



BLRT Business Advisory Committee: Oct. 5, 2021



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Brooklyn Park | Crystal | Robbinsdale | Golden Valley | Minneapolis



Today's Topics

- Check-in: County Road 81 Update
- Introductions & Anti-Displacement Discussion with CURA
- Project Evaluation Criteria
- Upcoming Events



A service of the Metropolitan Council

COUNTIES *Transit*
Improvement
BOARD

Check-in: Any additional feedback on the County
Road 81 update?

Introductions & Anti-Displacement Discussion with CURA

BLUE LINE EXTENSION

Anti-Displacement Work

C TERRENCE ANDERSON

DIRECTOR, COMMUNITY-BASED RESEARCH PROGRAMS



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WHO AM I?

WHAT IS CURA?

Project Team

- C Terrence Anderson
- Dr. Brittany Lewis
- Dr. Edward Goetz
- Ned Wik Moore
- Malik Holt-Shabazz
- Jeff Matson
- Kristen Murray
- Dr. Tony Damiano
- Allison Bell (Bellwether Consulting)
- Margaret Kaplan (Housing Justice Center)

REPARATIVE JUSTICE FRAMEWORK

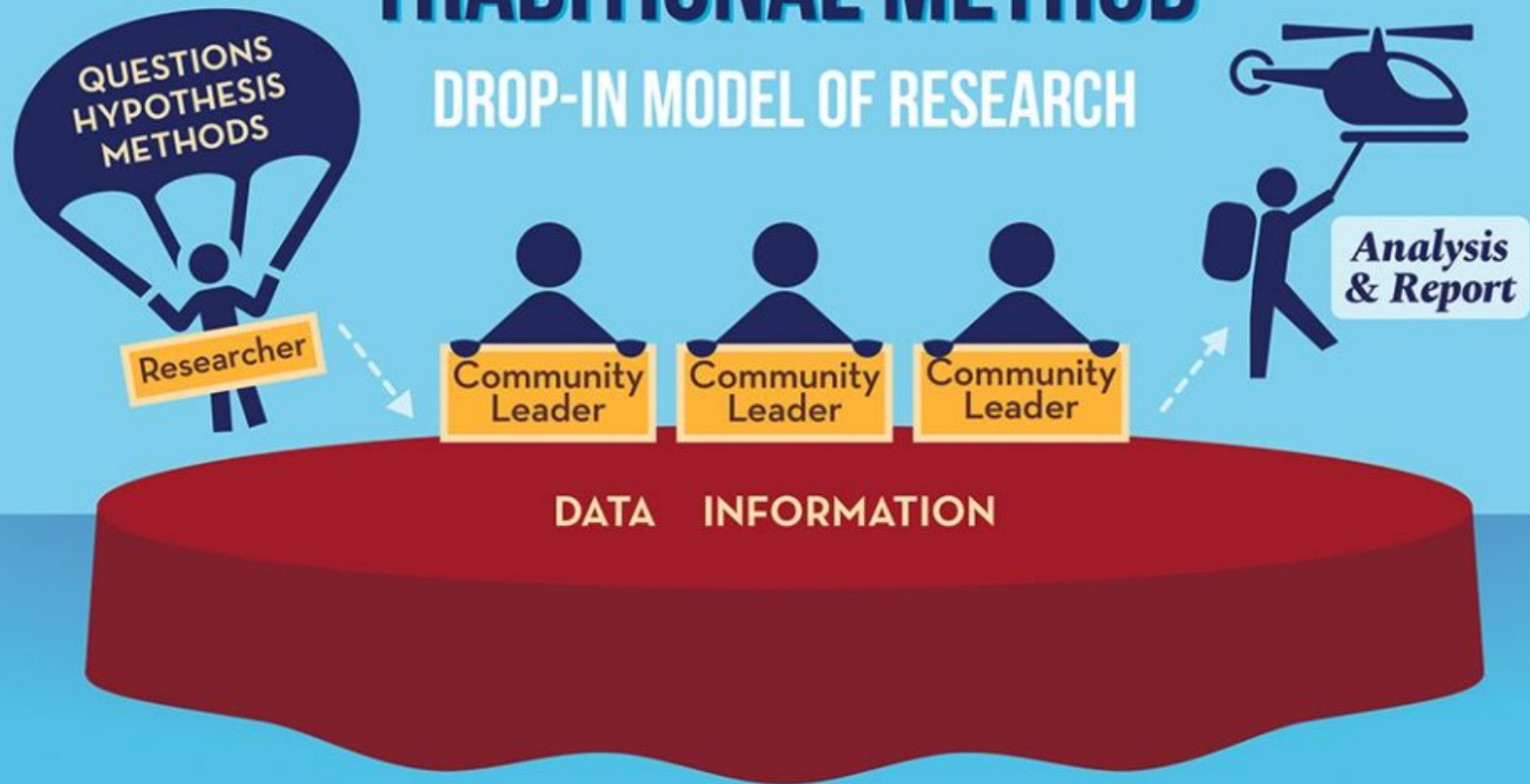


CURA's THEORY OF CHANGE



TRADITIONAL METHOD

DROP-IN MODEL OF RESEARCH



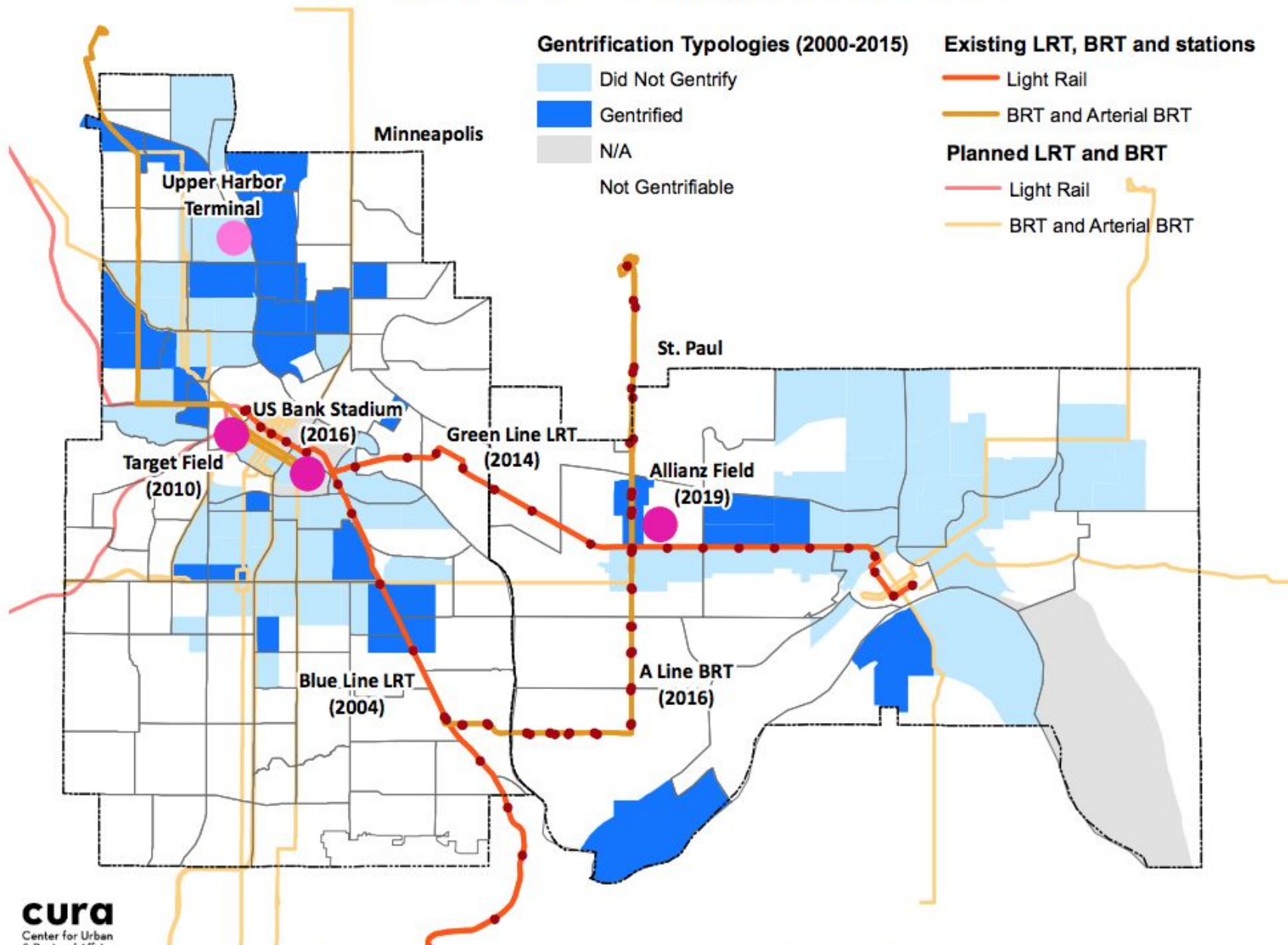
SHARED EXPERTISE

LIVE-IN MODEL OF RESEARCH



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Minneapolis-St Paul: Transitways and Gentrification



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Data Sources: Rail routes and stations - MetCouncil June 2016, updated 2019, Gentrification Typologies - CURA Research 2017

FORMATION OF ANTI-DISPLACEMENT WORK GROUP

TANGIBLE ACTIONS FOR EQUITABLE DECISION MAKING

1. Build community capacity to understand transportation more complexly
2. Resource community organizations/groups to do organizing work for projects **and beyond projects**
3. If we give ourselves months to understand and develop a project, don't give community hours to understand and comment
4. When concerns/ideas go beyond the scope of the project, then expand the scope of project

Research Plan

1. Review of best practices in anti-displacement policy, locally and nationally
2. A case study of the existing Green and Blue Lines and their effects on displacement of residents and businesses. What are the lessons from the existing Green and Blue Lines?
3. A thorough baseline study of the Blue Line Extension Corridor
4. Needs assessment for investment in the corridor
5. Development of policy recommendations based on findings in 1-4 above
6. Development of indicators of resident and business displacement along the Blue Line Extension corridor as a means of monitoring impact over time.

CONTEXTUALIZED

- Recall what has already been said by community (BIPOC, in particular) that has been engaging on the Blue Line Extension for years, in particular what they said they needed to ensure the BLE benefits existing residents
 - Address harm that has already occurred as a result of previous Blue Line Extension work, namely in Harrison and other parts of North Minneapolis
- Detail the history of disinvestment and exclusion in marginalized communities along the planned Blue Line Extension route
- Study the existing Green Line and Blue Line planning, construction, and after-operation impacts on vulnerable communities and populations as a case study for what can be expected to happen during Blue Line Extension planning, construction, and operation
- Conduct a demographic analysis of vulnerable populations, housing, and businesses along corridor that would need investment to protect

COMMUNITY CENTERED

- Connect Anti-Displacement Work Group with organizing in community around displacement issues
- Center CURA's research work as a capacity building tool for vulnerable community members to develop clear vision about what kind of anti-displacement investments and policies would best protect and uplift them
- Convene the Anti-Displacement Work Group with other project stakeholders to build a shared analysis of the problems that exist, develop shared intent on how to address those issues, and expand the capacity for vulnerable community to have power over the vision of the Blue Line Extension

REPARATIVE

- Assist community residents, government staff and others in developing an achievable vision to prevent displacement along the Blue Line Extension corridor, including:
- A recommendation for how Hennepin County, the Metropolitan Council, and city governments can allocate investment and enact policy around the Blue Line Extension to prevent displacement
- A recommendation for how governments, foundations, and others can operationalize anti-displacement work internally
- Create accessible and commonly understandable materials for the complex work that the Anti-Displacement Work Group is doing to share with the general public
- Develop indicators for along the line to monitor signs of displacement during planning, construction and after-completion of the Blue Line Extension for both housing and business along the corridor
- Advise and facilitate a structure of accountability that is mutual between community residents and organizations and relevant government agencies

We should also expect that at the beginning of the research process, CURA will continue to collaborate with community partners to develop a more robust research agenda to allow them to be fully capacitated to create an anti-displacement vision that matches their needs. In other words, there will likely be more to this research agenda as the community identifies their needs to be full participants in this process

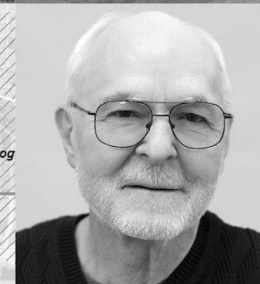
Working alongside organizing in the community

1. Co-developing expanded research agenda with collaborative community partners to ensure research
2. Convening community and governmental stakeholders to process and participate in research and the work of the Anti-Displacement Work Group
3. Convening a process to develop recommendations for anti-displacement investment and policy
4. Working with Hennepin County, Metropolitan Council, City of Minneapolis, City of Brooklyn Park, City of Robbinsdale, and City of Crystal staff on an implementation plan

Plan Outcomes

1. A research report that details displacement risk as a result of planning and constructing the Blue Line Extension, indicators that will alert Hennepin County to displacement, and recommendations for how to Hennepin County can mitigate risk for displacement as a result of Blue Line Extension completion
2. A developed constituency both in community and government, namely Hennepin County, to do anti-displacement work
3. A recommended plan for Hennepin County investment and policy to prevent displacement along Blue Line Extension Corridor, including:
 - a. A recommendation that addresses potential displacement of residents
 - b. A recommendation that addresses potential displacement of commercial businesses
 - c. A recommendation that addresses displacement during planning, construction, and long-term effects after line completion
4. A recommendation for Hennepin County, the Met Council, and city governments investment to address other negative externalities of the Blue Line, including:
 - a. A recommendation that addresses any residual concerns regarding transit connections, bicycle and pedestrian connections, cultural preservation, and others.
5. Guidance on implementation of recommendations for Hennepin County, the Met Council, and city governments.

PROJECT SCHEDULE

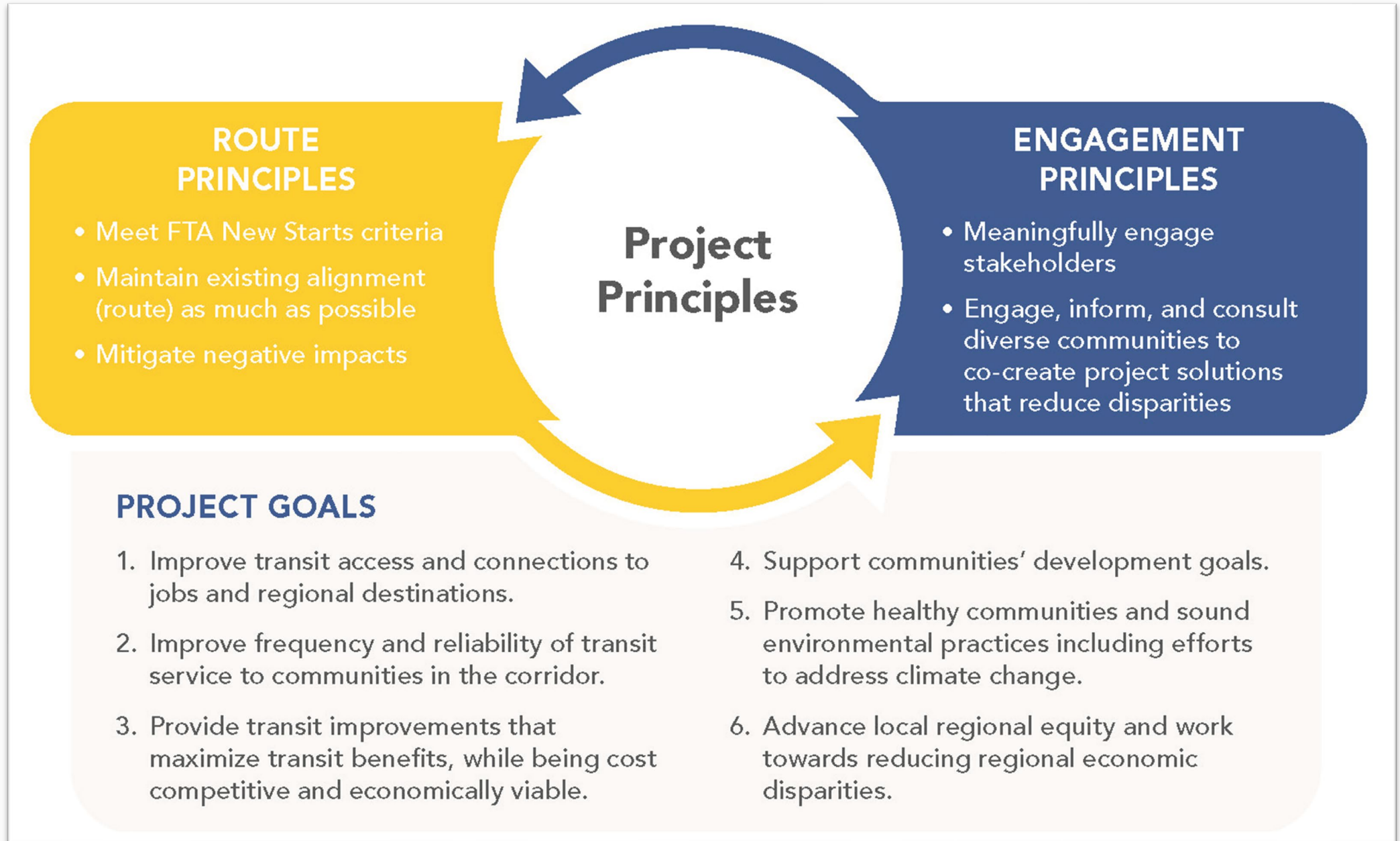


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Project Evaluation Criteria

Evaluation Framework



Example: Goal 1

GOAL 1

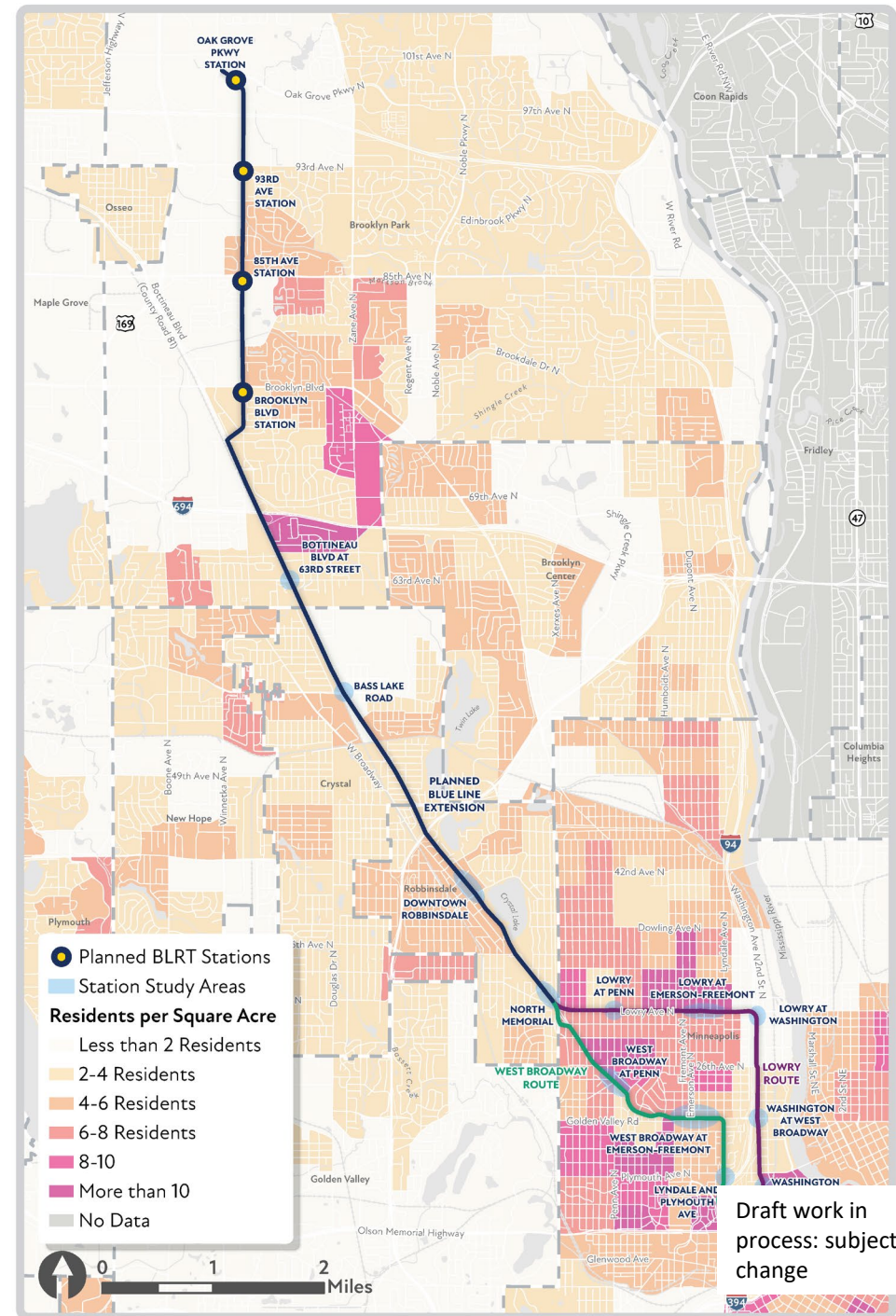
Improve transit access and connections to jobs and regional destinations.

Example of what informs the evaluation

Maximize transit access to housing, employment, schools, community services, health care facilities, shopping, parks, activity centers and other destinations.

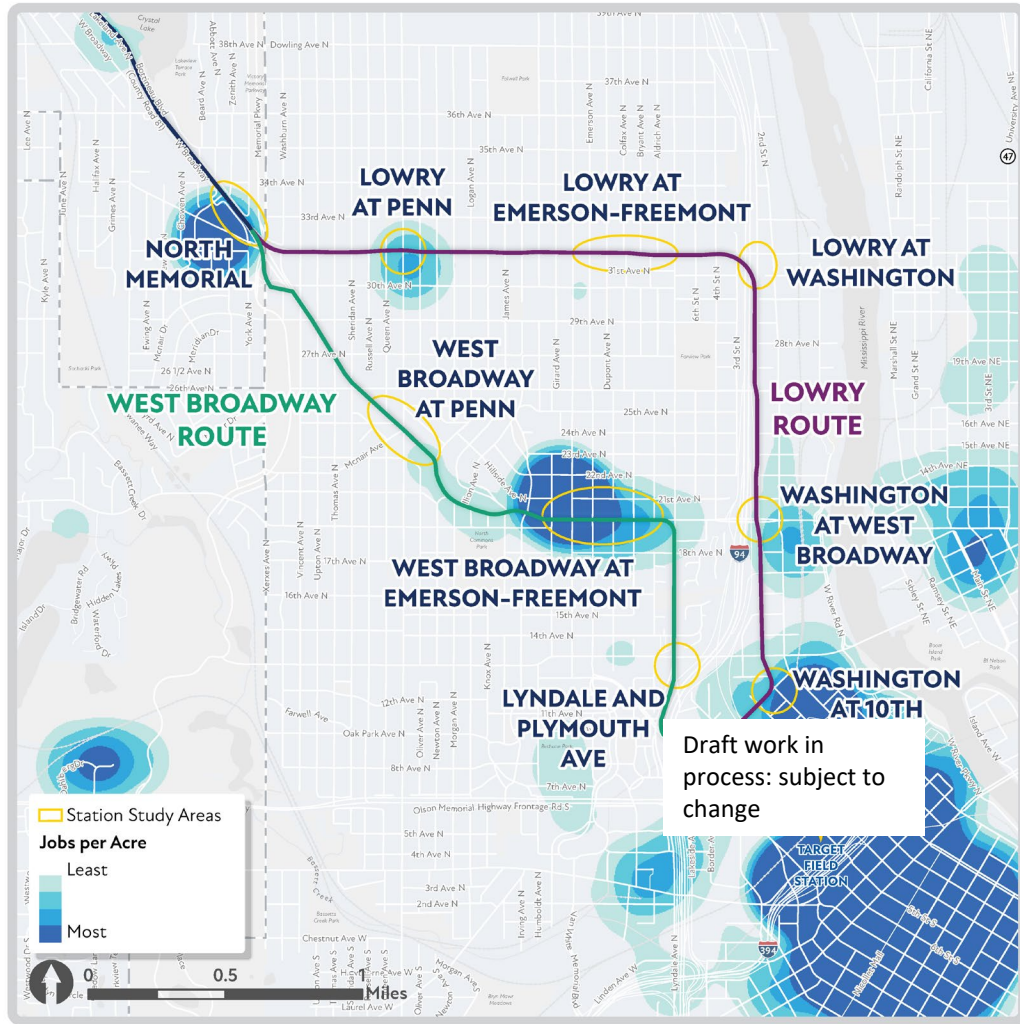
Population Density

- Planned BLRT Stations
- Station Study Areas
- Residents per Square Acre**
- Less than 2 Residents
- 2-4 Residents
- 4-6 Residents
- 6-8 Residents
- 8-10
- More than 10
- No Data

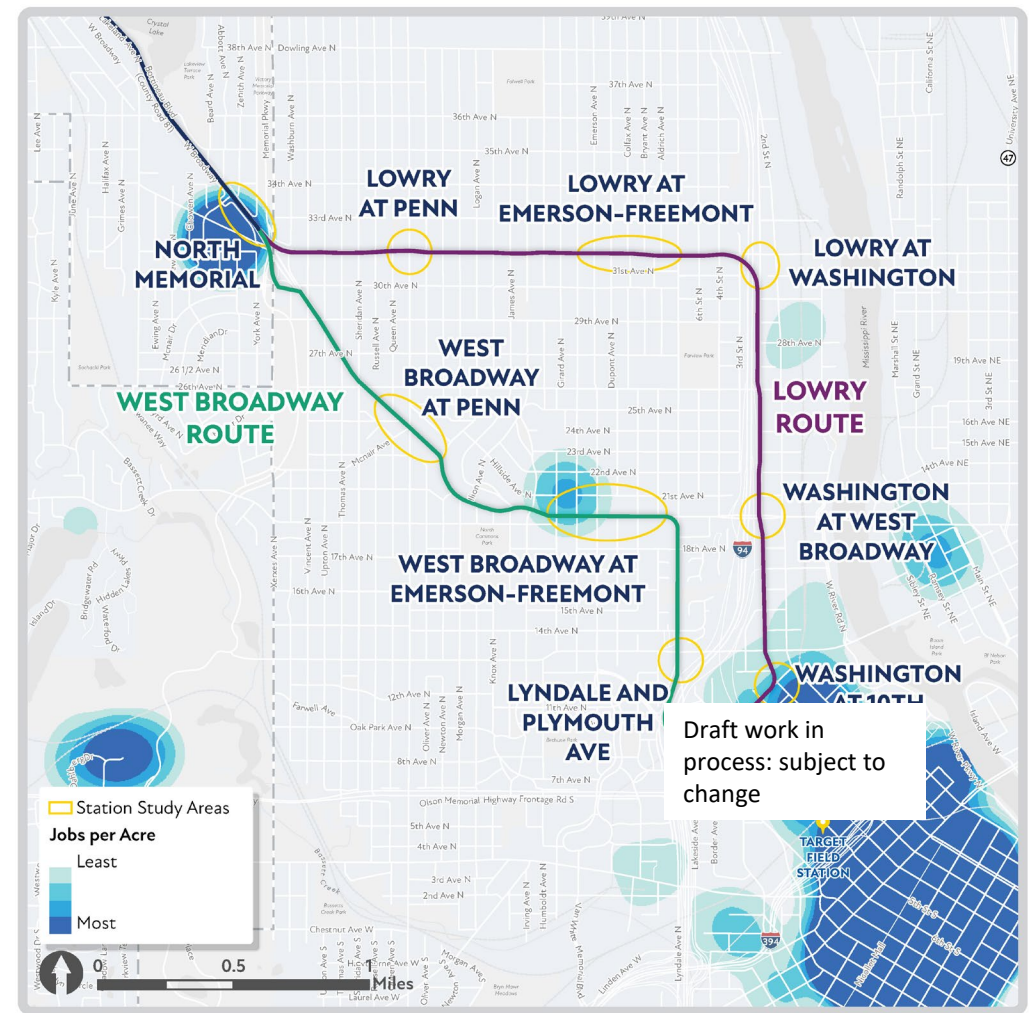


Draft work in process: subject to change

Lower and Higher Income Job Density



This map shows jobs earning **less** than \$40,000 annually.



This map shows jobs earning **more** than \$40,000 annually.

Example: Goal 6

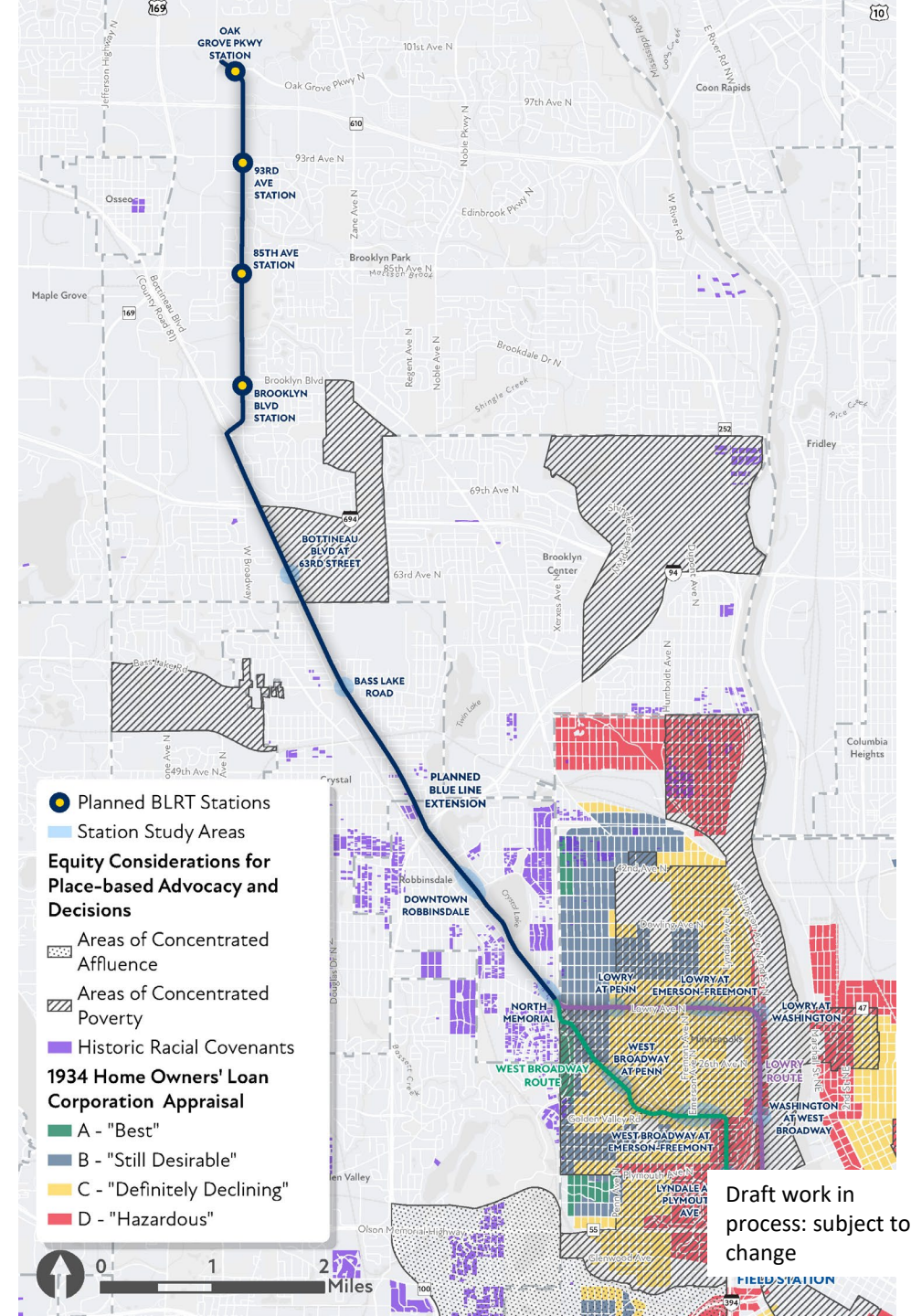
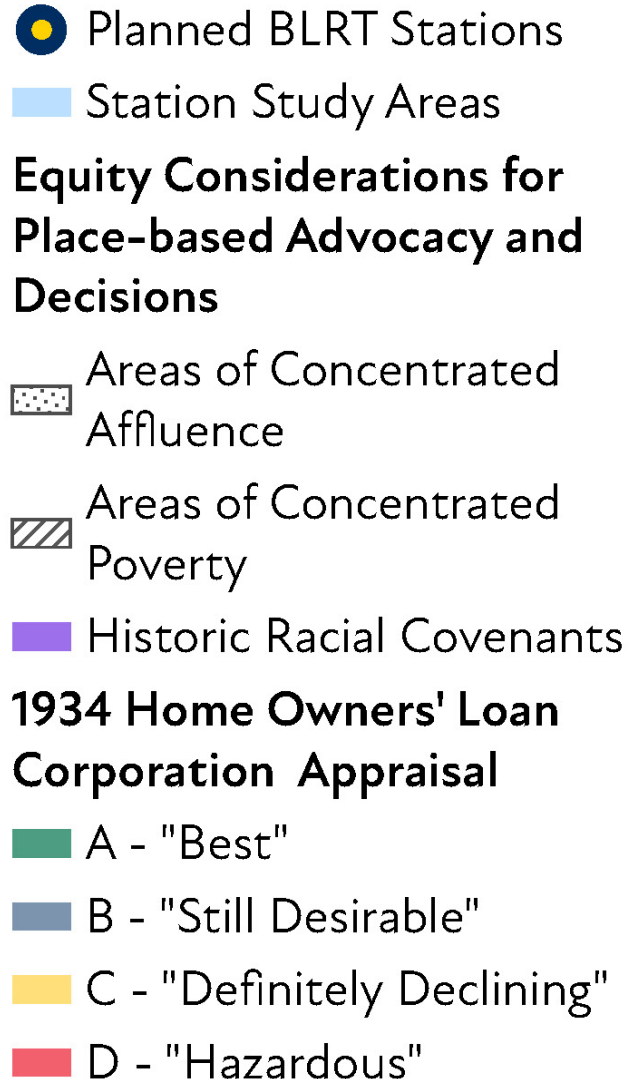
GOAL 6

Advance local and regional equity and work towards reducing regional racial disparities.




Example of what informs the evaluation

Identify opportunities to invest in historically disinvested communities.






Redlining and Historic Racial Covenants

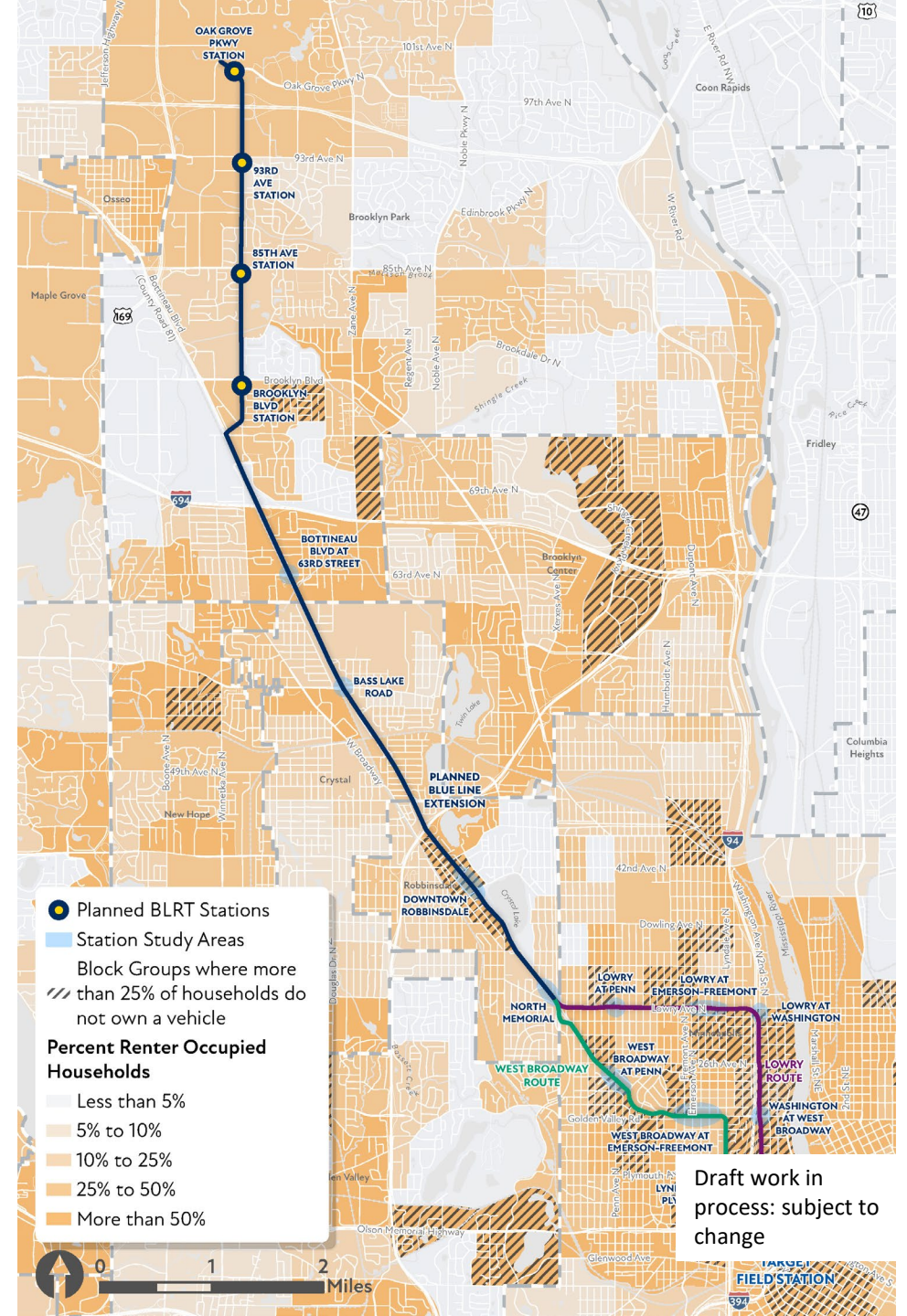


Vehicle Access and Renter Occupied Households

-  Planned BLRT Stations
-  Station Study Areas
-  Block Groups where more than 25% of households do not own a vehicle

Percent Renter Occupied Households

-  Less than 5%
-  5% to 10%
-  10% to 25%
-  25% to 50%
-  More than 50%



Upcoming Community Engagement Events

Upcoming Community Meetings

- Robbinsdale Open House: Wednesday, October 27 from 5:00 – 7:00 PM, Elim Church
- Minneapolis Community Workshops & Office Hours
 - Lunch Hour Workshop: Tuesday, Nov 9, from 11:30 AM – 1:30 PM, Episcopal Church
 - Office Hours: Friday, Nov 12 from 9:30 AM – 4:30 PM, Episcopal Church
 - Virtual Workshop: Monday, Nov 15 from 5:00 – 7:00 PM
 - Evening Workshop: Tuesday, Nov 16 from 5:00 – 7:00 PM, Capri Theater
 - Office Hours: Wednesday, Nov 17 from 9:30 AM – 4:30 PM, North Regional Library



Stay Connected!

- Project website: BlueLineExt.org
 - Project news, maps, surveys, what we're hearing
 - Committee meeting materials: agenda, handouts, presentations, meeting minutes
 - Sign-up for GovDelivery project updates
 - Connect with staff for your questions or schedule a presentation
- Follow us:
 - Twitter: [@BlueLineExt](https://twitter.com/BlueLineExt)
 - Facebook: [MetroBlueLineExtension](https://www.facebook.com/MetroBlueLineExtension)

