nt	Different grants will be relevant to the different stages of the project. For example, relocation assistance should occur both before construction (when coupled with a right to return policy).Wayfinding and loss of revenue assistance would be most approporiate during construction, for example.	depends on how they are structured but the financial responsibility is placed on jurisdictions. Regional coordination will be necessary for smaller localities that funds or technical capacity to administer funds.
ve ity neir uld to he s ut d s Ts, that ent ty in	CLTs can preserve housing affordability across generations, but they have high startup costs. To be effective in preserving affordability in areas that are expected to grow, such as areas near new light rail lines, CLTs have the best chance of success if they are established early on, before land values have gone up by much.	CLTs appear to be beneficial, but carry high costs per family. To mitigate the high costs of land and construction, local governments can convey existing publicly- owned land to land trusts either at a discount or free of charge. One option to promote CLTs would be to change city land disposition policies. This may bring financial tradeoffs compared to possible revenue from selling land to private buyers.
ave e ar nt ng nt to on.	would have greatest potential impact before developers begin buying up properties near new infrastructure like Blue Line stations. TOPA carries benefits mainly when property owners place buildings on the market.	can be relatively inexpensive for cities. appears to work best when paired with strong down payment assistance programs to help more tenants afford the cost of purchasing a housing unit. City- provided loans can be paid back over time.
e ds to rs. en a hant the ind ay ce	This could be effective at multiple points throughout the project, but is a good long-term strategy to decrease barriers to housing, which may be an important tool for folks displaced by construction or future gentrification.	Would require new expertise among staff including legal expertise which would require a source of funding. There could be a property tax increase to cover staffing (program development, compliance monitoring).

Timeline

Cost

Policy

Mandatory Relocation Assistance

Land Disposition

Right to Counsel

Zero to Low Interest Rehab Loans

Overview

renters who are served a no-cause eviction or encounter other triggering events may have the right to be paid relocation assistance from their landlord. Jurisdictions can determine triggering events such as large rent increases, substantial change of lease terms, etc. Assistance amounts vary by unit size.

Land disposition policies are the policies that government create regarding how they sell or convey government owned land. Public entities can prioritize community vale over monetary value in their policies and can create conditions and requirements for potential purchasers of publicly owned land

Right to counsel laws ensure that tenants who are facing the complex process of an eviction proceeding are guaranteed legal representation, which gives tenants a fair chance to access legal protections and stay in their homes.

States, cities and local development agencies create funds for lowinterest loans for longtime residents. Application requirements can target geography, income levels, length of time living in the neighborhood, etc. Some loans become forgivable if the homeowner continues living in the home for a certain amount of time, which disincentivizes the flipping of properties.

Impact

useful mechanism for supporting increased tenant stability and landlord accountability, as it creates a financial disincentive if out of compliance. Real impact depends on what is included in the ordinance, and what is considered an event that triggers the mandated assistance.

Land disposition policies that priorizie uses that are beneficial to a community can have a large impact on what is built, who owns and control the land, and who the development benefits

Legal protection in housing court is critical to protecting renters from displacement. Renters who have attorneys win or settle their cases 96% of the time, while those without legal help win or settle just 62% of the time. people with lawyers also end up with more favorable settlement agreements

Unmet maintenance needs increase the risk of foreclosure, bankruptcy, and decreased surrounding property values. There are benefits to funding rehabilitation alongside other housing investments, and publiclyfinanced loans for "modest" building rehabilitation may be a sufficient incentive for private buyers to keep rent affordable.

Example

Minneapolis passed an ordinance requiring landlords whose rental licenses get revoked or whose property is condemned to either pay out of pocket for their tenants' relocation costs or face a property tax assessment later from the city.

Where does it exist along alignment?

City of Minneapolis has an ordinance specific to properties that are condemned or have lost their license. Met Council has a program in place only for tenants and businesses displaced by Council acquisition of property.

Some statues in CA, FL, and WA have policies that require jurisdictions to inventory publicly owned land that can be used for affordable housing. In Chicago, there is a policy that prioritizes affordable home development on city owned vacant lots. In Jacksonville, FL a portion of the available developable publicly owned land must be donated to non-profit development organizations. In St. Paul the city created a community focused RFP for 652 Sherbourne that is now being converted into 30% AMI ownership.

Every government entity has a land disposition policy of some sort, but current policies do not create preferences or requirements related to beneficial uses or antidisplacement activity.

13 cities and 3 states have adopted right to counsel ordinances. In Cleveland, a RTC program has helped 93% of clients avoid an eviction judgement or an involuntary move. Further, 83% of clients participating in the program were able to secure rental assistance.

Minneapolis approved a right to counsel ordinance in 2021

Hennepin County offers zerointerest rehab loans that are forgivable for residents who continue to own and live in the same housing unit. The maximum loan is \$30,000 and there are income limits. Can be used for a variety of improvements to "address health, safety and maintenance concerns."

Minneapolis, Hennepin County, Brooklyn Park, and Crystal offer zero to low interest loans and grants. Nonprofits like Habitat also assist with home rehab. Funding is a limiting factor, but property tax funding is expected to grow.

Anti-Displacement - Policy Ideas Overview

Legal Considerations

primary consideration is ensuring that the total amount of relocation compensation does not constitute an unconstitutional taking. the sources of funding may trigger relocation obligations by public entities under the Uniform Relocation Act, important to monitor properties to ensure that people have access to the best compensation

Implementation Considerations

Existing and new ordinances could have a greater impact if they were amended to include a wider range of triggering events. Could be designed to respond to project-specific needs. Mandatory relocation assistance can also be incorporated into existing tenant protections such as just-cause evictions.

Local jurisdictions have the right to create their own land disposition policies. There are some requirements associated with the money that was used to acquire properties if it was acquired in the course of the development of a transportation project which creates challenges to ensure that the policies meet both the community needs and the federal funding requirements.

Ownership and control of properties is an important priority for both housing and business displacement. Current land disposition policies are difficult to navigate for smaller organizations and small businesses. In order to ensure that a policy is effective jurisdictions should consult with communities to make sure that people have an opportunity to utilize these policies.

The greatest impact of Right to Counsel is if it not only provides attorneys but also pauses legal actions while someone accesses counsel, however courts are sometimes hesitant to do so in the absence of state guidance. This could be done via court administrative rules.

ordinances should involve a variety of stakeholders, apply to all evictions and tenants, ensure representation ASAP, apply to terminated housing subsidies and affirmative tenant claims, ensure tenants are aware of the right, ensure that there is data gathering, fund community organizers to raise awareness, and is regularly evalualted for implementation and impacts.

There are strict eligibility criteria for existing rehab loan programs at the state and federal level. These rules may be significant to local governments if they choose to develop programs that take advantage of existing funding sources.

how do additional home rehab loans would add to the ecosystem of rehab loans that are already available in Ainnesota? important to consider how to coordinate across a variety of partner governments and organizations.

Timeline

timeline depends on intended outcomes. can consider adopting more comprehensive relocation assistance ordinances like in Portland, to disincentivize things like no cause evictions and large rent increases, as these may become more frequent with redevelopment and property value increases.

Policies will have the greatest impact if they are implemented quickly since the most feasible opportunity for community beneficial land use is when the owner of the property is a public entity. One a property is no longer publicly owned, jurisdictions have limited control over the use of the property and no control over the price of the property.

Right to counsel could be a critical effort in protecting renters from displacement, and can take a lot of time and resources to draft and implement. Cities should start thinking about implementation considerations as soon as possible if they want this to be part of a toolkit that works to protect and stabilize tenants before, during, and after construction.

Rehab loans address a long-term community need that can be expected to remain substantial over time. A subsidized loan program would presumably require some kind of consistent funding source.

Cost

depends on how the ordinance is structured. In Portland and MPLS, the financial responsibility falls on the landlord or property owner. For cities, this is a cost effective way to financially support displaced tenants, while discouraging harmful and destabilizing landlord activity.

The primary cost is the loss of additional sale proceeds when a community prioritizes community beneficial uses over sale to the highest monetary offer. However, there are offsets in the form of less public subsidy needed for business or housing development, and the non monetary benefit of anti-displacement land uses and community control of land use decisions.

cities and states have been projected to see significant net savings from the program by reducing the costs associated with eviction. A recent analysis of Cleveland's right to counsel, the estimated net savings to Cleveland and Cuyahoga County were approximately \$1.8 to \$1.9 million.

Varies. Program costs can range from staff time connecting residents with private lenders to the cost of grants to homeowners. cities could use federal funds for certain home improvement programs, help residents obtain existing state and federal funds, & design programs to be compatible with federal tax credits.