

BLUE LINE EXTENSION ANTI-DISPLACEMENT RECOMMENDATIONS

Prepared for Hennepin County
April 2023

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INTRODUCTION

The Blue Line Extension has been in the works for over a decade. For at least that long, Blue Line Extension corridor communities have been challenging governments and private sector actors to be considerate of the local population to ensure that they are not displaced as a result of development. In response to these concerns and to ensure the Blue Line Extension transit investment benefits current corridor residents and businesses, Hennepin County and the Metropolitan Council initiated an anti-displacement initiative and contracted with the University of Minnesota’s Center for Urban and Regional Affairs (CURA) to work with community to develop anti-displacement policy and strategy recommendations, including the formation of the Blue Line Extension Anti-Displacement Working Group. This report represents the outcomes of that work.

This challenge includes thinking more complexly about how histories of redlining, racial covenants, unjust housing practices, and other histories of racialized policies play a role in the outcomes of government investment today. While Hennepin County and the Metropolitan Council may view that the Blue Line Extension project is rooted in equity involving investment into a historically disinvested corridor, the community may view that same project differently. Where governments see the Blue Line Extension project as a correction of history, some community members may see it as another that thing leads to their marginalization. More specifically, community members throughout this corridor see that without strong anti-displacement interventions, the Blue Line Extension project will only serve the population of people that replaces them after they are displaced.

Staging of Gentrification



Fighting Against Gentrification



While this report exclusively seeks to address displacement, it is still important to recognize the relationship between gentrification and displacement. CURA's 2017 report "The Diversity of Gentrification: Multiple Forms of Gentrification in Minneapolis and St. Paul" (Goetz, Lewis, Damiano, and Calhoun) details the various stages of gentrification and how they lead to multiple forms of displacement. This history lives vividly within the stakeholders of this project. Blue Line Extension Anti-Displacement Working Group members began this process with an understanding that displacement due to economic pressures was already impacting these communities and shared concerns that light rail would further exacerbate displacement.

Communities recognize and feel the painful cycles of marginalization that geographies like North Minneapolis have experienced. And the community recognizes that, in particular, BIPOC residents and BIPOC-owned businesses, youth, unhoused persons, and other marginalized identities are at the center of this history. These same populations are the most at risk of displacement as a result of the Blue Line Extension, and should therefore be centered as the primary beneficiaries of strong anti-displacement policies and strategies.

The Blue Line Extension Anti-Displacement Project is the result of decades of organizing in the North Minneapolis, Robbinsdale, Crystal, and Brooklyn Park communities. Groups like the Blue Line Coalition have been asking for an anti-displacement and reparative framing of light rail planning for over ten years. Over several decades, CURA has worked extensively with place-based organizations, governments, neighborhood associations, and community members to complete community-based research and community-based work to reimagine public policy, deconstruct a history of inequity, and strengthen the capacity of historically marginalized communities to realize and own a vision of their healing and prosperity. Significant anxiety has been communicated from Blue Line Extension corridor residents and businesses regarding the ability of governments to implement necessary safeguards to prevent the worst negative externalities of light rail coming to their communities. Namely, businesses and residents have identified displacement as the preeminent concern of the Blue Line Extension project.

The Blue Line Extension Anti-Displacement work is meant to support and leverage various resources for the benefit of

BIPOC communities and other historically marginalized communities that have been left out of Minnesota's prosperity. When examining major public infrastructure projects, like the Blue Line Extension, there is a clear pattern that is quite troublesome: public infrastructure investment in vulnerable communities can often exacerbate harm instead of catalyzing repair and prosperity for existing residents in proximity to those projects. The project assumes that the Blue Line Extension will be built in the next several years and, therefore, there is urgency to this work and vision that is outlined in this report.

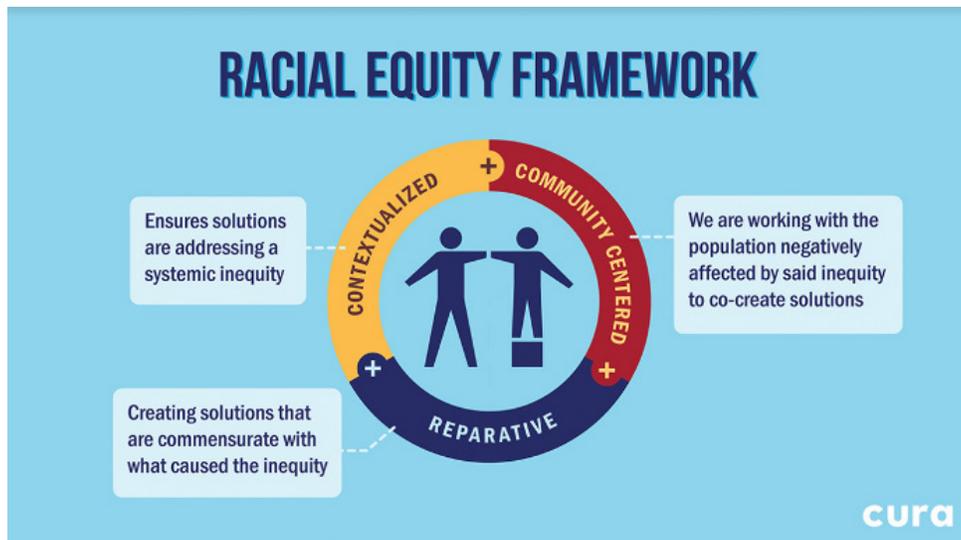
This work recognizes that while investment in historically disinvested communities can be a good thing, it can come at the cost of existing residents being displaced. This type of infrastructure investment can increase demand for land and property near light rail corridors. This trend has also been observed locally through implementation of the Blue and Green lines. It is necessary, then, for federal, state, regional, local governments, and philanthropic partners and private sector organizations committed to the advancement of equity in this corridor to invest in the communities that the Blue Line Extension will serve through both capital investments and anti-displacement-centered policy. Primarily, this investment should serve to prevent displacement, repair historical harm in disinvested communities, maximize future community and economic benefits to corridor residents, and build the capacity of marginalized communities to have more agency in public works projects that government agencies pursue.

The current framework of this work nationally is civil rights-legislated engagement, but CURA believes that it is necessary to have a **reparative planning analysis** and **racial equity framework** to imagine the Blue Line Extension aligning with community interests and maximizing the benefits of the project. Principally, Hennepin County, the Metropolitan Council, and other governments have the chance to ensure that current residents along the planned line will not be displaced as a result of the transit investment. CURA uses a Reparative Equity Framework to support community-driven efforts towards systems and policy change. By combining our research capability and issue expertise with our community organizing approach that centers community members' visions, we think project stakeholders can produce a robust package of investments and policies that will allow current residents to be the primary beneficiaries of the Blue Line Extension.

APPLYING A REPARATIVE JUSTICE FRAMEWORK AND ORGANIZING PHILOSOPHY

CURA utilized its Reparative Justice Framework and Organizing Philosophy; this philosophy of organizing ensures that stakeholders are treated with dignity and offered agency. With BIPOC participants at the center of reimagined structures, CURA sought to create a project structure that allowed community stakeholders to co-create the questions and solutions. This framework led to a structure that sought to (1) contextualize

displacement in the Twin Cities through research, (2) center community by creating a workgroup that elevated community agency and capacity, and (3) ultimately recommend anti-displacement strategies and policies that would lead to important community-defined outcomes.



Contextualized

Public infrastructure investments should be contextualized in the broader patterns of investment and disinvestment, inclusion and exclusion in regional prosperity, and existing momentums of gentrification and displacement. Further, we should learn from other projects in the region, like the current Green and Blue Lines (including Green Line Extension), and how they impacted the communities those investments took place in. For example, the Green Line's ability to repair transportation inequity in Rondo, St. Paul needs to be contextualized in the history of Interstate 94 that was built through and ripped apart the black community in that geography.

To contextualize the work of the Blue Line Extension, the Anti-Displacement Work Group:

- Recalled 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 Blue Line Extension benefits existing residents
 - Identified harm as a result of previous Blue Line Extension work, namely in Harrison and other parts of North Minneapolis
- Detailed the history of disinvestment and exclusion in marginalized communities along the planned Blue Line Extension route
- Studied 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
- Conducted a demographic analysis of vulnerable populations, housing, and businesses along corridor that would need investment to protect

Community-Centered

Black, brown, and indigenous communities (among other marginalized communities) have historically been underengaged and disproportionately affected by transportation projects in the Twin Cities Metropolitan area. Even more, engagement of these populations is only one step toward repairing a legacy of harm. CURA's reparative justice framework centers a process of healing for these groups by **empowering them to take ownership of the vision to be carried out**. While traditional power players--in this case Hennepin County and other governments--will play an extremely important role in the completion of this work, it's important to recognize that the needs of the community should be defined by the community, and the project should aim to address those needs. This is in contrast to processes that are simply seeking to build buy-in from a broad, indiscriminate group.

To center vulnerable communities in their work, the Anti-Displacement Work Group:

- Connected with organizing efforts in community around displacement issues
- Centered CURA's research work as a capacity building tool for vulnerable community members to develop a clear vision about what kind of anti-displacement investments and policies would best protect and uplift them
- Convened the Anti-Displacement Work Group with other project stakeholders to build a shared analysis of the problems that exist, developed shared intent on how to address those issues, and expanded the capacity for vulnerable communities to have power over the vision of the Blue Line Extension
 - Key stakeholders include:
 - Community organizations engaging members on the Blue Line Extension
 - Residents that are vulnerable to displacement
 - Hennepin County staff and elected officials
 - Staff and elected officials for the Cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park, Minneapolis Parks and Recreation Board
 - Metropolitan Council staff and council members

Reparative

CCreating a vision for Blue Line Extension Anti-Displacement work must envision a structure that strives to be equal in impact with what caused the inequities in the corridor in the first place. In other words, if displacement is a result of decades of underinvestment in affordable housing and weak protections for renters, governments relevant to this work can aspire to invest in affordable housing and find ways to strengthen protections for renters in the Blue Line Extension corridor. Or, if the harm revealed is a loss of cultural identity, then Hennepin County and other governments along the line can aspire to invest in strengthening the artistic and social spaces along the corridor to reflect the story of the existing community.

To envision Blue Line Extension Anti-displacement work, CURA:

- Assisted 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
 - Created accessible and commonly understandable materials for the complex work that the Anti-Displacement Work Group is doing to share with the general public
- Advised and facilitated a structure of accountability that is mutual between community residents and organizations and relevant government agencies

ANTI-DISPLACEMENT WORK GROUP

The Blue Line Anti-Displacement Work Group (ADWG) was formed in February 2022. Central to the theory of engagement for CURA was to unify a vision for anti-displacement among government, residents, businesses, and philanthropy. Through our reparative justice framework, the core goal of the project was to build the capacity of the community to communicate clearly and pointedly about their needs to ensure that they are the primary beneficiaries of the Blue Line Extension. The creation and facilitation of a new Blue Line Extension Anti-Displacement Work Group was meant to be a vehicle to increase transparency and raise the level of communication between government and community about the complicated topic of preventing displacement as a result of the planning, construction, and operation of the Blue Line Extension.

The Blue Line Anti-Displacement Work Group was formed to achieve the following objectives:

- Present research and community input that would deepen the understanding of displacement for ADWG members
- Identify core concerns from Blue Line Extension corridor communities related to anti-displacement
 - Translate concerns into prioritized outcomes that can be achieved through anti-displacement policies
- Increase transparency between the various stakeholders for preventing displacement
 - Demystify barriers to implementing anti-displacement policies
 - Improve relationships and alignment on mutual goals between residents, businesses, philanthropy, and government
- Build the capacity of ADWG members and organizations to understand the various pathways to achieving recommendations

In line with these goals, the ADWG was meant to be a source of knowledge, leadership, and experience around the issue of displacement. In this framework, we envisioned a community-connected work group that has various inputs to help them put forward a recommendation for investments and policies to be implemented to prevent displacement in the Blue Line Extension corridor.

ADWG Creation Process and Membership

CURA made a public call for ADWG members in December 2021. The call was looking for stakeholders within the corridor that would be interested in an 18 month process of developing an-

ti-displacement recommendations. The intention was for the work group to be composed of resident, business, philanthropy, and government stakeholder groups while also achieving geographic and demographic similarity to the corridor itself. The workgroup was intended to be a 15-20 member group consisting of the following stakeholders:

- Corridor residents
 - Residents that were representing organizations in the corridor
 - Unaffiliated residents
- Business owners of businesses within the corridor
- Philanthropic partners with an anti-displacement focus within the corridor
- Representatives from each government
 - Minneapolis
 - Robbinsdale
 - Crystal
 - Brooklyn Park
 - Minneapolis Parks and Recreation Board
 - Hennepin County
 - Metropolitan Council

Each government appointed a representative to sit on the ADWG. Every other representative applied through a public call. CURA received 61 applications and interviewed 60 applicants through January and February 2022. Interviews were conducted by CURA project staff along with Blue Line Extension Business Advisory Council Chair Felicia Perry and Blue Line Extension Community Advisory Committee member Peggy Sue Imihy-Bean.

Residents

The ADWG sought the membership of residents within the corridor to ensure that stakeholders most impacted by the Blue Line Extension had a significant voice in developing a vision to prevent displacement. The project sought residents that were at risk of displacement as well as residents that had deep relationships with various constituencies throughout the corridor. The project further sought to have a balance between residents that were part of organizations that were seeking to organize their constituencies around anti-displacement as well those that were unaffiliated with any organization. With these criteria in mind, the project was hoping to build a network of relationships that would create greater connection to corridor populations that are historically marginalized, lack agency in decision making, and typically have a vision that is under-resourced. Businesses

Business community representation was important to the project given the pillars of this anti-displacement project were to address the potential for business displacement as a result of the planning, construction, and operation of the Blue Line Extension. The project specifically sought representation from small business owners, particularly small businesses owned by people of color. Past research on displacement indicates that these businesses are the most vulnerable to significant changes and had previously experienced displacement challenges as a result of light rail projects in the Twin Cities. The project also sought membership from groups that are advocating for better workforce representation.

Businesses

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Philanthropy

Minnesota has a significant philanthropic community that has historically played a role in funding community priorities around light rail. Knowing this, the project sought philanthropic representation on the ADWG. In the past, philanthropy has played the role of convening conversations around community priorities, but in recent years has transitioned to more of a supporting role. Early on in the process, the community identified that regardless of what vision was created from this project, philanthropy would need to buy into this vision for it to be a possibility. The project sought representation from philanthropies that have made anti-displacement a value of their funding priorities and have committed to focusing their work in Blue Line Extension corridor communities.

Interview and Selection Process

Interviews lasted approximately 1 hour and gauged applicant's relationship with the Blue Line Extension corridor communities, knowledge of community concerns about displacement, vulnerability to being displaced, and ability to commit to the full ADWG process. The selection team collectively made decisions on ADWG members based on the individual merits of each applicant, while also centering the goal of membership representing the broad interests and perspectives of the corridor. Membership in the group was affirmed by Blue Line Extension project staff and Blue Line Extension Business

Advisory Committee, Community Advisory Committee, and Corridor Management Committee.

ADWG Membership

Members of the ADWG include:

- Adam Arvindson, Minneapolis Parks Board
- Kareem Murphy, Hennepin County
- Sam O'Connell, Met Council
- Joey Dobson, City of Minneapolis
- Jim Voll, City of Minneapolis
- John Sutter, City of Crystal
- Tim Sandvik, City of Robbinsdale
- Kim Bergerren, City of Brooklyn Park
- E Coco, Northside Funders Group/CLCLT
- Joel Luedtke/Maya Beecher, Phillips Family Foundation
- Nichole Buehler, Harrison Neighborhood Association
- Ricardo Perez, Alliance for Metropolitan Stability
- Tom Thao, Move MN
- KB Brown, West Broadway Business and Area Coalition
- Terry Austin, NEON
- Amanda Xiong, CAPI
- Candy Bakion, North Minneapolis resident
- Diane Cormany, Robbinsdale resident
- Kristel Porter, North Minneapolis resident/MN Renewables Now
- Kiara Williams, North Minneapolis resident
- Victoria Kepa, Brooklyn Park resident
- Ignatius Samuel, Brooklyn Park resident/Crystal business owner
- Karla Arredondo, Pueblos de Lucha y Esperanza
- Kenzie O'Keefe, Pillsbury United Communities
- Jackson George, LIBA

Government Internal Working Groups

Each government also created a Blue Line Extension Anti-Displacement Internal Working Group (IWG). In order to achieve the goal of creating more transparency between community and governments, the ADWG could not solely rely on one staff member to be the full voice of governments. IWGs were created to allow corridor governments to have their own anti-displacement conversation processing groups. This allowed the ADWG to pose questions and gain understanding about (1) the work that each government was already doing to prevent displacement, (2) the limitations of the various policy alternatives, and (3) which policy alternatives were most likely to be implemented given the realities of each government. IWGs ultimately served to support the participation of each government at the Anti-Displacement Working Group, and ADWG members were able to learn about the real challenges (fiscal, political, jurisdictional, structural, etc.) to implementing the various discussed anti-displacement policies and strategies.

Consultants

The ADWG was further supported by CURA project staff, Bellwether Consulting, and the Housing Justice Center. CURA played the primary administrative role of the project including convening the ADWG. Bellwether Consulting supported the facilitation of the ADWG and the IWGs. The Housing Justice Center played a key role in researching policy alternatives.

Ultimately, the structure of the ADWG facilitates the core goal of the project to build the capacity of corridor communities to recommend a robust, researched, and achievable vision

of anti-displacement outcomes supported by implementable policies and strategies. Creating an environment where residents, businesses, philanthropy, and government sit at a table equally for the purpose of learning, sharing ideas, sharing concerns, and building a shared vision is not something commonly available in public policy. Each stakeholder came into the room with the belief that intervening into systems that will produce displacement was necessary. Each stakeholder needed the support of research to develop concrete ideas on what intervening could look like, and building trust between each stakeholder was a necessary component of realizing a shared vision.

PROJECT PROCESS

Workshop Structure

The Anti-Displacement Work Group began meeting in March 2022. The overall structure of the ADWG was designed to center five day-long workshops spread throughout the project timeline, all with different focus areas. The rationale behind this structure was that these day-long workshops would be able to produce thorough conversations on each subject, high attendance, and space for each participant to connect in small conversations that were not necessarily facilitated.

The focuses of the five Saturday meetings were as follows:

1. Lessons from Previous Light Rail in the Twin Cities
2. Housing Displacement
3. Business and Cultural Displacement
4. Developing Anti-Displacement Recommendations
5. Finalizing Anti-Displacement Recommendations

Each Saturday meeting included a presentation of research, community input, and group conversation. The goal of the Saturday meetings was to have thorough discussions that had the opportunity to explore the relevant considerations of each Anti-Displacement Work Group member. Project staff utilized a combination of surveys, small groups, and one-to-ones to prepare the discussions for each meeting. A summary of each Saturday meeting is provided in the appendix of the report.

Saturday meetings were, in general, highly attended. No Saturday meeting had less than two-thirds of the total ADWG membership. Most ADWG members attended in person, though some ADWG members chose to attend some meetings online due to sickness or other responsibilities. Saturday meetings often included the presence of community, tech-

nical, and government experts in the form of panels to help provide perspective and depth on the focus area.

In addition to the Saturday workshops, CURA also strategically deployed 4 two hour small format online meetings to hone in on specific topics that were raised during the longer workshops. CURA also had one-to-one meetings with ADWG members along with other stakeholders in the Blue Line Corridor community and knowledge-holders from previous light rail projects in the Twin Cities and around the country. Project staff also attended public meetings held by the Blue Line Project or events by community organizations in which Blue Line anti-displacement work was an important project to discuss. Overall, the project had a high number of touch points with anti-displacement project stakeholders and each of these events fed into developing researched, supported, effective, and practical recommendations to achieve anti-displacement outcomes.

Framing the Project Process

CURA, Housing Justice Center, and Bellwether began research in January 2022. Research, especially qualitative, was used to prepare the conversations for the day-long workshops and connect ADWG conversations to what the corridor communities were concerned with. Qualitative research was able to shape the outcomes and points of consideration for the recommendations, but was less able to offer commentary or priorities for specific anti-displacement policies and strategies.

Leading up to the first workshop, CURA's qualitative team first did a comprehensive study of all the public commentary submitted for the Blue Line Extension project as a whole.

This work was able to code, create themes, and distill public commentary that was related to displacement concerns. The themes from this study were able to identify the themes that would shape the critical questions and information needed to identify recommended outcomes of anti-displacement work. ADWG members reviewed this research and were able to define the anti-displacement project strategy more distinctly. Namely, project staff asked the ADWG what they needed in order to make knowledgeable recommendations to address displacement as a result of the planning, construction, and operations of the Blue Line Extension.

The following themes were identified by ADWG as core questions of the project:

History and Lessons Learned

- Could we look at anti-displacement models from other parts of the country?
- How have communities and transit project planners in other places done this type of anti-displacement work successfully?
- What has been the displacement impact of transit projects like this in other cities?
- What have been impacts on specifically BIPOC residents in this neighborhood and others in the Twin Cities hurt by transit?
- How did community members and businesses along the green line access financial resources?
- Would like to ask neighborhoods/cities that have experienced new transit investment, "if you could do it all again, knowing what you know now, what would you have done differently?"
- Historical realities of the previous route's displacement within the Twin Cities should be shared.

Housing

- How many homes/businesses will be impacted based on the route?
- How will decisions be made about who is eligible for affordable housing?
- Will those displaced be eligible for rapid rehousing?
- Private Sector
- What is the role of the private sector (investment community) to uplift this work?
- How will the private sector and the holders of the wealth show up in this work?

Prospective Policy Recommendations

- Can we also look at the "post-displacement" actions-- like "right to return" policies--if we say we want it now, before displacement has occurred, then if/when it does, we can fall back on the right to return.
- Curious about thinking around any increased law en-

forcement presence (transit police) in the community - at stations, making ridership accessible.

- Balance of private ownership v. community/shared ownership as means for anti-displacement.
- Are decision makers interested in employing residents?

Federal Funding

- Federal Funding- how does it impact the timeliness of our work?
- Can we link the federal funding anti displacement mitigation packages for pre construction during construction and post construction?
- What is the budget?

Route Recommendation

- Do you agree with the route recommendation? Why or why not?
- What else do decision-makers need to know?
- How can the route continue to be improved through the next phase of the project?

Community Voices

- What are your current community assets you want to preserve?
- What programs does your community currently participate in to build wealth: homeownership, jobs, training, small business support, etc? Where are the gaps in support?
- What are your recommendations for community engagement in the future phases of the BLRT?

Research Population Targets

- Homeowners
- Renters
- Youth
- Small businesses of color across industries

The ADWG identified the following as needed areas of exploration:

- Communication and Information
- Engagement and Transparency
- Policies and Process
- Housing and Gentrification
- Community Involvement
- Business
- Lessons Learned

These core questions became the framework for the ADWG process including which topics needed to be discussed and re-

searched, and what the recommendations needed to address. A detailed overview of each workshop is included in the appendix, with summaries included below:

Workshop 1

The first workshop focused on learnings about displacement from operating light rail including the existing METRO Green Line, METRO Blue Line, and the previous planning of the Blue Line Extension. CURA staff presented research that detailed impacts on property values, rents, evictions, and other displacement related topics. The workshop featured a panel discussion from stakeholders involved in previous light rail projects including organizers, philanthropist, business owners, and non-profit organization leaders that had experience working to prevent business, cultural, and housing displacement. The workshop ended with a discussion of 30 policies that can prevent displacement prepared by the Housing Justice Center.

The workgroup started the discussion with the belief that displacement has occurred on previous iterations of light rail, displacement is already occurring in the Blue Line Extension corridor, and that it would be exacerbated if not addressed. Thus, the discussion was centered on how displacement is occurring and would be expected to materialize. Research outlined how the effects of light rail planning, construction, and operations are related to displacement pressures. CURA presented a wide body of research conducted both by CURA and other entities. This research included CURA's 2017 report on Gentrification and Displacement in the Twin Cities.

A portion of the discussion centered around the experience of communities that have experienced displacement as a result of the Blue Line Extension. Neighborhoods like Harrison in North Minneapolis have experienced rising property values and speculative land ownership. This experience was confirmed by data presented in the workshop. The ADWG communicated the importance of ensuring the recommendations from this group address impacts from the previous Blue Line Extension route in neighborhoods like Harrison. Blue Line Extension corridor communities continue to reiterate that repairing past harms of the Blue Line Extension project is as important as addressing future harms to ensure that current residents are the primary beneficiaries of the project.

The core learnings of this workshop were that displacement pressures are starting earlier with each new light rail project and that there are pressing needs for early intervention. The ADWG had a healthy discussion around a variety of policies that spoke to addressing displacement and matched them with their current experiences and knowledge of the Blue Line Extension Corridor.

Workshop 2

The second workshop focused on housing and cultural dis-

placement, and built off the work of the first workshop by continuing the discussion of various anti-displacement policies and strategies. The governments at the table shared different anti-displacement approaches that they were already implementing or working on. The workshop concluded with a discussion regarding what the recommendations from the ADWG need to include in order to fully speak to the issues and challenges that were being centered in the room.

A significant amount of the discussion also included conversations about workforce development. ADWG members spoke pointedly about how current federal guidelines and workforce guidelines are insufficient when considering the anti-displacement work groups frame on anti-displacement. Workgroup members spoke of the need to begin building the workforce from the communities that Blue Line Extension will touch and to ensure that they get the lionshare of the work.

The core learnings of this workshop was the need to begin implementing anti-displacement policies and strategies early because development interest in the corridor is already robust. ADWG members communicated the need to not leave cultural displacement as a tertiary thought of anti-displacement work. Further, the workgroup outlined strategies for accountability between community and governments to ensure that anti-displacement strategies are acted on with elevated merit.

Workshop 3

The third workshop focused on business and cultural displacement. CURA presented research conducted about the types of businesses that exist in the corridor and connected that research to the experience of businesses in previous iterations of light rail in the Twin Cities. This workshop also featured a panel discussion on cultural displacement by community experts. The group spent some time talking about cultural placemaking and related policies that can deliver positive outcomes.

The ADWG spent some time talking about the Supplemental Environmental Impact Statement (SEIS). Hennepin County staff presented on the relevance of the SEIS to the anti-displacement work group recommendations. The intentions were that the SEIS would speak more expansively regarding impacts of the project to include anti-displacement harms.

This workshop also featured a presentation by youth researchers at Juxtaposition Arts (JXTA). The project's qualitative research team contracted with Juxtaposition Arts to engage youth and people experiencing houselessness about displacement and the Blue Line Extension as a whole. JXTA research brought up concerns of safety, housing costs, and feeling welcome in what would be newly created spaces. A summary of JXTA's presentation is included in the appendix.

The core learnings of the workshop were to see the alignment in the different anti-displacement strategies among business,

housing, and cultural displacement. Fifteen to twenty policies and strategies were identified as priority research areas, and the group discussed the importance of defined outcomes.

Workshop 4 & Workshop 5

Workshops 4 and 5 were solely focused on putting together the recommendations. The ADWG workgroup was split into

small groups by jurisdiction. In these groups, workgroup members spoke about which outcomes and policies were most needed in their respective geographies. The groups then reconvened and talked about regional outcomes and policies.

RESEARCH

Lessons from Green Line

Interviews with Green Line informants

A series of interviews was completed with people who directly worked on the efforts to address construction-induced displacement and disruption along the Green Line Central Corridor. A total of 10 interviews were conducted. The list of interviewees is below:

- Maura Brown – Alliance for Metropolitan Stability
- Mary Kay Bailey – Corridors of Opportunity and Central Corridor Funders Collaborative (CCFC)
- Isabel Chanslor – Neighborhood Development Center (NDC)
- Kizzy Downie – Model Cities
- Gretchen Nicholls – Local Initiatives Support Corporation (LISC)
- Jason Peterson – NeighborWorks
- Jim Roth – Minneapolis Consortium of Community Developers
- Caty Royce – Frogtown Neighborhood Association
- Jonathan Sage-Martinson – Central Corridor Funders Collaborative
- Mike Temali – Neighborhood Development Center (NDC)

The informants had first-person knowledge of how issues of residential and business displacement and disruption were addressed during construction of the Green Line. Several themes emerged from the interviews, including the need for adequate and dedicated funding to help households and businesses; the importance of regular and good communication with business owners along the line, the need for multiple forms of direct support to businesses, and the need for assistance to vulnerable renters and homeowners. Each of these is discussed in more depth below.

ADEQUATE AND DEDICATED FUNDING

One of the successes of the effort to respond to the displacement and disruptions of the construction and post-construction period was the ability of the Central Corridor Funders' Collaborative (CCFC) to funnel grants and investments from different foundations and local governments into programs of support for businesses and households. This cross-sector effort was critical in generating millions of dollars in investments that were used to stabilize businesses and households. This model, in which a single entity coordinates investments from multiple sources, was seen by informants as an important factor and one worth replicating. CCFC not only coordinated the investment, it also served to advocate for greater funding from different sources.

COMMUNICATION

Several informants noted the need for regular, on-going, and effective communication between construction managers and the businesses/households along the line. Informants suggested building these relationships before the construction period begins and maintaining them throughout the construction period. The Metropolitan Council dedicated a staff member for this outreach effort to produce the maximum responsiveness possible. This staff member was the go-between among business owners and the contractors doing the work. Frequent communication is necessary because of the tendency for revisions to be made to the construction timeline, for whatever reasons.

Informants also suggested a 'hot-line' number for immediate, real-time responses to day-to-day obstructions and complications that occur during the construction process, including the most up-to-date information on construction schedule by location along the line.

BUSINESS SUPPORTS

Informants repeatedly stressed the importance of individualized supports for businesses along the line. Outreach efforts are critical to reaching the businesses that will be affected. Outreach workers during the construction of the Green Line purchased a list of all registered businesses along the line and updated it with the most recent contact information and business characteristics. (The CURA research team completed a full inventory of businesses along the line in 2022 that could be used for this purpose. The inventory is described below).

Outreach workers noted that some business owners rebuffed initial offers of assistance, but that many who did later changed their minds. Informants noted that the circumstances of these businesses can change quickly during the construction process, and the lesson they learned was to continue to make outreach attempts to those who were not initially interested. Informants talked about the need for a “nimble” and “responsive” effort of outreach. Workshops that were set up to gather together many businesses at the same time were not effective in that attendance was very low. Outreach workers indicated that door-to-door efforts were much more effective in reaching business owners. Outreach workers worked with a coalition of seven neighborhood-based groups that fronted University Avenue to increase their access to the business owners along the line and coordinate the input they received. If such groups are active along the Blue Line Extension they represent a potential resource for outreach workers.

One of the most effective forms of assistance made available to businesses along the Green Line was direct financial support. Forgivable loans of up to \$20,000 were made to businesses along the line to cover short-term losses related to construction. To be attractive and useful for the small businesses, according to one of our informants, the loans need to be made truly forgivable. If the terms of forgiveness are too demanding then these loans become more debt for the small business and, in the end, unhelpful for addressing the disruptions of the construction period.

In addition to the forgivable loans, there were business development loans that covered a range of business supports. These loan funds were managed and operated by the Minneapolis Consortium of Community Developers in Minneapolis and the Neighborhood Development Corporation in Saint Paul. Each of these nonprofits have experience with small business development, grassroots outreach, and “high-touch” supports for neighborhood-based businesses. The loans paid for door-to-door services that included bookkeeping assistance, graphic design, façade work, cashflow analysis, and other technical assistance. This assistance was specific to the business and tailored to its needs.

Informants also spoke to the need for other supports critical during the construction phase. Potential customers need to

know the businesses are open and accessible. This made signage extremely important, including things as simple as “We’re open” signs. Media messaging is important during this phase, as well. As one informant noted, the businesses can complain loudly to the City or to the Met Council, but the messaging to the media must be positive and not stress accessibility difficulties or other concerns that might drive potential customers.

Finally, the lessons that businesses have learned during the pandemic about how they have had to alter marketing or other business practices to respond to different consumer patterns is likely to prove useful during the construction period when businesses are faced with other realities that might slow consumer foot traffic. The business assistance efforts put in place for the Blue Line Extension construction period should leverage the lessons of the pandemic as well as the lessons from the Green Line experience.

HOUSING SUPPORT

Housing support for vulnerable renters and homeowners along the Green Line was, in many ways, not as extensive as the support for businesses. The housing effort was aimed at units of housing more so than at tenant and owner households. The unit-based efforts were large and the result of a highly coordinated effort to combine different forms of housing development assistance. CCFC helped support the “Big Picture Project,” an initiative of the cities of Minneapolis and Saint Paul and the Local Initiatives Support Corporation (LISC) Twin Cities, to build and preserve affordable housing units along the Green Line. The effort combined federal Low Income Housing Tax Credit financing with other forms of affordable housing investment and contributions from the Twin Cities Land Bank to identify sites and funding for affordable housing development. The project exceeded its “stretch goal” of producing/preserving more than 4500 units of affordable housing in fewer than 10 years. Nonprofit housing developers were key partners in this effort.

Politically, this housing initiative had to contend with opposition that characterized the effort as a perpetuation of concentrated poverty along the line. Most officials, residents, and advocates, however, saw it as much-needed housing investment to help mitigate the displacement of vulnerable communities along the corridor.

Informants uniformly felt that more money and support was needed for renters, and current and prospective homeowners, in the form of rental assistance or down-payment assistance to ease housing cost burdens. Previous research has shown (summarized below) that the completion of light rail lines frequently results in increases in property values and housing costs around station areas. These rising taxes and housing costs are difficult for households with limited means and forms of assistance to mitigate such cost increases were necessary. In addition, informants spoke to the need of enhanced tenant protections such

as just cause eviction, legal support, rent stabilization, and tenant-option to purchase to help prevent displacement of tenants from properties experiencing increased value as a result of light rail construction.

ADDITIONAL LESSONS

There were other lessons from the Green Line experience that emerged from the interviews that were either more universal in their nature or did not fit into the previous categories described. These additional lessons are listed and described below:

- One informant spoke of the importance of parks and open space as an important goal for the communities along the line. The Trust for Public Land was engaged during Green Line construction to help facilitate open space creation and preservation.
- Outreach workers, whether working with businesses or homeowners/renters or community organizations should look like the people being served.
- Problems of construction were not limited to blocks directly facing construction but extended to streets one to two blocks off the line. These blocks often saw displaced parking demand, displaced vehicle traffic, and the problems associated with them. On the housing side, rising property values and rents tend to extend up to as much as a half-mile (though they are often most noticeable within 3/8ths of a mile) from the light rail station.
- The challenges of business and housing assistance are different enough that the work on these issues should be separate, with distinct bodies responsible for the success of each one individually.
- Many informants stressed the importance of central leadership to organize resources across various efforts and from various sources. Coordinating levels of support for households, businesses, and tracking the contribution of resources from multiple public and private sources is a major task that should be planned for, and for which institutional resources should be devoted.
- Publicly-stated commitments and goals are extremely important. When public and private officials make commitments or set goals, these tend to become incorporated into agency work plans, business plans, strategic plans, comprehensive plans, etc. In that way they become the work goals of multiple agencies and actors. Moreover, the publicness of the goals incentivizes their achievement.

Previous research on transit impact in the Twin Cities

Existing studies on transit impact in the Twin Cities suggest that the opening of the Blue Line and the funding announcement of the Green Line both induced a significant increase in the sales price of residential properties within the station areas (Cao & Lou, 2018; Goetz et al., 2010). The value impact of the Green Line was an average 6.8% increase in the sale price of single-family homes between 2009 and 2015, comparing homes within a half-mile of the line state and homes beyond a half-mile (Ko, 2021). This increase is greater than the station-average increase of 5.7% along the Blue Line possibly because of the success of the Blue Line. Pilgram and West (2018) found that the Blue Line-induced price premium faded after 2011, showing that the transit impact changes over time.

Studies of the transit impact on commercial and industrial properties yielded mixed results. Ko and Cao (2013) found that the opening of the Blue Line significantly increased the sales price of commercial and industrial properties in the station areas. Mitchell (2020) examined factors other than sales prices and found that the Green Line has had no impact on the business turnover, the share of local-serving businesses, or the share of independent businesses along the transit corridor.

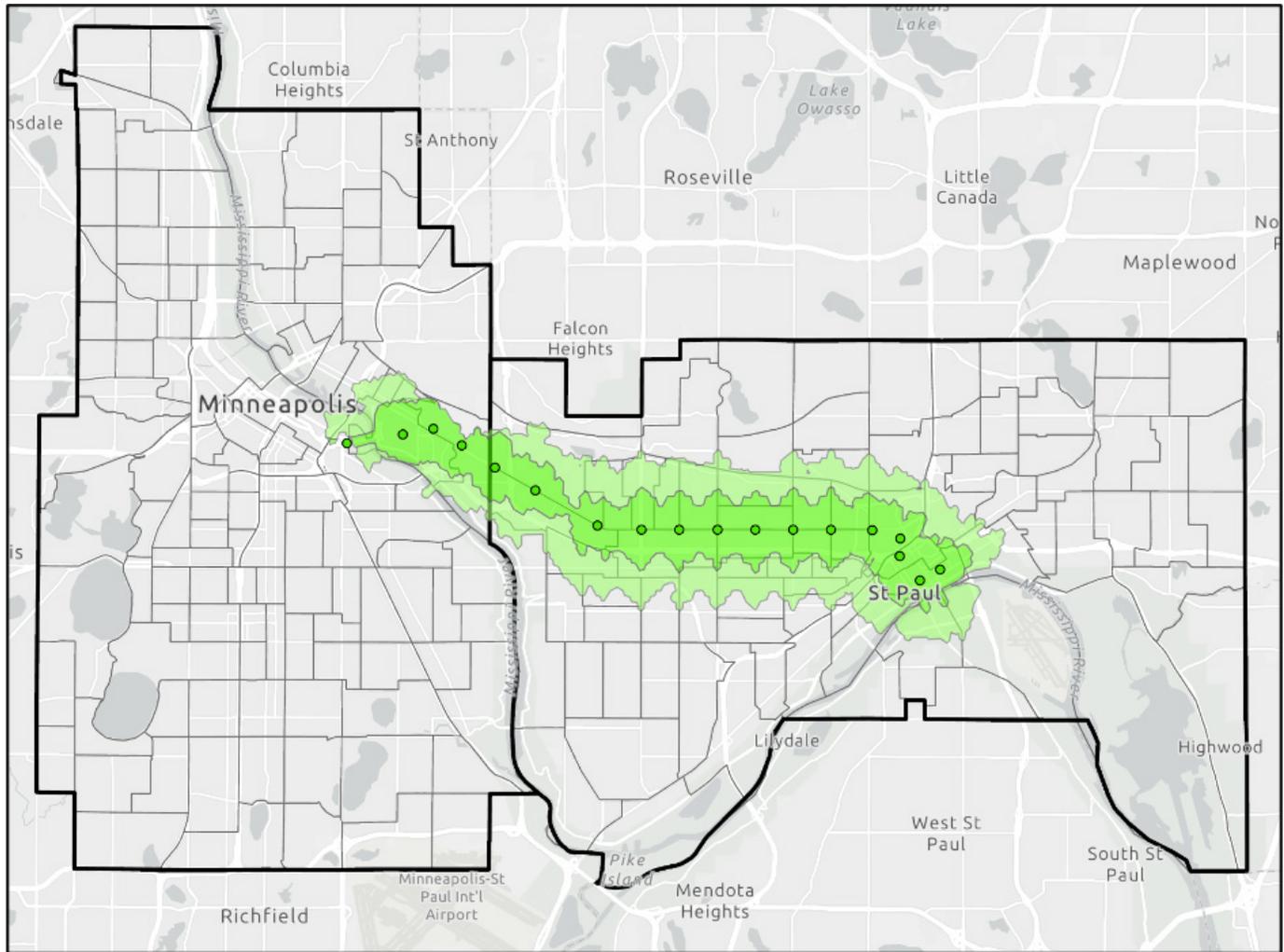
The value impact of the Light Rail Transit (LRT) and the Bus Rapid Transit (BRT) differs in the Twin Cities. Unlike the Blue and Green Lines (LRTs), neither the funding announcement nor the opening of the A Line (BRT) spurred any price response in the station areas (Benson & Cao, 2020). Currie (2006) points out that the less permanent characteristic of BRT (no rail tracks) might discourage home buyers and developers from paying a premium for proximity.

Research on the Blue Line indicates that land use patterns may make a difference for the land value impacts of light rail. The Blue Line induced a significant price and value increase for housing on the west side of the line. But a four-lane highway and a corridor of warehousing and industrial uses to the east of the station areas blunted any value increases in that direction (Goetz et al., 2010).

Green Line Station Area Analysis

In this section we provide descriptive data on population changes, residential property value and sale data, multifamily building rents, and eviction filings for time periods that span the construction of the Green Line. It is important to note that these are descriptive only, and that we have not applied rigorous statistical controls to make determinations about whether the changes have been statistically significant or due to the announcement and construction of the green line. Analyses of that type have been conducted in the past and were summarized in the previous section.

Figure 1 Population changes along the Green Line, 2009-2019



For the purpose of the descriptive analysis in this section, we have defined a station area as the area within a half-mile walking distance of the station. The comparison areas are areas between a half-mile and one-mile walk from the station areas. Analyses based on the American Community Survey (ACS) are based on census block groups (or census tracts for data not

available at the block group scale). The boundaries of tracts and block groups do not coincide with our definition of station area or the comparison areas. We attempt to approximate each by weighting the percentage of the tract or block group that intersects the station and comparison areas. Figure 1 highlights the Green Line station areas and the comparison areas

Figure 2: Population changes along Green Line, 2009 – 2019

| | STATION AREAS | | | COMPARISON AREAS | | |
|------------------------|---------------|----------|------------|------------------|----------|------------|
| | 2009 | 2019 | PCT CHANGE | 2009 | 2019 | PCT CHANGE |
| Pct Non-Hispanic White | 53 | 48 | -9.4 | 68 | 62 | -8.8 |
| Pct Renter HHs | 62 | 68 | 9.7 | 55 | 60 | 9.1 |
| Pct Bachelor's degree | 34 | 44 | 29.4 | 42 | 52 | 23.8 |
| Median HH Inc | \$43,225 | \$49,300 | 14.1 | \$52,484 | \$57,895 | 10.3 |

Source: 2009, 2019 5-year American Community Survey, Block Group data

used in our analysis. Areas within a half-mile of Blue Line stations were excluded for this analysis.

Figure 2 presents information about population changes along the Green Line. We present data that spans a period from 2009 to 2019. Our first time point is two years before the funding announcement for the Green Line and five years before it opened. Our second time point, 2019, is eight years after the funding announcement and five years after the Green Line opened. The data show that the station areas and the comparison areas both lost non-Hispanic White population over that 10-year period and did so at a comparable rate (9.4% and 8.8% respectively). Similarly, both the station and comparison areas saw an increase in renters at roughly the same rate over this time period (9.7% and 9.1%).

There are larger differences between station areas and the comparison areas in terms of the percentage of the population with college degrees and median household income. Both of these measures, which are commonly used to measure gentrification, have increased more rapidly in the station areas along the Green Line than in the comparison areas. Although the rate of change has been greater in the station areas from 2009 to 2019, the proportion of the population with college degrees and the median household incomes are higher in an absolute

sense in the comparison areas than they are in the station areas.

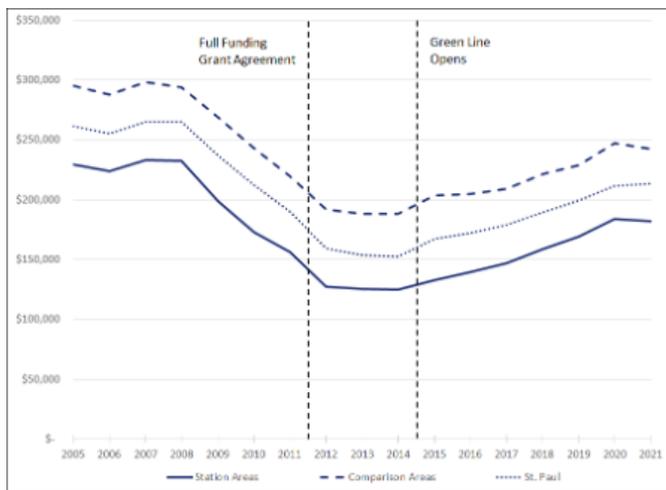
HOUSING MARKET CHANGES ALONG THE GREEN LINE, 2009-2019

The data generally show that housing market trends in the station areas mirrored trends in the comparison areas. In the descriptive analysis reported in this section, we look at market value for housing, both rental and homeownership, rents, affordability (relative changes in income and rents), and eviction filings.

MARKET VALUE OF HOUSING

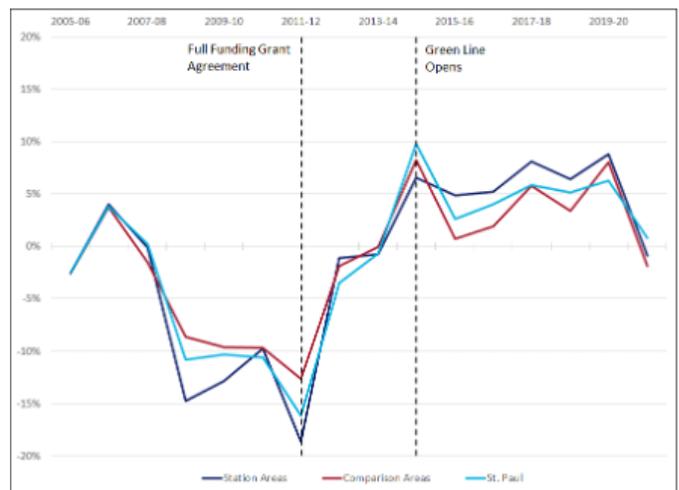
We looked at housing market value in two ways, by tracking the property values for residential parcels of different sizes and by sales price for single-family homes. We broke down our analysis of housing value by whether the parcel contained one to three units, a building with four to nine units, or a building containing 10 or more units. Figures 3 and 4 shows the median value for land parcels holding one- to three-unit buildings from 2005 to 2021. The lines on the graph track values within the Green Line station areas, in the comparison areas, and for the

Figure 3: Median Parcel Value, 2005-2021 (1-3 unit buildings)



Source: MetroGIS

Figure 4: Year over Year Change in Median Parcel Value, 2005-2021 (1-3 unit buildings)



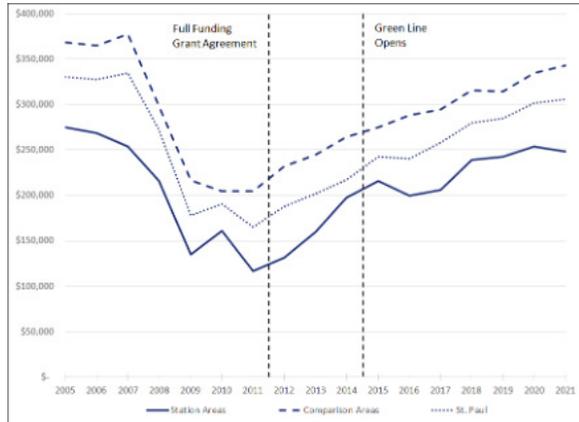
Source: MetroGIS

The patterns seen for 1-3 units buildings were repeated for the other parcels we examined (data presented in the appendix).

The examination of sales price for one- to three-unit buildings revealed the same patterns seen above. Figures 5 and 6 present the trends for home sales between 2005 and 2021. Again,

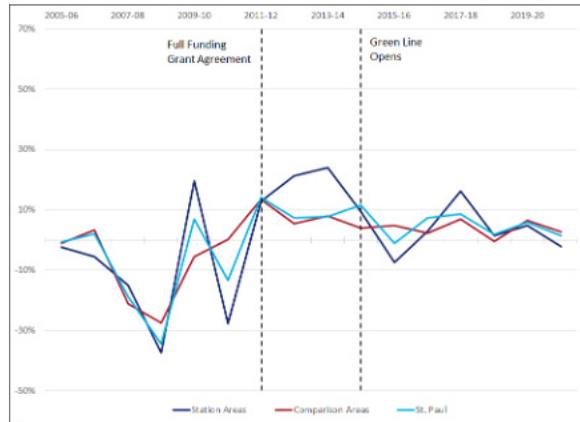
we see roughly the same patterns of change in station areas that we see in the rest of Saint Paul and in the immediate comparison areas of the city.

Figure 5: Average Inflation-Adjusted Sales Price, 2005-2021 (1-3 unit buildings)



Source: MetroGIS

Figure 6: Year over Year Change in Average Inflation-Adjusted Sales Price, 2005-2021 (1-3 unit buildings)



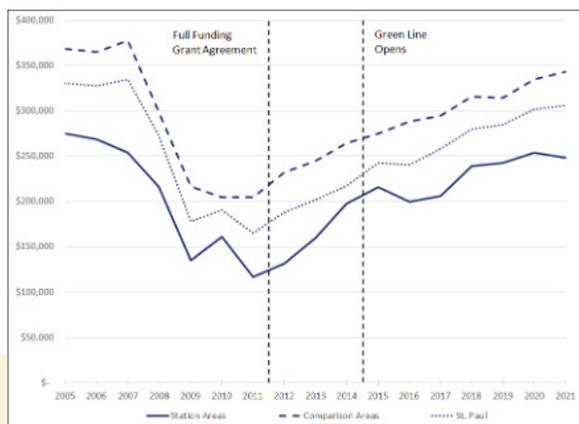
Source: MetroGIS

In order to determine whether different trends were taking place in housing that was more affordable, we tracked sales price for homes in the bottom quartile of the market. Similar to the previous analyses, there were no significant differences in the trends in station areas compared to the citywide trend or the pattern in the comparison areas (data presented in the appendix).

RENT AND AFFORDABILITY

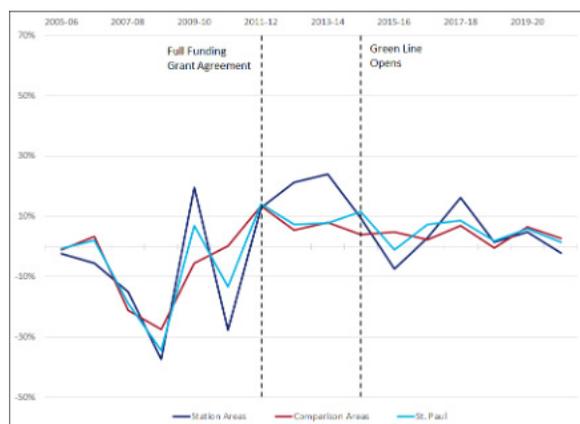
As with the examination of sales price, we looked at the 2021 inflation-adjusted rents (on a square foot basis) from 2005 to 2021. Figures 7 and 8 present the data. The patterns in the station area are identical for the most part with the patterns seen in the comparison area and citywide. After the opening of the Green Line we see somewhat greater differentiation in rent changes across these geographies (Figure 8), but still generally the same pattern in absolute rents (Figure 7).

Figure 7: Average Effective Rent in 2021 Inflation-Adjusted Dollars per Square Foot (4+ Units)



Source: CoStar

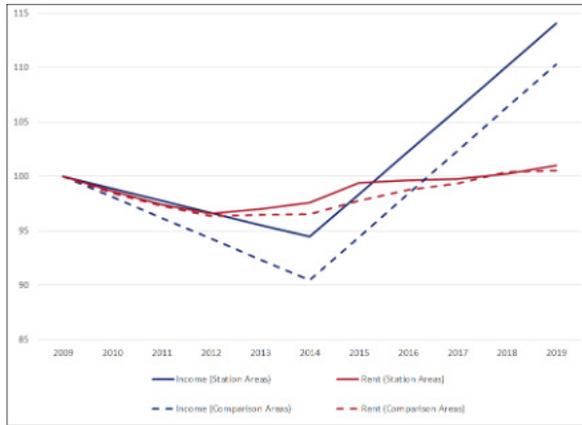
Figure 8: Year over Year Change in Average Effective Rent in 2021 Inflation-Adjusted Dollars per Square Foot (4+Units)



Source: CoStar

This analysis was repeated for properties with rents in the lowest quartile. No differences in trends appear between station areas, comparison areas, and the city as a whole (data presented in the appendix).

Figure 9: Relative Change in Median Household Incomes and Rents, 2009-2019



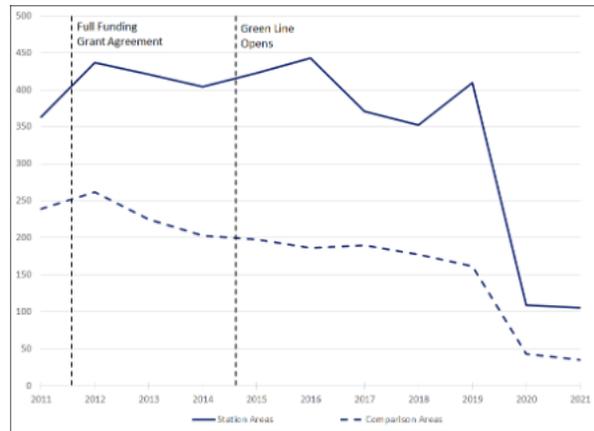
Source: CoStar; 2009, 2014, 2019 5-Year American Community Survey at the block group level

Housing affordability was examined indirectly, by looking at relative change in median household incomes and rents from 2009 to 2019. The data are presented in Figure 9. The rents and incomes in the figure are shown as a percentage of the rents and incomes in 2009. The data show that both incomes and rents fell in both the station and comparison areas after 2009, reflecting the larger pattern seen from the onset of the recession in 2008. Rents stopped declining in both station and comparison areas in 2012 and then began a slow uptick through 2019. Incomes, however, continued to decline until 2014 and declined further in comparison areas than they did in the station areas. Incomes have increases dramatically since 2014 in both areas. It should be noted, that these data do not track individual households. That is, rising incomes can reflect the entrance of new, higher-income households into a neighborhood as well as rising incomes among longer-term residents. The ACS data that are used for this analysis do not allow us to differentiate between those two phenomena.

EVICTION FILINGS

Data from the State of Minnesota Court Services Division provide a look at eviction filing trends. Eviction cases were mapped using the defendant’s listed address. In some cases, however, it is possible that eviction took place at another address (potentially outside the treatment and control areas), thus small patterns should be assess cautiously. Figure 10 shows the trends for eviction filings inside the station areas and the comparison areas.

Figure 10: Number of Eviction Filings, 2011-2021



Source: Court Services Division - Minnesota Judicial Branch.

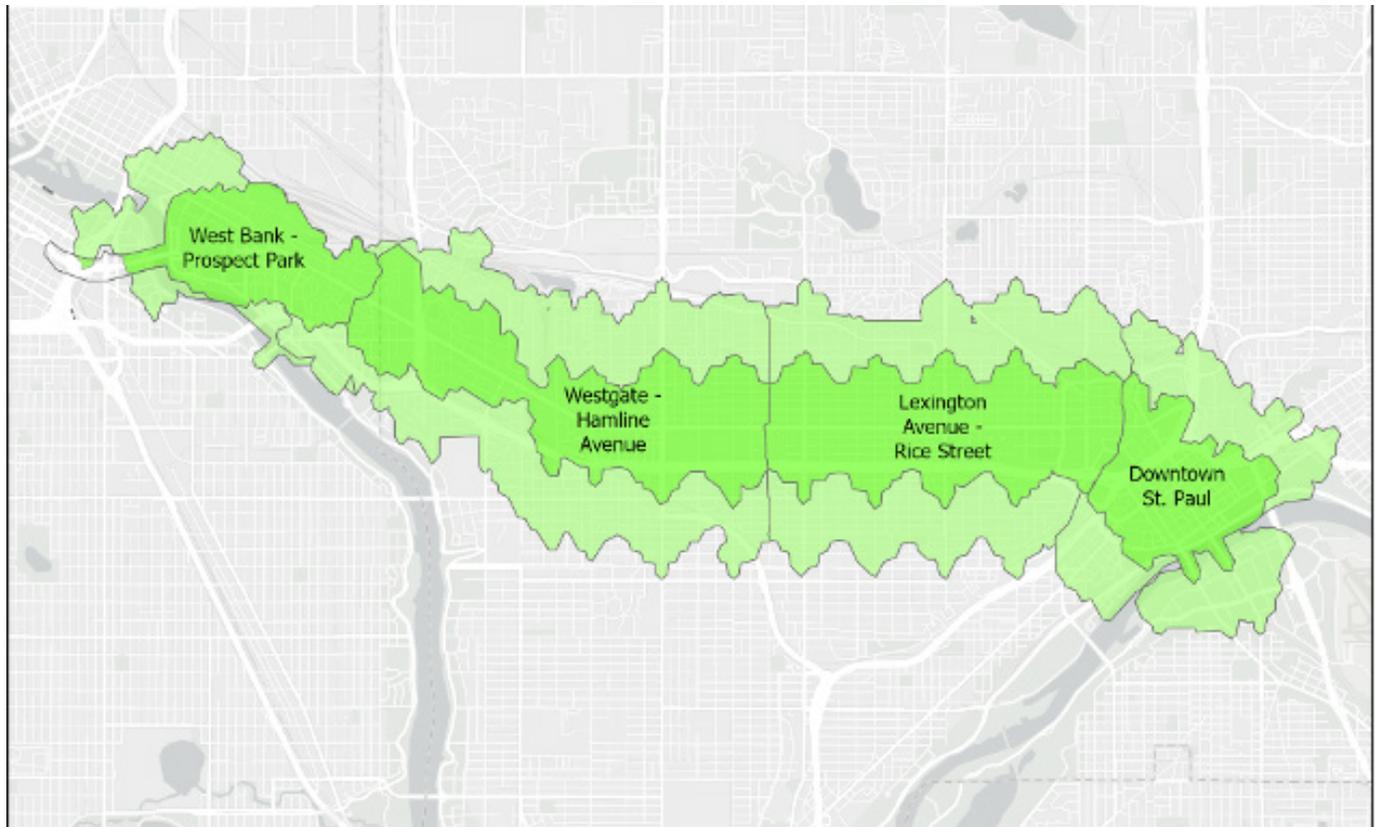
The data are available beginning in 2011, thus we do not have a pre-Green Line trend. What the graph shows is a larger initial increase in evictions in station areas after the announcement of funding, and then declines slightly though remains above the 2011 level through 2019, dropping precipitously when the moratorium eviction was introduced in 2020. In the comparison areas, the initial increase in evictions is not as large as in station areas, and declines slightly but steady until 2019, dropping further when the moratorium takes effect.

SUB-AREA ANALYSIS OF POPULATION AND HOUSING MARKET TRENDS

We duplicated all the population and market analyses by sub-areas of the Green Line. This was done to examine whether trends over time might be importantly different in different parts of the line. Green line subareas were determined through an exploratory analysis of individual station area characteristics, including race, homeownership, college education, and land use. The goal was to identify “natural” divisions along the line. For example, non-Hispanic whites comprise only about 20% of the population in the Lexington Avenue - Rice Street subarea, compared to more than 60% in the other three subareas. These numbers come from the 2014 5-Year ACS to capture station area characteristics prior to the opening of the green line.

Four sub-areas of the Green Line were examined. From West to East they are 1) the West Bank – Prospect Park area, 2) the Westgate – Hamline Avenue area, 3) the Lexington Avenue – Rice Street span, and 4) downtown Saint Paul (see Figure 11).

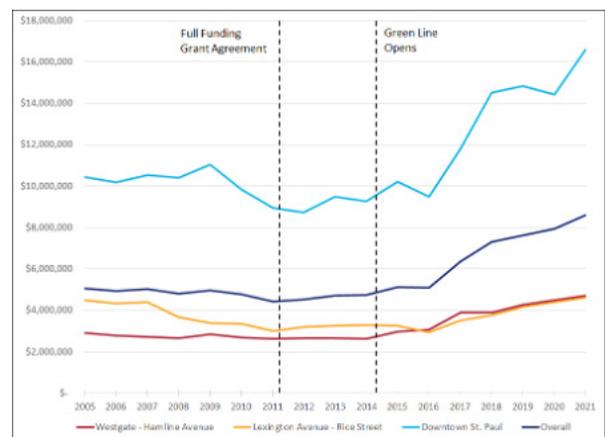
Figure 11: Green Line Sub-Areas



Generally, very few distinctive patterns were seen across these four sub-areas. There do seem to be some potentially distinctive housing outcomes occurring in the Downtown section of the Green Line, however.

Figure 12 shows that the value of larger apartment buildings is increasing at a greater rate in downtown, after the opening of the Green Line, than it is in other sub-areas of the line. The figure shows that within the downtown area of the Green Line, a modest decline in the value of larger apartment buildings located within station areas ended in 2011 and 2012, right after announcement of full funding of the Green Line. The trend turned into a modest increase in value which then increased significantly in 2016, two years after the opening of the line and continued through 2021. Value increases for larger apartment buildings have been much more modest in other sub-areas of the line.

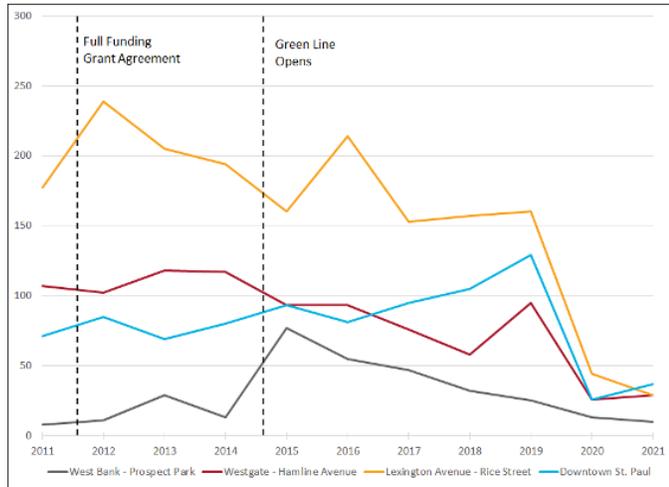
Figure 12: Median Parcel Value for Buildings with 10+ units, 2005-2019 (in thousands)



Source: MetroGIS

Another difference across sub-areas is in the pattern of change in eviction filings. Figure 13 shows evictions over time in the four sub-areas of the line, again with the downtown sub-area showing a distinctive pattern.

Figure 13: Number of Eviction Filings, 2011-2021, by sub-area



Source: Court Services Division – Minnesota Judicial Branch.

In fact, there seem to be three different patterns shown in figure 13. In the Westgate-Hamline and Lexington-Rice sections of the Green Line, evictions fell slightly over time until 2019, after which they dropped significantly due to the moratorium. In the West Bank-Prospect Park sub-area, there was a significant spike in evictions after the Green Line opened in 2014 and then a steady decline. The downtown sub-area shows evictions increasing steadily from 2011 through 2019 and then dropping with the moratorium. The downtown sub-area is the only one of the four to show an overall increase evictions since the opening of the line in 2014.

For all of the other demographic and housing variables we examined there were no distinctive differences in trends across the four sub-areas of the Green Line. The full sub-area analysis is contained in the appendix.

Baseline study of Blue Line Extension Corridor

PREVIOUS RESEARCH ON THE BLUE LINE EXTENSION CORRIDOR

In 2018, the Center for Urban and Regional Affairs (CURA) conducted a study of gentrification and gentrification pressures in Minneapolis and Saint Paul. The following year, 2019, CURA published an extension of that study covering all of Hennepin County. These studies provide important context for the changes that have been taking place in communities along the Blue Line Extension Corridor. These studies identify first whether a community (studied at the census tract level) is gentrifiable¹, and then whether housing market and demographic changes in those census tracts are consistent with the pattern of gentrification.

These studies identified a number of communities along the Blue Line Extension Corridor that are vulnerable to gentrification and several that have been changing in ways that are consistent with gentrification. These communities are depicted in Figures 14 and 15.

Figure 14: Gentrification and Vulnerable Census Tracts in Minneapolis and Saint Paul

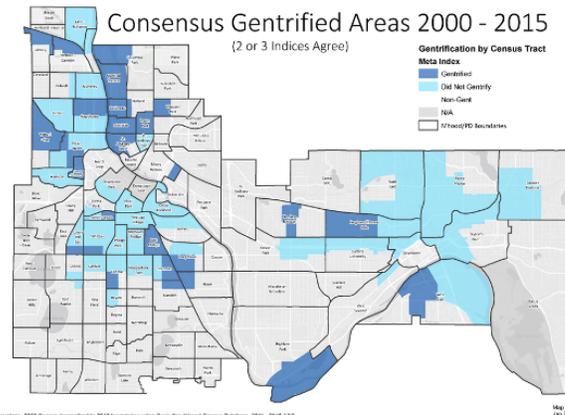
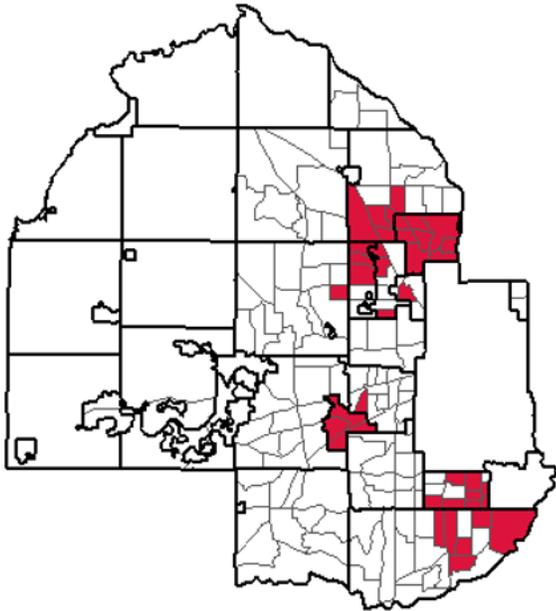


Figure 14 shows neighborhoods that were vulnerable to gentrification in the two central cities in 2000 and the neighborhoods that changed in ways that are consistent with gentrification between 2000 and 2015. In Minneapolis the Blue Line Extension corridor runs through the Near North, Hawthorne, Jordan, and Willard-Hay neighborhoods. All of this area met the criteria for vulnerability to gentrification and portions of the Near North and Willard-Hay actually exhibited signs of gentrification between 2000 and 2015.

¹ A “gentrifiable” neighborhood is one that has housing and population characteristics that identify it as a disadvantaged or low-wealth community. See the CURA report for a full definition (<https://gentrification.umn.edu/sites/gentrification.umn.edu/files/files/media/diversity-of-gentrification-012519.pdf>).

The Hennepin County map (Figure 15) show neighborhoods that were vulnerable to gentrification in 2016. As the Blue Line Extension leaves Minneapolis, it straddles vulnerable census tracts in Robbinsdale, Crystal, New Hope and runs right through vulnerable tracts in Brooklyn Park.

Figure 15: Gentrification Vulnerable Census Tracts in Hennepin County, 2016



Although the CURA studies of the central cities and Hennepin County found that most vulnerable tracts did not, in fact, gentrify during the study period, research nationally has shown that transit investments, such as light rail, are especially notable in leading to gentrification-like change in neighborhoods. The connection between transit investment and gentrification is so pronounced that researchers have created a term for the phenomenon – “transit-induced gentrification” (see, e.g., Revington 2015; Baker and Lee 2017; Feinstein and Allen 2011; Kahn 2007; Dawkins and Moeckel 2016).

POPULATION AND HOUSING CHARACTERISTICS IN THE BLUE LINE EXTENSION CORRIDOR

In this part of the report we present information about the population, housing, and businesses along the corridor of the Blue Line Extension. Our focus here is to describe the conditions along the corridor using the most up-to-date available data. Our analysis will focus on how the corridor is changing (most typically using a 2010-2019 time period), and what the current conditions are (using 2019 data). For each individual characteristic studied, we provide a map of current conditions and a map of the change that has occurred in the previous decade. Each map identifies the planned stations along the line and outlines a corridor that stretches a half-mile in each direction. Data are presented by census tract. A full set of data tables that supports this analysis is contained in the appendix

to this report.

Data from the 2010 Census and from the 2019 American Community Survey (ACS) show several patterns. The Blue Line Extension begins, of course, in Minneapolis and there are three additional Minneapolis station areas planned. The Minneapolis portion of the corridor is distinct in a number of ways. These are the lowest-income areas along the Line, and the highest-poverty areas. The percentage of the population that uses transit to get to work is highest in the Minneapolis portion of the corridor, and these neighborhoods show the lowest rate of car ownership of all areas along the Blue Line Extension. The Minneapolis section of the Line is also distinctive for some of its housing characteristics. It has the oldest housing, the highest rates of vacancy, and the greatest amount of subsidized housing compared to other portions of the Line.

The Minneapolis and Brooklyn Park sections of the Line, which are the beginning and the end of the Blue Line Extension, respectively, resemble each other in some respects. They are the most racially/ethnically diverse, having the highest percentage BIPOC populations and non-English speaking households. These two areas of the line have the highest rates of children under the age of 18, and the highest home values for owner-occupied housing (in Minneapolis, it should be noted, this is true only at the very beginning of the Line, near downtown).

Brooklyn Park is home to the final five station areas of the Blue Line Extension. On many dimensions there seems to be a north-south divide within Brooklyn Park. That divide is sometimes demarcated by Brooklyn Boulevard (77th Avenue) and sometimes demarcated by 85th Avenue. Generally, the areas in the north have higher incomes and higher rates of college-educated households. In the southern portion of Brooklyn Park there are higher concentrations of renters, unemployment, and poverty.

Crystal and Robbinsdale tend to be like each other in some characteristics. This mid-section of the line has the areas of the highest percentage of seniors (population over the age of 65), the highest rates of college-educated population, lowest transit reliance, and growing rates of poverty.

The data show that housing cost burden for renters is a significant problem along the entire stretch of the Blue Line Extension.

Figure 16: Total Population, 2019

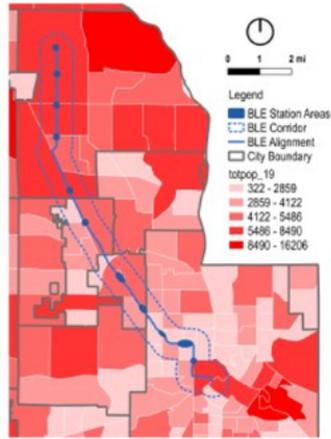
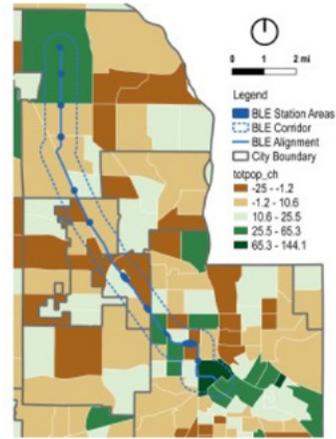


Figure 17: Pct Change, 2010-2019



Note: The Natural Breaks (Jenks) Classification is used to classify the all tract in Hennepin county into 5 classes. Source: 2010 Census, 2019 5year ACS.

Figures 16 and 17 map the population and population change along the line. Figure 17 shows that areas in North Minneapolis and Downtown Minneapolis have seen the greatest growth in population between 2010 and 2019 as has the northern-most part of the corridor in Brooklyn Park.

Figure 18: Pct BIPOC, 2019

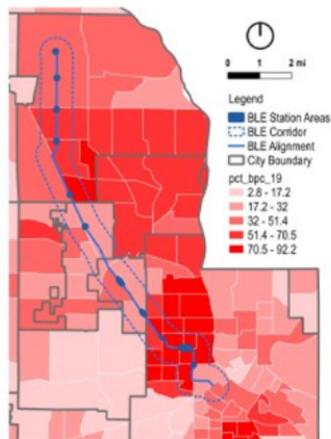
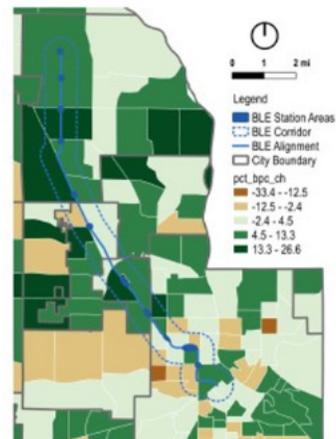


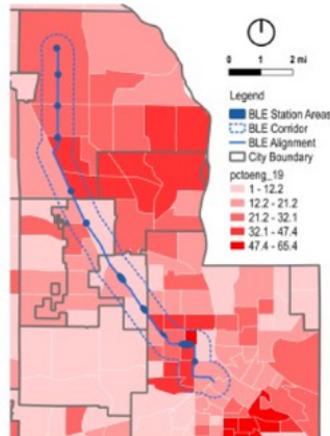
Figure 19: Pct Point Change, 2010-2019



Note: The Natural Breaks (Jenks) Classification is used to classify the all tract in Hennepin county into 5 classes. Source: 2010 Census, 2019 5year ACS.

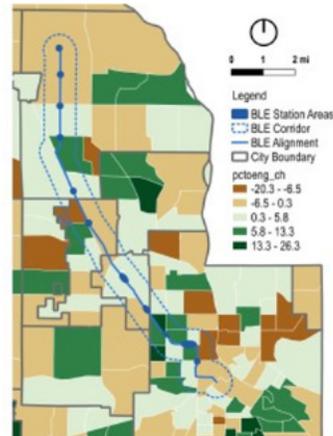
The Blue Line Extension runs through some of the most ethnically and racially diverse areas of Minneapolis and suburban Hennepin County. BIPOC populations are most prevalent in the Minneapolis and Brooklyn Park sections of the Line (Figure 18). The appendix provides separate maps for Black, Hispanic, Asian, and Indigenous populations.

Figure 20: Pct Language other than English, 2019



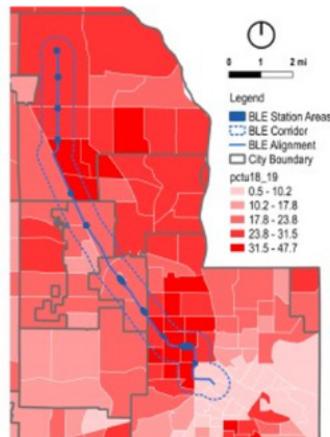
Note: The Natural Breaks (Jenks) Classification is used to classify the all tract in Hennepin county into 5 classes. Source: 2010 Census, 2019 5year ACS.

Figure 21: Pct Point Change, 2010-2019



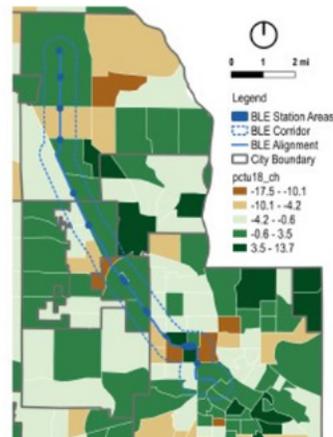
The Blue Line Extension also passes through communities with significant populations that speak languages other than English (Figure 20). The highest rates of non-English language usage is at either end of the Extension, it's beginning in Minneapolis and at the end in Brooklyn Park. These are also areas where non-English language use is increasing (Figure 21).

Figure 22: Pct Under 18, 2019



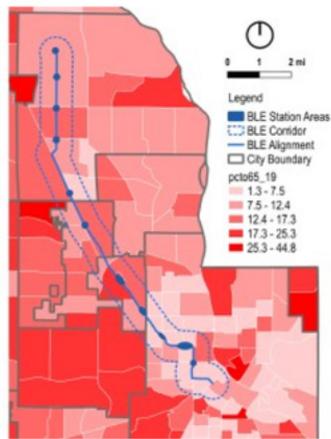
Note: The Natural Breaks (Jenks) Classification is used to classify the all tract in Hennepin county into 5 classes. Source: 2010 Census, 2019 5year ACS.

Figure 23: Pct Point Change, 2010-2019



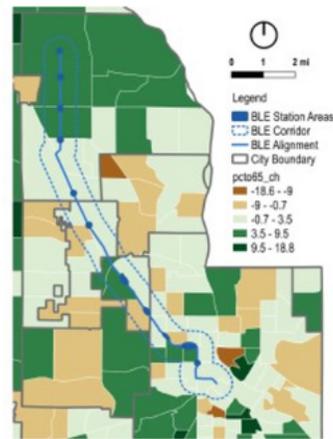
The Blue Line Extension runs through communities with significant numbers of children (Figure 22). While the school age population is greatest along the Line in Minneapolis and Brooklyn Park, the percentage of the population that is under the age of 18 is growing all along the corridor (Figure 23).

Figure 24: Pct Over 65, 2019



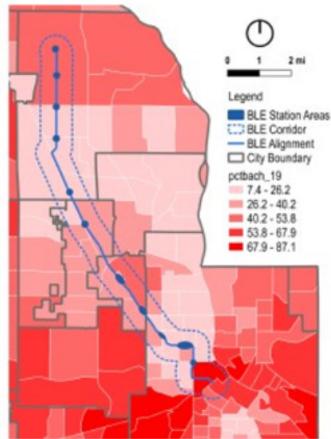
Note: The Natural Breaks (Jenks) Classification is used to classify the all tract in Hennepin county into 5 classes. Source: 2010 Census, 2019 5year ACS.

Figure 25: Pct Point Change, 2010-2019



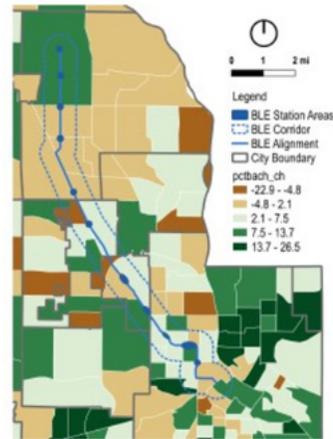
The highest percentage of seniors is seen in the Robbinsdale and Crystal portion of the corridor, though the percentage of seniors is growing in Brooklyn Park (Figures 24 and 25).

Figure 26: Pct College Degree, 2019



Note: The Natural Breaks (Jenks) Classification is used to classify the all tract in Hennepin county into 5 classes. Source: 2010 Census, 2019 5year ACS.

Figure 27: Pct Point Change, 2010-2019



The percentage of the population with a college degree is highest in the Crystal and Robbinsdale portion of the corridor (see Figure 26), though rates are increasing in Minneapolis and in the areas surrounding the northern terminal of the Line in Brooklyn Park (Figure 27).

Figure 28: No HS Degree, 2019

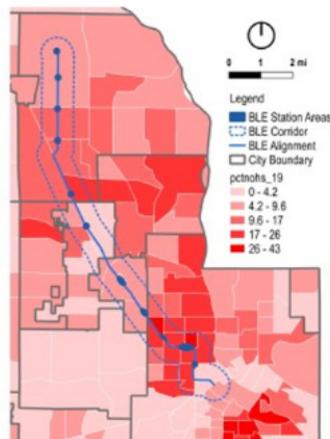
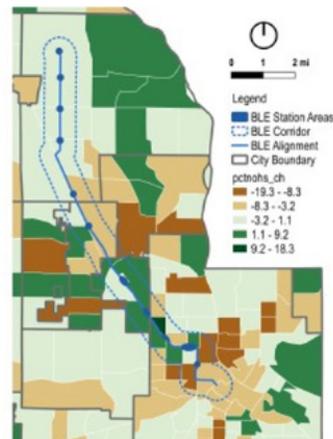


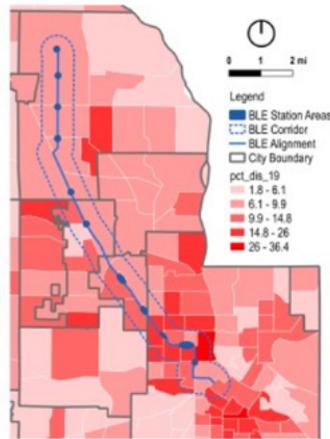
Figure 29: Pct Point Change, 2010-2019



Note: The Natural Breaks (Jenks) Classification is used to classify the all tract in Hennepin county into 5 classes. Source: 2010 Census, 2019 5year ACS.

These maps show the distribution of the population without a high school degree. Areas with the largest percentages are in Minneapolis (Figure 28). Areas with the greatest growth in this population are in Minneapolis and Crystal (Figure 29).

Figure 30: Pct. Disability, 2019



Note: The Natural Breaks (Jenks) Classification is used to classify the all tract in Hennepin county into 5 classes. Source: 2019 5year ACS.

Figure 30 shows the percentage of the population with a disability. The largest percentages occur in Minneapolis. Because of data constraints, we have no information on the change in the prevalence of this population.

Figure 31: Median Household Income, 2019

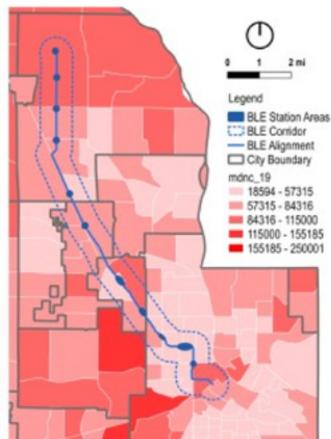
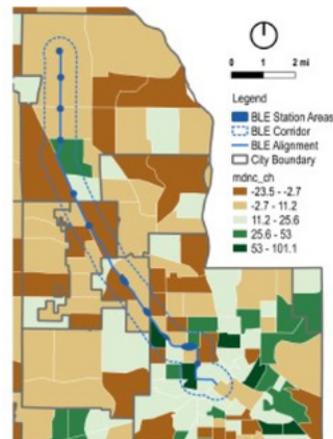


Figure 32: Pct Change, 2010-2019



Note: The Natural Breaks (Jenks) Classification is used to classify the all tractin Hennepin countynto 5 classes. Source: 2010 Census, 2019 5year ACS.

Median household incomes for census tracts along the line are typically low, and lower than the metropolitan area median (Figure 31). The lowest income neighborhoods are in Minneapolis. Median incomes declined all along the Line between 2010 and 2019 with the biggest areas of decline being in Crystal and Robbinsdale (Figure 32).

Figure 33: Median Household Income, 2019

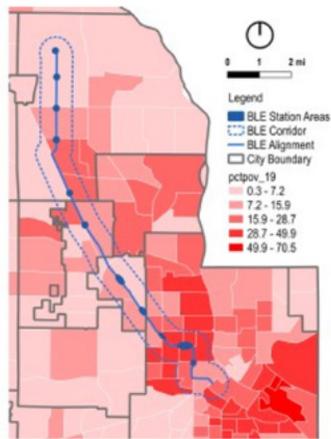
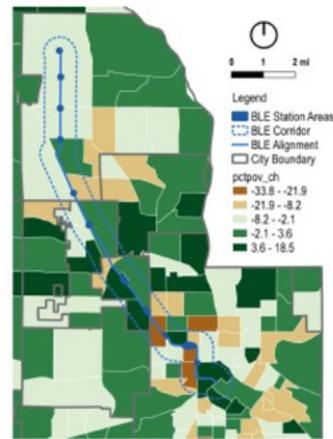


Figure 34: Pct Change, 2010-2019



Note: The Natural Breaks (Jenks) Classification is used to classify the all tractin Hennepin countynto 5 classes. Source: 2010 Census, 2019 5year ACS.

The distribution of poverty reinforces the pattern of income shown in the previous maps. Figure 33 shows that areas with the highest rates of poverty are in Minneapolis and the southern portion of Brooklyn Park. The largest areas of growth in poverty, however, are in the middle of line, in Crystal and Robbinsdale, and parts of Minneapolis (Figure 34).

Figure 35: Pct Unemployment, 2019

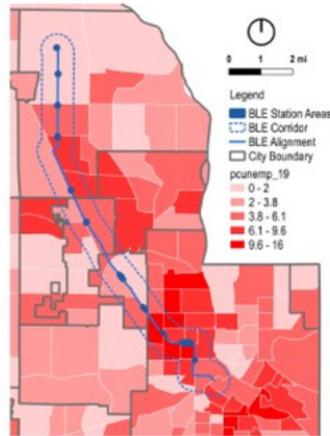
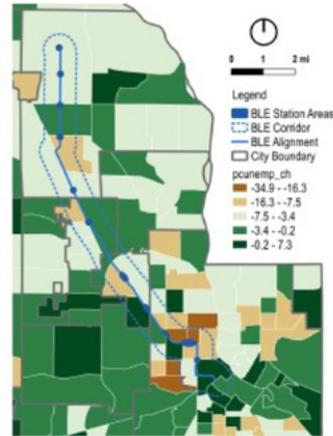


Figure 36: Pct Point Change, 2010-2019



Note: The Natural Breaks (Jenks) Classification is used to classify the all tracts in Hennepin county into 5 classes. Source: 2010 Census, 2019 5year ACS.

The highest areas of high unemployment in Minneapolis and Brooklyn Park (Figure 35). In most neighborhoods along the Line, unemployment fell between 2010 and 2019, reflecting the overall improvement of the economy from the depths of the recession in 2010 (Figure 36). Nevertheless, pockets of unemployment increase occurred in Minneapolis and Crystal.

Figure 2.37: Pct Transit to Work, 2019

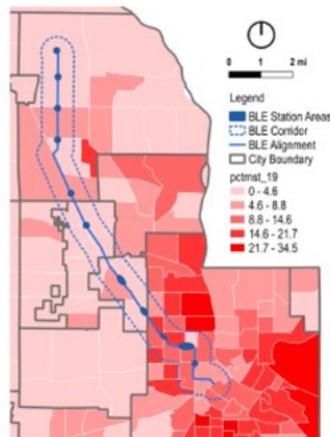
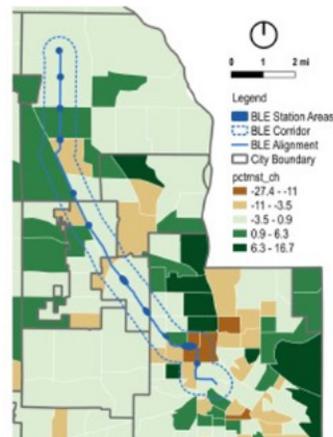


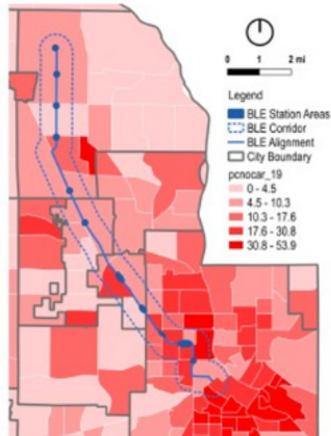
Figure 2.38: Pct Point Change, 2010-2019



Note: The Natural Breaks (Jenks) Classification is used to classify the all tracts in Hennepin county into 5 classes. Source: 2010 Census, 2019 5year ACS.

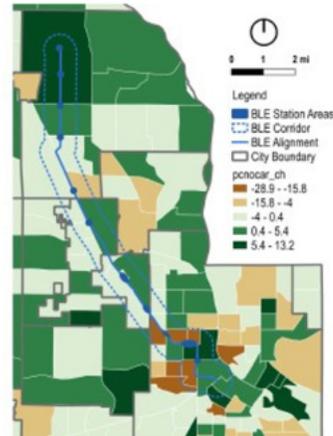
Figure 2.37 shows the percentage of the workforce that uses transit to get to work. The highest percentages are in Minneapolis, though there are areas of Brooklyn Park in which a growing percentage of the population is using transit.

Figure 39: Pct No Car Ownership, 2019



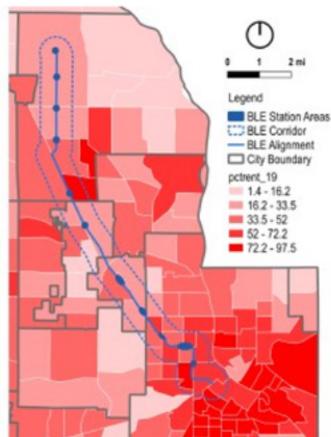
Note: The Natural Breaks (Jenks) Classification is used to classify the all tracts in Hennepin county into 5 classes. Source: 2010 Census, 2019 5year ACS.

Figure 40: Pct Point Change, 2010-2019



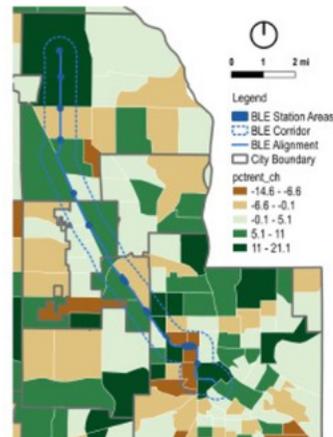
The rate of car ownership is lowest in the Minneapolis neighborhoods along the corridor, as well as one tract in Crystal (Figure 39). Rates of car ownership, however, fell in the northern part of Brooklyn Park, and the eastern portions of Robbinsdale and Crystal, and in portions of Minneapolis (Figure 40).

Figure 41: Pct Renter, 2019



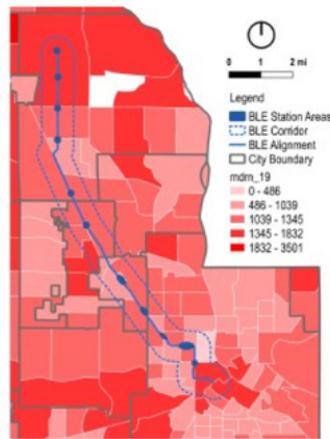
Note: The Natural Breaks (Jenks) Classification is used to classify the all tracts in Hennepin county into 5 classes. Source: 2010 Census, 2019 5year ACS.

Figure 42: Pct Point Change, 2010-2019



There are large renter populations along the Blue Line Extension in Minneapolis and the southern portion of Brooklyn Park (Figure 41). Renter populations are growing, however, all along the line, with the steepest increases occurring in parts of Minneapolis and the northern portion of Brooklyn Park (42).

Figure 43: Median Rent, 2019



Note: The Natural Breaks (Jenks) Classification is used to classify the all tracts in Hennepin county into 5 classes. Source: 2010 Census, 2019 5year ACS.

Figure 44: Pct Point Change, 2010-2019

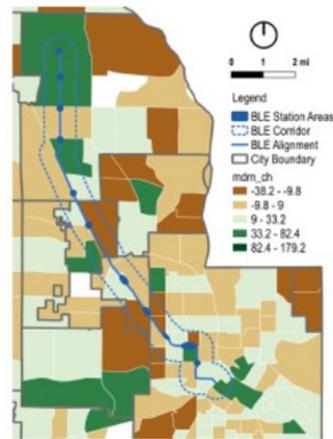
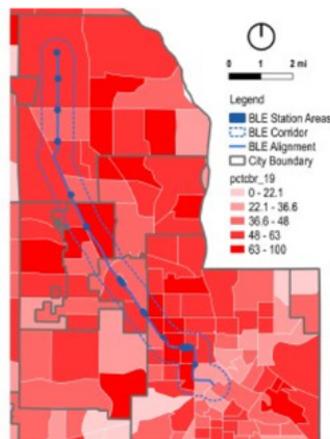


Figure 43 shows that median rents are highest for the census tracts at either end of the Blue Line Extension. Median rents are increasing all along the line, interspersed with areas that saw a decline in rents between 2010 and 2019 (Figure 44).

Figure 45: Pct Cost Burdened (Renter), 2019



Note: The Natural Breaks (Jenks) Classification is used to classify the all tracts in Hennepin county into 5 classes. Source: 2010 Census, 2019 5year ACS.

Figure 46: Pct Point Change, 2010-2019

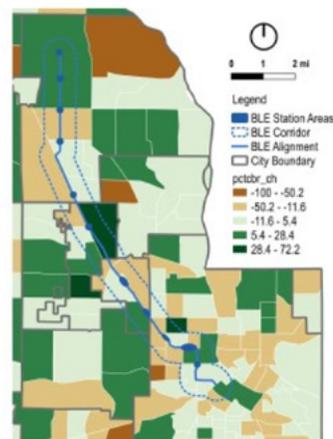


Figure 45, showing the percentage of renters cost-burdened, reveals significant hardship all along the line. Rates of cost-burden among renters are uniformly high and are increasing in large parts of the corridor.

Figure 47: Median Home Value, 2019

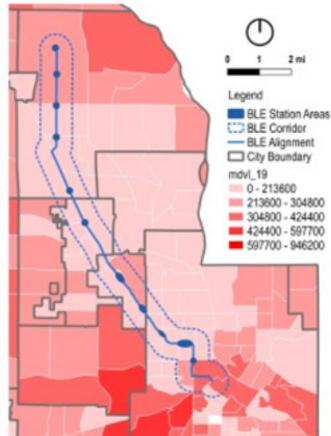
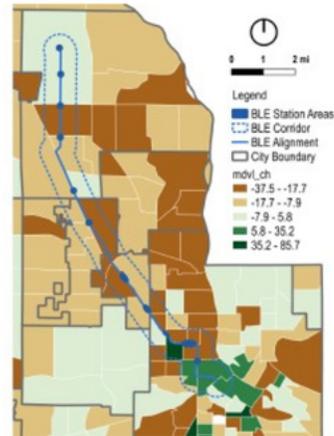


Figure 48: Pct Change, 2010-2019



Note: The Natural Breaks (Jenks) Classification is used to classify the all tract in Hennepin county into 5 classes. Source: 2010 Census, 2019 5year ACS.

Home values are the highest at either end of the Blue Line Extension (Figure 47). Most areas along the Line saw a decline in value between 2010 and 2019, with the only exceptions being in Minneapolis at the beginning of the corridor (Figure 48).

Figure 49: Pct Cost Burdened (Owner), 2019

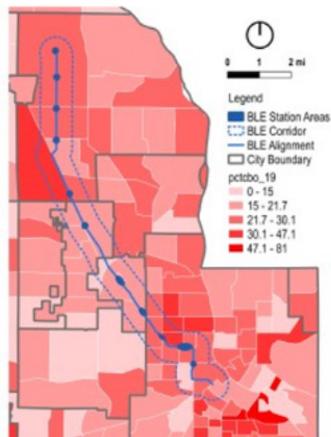
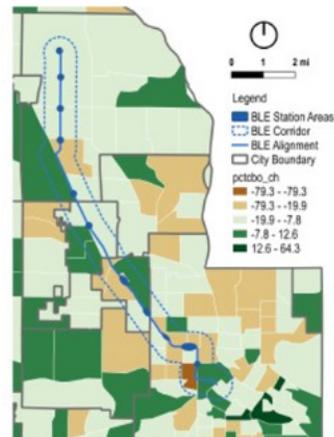


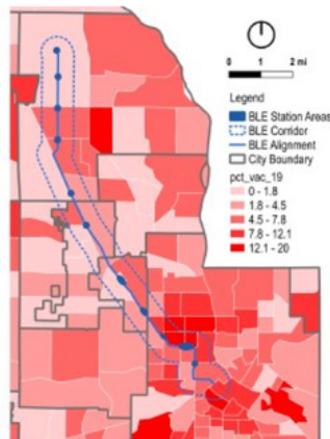
Figure 50: Pct Point Change, 2010-2019



Note: The Natural Breaks (Jenks) Classification is used to classify the all tract in Hennepin county into 5 classes. Source: 2010 Census, 2019 5year ACS.

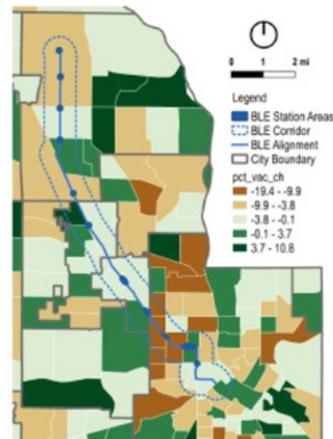
Figure 49 indicates that cost-burden for homeowners is not as great as was seen for renters. Nevertheless, the highest rates of ownership cost burden are in Minneapolis and Brooklyn Park. Census tracts interspersed along the Line saw increases in ownership cost-burden (Figure 50).

Figure 51: Pct Housing Vacancy, 2019



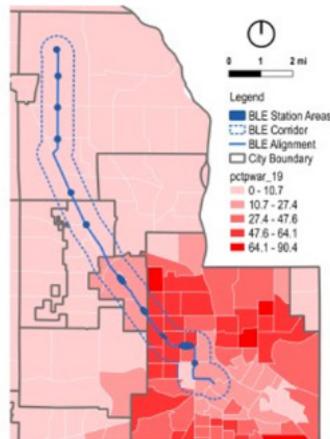
Note: The Natural Breaks (Jenks) Classification is used to classify the all tracts in Hennepin county into 5 classes. Source: 2010 Census, 2019 5-year ACS.

Figure 52: Pct Point Change, 2010-2019



Rates of housing vacancy along the Blue Line Extension are greatest in Minneapolis, but are increasing in the Crystal, Robbinsdale, and Brooklyn Park portions of the Line (Figures 51 and 52).

Figure 53: Pct Pre-War Housing, 2019



Note: The Natural Breaks (Jenks) Classification is used to classify the all tracts in Hennepin county into 5 classes. Source: 2010 Census, 2019 5-year ACS.

Figure 53 shows the prevalence of housing in 2019 that was built prior to 1949. The map clearly shows that this housing is concentrated in the Minneapolis portions of the Blue Line Extension, and to a lesser extent in Crystal.

Figure 54: Subsidized Housing (Address-level), 2020

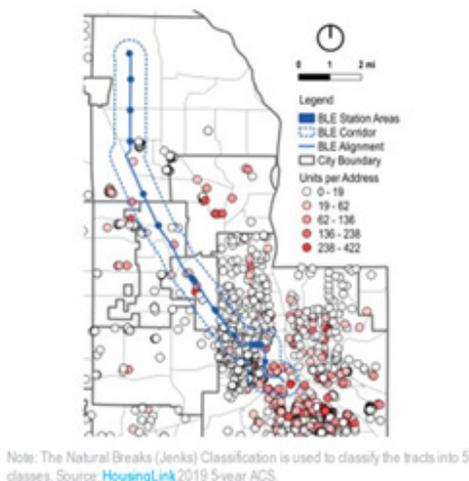
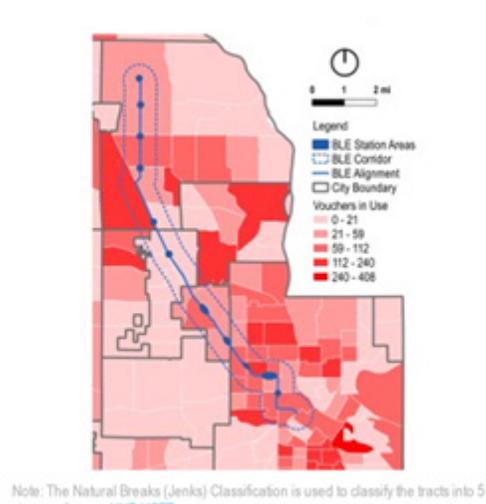


Figure 55: Housing Choice Vouchers in Use, 2021



* The data for subsidized housing includes both HUD assisted properties and other programs funded at the state or local level. It does not include emergency shelter or transitional housing. These figures were last updated on December 31, 2020. HUD suppresses the number of vouchers in use for any tract with less than 11 subsidized units available. For these tracts, we assume the number of vouchers in use is equal to the subsidized units available × 88% (average occupancy rate for tracts in the county).

Figure 54 indicates that subsidized housing is clustered in the Minneapolis portion of the Blue Line Extension corridor, though many of these are smaller developments (1 to 19 units). There are several larger subsidized projects along the Line in Crystal. Subsidized housing along the Line is much sparser in Robbinsdale and Brooklyn Park. Housing Choice Vouchers (Figure 55) are most prevalent in Minneapolis and Brooklyn Park. They are much rarer in the Robbinsdale portion of the corridor.

Inventory of businesses along the Blue Line Extension Corridor

In July and August of 2022, the CURA research team conducted a windshield survey of businesses along the Blue Line Extension (see Figure 56). The purpose of the survey is to create an inventory of businesses and land uses along the entirety of the Blue Line Extension.

There is a heavy commercial presence along the line, but there are also other types of land use, including housing, schools, churches, and health care facilities. Of the commercial facilities, 74% are retail, 13% warehouse/wholesale, and 13% manufacturing.

Figure 56: Land use fronting the Blue Line Extension, by establishment type, 2022

| ESTABLISHMENT TYPE | n |
|-------------------------------|-----|
| Commercial | 135 |
| Housing | 8 |
| Non-profits | 8 |
| Schools | 7 |
| Hospital / Health Care | 4 |
| Churches | 4 |
| Government | 1 |
| Vacant / Open space / Parking | 13 |

The inventory also contains information about the name of the business/establishment, the condition of the exterior, the frontage type, and other items (see appendix for the entire database). For example, one third of the establishments along the Line are located in strip mall environments, 28% front the street directly, while 39% are behind a large parking lot.

The inventory is designed to be used to assist in the outreach to establishments before and during the construction period, but also as a baseline against which to assess the impact of the development of the Blue Line Extension.

RECOMMENDATIONS

Introduction

Throughout an 18 month process, CURA convened the Blue Line Anti Displacement Work Group (ADWG) as a method to unify vision among community (both businesses and residents), philanthropy, and government for anti-displacement as a result of the planning, constructing, and implementing the Blue Line Extension. ADWG members were empowered to engage research, community input, and their own experiences to recommend policies that would prevent displacement in the Blue Line Extension corridor. Recommendations were intended to be made to various governments, philanthropy, and vested community partners.

The ADWG considered a large body of information in the identification of what policies should be recommended to prevent displacement. As described, the first full Saturday meeting of the ADWG ended with nearly 30 policies that have already been implemented in some form around the Twin Cities and country that could be modified to fit the exact context of the Blue Line Extension corridor communities. Nearly 50 different policies were discussed in total throughout the project process, and there are even more that could have been considered if time was not a factor for this work.

The recommendations of the ADWG prioritize outcomes first, which are to be read as desired outcomes as a result of implemented anti-displacement strategies. The recommendation sections fall short of being implement-ready policies and strategies because the ADWG group process does not imitate policy making processes of governments nor does government participation signify commitments of governments or other implementing organizations. The ADWG process was meant to increase transparency and heighten communication between governments and communities. Recommendations are conscious of the various challenges to implementing anti-displacement strategies, but implementing agencies will need to refine recommendations through real budget, political, legal and other realities. Because of this, there are many pathways to achieving the recommended anti-displacement outcomes including the policies named and unnamed in this report. **Outcomes are then meant to be interpreted as the guiding framework for anti-displacement work and policies are encouraged and researched possibilities to achieve those outcomes. The hope is that organizations that receive ADWG recommendations are to first support the outcome recommendations presented in this report.**

Underlying Principles

- All policies need to be accessible to people with different language needs, people with disabilities, and people without social security numbers/documentation
- Every recommendation should be measurable and should have accountability mechanisms
- Recommendations should be designed to support those most impacted by construction
- Policies and outcomes should target existing residents, not potential ones.

Desired Outcomes

- Creating opportunities for community ownership and being able to measure levels of community ownership
- Providing opportunities for community to connect to BLRT and development in a joyful way
- Being transparent around the progress of the project and tracking of displacement
- Providing opportunities for existing residents and businesses to stay in place and feel supported
- Empowering community to be involved in decision-making throughout the corridor
- **Granting reparations to the Harrison neighborhood for the harm caused by the previous iteration of the alignment**
- Developing a workforce program that strives to ensure that 50% of jobs from the Bottineau Light Rail development are held by corridor residents
- Ensuring that there are sufficient resources to support policy implementation, organizing efforts, community development and ownership, and other anti-displacement strategies
- Creating and enforcing structures of accountability for government agencies along the alignment
- Incentivizing community institutions, business organizations, community members to own on West Broadway and connect to other commercial nodes
- Improving the climate for businesses post-construction, and prioritizing the development of spaces for small businesses
- Ensuring that there is access to land, housing and businesses in the corridor throughout all phases of construction
- Addressing indirect construction impacts
- Keeping the rich culture of the corridor in place and enhancing it so it thrives
- Supporting the development, preservation, and access of safe and affordable housing and housing choice
- Ensuring that there is a continued role for ADWG members

- throughout all phases of the project
- Ensuring that youth feel safe on and around the lightrail, and feel excited and proud to remain in their communities
- Improving infrastructure around the project

Outcomes by Jurisdiction

Minneapolis

- Providing opportunities for community to connect to BLRT and development in a joyful way
- Creating opportunities for community ownership and being able to measure levels of community ownership
- Empowering community to have control over decision-making throughout the corridor
- Providing opportunities for existing residents and businesses to stay in place and feel supported
- Addressing reparations to the Harrison neighborhood from previous route alignment.
- Creating and enforcing structures of accountability for government agencies along the alignment
- Ensuring that there are sufficient resources to support policy implementation, organizing efforts, community development and ownership, and other anti-displacement strategies
- Ensuring that there is access to land, housing and businesses in the corridor throughout all phases of construction
- Ensuring that 50% of jobs from the Bottineau Light Rail development are held by corridor residents.
- Ensuring that there is a continued role for ADWG members throughout all phases of the project

Brooklyn Park

- Keeping the rich culture of the corridor in place and enhancing it so it thrives
- Improving the climate for businesses post-construction, and prioritizing the development of spaces for small businesses
- Providing opportunities for existing residents and businesses to stay in place and feel supported
- Supporting the development, preservation, and access of safe and affordable housing and housing choice
- Ensuring that youth feel safe on and around the lightrail, and feel excited and proud to remain in their communities.

Crystal/Robbinsdale

- Addressing indirect construction impacts
- Improving the climate for businesses post-construction, and prioritizing the development of spaces for small businesses
- Improving infrastructure around the project
- Supporting the development, preservation, and access of safe and affordable housing and housing choice

- Keeping the rich culture of the corridor in place and enhancing it so it thrives
- Ensuring that there are sufficient resources to support policy implementation, organizing efforts, community development and ownership, and other anti-displacement strategies

Timeline

The ADWG was also considerate of the implementation timing of each policy recommendation. Anti-displacement strategies need to be considered whether policies should be implemented prior to construction, during construction, or after construction because it is important to know when a particular type of displacement pressure needs to be mitigated. The majority of anti-displacement policies need to be implemented prior to construction. Our research suggests that in a lot of cases, early implementation will lead to more effective displacement mitigation. Each policy in the section below talks about when each policy will be effective as recommended by the Anti-Displacement Work Group.

Policies

Mandatory Relocation Assistance

DESCRIPTION OF POLICY

With 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. While the specific triggering events differ by jurisdiction, they may include things like a notice of nonrenewal of a fixed term lease, a housing unit failing inspection or being condemned, qualified landlord reason for termination, rent increase of 10% or more over a 12-month period, or a substantial change of lease terms. Generally, assistance amounts vary by the size of the unit and the geography.

HOW DOES IT SUPPORT ACHIEVING THE DESIRED OUTCOME?

Mandatory relocation assistance can be a useful mechanism for supporting increased tenant stability and landlord accountability, as it creates a financial disincentive if out of compliance. Forced relocation from rental housing, either through eviction or informal means, is common among renters and reproduces poverty among low-income renters (Desmond, 2015). Mandatory relocation assistance can make or break some renters' abilities to move to different housing, which highlights the importance of building into policy a mechanism to ensure landlord compliance and accountability.

EXAMPLE

The City of Portland has one of the most comprehensive ordinances in the country, as it applies to the following triggering events:

- No-cause eviction
- Non-renewal of lease on substantially the same terms
- Rent increase of 10% or more over a 12 month period
- Qualifying landlord reason (demolition, change of use, landlord plans to sell)

Tenants in a studio or SRO receive \$2,900, \$3,300 in a 1BR unit, \$4,200 in a 2BR, and \$4,500 for a 3BR or larger. In Portland, if a landlord fails to comply with relocation assistance or exemption requirements, they are liable to the tenant for an amount up to 3 times the monthly rent as well as actual damages, Relocation Assistance, reasonable attorney fees and costs.

Between March 2018, when the policy was adopted into city code, and December 31, 2019, 544 notifications of payment have been received by the Portland Housing Bureau (PHB). Staff report that this is likely an undercount, due to their belief that landlords do not always report payments. Of those payments, 372 were due to no-cause termination, 30 were for rent increases in excess of 10%, 78 were for the landlord's declining to renew the lease, and 64 were for landlord-based reasons (City of Portland, 2023).

WHERE DOES IT EXIST ALONG ALIGNMENT?

While the City of Portland's mandatory relocation assistance applies to no-cause evictions and a wide array of triggering events, some cities have implemented the policy for more specific situations. In 2019, the City of 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. Property owners have to pay three months' worth of rent regardless of whether a tenant is current on rent payments. Similarly, the Met Council has a policy that provides relocation assistance for people and businesses displaced by the Council's acquisition of property.

HOW DO EXISTING POLICIES NEED TO CHANGE?

While only the City of Minneapolis and the Met Council have relocation assistance ordinances in place, there are opportunities to implement new policies and retrofit existing ones to better meet the needs of communities vulnerable to displacement because of the Blue Line. Renters along the alignment may be subject to increased rent hikes or displacement due to the sale of buildings, and city governments have an opportunity to implement a relocation assistance ordinance like one in Portland, that mandates landlord assistance for any rent increase greater than 10%. New and existing ordinances should consider enforcement capacity, as this was a shortcoming iden-

tified in Portland; Staff from the Portland Housing Bureau noted that they believed that more renters would receive assistance if there was capacity to proactively monitor qualifying events and make sure that payment occurs (University of Washington, 2022).

TIMELINE

The timeline for mandated relocation assistance depends on the structure of the ordinance, as well as its intended outcomes. The Met Council's relocation assistance that specifically addresses displacement due to the council's acquisition of property will be an important component of the pre-development and construction phases of BLRT. The City of Minneapolis' ordinance can be effective at any time, and may have longer term impacts as it is not restricted to the acquisition of property. Governments along the alignment should consider adopting more comprehensive relocation assistance ordinances like in Portland, to disincentivize actions like large rent increases, no-cause evictions, lease term changes, and notices of non-renewal, as these may become more frequent with redevelopment and property value increases.

Tenant Opportunity to Purchase

DESCRIPTION OF POLICY

A Tenant Opportunity to Purchase Act (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. A common example is when a developer seeks to purchase a rental property and TOPA allows current tenants to purchase their housing units.

HOW DOES IT SUPPORT ACHIEVING THE DESIRED OUTCOME?

TOPA has been successful at reducing displacement, keeping buildings affordable for current renters, creating financial benefits for displaced tenants, & influencing developer decision making (Gallaher, 2016). The goal of TOPA is to avoid displacing renters when their building is sold — and to give renters the opportunity to build wealth by becoming homeowners. Advocates say TOPA could also help do something about the region's racial disparities in real estate ownership (Gustavo, 2021). Even if the TOPA process doesn't end with tenants purchasing the housing complex, advocates argue, the right of first refusal requirement could also give renters some leverage when their building is put on sale (Gustavo, 2021). Additionally, TOPA can be relatively inexpensive for cities, as it is a passive mechanism that promotes affordable housing at the point of ownership change.

EXAMPLE

D.C.'s TOPA policy, which is the oldest and most comprehensive

in the country, helped preserve 1,391 affordable housing units from 2002–13 (Reed, 2013). Developers tended to offer a buy-out in exchange for the tenant signing away their TOPA right to purchase, ranging from \$1,000 to \$65,000 (Gallaher, 2016). Between 2015 and 2018, tenants in DC organized to preserve close to 1,400 units (Pelletiere et al, 2018). This has significantly contributed to Washington, DC’s impressive total of 4,400 units of limited equity cooperative housing units across 99 cooperative buildings ((Pelletiere et al, 2018).

WHERE DOES IT EXIST ALONG ALIGNMENT?

No jurisdictions along the alignment have a TOPA in place. 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 and the pushback against TOPA in Minneapolis has been built around interpretation of the constitutional issues including the contracts clause and takings.

HOW DO EXISTING POLICIES NEED TO CHANGE?

A good TOPA policy needs an adequate time frame for tenants to be notified of the property going up for sale, express interest in buying, find a funding source, and submit an offer. To be most impactful, it needs to apply to as many housing types as possible (including single family homes.) TOPA is most successful when there is a robust program of education for tenants to understand the right. Additionally, the policies need to be designed with enforceable rights with concrete consequences for the violation of those rights.

TIMELINE

A TOPA policy would have its greatest potential impact before developers have a chance to begin buying up properties near new infrastructure like Blue Line stations. TOPA is most helpful over long-term horizons, as it carries benefits mainly when property owners place buildings on the market. Implementing a TOPA policy well before the construction of new infrastructure could give more tenants the chance to exercise their right to purchase.

Limiting investor purchasing/corporate ownership

DESCRIPTION OF POLICY

As has been documented in the academic literature, over the last thirty years there has been an increased presence of Limited Liability Corporations (LLCs) in housing markets (Dowdall

et al, 2022). At the same time, there have been private equity firms, hedge funds, and other large, “institutional investors” like BlackRock entering the rental market during the last decade. Many of these institutional investors use LLCs as the ownership structure associated with their rental properties, but that doesn’t mean all LLCs are institutional investors (Dowdall et al, 2022). Corporate landlords and institutional investors pose differing, but overlapping, risks to the housing market. Corporate landlords are universally difficult to track down, as the true beneficiaries of LLCs are often shielded behind non-public incorporation documents (Dowdall, 2022). Institutional investors often have business practices that differ sharply from mom-and-pop landlords of the past, some of which substantially harm tenants.

Tenants may experience a lack of basic upkeep, and often experience large rent hikes, a lack of necessary repairs, difficulty navigating property management, high security deposits, lock-outs and other abusive lease practices. A 2016 study found that corporate landlords, especially large institutional investors, were far likelier than other owners to evict their tenants (Raymond et al, 2016). Other research in Atlanta suggests that such landlords are also more likely to use threats of eviction—and serial court filings that deepen tenants’ financial woes—as a routine business practice (Immergluck et al, 2019).

HOW DOES IT SUPPORT ACHIEVING THE DESIRED OUTCOME?

Investor purchases create challenges for current homebuyers, future homebuyers, homeowners, and tenants, and require targeted policy responses from the federal, state and local governments (Dowdall et al, 2022). 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.

EXAMPLE

In Cincinnati, where investors purchased approximately 16% of all homes sold in the fourth quarter of 2021, the city, through its quasi-governmental Greater Cincinnati Redevelopment Authority—known as “The Port”—issued \$14.5 million of environmental, social and government bonds to buy 194 single-family rental homes in a bidding war with 12 institutional investors last December (O’Malley, 2022).

WHERE DOES IT EXIST ALONG ALIGNMENT?

There are currently no policies in place in Minnesota that target institutional investment and corporate ownership in rental markets, but some cities along the alignment have implemented efforts that aim to improve tenant stability and access to homeownership, which are both threatened by the rise of in-

vestor purchases.

HOW DO EXISTING POLICIES NEED TO CHANGE?

With substantially rising rents in 2021 following two years of housing market disruption during the pandemic, cities should take steps to ensure that renters have needed protections. To the extent that they are empowered to do so by their state governments, local governments should also pass broad tenant protections, such as just cause eviction and a right to counsel for eviction. Local governments can also create rental registries, keeping track of what units are for rent, the type of owners who own those rentals, and providing contact information for tenants in those registered rentals; cities should take care to make those registries publicly accessible (Dowdall et al, 2022). Cities can also undertake proactive code enforcement and active and appropriate inspections to ensure that all rental properties are in good repair for the tenants who live there.

Additionally, local governments and their partners can help homebuyers be more competitive through down payment assistance programs and obtaining portfolios of single family homes from investors for re-sale to owner-occupants; In order to force the possibility that local governments, non-profits, and tenants can purchase rental properties, states and local governments should work to pass City, Community, and Tenant Opportunity to Purchase Acts (Dowdall et al, 2022). States and local governments should create targeted acquisition funds to buy rental housing from medium-sized private investors, or to compete with them on the market.

All governments along the alignment have opportunities to both improve tenant protections, and implement policies that target investor purchasing and the impact of corporate ownership. These include efforts such as a Tenant Opportunity to Purchase Act, increasing the inspection cycle for rental properties, improving analysis of ownership, implementing rental registries, and creating targeted funds to buy properties from investors or to compete with them on the market.

TIMELINE

Investor purchases are concentrated in neighborhoods with low sale prices, with predominantly non-white populations. In housing booms, rampant speculation may have a destabilizing role that significantly amplifies price volatility, especially surrounding a large infrastructure project like BLRT. Speculation may already be happening along the proposed alignment, especially in areas like North Minneapolis that already have higher rates of corporate ownership, and it is important that cities act with a sense of urgency around implementing increased tenant protections and mechanisms to limit investor purchasing.

Land disposition Policy

DESCRIPTION OF POLICY

City, county and state agencies often own property that they no longer need or is no longer serving its best and highest use. Often surplus city property is sold to the highest bidder, permanently removing public land from public ownership and shrinking available spaces for affordable housing (City of Seattle, 2018). Land disposition policies are the policies that governments 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.

HOW DOES IT SUPPORT ACHIEVING THE DESIRED OUTCOME?

Land disposition policies that prioritize uses that are beneficial to a community can have a large impact on what is built, who owns and controls the land, and who the development benefits (Cohen, 2018). Land alone can add 15% to the cost of developing permanently affordable housing. By reducing or eliminating this cost, more homes can be built either on-site or throughout the city (City of Seattle, 2018). There are a lot of competing needs for space in the city — housing, early learning, groceries, open space, etc, and land disposition policies can allow cities to maximize development on publicly-owned land by mixing uses (City of Seattle, 2018).

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.

EXAMPLE

Some statutes 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 (Cohen, 2018). In Jacksonville, FL a portion of the available developable publicly owned land must be donated to non-profit development organizations (Cohen, 2018). In St. Paul the city created a community focused RFP for 652 Sherbourne that is now being converted into 30% AMI ownership.

WHERE DOES IT EXIST ALONG ALIGNMENT?

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.

HOW DO EXISTING POLICIES NEED TO CHANGE?

Ownership and control of properties is an important priority for both housing and business displacement. Current policies should be improved to reflect community needs and priorities, such as affordable housing and small business development. 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.

There is a sense of urgency that needs to be reflected in land disposition policies, which would be more effective if they were created or changed to respond to specific needs in the corridor. Additionally, current policies are not equipped or intended to strengthen communities and should be more intentional and explicit in their desired outcomes, such as incentivizing community institutions, business organizations and community members to own and connect to other commercial nodes. Lastly, land disposition policies will be more accessible if they are paired with funding to support development.

TIMELINE

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. Once 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 Return

DESCRIPTION OF POLICY

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. Right of Return policies come in many different forms. One model for right to return requires developers to allow tenants to return to comparable units on the new property, for the same rent, as well as cover the difference in the rent they pay elsewhere during the time of construction. Other right to return policies provide avenues for individuals to have priority for new affordable developments in an area, either addressing direct displacement or historic displacement.

HOW DOES IT SUPPORT ACHIEVING THE DESIRED OUTCOME?

Right to Return policies allow low income families living in areas that are experiencing gentrification and redevelopment to find permanently affordable places to live. Right to Return policies can also allow displaced people with historic ties to a neighborhood preference for affordable housing opportunities.

EXAMPLE

In efforts to combat years of gentrification and displacement, Habitat for Humanity Portland/Metro East partnered with the City of Portland to enact the North/Northeast Preference Policy (Habitat for Humanity, 2019). A first of its kind in the nation, this initiative prioritizes residents with generational ties to these areas and gives them the right to return to a neighborhood they once called home. The initiative helps address the City's legacy of displacement and marginalization of largely African American neighborhoods due to urban renewal, redlining, and racist lending policies (Habitat for Humanity, 2019).

In Austin, families affected by gentrification in certain neighborhoods can now get a point in their favor when applying for low-income housing through a new city program (McGlinchy, 2019). Roughly 70 units will be available to low-income people with ties to rapidly changing neighborhoods who are at risk of being displaced or have been – not only by rising rent and property taxes, but also by natural disasters and eminent domain (McGlinchy, 2019).

WHERE DOES IT EXIST ALONG ALIGNMENT?

No jurisdictions along the alignment currently have a right to return policy in place.

HOW DO EXISTING POLICIES NEED TO CHANGE?

Right to Return 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, a right to return would likely only be triggered by public funding sources. Right to return ordinances will be more effective if paired with other tenant stabilization strategies such as mandatory relocation assistance. Depending on the structure of the policy, it is also important to look at the balance between people who are experiencing direct versus historic displacement. There have been challenges to some of the Right to Return policies that limit affordable opportunities to only people with historic ties to a neighborhood.

TIMELINE

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.

Rent Stabilization

DESCRIPTION OF POLICY

The details and implementation of rent regulations vary based on jurisdictional goals. Broadly, these goals include protecting

tenants from excessive rent increases, alleviating the affordable housing crisis, preserving existing affordable housing, providing housing habitability and security of tenure for renters, maintaining economic and racial diversity, and preventing real estate speculation (Been et al., 2019).

Rent stabilization comes in many varieties in the United States. Local governments have fashioned programs to fit local concerns and to respond to local political factors. The variations in rent stabilization approaches occur across five different dimensions: the rent cap and its operation, exceptions to the cap, exemptions of building or unit type that are allowed, provisions for decontrol, and program monitoring and implementation (Goetz et al, 2021).

HOW DOES IT SUPPORT ACHIEVING THE DESIRED OUTCOME?

Many studies of existing rent stabilization programs have produced a variety of findings related to affordability and housing costs, impacts on new construction, housing stability, conversions, teardowns, and other impacts on the rental stock, maintenance and capital improvements, and distribution of benefits from rent control (Goetz et al, 2021). Outcomes in individual cities depend on the unique features of not only the rent regulations themselves but also the characteristics of the local housing market (Goetz et al, 2021).

There is widespread agreement in the empirical literature that rent regulation increases housing stability for tenants who live in regulated units (Goetz et al, 2021). The empirical research indicates that rent regulations have been effective at achieving two of their primary goals: maintaining below-market rent levels and moderating price appreciation. Generally, places with stronger rent control programs have had more success preventing large price appreciation than weaker programs (Goetz et al, 2021). Little empirical evidence shows that rent control policies negatively impact new construction, as construction rates are highly dependent on localized economic cycles and credit markets (Goetz et al, 2021). Additionally, most jurisdictions with rent stabilization specifically exclude new construction from controls, either in perpetuity or for a set period of time (Goetz et al, 2021).

EXAMPLE

Rent control in Portland, Oregon, is governed by a state law. The state of Oregon has preempted local governments from enacting rent control. The state's largest city, Portland, has suffered from high housing prices for years and in 2017, the city had one of the largest median rent increases in the country (Goetz et al, 2021). There was an unsuccessful effort in 2017 to lift the local ban on rent control. Advocates came back the next year and switched their strategy to enacting a state law that would regulate rents, while keeping the local ban in place. Senate Bill 608, enacted in 2019, was the result (Goetz et al, 2021).

The law contains two parts: a rent-increase cap and a tightening of the rules for evictions (Goetz et al, 2021). Both the cap and the eviction protections apply only to multi-unit buildings. The law exempts units in buildings constructed in the previous 15 years, a rolling exemption that adds new units to the controlled stock each year (Goetz et al, 2021).

WHERE DOES IT EXIST ALONG ALIGNMENT?

No jurisdictions along the alignment have rent stabilization ordinances, though Minneapolis voters approved a charter amendment allowing the city to create a rent stabilization policy.

HOW DO EXISTING POLICIES NEED TO CHANGE?

Both political and policy considerations impact the details of rent stabilization programs. Some design components reflect direct trade-offs (Goetz et al, 2021). For example, legal mechanisms that enable landlords to return rents to market levels upon vacancy may alleviate opposition from the real estate industry, but limit the program's efficacy in providing stability and affordability and, without robust just cause protections, render the policy meaningless (Goetz et al, 2021). Exemptions can also create incentives that are contradictory to the spirit of the regulations. Jurisdictions that allow for stabilized units to be easily converted to condominiums risk incentivizing property owners to withdraw their units from the rental market (Goetz et al, 2021).

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.

TIMELINE

Minnesota 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 and each community along BLRT has a different charter with different requirements for a ballot measure. 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. Due to this law, the process should begin as soon as possible if the goal is to have a policy in place in the early stages of development.

Commercial and Residential Land Trusts

DESCRIPTION OF POLICY

Residents and small businesses need physical spaces to call their own, but traditional homeownership is prohibitively expensive for many families, and commercial rents can rise too fast for small businesses to stay afloat. Community land trusts

(CLTs) are a way to secure physical space for long-term community priorities like affordable housing and the preservation of locally-owned small businesses.

CLTs are something of a middle ground between paying rent and paying the market rate for real estate. CLTs are not just a form of affordable housing policy: they are a method to “empower disadvantaged people to take control of land” (Williams, 2018). CLTs represent an alternative way of thinking about real estate, where there is a degree of collective property ownership. Community land trusts have a “tripartite governance structure,” where community members, local government and CLTs residents collaborate on decision-making (Moore et al, 2012).

In general, the CLT ownership structure represents a compromise between three priorities: (a) providing affordable housing in the short term, (b) ensuring that housing will remain affordable in the long term, and (c) providing a mechanism for homeowners to gain wealth over time. Often the CLT will retain ownership of the land via a 99-year ground lease, while selling the physical structure of the house (Williams, 2018). Compared to traditional homeownership, CLTs offer potential buyers cheaper purchase prices with the tradeoff of lower wealth-building opportunities. For communities, CLTs provide unique safeguards to promote affordable housing for generations to come.

Some CLTs provide space for locally owned small businesses (Williams, 2018). This can promote stability in the local economy when rental property costs are rising. Often, commercial land trusts will prioritize property management and the development of commercial space via activities like building rehabilitation (Williams, 2018).

HOW DOES IT SUPPORT ACHIEVING THE DESIRED OUTCOME?

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. Homeowners leasing CLT land under their home enjoy the security, control, tax advantages and ability to build equity just like any homeowner. If they sell their home, the resale formula ensures that the home remains affordable for the next family. 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.

EXAMPLE

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.

WHERE DOES IT EXIST ALONG ALIGNMENT?

Hennepin County provides funding to residential land trust nonprofits, supporting the purchase, construction, and/or rehabilitation of affordable homes. The County's Community Investment Initiative has directed \$500,000 for affordable commercial development projects near the BLRT project. Through the Housing and Redevelopment Authority, Hennepin County may direct tax-forfeit parcels and surplus property toward affordable housing. 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.

HOW DO EXISTING POLICIES NEED TO CHANGE?

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. To mitigate the high costs of land and construction, local governments should 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.

Hennepin County should use tax-forfeited and surplus properties land trusts, and should support commercial land trusts via transit oriented development. The County should also increase funding for land trusts via property taxes. Jurisdictions that do not have experience with land trusts will need experienced partners and technical support to pursue them in the future.

TIMELINE

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.

Financial resources for organizing/the right to organize

DESCRIPTION OF POLICY

For residential tenants, collective action is often the most effective, or only, way to solve legitimate grievances against the landlord. The Tenants Right to Organize Act protects the right of tenants to form and operate an organization to advocate on their own behalf. Tenants who organize with a union may face backlash from landlords, particularly as renters begin to show a real threat to landlord power. Some jurisdictions have passed legislation which recognizes that renters have the right to organize.

HOW DOES IT SUPPORT ACHIEVING THE DESIRED OUTCOME?

In order to advocate for better living conditions and better treatment from landlords and property managers, and to address landlord-tenant complaints of all kinds, residential tenants must have explicit rights to freely meet, freely complain, and post and disseminate tenant organization literature without fear of retaliation.

EXAMPLE

California, New York and the District of Columbia explicitly protect tenants' rights to organize. Nearly thirty other states have adopted a short provision from the Uniform Residential Landlord and Tenant Act (URLTA) or a comparable provision, which simply bars landlords from retaliating against tenants for participating in a tenant union, which is, by itself, nearly unenforceable (Public Leadership Institute).

In Minnesota there is currently a right to organize in certain types of subsidized buildings as well as in manufactured home communities. While these are powerful rights, there is an overall lack of education and enforcement of these rights, leading to the potential for retaliation.

WHERE DOES IT EXIST ALONG ALIGNMENT?

No jurisdictions along the alignment explicitly protect tenants' right to organize.

HOW DO EXISTING POLICIES NEED TO CHANGE?

If jurisdictions were to explicitly protect tenants' right to organize, the primary consideration is the law's specificity to be enforceable. Clearly defining the criteria for tenant associations, common spaces, and what protected activities look like is the best way to inoculate against the inevitable challenges from landlords. Jurisdictions need to consider what enforcement looks like and what tenants have the right to do

as outlined by an ordinance. If a regional anti-displacement fund is established, financial resources should be set aside to support organizing efforts around displacement. Cities should have a clear point of contact for renters such as an ombudsperson who is responsible for enforcement of the right to organize.

TIMELINE

This policy would have ongoing benefits, but the sooner it is enacted the sooner current renters can become organized free from retaliation and develop community strategies to address displacement risk before it occurs.

Zero to low interest loans

DESCRIPTION OF POLICY

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.

HOW DOES IT SUPPORT ACHIEVING THE DESIRED OUTCOME?

Unmet maintenance needs increase the risk of foreclosure, bankruptcy, and decreased surrounding property values (Rohe et al, 2010). 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 (Rohe et al, 2010).

EXAMPLE

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, and loans can be used for a variety of improvements to "address health, safety and maintenance concerns."

WHERE DOES IT EXIST ALONG ALIGNMENT?

Minneapolis, Hennepin County, Brooklyn Park, and Crystal offer zero to low interest loans and grants. Nonprofits like Habitat also assist with home rehab. Minneapolis offers a range of assistance ranging from \$5,000 to six figures, in partnership with the state government and nonprofits. Hennepin County administers home rehab programs, via both federal funds and property taxes. Currently the program reaches 50-60 homes per year. Brooklyn Park offers zero-to-low interest loan funding for improvements to rental property, and has proactive code violation loans for businesses to handle issues in commercial buildings.

HOW DO EXISTING POLICIES NEED TO CHANGE?

While funding can be a limited factor, the property tax funding is expected to grow. Jurisdictions that do not have existing programs, such as Robbinsdale and Crystal, would need funding and technical assistance from Hennepin County or the Metropolitan Council to administer a program. A 2018 report by the Housing Justice Center emphasized that there are potential benefits to funding rehabilitation alongside other housing investments. For example, Hennepin County could pair rental rehabilitation with other county priorities such as energy efficiency and 4d housing incentives.

Local governments could help residents obtain existing federal and state funding. For the majority of state residents (below \$175,400 in income for the Twin Cities Metro), Minnesota Housing coordinates low-interest home improvement loans (via the Fix Up Home Improvement Loan Program) (Minnesota Housing Finance Agency, 2023). For low-income people (below 30% of AMI), Minnesota Housing coordinates forgivable home rehab loans provided by private lenders (via the Rehab Loan Program and the Emergency and Accessibility Loan Program) (Minnesota Housing Finance Agency, 2023). Cities could target work to connect residents with these Minnesota Housing programs.

During implementation, an important consideration for local governments would be how they plan to coordinate across a variety of partner governments and organizations. The Ford Foundation study concluded that “coordinating weatherization and rehab assistance at the local level is very difficult” (Rohe et al, 2010). It is a challenge to build relationships across entities and to facilitate access to the variety of loan programs that exist, with varying eligibility requirements and operational rules in areas like inspections. Waivers to conflicting requirements are a key strategy to help homeowners navigate the complex system of rehab loans.

TIMELINE

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.

Small Business Grants/Small Business Support

DESCRIPTION OF POLICY

Financial resources can be used to support 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. Small business grants and technical assistance help ensure that businesses in place are able to stay, while supporting new businesses

throughout the corridor. Examples of small business support include signage for businesses, marketing, technical assistance, and maintaining access to businesses along the alignment.

HOW DOES IT SUPPORT ACHIEVING THE DESIRED OUTCOME?

Funding and wayfinding can help businesses survive loss of revenue or loss of space during construction. Various mechanisms can also help create long-term stability of small businesses in the community including the ability to relocate back into the corridor in a more permanent space than before.

EXAMPLE

In a comparable rail project in Seattle, local transportation planners set aside \$50 million for the Rainier Valley Community Development Fund (Shella, 2009). Within that allocation, \$12 million was dedicated to grants for business interruption grants (Shella, 2009). Such grants reimbursed business owners for loss of revenue during the construction period. Loss is calculated by subtracting the revenue during construction period to revenue during a comparable period of time.

WHERE DOES IT EXIST ALONG ALIGNMENT?

The Robbinsdale Economic Development Authority (REDA) had a building façade improvement grant available. The city is also partnering with Hennepin County in the Elevate Hennepin business support program which provides resources to small businesses. The City of Crystal also has a facade improvement grant available.

The City of Brooklyn Park has a microbusiness loan program designed to provide resources to budding businesses. Eligible businesses can receive loans from \$1,000 to \$10,000 with a 2% interest rate and maximum term is 5 years with no prepayment penalty. This program can help businesses fund critical projects and build business credit and payment history which is critical when seeking larger investments in the future.

The City of Minneapolis Great Streets offers grant and loan opportunities for business district revitalization. Businesses along the West Broadway, Minneapolis portion of the corridor are already identified as at least eligible areas, and in most cases priority areas, for the Great Streets program.

Hennepin County currently does not offer small business grants but utilized CARES Act authorities to provide over 6,500 pandemic relief grants to small businesses in 2020-2021. The Metropolitan Council plays a supporting role in small business grant disbursement.

HOW DO EXISTING POLICIES NEED TO CHANGE?

Policies should, to the extent possible, 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 come with implementing the project as well as are likely most vulnerable to rent increases.

Existing programs, such as Great Streets in Minneapolis, should perform targeted outreach to small businesses throughout the corridor to communicate about funding opportunities. In new and existing programs, there should be priority designation for businesses impacted by the project and dedicated funds for these businesses. New and existing grant programs should also provide funding to support maintained access of businesses throughout construction.

Small business wayfinding efforts can be incorporated into broader efforts to improve infrastructure around the project, such as access planning and pedestrian improvements.

TIMELINE

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 assistance would be most appropriate during construction, for example.

Workforce programs

DESCRIPTION OF POLICY

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 BIPOC and women owned worker and business participation in completing the Blue Line.

HOW DOES IT SUPPORT ACHIEVING THE DESIRED OUTCOME?

Minority-owned construction firms, which are more likely to be small, describe difficulties receiving bank loans, breaking into long-established networks and competing on price with larger white-owned firms that can do the work for cheaper because of economies of scale (Rao, 2020). Additionally, most minority-owned firms are not unionized even as many major projects require companies to use union labor; Minority-owned firms that want to hire mostly people of color have a harder time doing so through unions that are still predominantly white (Rao, 2020). Though the private marketplace is harder to track, a 2017 study found that just 2.8% of state procurement dollars in the construction field went to minority-owned businesses — and just .02% to Black-owned firms — a far lower rate than the study's projection based on availability (State of Minnesota,

2017).

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 BIPOC contractors participate in these trades at lower rates, this project could catalyze those same populations to have greater sustained participation in these trades beyond the Blue Line Extension project.

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.

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. The Met Council has a DBE Program that aims to increase the participation of women- and minority-owned businesses in the award of federally assisted contracts. The Council provides a list of current contracting opportunities, resources on how to receive DBE certification, and a directory of DBE-certified firms. Hennepin County aims to contract with diverse vendors through exclusive small business opportunities, roster programs with first consideration given to small businesses, scaling contract opportunities, and vendor outreach. The County promotes a diverse vendor workforce by requiring vendors to have affirmative action plans, setting construction workforce goals, requiring the use of apprentices on contracts, and providing job training to residents on probation. The City of Minneapolis has a Small and Underutilized Business Program (SUBP) which sets goals on any contract over \$175,000. These goals are to ensure Minority-owned Business Enterprises (MBEs) and Women-owned Business Enterprises (WBEs) are included in the work.

HOW DO EXISTING POLICIES NEED TO CHANGE?

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 the local workforce rather than allowing contractors to meet goals by bringing in out of state labor. There is a 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. Workforce programs should focus on DBE participation specifically from the Blue Line corridor community.

Minority-owned firms said many don't participate in the union in large part because of the higher overhead that is harder on smaller, less established businesses. Governments should work with DBE contractors to help meet any project labor agreements, and to work towards unionization, as this would support them in competing for future bids.

TIMELINE

Changes to existing programs and the creation of new programs should begin ideally before construction begins, if the goal is to hire a diverse and local workforce. The coordination between involved entities and jurisdictions will take time, and it is important to start this effort as early as possible.

NOAH Preservation

DESCRIPTION OF POLICY

Naturally Occurring Affordable Housing units are affordable at market rate without regulation or subsidies, and are at risk of disappearing due to market speculation & upgrades that result in higher rents (Perry et al, 2021); Since 1990, the U.S. housing stock has lost millions of market-rate affordable units, mostly since 2012 (Bennet, 2020). Before the pandemic, the Minnesota Housing Finance Agency estimated that the state lost around 2,000 NOAH units per year. Preservation funds can help preserve and build housing supply, which can lead to increased affordability.

There are two different structures that are typically created to preserve NOAH properties. The first attempts to preserve affordability of rental housing by creating funds for mission oriented purchasers to acquire properties that are listed for sale that are at risk of market conversion. The second strategy incentivizes current owners of NOAH properties to keep units affordable.

HOW DOES IT SUPPORT ACHIEVING THE DESIRED OUTCOME?

Preservation funds can directly benefit people currently living in properties that are at risk of market conversion due to non-preservation sales. This is an important part of the market to focus on as most renters live in unsubsidized market housing (Bennet, 2020).

EXAMPLE

A local example is the NOAH impact fund. The Greater Minnesota Housing Fund established a NOAH Impact Fund, which "target[s] rental properties at risk of conversion to higher rents," seeking to "preserve affordability for the long term." Investors

include Hennepin County and the Minnesota Housing Finance Agency (Minnesota Housing), as well as investment capital from lending institutions.

A second example is the Minnesota Housing administered Low Income Rental Classification program, which allows landlords to pay less in taxes for properties that provide affordable housing. Because the tax incentives need to be triggered by the requirements of government funding, programs such as Saint Paul's 4d housing program were created, providing small amounts of public resources in exchange for meeting affordability requirements and in turn giving landlords a tax incentive to preserve affordable housing through the LIRC program.

WHERE DOES IT EXIST ALONG ALIGNMENT?

Hennepin County's Housing and Redevelopment Authority invests in the NOAH Impact Fund, via the Greater Minnesota Housing Fund. This has helped with the acquisition of 459 properties in Hennepin County. The City of Minneapolis has used NOAH funds to preserve 96 units across 6 facilities. Robbinsdale does not directly receive Community Development Block Grant funding. To support specific projects, Robbinsdale has applied for NOAH funds from Hennepin County. To support affordable housing, the Robbinsdale Economic Development Authority has provided at least one rehabilitation loan. The Brooklyn Park Economic Development Authority (EDA) established a NOAH Preservation Program to provide funding to developers and rental property owners for the acquisition and/or rehabilitation of Brooklyn Park NOAH rental properties.

HOW DO EXISTING POLICIES NEED TO CHANGE?

Hennepin County should use the NOAH Impact Fund in connection with BLRT, and more property tax revenue could help with expanding the availability of these funds. Increased funding and technical assistance from the County would support smaller jurisdictions, such as Crystal and Robbinsdale, in NOAH preservation efforts as they lack the financial resources to prop up their own programs. Additionally, the affordability requirements of current NOAH funds are higher than what people in communities along the corridor can afford and are functionally market rate rent limits and there is no current limitation on the extent of rent increases that are allowed in properties that are part of the NOAH impact funds or the 4d program - while the properties must remain at the established income limits (typically 60% AMI), low income households cannot absorb increases to maximum program limits.

Additionally, NOAH programs have to establish clear expectations about the management and the condition of the property. Current programs tend to deprioritize properties when they change hands from a for-profit to a non-profit, without sufficiently resourcing property rehab. Additionally programs tend to take for granted that non-profit owners will be responsible landlords which is not always the case - "nonprofit" is a

corporate structure not a promise of equitable management practices.

TIMELINE

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 immediately since market speculation along the route is already driving up property prices.

Inclusionary Zoning

DESCRIPTION OF POLICY

Inclusionary zoning (IZ) is an affordable housing tool that links the production of affordable housing to the production of market-rate housing (Been et al, 2007). IZ policies either require or encourage new residential developments to make a certain percentage of the housing units affordable to low- or moderate income residents. In exchange, many IZ programs provide cost offsets to developers, such as density bonuses that allow the developer to build more units than conventional zoning would allow, or fast-track permitting that allows developers to build more quickly (Been et al, 2007).

There is tremendous diversity in the structure and goals of inclusionary zoning programs throughout the country: some IZ programs are voluntary while others are mandatory; they are triggered by different sizes and types of market-rate developments; they target the affordable units to different income levels; they have different rules about whether the affordable units must be located within the market-rate development or may be located off-site; and they impose the affordability restriction for different lengths of time (Been et al, 2007).

HOW DOES IT SUPPORT ACHIEVING THE DESIRED OUTCOME?

IZ is heralded as an important evolution in affordable housing policy because it requires less direct public subsidy than traditional affordable housing programs, and therefore is considered more fiscally sustainable (Been et al, 2007). Increased public investments in historically disinvested neighborhoods generate increased land value, and therefore, increased profit potential for developers. Inclusionary zoning 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. Many IZ policies produce affordable units, but IZ is not a panacea for solving a community's housing challenges (Been et al, 2007).

EXAMPLE

There are around 1,000 IZ policies across the U.S., including seven in Minnesota. The Minneapolis IZ policy applies to

projects with 20 or more units, and developers can choose between the following on-site compliance options:

Provide 8% of units affordable at or below 60% Area Median Income (AMI) for 20 years, with no City financial assistance or

Provide 4% of units affordable at or below 30% AMI for 20 years, with no City financial assistance or

Seek City Revenue Loss Offset financial assistance from the City, in which case 20% of the units must be affordable at or below 50% AMI for 30 years.

Alternative compliance options include paying an in-lieu fee, producing the required units off site, or donating land to the City.

WHERE DOES IT EXIST ALONG ALIGNMENT?

Hennepin County and Met Council play a supporting role in inclusionary zoning; Hennepin County provides technical assistance for inclusionary zoning, but is not able to implement it directly. Minneapolis requires that larger new developments follow requirements around affordability or pay into the Affordable Housing Trust Fund; Since 2019, 164 affordable units have been created under the policy. Brooklyn Park emphasizes inclusionary zoning that is affordable to people at 30% area median income, and utilizes subsidies to support inclusionary zoning.

HOW DO EXISTING POLICIES NEED TO CHANGE?

IZ policies can be designed to fit the needs of the local area, since there are a variety of ways to structure IZ. Jurisdictions have an opportunity to change existing programs to (1) be more reflective of local AMIs, and (2) target lower-income populations. While IZ programs typically set income caps in the range of 50-80% of a regional area median income, cities should amend policies to better target renters with incomes at or below 30% of a more localized AMI calculation.

Examining other common components of IZ policies highlights more opportunities for change. IZ laws may apply evenly across a jurisdiction or only to specific neighborhoods, or they may vary in intensity by neighborhood; jurisdictions along the alignment should create a corridor-specific IZ law that reflects the development goals of this project. This could include requiring the development of commercial space in developments of a certain size, or setting certain priorities for funds received through in-lieu fees.

Jurisdictions like Brooklyn Park often require gap funding to support inclusionary zoning projects, which highlights the need for a regional anti-displacement fund that is administered by Hennepin County and the Metropolitan Council.

TIMELINE

The strongest predictor of how many affordable units a jurisdiction's IZ program has produced is the length of time the program has been in place (Been et al, 2007). This makes sense for a number of reasons: projects that trigger the IZ program are likely to take several years to be completed and generate new IZ units, developers and administrators undoubtedly need some time to become more familiar with the program and work out any kinks, and the production of affordable units through IZ adds up over time.

Units produced through IZ policies may be affordable when originally produced, but will likely become much less affordable once any affordability restrictions expire. Through community land trusts and other shared equity homeownership strategies, communities can ensure that affordable units produced through IZ stay affordable over time, while still providing residents with an opportunity to build assets.

Universal Basic Income/Guaranteed Basic Income

DESCRIPTION OF POLICY

For the past five decades, the U.S. relied on a patchwork of public assistance programs, such as SNAP, WIC, and Temporary Assistance for Needy Families (TANF) (Kujawski, 2021). Each program has their own unique eligibility criteria. Research shows that public assistance programs are inadequate in addressing income inequality and related disparities (Kujawski, 2021).

Universal basic income (UBI), or basic income guarantee, is a government program that aims to address economic inequality and provide economic security through monthly direct cash transfers to every member of a community with no means testing (Bidadanure, 2019). It creates a basic income floor for everyone, regardless of income and employment status. UBI allows recipients to spend funds however they choose, unlike other benefit programs.

Universal basic income takes on distinct forms in different historical and geographic contexts (Stanford Basic Income Lab, 2023). It varies based on the funding proposal, the level of payment, the frequency of payment, and the particular policies proposed around it (Stanford Basic Income Lab, 2023). Each of these parameters are fundamental, even if a range of versions still technically count as UBI (a universal, unconditional, individual, regular and cash payment) (Stanford Basic Income Lab, 2023).

HOW DOES IT SUPPORT ACHIEVING THE DESIRED OUTCOME?

A universal, unconditional cash transfer system can address

shortcomings in public assistance and other benefits that guaranteed income programs geared to specific income levels cannot (Kujawski, 2021). Universal systems have the potential to benefit everyone; as personal situations vary, it is impossible to truly know who needs them based on a number or a single point in time (Kujawski, 2021).

UBI pilots show improved outcomes in health and quality of life in several social determinants of health, including better educational outcomes, fewer instances of psychological distress, and improved child health outcomes (Kujawski, 2021).

EXAMPLE

The Stockton Economic Empowerment Demonstration (SEED), a basic income pilot program that provided Stockton residents with \$500 per month, found that recipients spent money on groceries, utility bills, and credit card debt. Recipients also reported feeling less anxious and spending more time with family. Food made up the largest spending category (37%), whereas just 1% was spent on alcohol or tobacco (an outcome that opponents had worried about). Meanwhile, rather than dropping out of the workforce, participants found jobs at twice the rate of a control group.

The Magnolia Mother's Trust, is a guaranteed income pilot project in Jackson, Mississippi, that specifically targeted low-income Black mothers. In December 2018, its first cohort of 20 mothers received their first \$1,000, and they would receive the same sum every month for a year (they were also given savings accounts for their children) (Guo, 2021). For many, the \$12,000 effectively doubled their annual income. The program has since added two more cohorts of 110 women each. In an early analysis of the program, pilot participants were 40% less likely to incur debt for emergency expenses and 27% more likely to visit a doctor. On average, they were able to set aside \$150 each month for food and household expenses.

WHERE DOES IT EXIST ALONG ALIGNMENT?

In June of 2022, the City of Minneapolis began piloting a Guaranteed Basic Income Program for 200 households. For two years, enrolled families will receive \$500 per month to help boost income. Eligibility requirements include living in one of nine identified ZIP codes, having an annual income at or below 50% AMI for Minneapolis, being impacted by the pandemic, and being over the age of 18.

HOW DO EXISTING POLICIES NEED TO CHANGE?

Including the voices and wisdom of those experiencing low wages and inadequate public assistance is necessary for developing a UBI system that is both effective and embraces equity as a key component (Kujawski, 2021). It is important to establish a UBI system that does not create a benefit cliff for families. A poorly designed program could result in families losing ac-

cess to valuable existing food and housing supports, more than offsetting the increase in their income. In order to make the program design effective, the goal needs to be longer term equitable outcomes for families rather than short term savings for government.

TIMELINE

UBI provides a sustainable path forward to transition families off SNAP benefits (Kujawski, 2021). Implementing UBI can be slow and would replace the current systems over the course of time. Many progressive proponents argue for a UBI+ approach, which would not immediately replace any existing security-enhancing government programs but instead supplement the existing welfare infrastructure. Because of the slow implementation timeline of UBI pilots and programs, government agencies along the alignment should have a sense of urgency around implementing pilot programs or amending existing ones to support residents that are vulnerable to displacement.

Right to Counsel

DESCRIPTION OF POLICY

A right to counsel for tenants facing eviction is effective, ensures the use and enforcement of other interventions such as rent assistance and eviction moratoria, and addresses starkly uneven power dynamics and longstanding racial disparities (Pollock, 2021). Where a city or state has enacted a right to counsel, qualifying tenants (either all tenants or those meeting certain eligibility criteria) are provided or appointed a lawyer for their eviction case at government expense, as happens in criminal cases.

Available data shows that only 3% of tenants have legal representation when facing eviction proceedings, compared to over 80% of landlords (Pollock, 2021). This is unsurprising because where there is no right to counsel, the available assistance is limited primarily to heavily underfunded legal aid programs. The disempowerment and bewilderment felt by unrepresented tenants navigating a complex legal system helps explain the high percentage of tenants who do not respond to the eviction complaint or appear in court, which is around 50% in most places and as high as 79% in some (Pollock, 2021).

HOW DOES IT SUPPORT ACHIEVING THE DESIRED OUTCOME?

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 (Pollock, 2021). But even in situations where tenants cannot remain in their home, lawyers can effectively negotiate for more time, a smaller rent judgment and a graceful exit so that the eviction will not be on the tenant's record (Pollock, 2021). One of the greatest impacts

of right to counsel is its ability to pause legal action.

Cities and states have been projected to see significant net savings from the program by reducing the costs associated with eviction. In 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 in 2021 (Roumiantseva, 2022).

EXAMPLE

13 cities and 3 states have adopted right to counsel ordinances. In Cleveland, a RTC program has helped 93% of clients avoid an eviction judgment or an involuntary move. Further, 83% of clients participating in the program were able to secure rental assistance (Roumiantseva, 2022).

WHERE DOES IT EXIST ALONG ALIGNMENT?

Minneapolis approved a right to counsel ordinance in 2021, and the goal of the ordinance is to serve renters who have incomes of less than 200% of federal poverty guidelines. Any tenant of a rental dwelling in Minneapolis is covered under the ordinance, including those living in a building operated by the Minneapolis Public Housing Authority.

HOW DO EXISTING POLICIES NEED TO CHANGE?

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 be regularly evaluated for implementation and impacts.

TIMELINE

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.

Tenant Screening Reform

DESCRIPTION OF POLICY

When landlords sign up to receive tenant screening reports, they're buying fast access to a simplified summary of a renter's history (Waddell, 2021). These reports have enormous sway over a renter's ability to secure an apartment, as they summarize years' worth of data on an applicant's eviction, criminal, and credit histories and often exclude important details or are riddled with errors (Waddell, 2021). Housing advocates say these tenant screening measures can unfairly penalize people

that would be good renters, and create large barriers for renters who have been the subject of an eviction proceeding and renters with criminal records (Waddell, 2021). Under federal law, tenant screening companies can report seven years of arrest and eviction records in most cases, and there's no time limit on convictions. Approximately 1 in 4 American adults has a criminal record, which means that for millions of people, it can be difficult to rent a good, clean, and safe apartment (Waddell, 2021). Even more, people of color are vastly overrepresented in criminal statistics, in part because of biased policing.

Tenant screen reform or “fair chance” reforms vary in the kinds of rules they impose on tenant screening reports, but generally consist of:

- limiting the lookback period for criminal history to 3 years for misdemeanors, 7 years for felonies, and 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

Additionally, the current tenant screening system is underregulated and tenant reports can include unverified and anecdotal information with little recourse to potential tenants (Waddell, 2021). It is difficult for tenants to access their screening reports and, even with requirements that someone be provided with both the screening criteria in advance of applying for tenancy and reasons for denial with an opportunity to request their screening report, the process of accessing information is difficult to navigate and renters are rarely provided with relevant information prior to their rental application.

HOW DOES IT SUPPORT ACHIEVING THE DESIRED OUTCOME?

Each element of the current tenant screening system has a disproportionate negative impact on BIPOC households and people with disabilities. Removing the discriminatory barriers to housing access will allow people to access more opportunities for fair housing choice in communities along the corridor.

Discrimination in tenant screening based on criminal background impacts so many more than people with convictions – it impacts whole families (Fair Chance for Housing, 2023). Nearly half of all children in the United States — about 33 million to 36.5 million — have at least one parent with a criminal record (Fair Chance for Housing, 2023). The collateral consequences of having a conviction record create barriers, restrict opportunities, and undermine the mobility and success for families across generations (Fair Chance for Housing, 2023). Reducing barriers to housing so that people and families have stable homes can interrupt these intergenerational cycles of poverty and homelessness.

Additionally, the use of credit scores has a profound discrimi-

natory impact. In particular, the use of credit scores creates a disproportionate negative impact based on race, ethnicity, national origin, and religion. This is due to algorithmic bias, religious barriers to using interest bearing products, and because people who have been prevented from accessing credit due to discrimination are unable to establish a credit history. Along the corridor, this limits opportunities for families to remain in communities or to access fair housing choice.

EXAMPLE

In recent years, Seattle, Oakland, and Berkeley, Calif. passed ordinances that bar landlords from asking about an applicant's criminal history at all, and from searching for criminal records during the tenant screening process, with a few exceptions (Waddell, 2021). Some states are also trying to keep eviction filings that don't end in evictions from preventing people from finding housing. Under a California law enacted in 2016, eviction filings are hidden from the public—including tenant screening companies—if they don't lead to a judgment against the tenant within 60 days.

WHERE DOES IT EXIST ALONG ALIGNMENT?

The city of Minneapolis created a policy that limits the way that credit scores, criminal history, income, and rental history can be utilized in tenant screening. The policy has been the subject of ongoing litigation, but so far has been upheld by the courts.

HOW DO EXISTING POLICIES NEED TO CHANGE?

There are no current policies in large sections of the corridor. The current Minneapolis policy is a solid policy, but there are questions about enforceability and monitoring of the policy in the long term. One recommendation is to create more transparency about both the current screening criteria that is used by landlords and better access by tenants to their screening reports.

TIMELINE

Tenant screening reforms are urgent to create access to housing choice along the emerging corridor. As property values rise and buildings change hands, tenants along the corridor are at risk of experiencing re-screening for tenants by new building owners, creating the risk of imminent displacement.

Cultural Placekeeping/Placemaking

DESCRIPTION OF POLICY

Cultural displacement, or the practice of making communities feel unwelcome and alienated in their own neighborhoods, often precedes and perpetuates physical displacement (Torres Rodriguez, 2020). When residents don't feel a sense of belonging and attachment, a city government is less likely to invest in

that community and more likely to perpetuate exclusive public spaces (Torres Rodriguez, 2020).

There are a variety of practices and strategies that support creative and cultural placekeeping by embedding arts & cultural infrastructure in an already creative community to keep the place from disappearing culturally. These include efforts like incorporating cultural placekeeping strategies into community benefits agreements for new developments, memorandums of understanding produced by community, access to non-displacement capital, and establishing and funding distinct cultural corridors.

HOW DOES IT SUPPORT ACHIEVING THE DESIRED OUTCOME?

Access to anti-displacement capital

Many local small-business owners cannot obtain financing from traditional lenders, creating significant obstacles to both the creation of an asset and, down the road, generational wealth and power-building. This prevents small businesses from making the investments needed to adapt to changes in the neighborhood and broader economic forces. By aggregating capital through a Community Development Financial Institution, capital deployment decisions can be made closer to the ground, at the neighborhood level, instead of by banks and non-local CDFIs. This means that small-business owners have access to flexible, low-cost financing and tailored business support. The CDFI is able to develop real estate loan products that respond to the need for rapid-acquisition financing, which allows organizations to be competitive in purchasing the land and buildings that house the neighborhood's artists and local-serving nonprofits

Memorandums of Understanding

By drafting commercial MOUs, community organizations can help incoming businesses provide local jobs, bilingual menu and signage, low-cost items, and services that meet the needs of different communities (Bishari, 2019). They're entirely volunteer/neighborhood-driven, and much of what they do comes down to two things: education, and securing commitments from the new businesses to operate in good faith. MOUs can also help local businesses in the long term, by supporting their integration into the community through what art they showcase, who they hire and from where, and the languages of their materials (Bishari, 2019).

Incorporating cultural placekeeping strategies into community benefits agreements (CBAs) for new developments

A CBA is a contract between the developer and community members that is meaningfully negotiated by both parties. CBAs contain specific community benefits commitments that will be delivered if the project moves forward. Within these contracts,

there are opportunities to include placekeeping strategies such as agreements to commission art projects by local artists, business incubator space, bilingual staff and marketing, and activated public space.

Cultural Corridors

Cultural corridors aim to foster equitable community development through the celebration of local arts and culture in a particular geographic area. Through a combination of public and private dollars, cultural corridors are place-making projects that use cultural heritage as a lever for further economic investment. In a twist on traditional planning models, cultural corridors demonstrate the interconnected nature of cultural and physical infrastructure.

EXAMPLE

In 2015, tenants' rights advocates, labor organizers, youth empowerment groups, and other organizations in San Francisco collectively formed United to Save the Mission, which has worked to draft MOUs for new businesses (Bishari, 2019). Each first draft is customized for the business the volunteers approach, covering everything from hiring local employees, to creating spaces that are visually in line with the Mission's cultural history, to having lower-priced items on the menu. More than a dozen businesses have signed MOUs (Bishari, 2019).

WHERE DOES IT EXIST ALONG ALIGNMENT?

Minneapolis' 2040 Plan, a comprehensive document mapping the city's goals for the next two decades, provided an opportunity to cement cultural districts in the city's future. The city has committed to partnering with residents and business owners in cultural districts, providing resources to these areas, creating strategies to ensure long-term affordability, and promoting ethical tourism (Bui, 2020).

HOW DO EXISTING POLICIES NEED TO CHANGE?

Jurisdictions along the alignment should provide financial support to communities organizing around cultural displacement, and should prioritize/incentivize new developments that incorporate cultural placekeeping strategies into their proposals. MOUs have been a successful strategy for cultural placekeeping and new business integration in the mission, but are completely volunteer driven; the creation of a regional anti-displacement fund could support similar efforts throughout the corridor.

TIMELINE

Cultural displacement often precedes and perpetuates physical displacement, so it is important that resources are devoted to cultural placekeeping as early as possible. Additionally, cultural placekeeping requires partnership across sectors, deeply

engages the community, involves artists, designers and culture bearers, and helps to advance local economic, physical, and/or social change, ultimately laying the groundwork for systems change. All of this takes ample amount of time, further highlighting the need to get started as early as possible.

Recommendations Conclusion and Next Steps

ADWG recommendations are reflective of the process workgroup members collectively worked through, the hopes and needs of the larger communities they work and live in, a wide body of research, and insight regarding the practicality of implementation. However, policy recommendations are not ready to be implemented; governments, philanthropies, and other private organizations will still need to refine these recommendations and process them through official policy making structures. While the workgroup discussed possibilities for funding, which include a mixture of local, regional, and federal funds, making any concrete recommendations or decisions around resources was outside the scope of this phase of the project. The project imagines that the next phase will make these ideas more concrete as they are received by various stakeholders, who must show high levels of participation and investment in order to see recommendations implemented at their highest value.

While the outcomes recommended by the ADWG are aspirational, they are very much possible. Blue Line Corridor Communities have been quite vocal that their support of the Blue Line Extension is dependent on a strong implementation of anti-displacement measures. What needs to be made more clear are the next steps for advancing these recommendations towards implementation.

The ADWG recommends the following steps to be accomplished before the end of 2023 in order to ensure a timely implementation of anti-displacement policies and strategies:

1. The creation of a regional group to continue the conversations about corridor-wide implementation of anti-displacement policies and strategies
2. The creation of local government groups to receive the recommendations of the ADWG and to begin bringing recommended policies through official policy making processes
3. The creation of a dedicated regional anti-displacement funding to support policy implementation, organizing efforts, and other anti-displacement strategies
4. Aligning anti-displacement research and recommendations with Blue Line Extension supplemental environmental impact statement mitigation measures

5. Developing a corridor-wide supported anti-displacement policy agenda for 2024 state legislative session

As discussed in previous sections, a number of local governments have communicated that while they may support the implementation of anti-displacement policies and strategies they feel barriers to implementing them. Barriers stated include lack of staff expertise, lack of financial capacity to fund policies and strategies, and belief that policies are best served by being implemented at high jurisdictional levels. What's clear is that a regional approach to this work—both financially and strategically—is necessary in order for anti-displacement policies and strategies to be possible and achieve the recommended outcomes.

Structures of accountability to these recommendations are necessary to give community confidence that the Blue Line Extension will come with strong anti-displacement interventions. One workgroup member used the analogy that the community knows the Blue Line Extension will be built because everything in its structure says it will be built; the Blue Line Extension has a project office that is well funded, has engineers and other relevant staff, and can clearly define its next steps out to the time the line will be completed. In contrast, anti-displacement efforts do not currently have dedicated staff, dedicated funding, and have a lack of clear next steps towards policy implementation. In order to give communities confidence that anti-displacement interventions will be a guaranteed and central aspect of the Blue Line extension, they need to be accompanied by dedicated and continuous funding, staff support, technical assistance, and enforced accountability mechanisms.

APPENDIX

Process Section

Summaries of each Saturday Workshop

IWG Survey Results

Qualitative Research Report and Presentation from JXTA Youth Participatory Action Research Team

Qualitative Framing from CURA

Research Section

Windshield Survey Results

Quantitative Analysis of Green Line

Blue Line Station Area Summaries

Recommendation Section

Tables with Outcomes, Principles, and Policies

Policy Matrix

SOURCES USED

Academic

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Anti-Displacement Workgroup Meeting

METRO Blue Line LRT Extension (BLRT)

Anti-Displacement Workgroup Meeting

Saturday, June 4th, 2022

Summary

This in-person, day-long session was held at Juxtaposition Arts located near the intersection of Emerson Avenue and West Broadway Avenue in North Minneapolis for members of the workgroup. The meeting was facilitated by CURA (the Center for Urban and Regional Affairs) with support from the Housing Justice Center and Bellwether Consulting. It included a review of several topics including co-defining displacement, data on the displacement effects of previous light rail, a community expert forum, sharing the work of other governments and research, and an update on the qualitative research completed for the project. Workgroup members shared ideas for how to define displacement, feedback and strategies for engagement and research, and prioritization of recommendations. The meeting was also streamed online for the public and a recorded version is viewable online at: myblueext.org/anti-displacement.

Introduction

- **C Terrance Anderson, Director of Community Based Research at the Center for Urban and Regional Affairs (CURA), convened the meeting and noted that it would focus on the first two items in the research plan: a review of national best practices in anti-displacement and a case study of displacement in the existing Twin Cities' METRO Blue and Green Lines. He shared that while this workgroup is not set up to affect the proposed route, it does have the power to shift impacts, influence policymakers, and set the stage for actions taken through the environmental review process.**

Co-defining Displacement

- **Ed Goetz, Professor of Urban and Regional Planning at the University of Minnesota and Director of the CURA provided an overview of how researchers have defined displacement.**
- Within the literature displacement is when businesses and residents who want to stay in a neighborhood are unable to due to a number of potential factors, including increases in housing costs.
- Displacement can be direct or indirect: for example, when residents are evicted from housing which is torn down and replaced by luxury condos, that is direct displacement. If the luxury condos trigger rent increases in the neighborhood and residents can no longer afford to live in the area, that is indirect displacement.
- Exclusionary displacement happens when people who would otherwise have been able to move into a neighborhood are no longer able to do so.
- Cultural displacement happens when people can remain in the neighborhood, but no longer feel at home due to cultural shifts.
- The group discussed differences between white flight, gentrification, and displacement. White flight occurred when white households left urban neighborhoods for suburbs because they did not want to live near BIPOC communities – this was a voluntary process, while displacement is involuntary. Gentrification occurs when the population of a neighborhood becomes wealthier and more highly educated, and there are differences of opinion among researchers on whether gentrification is inherently linked to displacement.
- **Through a sticky note activity, the workgroup defined what displacement meant to them. Themes identified include:**
 - **Displacement is involuntary**



Anti-Displacement Workgroup Meeting

METRO Blue Line LRT Extension (BLRT)

- **Loss: of home, sense of belonging, a community's sense of identity and pride**
- **Housing prices increasing faster than people's ability to pay**
- **Race and class factors: poor people and BIPOC communities are more vulnerable to displacement**
- **People can no longer conduct their full lives in their chosen home: living, working, shopping, cultural practices**
- **Disinvestment and loss of economic and cultural assets**

Data on Effects of Previous Light Rail

- **Ed Goetz and Kyle Malone from CURA reviewed previous studies of light rail in the Twin Cities. Overall, light rail led to increasing residential and commercial property values, and these effects can be seen well before light rail is built and in operation.**
- A 2010 study of the Hiawatha corridor showed increasing property values around stations in the residential portion of the corridor (between Cedar-Riverside and 50th Ave S) after the METRO Blue Line was constructed. A subsequent study for commercial properties showed a similar effect.
- A study of the METRO Green Line showed an earlier, larger effect than seen from the METRO Blue Line. The Blue Line demonstrated that light rail could be successful in the Twin Cities. For the Green Line, increases in property values happened as soon as the full funding grant agreement was announced.
- CURA's most recent study of Green Line impacts showed a less clear pattern but demonstrated that economic effects did occur from the Green Line, followed by demographic changes.

Community Expert Forum

- **A panel of experts with experience in the community and on other light rail projects discussed successes, challenges, and lessons learned from their work, including the importance of appropriately targeting affordability levels, supporting small businesses with a variety of tools, getting the timing right and acting before displacement occurs, and making sure that community members can participate in redevelopment.**
- The level of affordability in new affordable housing is important. Area median income can be much higher than the median income of a given neighborhood, and units that are affordable at 80% AMI are still out of reach of community members.
- The long lead time of these projects can contribute to community burnout.
- Successful small business support involves culturally competent and business-savvy outreach as well as a variety of programs including training and financial support.
- They shared that they are seeing displacement impacts occur earlier and earlier, in some cases before full project funding is announced. It is important to begin displacement work as early and proactively as possible.
- In some cases, neighborhoods saw displacement effects without any benefits. In the Harrison neighborhood, rents began increasing when the METRO Blue Line Extension was announced – now, the route will not serve Harrison.
- Directing project work to local, BIPOC contractors and workers is a priority for the workgroup. It is important that the community see their own community members working on this project; otherwise, a lack of trust develops.
- How can we ensure that publicly owned vacant land can be redeveloped by the community for community benefit?



Anti-Displacement Workgroup Meeting

METRO Blue Line LRT Extension (BLRT)

Anti-Displacement Literature Review

- **Tram Hoang, Director of Policy & Research at the Housing Justice Center, gave an overview of policies and programs used to combat displacement. She categorized these tools into three phases: before, during, and after development. This presentation gave workgroup members policies to react to and explore further. For more information, see the handout included below, titled Anti-Displacement Policies & Programs Overview.**

Sharing the Work of Governments

- **Ayantú Gameda and Allison Bell of Bellwether Consulting shared their work documenting which programs and policies local governments have already put in place.**

Small Group Activity: Prioritizing Policy Recommendations

- The workgroup split into small groups to discuss the information they had learned about policy tools and the following questions:
 - What problems need to be addressed?
 - What is not being addressed by known policies?
 - What do we need to learn from governments?
 - *The results of this small group discussion will be summarized by CURA.*
- The workgroup determined that they would vote on policies to prioritize individually after the session.

Qualitative Research Update

- **Dr. Brittany Lewis of CURA and UMN gave an update on qualitative research being conducted with youth-serving organizations, homeless support community organizations, and BIPOC- and immigrant-owned small businesses along the corridor. The document included below, titled Outreach Updates, describes this outreach in more detail.**
- A challenging part of this research has been a lack of trust and willingness to engage from small businesses. There is confusion among these businesses about the roles of CURA, UMN, and the county, contributing to a perception that these institutions are competing to do engagement rather than collaborating. This has led to some frustration among community members who have been engaged multiple times in this project or others and feel that they are not being heard if engagement efforts keep being repeated.
- Dr. Lewis identified the tension between taking time to build trust in these communities and the need to gather data – time is limited, and time spent to build trust is time not used to deliver research results. The research team’s approach is to reach out three or four times and then move on.
- The workgroup expressed concerns about miscommunication and emphasized the importance of figuring out how to talk to community rather than becoming bogged down in institutional conflict.



Anti-Displacement Workgroup Meeting

METRO Blue Line LRT Extension (BLRT)

Blue Line Anti-Displacement Work Group Second Saturday
September 24, 2022, 9:30am - 4pm
Crystal Community Center

Community Sharing Anti-Displacement Approaches

BLC - Ricardo

- BLC has been working on this for 10 years.
- There is community wisdom that is longer than a term cycle. We remember Rondo, Olsen Memorial... nothing will happen if we/community doesn't push it to happen.
- It's not about the train - it's about the people.

NEON - Terry

- What will be done to support small businesses, especially Black-owned businesses? How much funding, and the timing and longevity of the funding. Their businesses are their lifeline.
- Also, what will support renters?

Harrison - Nicole

- Many homeowners in Harrison are at risk of being priced out by cost increases going up (EAB tree removal impact above... it all overlaps and adds up)
- Population of Harrison stands to double in the next several years with new rental construction - pushing them to have as many units at 30% AMI below. The developers are on board - they want vouchers. Need help from MPHA, City, County.

MICAH/Heritage Park - Candy

- *Want to make up new policies. Want to make sure they are technically correct, but also want to have fun. Want different kinds of housing - section 42 for different incomes.*
- *We need to talk about what the communities want - not just the nuts and bolts*

Kareem - Northside Resident (and Hennepin Co)

- Want to see a \$1B investment in the community that is outside of the rails and bridges and train. Housing, reparative funding a way for people who have already been displaced to return (repair), business investment... with Hennepin Co and Met Council and other agencies involved, it's likely that we end up pointing fingers. Important for government to dream big.

Victoria

- Important to leverage policies (what Julie spoke to)

Sam

- Important to support and invest in the community vision that already exists (prevent cultural displacement)
- Want to learn more about/use the equitable development scorecard

KB

- Government needs to listen to community - listen first
- We haven't been talking about businesses. Programs/funding for residents and businesses need to sit alongside each other. The two are related and we need to focus on both together - not prioritize one over the other. (Residential is often prioritized over business support)

Pillsbury United Communities

- Displacement happens because of lack of income - important to center people, residents and businesses so that people have the agency to stay

Kareem

- Taking the challenge about businesses. Want to see all BIPOC especially Black owned businesses on and around the corridor get funding to support them to do what THEY want to do before, during and after construction. This is how we get to \$1B.

Governments Sharing Anti-Displacement Approaches

City of Minneapolis:

- More renters as residents than homeowners
- Homeownership gap
- Renters facing higher rents and slower income growths
- HALF of Minneapolis renters can not afford their rent
- With this group, we need to concentrate on area median income
- A lot of city goals around housing come from certain documents
- There is a difference between affordable housing work and anti displacement work.
- Anti displacement is also talking about businesses.

Questions/Comments:

- Where is data from on renters vs homeowners by race?
 - ACS

City of Brooklyn Park:

- Brooklyn Park could have 5 of 7 new elected leaders in January, they will have a new mayor.
- Small Business Center:
 - Hearing from community they need a incubator for small businesses to be and grow
 - EDS got a LCDA pre development grant from the Met Council which served as a catalyst for the work
 - Leasing to owning:
 - Owning was a better deal long-term, EDA officially came into ownership of the property in 2021
 - Future in fill opportunities
 - Future co-op opportunities
 - Mall has 10 businesses in it. 5 are BIPOC owned, 9 locally owned
 - 50k square foot retail mall and 10k square foot vacant CVS
 - Develop into co working and retail space
 - Membership based cost structure
 - Room for 60 small and growing businesses
 - Technical assistance and business advising
 - Networking
 - Enforcing “unexpected opportunity and vitality”
 - Expected to open March 2023
 - Budget:
 - 100k from MC, 7.2M to buy, 5.5M to construct, 200-300K annually in strip mall cash flow without any center revenue
 - City pooled TIF
 - Secured 500k from HC
 - Secured 1M from Feds
 - LIBA hired as operator, contract for: marketing, recruitment, membership agreements, vendor agreements, budget, staffing, day to day ops

Questions/Comments:

- Is the CVS going to stay vacant? Where is the business incubator going?
 - Yes, nobody can afford the lease.
 - Incubator is going where fitness center was
 - CVS is paying 100 grand a year to lease the land
- Is membership different for BP residents vs others?
 - They don't know
- Who will be in control of retail operations?
 - LIBA
- What is the community engagement process? Is membership determined by community?

- Why focus on businesses and not non profits?
 - This is a challenge they hear about a lot in BP
- What are policies that help you get from idea to construction?
 - Money and political will
 - 100K from MC was impactful

Met Council:

- City is on floor 1, Met council is on floor 150
- Chair and 16 council members represent 181 cities and townships
 - Serve a lot of different communities
- Council appointed by the governor. Every 4 years, focus on policies is influenced by a new council
 - This november we may have a new administration come in
- Tools seem to be more blunt, not precision tools, not laser focused. A lot of it is larger scale programming and investments
- Come with a lot of tools:
 - Focused on residential development
 - Bringing data, bringing research, environmental services
 - Work to align existing transit services with BLRT
 - Micro transit: on demand service in N MPLS
- MC is trying to build capacity. Ask hard questions, that is how they are going to grow
- One area that is applicable we can start talking about now:
 - Construction support, contracting, hiring and workforce
 - Have a lot of lessons learned from past projects
- How does MC tap into changing federal policies?
- For red box: this is very localized, they can always be a facilitator

Questions/Comments:

- Money: the amount of money MC has can change. What is the opportunity for increasing money?
 - What do you have today and can it be re-allocated in a better way? There is structure at council where they can be conduit of federal dollars

City of Crystal:

- 23K residents, 9800 housing units, 7600 are 2 units or under, only 8% of 7600 are rentals
 - Just under 30% total rental
- Provide 20% grant for home improvement projects. Serve 100 HH per year. For low income HH.

- Policy that has support but no funds is NOAH preservation funds. Much apartments they already have are affordable. They would be at risk for cosmetic improvements increasing rents. Re-investment in older apartments needs to happen, a NOAH fund would help to preserve them while they are being rehabbed.
- Had council go through each policy to see what they could afford to do and would they could legally do
- A lot in the red box, doesn't mean they are opposed. They don't have the resources to get involved.
 - Could provide technical assistance.
- Strip of buildings on bass lake road: success stories is a discount store, she is doing a small business incubator. Rather than redevelopment, focused on fixing the public realm.
- Council has been selective about where it puts limited resources they have

Questions/Comments:

- Why are we not talking about land disposition?
 - City does not own land in station areas

Park Board:

- Green gentrification: Often parks are planned using national trends in park design. MPRB uses desires of local community around the park. E.g. North regional master plan - informed by what current North residents desire
- MPRB has a very strict disposition requirement - have required criteria for disposition, including what will create long term public good, before going to the open market
- Have acquisition goals (parcels) that they hope to purchase

Questions/Comments:

- Question: do you ever do look-backs on what people who have already been displaced would want in terms of park design? (Area around North Commons is very different now than it was in 2013, for example - in the process of gentrification. Talking with residents of today is different than having the park design being informed by residents of 2013).
- not sure that we could do that - the only way might be if some of the current residents speak for their neighbors who were forced out/had to leave
- Question: MPRB requirement to for property owners to take down ash trees at owners' cost. If they can't pay for it, then it goes onto taxes as a special assessment - this can/does have the impact of displacing people (especially fixed income folks, seniors). Seeing this in Harrison.

- MPRB has an equity group/committee that reviews policies - that team reviewed that policy last year to see if it has that impact. The policy was revised and they added in an abatement program.

Hennepin County - Julie

- Focus housing work on where we see the greatest lowest income disparities. Two major priorities: housing cost burdened rates and home ownership rates, especially racial disparities.
- Don't fund things project by project - fund programs.
- E.g. - for extremely low income, provide gap financing to make them affordable for extremely LI income renters. Affordable housing incentive fund (affordable housing trust fund).

Policy Landscaping in Small Groups

General

- Get the language right and have fun!
- It's not about the train, it's about the people!
 - Keep finding more people in the red box
- How to be anti-racist:
 - Need to be proactive
 - Need to think about "what environment am I creating?"
- Policymakers change. Community has a collective memory
 - Urgency
 - Tenant opportunity to purchase
 - Inclusive zoning
- People need agency over staying or leaving
- Opportunity to break patterns of who benefits
- Nothing in the red box should be off the table
- What does success look like? Tangible goals
 - Partnerships with foundations, private sector
- Tackle the red box
- Commit to changing the law when needed...lobby together
- Close the racial Homeownership gap along the corridor.
- Closing the ownership gaps for housing and businesses, creating opportunities to build wealth
- Opportunity for this to address issues that are beyond BLRT
- Important not to operate in scarcity - to not compete for crumbs

- Observation that Harm-reduction policies are mostly in the “not possible” category, currently (in government survey responses), while Opportunity policies are mostly in the “possible” categories currently (from the frame of reference now, not because they are impossible politically or practically)
- Need to remember goal of bringing BLRT through the corridor to create equity for BIPOC, refugee, immigrant, low-income and middle class communities

Messaging/Branding

- What are we calling the sum whole?
 - Anti-displacement package?

Resources

- 1 Billion for community:
 - Repair harm
 - Community can stay
 - Bring people back
- Anti-displacement fund needed
- What resources will be available and for how long?
- How much \$\$ does HC have for anti-displacement in the corridor?
 - Current housing: \$150M...build on this. Focus on corridor and target populations
- HC and MetC need to double or triple affordable housing investments along the corridor
- Corridor focus: for each government, how much money can you invest in the corridor?
- Overarching ANTI-DISPLACEMENT FUND - \$1B - that includes
 - Small business funds
 - Residential displacement prevention funds
 - Land acquisition and investment funds

Role of CURA/Research

- CURA: find out what it will take for us to get there.
 - Legal barriers?
 - Other barriers?
 - Map pathways
- Look at corridor wide standards for anti-displacement
- Research focus on: barriers/path, impact, existing anti-displacement work
- Research Question:
 - What’s the dollar amount that will prevent the greatest harm? Calculate what it would take to pay all mortgages and rents within XX blocks of the

corridor? And to support businesses on the corridor for X months (18-24 months)?

Role of Government

- Hennepin County and Met Council should use their leverage
 - “We are going to do things differently”
- Government needs to learn to listen
- Government: don’t get stuck in silos
- Government: be accountable!
- Goal: governments come together and see changes to state law that prohibit anti-displacement policies
 - Start with the ones focused on people
 - Can we find out which ones have legal barriers?
- Coalitions: where can government work together?
 - Who else needs to be involved?
 - Tax abatement districts: cross jurisdictional
 - Fees. special assessments are sometimes the last straw
- So many new apartments in downtown minneapolis and elsewhere. Can HC or MetC help tenants to purchase as a cooperative?
 - St anthony example
 - What is stopping us?
 - What else can the county do to support residents?
 - Anticipate properties that will be vulnerable
- Every government partner should set aside seed \$ to fund these activities and to also leverage federal \$
- TIF:
 - County could look back to see what happened with TIF districts - a way to measure impact. (idea for accountability and transparency)

Land/Housing-Focused Policies

- Build more affordable housing on sites
- Land disposition should also be for commercial
- Land acquisition of sites: strategic acquisition
- Before acquisition, Met Council should make sure they are not taking more property than needed
 - Make sure all the voices are there early
 - Anti displacement needs to be a part of the design and engineering
 - Environmental impact
 - Needs to happen NOW
- How much speculation is happening already on the route?
 - Coffee shop example in robbinsdale

- We can't stop speculation but we can slow it down
- Value capture: would have more impact if it is coordinated across jurisdictions
 - Dedicate a % of this for CBAs
 - Park dedication fees are Community benefits
- Community needs to be prioritized in land acquisition and disposition policies.
- Design and engineering can lead parcels to be transitioned to something for beneficial for community
- Equitable Development Scorecard
- SWLRT has a lite CBA
 - Getting into the practice of this is important
- Tax abatement districts across jurisdictions
- Land Disposition policy (with a change from how the policy works now):
 - Rework so that current small businesses can stay/own, or the parcel stays government owned to be affordable business space/housing.
 - Goal: redesign so that it doesn't only serve wealthy developers who already have capital.
 - Goal: keep businesses and residents in place and build wealth IN the community
- NOAH Preservation
- Property Tax Relief Funds:
 - State of MN already has this... could be focused on project area
 - Enhance Property Tax Refund & Renters credit
- What's "affordable"? How to change the definition for/during this project?
- Who are the developers?
 - How do we get the developers to be people IN the community?
 - Build connections and capacity and community of people who are doing it
 - Issues: difficult to get pre-development funds
 - How to get funds to bridge the gap between the start and opening (you need lots of capital)

Business-Focused Policies

- Both businesses and residents are important
 - Prioritize them equally so they are not competing
 - Money should be allocated separately
- Where will W Broadway businesses go?
 - Need to provide them with information
- Complete subsidization for minority and Black owned businesses
 - Whatever you need to get through and thrive
- How will we support BIPOC businesses?
- Also there is a need to support those leasing spaces
- Need to create new spaces for displaced businesses

- Business GOALS:
 - Triple home-based day cares in corridor
 - 10 or more business incubators for BIPOC
 - 10 non profit social enterprises (housing, business)
 - Supports for scaling:
 - Paperwork
 - Accounting
 - Taxes
- Focus on ownership for business owners:
 - Protection and preservation.
 - Equity partnerships and community benefits
 - Subsidize costs
 - Not all businesses are in commercial spaces
- Business owners need info to plan... If there's uncertainty, a business will leave/move to where there is less risk and more certainty. Businesses plan 5+ years out
- Accessibility and paperwork barriers for businesses, especially BIPOC-owned businesses:
 - Language is important - call it a small business fund, not grant
 - Don't make the process and paperwork overwhelming
 - Books/accounts don't always exist in the way needed for applications. Provide business support for bookkeeping, and plan for it with the construction schedule (3 years before, 2 years before). County has the "Elevate" program. Is it working? How much use? Leverage this infrastructure to support businesses.

People/Tenant-Focused Policies

- Displacement due to lack of income
 - Universal Basic Income
 - Reparations
- Rent control: important and relates to HH income
 - Rent Control Policy – Freeze Rents for five years:
 - For residential tenants
 - For commercial tenants
 - Ideal within political reality. Bring 4d door knocking to corridor
- We can't fix the market but we can enact tenant opportunity to purchase
- Focus on policies that impact people directly
- So many renters. How do we support families and kids?
- TOPA: more right for people, it can happen!
 - The financing will come
 - Anything that takes away rights from people who hold land is difficult

- Residential and commercial
- Create option to own
- Help tenants form Co-ops to buy
- Ownership through land trust
- Support renters who want to become owners
 - Cooperatives
 - TOPA
 - Remove other barriers
- Relocation assistance requirement: might not be displaced if its a requirement.
Could be a city policy.
 - Precedence in portland, los angeles, west hollywood
- Reparative Homeownership Policy:
 - Address Homeownership Gap through the fund
 - What policies reduce the barriers to Black mortgage applicants? Example of the success of Ravi at US Bank on W Broadway (interview him to learn how he's doing it)
 - New construction: co-ops and condo buildings, as well as single family
- Right-to-Return hasn't worked: only 5% of residents returned after Holman Decree

Harrison Neighborhood

- Policies are very technical: need to create our own policies
- Homegrown policies that are specific to Harrison
 - Art installation, heritage park, tubular lights, zip line
- Blue line alignment and Harrison?
 - How are we addressing the harm of the former route?
 - Rental policy
 - Tenant opportunity to purchase
 - Remove Olson Memorial Highway.
- Re: tree removal: how to help homeowners?
 - Property values ^ 50%
 - Higher taxes
 - Code violations
 - Home improvement grants, but this is not enough
 - Down payment assistance is too small...need \$\$\$
- Explosion of development at Bassett Creek
 - Population of Harrison will double.
 - Increase the number of affordable units and public housing vouchers
- Harrison: what is the action? There needs to be restitution
 - How do we carry lessons forward?
 - Ensure there are no more harrison type impacts moving forward

Role of Philanthropy

- PUC has a CDC and is a landowner of undeveloped parcels
- Philanthropy working with community in partnership

Cultural Displacement

- Cultural displacement: government needs to fuel the community vision.
- What are the specific strategies for cultural displacement?
 - Gathering places needed
 - BP liberian group got state grant
 - Design and engineering: include community, this creates ownership
 - Programming and activities
 - Businesses
 - Ensure station design has local flavor
 - People will be excited if there are grants to involve community in design

Developing a Structure for Recommendation Making

Accountability

- Accountability: show up every X months to report, everyone comes back
- What is the punishment for non-participation?

Process

- New elected officials need education and onboarding by ADWG
 - Be on the agendas regularly
 - This would be powerful
 - Have ADWG representatives show up at public meetings
 - There should be a CONSISTENT onboarding process
- Transparency and feedback are important...need to establish feedback loops
- Do we want cities to endorse it?
 - Yes, but tailored to area 1, 2, 3

Roles

- Targets: CURA will identify roles and responsibilities in each policy recommended.
 - There should be a defined role for someone from ADWG...this will make it a success
- Pull in Internal Working Groups so there isn't a knowledge gap
- The people most impacted by displacement and potential displacement should be driving the recommendations

- Cost of anti-displacement work needs to be borne by the government agencies driving the project
 - BUT at the same time we need to all have skin in the game.
- There is a role for philanthropy, bring them in.
- Government takes a supporting role in creating recommendations
 - BUT also need people on the inside pushing
 - Government often default to what is easy and where there is \$
 - The community is determining WHAT, the government is making it happen and supporting community vision.

Presentation/Messaging

- Package it as a resource/action plan
- Physical and digital convening points. Messaging and two way communication
- We need a broad and aspirational vision for success and accountability measures and practical recommendations for resources.
- Need name and branding for anti-displacement package.

Strategy/Prioritization

- Regardless of the specific policy, these values and strategies are important:
 - Low barrier to access and entry (government red tape is on government to solve, in order to offer real stabilization)
 - Bring the program to the people; don't expect or rely on people to come to the programs
- Need to be strategic
- Need a way of prioritizing actions and policies
 - Most impact, least money
- Recommendations should be time-bound
- Recommendations should be specific
- It could be useful to tailor the recommendations to local priorities and government goals. Speak to their self interests
- Policy recommendations shouldn't be specific to what government agencies should do. Instead we should communicate outcomes we're needing. Start with what is needed and figure out responsibility from there.
- 3 buckets: transparency around MONEY, PROCESS, POLICY RECS
 - Need buy in around vision and buy in to implement policy, which requires resources and a commitment to continuity

Actual Recommendations

- Training facility for jobs related to BLRT
 - Emerge, workforce center near Cub, Summit OIC.

- Need a re-do of the Green Line Funders Collaborative
- Repair in Harrison. Down payment assistance and legal resources
- Need staff/navigators in community (multiple locations along alignment) to support those who will be impacted
 - Can provide knowledge and other resources.
 - Before, during, and after construction.
 - Drop-in capability

BLRT Anti-Displacement Work Group – Business & Cultural Displacement

Saturday, December 10

Humphrey School of Public Affairs

Attendees: 33 (6 online)

Background

The Metropolitan Council and Hennepin County are committed to delivering a light rail investment that benefits current corridor residents and businesses. In response to the feedback received during engagement events, both agencies are advancing efforts to address community concerns about housing affordability, business support, and displacement. As part of this commitment, the project sought the leadership of a local group to lead an anti-displacement initiative. A committee that included corridor community and business representation selected University of Minnesota's Center for Urban and Regional Affairs (CURA) to lead this effort.

Central to this work will be the Anti-Displacement Workgroup, comprised of community leaders, residents, and business owners potentially at risk of displacement, as well as other experts and staff from key nonprofit, philanthropic, and agency partners.

Environmental Assessment Overview

Displacement became a larger factor in the Blue Line Extension project with the new alignment going through West Broadway in Minneapolis. The alignment is all new outside of Brooklyn Park and requires a larger effort than originally assumed. Decisions are still to be made about using West Broadway or 21st, Lyndale or Washington (east of I-94), the location of a park & ride and interchange in Robbinsdale, and more. Decisions to be made can be described as lines, lanes, and stations.

Anti-displacement will be included in the environmental document. The team is planning to make recommendations in February and March. Some recommendations that impact lines, lanes, and station decisions will be project elements that need to be in the environmental report. Other recommendations, such as policy recs, do not need to be included in environmental process. Construction will hopefully start on the Blue Line in 2025.

The project schedule can still be impacted in a number of ways, including Federal Transit Administration (FTA) processes that are out of the Blue Line team's control. The project is currently in the federal Capital Investment Grants (CIG) program now and we expect it to receive federal funding. Local jurisdictions have sales and use taxes to contribute. Additional state and Hennepin County funds are a possibility as well. Project costs will go up over time with inflation and costs of materials. Public comments from the beginning of the environmental process are part of record and will inform the project going forward.

Cultural Displacement and Placemaking Panel

The cultural displacement panel included representatives from the anti-displacement team, African Career Education and Resource Inc (ACER), Metropolitan Regional Arts Council, and Parks and Power.

Key Takeaways:

- Many small businesses have not recovered from the pandemic and feel added uncertainty with the Blue Line coming. Organizations like ACER offer technical assistance to small- and immigrant-owned businesses that have limited access to capital.
- How will a car-dependent person be encouraged to ride the light rail? Keep the people at the forefront, make sure they have the amenities they need.
- Change systems to benefit all people, aligning policies with values. Pay attention to who gets to make decisions. Malicious or ignorant decisions can lead to inequitable policies.
- Arts are a way to attach identity to a place and empowers the community building resilience against cultural displacement.

Cultural Displacement Conversation

What are the things that we need to hold when thinking about cultural displacement? What do we mean by cultural displacement?

Cultural displacement, or the practice of making communities feel unwelcome and alienated in their own neighborhoods due to changing culture and class dynamics, often precedes and perpetuates physical displacement. The tools creating displacement will be hidden in systems and structures.

Creative and cultural place keeping is about embedding arts and cultural infrastructure in an already creative community to keep the place from disappearing culturally. The solutions to displacement address root cause issues.

What things in community do we need to protect when thinking about cultural displacement?

- Tools that enable people to stay in and own their homes and businesses, as economic pressures force people and businesses out.
- Affordable housing should be built and preserved.
- Existing physical spaces where culture is celebrated and manifested and the people and businesses who act as culture bearers of communities. These should be mapped.
- Stores and institutions that provide cultural goods
- Community garden spaces and access to fresh food.

Where have we already been successful with cultural place making?

- Community gathering places where people can connect, like Sammie's.
- Business support systems such as Mercado Central, Brooklyn Park Business Incubator, Lake Street, St. Paul Cultural Corridors.

- Schools are a place where kids are present and future where culture is being taught. There is pride around North High and Patrick Henry.
- The Hawthorne huddle is an institution in North Minneapolis that people depend on and connect with. They monthly meetings at Fairview Park to take on neighborhood issues.

Policies, Programs, and Investment Ideas

Strategies:

- The development of public spaces.
- Cultural asset mapping.
- “Right of First Refusal,” which allows business owners to have the first right to purchase their storefront, instead of getting kicked out by property owners.
- Offer rapid acquisition financing to give local communities opportunity to develop vacant properties
- Memorandums of Understanding (MOUs)
- Community Benefit Agreements (CBAs)
- Embedding arts and cultural spaces in affordable housing (new and old) and buildings along the corridor.
- Access to anti-displacement capital as many local small-business owners cannot obtain financing from traditional lenders.
- Create a community loan fund.
- Incorporate cultural placemaking strategies into community benefits agreements for developers.
- Agreements to commission art projects by local artists.
- Business incubator centers/business support space.
- Bilingual staff/materials/marketing.
- Universal basic income.
- Rent control, Commercial Rent control, Tenant Opportunity to purchase (both residential and commercial)

Examples:

- CDFI - In San Francisco, they created a Community Development Financial Institution (CDFI) and has since begun an ambitious capitalization campaign to scale its small-business lending and to forge into real estate lending.
- MOUs - San Francisco’s mission district has adopted “memorandums of understanding”. By drafting commercial MOUs, the organization helps incoming businesses provide local jobs, bilingual menu and signage, low-cost items, and services that meet the need of the predominantly Latinx community. Requests can vary by development type.
<https://www.sfweekly.com/topstories/can-the-mission-save-itself-from-commercial-gentrification/>
- Public Gathering Spaces - Becker Park is designed to be a park for everyone. It is accessible, has a playground and provides amenities that support cultural gatherings like grills for BBQs.

- Cultural Sites - North commons and the YMCA are really important culture locations. Part of the conversation on civic infrastructure, community reinvestment, and community assets.
- Anti-Displacement Funds – Georgia has an anti-displacement fund that identifies legacy residents and subsidizes them as taxes increase, allowing them to stay.

Quantitative Data Summary

- Map data uses 2010 and 2019 ACS to show change over time
- Data shown included median rent, percent cost-burdened renters, percent zero-car households (much more data in full report).
- This information will be incorporated into the final report.

JXTA Presentation

Youth were engaged by youth with support from JXTA. Youth researched precedent examples like the Green Line in Saint Paul and how it changed the geography of the area and project to the impact of the Blue Line extension. They created the “Keeping North” Zine to share out info they heard with a survey included. They conducted interactive placemaking workshops, using objects for people to think creatively and play with the map. They also held pop-up events in Minneapolis and Brooklyn Park, including at Flow, where 75 people were engaged.

Concerns expressed by youth through engagement:

- Security - smoking on the trains, using community groups instead of police, 24-hour security, not skipping stops at night.
- Investments - cap on rent, stimulus checks for people impacted by light rail, vouchers/free fares to get to work, better accessibility for stations – larger seats, windows that open (mostly due to smoking issue).
- Comfort – stops near community centers, temporary shelters, rest stops in empty lots, need needle disposal locations.
- Some youth would use light rail to visit friends in Brooklyn Park or use it to get to work.
- Most didn’t see the purpose of the train and felt that it would take up a lot of space.
- They were also worried it would throw off their routine. It was unclear to them how light is an improvement over existing bus service.
- Concerns that youth voices are not lifted in engagement.

Small Group Activity

How does this data/engagement help us clarify or prioritize policies or do we need to think of new ideas?

- Young people weren’t excited about the train, but it might be because of Brooklyn Center/Park kids might want to come to the city for the existing things. Need to ensure that benefits are clearly communicated.

- Age data shows more youth in North Minneapolis than anywhere else. Less than 1% of the available youth were engaged.
- Some people have expressed frustration about being surveyed over and over and information not coming back to them. What are the gaps in the information we need? How do we reach a broader spectrum of the community? 70% of the people we talk to say they don't know about the blue line and how it's going to affect them.
- How can public property be dispersed in the future where properties need to be acquired for the project? Hennepin County is trying to avoid using federal \$ to purchase property so there aren't strings attached and to allow for more flexibility.
- Policies that increase ownership in this corridor needs to be a focus.

How will the recommendations from this group be included in the EA document?

- If policies can be implemented by the project that are directly tied to project funding will need to be included. Most will not be included, but we want them to work side by side. Policies from this group don't have to be in the document to be implemented.
- The document will include an environmental justice section with appropriate mitigation, and there will be things that likely will be wanted by the community that goes beyond the document.

Next CURA check-in meeting will be used as a way to re-group before recommendations are finalized.

Blue Line Anti-Displacement Work Group #4

Saturday, February 11 10am – 4pm

Humphrey School of Public Affairs

Small groups refined goals and the policies that may support these goals to get closer to recommendations. Reported issues and policies pre-construction, policies during construction, policies post-construction. A selection of these ideas is captured below. Several groups also referred to these categories as “Preparing, Surviving, thriving.”

Crystal/Robbinsdale

- Discussion Outcomes
 - Improving the climate post-construction
 - Improving infrastructure around the project
 - Prioritizing development of smaller spaces
 - Regional fund that supports local priorities
 - Commercial space takes the pressure off property taxes for residents
- Policies pre-construction
 - Planning for access during construction

Brooklyn Park

- Discussion Outcomes:
 - Youth are a priority
 - Balance new and old businesses, attract small start-ups
 - Mitigation fund
- Policies pre-construction:
 - Youth training program (STEM)
 - More small businesses support
 - Naturally
 - Mandatory relocation assistance
 - Working with the cities for BIPOC Goals
- Policies during construction
 - How to keep spaces activated that are vacated but owned by major chains
 - Lighting, trees, etc.

Minneapolis

- Discussion Outcomes:
 - Elevate the recommendations to design the policies for the most impacted
 - Repair of harm from previous route change – Harrison was damaged by route change; property values are already going up. Happening on West Broadway as well
 - See the people, allow the people to make decisions about their community
 - Lead with the policies and determine funding afterward

- Recommendations need specific measurable outcomes
- Community ownership – measure how much of corridor is owned by government, community, and investors
- Policies Pre-construction:
 - Public land dispensation to legacy community members and local developers.
 - Incentivize local people and institutions to own on West Broadway and connect to other commercial nodes
 - Community ownership – measure how much of corridor is owned by government, community, and investors. Wide mix of ownership along corridor.
 - Gap funding for owners who lose property/value to Blue line and want to redevelop (Form of relocation assistance)
 - Accessible to people with language needs and from other backgrounds
 - Funding - Get taxes from those who aren't paying, determine other funding sources
- Policies during construction:
 - Forgivable loans that are designed to keep resources in the community by requiring payback if they are not staying in the community
 - Strong rent policies like rent stabilization
 - Contracting and hiring goals need to work for big companies but smaller companies and prioritize locally based labor

Policy books were handed out.

Implementation discussion

- State and federal level policies have their own implementation path: what policies make sense broader than the city level?
 - Naming a national anti-displacement fund
 - Right to council
- Workforce development policies:
 - Hennepin County is working on developing a program partnering with NEON
 - Need to consider external partners (example: Xcel)
- Olson Memorial Highway and Harrison's Neighborhood's vision for 6th Avenue, Heritage Park's vision
 - Neighborhood Revitalization Program funding (used TIF)
 - History and consequences were documented by CURA
 - Successful at keeping people in place (although it biased white families)
 - Funding structure has changed
- There might be programs that exist (example: northside funders collaborative) that could facilitate small loans for pre-development projects of for-profits
- Other groups include the African American CDC: emerging as a group that knows community and able to help
- Template exists for a state-level policy that could be multi-jurisdictional

Next steps

- Shorter meeting where policies will be voted on (voting process TBD)
- Policies will be sorted by jurisdiction

- Reminder - this is just the start of the process
- Phase II - mitigation strategies for impacts determined by environmental review

Blue Line Anti-Displacement Work Group #5

Saturday, February 25 10am – 2pm

Humphrey School of Public Affairs

Introductions and grounding

- The group had a few questions about the process.
- Grounding: C Terence reviewed common themes of the recommendations which included: Housing Outcomes, small business support and workforce outcomes, land and environmental justice outcomes, reparative racial justice outcomes, culture, and community outcomes (these themes are in the power point)

Small groups in localities

- Suburban cities and Minneapolis representatives split up into two groups to discuss the common themes of the outcomes.
- The group reviewed the common themes to consider what is missing from what has been captured.
- Minneapolis discussed:
 - Pre-construction should be more specific, define the “pre” in pre-development
 - Access to buildings during construction is very important
 - Parking that works for businesses (insurance liabilities for parking behind or in front because people are hit by other cars for example).

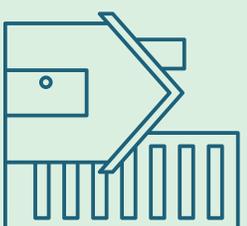
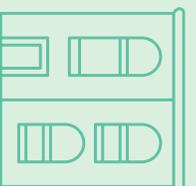
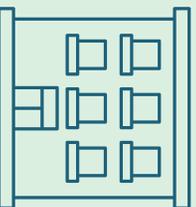
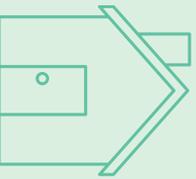
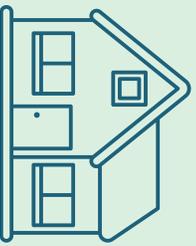
Large Group Share-out/Discussion of Local Outcomes Supporting Policies

- Share Out
 - Minneapolis
 - Solutions for small businesses must be there well before the construction is planned
 - Each individual property has different needs: there are so many distressed properties, each requires a conversation about what is important
 - Businesses should have the opportunity to buy properties adjacent to their property for parking and other needs
 - People don't necessarily care about the light rail but want to know the benefits and impacts
 - People who administer policies have a lot of impact on the policies
 - A dollar amount of money would be helpful
 - People need to be able to directly access the money that is meant for them, not necessarily going through organizations
 - Robbinsdale, Crystal, Brooklyn Park
 - Capacity building for non-profits and other organizations to be able to do this work
 - There should be renter's rights for small businesses

- Community ownership as an outcome
 - Developing mixed-income housing: how to address income stratification
 - Development should support the existing businesses, how to make infrastructure improvements
 - Making small commercial spaces
 - Wealth building and how this plays a role in this work: we want existing businesses to remain in place, but we also want wealth building
- Large Group Discussion of Corridor Wide Outcomes and Supporting Policies
- Affirming the ADWG Recommendations
 - Policies will be shared out and reviewed by the group
 - These recommendations will be used by CURA to write the final report
 - There will be a final report
 - There will be a Phase II for the implementation
 - The report will be done by March 10, the implementation plan will be in Phase II.

Anti-Displacement Programs and Policies

Survey Results



City of Minneapolis: Role in Programs and Policies

Policy/program in place, leadership role

- land disposition policy
- proactive code enforcement
- tenant screening reform
- rent stabilization
- small business grants
- value capture mechanisms
- mandatory relocation assistance
- inclusionary zoning/housing TIF
- land use restrictive agreement
- NOAH preservation funds
- right to return
- affordable housing trust funds
- zero to low interest rehab loans

Policy/program in place, supporting role

- residential and commercial land trusts
- right to counsel

Policy/program not in place, possibility

- residential and commercial cooperatives
- tenant opportunity to purchase
- land acquisition fund
- just cause eviction
- community benefits agreement
- changing "affordable" definition
- changing prioritization of affordability anti-displacement property tax funds
- regulate growth of investor-owned homes
- limit condo conversions

City of Brooklyn Park: Role in Programs and Policies

Policy/program in place, leadership role

- land disposition policy
- small business grants
- proactive code enforcement
- value capture mechanisms
- change prioritization of affordability
- inclusionary zoning/housing TIF
- land use restrictive agreement
- NOAH preservation funds
- zero to low interest rehab loans

Policy/program in place, supporting role

- residential and commercial land trusts
- community benefits agreements

Policy/program not in place, possibility

- residential and commercial cooperatives
- tenant opportunity to purchase
- land acquisition investment fund
- right to counsel
- just cause eviction
- tenant screening reform
- changing definition of "affordable"
- regulate growth of investor-owned homes
- right to return
- affordable housing trust funds

Hennepin County: Role in Programs and Policies

Policy/program in place, leadership role

- land disposition policy
- land acquisition investment fund
- small business grants
- changing prioritization of "affordable" anti-displacement
- displacement property tax funds
- NOAH preservation funds
- affordable housing trust funds
- zero to low interest rehab loans

Policy/program in place, supporting role

- residential and commercial land trusts
- residential and commercial cooperatives
- right to counsel
- just cause eviction
- tenant screening reform
- changing definition of "affordable"
- inclusionary zoning/housing
- regulate growth of investor-owned homes

Policy/program not in place, unlikely or not possible

- tenant opportunity to purchase
- proactive code enforcement
- rent stabilization
- community benefits agreements
- value capture mechanisms
- TIF
- construction excise tax
- Land use restrictive agreement
- limit condo conversions

Policy/program not in place, possibility

- right to return or community preference policies

City of Robbinsdale: Role in Programs and Policies

Policy/program not in place, unlikely or not possible

Policy/program not in place, possibility

Policy/program in place, leadership role

- proactive code enforcement
- TIF

- land disposition policy
- commercial and residential land trusts
- small business grants
- change definition of "affordable"
- change prioritization of affordability
- land use restrictive agreement
- NOAH preservation funds
- regulate growth of investor owned homes
- right to return
- affordable housing trust funds
- zero to low interest rehab loans
- limit condo conversions

- residential and commercial cooperatives
- tenant opportunity to purchase
- land acquisition investment fund
- right to counsel
- just cause eviction
- tenant screening reform
- rent stabilization
- community benefits agreements
- value capture mechanisms
- anti-displacement property tax funds
- mandatory relocation assistance
- inclusionary zoning/housing construction excise tax



City of Crystal: Role in Programs and Policies

Policy/program in place, leadership role

- proactive code enforcement
- tax increment financing
- zero to low interest rehab loans

Policy/program not in place, possibility

- land acquisition investment fund
- small business grants
- NOAH preservation funds
- right to return
- affordable housing trust funds

Policy/program not in place, unlikely or not possible

- land disposition policy
- commercial and residential land trusts
- commercial and residential cooperatives
- tenant opportunity to purchase
- right to counsel
- just cause eviction
- tenant screening reform
- rent stabilization
- community benefits agreements
- value capture mechanisms
- change definition of "affordable"
- change prioritization of affordability
- anti displacement property tax funds
- mandatory relocation assistance
- inclusionary zoning/housing
- construction excise tax
- land use restrictive agreement
- regulate growth of investor owner homes limit condo conversions

Met Council: Role in Programs and Policies

Policy/program not in place, possibility

- commercial and residential land trusts
- commercial and residential cooperatives

Policy/program in place, supporting role

- land acquisition investment fund
- tenant screening reform
- small business grants
- community benefits agreements
- changing definition of affordable
- changing prioritization of affordability
- inclusionary zoning/housing TIF
- land use restrictive agreement
- NOAH preservation funds
- affordable housing trust funds
- zero to low interest rehab loans

Policy/program not in place, unlikely or not possible

- rent stabilization
- anti-displacement property tax funds
- construction excise tax

Policy/program in place, leadership role

- land disposition policy
- right to counsel
- value capture mechanisms
- mandatory relocation assistance



Analysis and Key Trends



Most frequently selected anti-displacement policies

**Policy/program in place,
Leadership role**

- land disposition (x4)
- proactive code enforcement (x4)
- TIF (x4)
- zero to low interest rehab loans (x4)
- NOAH preservation funds (x3)
- small business grants (x3)
- value capture mechanisms (x3)

**Policy/program not in place,
possibility**

- right to return (x4)
- residential and commercial cooperatives (x3)
- land acquisition investment fund (x3)
- changing definition of affordable (x3)
- affordable housing trust funds (x3)
- regulate growth of investor-owned homes (x3)

**Policy/program not in place,
unlikely or not possible**

- construction excise tax (x4)
- rent stabilization (x4)
- tenant opportunity to purchase (x3)
- community benefits agreements (x3)
- anti displacement property tax funds (x3)
- value capture mechanisms (x3)

Anti-Displacement

Blue Line Train Extension
CURA

Research & Preparation

- Looking @ precedents (St Paul's Green Line extension)
 - Articles
 - First person accounts (Elijah's Experience)



Research & Preparation

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PLANNING

COMMUNITIES

HOUSING

PARKS

TRANSPORTATION

WASTEWATER & WATER



METRO BLUE LINE EXTENSION Minneapolis & northwestern communities

The METRO Blue Line Extension light rail transit project will extend the existing Blue Line from Target Field Station northwest to Brooklyn Park and connect communities along the way.

TRANSPORTATION



[View more info on our interactive map](#)

Check out our interactive map which has been updated to reflect the options to be studied in the Supplemental Environmental Impact Statement. This website's content is based on the Supplemental Environmental Impact Statement.

greenlineext_cad_f...pdf



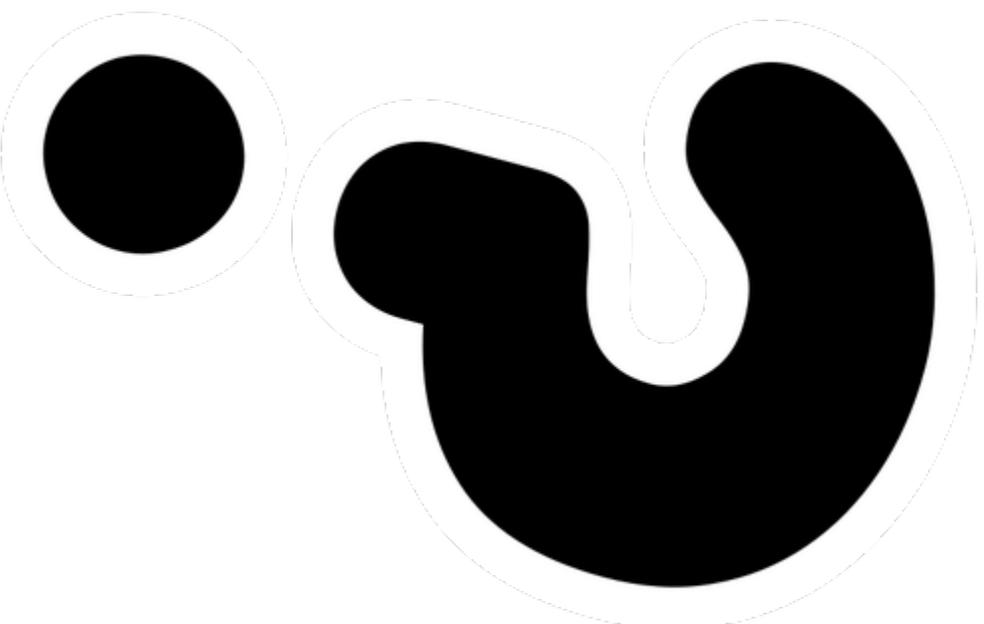
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| | Committees | + |
| | Route Modification Report | |
| | Anti-Displacement Efforts | |
| | Meetings and Events | |
| | Design & Engineering | + |
| | Fieldwork | |
| | Environmental | + |
| | News | |
| | Project Partners | |
| | Contact Us | |
| | Light Rail Transit Meetings | |

Research & Preparation

- Met with Dr. Brittany Lewis to discuss how to write a good research question
- Revision of research questions provided by CURA
- How to Develop Strong Research Questions lesson



Zine Making/Design

- Information about the Blue Line Extension from research participants to a link in which they can learn more about the train and ask questions
- QR code which takes

JXTA
JUXTAPPOSITION ARTS

JXTA x CURA

for virtue

How can you help?

Juxtaposition Arts Tactical lab is one of many partners working with CURA to coordinate and conduct anti-displacement research within various demographics along the proposed route.

Please share your experience and offer input below to help guide this critical work! You can **fill out the survey** included in this zine or **scan the code on the back**.

Where are we now?

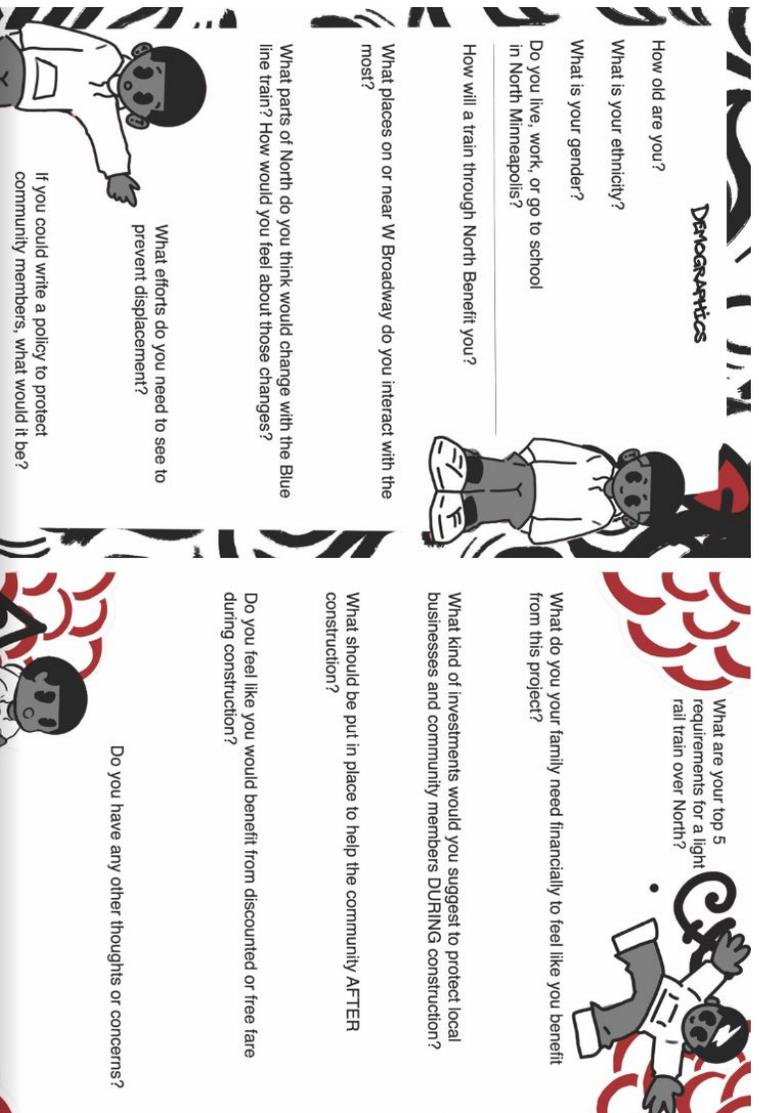
- Environmental Impact study
- Anti-displacement research

These two components are vital towards finalizing route designs and managing potential impacts.

Map labels: Oak Grove, 93rd Ave, BROOKLYN PARK, 85th Ave, Brooklyn Blvd, 63rd Ave, Gass Lake Rd, BROOKLYN CENTER, Downtown Robbinsdale, W. Broadway Ave, ROBINSDALE, North Memorial, Penn Ave, NORTH MPLS, Emerson & Fremont Ave, Plymouth Ave, TARGET FIELD

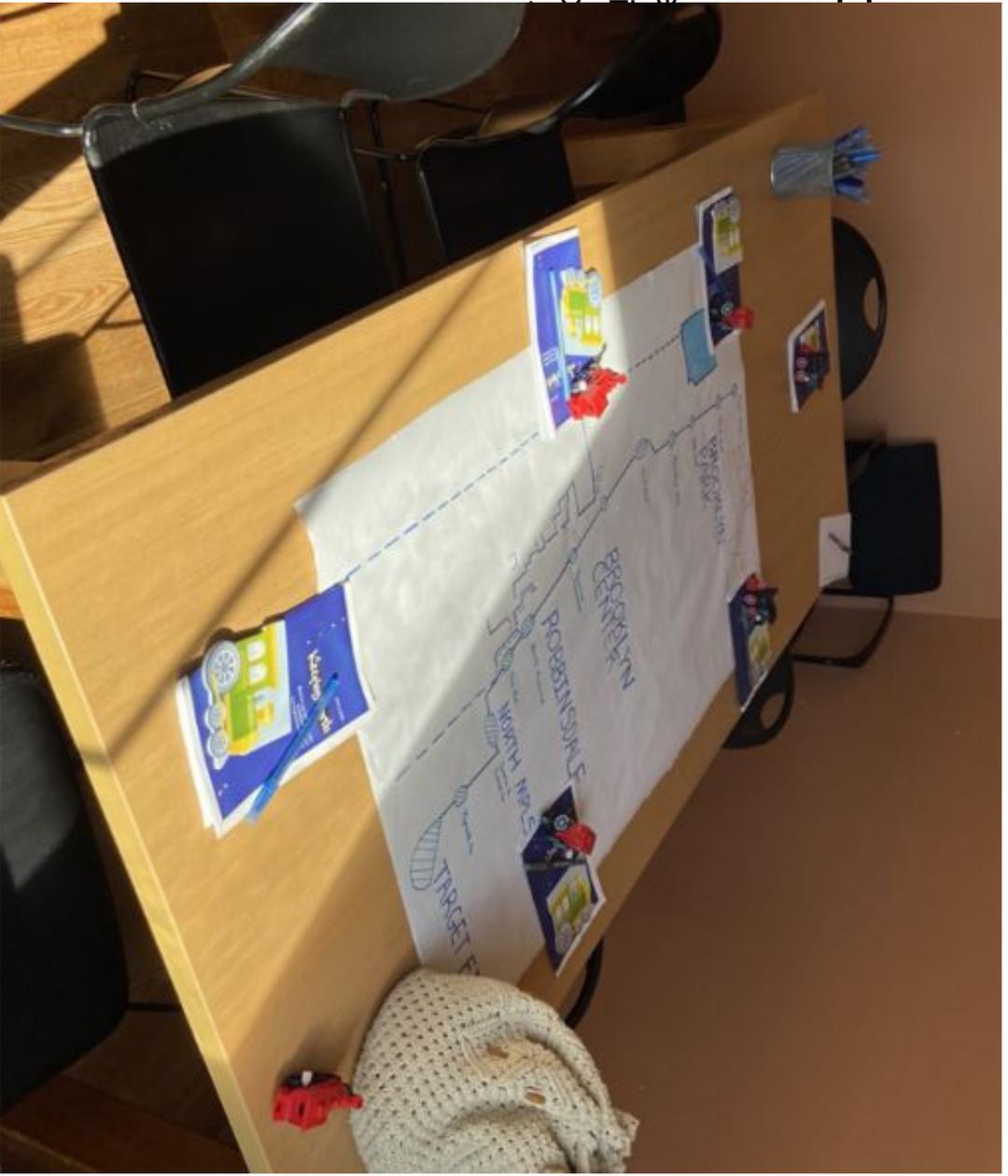
Zine Making/Design

- This was also used as a form of data collection via survey



Workshop

- This was recorded
- We also recorded folks who want



Workshop Development

- Interactive
- Ode to James Rojas



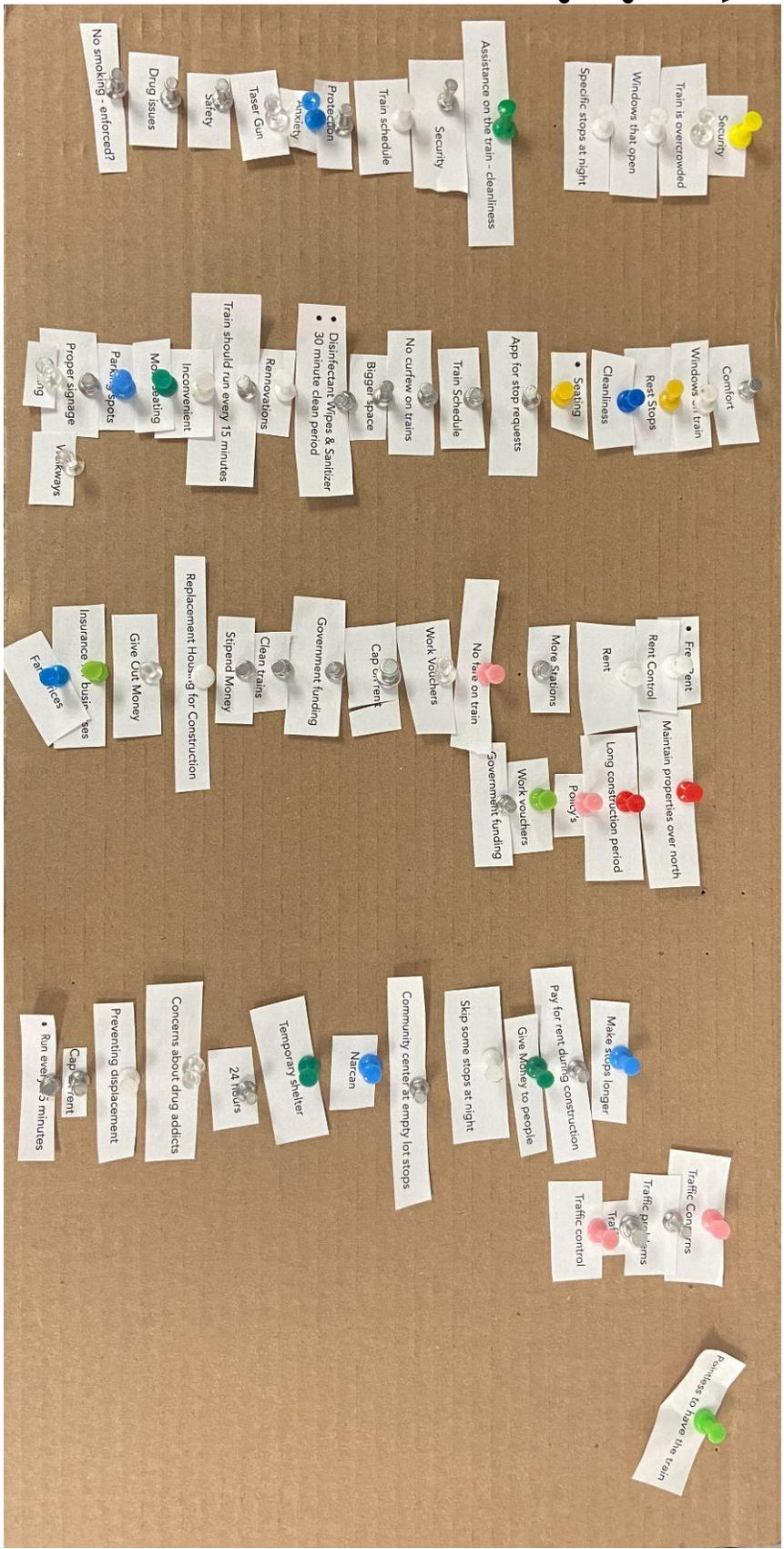
Engagement

How many people did we engage with?

Who did we engage with?

Limitations/Challenges

A



Analysis - What we heard

Boys & Girls Club

- Stimulus check
- Black security
- Being able to have access to grocery stores

Youthlink

- Fined for smoking
- Community center
- Rent Cap
- Detailed rehousing program

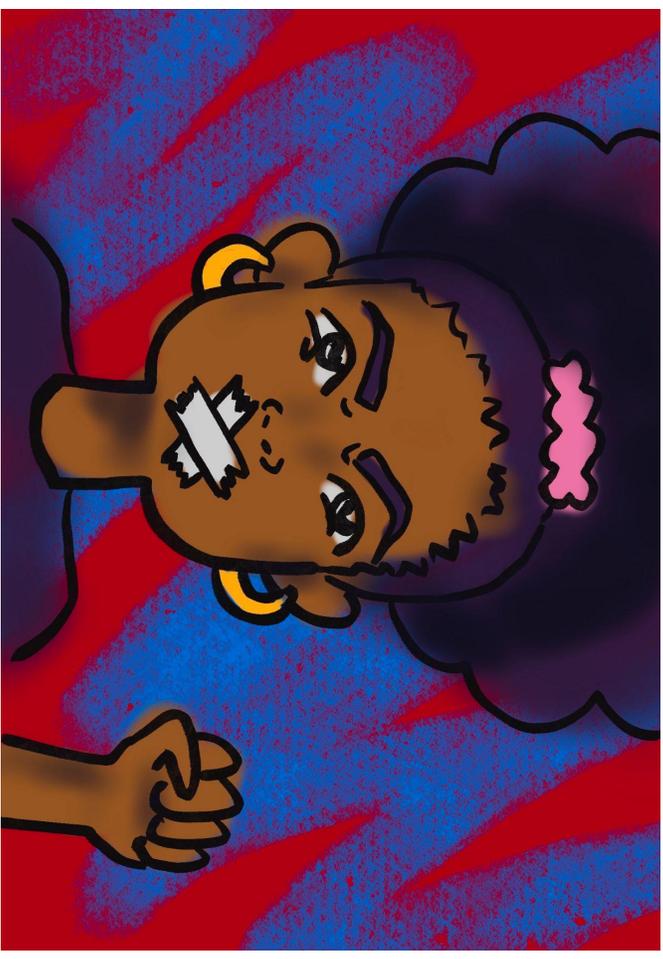
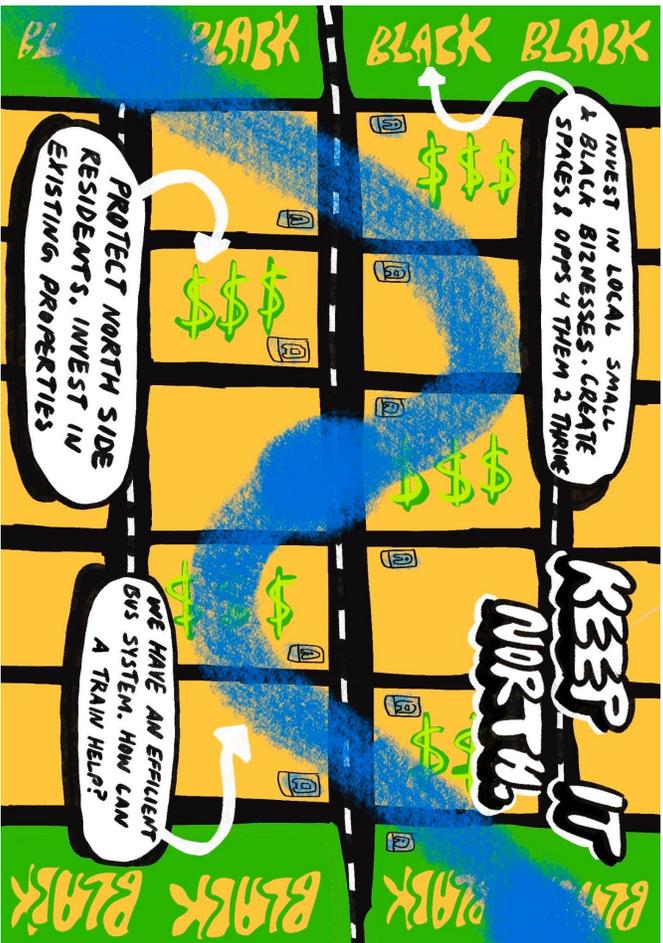
The Link

- Security 24h
- 24h violence group
- Train being accessible to strollers and the disabled

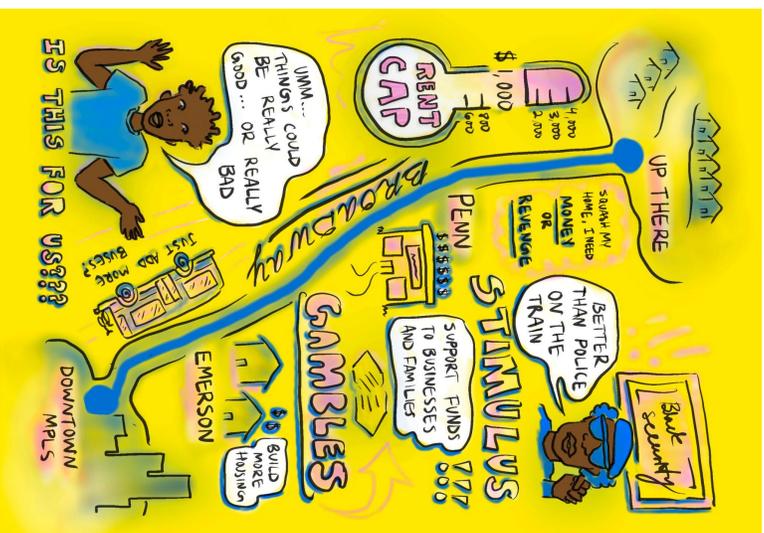
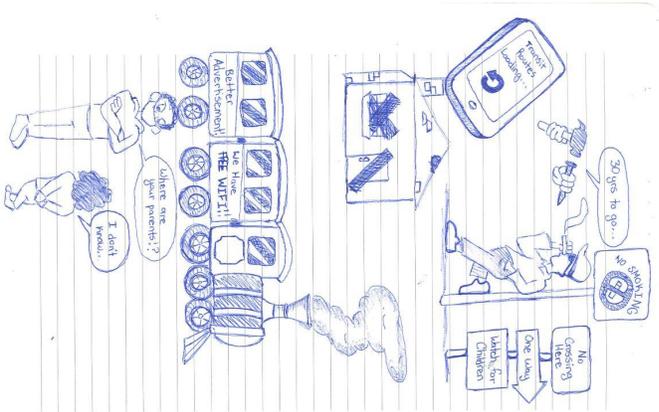
Avenues for Youth

- Requesting bus stops throughout transit app
- Sanitize every 30 minutes
- Rest stop
- Donation box

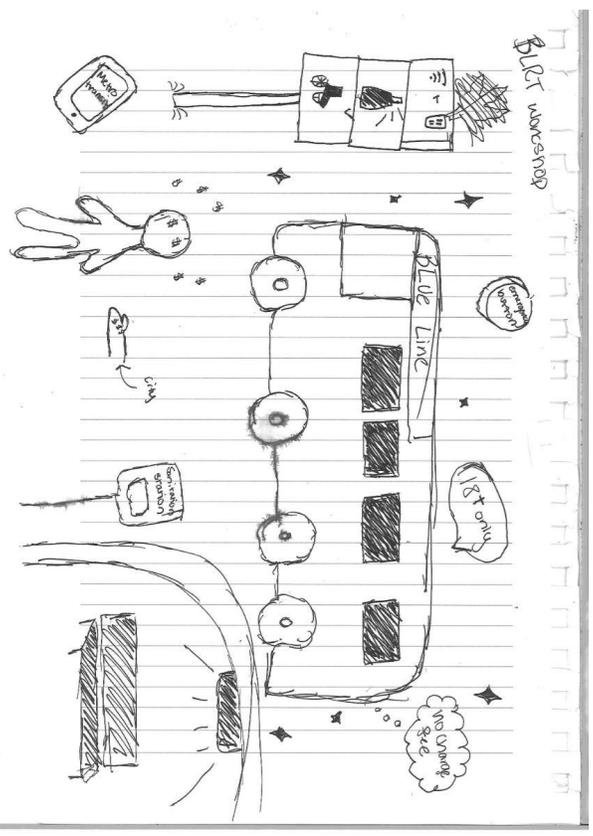
Visual Notes



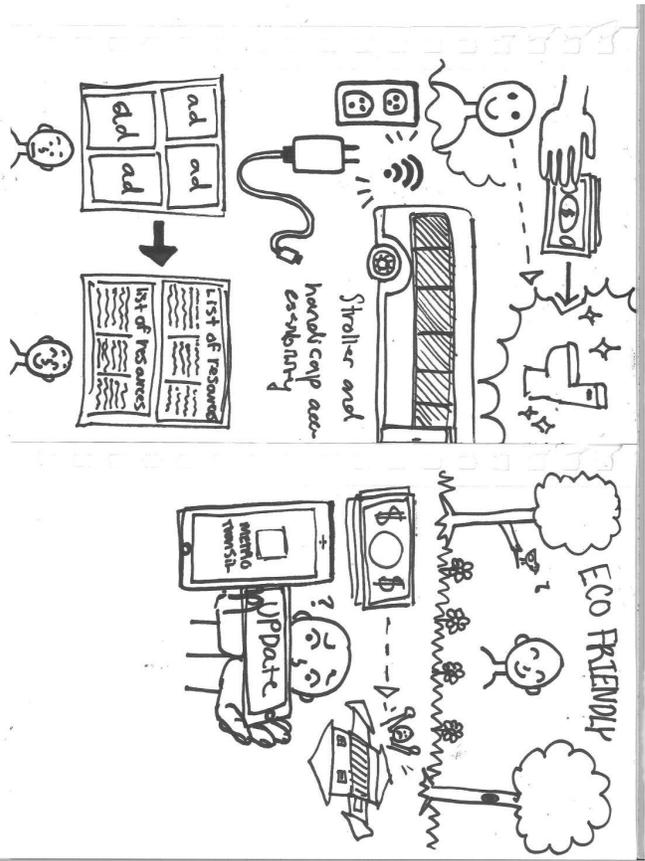
Visual Notes



Visual Notes

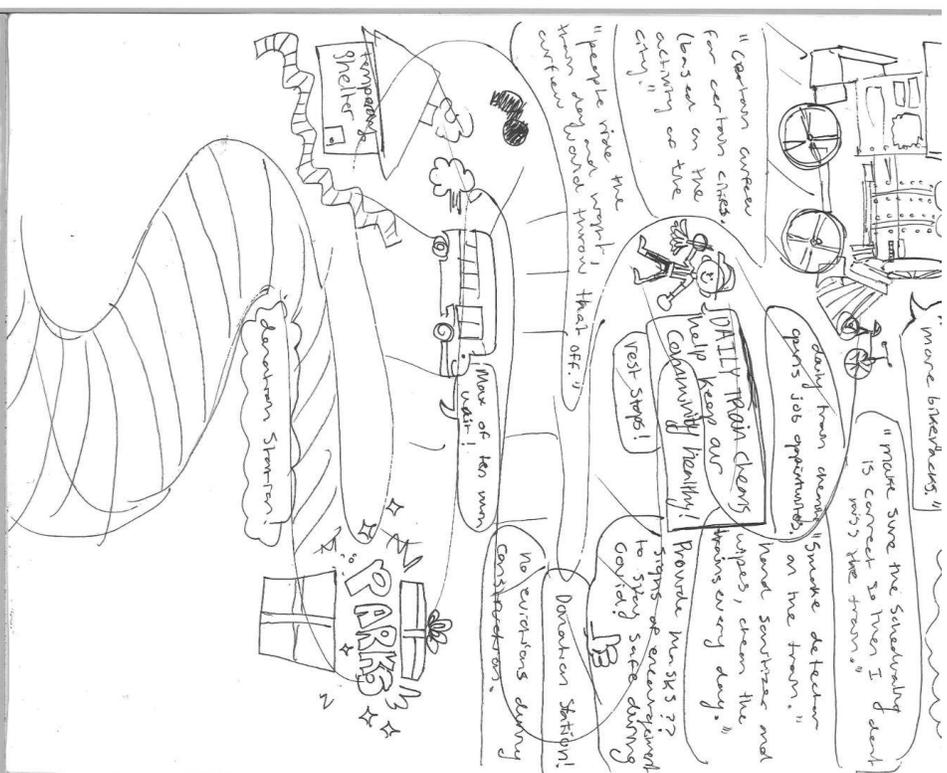


Visual Notes



Visual Notes

- Intention to use these for the final product deliverable



Deliverable

- Image? In progress report? Or completed

Anti-Displacement Research Report

CURA, YPAR, Juxtaposition Arts
Summer/Fall 2022



Research & Prep

We started research for this project by reading through different pages & exploring the interactive map on the Metro Council website to gain a deeper understanding of where the Blueline Lightrail Extension (BLRT) was going, who it would impact, and how it would change the geography of the north side. We also took some time to read articles and discuss our personal experiences with large developments like this. One of our apprentices experienced the development of the Green Line Extension in St. Paul. They shared with us the impact that the green line extension had on them and their community.

Following our preliminary research, apprentices worked with Dr. Brittany Lewis from CURA & Tactical lab leads to learn how to write a proper research question. CURA provided a number of questions that they wanted answers to. These questions referenced policy around anti-displacement and understanding community needs before, during, and after construction. Our apprentices needed to spend some time reworking the questions to be digestible for people who may not have knowledge of all the acronyms or terms being presented. In this case, our target stakeholder group was youth along the corridor. So, we adjusted the language to adapt to that audience. Once this was done we worked with Dr. Brittany Lewis to run each question through what we learned to determine if it was useful & relevant to the project.

Workshop Development

Once we decided that our research questions were ready, we moved on to workshop development. We knew we wanted our workshop to be interactive so we created a simple map for folks to identify where they spend the most time along the route using small toy trains. After our first workshop, we realized that we wanted to get more interactive with our map. Our workshop grew into a James Rojas-like imagining activity. Participants used random objects & trains to describe their experiences, opinions & needs regarding the train. Workshop development was led primarily by apprentices who adjusted the workshop after each facilitation to support our data collection needs.

Zine Making/Design

After refining our workshop plans, apprentices then worked with lab leads to create a zine that was passed out to participants to reference throughout the workshop. This zine included a QR code that took participants to a link in which they can learn more about the train and take an online survey. This helped ensure we could catch any responses that folks didn't get the chance to share during workshop discussions. The content of the zine included our prior research as well as information provided on Metro Council's website.

Engagement/Data Collection

Data for this research project was collected in multiple ways. We had a written survey that participants could fill out if they didn't feel like talking. We also had a digital survey that could be accessed by the QR code in our zine just in case folks wanted to share ideas after the fact. We also collected data from the workshops themselves via voice recordings as well as

written & visual notes.

Additionally, we completed data collection via some outdoor pop-ups in the warmer months. Using the same zine and survey from the workshops, we engaged with youth on the street who attended two separate FLOW tabling events. At these events, we offered incentives for completing the surveys such as gift cards and apprentice-painted bags. During this time we engaged with about 75 people along the West Broadway corridor in North Minneapolis. However, we focused our analysis on the workshops completed within our contract scope. We chose to focus our analysis on the workshops because they included engagement with youth along the corridor in both Brooklyn Center & North Minneapolis. Though we ultimately connected with primarily North Minneapolis youth organizations, we made our best attempt to connect with groups along the entirety of the corridor.

We hosted 4 workshops total with Avenues for Youth, Youthlink, The Link & the Boys & Girls Club. Within those workshops, we exceeded our engagement goal of 40 people by 13, leaving us with 53 as an engagement number. In total, we engaged 115 people regarding the blue line & completed an analysis of the responses of 53 people.

Analysis

Apprentices were given copies of the transcripts from each workshop, written and digital survey responses & visual notes to do a brief analysis of anti-displacement needs for youth along the corridor. We separated the responses into categories and identified quotes that expressed our highest-level findings. The high-level findings for each group are listed below:

Findings

Boys & Girls Club

- Folks whose homes and businesses are impacted by the existence & construction of the train should be given a stimulus check
- The train should have 24/7 black security groups (Not police)
- Youth wanted access to grocery stores & healthy food

The Link

- 24-hour security (No police, youth prefer a violence prevention group)
- Accessibility for strollers and the disabled

Youthlink

- Strictly enforced fines for smoking
- Community center access
- A cap on rent for folks in the area around the development of the train
- A detailed rehousing program for those who will be displaced

Avenues for Youth

- The ability to request bus stops within the transit app
- A sanitization crew every 30 minutes
- Rest stop access for those experiencing housing insecurity
- A donation box with food, clothes, first aid, etc.

Deliverables

The deliverable for this project includes this report as well as an infographic detailing our highest-level findings. This infographic will use imagery that was developed via visual notes throughout the workshop. Examples of those visuals can be found below. Apprentices cut out different symbols from the visual notes and worked together to create a collage that best communicated our findings. Our infographic includes a little bit of information about the train itself and direct quotes from workshop/survey participants.

Engagement Discussion and Jamboard Findings

Questions Asked:

- What resonated with you?
- What questions do you have/
What is still missing?
- What do you need to know to
make recommendations?

What do you need to know to make recommendations?

Communication & Information

all data

Which route selected for North Minneapolis

Where is the light rail truly going?

More Information.

Is there prospective data on ridership expectations? Who are we expecting will use the train?

Share the raw data to the taxpayers who foot the bill

Engagement & Transparency

curious about engagement with folks experiencing homelessness in the corridor

It's frustrating that Met Council feels like they can do what they want without truly engaging the community. Online zoom meetings are not equitable when we are talking about black owned businesses that

if we pay the taxes that don't live in our community, then why the hell do they do what they want without communicating with us?

will there be real time community reactions (outside of this group) to drafts to see if they resonate?

What is the provision/support appropriated for translation of BLRT information into language that we are aware there is ever growing Liberian immigrant population within the Robbinsdale, Brooklyn

How are youth engaged in the process?

How do community members know of financial resources?

What kind of outreach happened to the rental community and assisted living community in Robbinsdale? When I have seen feedback, it's been from homeowners. I know of the community meetings, just

1. How many homes/businesses will be impacted based on the route. 2. Know how how much engagement has actually been done to people living in the proposed routes. What percentage of homeowners,

Has there been any engagements with high school students, who have transportation to school? What about families with young children?

Policies & Process

What happens when a recommendation is not accepted by policy makers?

How do we know if recommendations are considered?

A define process, both internal and including community and city partners with time bound goals and defined actions. Otherwise feels like all talk

How long will the investments be? Who will oversee the investments? Will there be requirements to access those investments?

What's the budget?

How drastic of measures can we suggest? What leverage do we have that will allow policies we suggest to be pushed through?

Real knowledge of the process and that

partners willing to take risks and advance the policies being recommended by this group? How much accountability do govt. partners feel towards the voices present here?

Can we link the federal funding to anti displacement mitigation packages for during construction, and post construction?

Housing & Gentrification

Those who own real estate have a lot of power, who controls the real estate both land and buildings?

Current renter turnover rate in neighborhoods along the corridor. If it is similar to the typical of SP, how do we define "anti-displacement" of renters?

Will there be a list of all those who might be displaced, which will allow for rapid rehousing? What are the incentives for small businesses to grow and hire employees?

How will decisions be made about who is eligible for affordable housing?

The people who own homes along the line will see values increase, if one household sells, the next buyer needs to have more money to buy the home. This results in higher wealth households benefiting from the

Business

How will the private sector and the wealth show up in this work?

Will the businesses be supported if so how?

What is the role of the private sector (investment community) to uplift this work.

Community Involvement

How will we be able to have more ownership of the community

Are decision makers interested in employing residents?

What does real ownership look like in the eyes of those in charge?

Lessons Learned

Raising up from resiliency chat -- history is critical. What have been impacts on specifically BIPOC residents in this neighborhood and others in the Twin Cities that have been hurt by transit?

What has been the displacement impact of transit projects like this in other cities?

How did community members and businesses along the green line access financial resources? Are there still financial resources?

How have communities and transit project planners in other places done this type of anti-displacement work successfully?

Engagement Discussion Feedback, Concerns, and Questions

Categorized by Team:

- I. CURA Qualitative Team
- II. CURA Quantitative Team
- III. CURA ADWG Management - C Terrence
- IV. Hennepin County BLRT Cohort

Categorized Thematically:

- I. Engagement Data and Representation
- II. Businesses Along the Corridor
- III. Private Sector
- IV. Accessibility and Beautification
- V. Research Methods, Recommendations, and Policy Decision Making Process
- VI. Federal Funding
- VII. History and Lessons Learned
- VIII. Housing

Themes & Teams That Will Address Them

| | |
|--|--|
| <p>CURA Qualitative Team</p> | <p>CURA ADWVG Management - C Terrence</p> |
| <ul style="list-style-type: none"> - Anti-displacement needs assessment along the corridor | <ul style="list-style-type: none"> - Scope of recommendations - Policy decision making process |
| <p>CURA Quantitative Team</p> | <p>Hennepin County BLRT Cohort</p> |
| <ul style="list-style-type: none"> - Review of best practices in anti-displacement policy, locally & nationally - Case study of Green and Blue Lines and their effects on displacement | <ul style="list-style-type: none"> - Environmental study - Design & engineering - Station area planning (land use planning) - Route modification |

CURA Qualitative Team

Theme: Engagement Data and Representation

Concerns and Feedback:*

- Data should be separated **racially** to exclude historically **overly represented** communities and by means of communication (**in-person versus virtual**).

Questions:*

- How does your team account for **underrepresentation** of certain groups especially **BIPOC** and lower-income families?
- Is there anyway responses can be weighted to account for **past harm** and **current power dynamics**?
- How are the **homeless** and **youth** being engaged with?
- How are the **rental** and assisted living communities represented vs **homeowners**?
- Has there been any engagement with **high school students** who take public transit to school? How about families with **young children**?

“We have known for many years the struggles and issues that our communities are experiencing. What is going to be different this time around? How can we break patterns?”

*Also relevant to Quant Team.

Theme: Businesses along the Corridor

Concerns and Feedback:

- The **construction** short term and long term impact on local businesses should be clarified.
- Is the voice of **micro and small businesses** being heard? Zoom meetings are not equitable because **black business owners** cannot attend a meeting while being busy running a business.

Questions:

- How will businesses be supported? What **resources** will be available to provide assistance for small businesses?
- What are business owners asking for to protect them during and after construction?
- What are the **incentives** for small businesses to grow and hire community members?

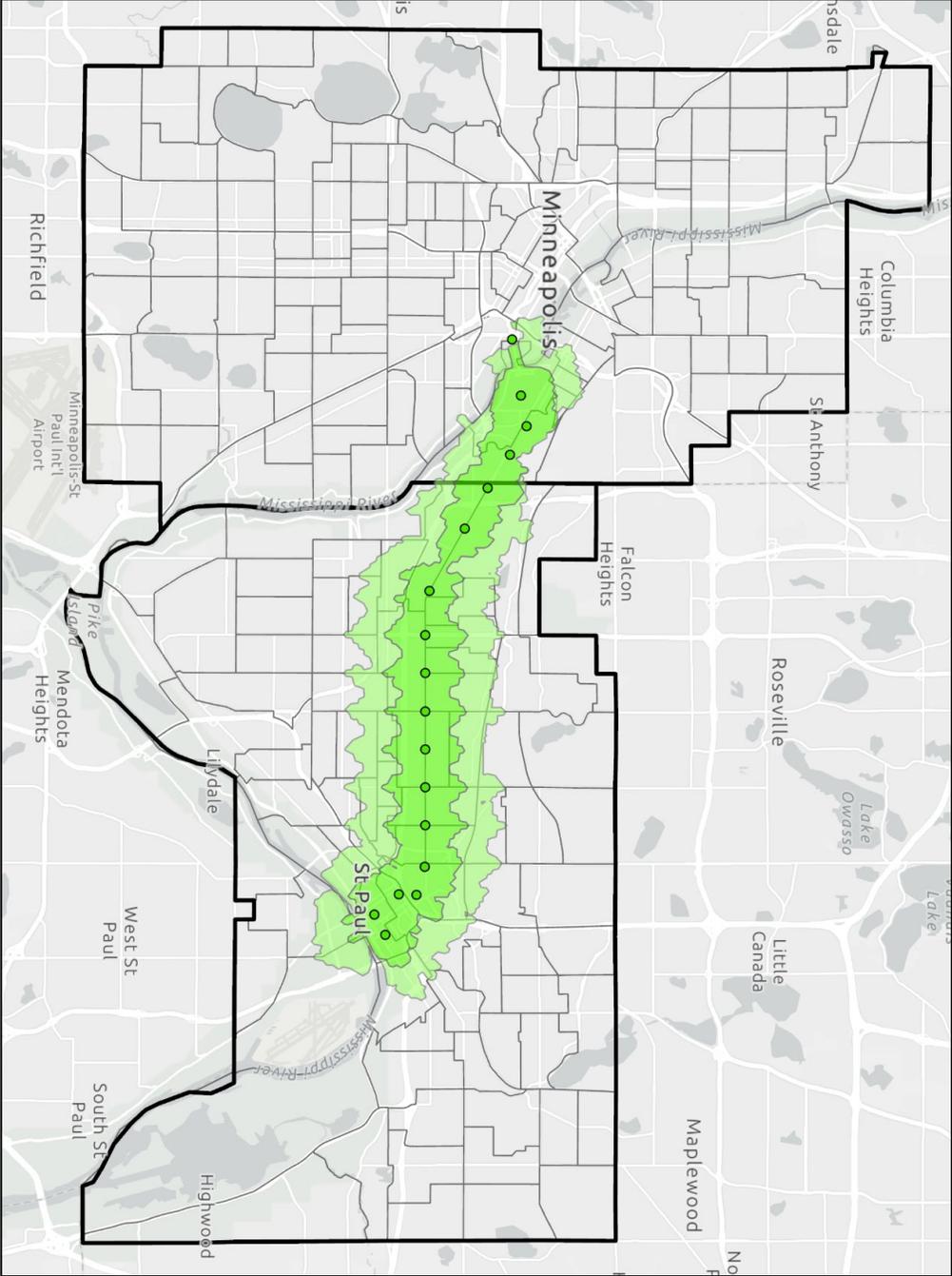
Quantitative Analysis of Green Line Changes

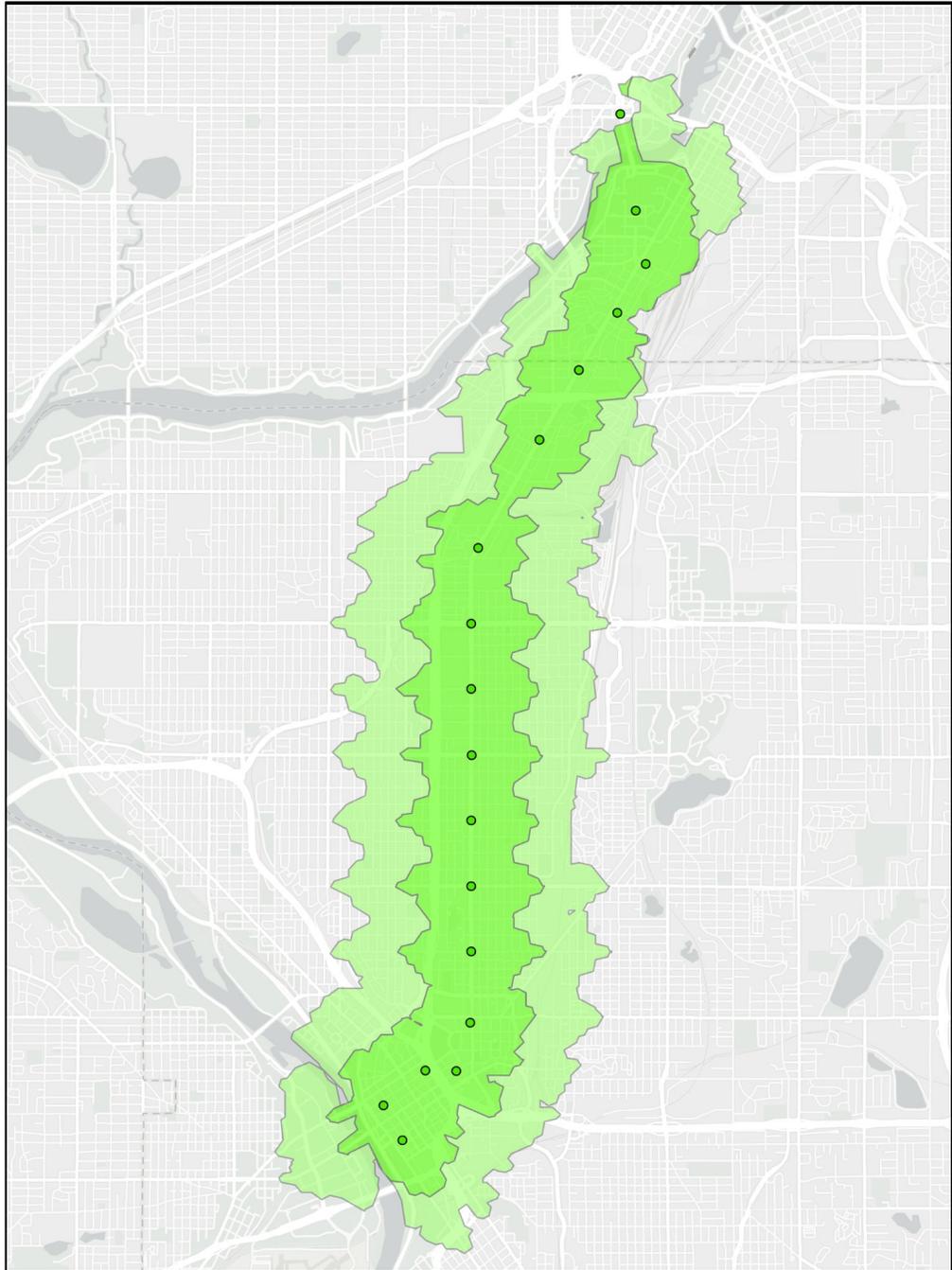


UNIVERSITY OF MINNESOTA
Driven to DiscoverSM

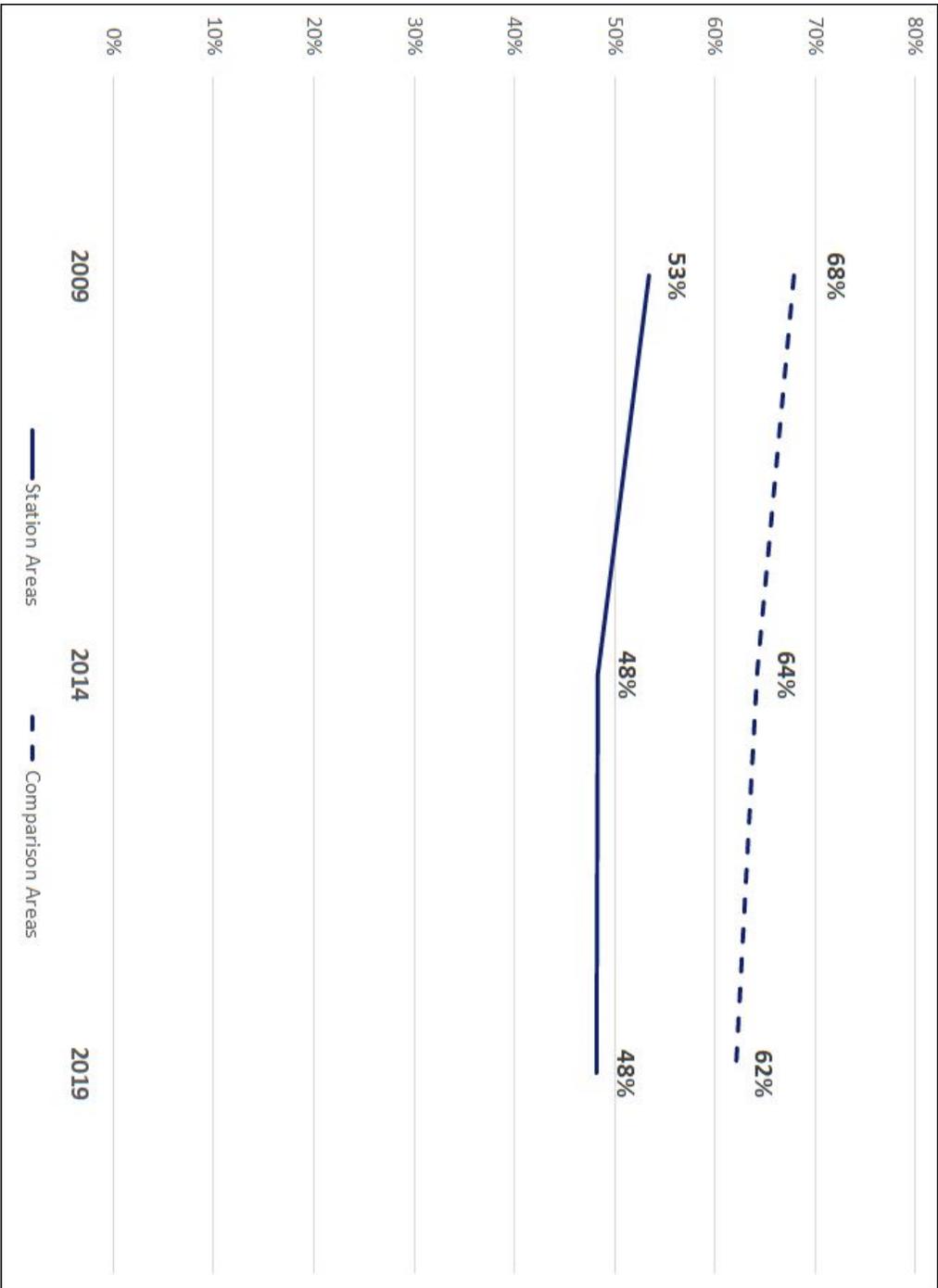
Contents

- Green Line Analysis
 - Population & demographic changes along the Green Line: 2009-2019
 - Residential property value changes: 2005-2021
 - Sale value: 2005-2021
 - Multifamily building rents: 2000-2021
 - Eviction filing rate: 2011-2019
- Green Line Sub-area analyses

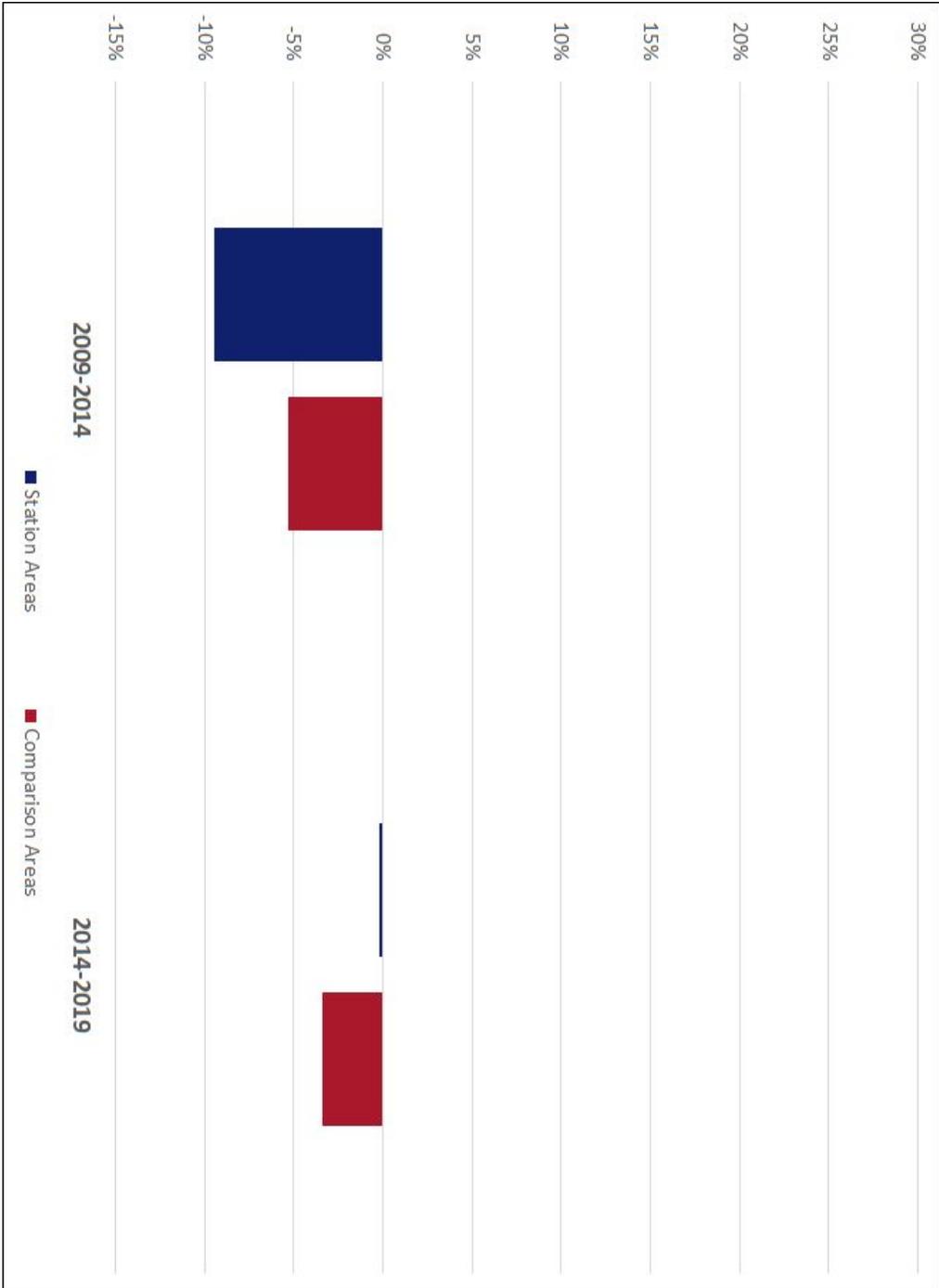




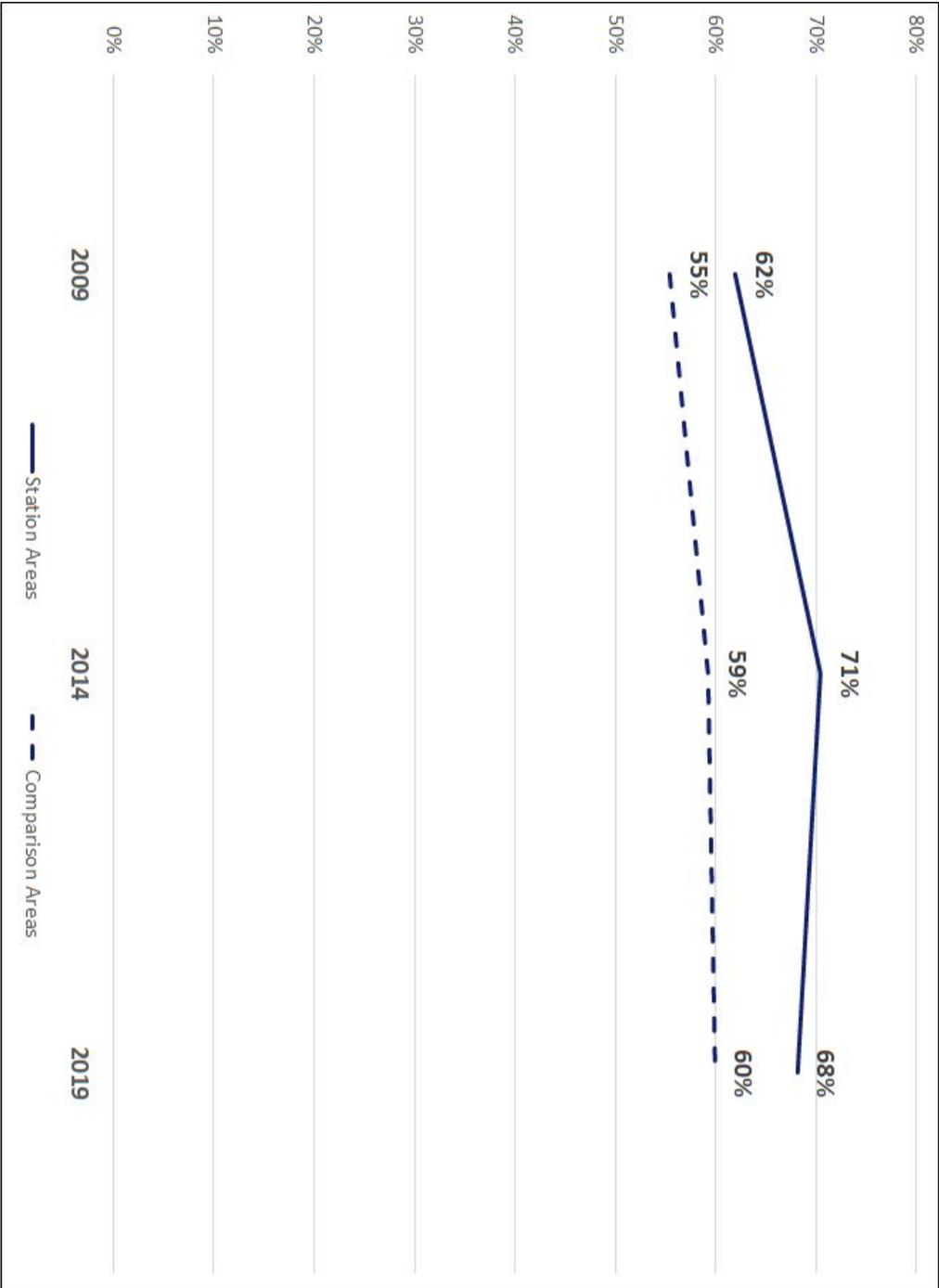
Percent Non-Hispanic White



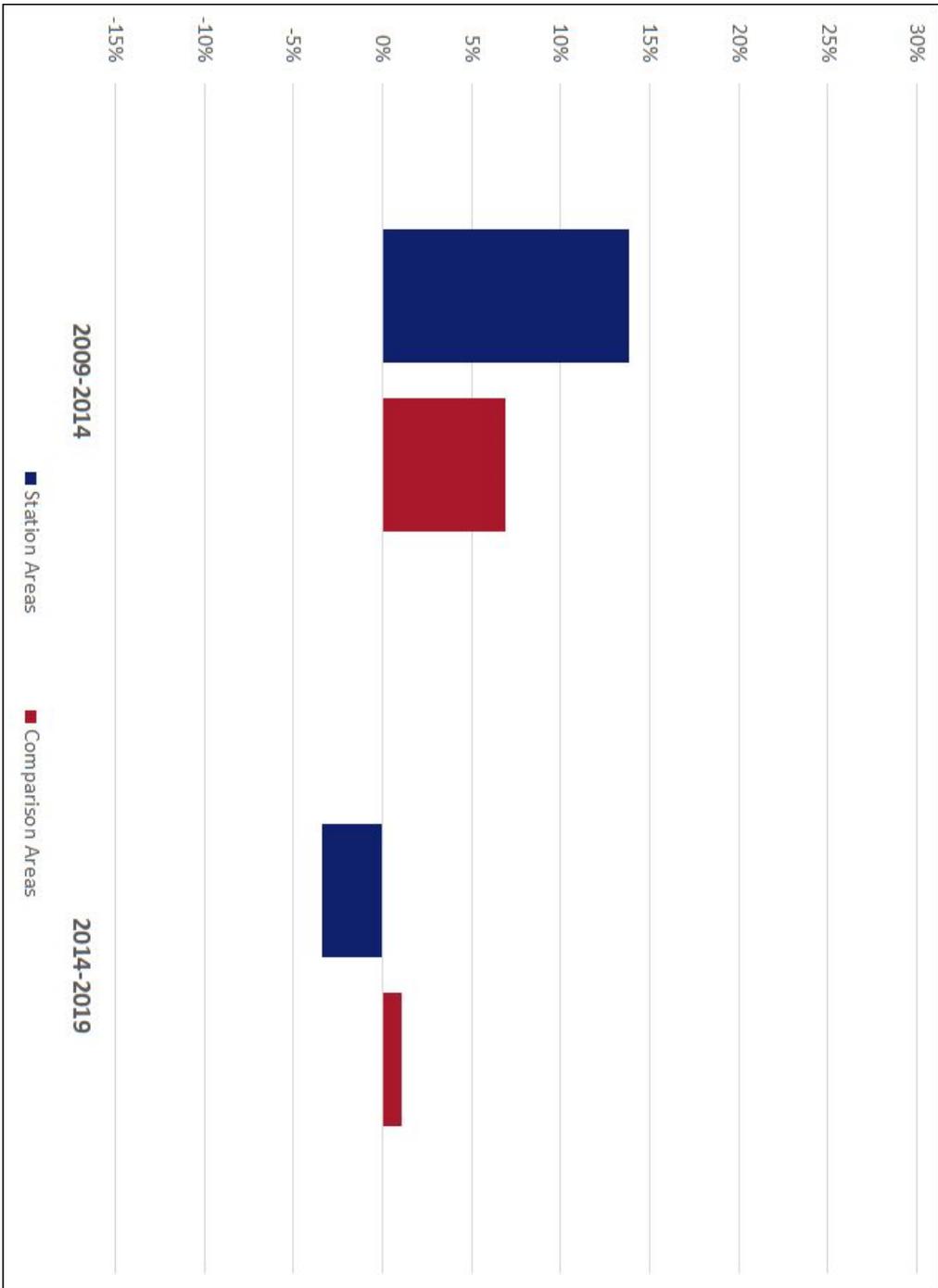
Change in Percent Non-Hispanic White



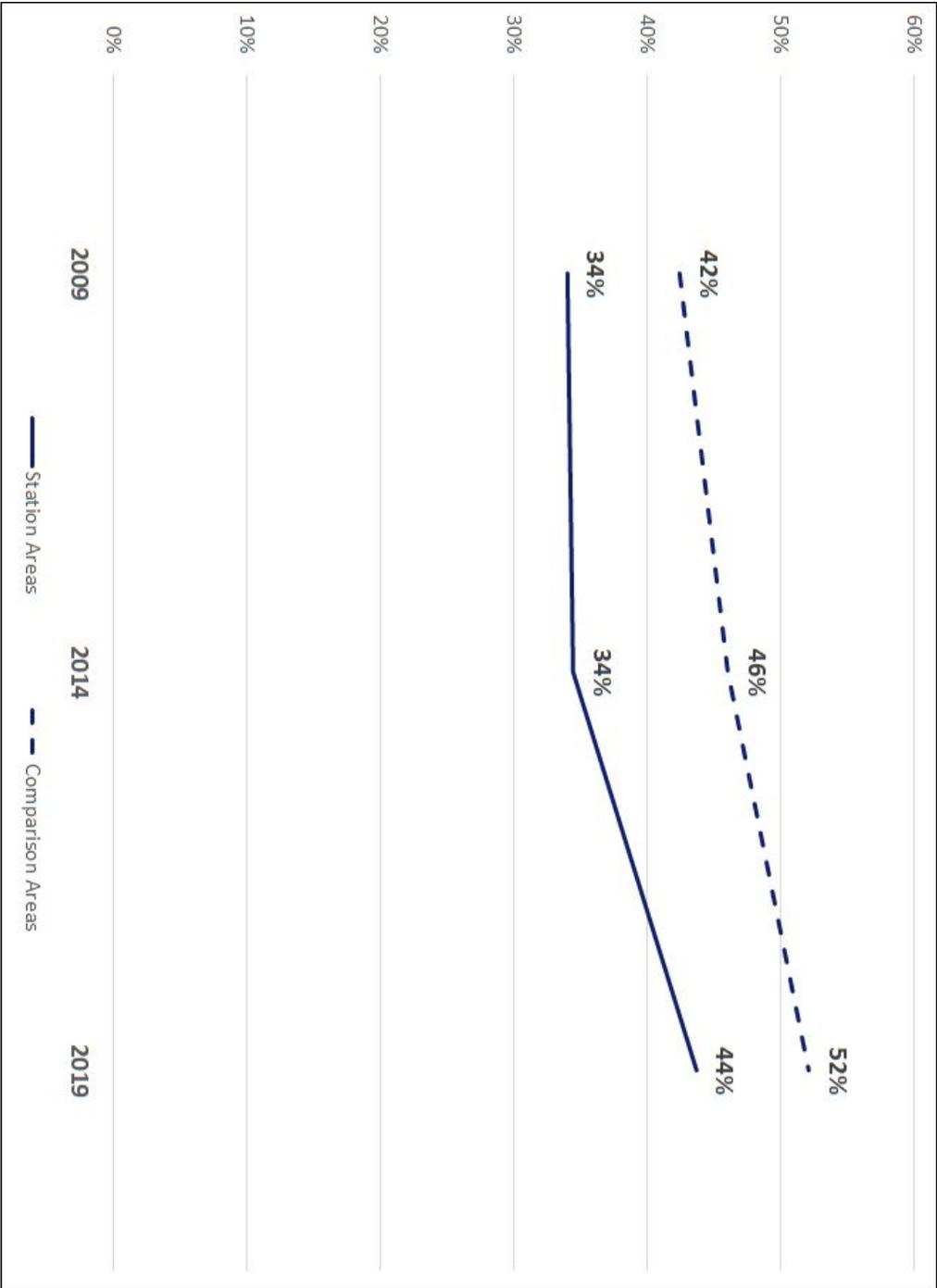
Percent Renter Households



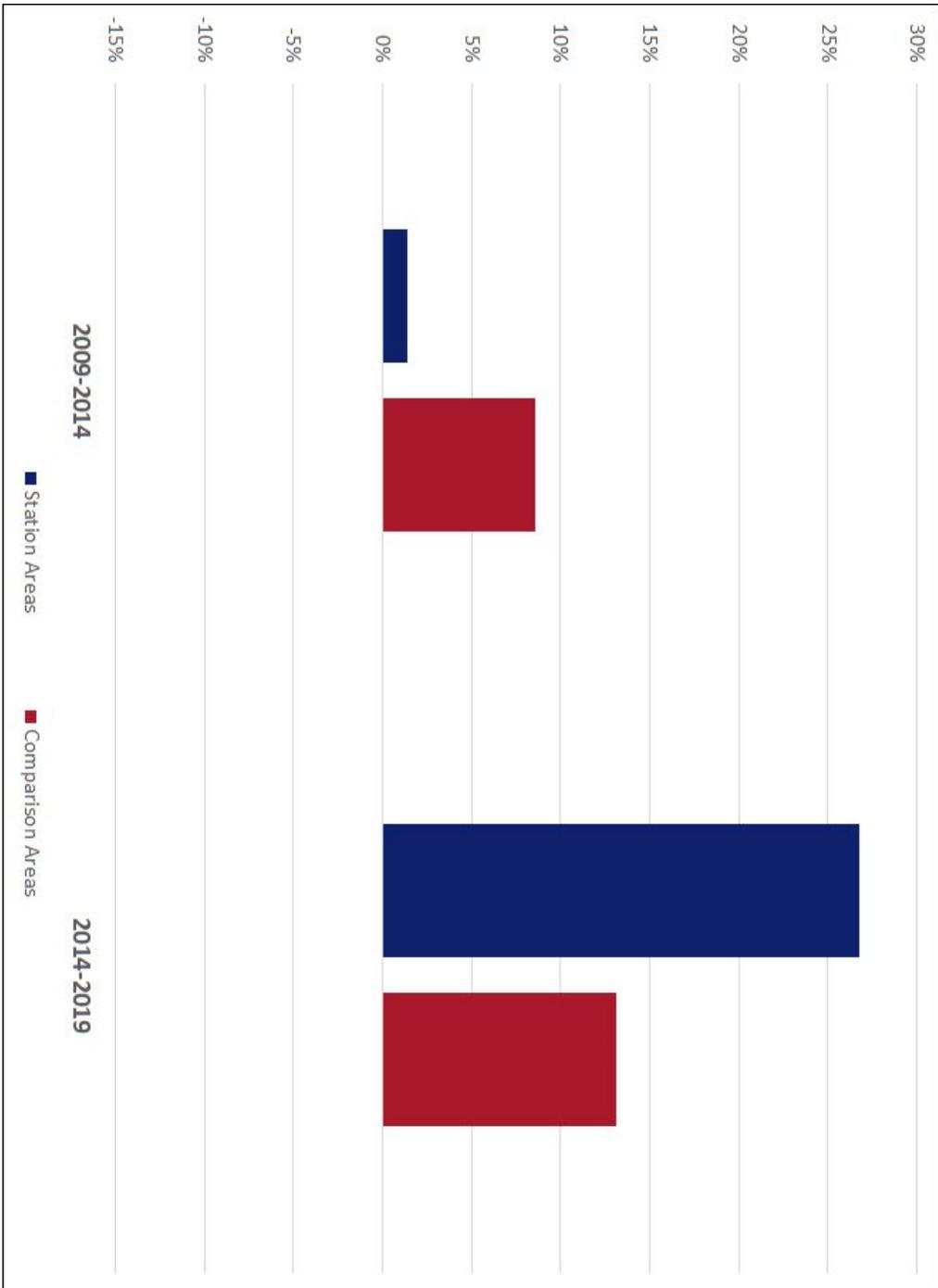
Change in Percent Renter Households



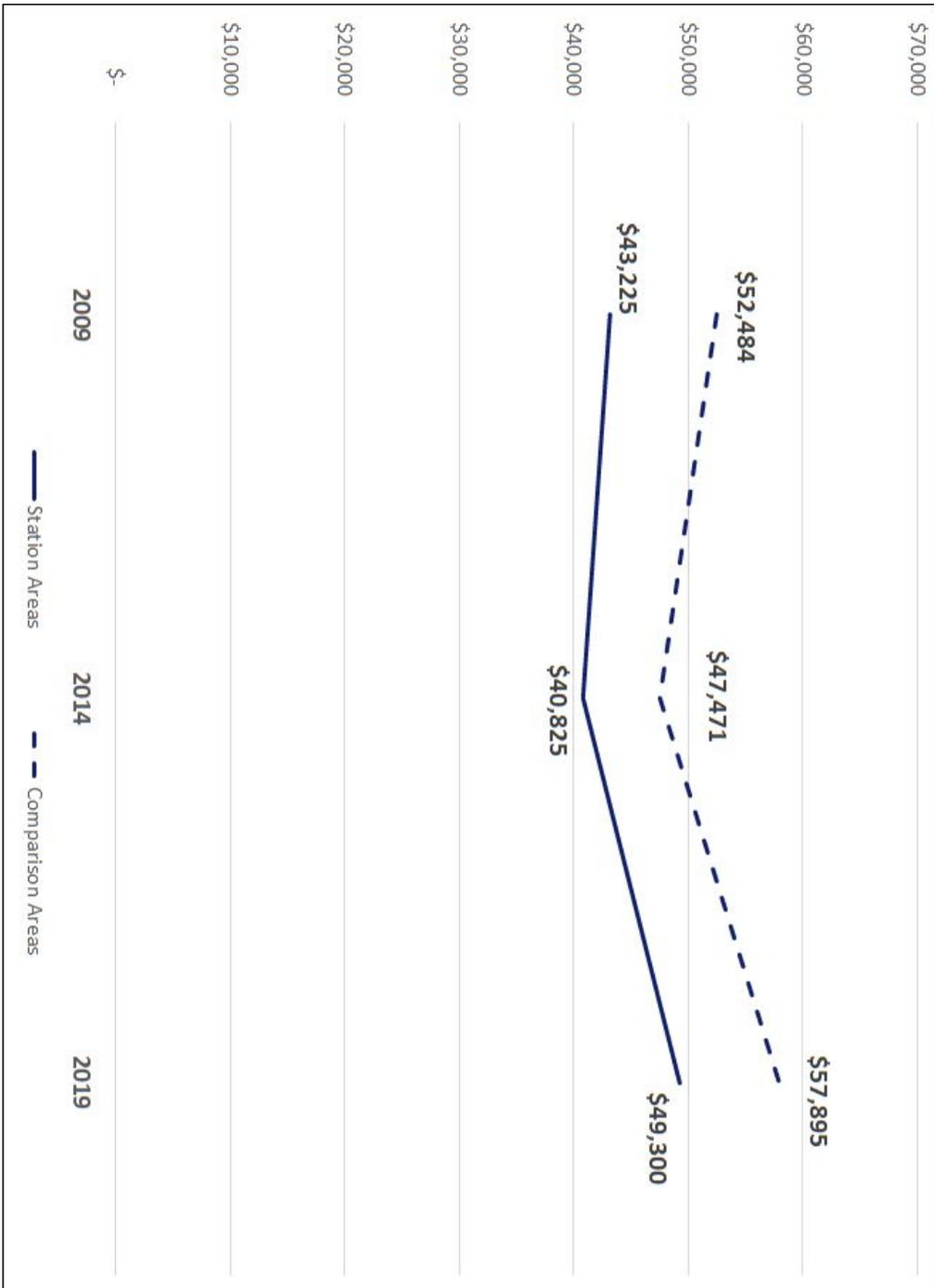
Percent with a College Degree



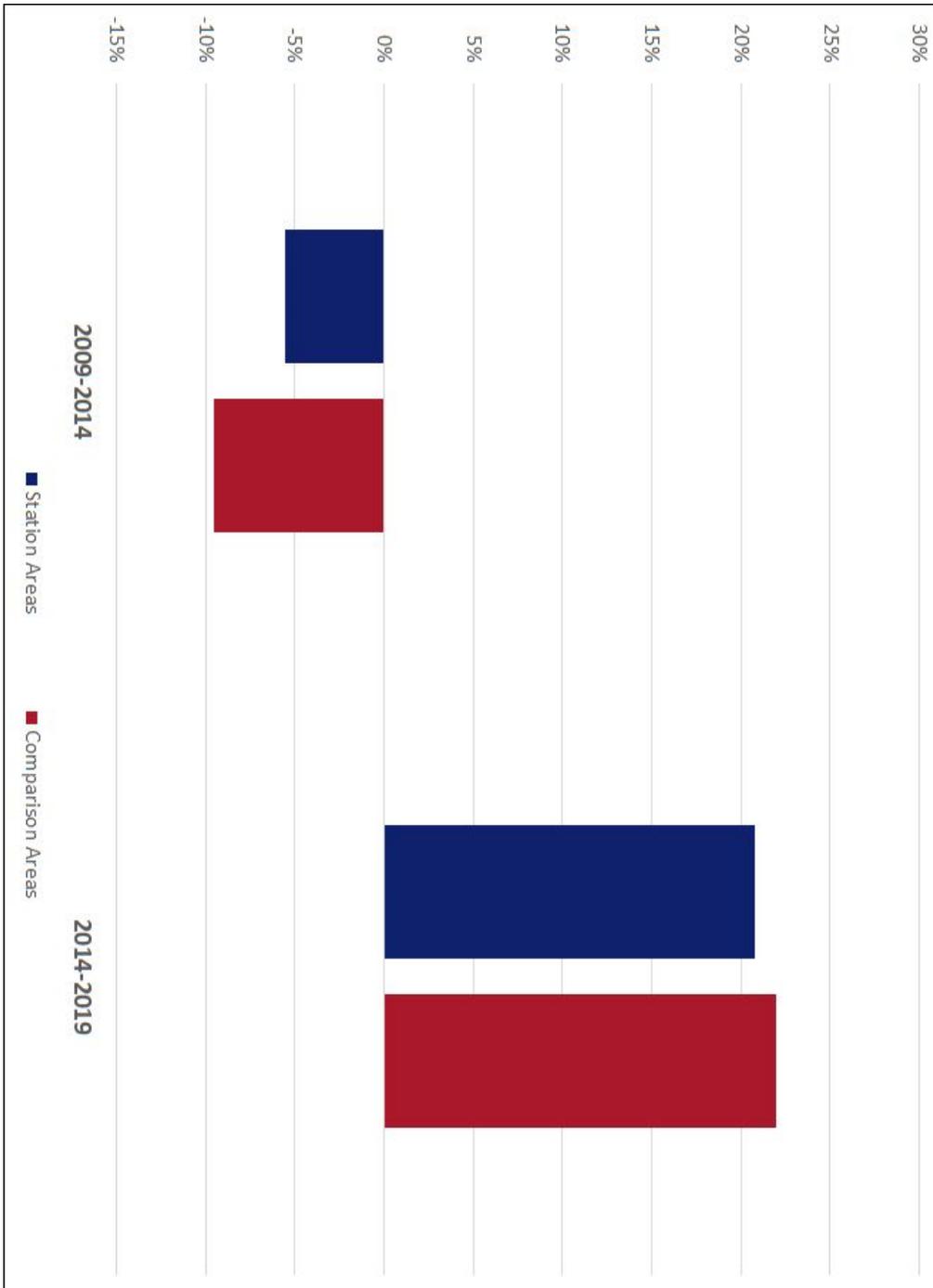
Change in Percent with a College Degree



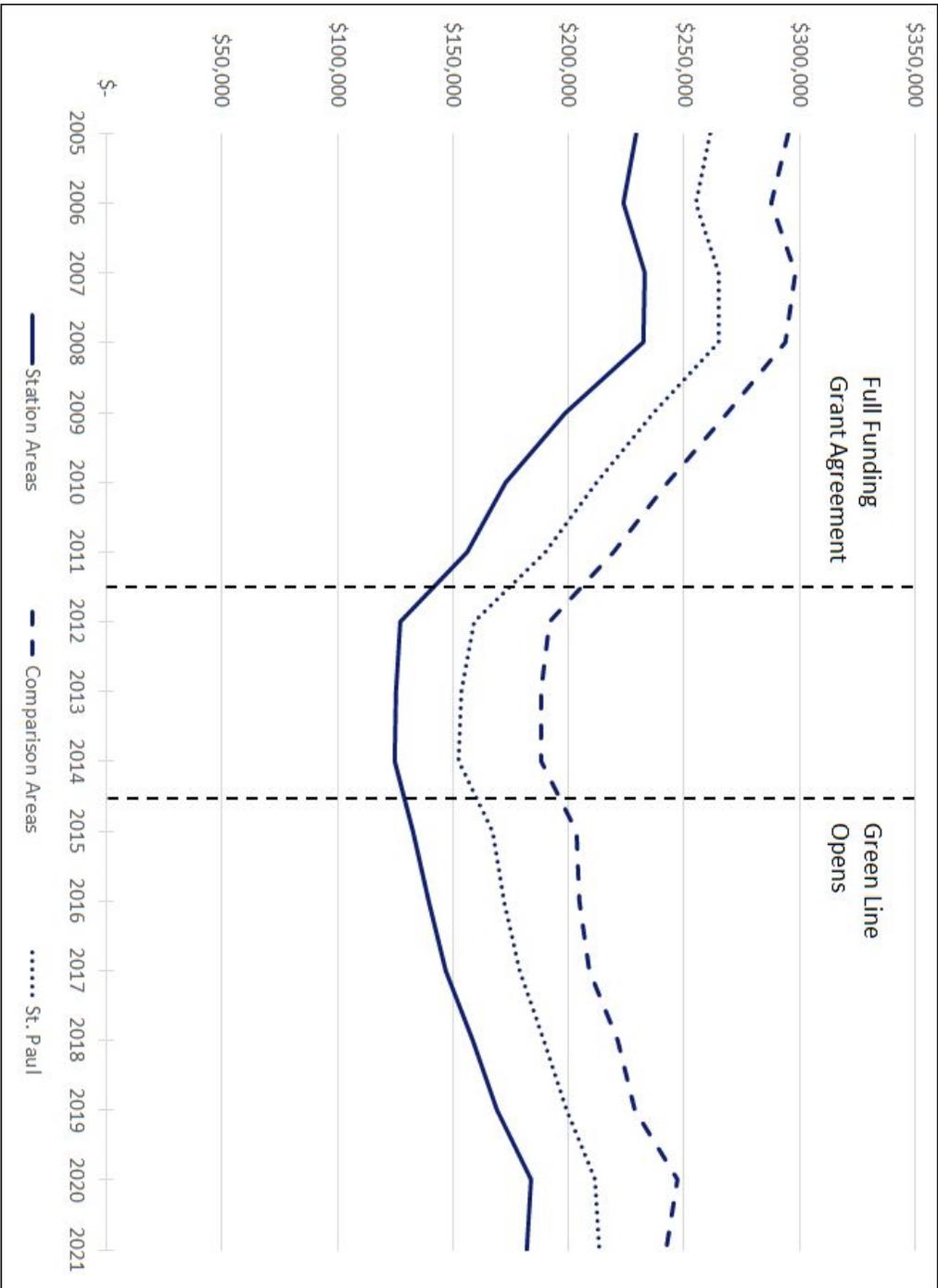
Average of Block Group Median Household Incomes



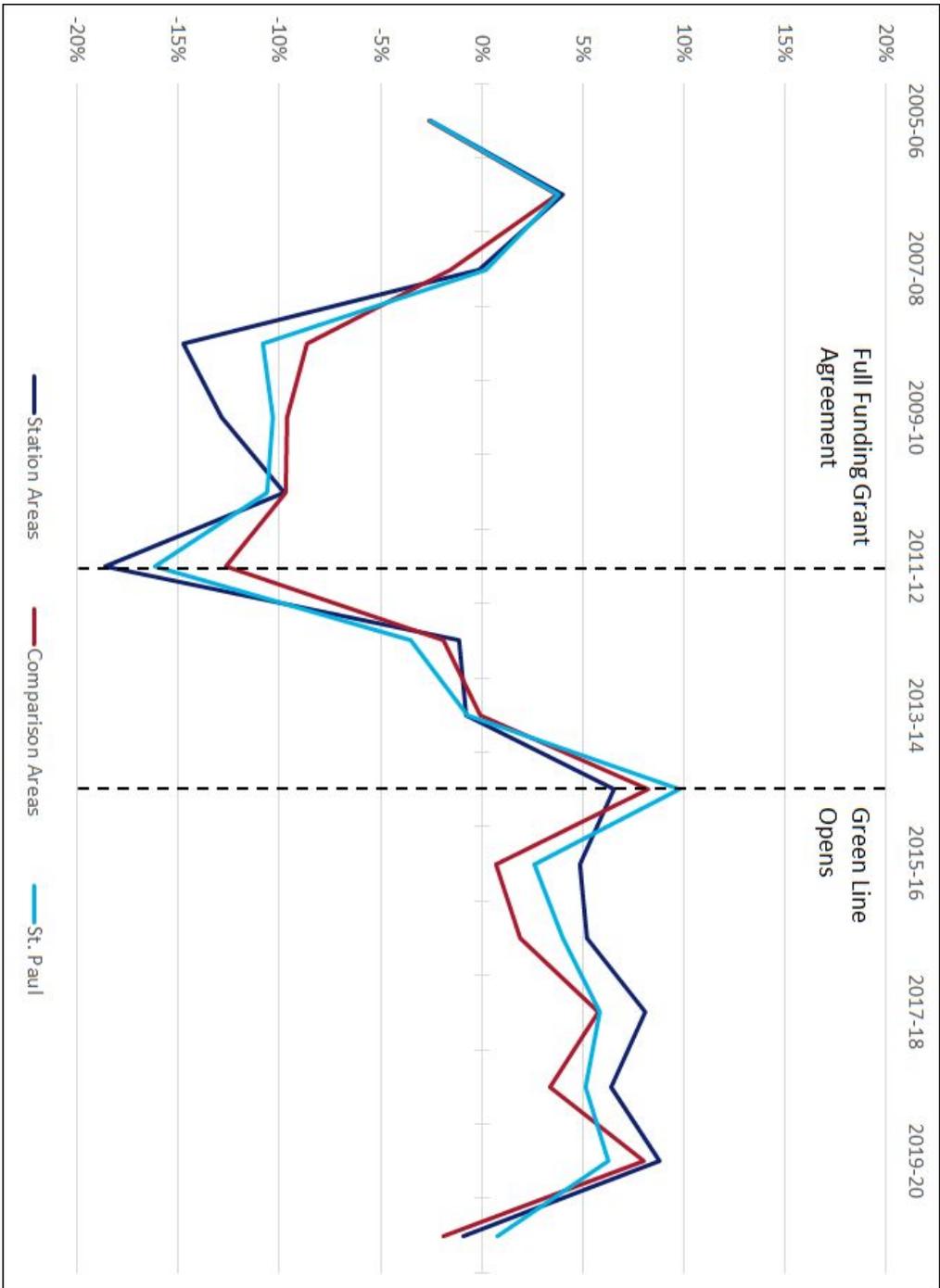
Change in Average of Block Group Median Household Incomes



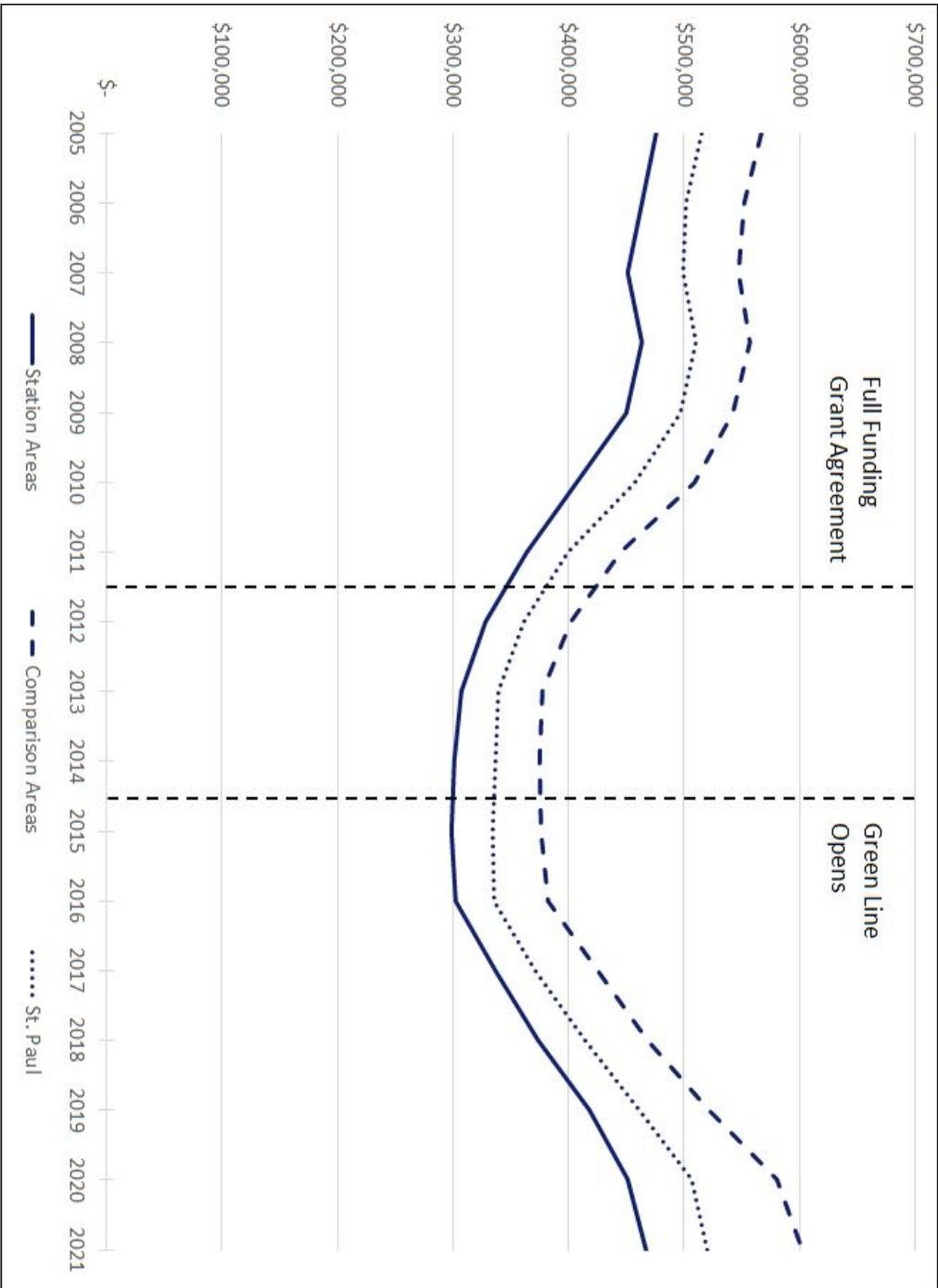
Median Parcel Value (1-3 Units)



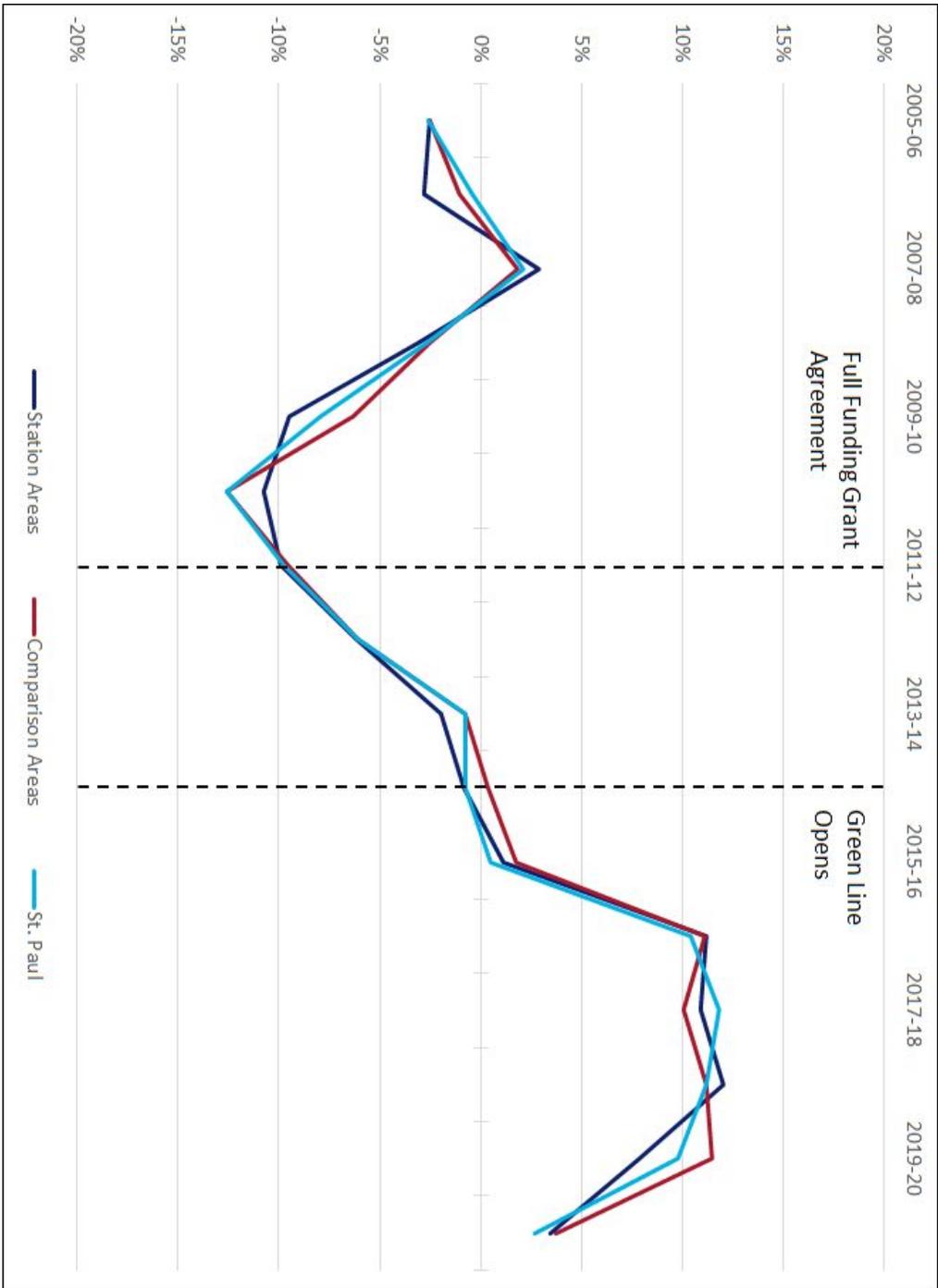
YOY Change in Median Parcel Value (1-3 Units)



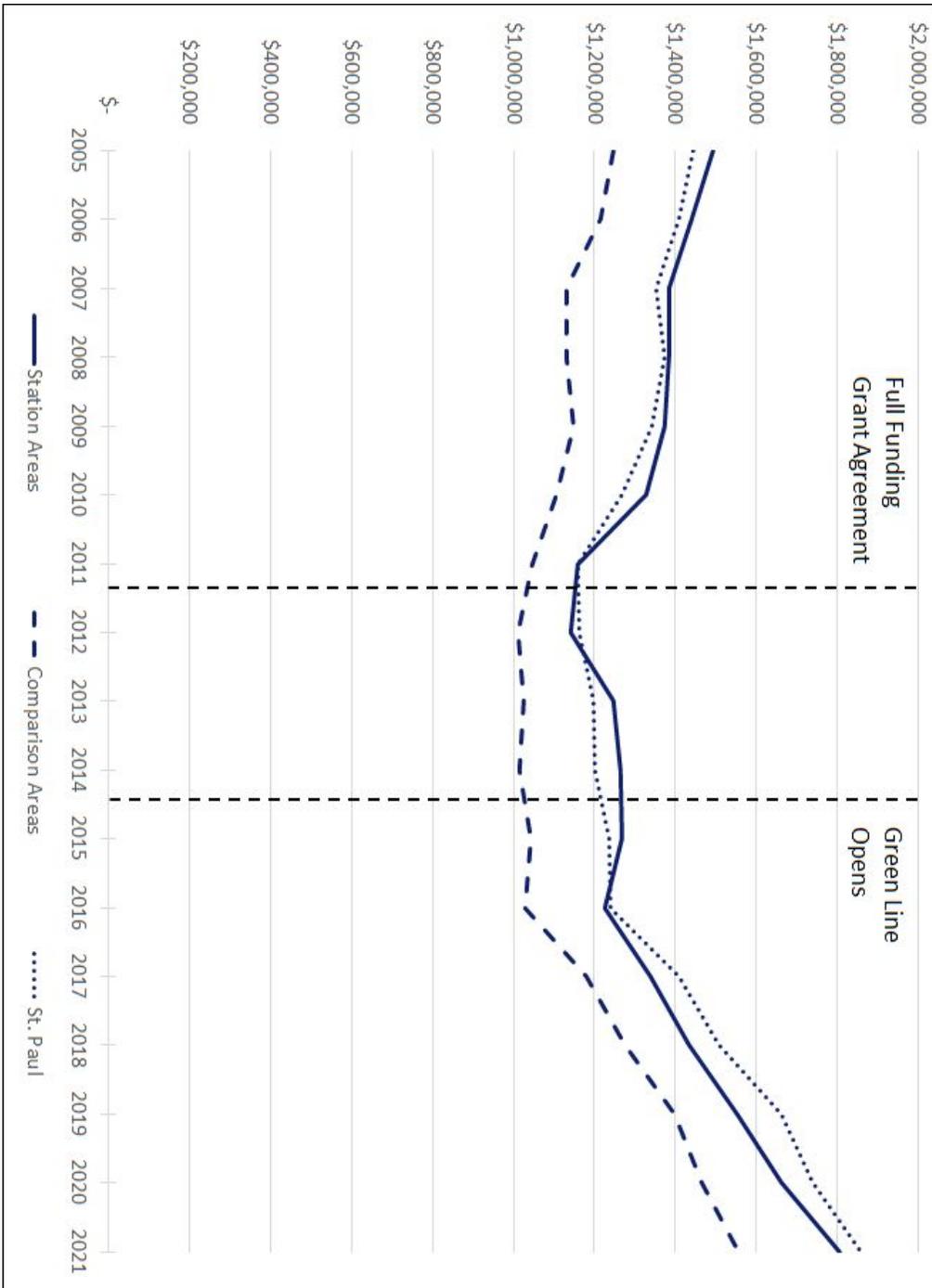
Median Parcel Value (4-9 Units)



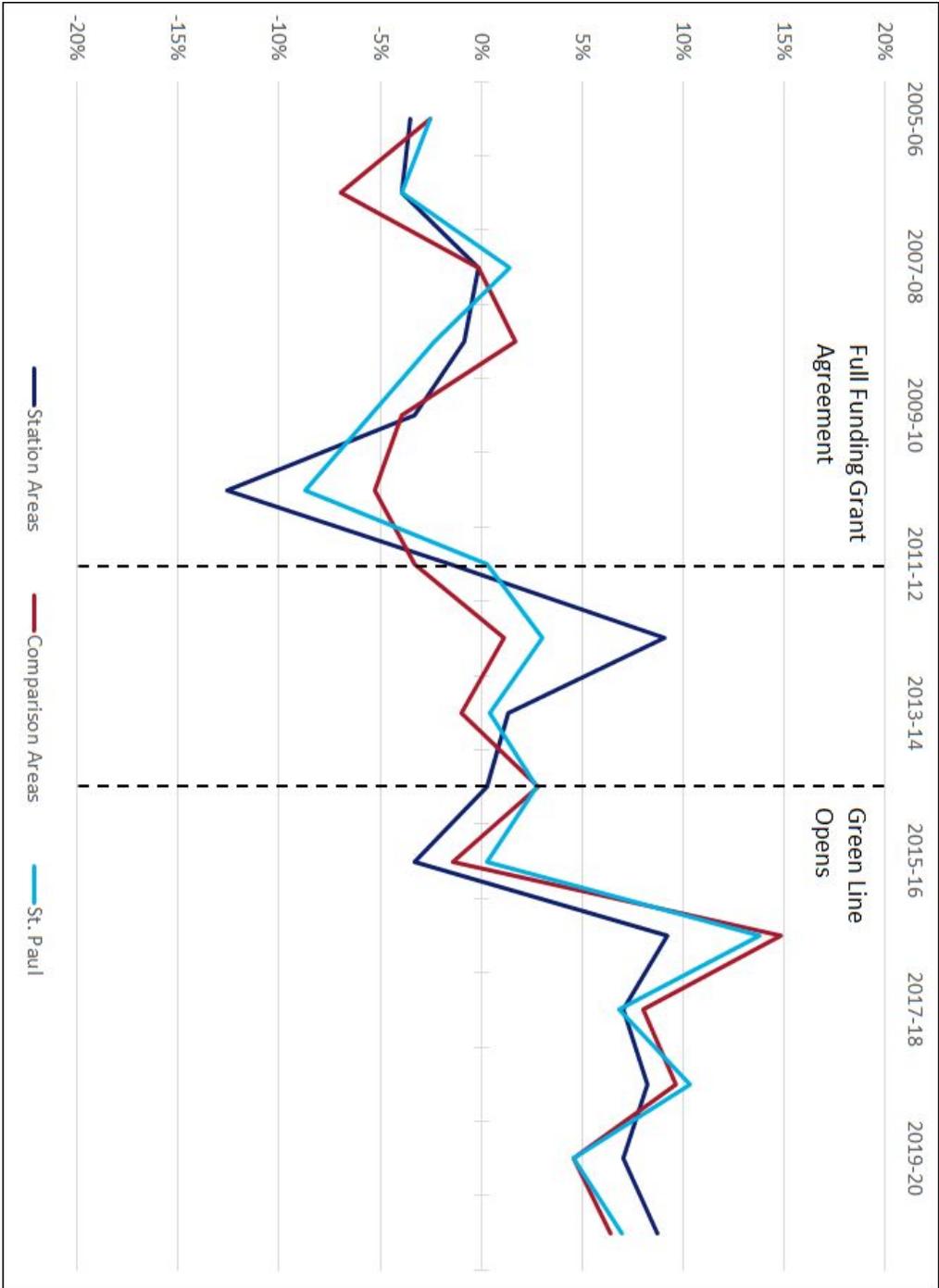
YOY Change in Median Parcel Value (4-9 Units)



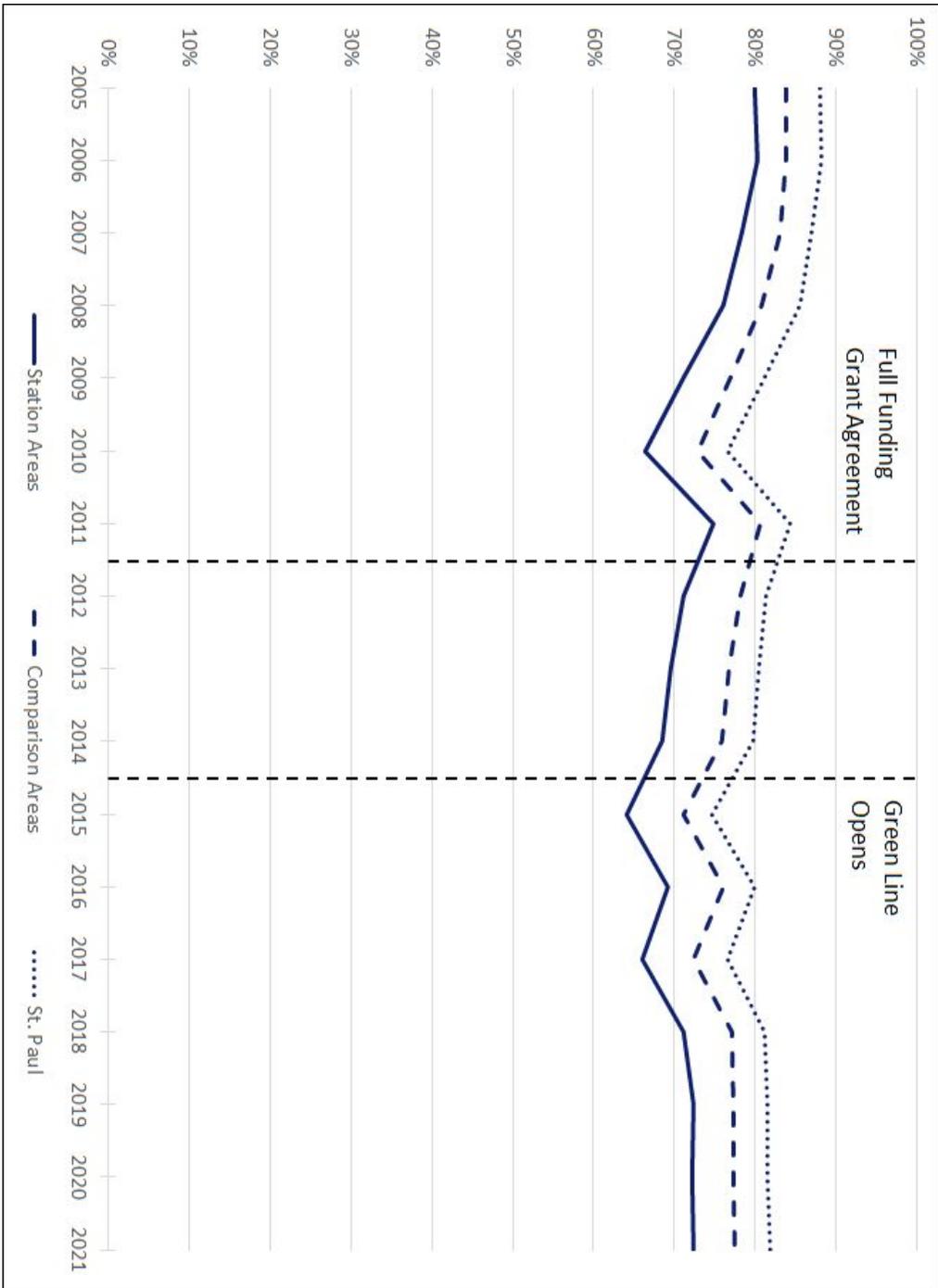
Median Parcel Value in '000s of \$ (10+ Units)



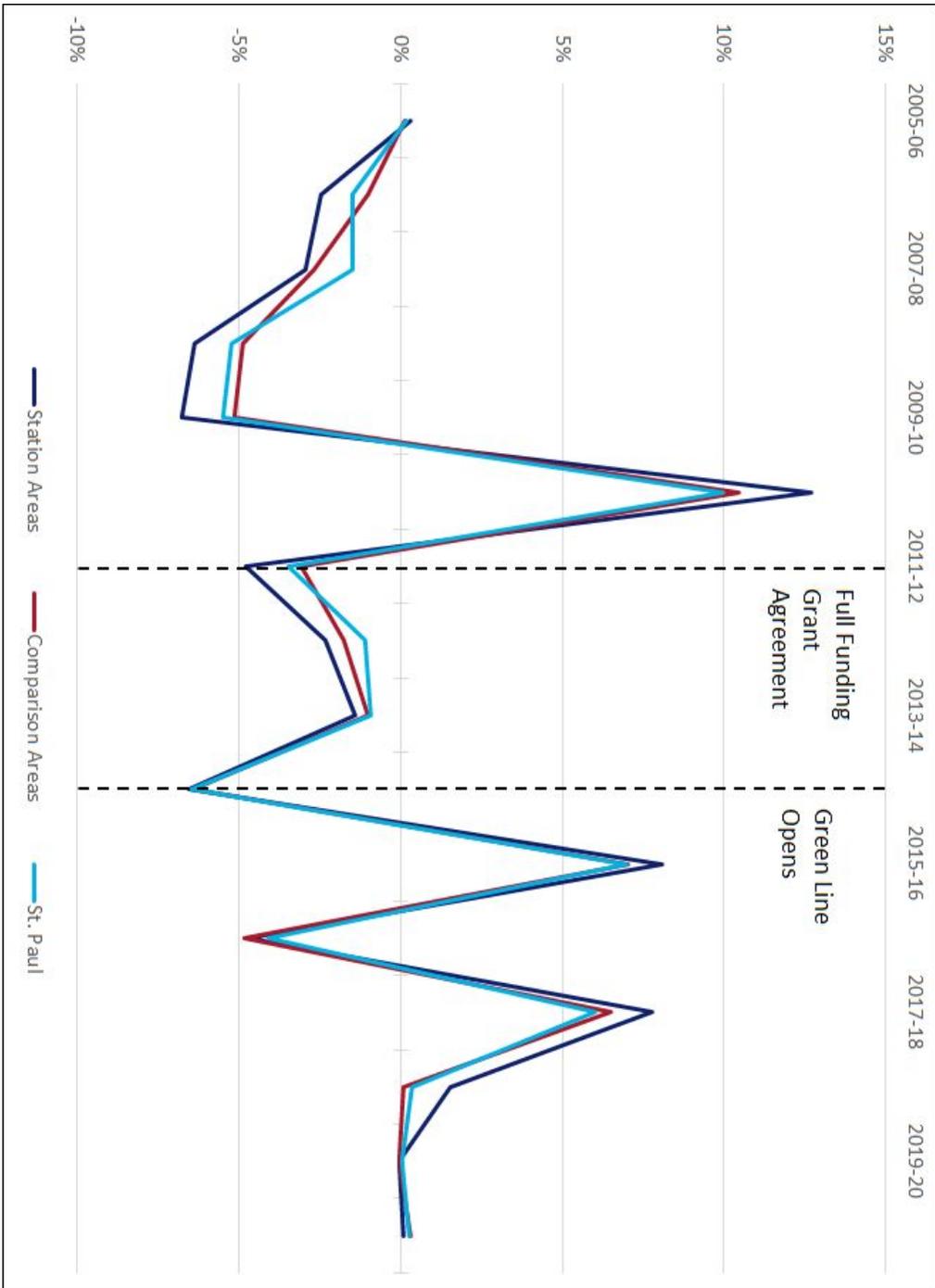
YOY Change in Median Parcel Value (10+ Units)



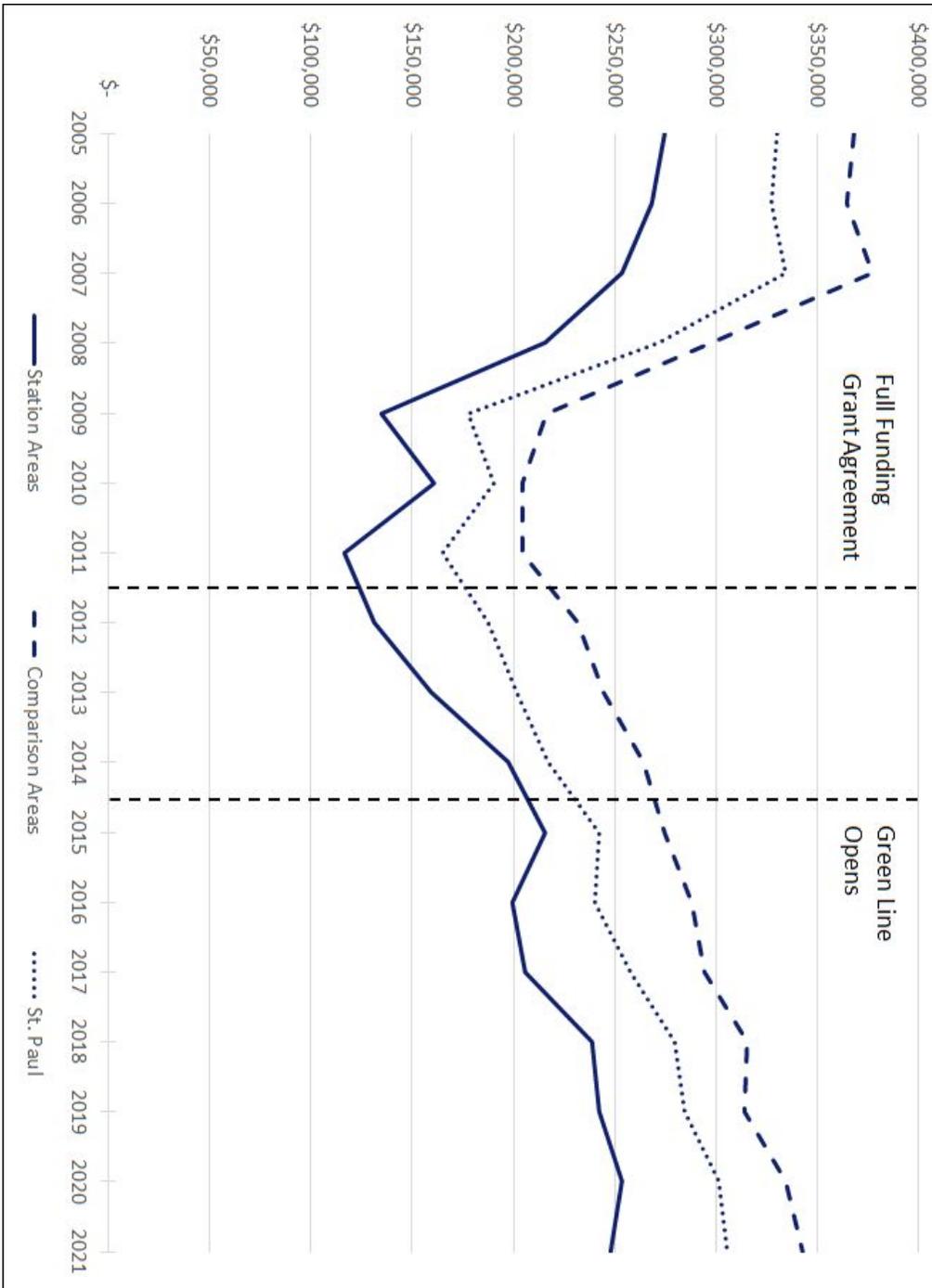
Percent Single-Family Owner-Occupied Housing



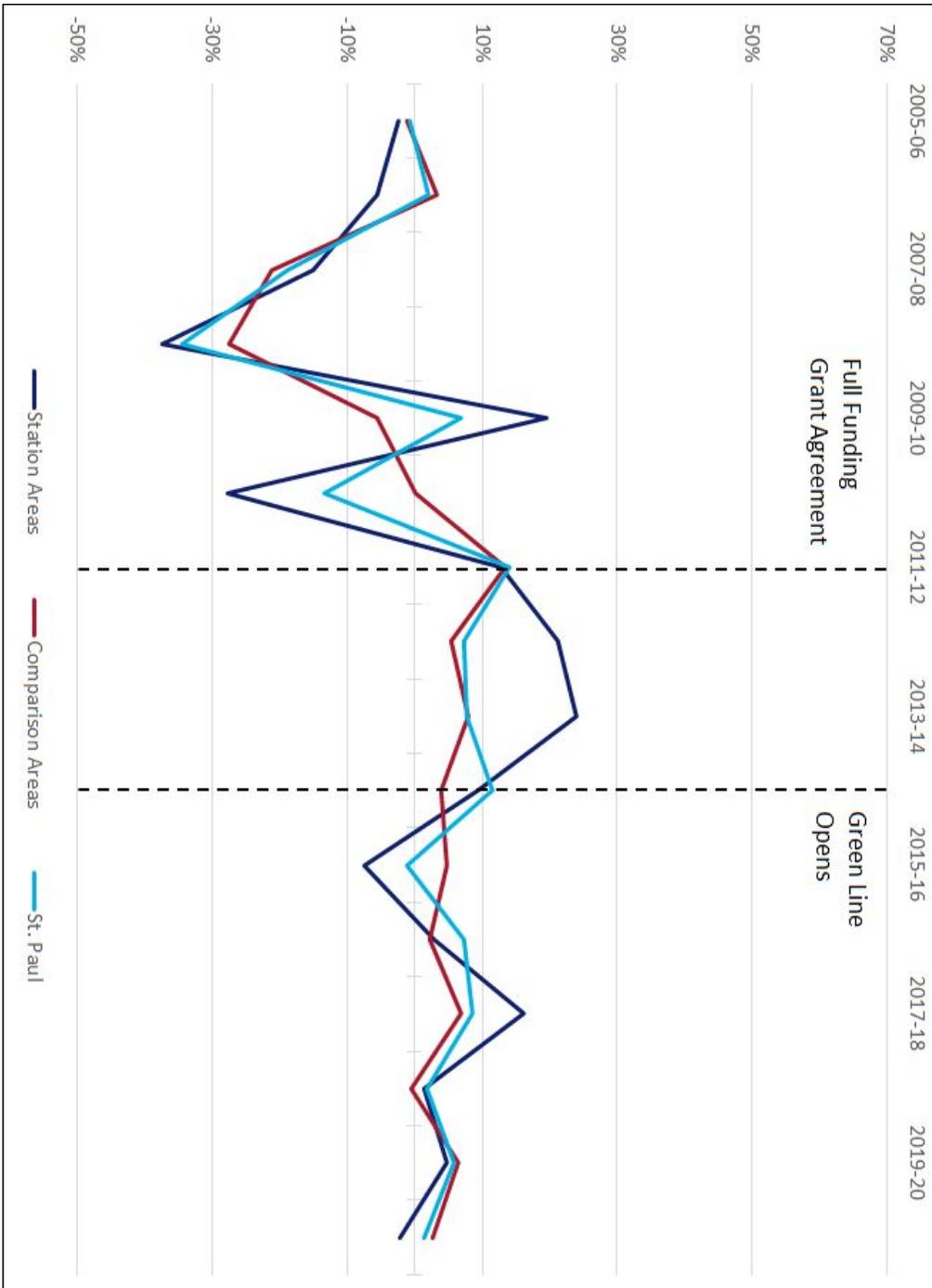
YOY Change in Percent Single-Family Owner-Occupied Housing



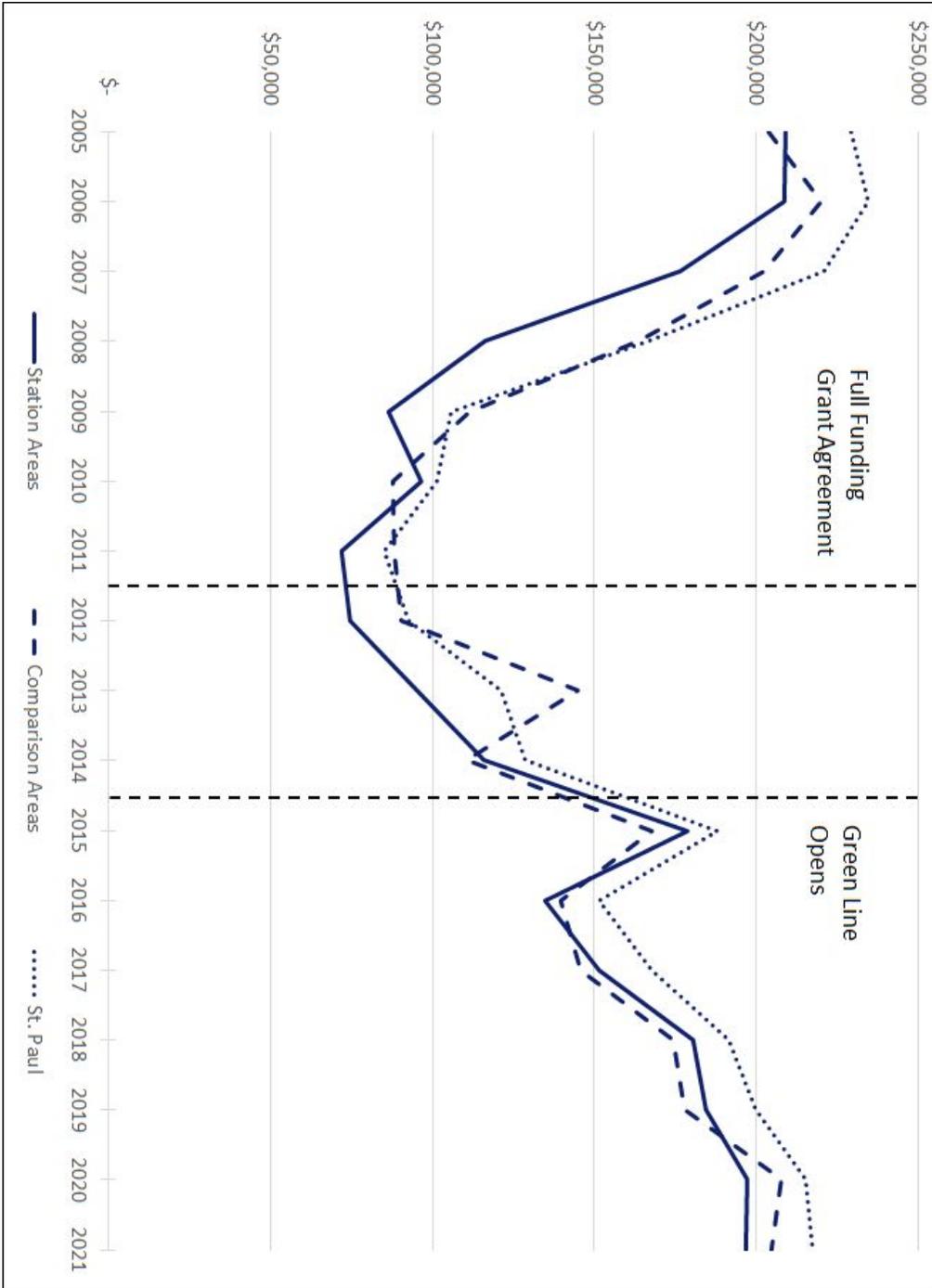
Average Sale Value in 2021 Inflation-Adjusted Dollars (1-3 Units)



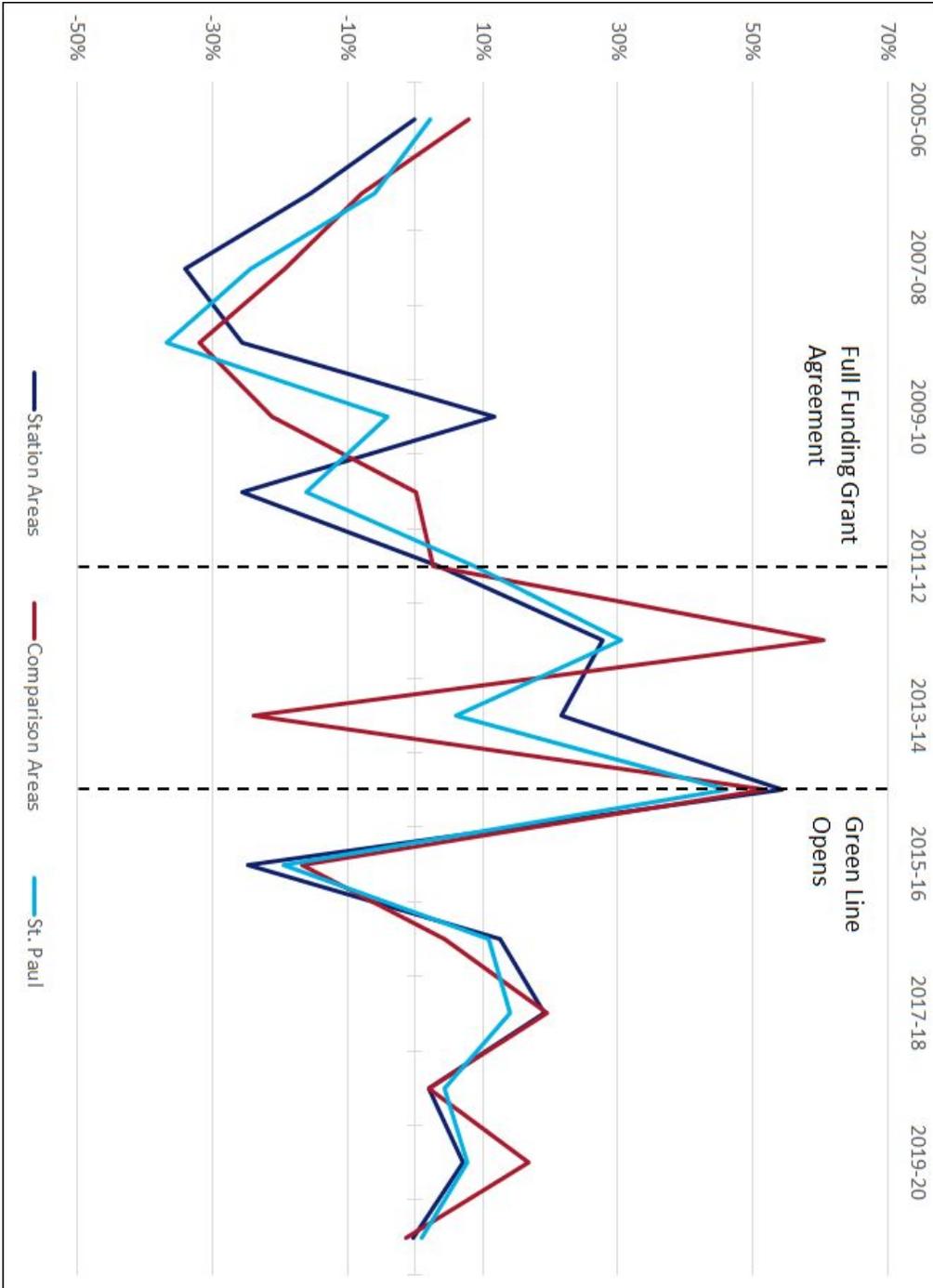
YOY Change in Average Sale Value in 2021 Inflation-Adjusted Dollars (1-3 Units)



Average Sale Value in 2021 Inflation-Adjusted dollars Among Homes in Bottom Quartile of Property Value in 2005 (1-3 Units)



YOY Change in Average Sale Value in 2021 Inflation-Adjusted dollars Among Homes in Bottom Quartile of Property Value in 2005 (1-3 Units)



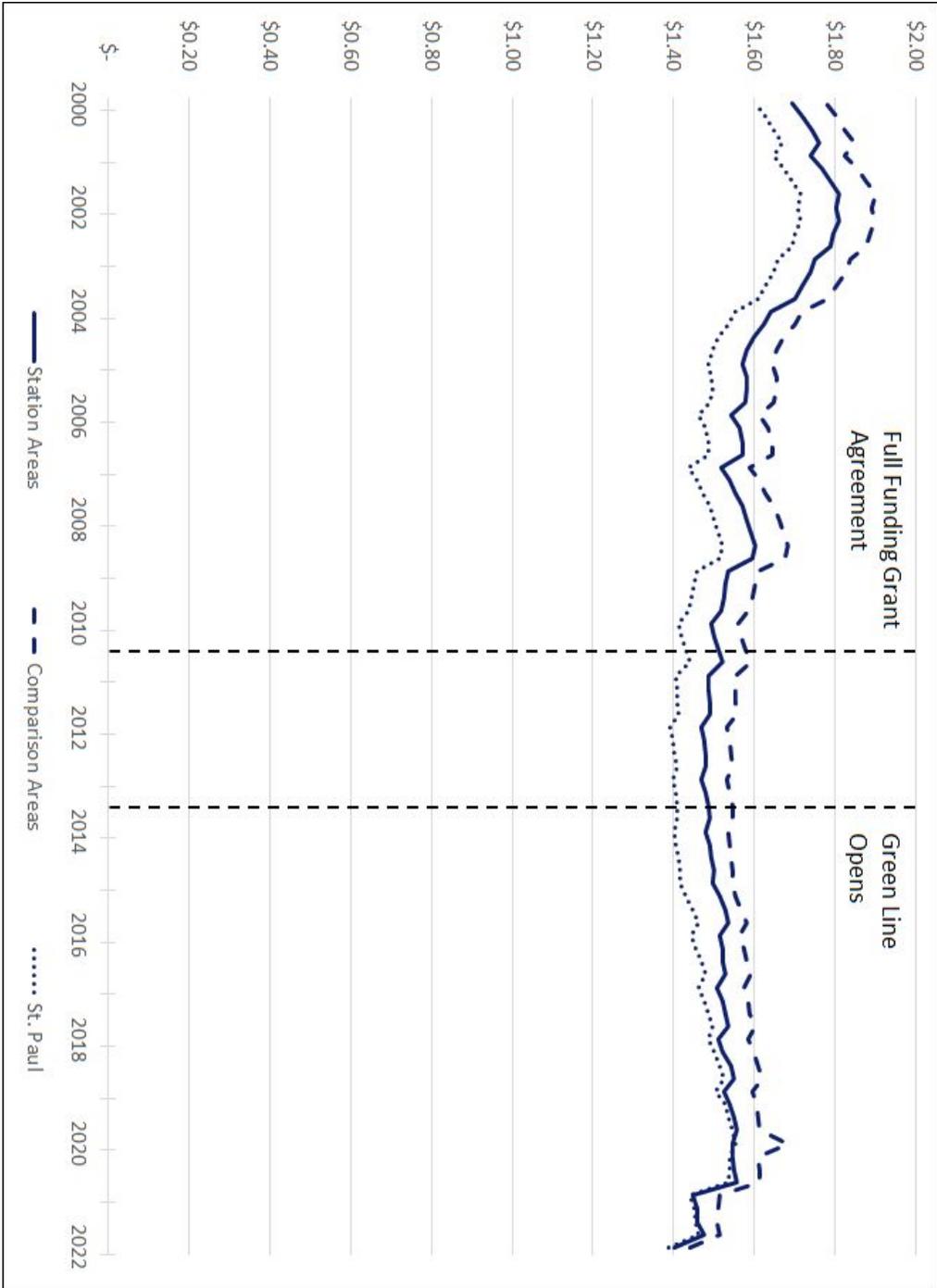
Regression results: Effect on log of sale prices for 1-3 unit homes along Green Line, 2005-2021

| | |
|----------------------|--------------------------|
| Treatment*Time | 0.0127 (0.0247) |
| % White | -0.00399 (0.00213) |
| % Black | -0.00876*** (0.00229) |
| % Asian | -0.00899*** (0.00249) |
| % Hispanic or Latino | -0.0110** (0.00336) |
| Log Median Income | -0.0759 (0.0559) |
| % Under 18 | -0.00279 (0.00269) |
| % 65 Plus | -0.00316 (0.00282) |

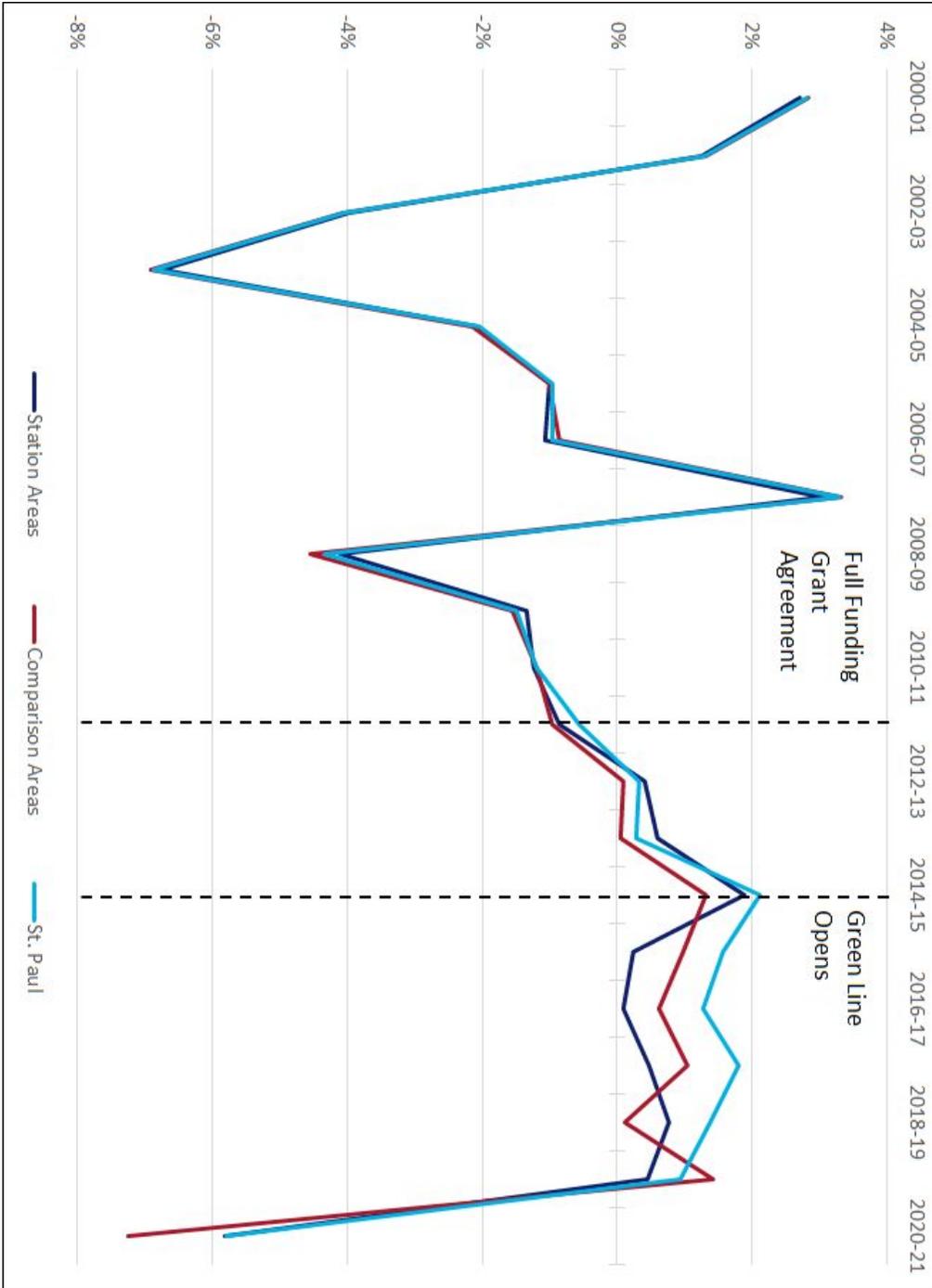
N = 7,629

*** p < .01, ** p < .05, * p < .1

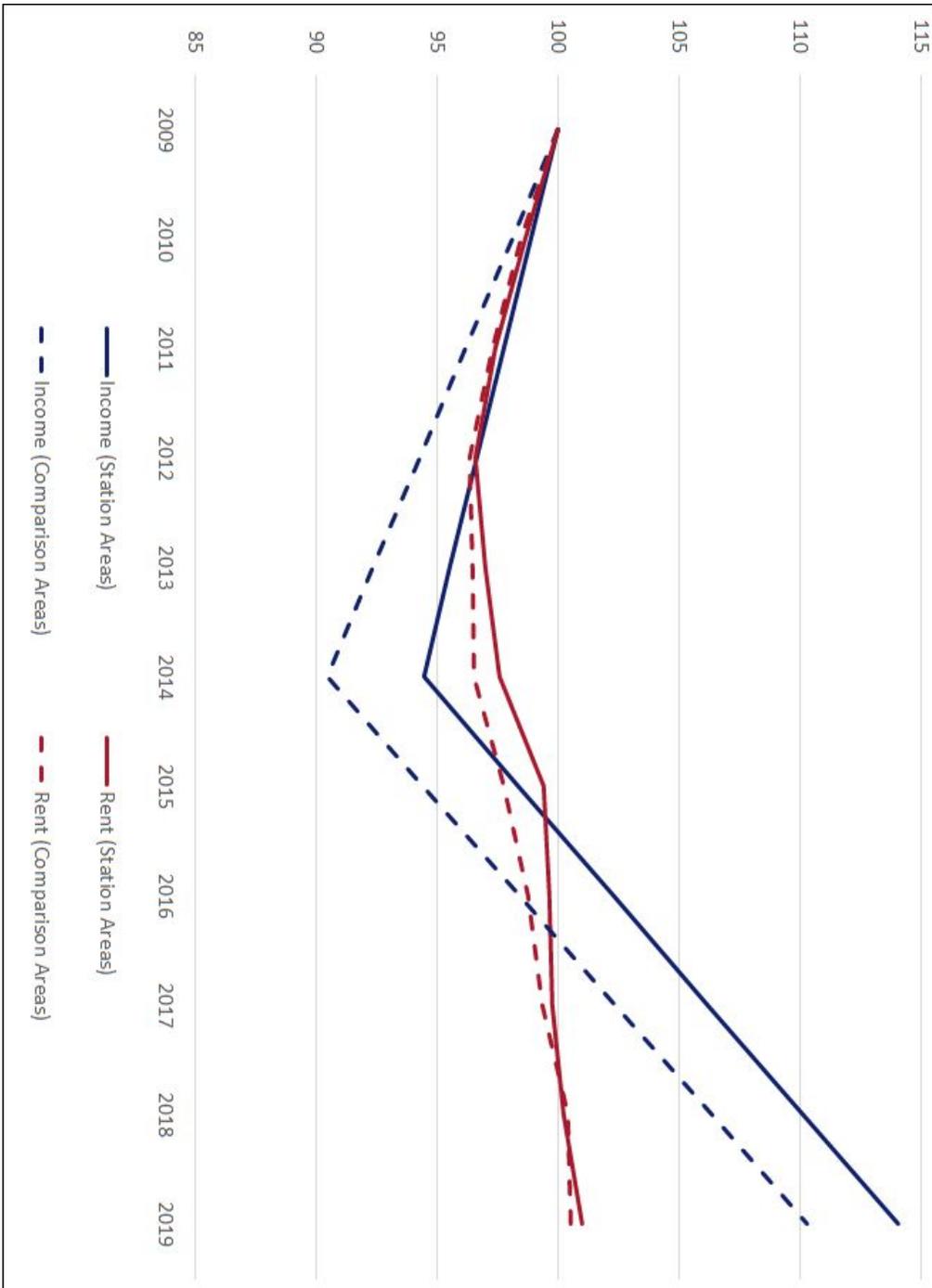
Average Effective Rent in 2021 Inflation-Adjusted Dollars per Square Foot (4+ Units)



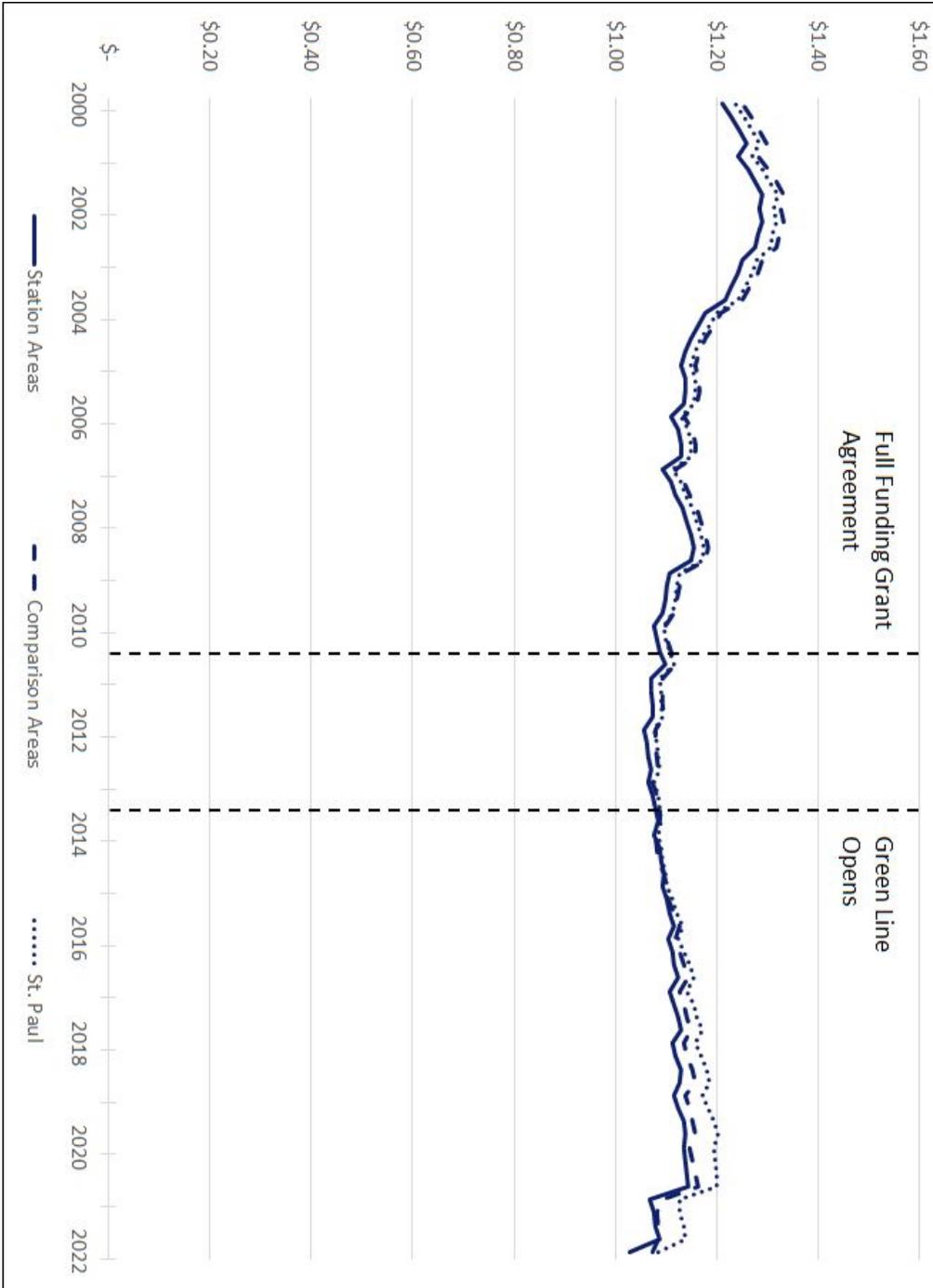
YOY Change in Average Effective Rent in 2021 Inflation-Adjusted Dollars per Square Foot (4+ Units)



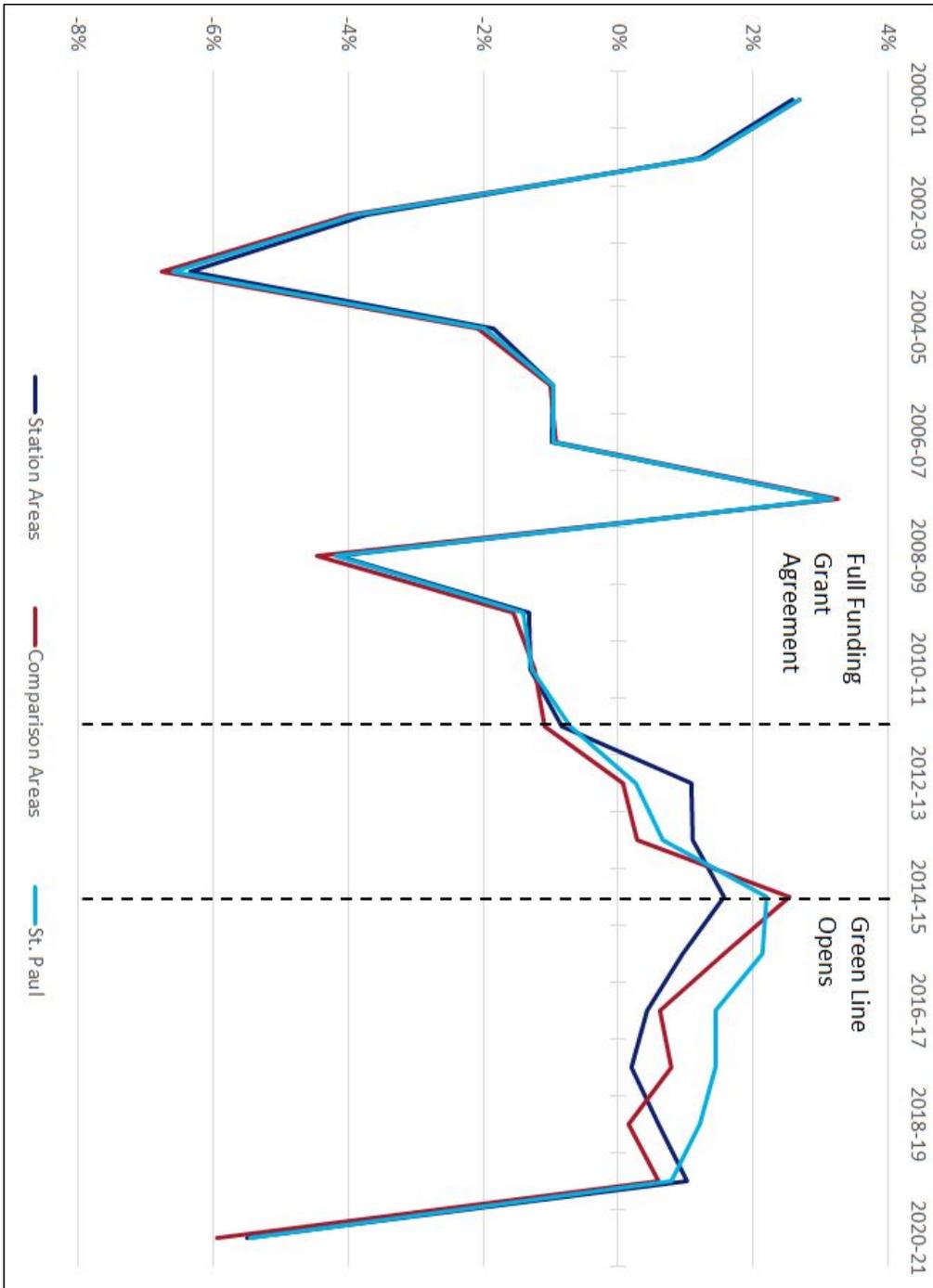
Relative Change in Median Household Incomes and Rents (100 = 2009)



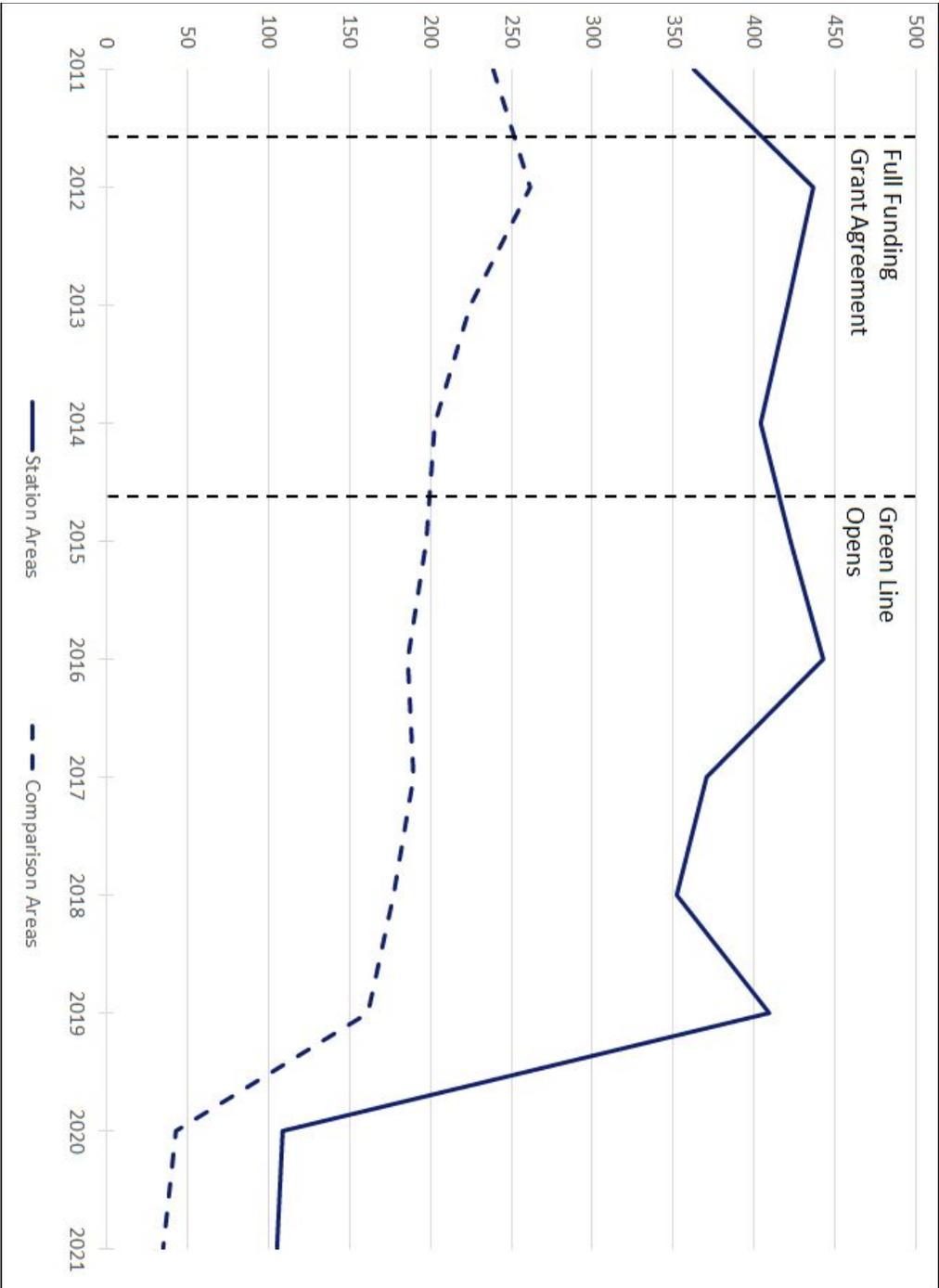
Average Effective Rent in 2021 Inflation-Adjusted Dollars per Square Foot Among Rental Properties in bottom Quartile of Rent in 2000 (4+ Units)



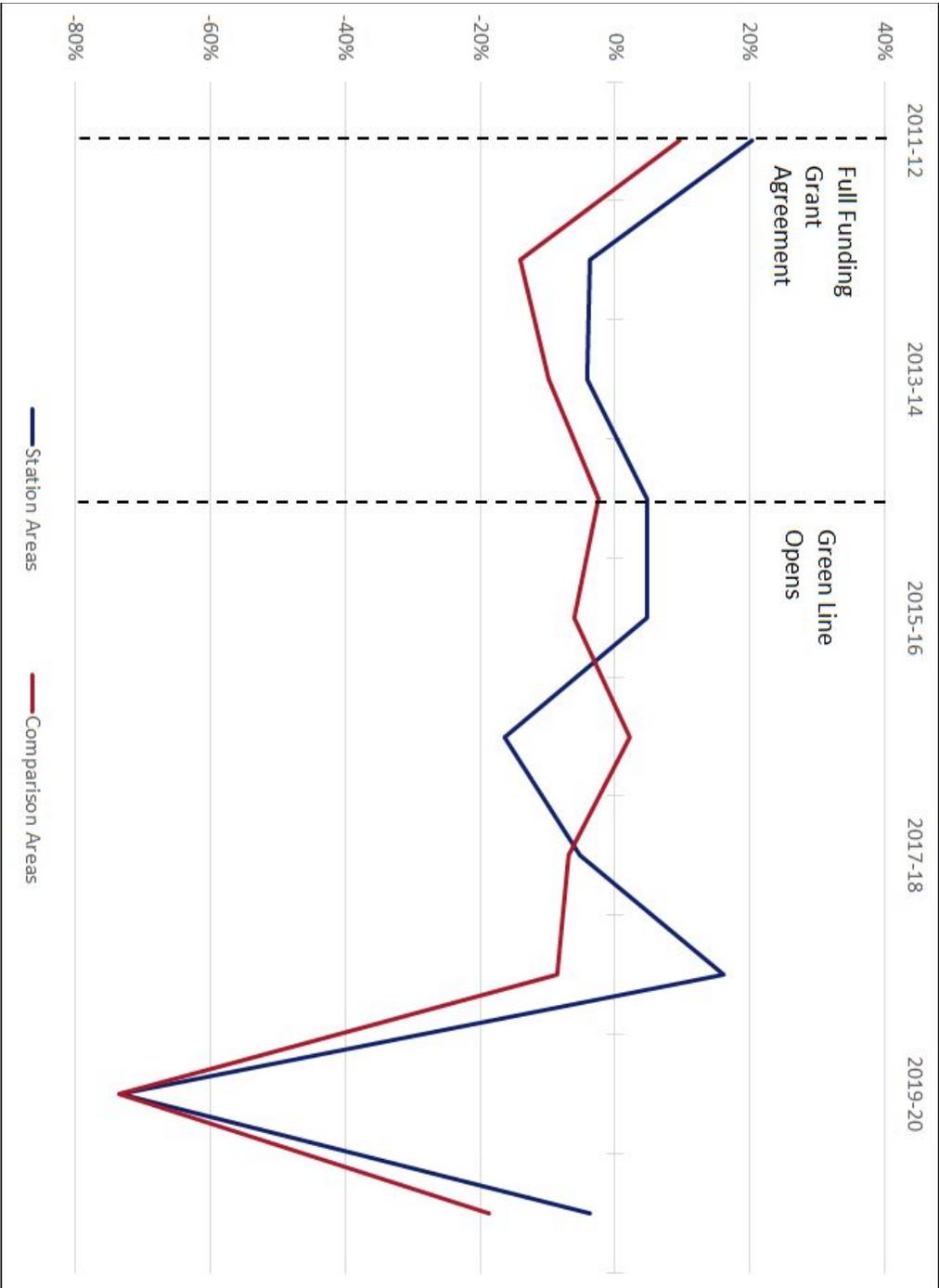
YOY Change in Average Effective Rent in 2021 Inflation-Adjusted Dollars per Square Foot Among Rental Properties in Bottom Quartile of Rents in 2000 (4+ Units)

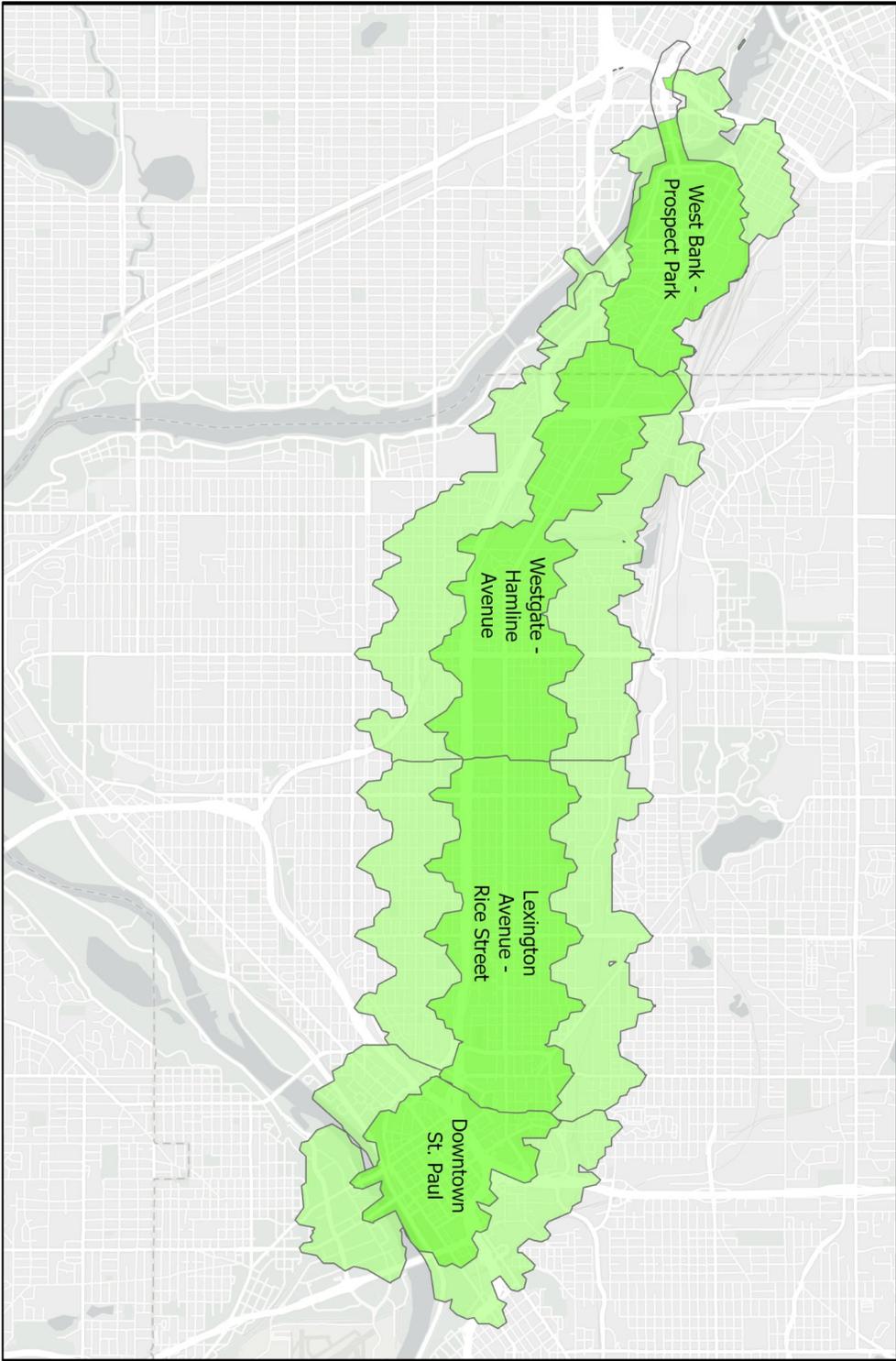


Number of Evictions Filings

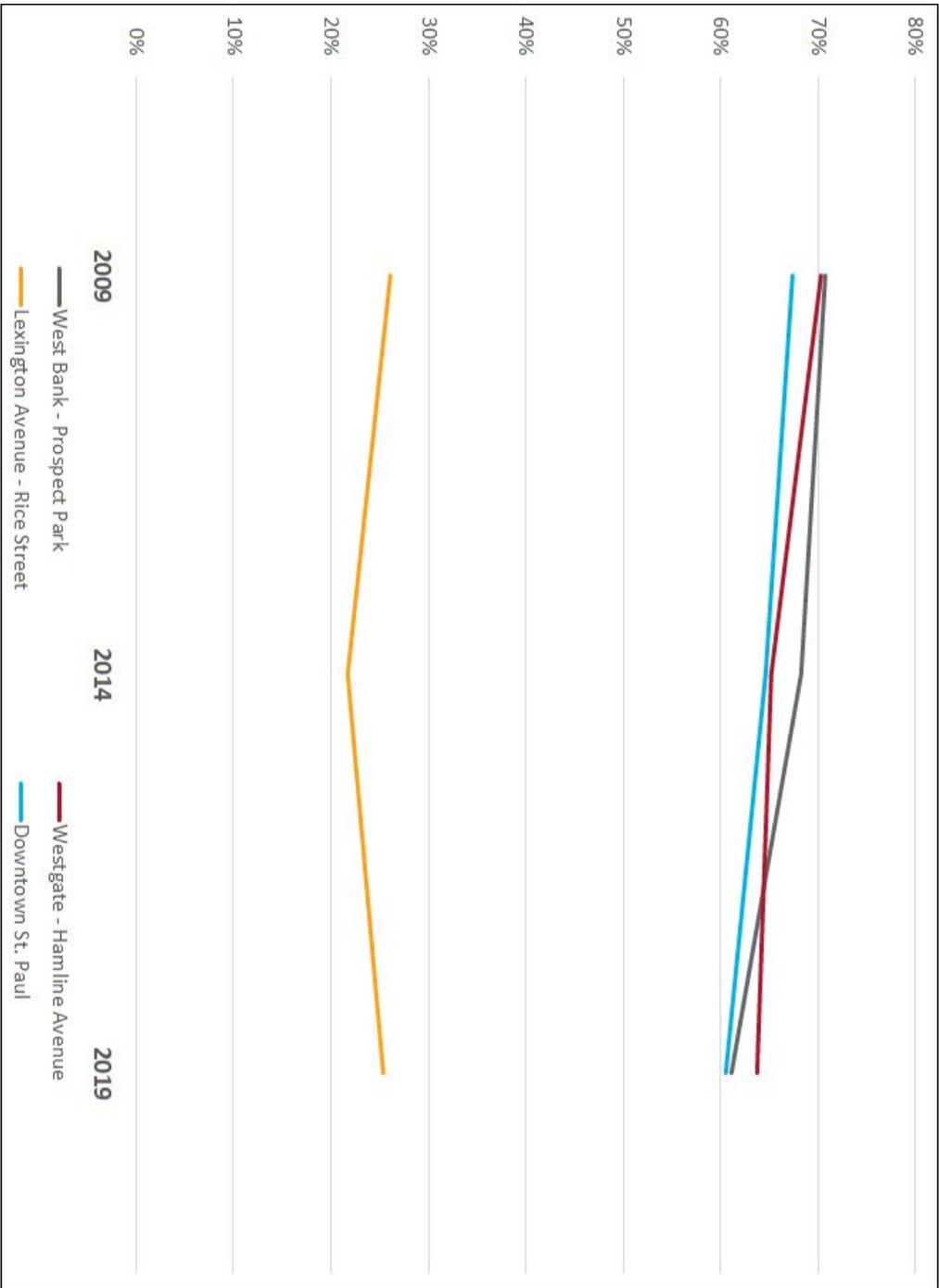


YOY Change in Eviction Filings

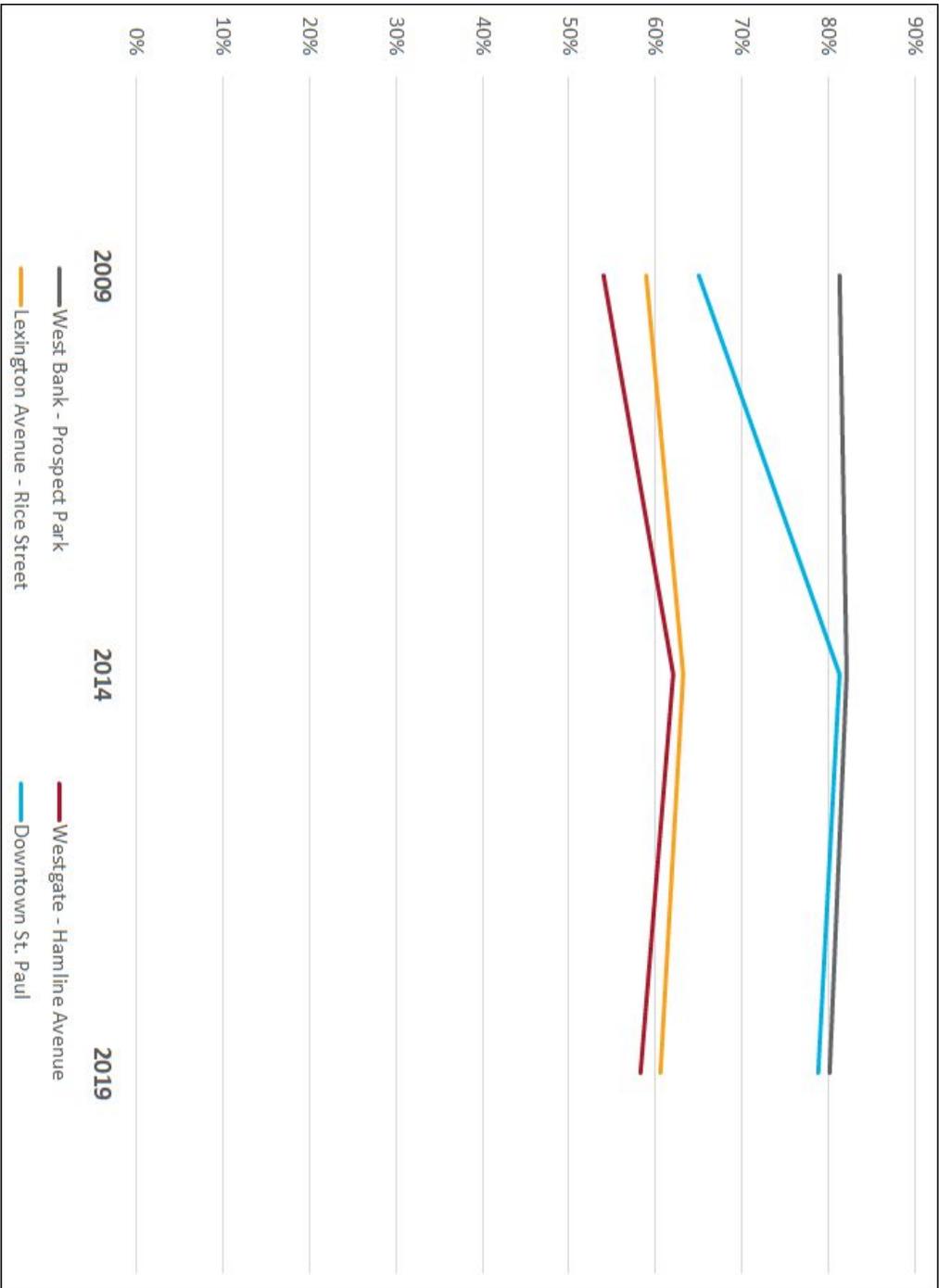




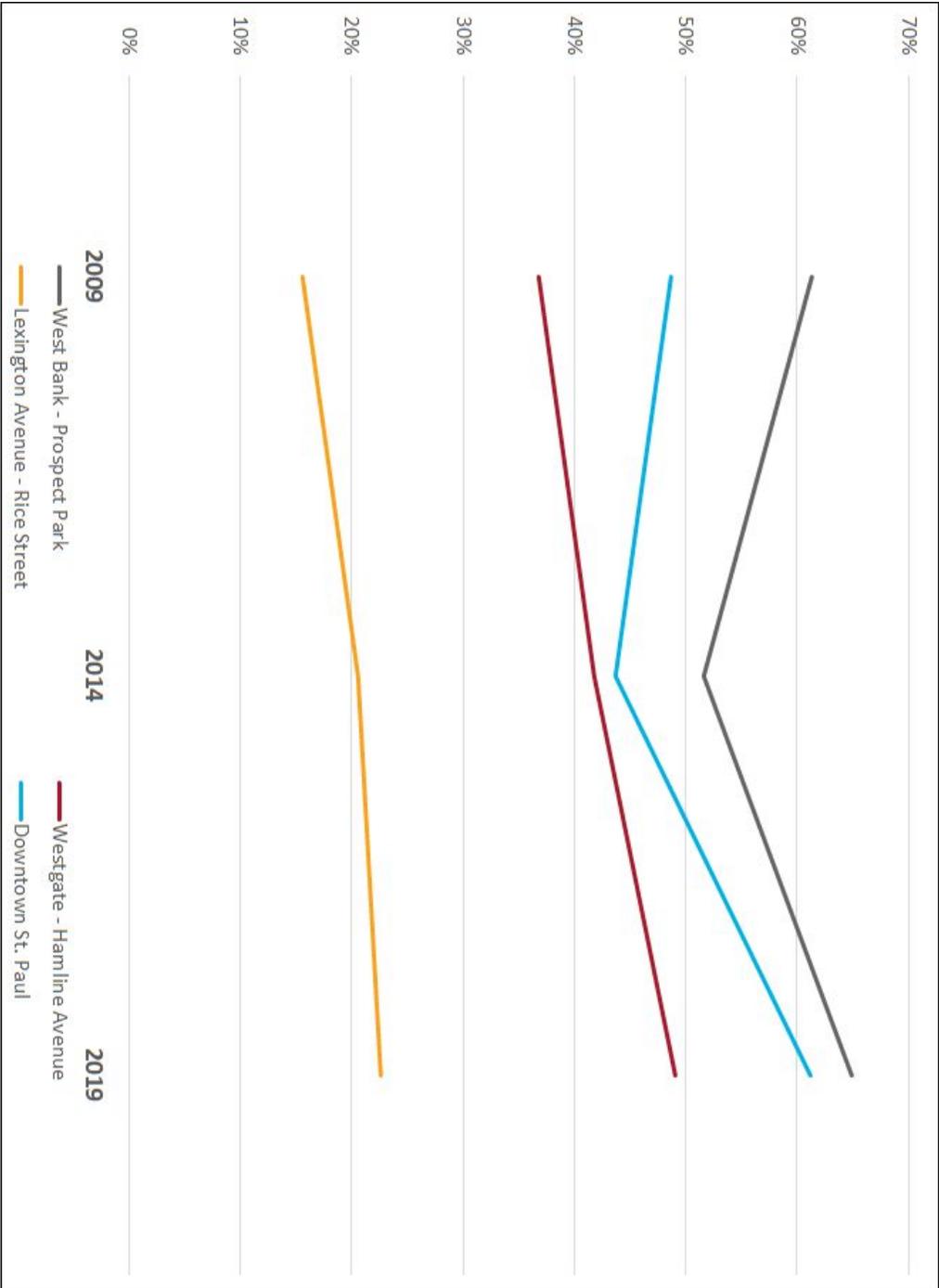
Percent Non-Hispanic White



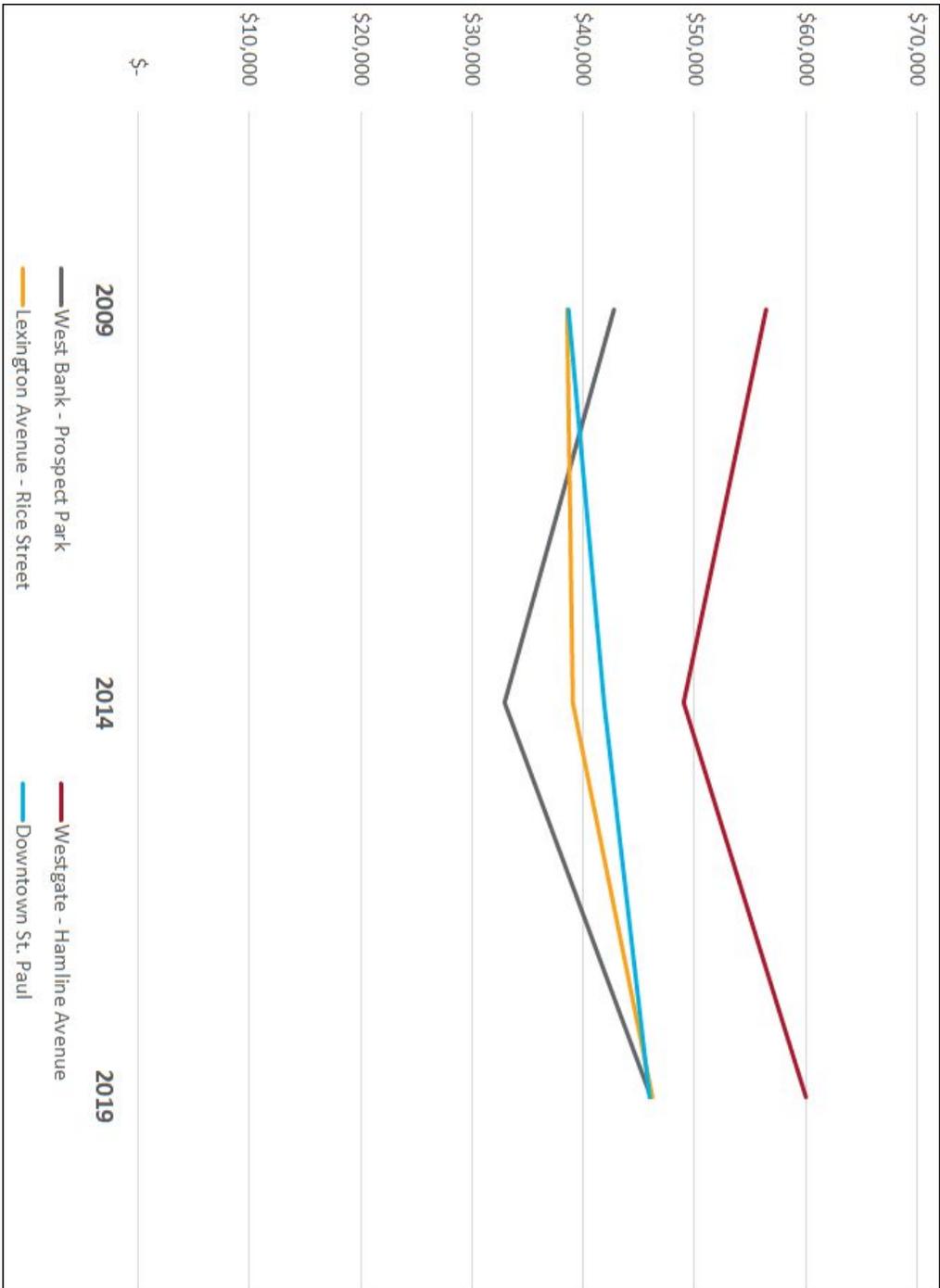
Percent Renter Households



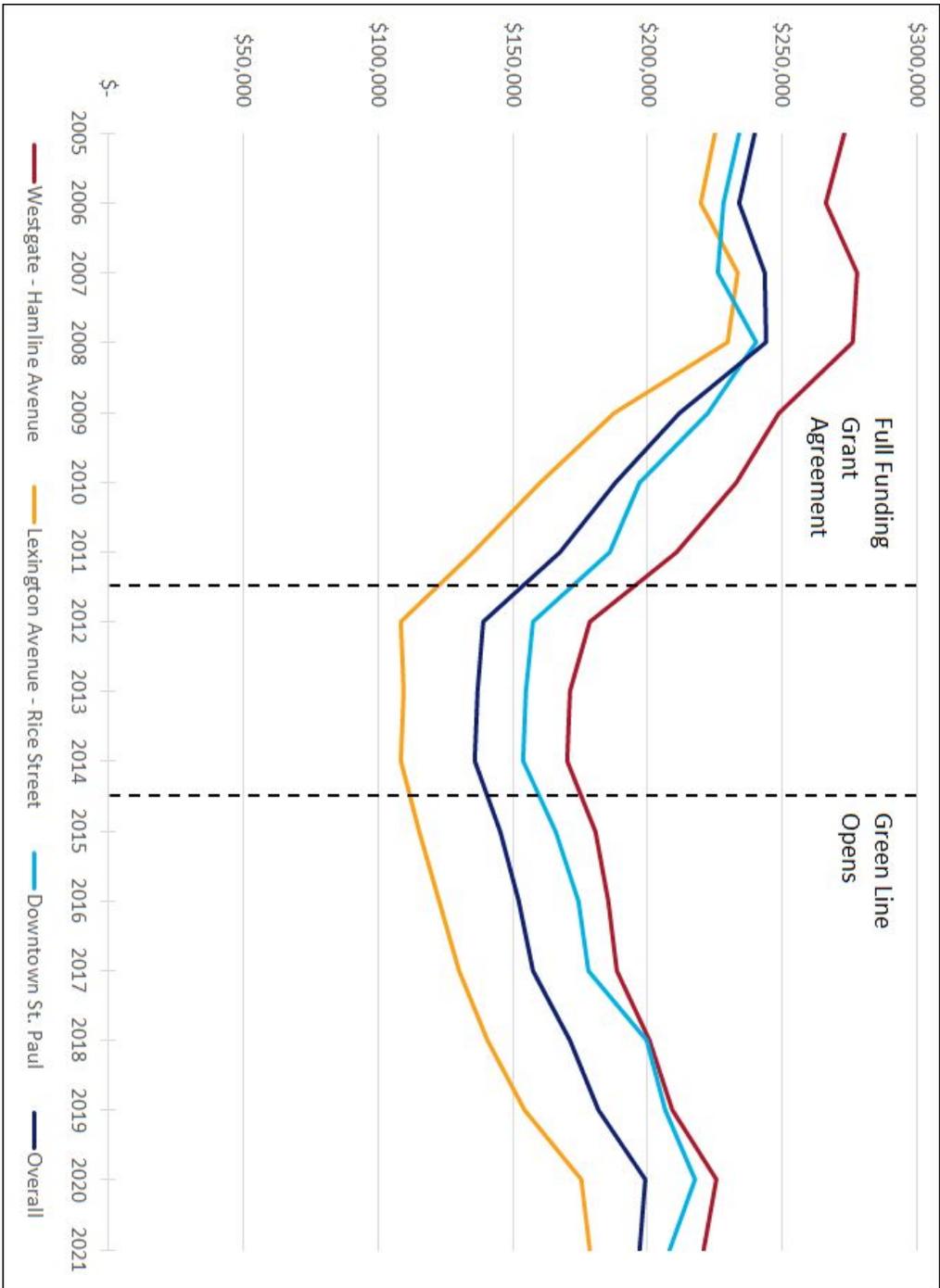
Percent with a College Degree



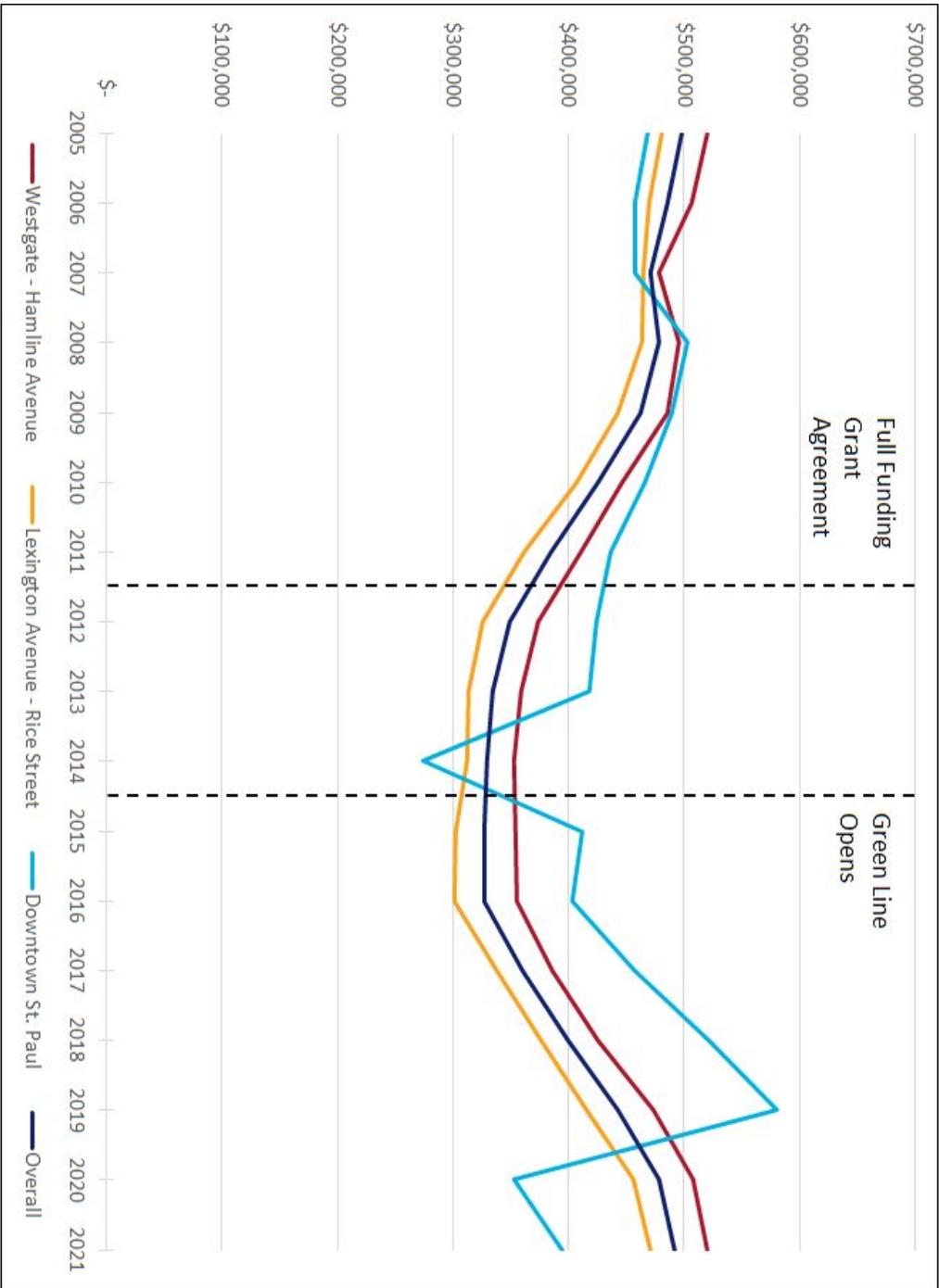
Average of Block Group Median Household Incomes



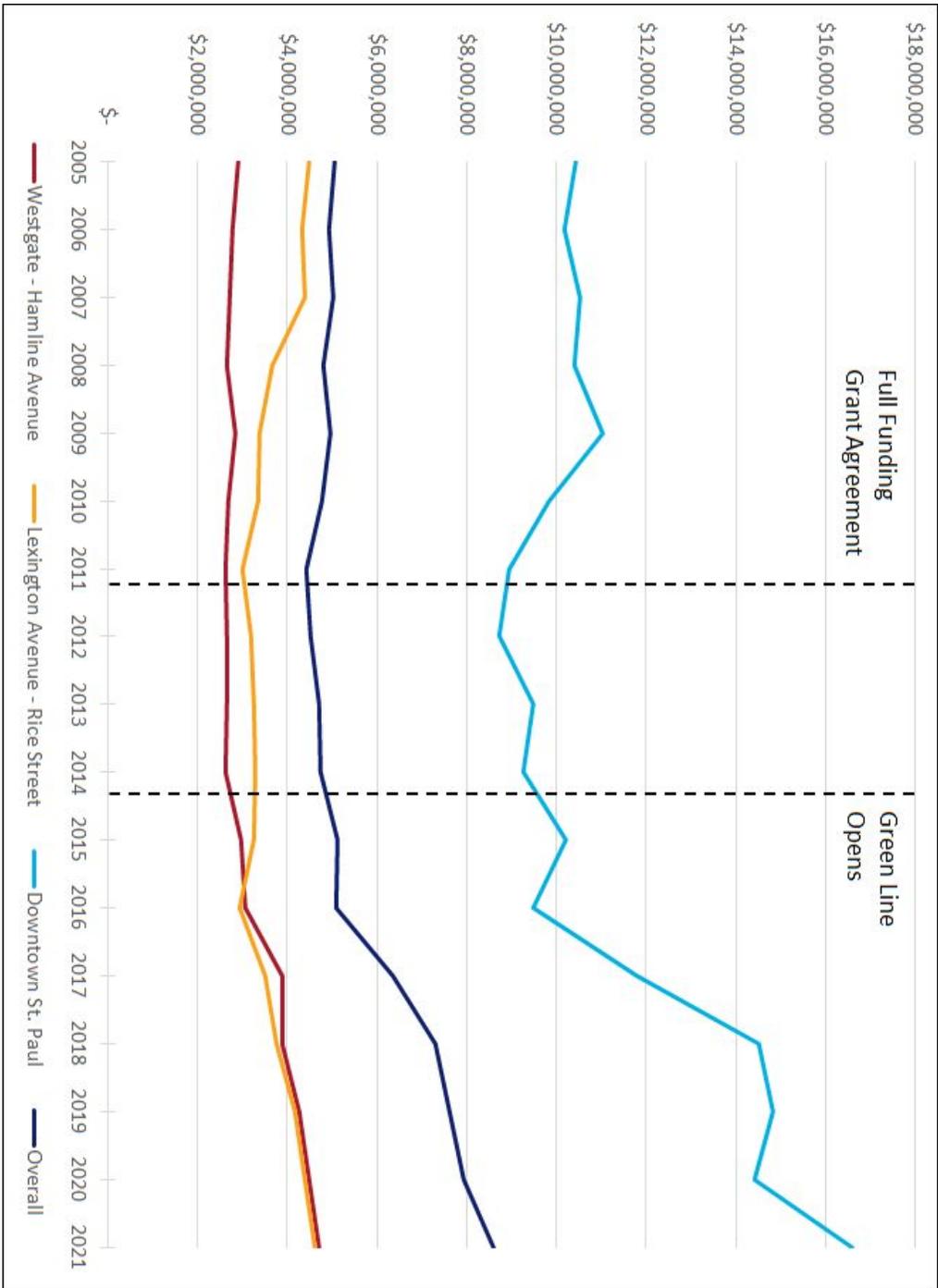
Median Parcel Value (1-3 Units)



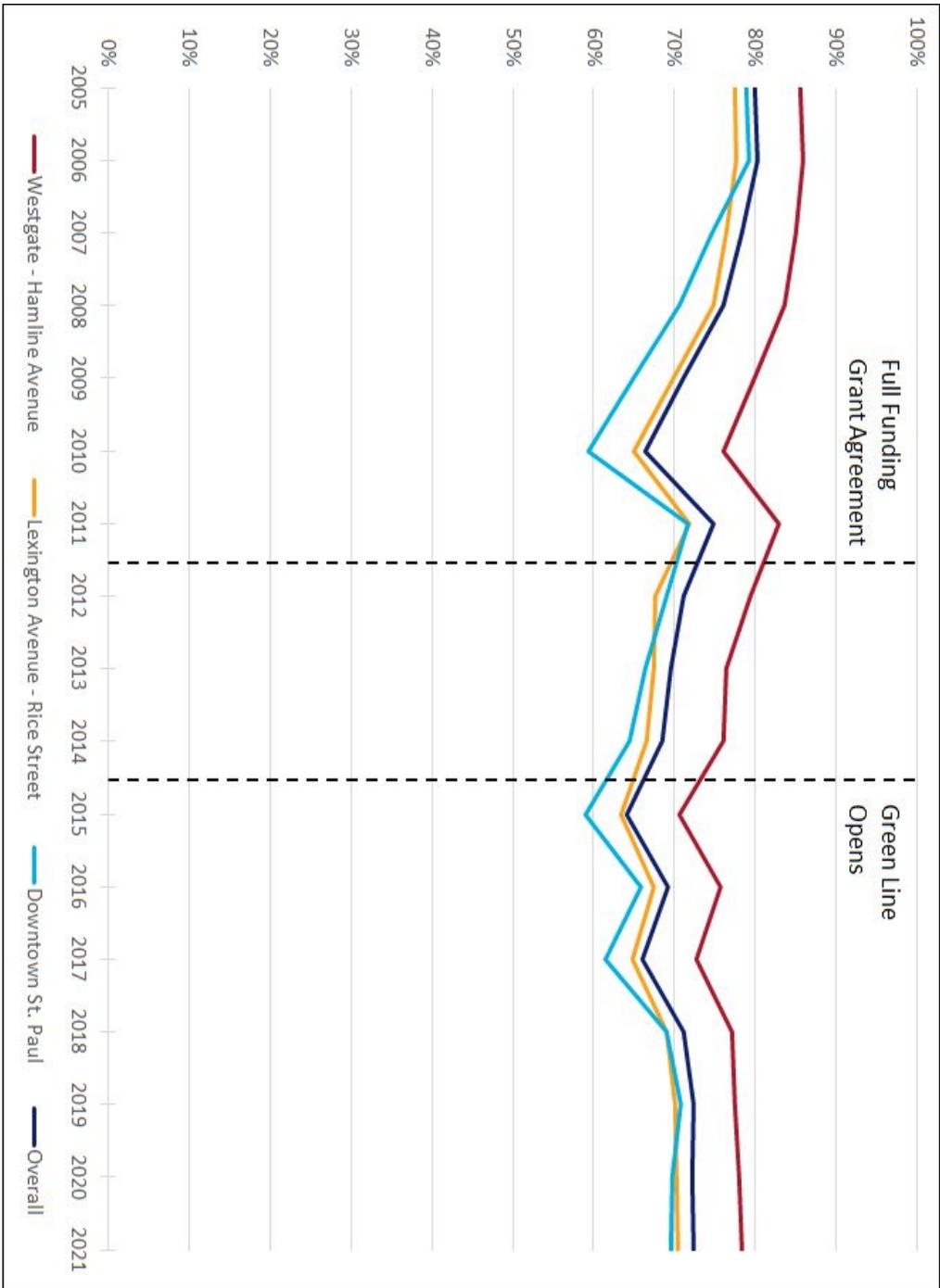
Median Parcel Value (4-9 Units)



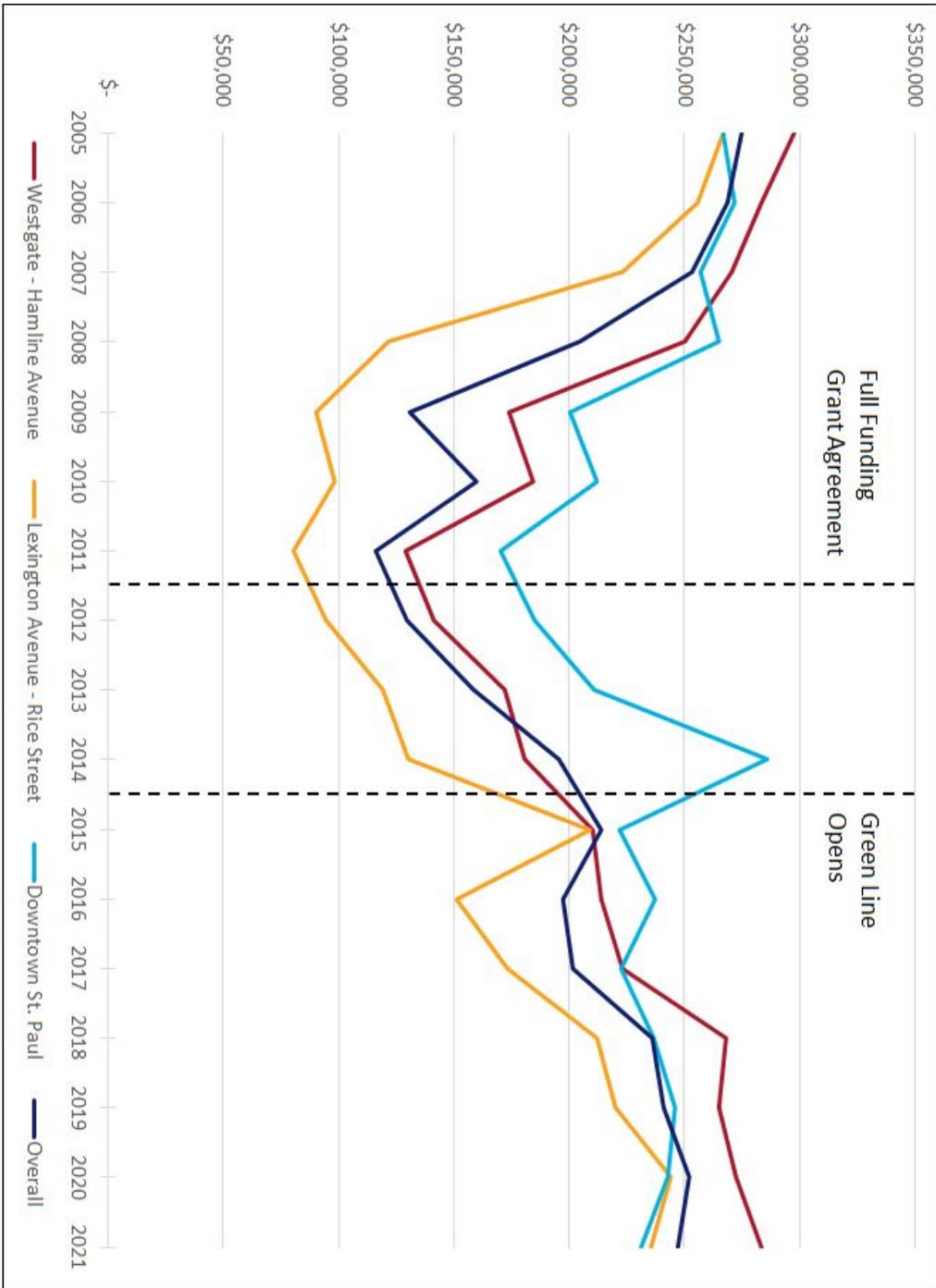
Median Parcel Value in '000s of \$ (10+ Units)



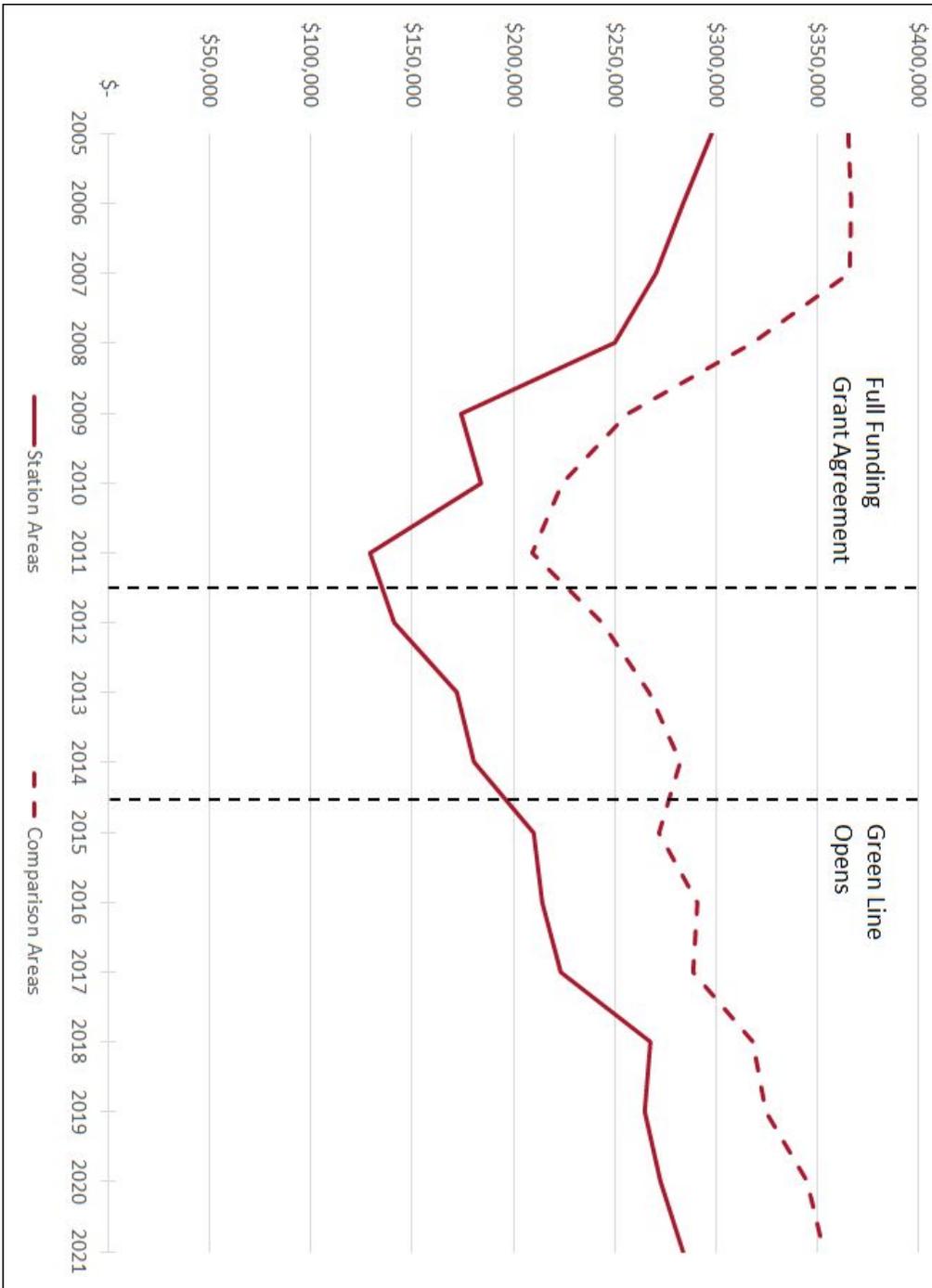
Percent Single-Family Owner-Occupied Housing



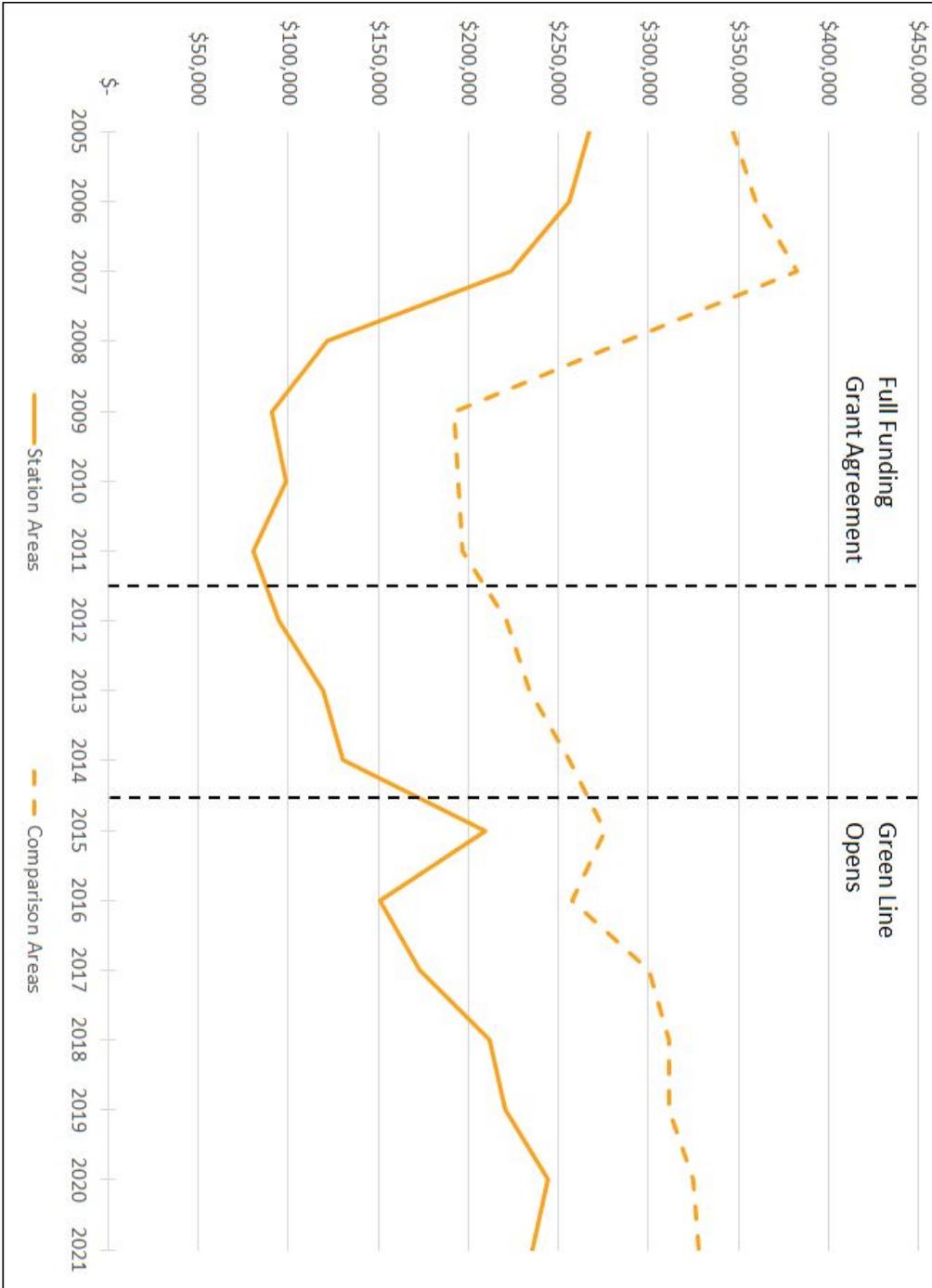
Average Sale Value in 2021 Inflation-Adjusted Dollars (1-3 Units)



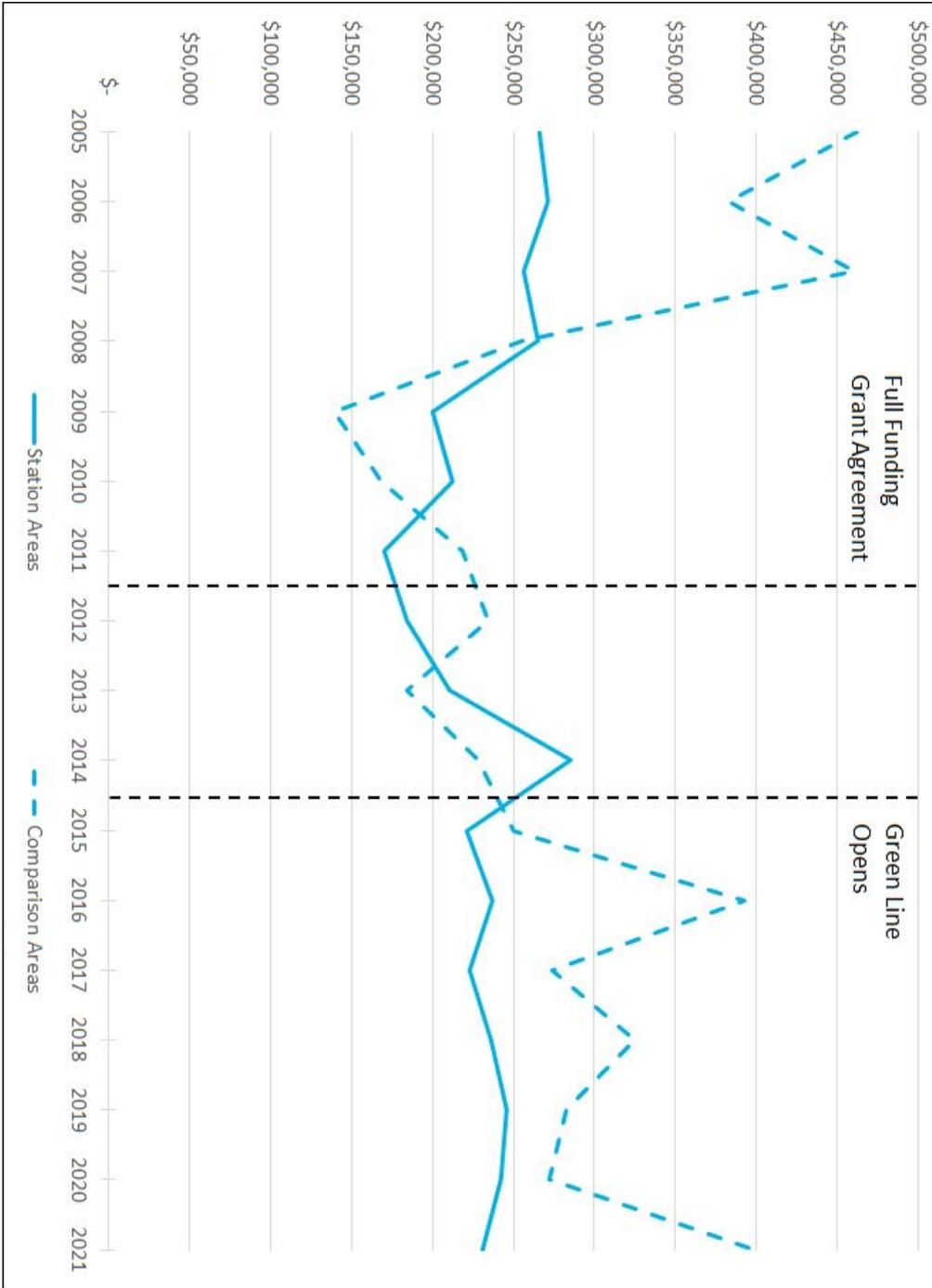
Average Sale Value in 2021 Inflation-Adjusted Dollars, Westgate - Hamline Avenue (1-3 Units)



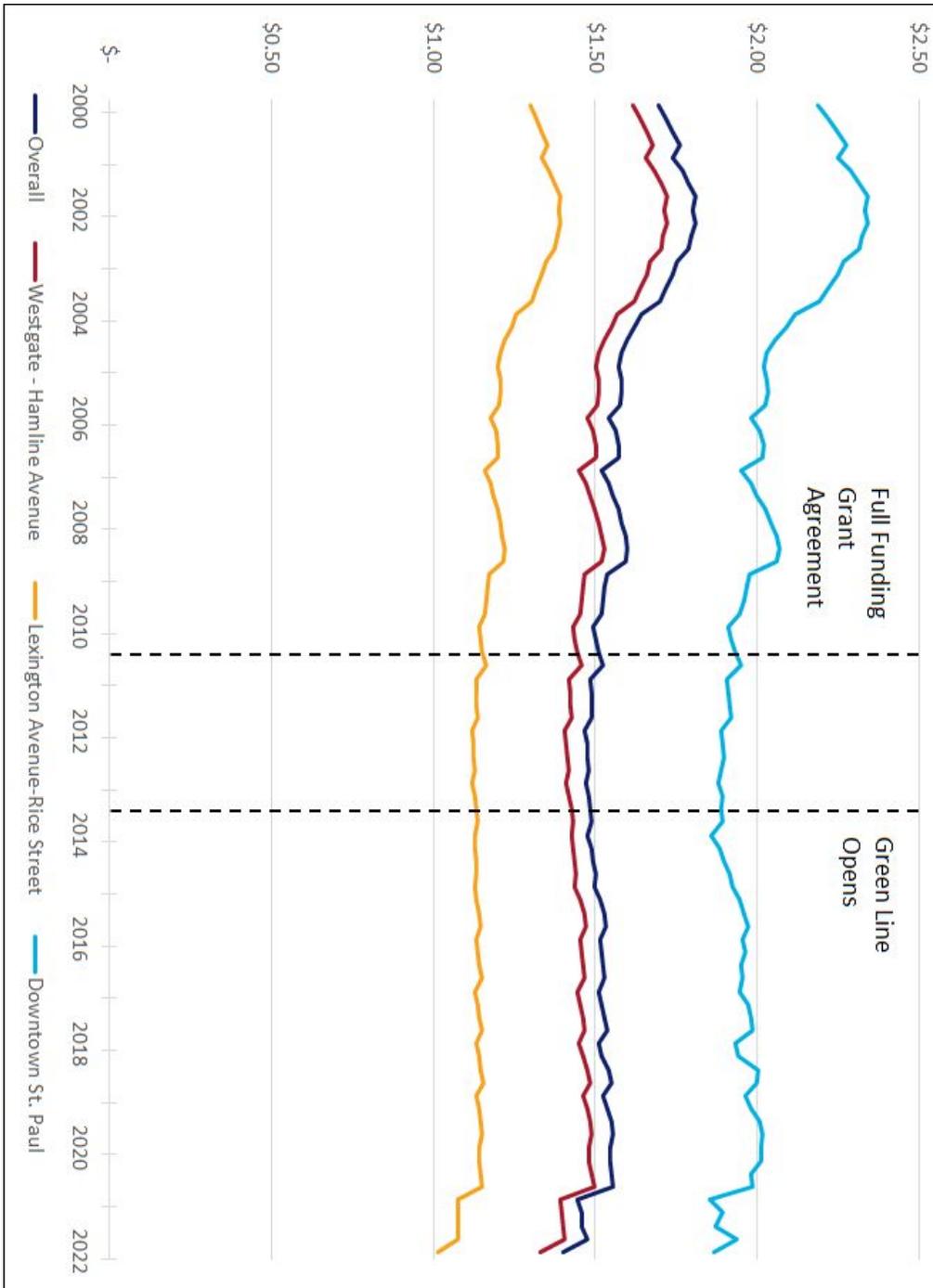
Average Sale Value in 2021 Inflation-Adjusted Dollars, Lexington Avenue - Rice Street (1-3 Units)



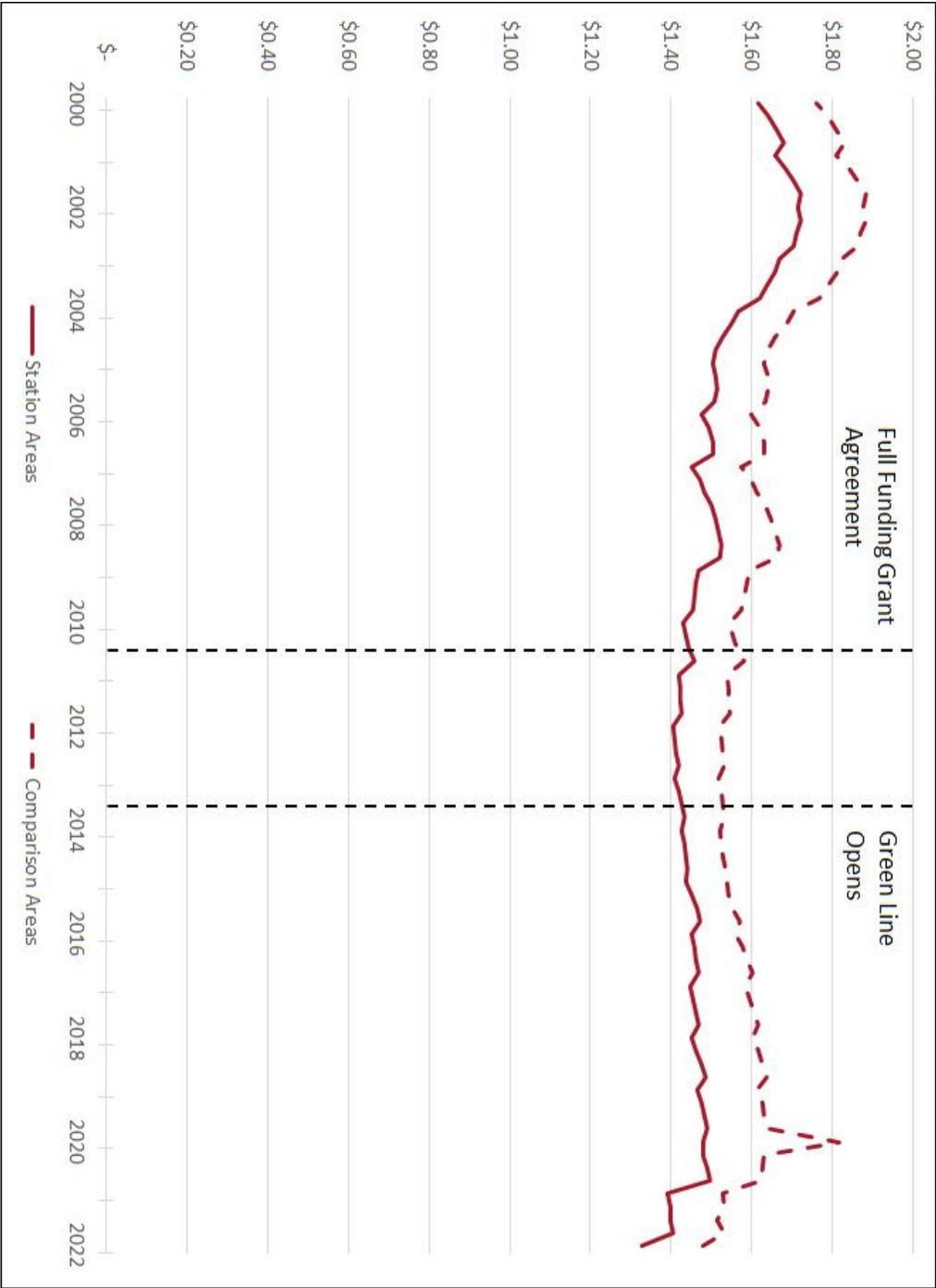
Average Sale Value in 2021 Inflation-Adjusted Dollars, Downtown St. Paul (1-3 Units)



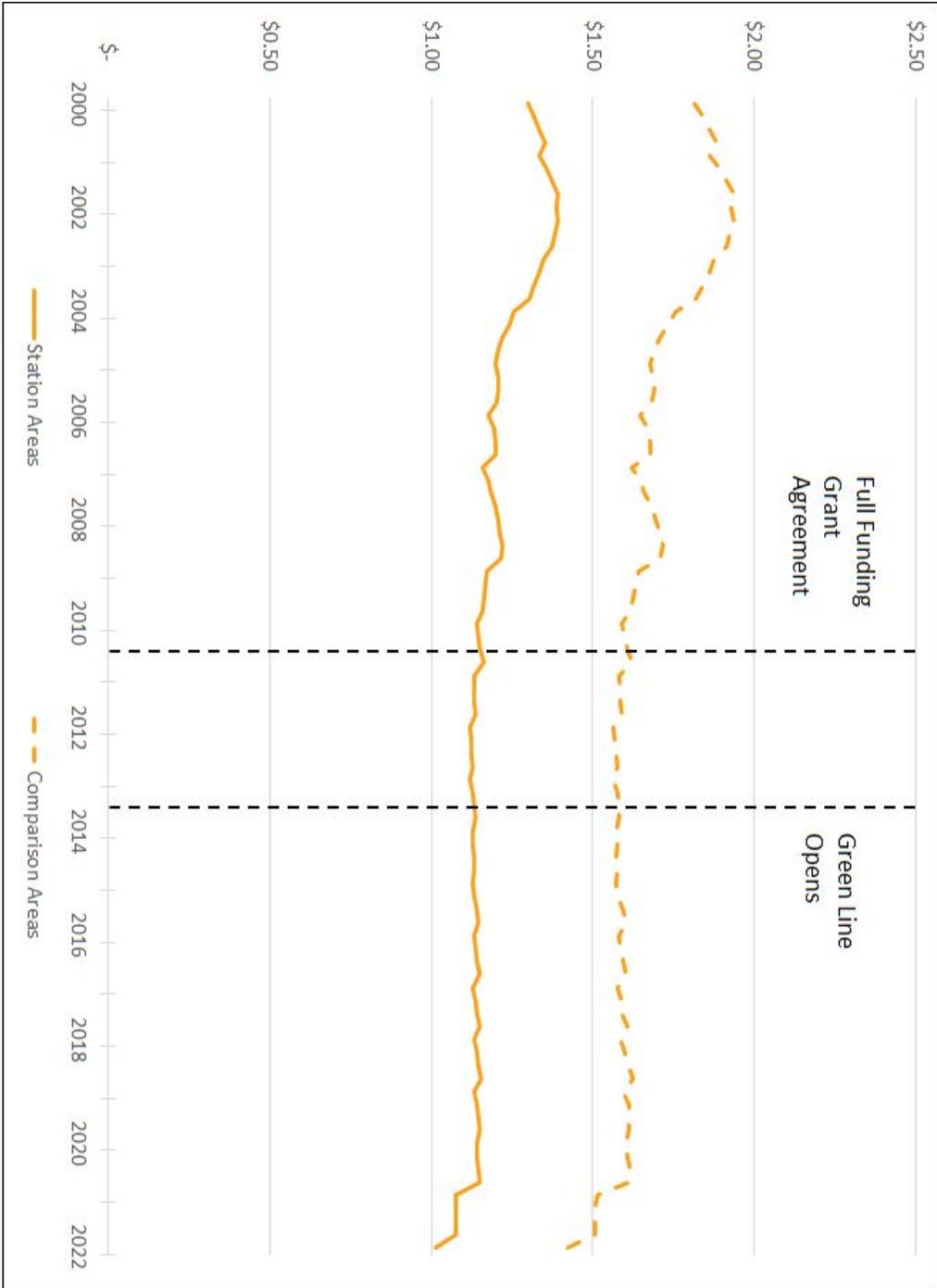
Average Effective Rent in 2021 Inflation-Adjusted Dollars per Square Foot (4+ Units)



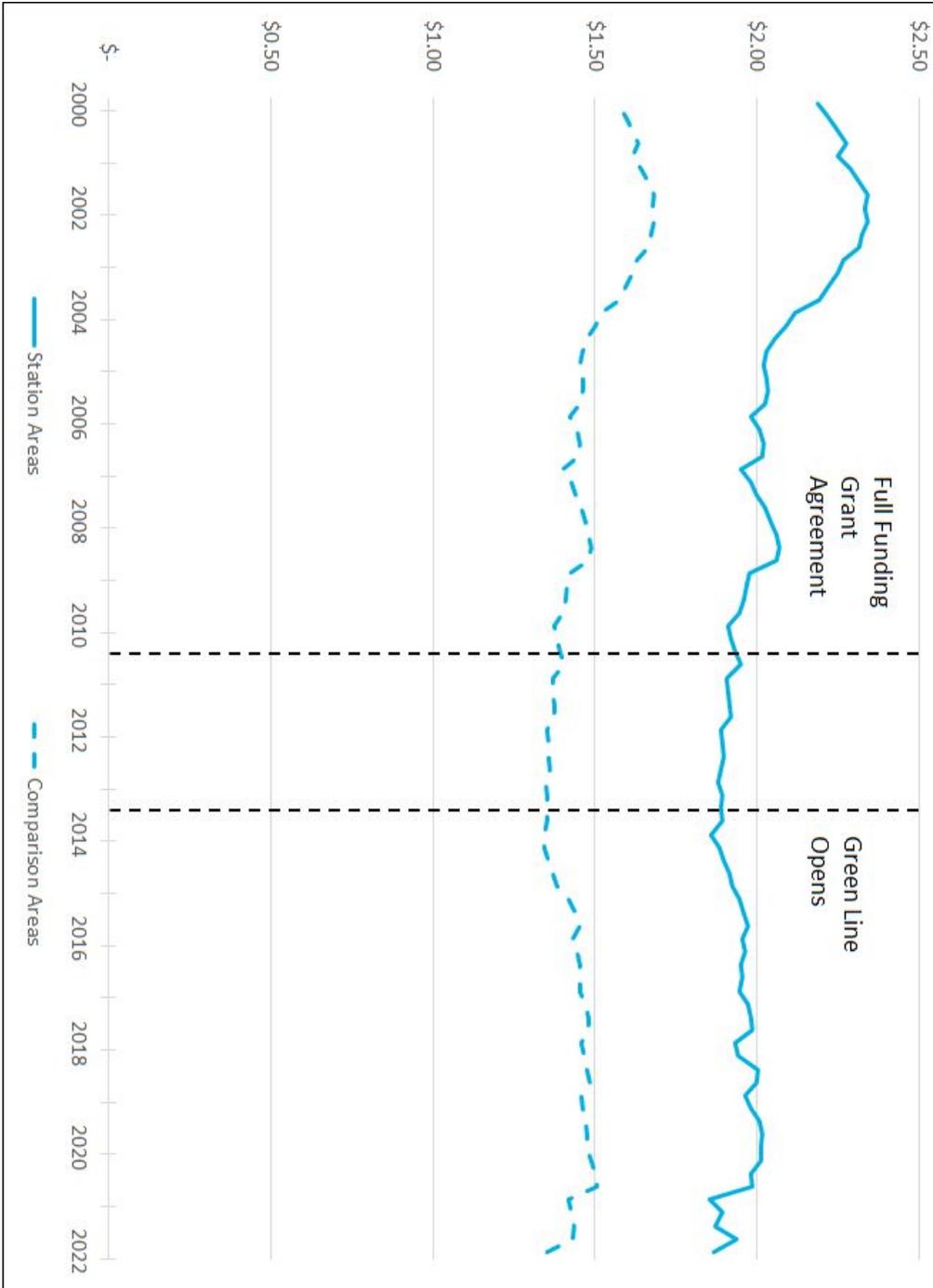
Average Effective Rent in 2021 Inflation-Adjusted Dollars per Square Foot, Westgate - Hamline Avenue (4+ Units)



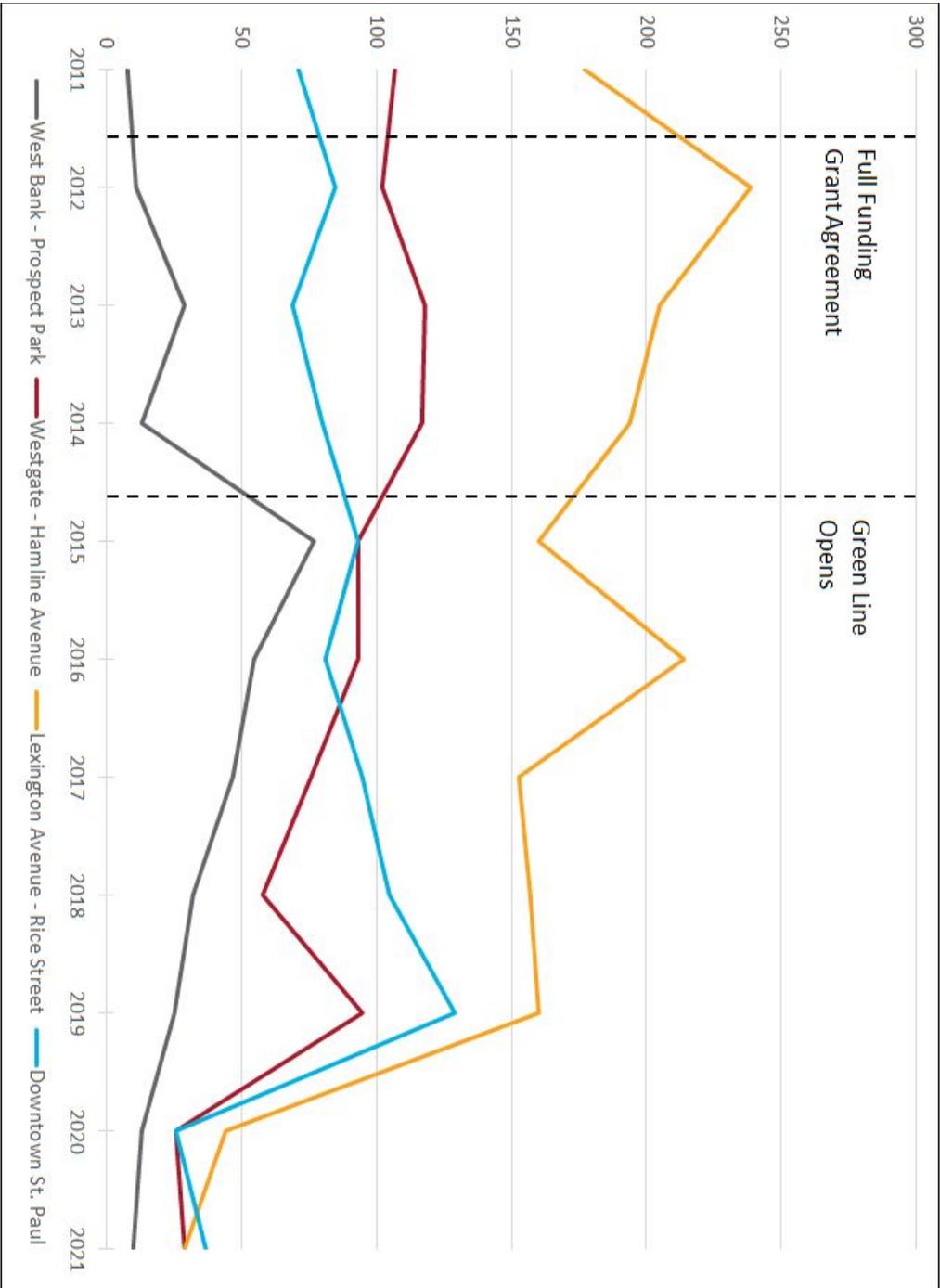
Average Effective Rent in 2021 Inflation-Adjusted Dollars per Square Foot, Lexington Avenue - Rice Street (4+ Units)



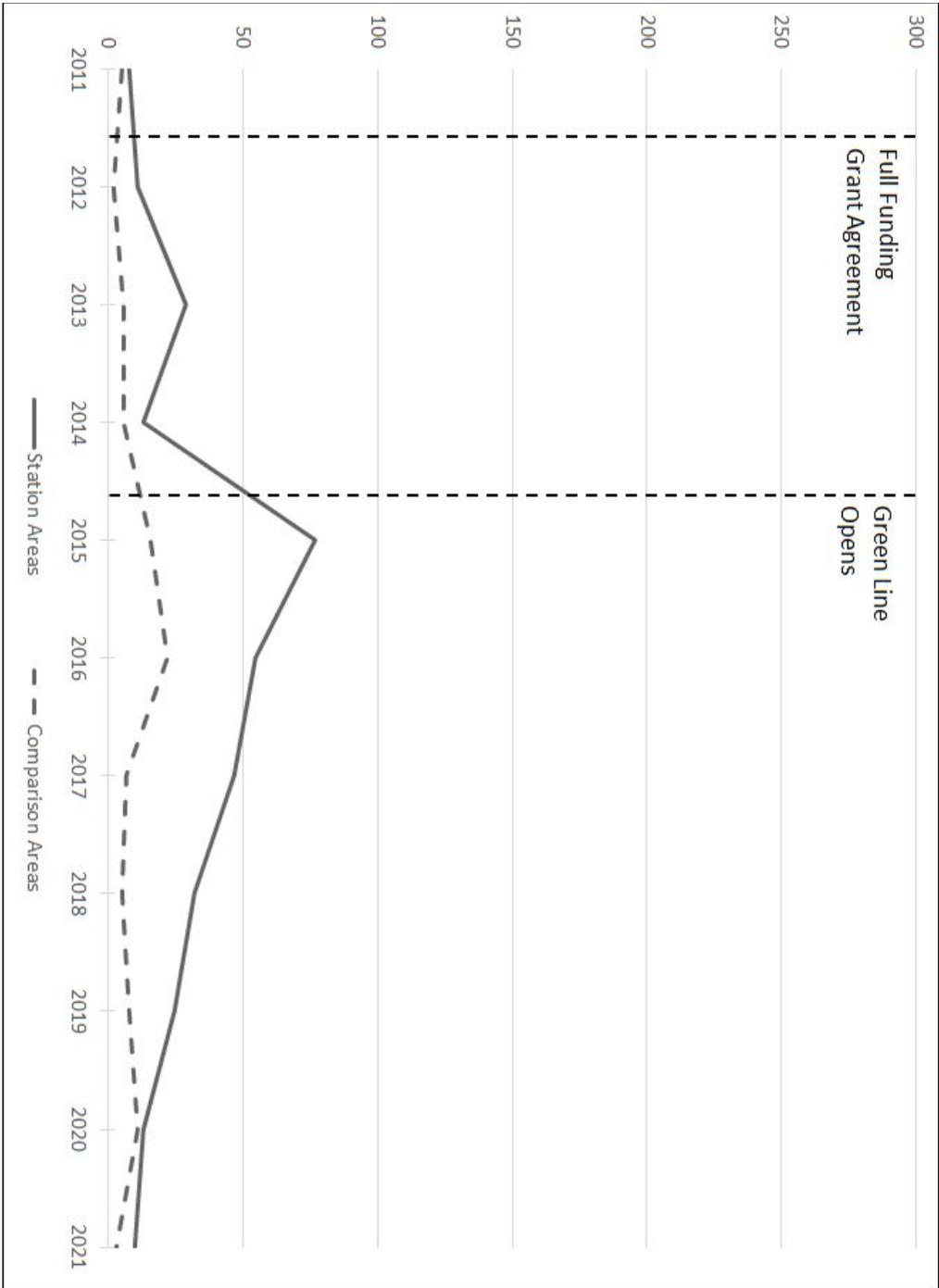
Average Effective Rent in 2021 Inflation-Adjusted Dollars per Square Foot, Downtown St. Paul (4+ Units)



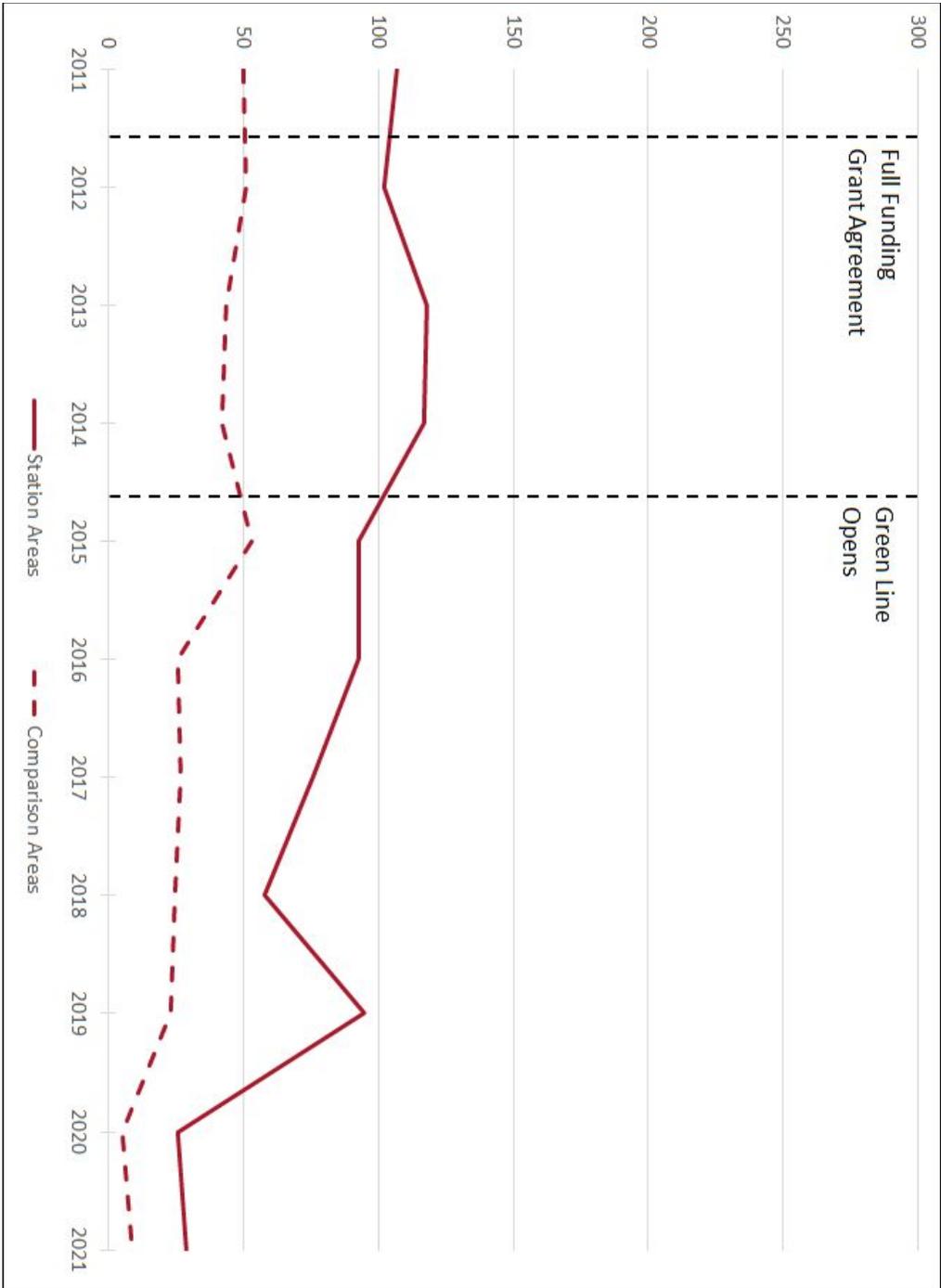
Number of Evictions Filings



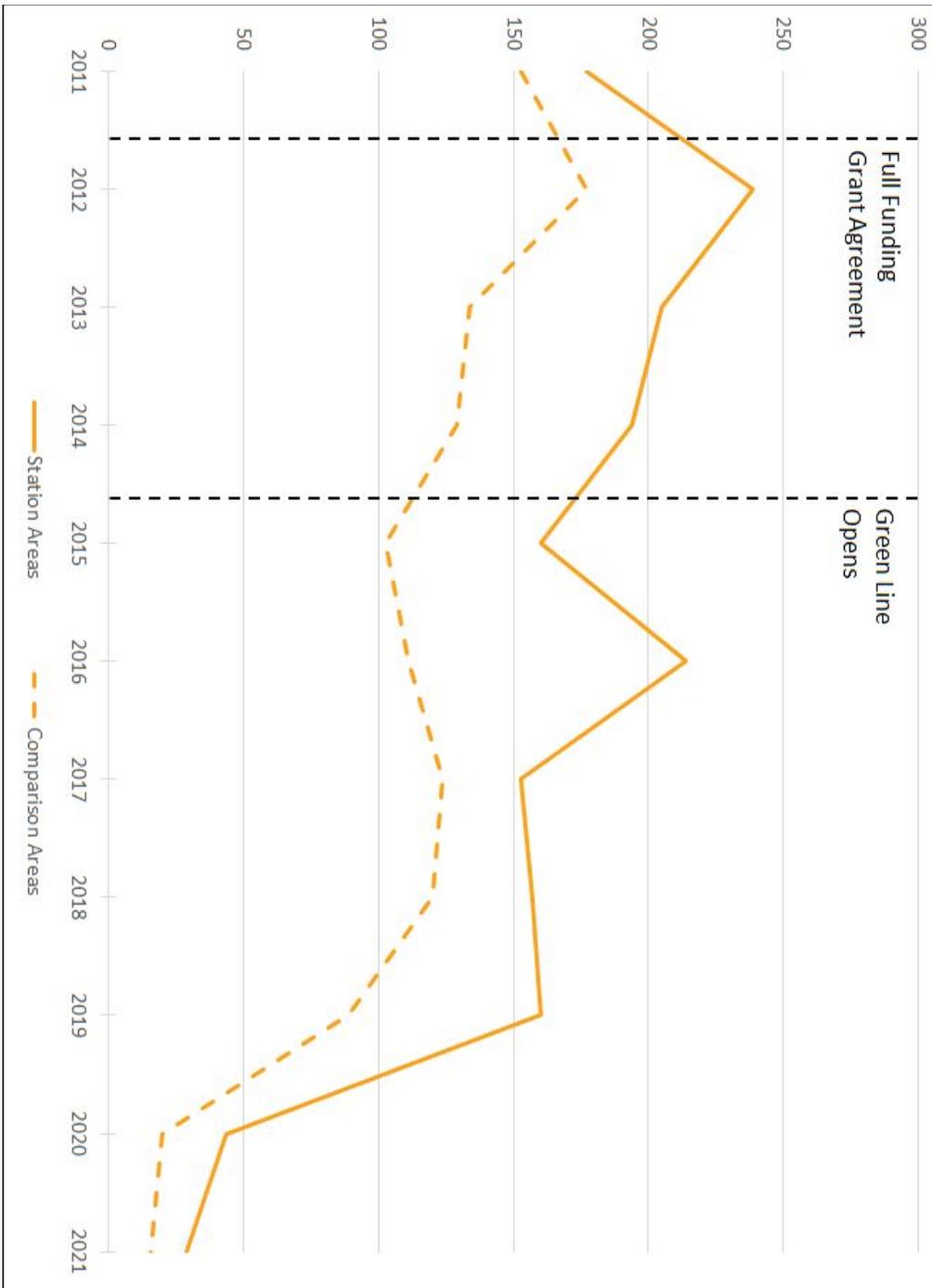
Evictions Filings, West Bank - Prospect Park



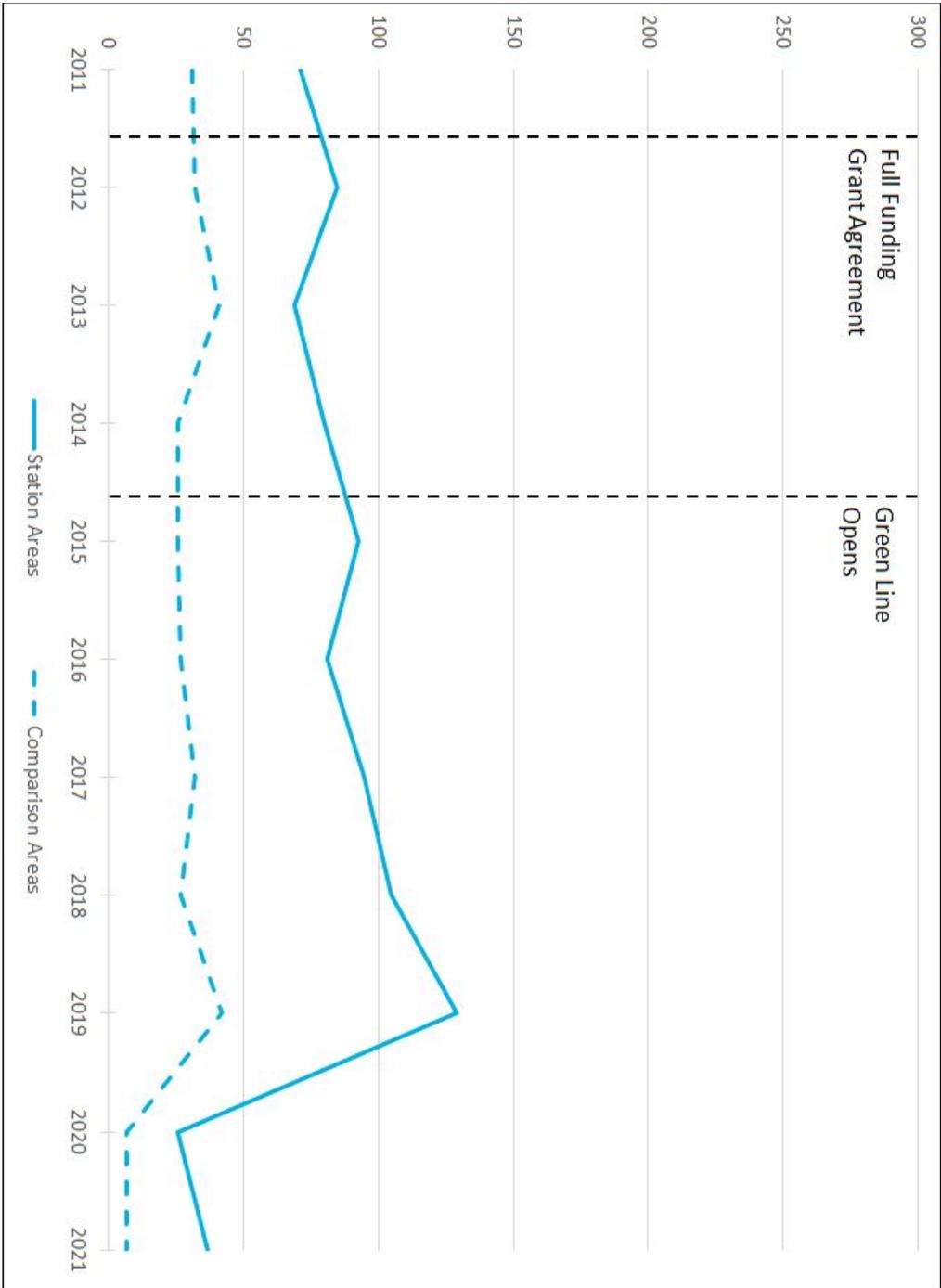
Evictions Filings, Westgate - Hamline Avenue



Evictions Filings, Lexington Avenue - Rice Street



Evictions Filings, Downtown St. Paul



| ID | station | station area | address | land use | hsg type |
|----|-----------------------------|--------------|-------------------------------|---------------|----------|
| 1 | northside-broadway corridor | 1/4 mile | 701 w. broadway | comm | x |
| 2 | northside-broadway corridor | 1/4 mile | 700 w. broadway | comm | x |
| 3 | northside-broadway corridor | 1/4 mile | 700 w. broadway | comm | x |
| 4 | northside-broadway corridor | 1/4 mile | 700 w. broadway | comm | x |
| 5 | northside-broadway corridor | 1/4 mile | 710 w. broadway | non-for-profi | x |
| 6 | northside-broadway corridor | 1/4 mile | 2018 n. aldrich | church | x |
| 7 | northside-broadway corridor | 1/4 mile | 800 w. broadway | non-for-profi | x |
| 8 | northside-broadway corridor | 1/4 mile | 800 w. broadway | non-for-profi | x |
| 9 | northside-broadway corridor | 1/4 mile | 800 w. broadway | non-for-profi | x |
| 10 | northside-broadway corridor | 1/4 mile | 818 w. broadway | comm | x |
| 11 | northside-broadway corridor | 1/4 mile | 702 w. broadway | comm | x |
| 12 | northside-broadway corridor | 1/4 mile | 904 w. broadway | comm | x |
| 13 | northside-broadway corridor | 1/4 mile | 910 w. broadway | | x |
| 14 | northside-broadway corridor | 1/4 mile | 914 w. broadway | comm | x |
| 15 | northside-broadway corridor | 1/4 mile | 960 w. broadway | comm | x |
| 16 | northside-broadway corridor | 1/4 mile | 1010 w. broadway | comm | x |
| 17 | northside-broadway corridor | 1/4 mile | 1014 w. broadway | comm | x |
| 18 | northside-broadway corridor | 1/4 mile | 1016 w. broadway | comm | x |
| 19 | northside-broadway corridor | 1/4 mile | 1030 w. broadway | comm | x |
| 20 | northside-broadway corridor | 1/4 mile | emerson & broadway | | x |
| 21 | northside-broadway corridor | 1/4 mile | 1912 n. emerson | non-for-profi | x |
| 22 | northside-broadway corridor | 1/4 mile | 1021 w. broadway | comm | x |
| 23 | northside-broadway corridor | 1/4 mile | 1017 w. broadway | comm | x |
| 24 | northside-broadway corridor | 1/4 mile | 1011 w. broadway | | x |
| 25 | northside-broadway corridor | 1/4 mile | 1007 w. broadway | non-for-profi | x |
| 26 | northside-broadway corridor | 1/4 mile | 1005 w. broadway | comm | x |
| 27 | northside-broadway corridor | 1/4 mile | dupont & broadway - sw corner | | x |
| 28 | northside-broadway corridor | 1/4 mile | 927 w. broadway | | x |
| 29 | northside-broadway corridor | 1/4 mile | 923 w. broadway | | x |
| 30 | northside-broadway corridor | 1/4 mile | 119 w. broadway | comm | x |
| 31 | northside-broadway corridor | 1/4 mile | 915 w. broadway | | x |
| 32 | northside-broadway corridor | 1/4 mile | 907 w. broadway | comm | x |
| 33 | northside-broadway corridor | 1/4 mile | 903 w. broadway | comm | x |
| 34 | northside-broadway corridor | 1/4 mile | bryant & broadway - sw corner | | x |
| 35 | plymouth ave station | 1/4 mile | 701 plymouth ave | comm | x |
| 36 | plymouth ave station | 1/4 mile | 812 plymouth ave | school | x |
| 37 | plymouth ave station | 1/4 mile | 801 plymouth ave | comm | x |
| 38 | plymouth ave station | 1/4 mile | 1301 bryant ave n | non-for-profi | x |
| 39 | plymouth ave station | 1/4 mile | 911 plymouth ave | school | x |
| 40 | plymouth ave station | 1/4 mile | 915 plymouth ave | housing | duplex |
| 41 | plymouth ave station | 1/4 mile | 913 plymouth ave | comm | x |
| 42 | plymouth ave station | 1/4 mile | 1400 dupont ave | open space | x |

| | | | | | |
|----|------------------------|----------|----------------------------|---------------|-----------|
| 43 | plymouth ave station | 1/4 mile | 1501 aldrich ave | school | x |
| 44 | plymouth ave station | 1/4 mile | 924 plymouth ave | | x |
| 45 | plymouth ave station | 1/4 mile | 928 plymouth ave | | x |
| 46 | plymouth ave station | 1/4 mile | 1306 - 1318 broadway | housing | townhome: |
| 47 | plymouth ave station | 1/4 mile | 601 - 634 harry davis lane | housing | sfh |
| 48 | plymouth ave station | 1/4 mile | 1605 aldrich ave | school | x |
| 49 | plymouth ave station | 1/4 mile | 1000 plymouth ave | school | x |
| 50 | plymouth ave station | 1/4 mile | 1001 plymouth ave | government | x |
| 51 | plymouth ave station | 1/4 mile | 1309 grand ave | | x |
| 52 | broadway-penn station | 1/2 mile | 2027 w. broadway | comm | x |
| 53 | broadway-penn station | 1/2 mile | 2000 w. broadway | housing | apt bldg |
| 54 | broadway-penn station | 1/2 mile | 2301 n. oliver | school | x |
| 55 | broadway-penn station | 1/2 mile | 2038 w. broadway | comm | x |
| 56 | broadway-penn station | 1/2 mile | 2126 w. broadway | non-for-profi | x |
| 57 | broadway-penn station | 1/2 mile | 2064 w. broadway | comm | x |
| 58 | broadway-penn station | 1/2 mile | 2100 w. broadway | comm | x |
| 59 | broadway-penn station | 1/2 mile | 2104 w. broadway | comm | x |
| 60 | broadway-penn station | 1/2 mile | 2110 w. broadway | comm | x |
| 61 | broadway-penn station | 1/2 mile | 2118 w. broadway | comm | x |
| 62 | broadway-penn station | 1/2 mile | 2112 w. broadway | comm | x |
| 63 | broadway-penn station | 1/2 mile | 2122 w. broadway | comm | x |
| 64 | broadway-penn station | 1/2 mile | 2124 w. broadway | comm | x |
| 65 | broadway-penn station | 1/2 mile | 2130 w. broadway | church | x |
| 66 | broadway-penn station | 1/2 mile | 2405 w. penn | housing | apt bldg |
| 67 | broadway-penn station | 1/2 mile | 2220 w. broadway | comm | x |
| 68 | broadway-penn station | 1/2 mile | 2341 n. penn | comm | x |
| 69 | broadway-penn station | 1/2 mile | 2323 w. broadway | housing | x |
| 70 | broadway-penn station | 1/2 mile | 2420 w. broadway | comm | x |
| 71 | broadway-penn station | 1/2 mile | 2606 n. penn | comm | x |
| 72 | broadway-penn station | 1/2 mile | 2501 w. broadway | comm | x |
| 73 | broadway-penn station | 1/2 mile | 2425 w. broadway | comm | x |
| 74 | broadway-penn station | 1/2 mile | 2426 w. broadway | comm | x |
| 75 | broadway-penn station | 1/2 mile | 2421 w. broadway | comm | x |
| 76 | broadway-penn station | 1/2 mile | 2401 w. broadway | comm | x |
| 77 | broadway-penn station | 1/2 mile | 2627 n. queen | church | x |
| 78 | north memorial station | 1/2 mile | 325 n. memorial health | hospital | x |
| 79 | north memorial station | 1/2 mile | 3300 n. oakdale | hospital | x |
| 80 | north memorial station | 1/2 mile | 3505 bottineau | comm | x |
| 81 | north memorial station | 1/2 mile | 3600 n. france | housing | apt bldg |
| 82 | north memorial station | 1/2 mile | 3503 bottineau | comm | x |
| 83 | north memorial station | 1/2 mile | 3501 w. broadway | hospital | x |
| 84 | north memorial station | 1/2 mile | 3501 bottineau | comm | x |
| 85 | north memorial station | 1/2 mile | 3435 w. broadway | hospital | x |

| | | | | | |
|-----|------------------------|----------|------------------|---------|----------|
| 86 | north memorial station | 1/2 mile | 3505 bottineau | comm | x |
| 87 | north memorial station | 1/2 mile | 3364 n. oakdale | parking | x |
| 88 | north memorial station | 1/2 mile | 2613 w. broadway | housing | apt bldg |
| 89 | north memorial station | 1/2 mile | 2600 w. broadway | comm | x |
| 90 | north memorial station | 1/2 mile | 2715 w. broadway | comm | x |
| 91 | north memorial station | 1/2 mile | 2727 w. broadway | comm | x |
| 92 | 77th ave station | 1/2 mile | 7535 w. broadway | comm | x |
| 93 | 77th ave station | 1/2 mile | 7685 w. broadway | comm | x |
| 94 | 77th ave station | 1/2 mile | 8041 brooklyn | comm | x |
| 95 | 77th ave station | 1/2 mile | 7314 lakeland | comm | x |
| 96 | 77th ave station | 1/2 mile | 7555 w. broadway | comm | x |
| 97 | 77th ave station | 1/2 mile | 7611 w. broadway | comm | x |
| 98 | 77th ave station | 1/2 mile | 7615 w. broadway | comm | x |
| 99 | 77th ave station | 1/2 mile | 7621 w. broadway | comm | x |
| 100 | 77th ave station | 1/2 mile | 7631 w. broadway | comm | x |
| 101 | 77th ave station | 1/2 mile | 7635 w. broadway | comm | x |
| 102 | 77th ave station | 1/2 mile | 7641 w. broadway | comm | x |
| 103 | 77th ave station | 1/2 mile | 7601 w. broadway | comm | x |
| 104 | 77th ave station | 1/2 mile | 8081 brooklyn | comm | x |
| 105 | 77th ave station | 1/2 mile | 8089 brooklyn | comm | x |
| 106 | 77th ave station | 1/2 mile | 8080 brooklyn | comm | x |
| 107 | 77th ave station | 1/2 mile | 8069 brooklyn | comm | x |
| 108 | 77th ave station | 1/2 mile | 7655 jolly | comm | x |
| 109 | 77th ave station | 1/2 mile | 7601 jolly | comm | x |
| 110 | 77th ave station | 1/2 mile | 7637 jolly | comm | x |
| 111 | 77th ave station | 1/2 mile | 7645 jolly | comm | x |
| 112 | 77th ave station | 1/2 mile | 7641 jolly | comm | x |
| 113 | 77th ave station | 1/2 mile | 7639 jolly | comm | x |
| 114 | 77th ave station | 1/2 mile | 7635 jolly | comm | x |
| 115 | 77th ave station | 1/2 mile | 7631 jolly | comm | x |
| 116 | 77th ave station | 1/2 mile | 8188 brooklyn | comm | x |
| 117 | 77th ave station | 1/2 mile | 8080 brooklyn | comm | x |
| 118 | 77th ave station | 1/2 mile | 8078 brooklyn | comm | x |
| 119 | 77th ave station | 1/2 mile | 8074 brooklyn | comm | x |
| 120 | 77th ave station | 1/2 mile | 8065 brooklyn | comm | x |
| 121 | 77th ave station | 1/2 mile | 7925 brooklyn | comm | x |
| 122 | 77th ave station | 1/2 mile | 7901 brooklyn | comm | x |
| 123 | 77th ave station | 1/2 mile | 7600 w. broadway | comm | x |
| 124 | 77th ave station | 1/2 mile | 7885 brooklyn | comm | x |
| 125 | 77th ave station | 1/2 mile | 7915 brooklyn | comm | x |
| 126 | 77th ave station | 1/2 mile | 7932 brooklyn | comm | x |
| 127 | 77th ave station | 1/2 mile | 7940 brooklyn | comm | x |
| 128 | 77th ave station | 1/2 mile | 8086 brooklyn | comm | x |

| | | | | | |
|-----|---------------------------------|----------|------------------|--------|---|
| 129 | 77th ave station | 1/2 mile | 8088 brooklyn | comm | x |
| 130 | 77th ave station | 1/2 mile | 8098 brooklyn | comm | x |
| 131 | 77th ave station | 1/2 mile | 8068 brooklyn | comm | x |
| 132 | 77th ave station | 1/2 mile | 8062 brooklyn | comm | x |
| 133 | 77th ave station | 1/2 mile | 8056 brooklyn | comm | x |
| 134 | 77th ave station | 1/2 mile | 8048 brooklyn | comm | x |
| 138 | 77th ave station | 1/2 mile | 8030 brooklyn | comm | x |
| 139 | 77th ave station | 1/2 mile | 8050 brooklyn | comm | x |
| 140 | 77th ave station | 1/2 mile | 8024 brooklyn | comm | x |
| 141 | 77th ave station | 1/2 mile | 8022 brooklyn | comm | x |
| 142 | 77th ave station | 1/2 mile | 7978 brooklyn | comm | x |
| 143 | 77th ave station | 1/2 mile | 7980 brooklyn | comm | x |
| 144 | 77th ave station | 1/2 mile | 7962 brooklyn | comm | x |
| 145 | 77th ave station | 1/2 mile | 7958 brooklyn | comm | x |
| 146 | 77th ave station | 1/2 mile | 7944 brooklyn | comm | x |
| 147 | 77th ave station | 1/2 mile | 7960 brooklyn | comm | x |
| 148 | 77th ave station | 1/2 mile | | comm | x |
| 149 | 77th ave station | 1/2 mile | | comm | x |
| 150 | 77th ave station | 1/2 mile | 8060 brooklyn | comm | x |
| 151 | norrth hennepin community collr | 1/2 mile | 8413 w. broadway | comm | x |
| 152 | norrth hennepin community collr | 1/2 mile | 8419 w. broadway | comm | x |
| 153 | norrth hennepin community collr | 1/2 mile | 7411 w. broadway | school | x |
| 154 | norrth hennepin community collr | 1/2 mile | 8421 w. broadway | comm | x |
| 155 | norrth hennepin community collr | 1/2 mile | 8455 w. broadway | comm | x |
| 156 | norrth hennepin community collr | 1/2 mile | 8465 w. broadway | comm | x |
| 157 | norrth hennepin community collr | 1/2 mile | 8463 w. broadway | comm | x |
| 158 | norrth hennepin community collr | 1/2 mile | 8471 w. broadway | comm | x |
| 159 | norrth hennepin community collr | 1/2 mile | 8500 n. wyoming | comm | x |
| 160 | norrth hennepin community collr | 1/2 mile | 8600 n. wyoming | comm | x |
| 161 | norrth hennepin community collr | 1/2 mile | 8700 n. wyoming | comm | x |
| 162 | norrth hennepin community collr | 1/2 mile | 8800 n. wyoming | comm | x |
| 163 | 93rd ave station | 1/2 mile | 7601 setzler | comm | x |
| 164 | 93rd ave station | 1/2 mile | 7500 setzler | comm | x |
| 165 | 93rd ave station | 1/2 mile | 9100 n. wyoming | comm | x |
| 166 | 93rd ave station | 1/2 mile | 9201 n. wyoming | comm | x |
| 167 | 93rd ave station | 1/2 mile | 9210 n. wyoming | comm | x |
| 168 | 93rd ave station | 1/2 mile | 9200 n. wyoming | comm | x |
| 169 | 93rd ave station | 1/2 mile | 9200 w. broadway | church | x |
| 170 | 93rd ave station | 1/2 mile | 9470 w. broadway | hotel | x |
| 171 | 93rd ave station | 1/2 mile | 9399 w. broadway | comm | x |
| 172 | 93rd ave station | 1/2 mile | 9201 w. broadway | comm | x |
| 173 | 93rd ave station | 1/2 mile | 9301 n. winnetka | comm | x |
| 174 | 93rd ave station | 1/2 mile | 9303 w. broadway | comm | x |

| | | | | |
|------------------------------|----------|---------------------|------|---|
| 175 93rd ave station | 1/2 mile | 9300 n. winnetka | comm | x |
| 176 93rd ave station | 1/2 mile | 9450 n. winnetka | comm | x |
| 177 93rd ave station | 1/2 mile | 7200 93rd ave | comm | x |
| 178 93rd ave station | 1/2 mile | 6900 93rd ave | comm | x |
| 179 target corporate station | 1/2 mile | 700 oak grove | comm | x |
| 180 target corporate station | 1/2 mile | 97th ave & winnetka | comm | x |

| business name | chain? | business type | condition | vacant/board | frontage | other |
|---------------------------------|--------|---------------|-----------|--------------|-----------|-----------------------|
| cub foods | y | wholesale | good | n/a | pkg lot | |
| merwin liquors | n | retail | fair | n/a | pkg lot | |
| cricket | y | retail | fair | n/a | pkg lot | inside merwin |
| super cash | y | retail | fair | n/a | pkg lot | inside merwin |
| sanctuary | n | religious | good | n/a | pkg lot | |
| sanctuary | n | religious | good | n/a | pkg lot | open green in fro |
| mpls public ed. | n | school | good | n/a | on street | |
| north point | n | healthcare | good | n/a | on street | |
| career force | y | service | good | n/a | on street | |
| burger king | y | retail | poor | n/a | on street | |
| little cesars | y | retail | good | n/a | pkg lot | |
| chicago JJ fish + chicken | y | retail | good | n/a | pkg lot | |
| x | | | n/a | vacant | | |
| giant wash | y | retail | good | n/a | pkg lot | |
| mcdonalds | y | retail | good | n/a | pkg lot | |
| yuan yuan | y | retail | fair | vacant | pkg lot | |
| beauty supply | y | retail | fair | n/a | pkg lot | |
| | | | n/a | vacant | | |
| us bank | y | bank | fair | n/a | pkg lot | |
| bldg under const | | | | | | |
| american indian services | | service | fair | n/a | on street | |
| kay's grocery & deli | | wholesale | fair | n/a | on street | |
| varnard printing | n | retail | fair | n/a | on street | |
| | | | | vacant | on street | |
| northside economic opp. Network | n | service | fair | n/a | on street | |
| metro by t-mobile | y | retail | good | n/a | | |
| | | | | vacant | | |
| *under construction* | | | | | | |
| | | | | vacant lot | | |
| bamba hair salon | n | retail | fair | n/a | on street | |
| | | | | vacant lot | | |
| digital city | n | retail | poor | vacant | on street | |
| affordable mattress inc | y | retail | poor | vacant | on street | |
| *under construction* | | | | | | |
| asf store | n | wholesale | good | n/a | pkg lot | warehouse |
| mpls public schools | n | school | good | n/a | pkg lot | |
| xfinity | y | utility | good | n/a | pkg lot | not store. utility cc |
| twin cities rise | n | service | good | n/a | pkg lot | |
| plymouth academy | n | school | fair | n/a | pkg lot | |
| x | n | x | fair | x | on street | |
| lintin's party value | n | wholesale | fair | n/a | pkg lot | |
| x | n | x | x | n/a | x | connected to fran |

| | | | | | | |
|--|---|------------|------------|--------|-----------|-------------------|
| franklin middle school | n | school | good | n/a | pkg lot | |
| x | | | vacant lot | | | |
| x | | | vacant lot | | | |
| x | n | x | fair | x | on street | |
| x | n | x | good | x | on street | |
| elizabeth hall elementary | n | school | good | n/a | pkg lot | |
| northside child development center | n | school | good | n/a | pkg lot | |
| hennepin county | n | government | good | n/a | on street | |
| | | | vacant lot | | | |
| capri theater | n | retail | good | n/a | on street | |
| west broadway apartments | x | x | good | n/a | on street | |
| pyc alternative school | n | school | good | n/a | on street | |
| american legion post 219 | y | service | good | n/a | on street | |
| wic scholarship | n | service | good | n/a | on street | government run |
| clipper cuts plus hairstylists | n | retail | fair | n/a | on street | |
| | | | fair | vacant | on street | |
| anytime fitness | y | retail | good | n/a | on street | |
| watson chiropractic | n | retail | good | n/a | on street | |
| chicago grill and bbq | n | retail | fair | n/a | on street | |
| olympic café | n | retail | fair | n/a | on street | |
| boost mobile | y | retail | good | n/a | on street | |
| wilson's image barber & stylist | n | retail | good | n/a | on street | |
| morning star assembly of god | n | religious | fair | n/a | on street | |
| broadway flats | x | x | good | n/a | on street | |
| broadway liquor outlet | n | retail | good | n/a | on street | |
| "low income housing" | x | x | fair | n/a | on street | |
| monte's auto repair | n | retail | poor | n/a | on street | |
| penn gas station | n | retail | fair | n/a | on street | |
| twin city auto exchange | n | retail | fair | n/a | pkg lot | |
| 5 corner market | n | retail | poor | n/a | pkg lot | operating but boa |
| u of m physicians broadway medical cl y | | service | good | n/a | on street | |
| j&j furniture plus | n | retail | fair | n/a | on street | |
| rusty's tire | n | retail | fair | n/a | pkg lot | |
| the church of st. anne - st. joseph hien n | | religious | good | n/a | on street | |
| north memorial hospital | n | medical | good | n/a | pkg lot | |
| north memorial hospital | n | medical | good | n/a | pkg lot | |
| hyvee | y | wholesale | good | n/a | pkg lot | |
| parker station flats | n | x | good | n/a | on street | |
| starbucks | y | retail | good | n/a | pkg lot | |
| north memorial training center | n | medical | good | n/a | pkg lot | |
| robindale wine + spirits | n | retail | good | n/a | pkg lot | |
| north memorial medical center | y | medical | good | n/a | pkg lot | |

| | | | | | | |
|------------------------------------|---|-----------|------|-----|-----------|--------------------|
| hyvee fast + fresh | y | retail | good | n/a | pkg lot | includes gas stati |
| *north memorial parking ramp* | n | x | fair | n/a | on street | next to hospital c |
| *apartments* | n | x | good | n/a | on street | |
| handy shop | n | retail | fair | n/a | pkg lot | includes gas sta |
| pair of dice pizza | n | retail | fair | n/a | on street | |
| broadway robindale animal hospital | n | medical | fair | n/a | pkg lot | |
| target | y | wholesale | good | n/a | stripmall | |
| mcdonalds | y | retail | good | n/a | pkg lot | |
| wells fargo bank | y | bank | good | n/a | pkg lot | |
| good deals for furniture & rugs | n | retail | fair | n/a | stripmall | |
| cub foods | y | wholesale | good | n/a | stripmall | |
| sally beauty | y | wholesale | good | n/a | stripmall | |
| j&j fish & chicken | y | retail | good | n/a | stripmall | |
| jackson hewitt tax services | y | retail | good | n/a | stripmall | |
| boost mobile | y | retail | good | n/a | stripmall | |
| mo's bp smoke shop | n | retail | good | n/a | stripmall | |
| dltr | y | retail | good | n/a | stripmall | |
| rainbow | y | retail | good | n/a | stripmall | |
| planet fitness | y | retail | good | n/a | stripmall | |
| panda garden buffett | n | retail | good | n/a | stripmall | |
| spirit halloween | y | retail | fair | n/a | stripmall | seasonal |
| t-mobile | y | retail | good | n/a | stripmall | |
| game stop | y | retail | good | n/a | on street | |
| speedway | y | retail | good | n/a | pkg lot | gas station |
| jimmy john's | y | retail | good | n/a | stripmall | |
| panda express | y | retail | good | n/a | stripmall | |
| team personnel | y | service | good | n/a | stripmall | |
| hook fish v chips | y | retail | good | n/a | stripmall | |
| caribou coffee | y | retail | good | n/a | stripmall | |
| chipotle mexican grill | y | retail | good | n/a | stripmall | |
| luther brookdale chrysler jeep | y | retail | good | n/a | pkg lot | cardealer |
| BP | y | retail | good | n/a | pkg lot | |
| mad jack's sports cafe | n | retail | good | n/a | pkg lot | |
| 7 mile fashion | y | retail | fair | n/a | stripmall | |
| all state | y | retail | good | n/a | stripmall | |
| buerkle acura | y | retail | good | n/a | pkg lot | cardealer |
| el loro brooklyn park | y | retail | good | n/a | pkg lot | |
| us bank | y | retail | good | n/a | pkg lot | |
| morrie's brooklyn park subaru | y | retail | good | n/a | pkg lot | cardealer |
| africa food supply | n | wholesale | fair | n/a | pkg lot | |
| brooklyn park laundry | n | retail | fair | n/a | pkg lot | |
| o'reilly auto parts | y | retail | good | n/a | stripmall | |
| safelite auto glass | y | retail | good | n/a | stripmall | |

| | | | | | | |
|--------------------------------------|---|-----------|------------|-----|-----------|---------------|
| meineke car care | y | retail | good | n/a | stripmall | |
| victory auto care and glass | y | retail | good | n/a | stripmall | |
| pho 99 | n | retail | fair | n/a | stripmall | |
| medical supplies healthcare depot | y | retail | fair | n/a | stripmall | |
| subway | y | retail | good | n/a | stripmall | |
| sweet present | n | retail | good | n/a | stripmall | |
| dollar tree | y | wholesale | fair | n/a | stripmall | |
| h&r block | y | retail | good | n/a | stripmall | |
| nails supply | n | wholesale | good | n/a | stripmall | |
| big liquor | n | wholesale | good | n/a | stripmall | |
| drag star supermarket | n | wholesale | good | n/a | stripmall | |
| el hornito | n | retail | good | n/a | stripmall | |
| judy's beauty salon | n | retail | good | n/a | stripmall | |
| tii cup | n | retail | good | | stripmall | |
| cellar's wine & spirits | y | retail | good | | stripmall | |
| mobile life wireless | n | retail | vacant lot | | stripmall | |
| | | | vacant lot | | stripmall | |
| | | | vacant lot | | stripmall | |
| avon chiropractor | n | retail | fair | n/a | stripmall | |
| ecig market | n | retail | fair | n/a | stripmall | |
| johnny boy's pizza | n | retail | good | n/a | on street | large complex |
| north hennepin county community coll | n | school | good | n/a | stripmall | |
| assured clinic | y | hospital | good | n/a | stripmall | |
| step by step montessori school | y | school | good | n/a | stripmall | |
| mt noodles | n | retail | good | n/a | stripmall | |
| the chisler barber shop | n | retail | good | n/a | stripmall | |
| sherwin-williams paint store | y | retail | good | n/a | stripmall | |
| protolabs | y | manuf | good | n/a | pkg lot | |
| great northern | y | manuf | good | n/a | pkg lot | |
| syntegon pharma tech | y | manuf | good | n/a | pkg lot | |
| styrotech | n | manuf | good | n/a | pkg lot | |
| graybar | y | manuf | good | n/a | pkg lot | |
| amazon | y | warehouse | good | n/a | pkg lot | |
| border states | y | manuf | good | n/a | pkg lot | |
| scholastic | y | manuf | good | n/a | pkg lot | |
| adt commercial | y | manuf | good | n/a | pkg lot | |
| walman optical | y | wholesale | good | n/a | pkg lot | |
| ebenezer community church | n | religious | good | n/a | pkg lot | |
| hampton inn brooklyn park | y | hotel | fair | n/a | pkg lot | |
| holiday | y | retail | good | n/a | pkg lot | |
| wilsonart | y | manuf | good | n/a | pkg lot | |
| lansing building products | y | manuf | good | n/a | pkg lot | |
| steris laboratories | y | manuf | good | n/a | pkg lot | |

| | | | | | | |
|--------------------------|---|-------------|------|-----|-----------|------------------|
| southern graphic systems | y | retail | good | n/a | pkg lot | |
| takeda pharmaceuticals | y | manuf | good | n/a | pkg lot | |
| black hawk industrial | y | manuf | good | n/a | pkg lot | |
| liberty carton | y | manuf | good | n/a | pkg lot | |
| target corporation | y | office | good | n/a | pkg lot | corporate comple |
| *farm* | n | agriculture | good | n/a | on street | several acres |

Brooklyn Park Anti-Displacement Outcomes and Supporting Policies

| Outcome | Policies (Before/During/After Construction) | Notes |
|--|---|--|
| <p>Keeping rich culture in place, enhance and celebrate it so it thrives</p> | <ul style="list-style-type: none"> ● Building small business retail space for local entrepreneurs ● Land banking vacant parcels ● Identify NOAH and preserve it | |
| <p>Small orgs can partake and acquire properties, not just big orgs</p> | <ul style="list-style-type: none"> ● Building small business retail space for local entrepreneurs ● STEP program related to LRT development ● Land banking vacant parcels ● Be prepared with your business's records, look at 3 years of taxes and calibrate ● Met council work with cities to meet BIPOC business goals | <ul style="list-style-type: none"> ● Adapt RFP process to favor community |

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| <p>Recommendations should prioritize those who are most affected</p> | <ul style="list-style-type: none"> • STEP program related to LRT development • Mandatory relocation assistance • Identify NOAH and preserve it • Improvements on private property: signage, walkways, trees • Met council work with cities to meet BIPOC business goals • Lease terms - charge extra fees for vacancy when CVS keeps a place vacant. • Physical improvements so people can walk from train, and bright lighting. | <ul style="list-style-type: none"> • Improve living conditions and buildings without rent increases |
| <p>People in corridor but also people/properties throughout are protected from displacement</p> | <ul style="list-style-type: none"> • Land banking vacant parcels • Identify NOAH and preserve it • Signage for businesses, marketing, technical assistance. • Crosswalks clear and pedestrian improvements. Make it safe for kids and seniors | |

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| <p>People have housing they can afford</p> | <ul style="list-style-type: none"> • Mandatory relocation assistance • Land banking vacant parcels • Identify NOAH and preserve it | <ul style="list-style-type: none"> • Regional AMI skews affordability, look at AMI within small radius of a development site • Use mitigation fund to subsidize and achieve 30% affordability |
| <p>Need to make sure businesses are included in this policy</p> | <ul style="list-style-type: none"> • Building small business retail space for local entrepreneurs • STEP program related to LRT development • Mandatory relocation assistance • Be prepared with your business's records, look at 3 years of taxes and calibrate • Met council work with cities to meet BIPOC business goals • Small business grants • Maintain access to businesses along alignment with access, signage, public information • More opportunities like a small business center | <ul style="list-style-type: none"> • Make sure that the businesses that are there are able to stay while bringing new businesses in • 70% business retention, 30% new businesses • Need to attract new independent, small, specialty, and start up businesses • Businesses should have to stay open to receive \$\$ |

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| | <ul style="list-style-type: none"> • Signage for businesses, marketing, technical assistance. • Advertising at trains and stations (make it scaled in price by small businesses) | |
| <p>Serve current residents, not potential ones</p> | <ul style="list-style-type: none"> • STEP program related to LRT development • Mandatory relocation assistance • Identify NOAH and preserve it • Improvements on private property: signage, walkways, trees • Crosswalks clear and pedestrian improvements. Make it safe for kids and seniors • More opportunities like a small business center • Lease terms - charge extra fees for vacancy when CVS keeps a place vacant. • Physical improvements so people can walk from train, and bright lighting. | |

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| <p>Keep kids, talent, diversity in BP</p> | <ul style="list-style-type: none"> ● Identify NOAH and preserve it ● Crosswalks clear and pedestrian improvements. Make it safe for kids and seniors ● Met council work with cities to meet BIPOC business goals ● More opportunities like a small business center | <ul style="list-style-type: none"> ● BP youth are excited and proud to stay ● Young people can hop on train and have better jobs, go to university and get opportunities |
|---|--|--|

OUTCOMES

- Keeping rich culture in place, enhance and celebrate it so it thrives
- Small orgs can partake and acquire properties, not just big orgs
 - Adapt RFP process to favor community
- Recommendations should prioritize those who are most affected
- People in corridor but also people/properties throughout are protected from displacement
- People have housing they can afford
 - Regional AMI skews affordability, look at AMI within small radius of a development site
 - Use mitigation fund to subsidize and achieve 30% affordability
- Need to make sure businesses are included in this policy
 - Make sure that the businesses that are there are able to stay while bringing new businesses in
 - 70% business retention, 30% new businesses
 - Need to attract new independent, small, specialty, and start up businesses
- Serve current residents, not potential ones
 - BP youth are excited and proud to stay
 - BP youth are excited and proud to stay
 - Young people can hop on train and have better jobs, go to university and get opportunities
- Keep kids, talent, diversity in BP
 - BP youth are excited and proud to stay
 - Young people can hop on train and have better jobs, go to university and get opportunities

- Think in terms of investment not cost
- Even when costs of hiring goes up, enable people to stay
- Mitigation fund for pre, during, and after construction
- Identify specific parcels and buildings and build them

POLICIES PRE-CONSTRUCTION

- Building small business retail space for local entrepreneurs
- STEP program related to LRT development
 - Partnership with North Hennepin
- Mandatory relocation assistance
 - Who is the judge? Details are important
- Stringent requirements for cities to receive mitigation funds
- Land banking vacant parcels
- Identify NOAA and preserve it
 - Improve living conditions and buildings without rent increases
- Be prepared with your business's records, look at 3 years of taxes and calibrate

POLICIES DURING CONSTRUCTION

- Local BIPOC businesses the work of anti-displacement and housing
- Signage for businesses, marketing, technical assistance.
- Improvements on private property: signage, walkways, trees
- Crosswalks clear and pedestrian improvements. Make it safe for kids and seniors
- Advertising at trains and stations (make it scaled in price by small businesses)

POLICIES POST-CONSTRUCTION

- Met council work with cities to meet BIPOC business goals
- Businesses should have to stay open to receive \$\$
- Small business grants
- Maintain access to businesses along alignment with access, signage, public information
- More opportunities like a small business center
- Lease terms - charge extra fees for vacancy when CVS keeps a place vacant.
- Physical improvements so people can walk from train, and bright lighting.

Minneapolis Anti-Displacement Outcomes and Supporting Policies

| Outcome | Policies (Before/During/After Construction) | Notes |
|---|--|--|
| <p>Accessibility and Fun – people can connect to the development in a joyful way</p> | <ul style="list-style-type: none"> • All policies need to be accessible to people without social security numbers • Address health effects of the route itself • Accessible for people with difficult language needs • Accessible to people with disabilities • Light Rail Transit free or set up for low-income riders or for certain radius of the radius | |
| <p>Community ownership being able to measure who owns what (i.e. 2005 land ownership data of Broadway Avenue)</p> | <ul style="list-style-type: none"> • City and County Lands are needed to be disbursed to business owners, and family-owned businesses • How do policies control private sales (Minneapolis freeze all properties via vacancy tax)? | <ul style="list-style-type: none"> • City has its own office dedicated to land disbursement to avoid more families being destroyed in North Minneapolis. Community benefits where land is in the hands of local people to thrive in this corridor |
| <p>People across the corridor having choices</p> | <ul style="list-style-type: none"> • Mandatory relocation [funding] • All policies need to be accessible to people without social security numbers | |

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| | <ul style="list-style-type: none"> • A generational wealth local-owned Northside pharmacy and grocery (subsidized) • Right to Return <input type="checkbox"/> paired with relocation compensation. City should make sure corridor families stay in the city • One Stop Shop: Navigators <input type="checkbox"/> people need easy access to programs, technical assistance • Expand public housing • Light Rail Transit free or set up for low-income riders or for certain radius of the radius | |
| <p>We (community) want to decide the development and progress of the corridor and to be seen</p> | <ul style="list-style-type: none"> • City and County Lands are needed to be disbursed to business owners, and family-owned businesses • Land disposition policy specifically for this corridor <input type="checkbox"/> sense of urgency • Tenant Opportunity to Purchase (TOPA) • \$100 Million for Organizing to defend community benefits “wins” throughout development | <ul style="list-style-type: none"> • Current (land disposition) policies are not equipped to strengthen community especially written during racial covenants and Jim Crow • Land transferred, not Sold |

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| <p>People are able to live here and residents do not get priced out; existing businesses be able to remain in place</p> | <ul style="list-style-type: none"> • City and County Lands are needed to be disbursed to business owners, and family-owned businesses • Right to Return <input type="checkbox"/> paired with relocation compensation. City should make sure corridor families stay in the city • Universal basic income on radius of corridor – cascading • 0% Loans plus grants • Incentivize community institutions, business organizations, community members to own on Broadway and connect to other commercial nodes • Community Development / Property Development Fund: 1) Right of first refusal, 2) Land Disposition, 3) Eminent Domain / Property purchase (Banks) • Cash support for lost business revenue • Rent Stabilization for residential and commercial renters (all phases) • Tenant Opportunity to Purchase (TOPA) (all phases) | |
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|--|---|---|
| <p>Repair from harm from previous route change (i.e. Harrison Neighborhood impacts)</p> | <ul style="list-style-type: none"> • Department of Transportation (DOT) monies set aside for transportation organization • Expand public housing • See Harrison demands* | <ul style="list-style-type: none"> • Litigating the damage in Harrison and North Minneapolis that occurred from the first Bottineau Light Rail planning and market forces |
| <p>People in their areas being able to thrive such as parks being a big component and their accessibility and park programming</p> | | |
| <p>Enforcement: Someone responsible / someone enforces</p> | <ul style="list-style-type: none"> • Every single recommendation should have percentages, measures, and accountability mechanisms • Enforce back taxes of private owners – city & county • Limit fees for community fees plus fines reform – limit assessments | <ul style="list-style-type: none"> • Who is responsible to carry the Anti-Displacement Work Group recommendations to all bodies? Add Capacity? Paid Position created by the projects? • Office along the line with City staff, County staff, Project office staff, and Community liaisons (*This item applies to two stages: Policies Pre-Construction, and Policies During Construction) • Accessible Support: 1) To access programs, funds, and info, 2) Storefront on or near the route, 3) Staff come to meetings, 4) Support with all applications, 5) Project info (*This item applies to two stages: Policies Pre-Construction, and Policies During Construction) • All Cities along the corridor: Policies must be accessible for all regardless of immigration status or help address that barrier, if we have the policy to help community members need to be able to get access to it! If not, what's the point? This applies to all cities along the route. |

| | | |
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| <p>Sufficient resources</p> | <ul style="list-style-type: none"> • Pots of funding for development for those who receive the land transfer • Mandatory relocation [funding] • Dedicated staff + Resources to hire as part of project costs! • \$100 Million for Organizing to defend community benefits “wins” throughout development • Department of Transportation (DOT) monies set aside for transportation organization • Rehab loans can used for trees, snow removal for homeowners (check Park Board policy) • Loans should have terms and stay in the area for 30 years (if at 0% forgive-able) | <ul style="list-style-type: none"> • Policies and development cannot be One-offs • Payback the loan(s) plus interest and stay in North Minneapolis for 20 years. Pay back the loan with interest. |
| <p>100% access to land, businesses, housing, etc. throughout the corridor for North Minneapolis</p> | | |
| <p>Feds and county to guarantee 50% of jobs from the Bottineau Light Rail development to North Minneapolis residents</p> | <ul style="list-style-type: none"> • Workforce Programs to achieve outcome | |

| | | |
|--|--|--|
| <p>Hold County accountable versus City</p> | <ul style="list-style-type: none"> • Every single recommendation should have percentages, measures, and accountability mechanisms | <ul style="list-style-type: none"> • Who is responsible to carry the Anti-Displacement Work Group recommendations to all bodies? Add Capacity? Paid Position created by the projects? |
| <p>Anti-Displacement Work Group (ADWG) experts should educate Councilmembers on community benefits and the Bottineau Light Rail during visits and study sessions</p> | <ul style="list-style-type: none"> • \$100 Million for Organizing to defend community benefits “wins” throughout development | <ul style="list-style-type: none"> • Who is responsible to carry the Anti-Displacement Work Group recommendations to all bodies? Add Capacity? Paid Position created by the projects? |

PROACTIVE OUTCOMES

- Accessibility and Fun – people can connect to the development in a joyful way
- Community ownership being able to measure who owns what (i.e. 2005 land ownership data of Broadway Avenue)
- How can we “bake” the outcomes with the policies
- Elevate the design of those recommendations to address the most hurt / impacted
- People across the corridor having choices
- We want to decide the development and progress of the corridor and to be seen
- Repair from harm from previous route change (i.e. Harrison Neighborhood impacts)
- People are able to live here and residents do not get priced out; existing businesses be able to remain in place
- People in their areas being able to thrive such as parks being a big component and their accessibility and park programming
- Enforcement: Someone responsible / someone enforces
- Sufficient resources

- We should not confine ourselves to what is politically possible
- Policies in place, then get the money
- Litigating the damage in Harrison and North Minneapolis that occurred from the first Bottineau Light Rail planning and market forces
- 100% access to land, businesses, housing, etc. throughout the corridor for North Minneapolis
- Feds and county to guarantee 50% of jobs from the Bottineau Light Rail development to North Minneapolis
- Hold County accountable versus City
- Anti-Displacement Work Group (ADWG) experts should educate Councilmembers on community benefits and the Bottineau Light Rail during visits and study sessions

Policies Pre-Construction (“Preparing”)

Proactive

- City and County Lands are needed to be disbursed to business owners, and family-owned businesses
- City has its own office dedicated to land disbursement to avoid more families being destroyed in North Minneapolis. Community benefits where land is in the hands of local people to thrive in this corridor
- Land disposition policy specifically for this corridor sense of urgency
- Current policies are not equipped to strengthen community especially written during racial covenants and Jim Crow
- Land transferred; not Sold
- Pots of funding for development for those who receive the land transfer
- Policies and development cannot be One-offs
- Every single recommendation should have percentages, measures, and accountability mechanisms
- How does policies control private sales (Minneapolis freeze all properties via vacancy tax)
- Mandatory relocation [funding]
- Dedicated staff + Resources to hire as part of project costs!
- Workforce Programs

- All policies need to be accessible to people without social security numbers
- A generational wealth local-owned Northside pharmacy and grocery (subsidized)
- Who is responsible to carry the Anti-Displacement Work Group recommendations to all bodies? Add Capacity? Paid Position created by the projects
- Right to Return paired with relocation compensation. City should make sure corridor families stay in the city
- Tenant Opportunity to Purchase (TOPA)
- \$100 Million for Organizing to defend community benefits “wins” throughout development
- Department of Transportation (DOT) monies set aside for transportation organization
- Address health effects of the route itself
- Accessible for people with difficult language needs
- Accessible to people with disabilities
- One Stop Shop: Navigators people need easy access to programs, technical assistance
- Expand public housing
- Universal basic income on radius of corridor – cascading
- 0% Loans plus grants
- Enforce back taxes of private owners – city & county
- Limit fees for community fees plus fines reform – limit assessments
- Rehab loans can used for trees, snow removal for homeowners (check Park Board policy)

Policies During Construction (“Surviving”)

(Reactive)

- Light Rail Transit free or set up for low-income riders or for certain radius of the radius
- Tenant Opportunity to Purchase (TOPA) – added twice
- Loans should have terms and stay in the area for 30 years (if at 0% forgive-able)
- Cash support for lost business revenue

- Payback the loan(s) plus interest and stay in North Minneapolis for 20 years. Pay back the loan with interest.
- Office along the line with City staff, County staff, Project office staff, and Community liaisons (**This item applies to two stages: Policies Pre-Construction, and Policies During Construction*)
- **All Cities along the corridor:** Policies must be accessible for all regardless of immigration status or help address that barrier, if we have the policy to help community members need to be able to get access to it! If not, what's the point? This applies to all cities along the route.
- Accessible Support: 1) To access programs, funds, and info, 2) Storefront on or near the route, 3) Staff come to meetings, 4) Support with all applications, 5) Project info (**This item applies to two stages: Policies Pre-Construction, and Policies During Construction*)
- Rent Stabilization for residential and commercial renters (**This item applies to all stages: Policies Pre-Construction, Policies During Construction, Policies Post-Construction*)
- Incentivize community institutions, business organizations, community members to own on Broadway and connect to other commercial nodes
- Community Development / Property Development Fund: 1) Right of first refusal, 2) Land Disposition, 3) Eminent Domain / Property purchase (Banks) (**This item applies to all stages: Policies Pre-Construction, Policies During Construction, and Policies Post-Construction*)

Policies Post-Construction (“Thriving”)
(Reactive)

- Tenant Opportunity to Purchase (TOPA) - (**This item applies to all stages: Policies Pre-Construction, Policies During Construction, and Policies Post-Construction*)

Robbinsdale/Crystal Anti-Displacement Outcomes and Supporting Policies

| Outcome | Policies (Before/During/After Construction) | Notes |
|--|--|-------|
| <p>Addressing indirect construction impacts (access to businesses)</p> | <ul style="list-style-type: none"> ● Elevate business+ Access planning in project ● Small business grants: lost sales ● Small business marketing and wayfinding ● Access (temporary during construction) | |
| <p>Improving the climate for business post-construction</p> | <ul style="list-style-type: none"> ● Workforce programs ● Elevate business+ Small business grants: storefront/facade improvements ● Improved access | |
| <p>Improving infrastructure around the project</p> | <ul style="list-style-type: none"> ● Access planning in project ● Improved access after Blue Line project finished | |

| | | |
|--|---|---|
| <p>Transition business from renting to owning space</p> | <ul style="list-style-type: none"> • Small business grants: rent to own • Commercial Land Trust | |
| <p>Preserving NOAH housing + business space</p> | <ul style="list-style-type: none"> • Small business grants: rent to own • Elevate business+ • Commercial Land Trust • Property tax circuit breaker (improve/extend/target existing state programs) • NOAH preservation based on hyper local AMI (to encourage local ownership/discourage investor ownership) • Support of enacting out-of-state transaction fees to target corporate landlords (SF 1093) • Inclusionary zoning for commercial spaces | <ul style="list-style-type: none"> • Part of preserving NOAH housing is relieving pressure on housing property taxes. Can partially address this by developing more commercial space where possible. |
| <p>Prioritize developing commercial space that fit smaller size businesses</p> | <ul style="list-style-type: none"> • Small business grants: rent to own • Commercial Land Trust • Develop small business spaces and co-ops | |

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| Align transit to match need for resilience | <ul style="list-style-type: none"> Inclusionary zoning for commercial spaces | |
| Draw out cultural presence into community | <ul style="list-style-type: none"> Elevate business+ Develop small business spaces and co-ops Inclusionary zoning for commercial spaces | |
| Regional fund that supports local priorities | <ul style="list-style-type: none"> Regional fund for anti-displacement (all phases) | |

OUTCOMES

- Addressing indirect construction impacts (access to businesses)
 - Replacing lost sales
 - Storefront improvements
- Improving the climate for business post-construction
- Improving infrastructure around the project
- Transition business from renting to owning space
- Preserving NOAH housing + business space
- Prioritize developing commercial space that fit smaller size businesses
- Align transit to match need for resilience
- Draw out cultural presence into community

- Regional fund that supports local priorities

POLICIES PRE-CONSTRUCTION

- Regional fund for anti-displacement
- Workforce programs
- Small business grants: rent to own
- Elevate business+
- Access planning in project
- Commercial Land Trust
- Property tax circuit breaker (improve/extend/target existing state programs)
- NOAH preservation based on hyper local AMI (to encourage local ownership/discourage investor ownership)
- Support of enacting out-of-state transaction fees to target corporate landlords (SF 1093)
- Develop small business spaces and co-ops

POLICIES DURING CONSTRUCTION

- Regional fund for anti-displacement
- Small business grants: lost sales
- Small business marketing and wayfinding
- Access (temporary during construction)

POLICIES POST-CONSTRUCTION

- Regional fund for anti-displacement
- Small business grants: storefront/facade improvements
- Improved access
- Inclusionary zoning for commercial spaces

| Policy | Overview | Impact | Example | Where does it exist along alignment? | Legal Considerations | Implementations Considerations | Timeline | Cost |
|---|---|--|--|--|--|--|--|--|
| 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. Red 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 MFLS, 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 states 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, 1/3 of 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 RIP 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 attorney's 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. Judgment 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 pushes 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 resources to draft and 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 discourages 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 start 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. |

| 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 AHFF supports homeownership program for BIPOC and low income residents & acquisition of 4 sites for affordable housing development | Minnesota, 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 98 units, Robbinsdale has applied for NOAH funds from Hennepin County, and has provided a retrob 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 guidelines 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 | Low/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 preempt's 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 leasing 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 lease practices, 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 184 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. |

| 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 trainees 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 partners 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 | 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 offset 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 norms 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 utility-like housing co-ops. One example is Riveron Community Housing, a co-op that has provided affordable housing for the past fifty years. | Minneapolis provides support via CREED and the Cooperative Technical Assistance Program. Hennepin County provide 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 BIRT, 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 | Impact | Example | Where does it exist along alignment? | Legal Considerations | Implementation Considerations | Timeline | Cost |
|---------------------------------------|---|---|--|--|--|---|--|--|
| 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 ability 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 exist 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 BLRJ 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 770Brooklyn 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 or, 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 BLRJ-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. | DC'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 CRP 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/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). |