

WELCOME

Welcome to the
METRO Blue
Line Extension
Community Workshop



METRO BLUE LINE EXTENSION



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.



METRO BLUE LINE EXTENSION



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)

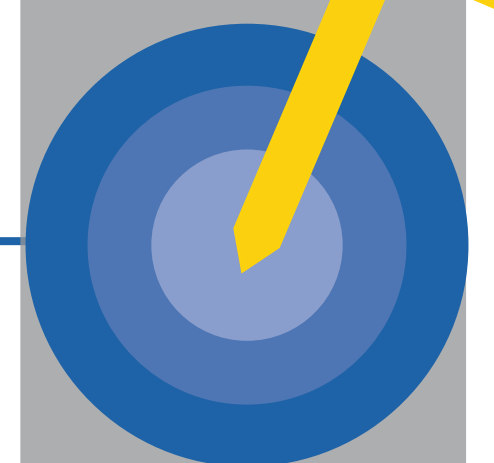
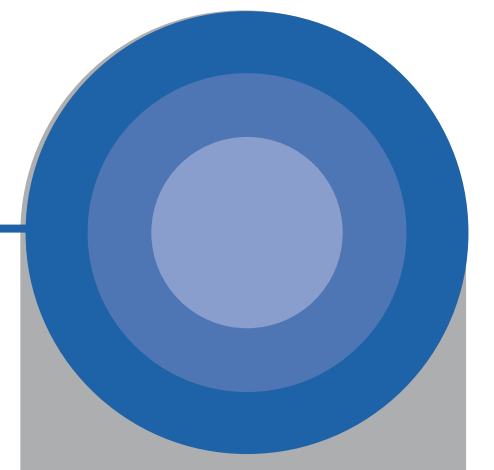
★ The public is able to comment on the plans and public hearings are held (Winter 2023-Spring 2024)



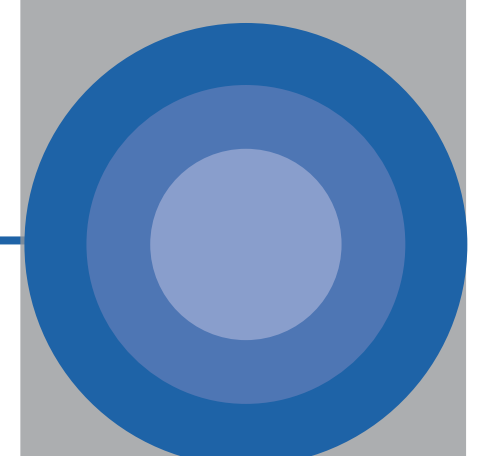
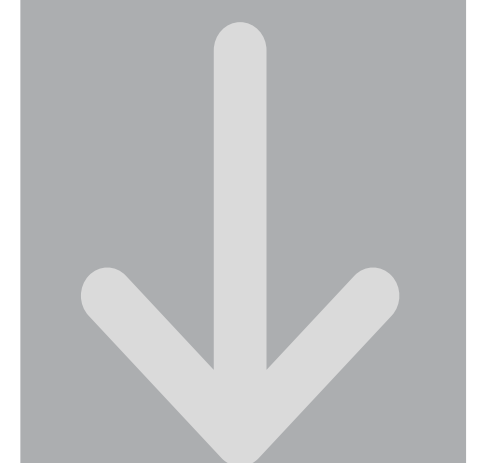
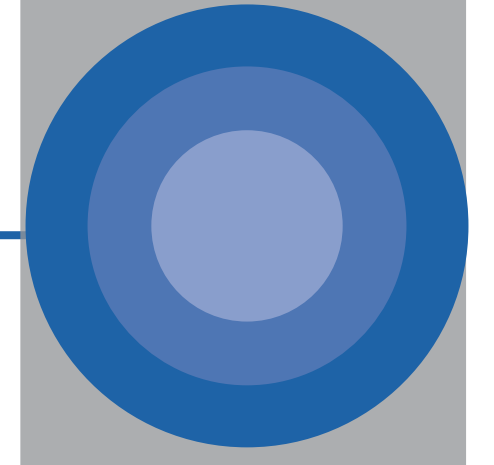
4: PREPARE FINAL ENVIRONMENTAL DOCUMENT AND MITIGATION COMMITMENTS
(JANUARY-SEPTEMBER 2024)

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



STATION AREA PLANNING

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 pedestrian access to and from stations
- ✓ Determine location of light rail and stations that provides access to regional destinations
- ✓ Identify a light rail route and station locations that improve access to transit and serve zero-car households
- ✓ Plan for loss of parking
- ✓ Improve transit efficiency and reliability



ONGOING AND FUTURE PRIORITIES

Ongoing

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



ENGAGEMENT FEEDBACK 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

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



OUTREACH MEETINGS



Brooklyn Park

January 30

OPEN HOUSE

February 6

CITY COUNCIL UPDATE

February

BLUE LINE COMMITTEES



Crystal

February 9

CITY COUNCIL UPDATE

February 27

OPEN HOUSE

March

BLUE LINE COMMITTEES



Robbinsdale

March 6

OPEN HOUSE

March 14

CITY COUNCIL UPDATE

April

BLUE LINE COMMITTEES



Minneapolis

March 22

OPEN HOUSE

April TBD

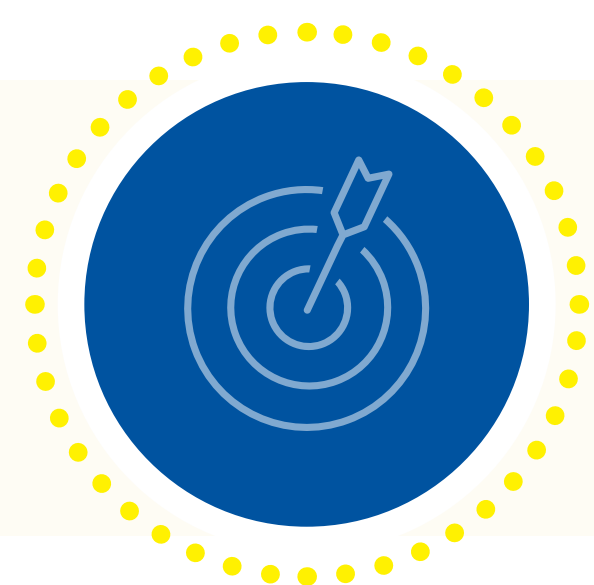
CITY COUNCIL UPDATE

April 17

OPEN HOUSE

May

BLUE LINE COMMITTEES



Route Recommendation: June 2023 – BLUE LINE COMMITTEES

Blue Line committees include: Technical Project Advisory Committee, Community 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



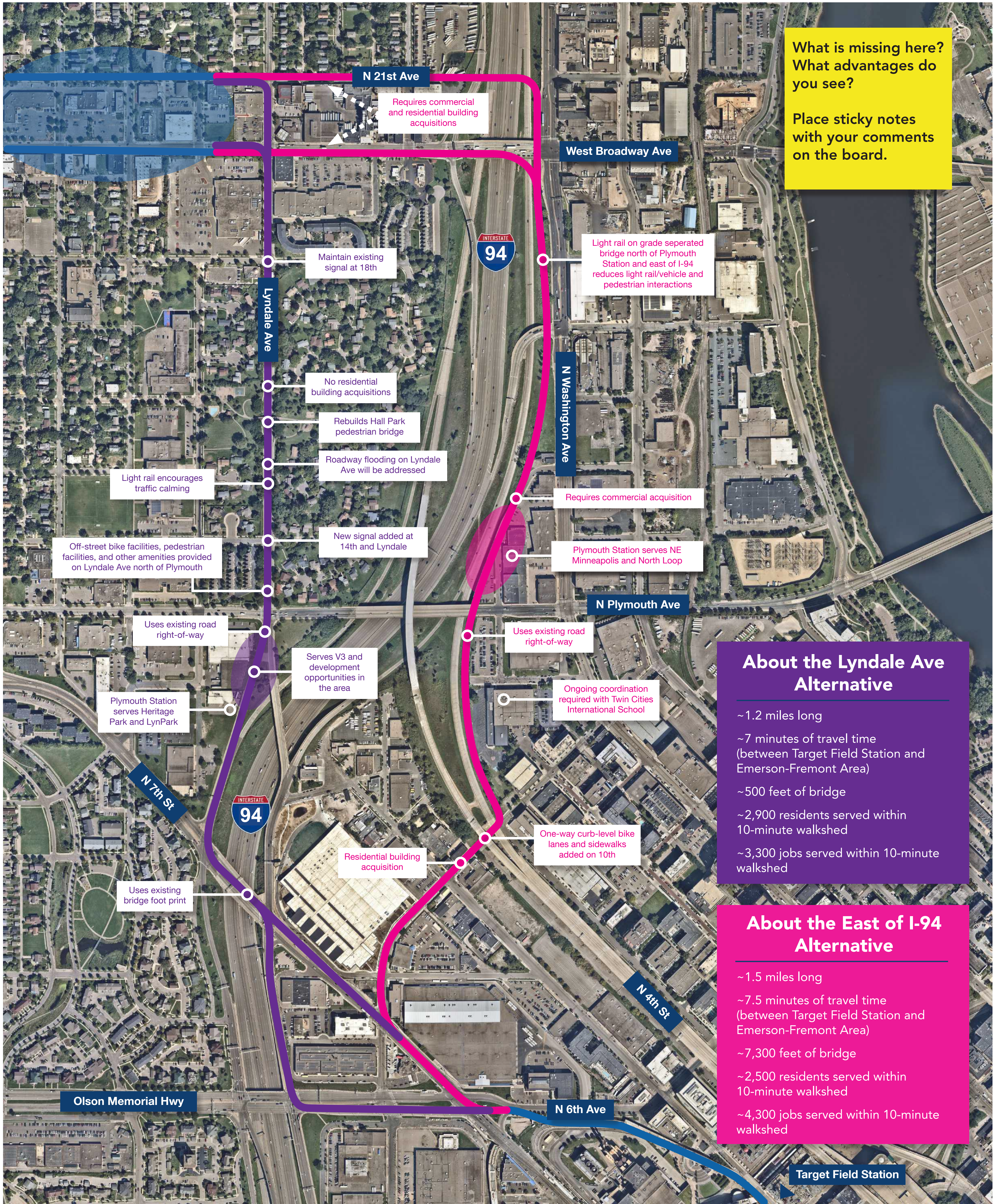
EAST OF I-94 OR LYNDALE AVENUE: DECISION CONSIDERATIONS

THE ROUTES:



The **Lyndale Avenue alternative** follows either 7th Street or East Lyndale Avenue from downtown Minneapolis and travels on the western side of Lyndale Avenue to West Broadway or 21st Avenue.

The **East of I-94 alternative** follows 6th Avenue and 7th Street downtown, turning onto 10th Avenue before going into public right of way near the 3rd Street ramp and following public right of way to the east of I-94 to West Broadway or 21st Avenue.



METRO BLUE LINE EXTENSION



EAST OF I-94 OR LYNDALE AVENUE

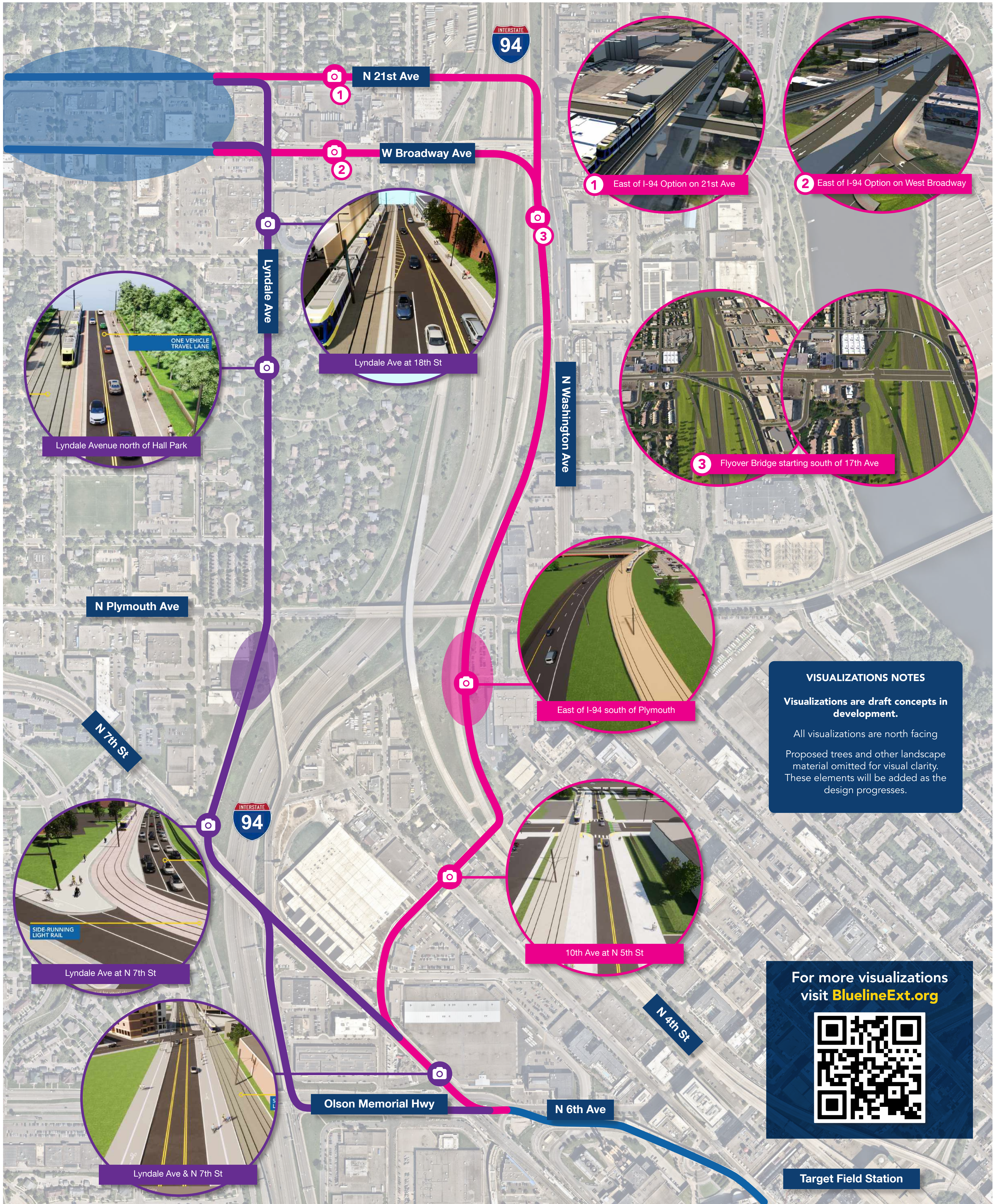
AVAILABLE VISUALIZATIONS

THE ROUTES:



The **Lyndale Avenue alternative** follows either 7th street or East Lyndale Avenue from downtown Minneapolis and travels on the western side of Lyndale Avenue to West Broadway.

The **East of I-94 alternative** follows sixth avenue and 7th street downtown, turning onto 10th Avenue before going into public right of way near the 3rd street ramp and following public right of way to the east of I-94 to West Broadway or 21st Avenue.



VISUALIZATIONS NOTES

Visualizations are draft concepts in development.

All visualizations are north facing

Proposed trees and other landscape material omitted for visual clarity. These elements will be added as the design progresses.

For more visualizations visit [BluelineExt.org](https://www.bluelineext.org)





METRO BLUE LINE EXTENSION



ISSUES BEING STUDIED IN ENVIRONMENTAL PROCESS

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

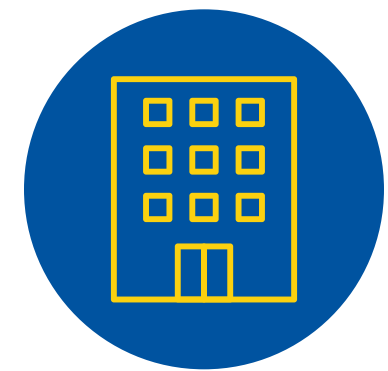
-  Changes to land use, and how the project fits with existing or planned land uses
-  Effects on the community or communities surrounding the project
-  What property needs to be purchased and what residences or businesses may need to be relocated
-  Business impacts – access during construction, relocation, revenue
-  Impacts to historic properties
-  Impacts to parks
-  Visual impacts
-  Safety
-  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



ENVIRONMENTAL TOPICS

to inform the Preferred Alternative recommendation

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



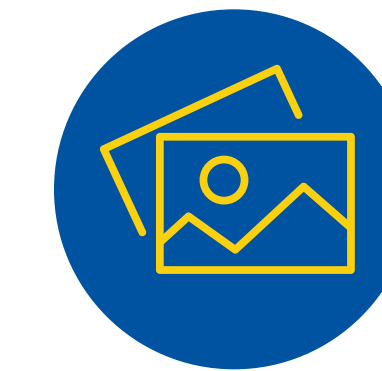
HISTORIC AND CULTURAL BUILDINGS/LOCATIONS:

Seek to protect historic and culturally important sites and buildings



HAZARDOUS AND CONTAMINATED SITES:

known locations of industrial uses, spills, and cleanup sites



VISUAL QUALITY:

views with major changes



NOISE:

sensitive locations such as places people sleep



CONSTRUCTION IMPACTS:

access to businesses and homes



COMMUNITY CHARACTER AND COHESION:

major changes in infrastructure that could divide communities



EQUITY AND ENVIRONMENTAL JUSTICE:

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

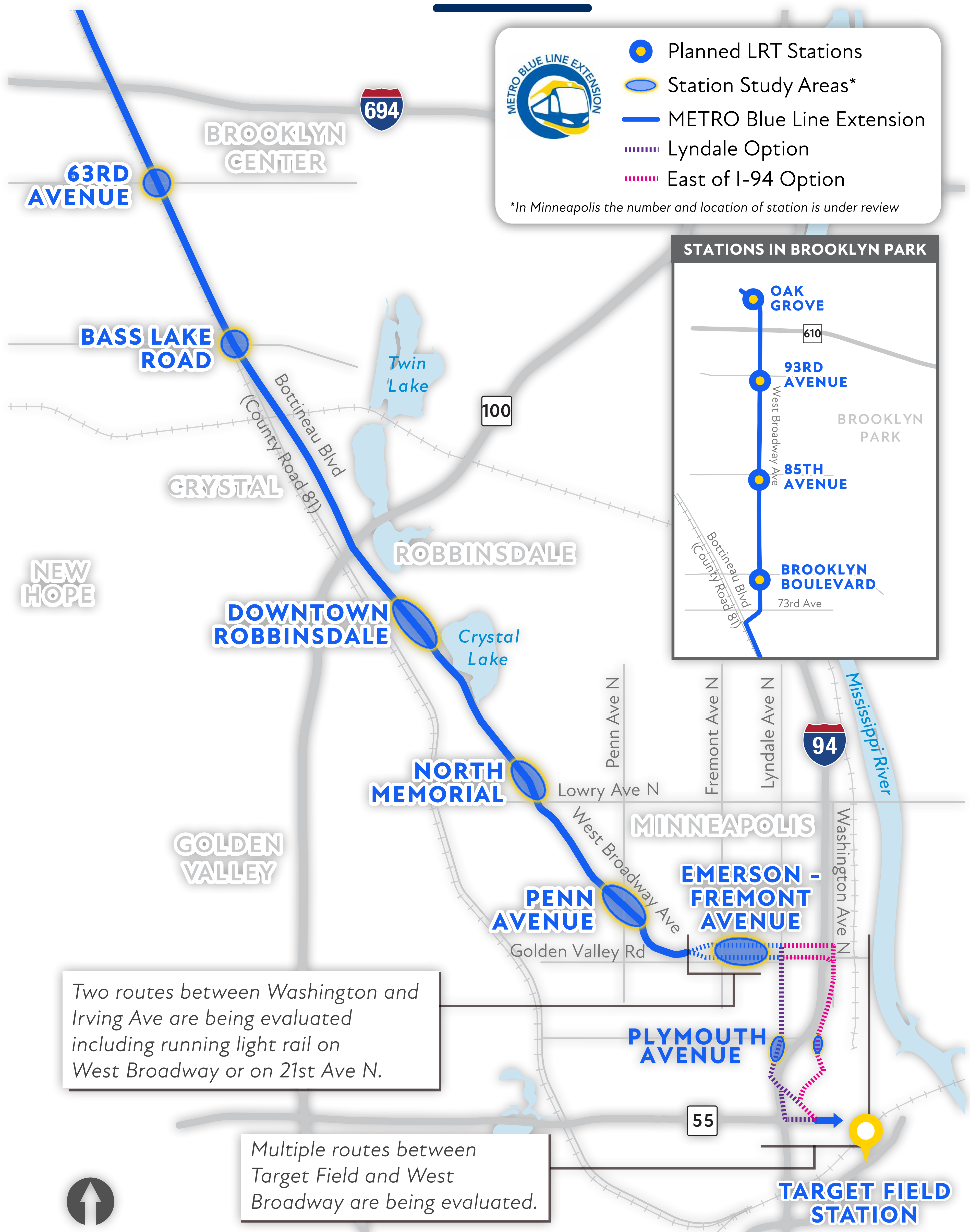


METRO BLUE LINE EXTENSION



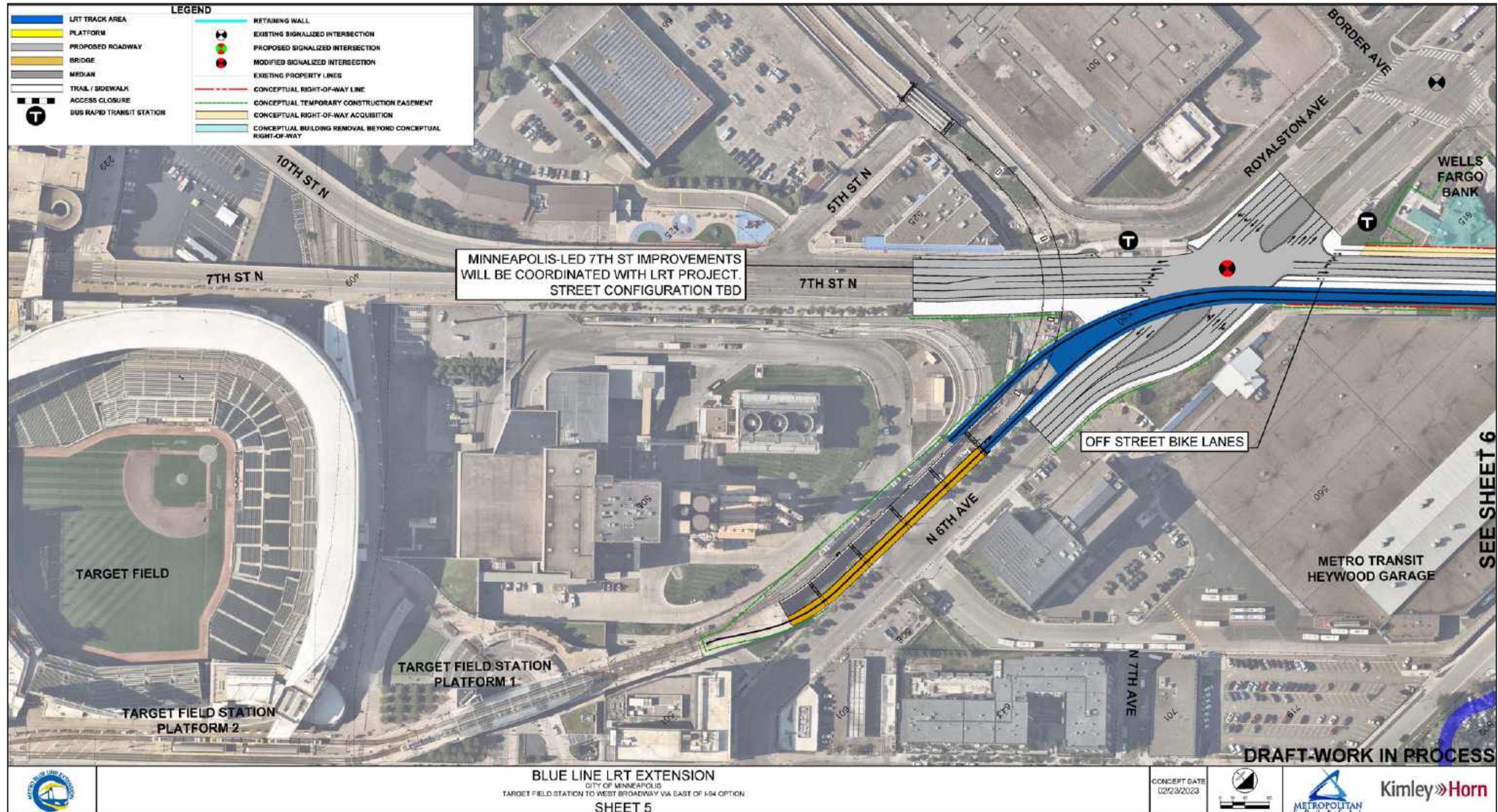
BLUE LINE EXTENSION ROUTE

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.



EAST OF I-94 OPTION

TARGET FIELD STATION TO N 6TH AVE

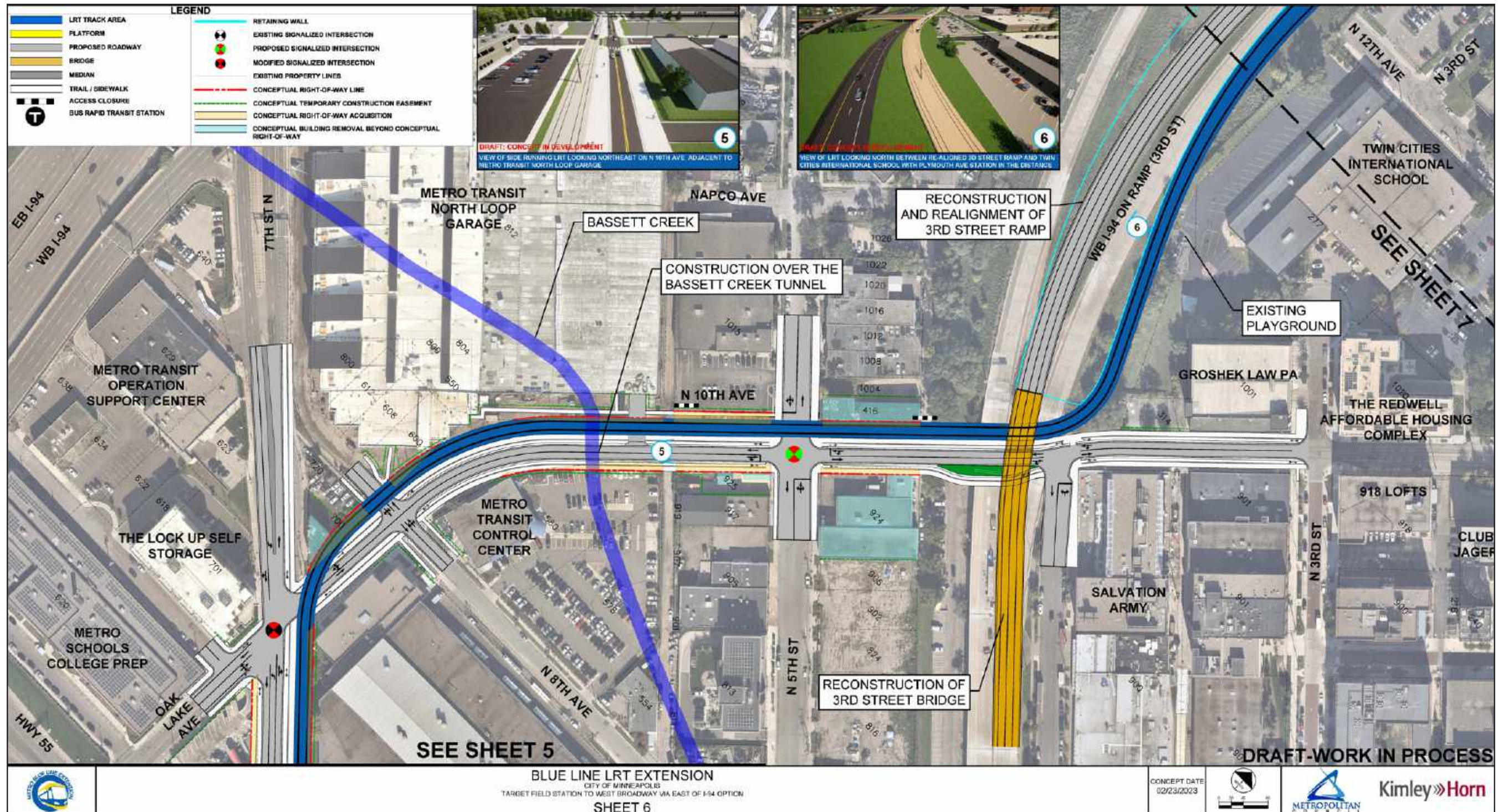


METRO BLUE LINE EXTENSION



EAST OF I-94 OPTION

TARGET FIELD STATION TO N 6TH AVE

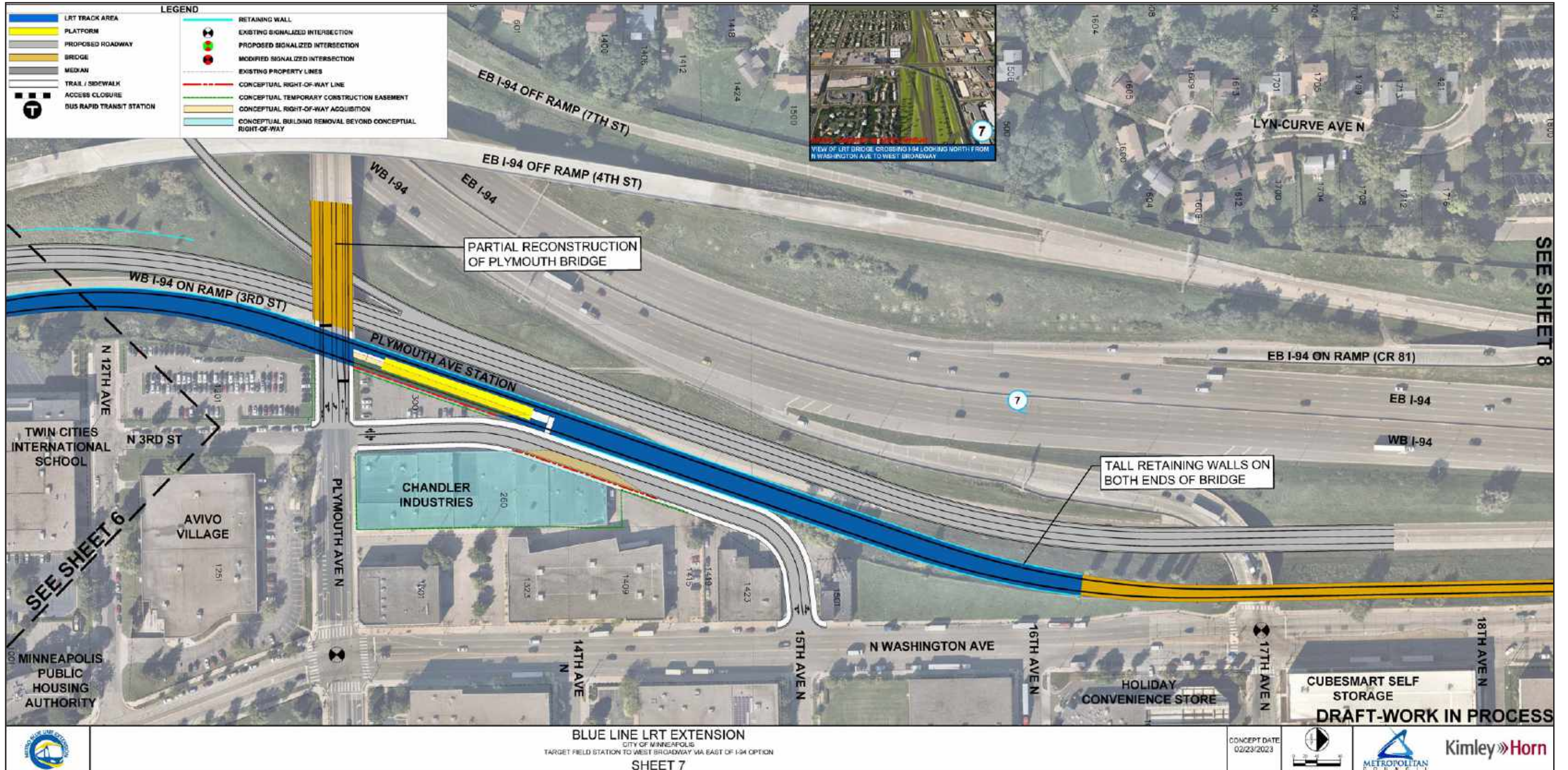


METRO BLUE LINE EXTENSION



EAST OF I-94 OPTION

TARGET FIELD STATION TO N 6TH AVE

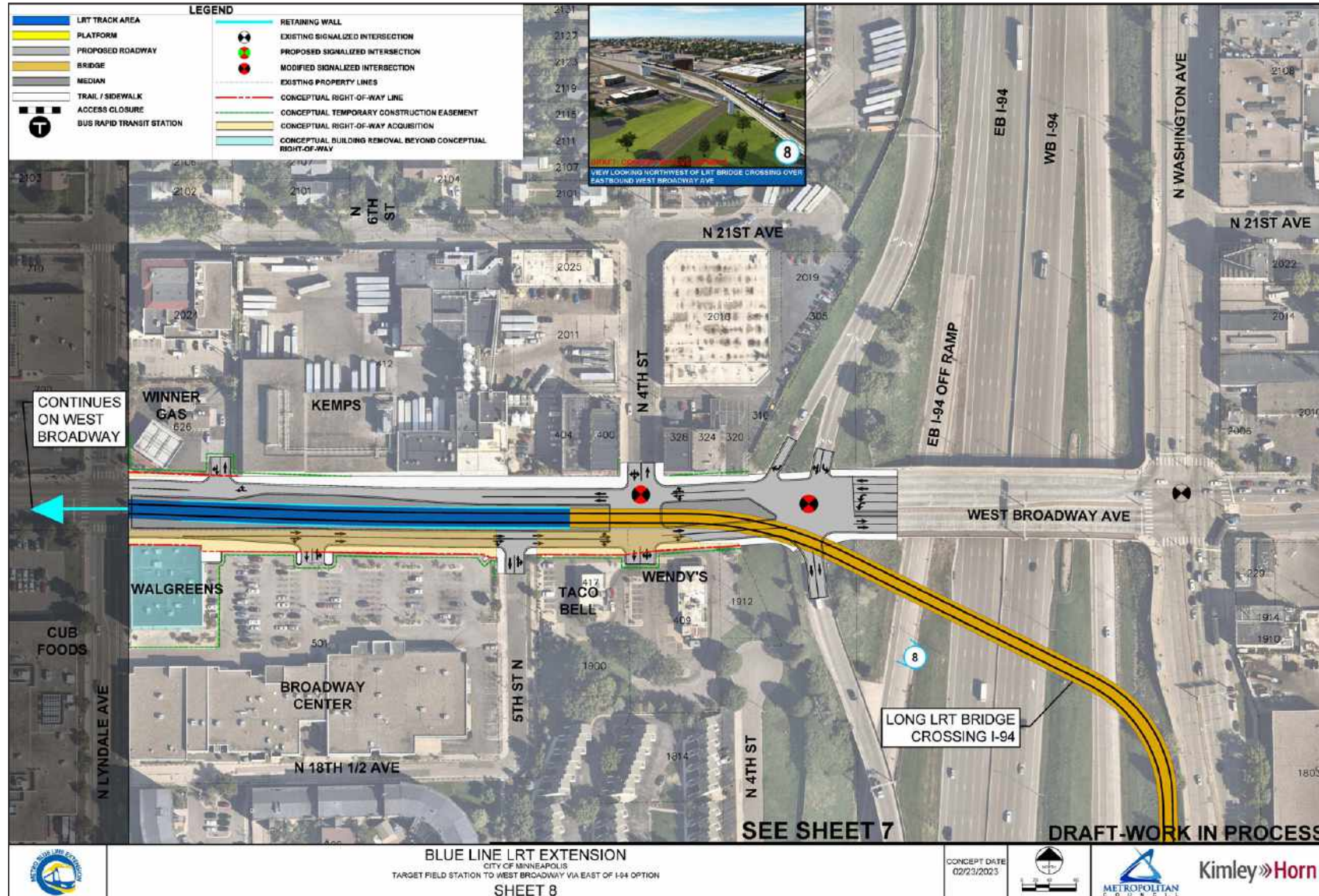


METRO BLUE LINE EXTENSION



EAST OF I-94 OPTION

TARGET FIELD STATION TO N 6TH AVE

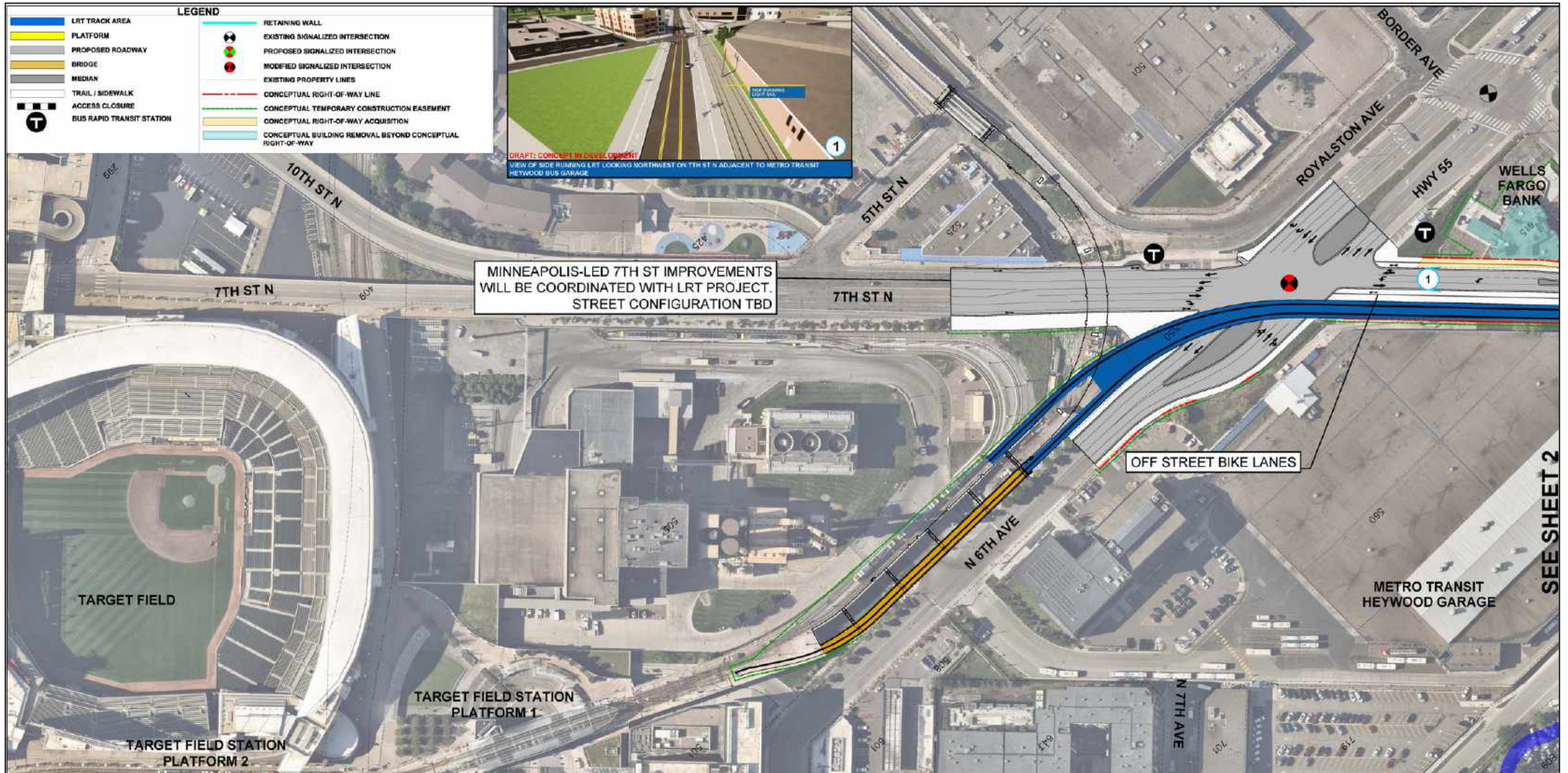


METRO BLUE LINE EXTENSION



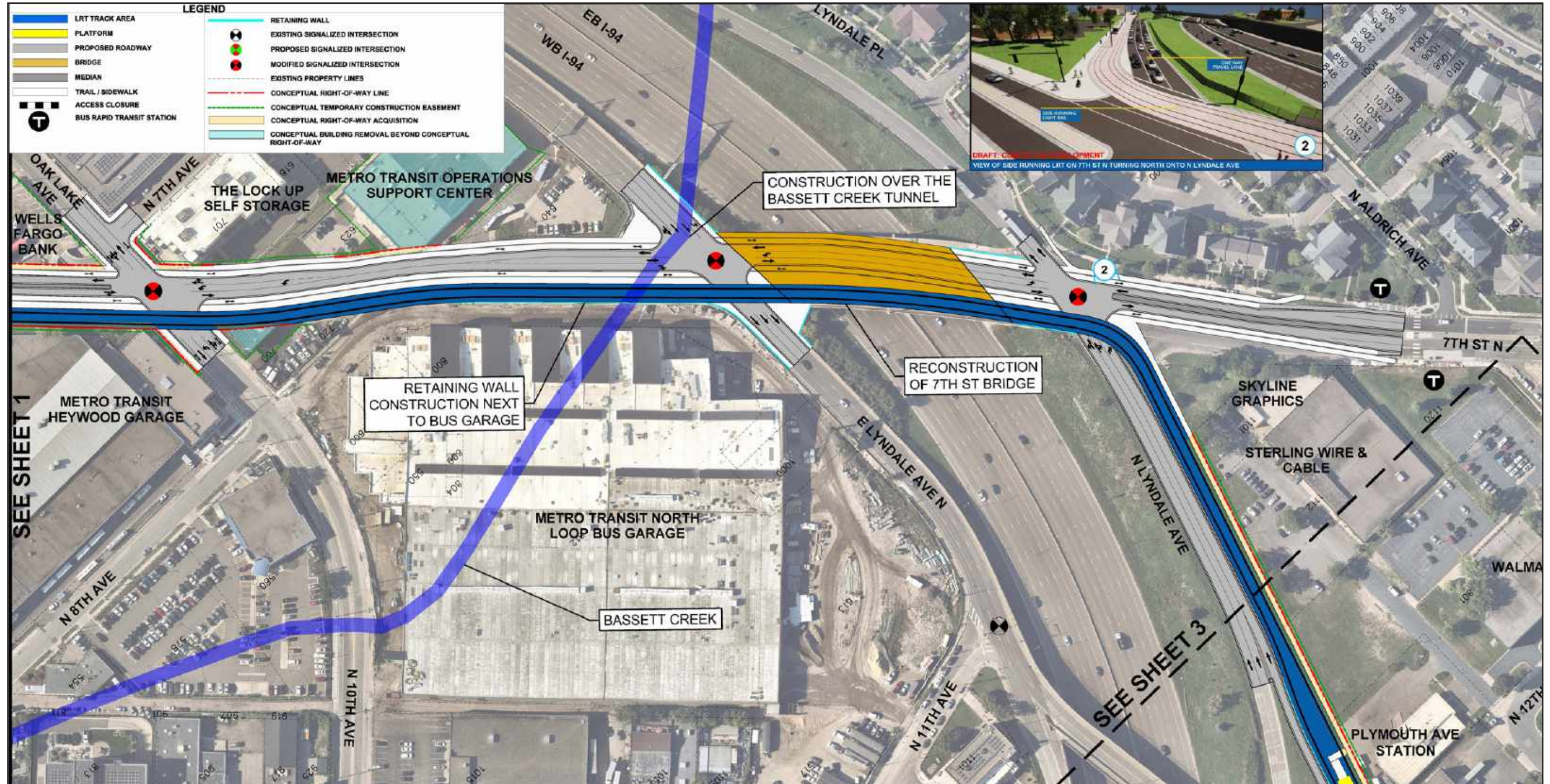
LYNDALE OPTION

TARGET FIELD STATION TO N 6TH AVE



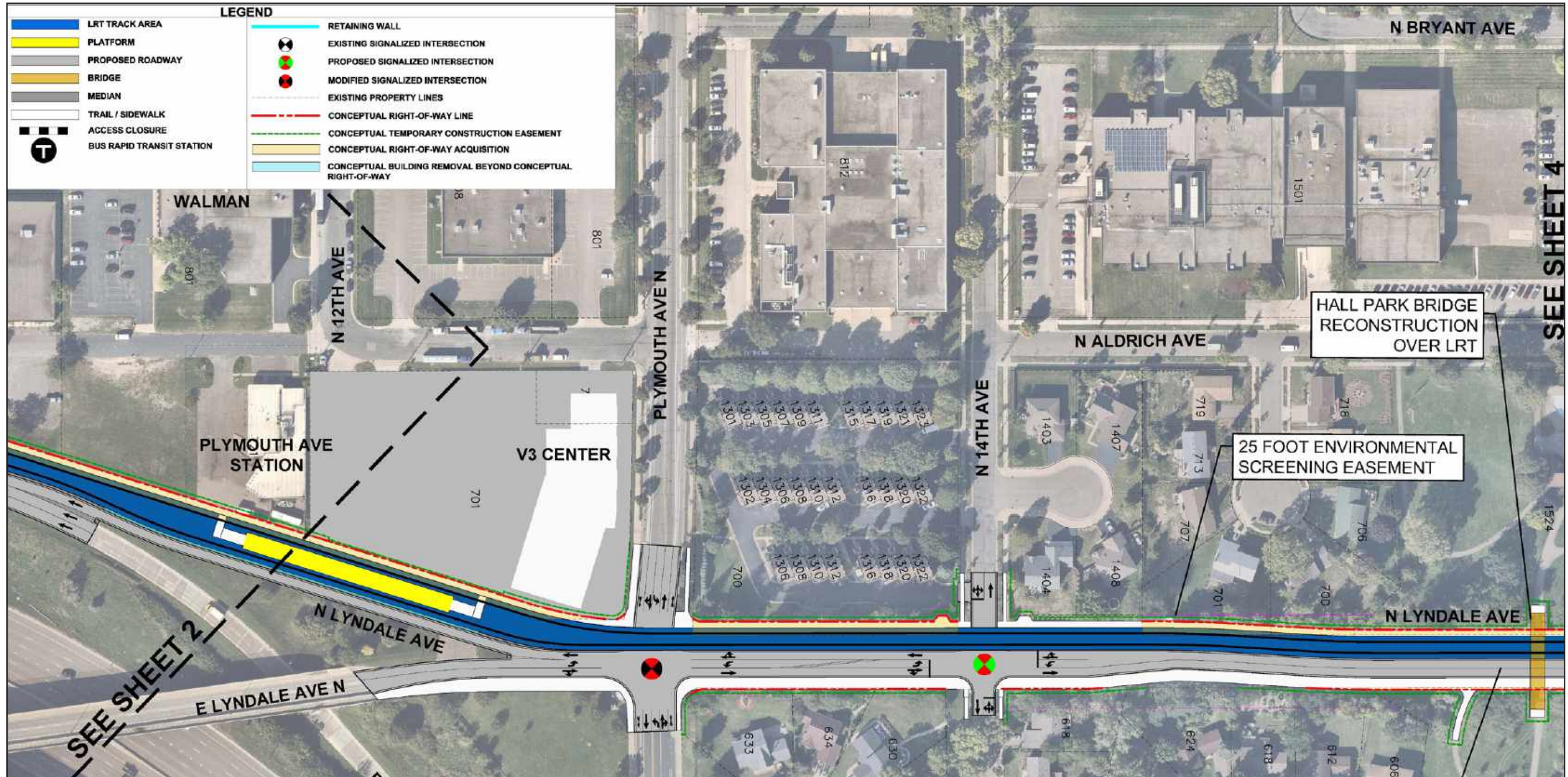
LYNDALE OPTION

N 6TH AVE TO N 12TH AVE



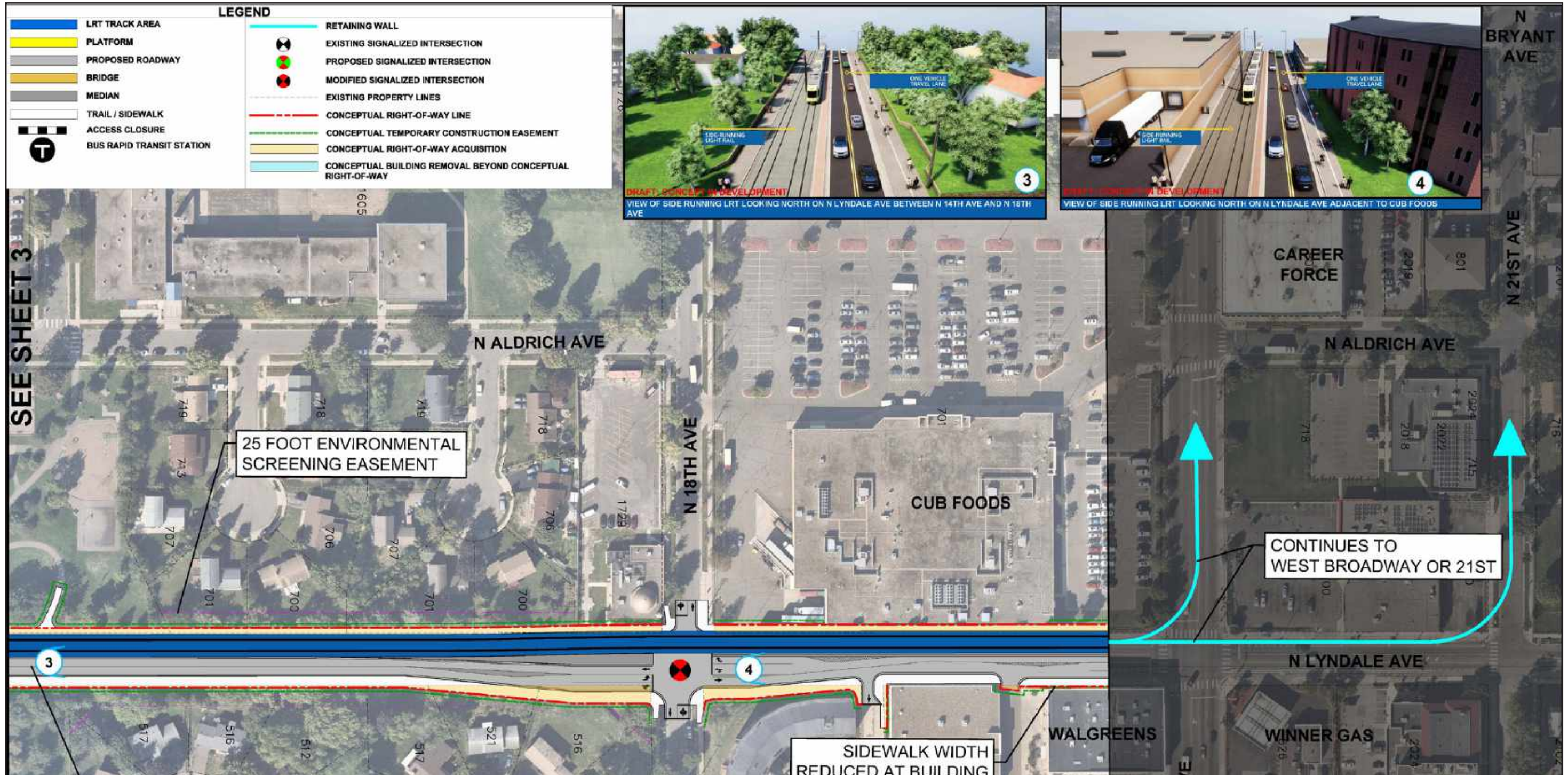
LYNDALE OPTION

N 12TH AVE TO N 17TH AVE



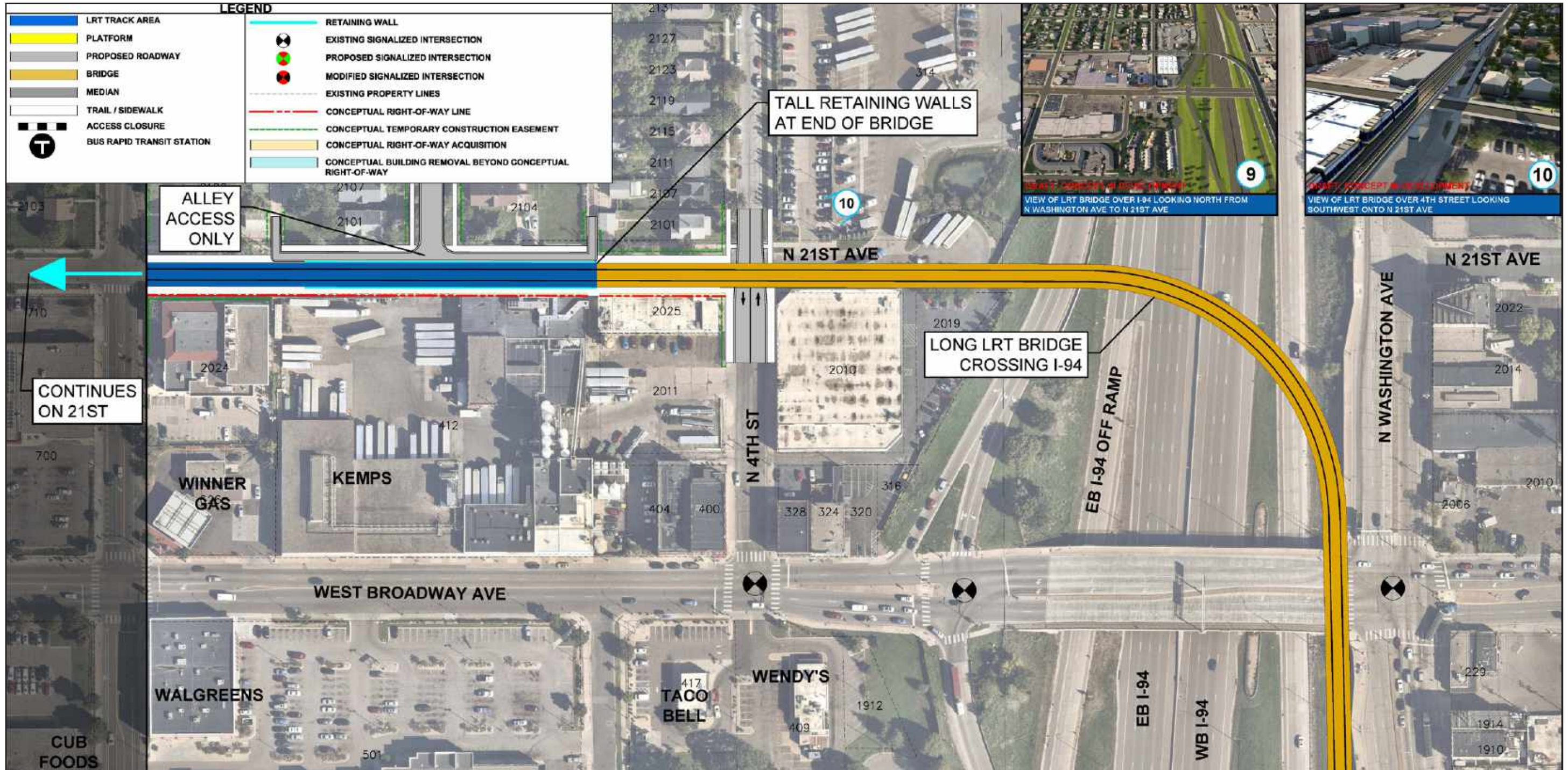
LYNDALE OPTION

17TH AVE TO WEST BROADWAY AVE OR 21ST AV



EAST OF I-94 OPTION

FLYOVER BRIDGE - 18TH AVE TO 21ST AVE (21ST AVE OPTION)



METRO BLUE LINE EXTENSION



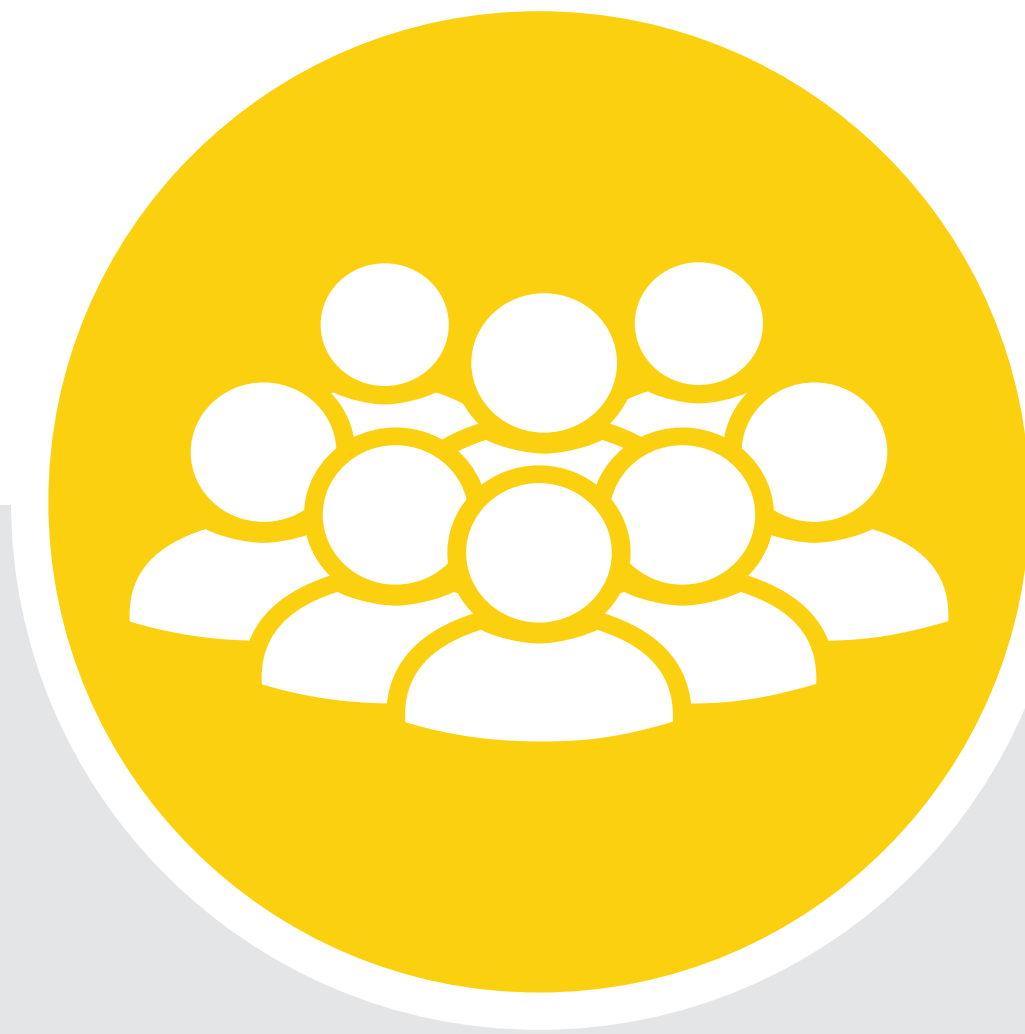
METRO TRANSIT'S SAFETY AND SECURITY ACTION PLAN

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:



ON-SITE

- 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



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



PLANS

- 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

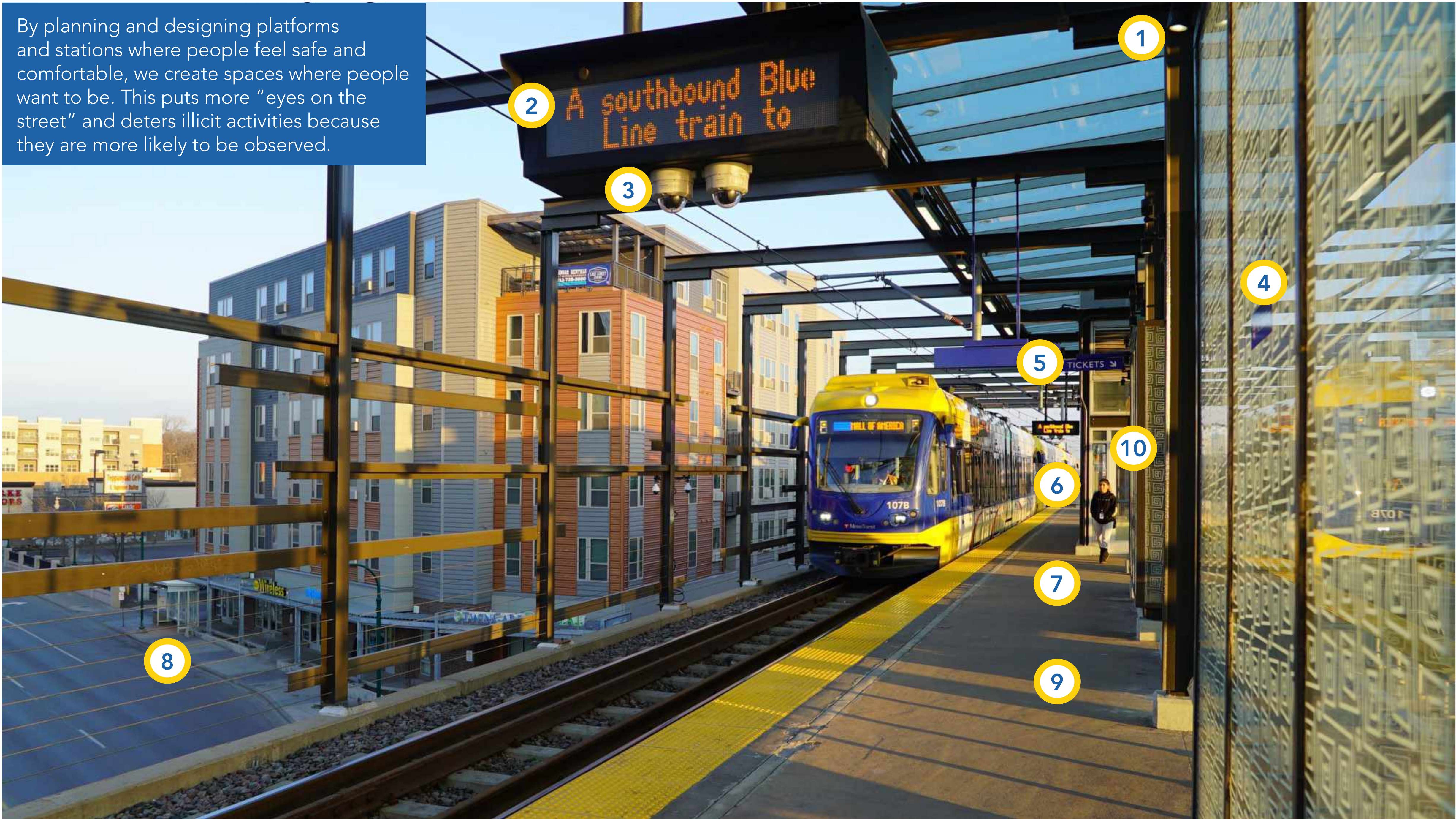


SAFETY AND SECURITY

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:

By planning and designing platforms and stations where people feel safe and comfortable, we create spaces where people want to be. This puts more “eyes on the street” and deters illicit activities because they are more likely to be observed.



- 1 Appropriate lighting in the station area and on the trains
- 2 Real-time information
- 3 Security cameras
- 4 Open-air and/or transparent shelters and waiting facilities.
- 5 Consistent wayfinding and signage
- 6 A human-scale feel, which means facilities are designed to be comfortable to riders of all abilities.
- 7 Clear sight lines which allow train operators and riders to see each other.
- 8 Visibility from nearby roadways so riders feel safe and drivers are aware of transit stops.
- 9 Intuitive circulation, which allows riders to safely access the trains.
- 10 Emergency telephones



SCHEDULE



We're here



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

Blue Line Extension Community Supported Route:

- Best meets the project Principles and Goals
- Grounded in community feedback through collaboration with stakeholders
- Supported by project corridor communities and decision-makers



STAY CONNECTED!

Visit BlueLineExt.org 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:

Brooklyn Park/Minneapolis:

Joanna Ocasio-Maisonet –

Joanna.Ocasio-Maisonet@metrotransit.org

Robbinsdale/Crystal:

Kjerstin Yager – Kjerstin.Yager@metrotransit.org

Share your Blue Line Extension story at: MyBlueLineExt.org



@BlueLineExt



@Blue_Line_Extension



@METROBlueLineExtension



METRO BLUE LINE EXTENSION



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

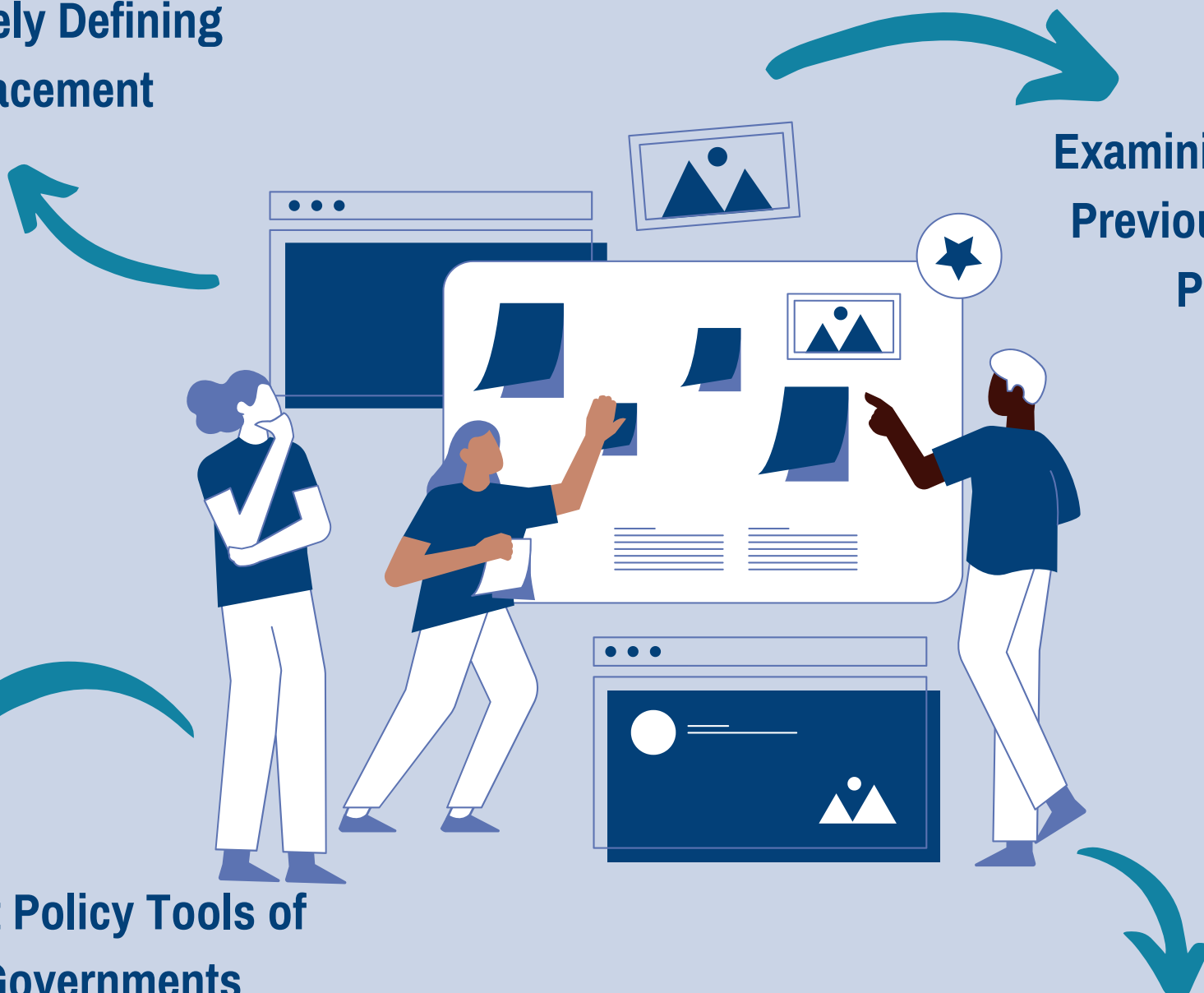
The June 4 workshop focused on national best practices in anti-displacement policies and case studies of existing Twin Cities light rail projects.

Collectively Defining Displacement

Examining Effects of Previous Light Rail Projects

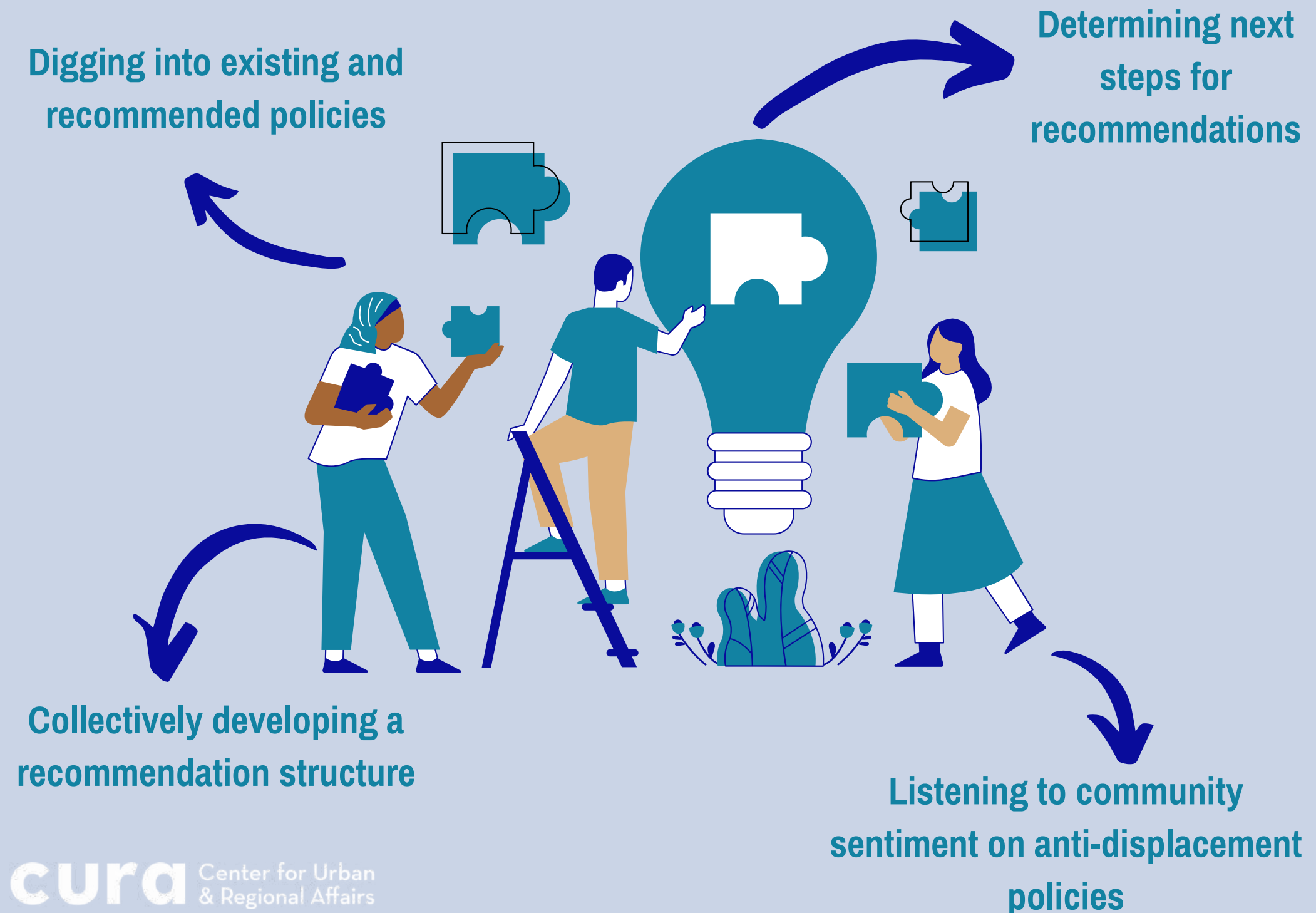
Looking at Policy Tools of Local Governments

Engaging with a Community Expert Forum



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.

Collectively defining cultural displacement

Digging into existing and new cultural placekeeping strategies



Listening to a community expert forum on cultural displacement

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.

Evaluating and adjusting current anti-displacement policies

Researching and retrofitting new anti-displacement policies



Finalizing recommendations, developing 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
Affordable Housing Trust Fund	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	Minneapolis, Hennepin 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.
NOAH Preservation	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.	preservation funds can directly benefit people currently living in properties that are at risk of market conversion due to non-preservation sales.	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.	Is NOAH cost effective 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 quality?	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)
Rent Control	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 or 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.	Due to the MN preemption law requiring a ballot measure the process should begin as soon as possible if the goal is to have a policy in place in the early stages of development.	There are costs associated with implementation. Some policies wrap the cost of implementation into licensing fees for rental properties.
Limiting Investor Purchasing and Corporate Ownership	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 assistance for condemned units (MPLS)	There will likely be some constitutional issues raised about limiting the ability of who to sell to/who can 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
Tax Increment Financing (TIF)	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.	In MN TIFs follow the Tax Increment Financing Act. TIF districts can support "redevelopment, housing or economic development." specific rules limiting the "pooling" of TIF for development outside of the TIF district created, but do not apply to housing districts	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	Impact	Example	Where does it exist along alignment?	Legal Considerations	Implementation Considerations	Timeline	Cost
Workforce Programs	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 requirements for minority and women owned worker and business participation in completing the Blue Line.	The Blue Line Extension will funnel billions of dollars into the Blue Line corridor communities and a significant portion of those funds will go to hiring a workforce. This is an opportunity to activate Blue Line corridor community workforce participation in construction, but also other professional fields. Given that today minority contractors under participate in these trades in comparison to their population, this project could catalyze those same populations to have a sustained participation beyond the Blue Line Extension project.	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.	Various entities are seeking to train workforce, develop businesses, and business capacity along the Blue Line Extension corridor community including organizing in community.	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.	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.
Inclusionary Zoning	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	Increased public investments in historically disinvested neighborhoods generate increased land value, and therefore, increased potential for profit for developers. Inclusionary zoning or inclusionary housing is a tool to capture a portion of the increased value by requiring developers to include affordable units in developments that would otherwise be entirely market-rate.	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.	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.	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 IZ	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.
Right to Return	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 that people who are impacted by displacement have the opportunity to stay in their community in the longer term.	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.	does not exist	There are many ways to structure a right to return – depending on the structure of the program it can trigger concerns about fair housing if there are preferences based on race and ethnicity. However, programs that make a direct tie between a government action and the proposed policy have been upheld.	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 likely 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.
Residential & Business Co-ops	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.	Cooperative ownership is a less speculative model of ownership that allows for multiple parties or households to share ownership of a residential or commercial building. Cooperative members can decide to keep rents affordable since they own the building. Co-ops often prioritize “community preservation, stabilization, and job security over strategies to maximize return on investment,” and tend to have relatively low worker turnover	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.	A key barrier to worker co-ops are local laws that discourage “collective ownership and democratic decision making.	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.

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Small Business Grants	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 mechanisms to help businesses survive loss of revenue or loss of space during construction. Mechanisms can also help create long-term stability of small businesses in the community including the able to relocate back into the corridor in a more permanent space than before.	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.	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.	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.	Policies should specifically target small, "mom and pop", businesses that are renting their spaces along the corridor. These businesses will be the most vulnerable to not surviving the challenges that comes with implementing the project as well as are likely most vulnerable to rent increases.	Different grants will be relevant to the different stages of the project. For example, relocation assistance should occur both before construction and after construction (when coupled with a right to return policy). Wayfinding and loss of revenue assistance would be most appropriate 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 may not have sufficient funds or technical capacity to administer funds.
Community Land Trusts	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 the value of land separate from the value of the building, meaning that value increases that result from improvements like a light rail line don't lead to increased costs for homeowners. CLTs provide homeowners with a long-lasting support structure, which may ease the transition from renting into homeownership. Land trusts keep residential and commercial properties affordable in perpetuity. CLTs are not just a form of affordable housing policy: they are a method to empower disadvantaged people to take control of land.	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.	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.	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. .	Existing CLTs may have organizational capacity constraints that limit their ability to expand. It could be valuable for cities to consult with some of the CLTs in the Twin Cities region to inquire about possible BLRT-related partnerships. If cities choose to establish CLTs, they may face the challenge of ensuring that reducing displacement remains a policy priority in the long term.	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.
Tenant Opp. to Purchase (TOPA)	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 successful at reducing displacement, keeping buildings affordable for current renters, creating financial benefits for displaced tenants, & influencing developer decision making.	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	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.	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	TOPA policies could have helped not only those tenants who live near stations on the current alignment, but also tenants who lived along the previous alignment and lost housing due to real estate speculation.	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.
Tenant Screening Reform	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 screening criteria such as criminal records, income requirements, eviction histories and credit scores are used as a proxy for race, which lead to discrimination and disparate outcomes in the rental housing market. Changing tenant screening criteria helps decrease barriers to accessing housing.	Guidance from HUD limits the use of criminal history in tenant screening, though it has not been robustly enforced. There are a number of states that have "ban the box" for criminal history in tenant screening. The CFPB has issued reports and guidance of the harmful nature of the tenant screening system.	Minneapolis passed screening reform in the tenant protections bill creating boundaries of how credit scores, criminal history, and rental history 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.	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.	Enforcement can be difficult since landlords have wide discretion to reject potential renters. Some cities, such as Brooklyn Park, have taken a historic stance that tenant screening is between the landlord and tenant, and shifts in this stance may take time and may face pushback.	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).

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Mandatory Relocation Assistance	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.	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.	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.	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.	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	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.	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.	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.
Land Disposition	Land disposition policies are the policies that government create regarding how they sell or convey government owned land. Public entities can prioritize community value over monetary value in their policies and can create conditions and requirements for potential purchasers of publicly owned land	Land disposition policies that prioritize 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	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 anti-displacement activity.	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.	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.	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.
Right to Counsel	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.	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	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	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 evaluated for implementation and impacts.	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.	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.
Zero to Low Interest Rehab Loans	States, cities and local development agencies create funds for low-interest loans for long-time 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.	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 publicly-financed loans for "modest" building rehabilitation may be a sufficient incentive for private buyers to keep rent affordable.	Hennepin County offers zero-interest 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.	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 Minnesota? important to consider how to coordinate across a variety of partner governments and organizations.	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.	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.