

# Transit Oriented Justice (TOJ)

## “Nothing About Us, Without Us”



Tuesday, July 30<sup>th</sup>

2013 U.S. EPA Community Involvement Training Conference

Boston, MA

## MINNEAPOLIS / ST. PAUL REGION

Despite our reputation for overachieving, the Twin Cities have all too often been at the top of less than desirable lists, those that reveal our **racial disparities** in education, health outcomes, housing, poverty levels and joblessness.



# What is Environmental Justice?

There are 3 fundamental environmental justice principles:

1. To Environmental Justice Communities Exist, and we must prevent “disproportionate impacts” to them, including social & economic effects.

2. To Who Decides? Community Engagement process must include affected communities

3. To Who Benefits? The managing agency must protect the rights of minority and low-income communities to equally benefit from the project.



Anchoring Equity event  
June, 2011

## Equitable Process & Outcomes

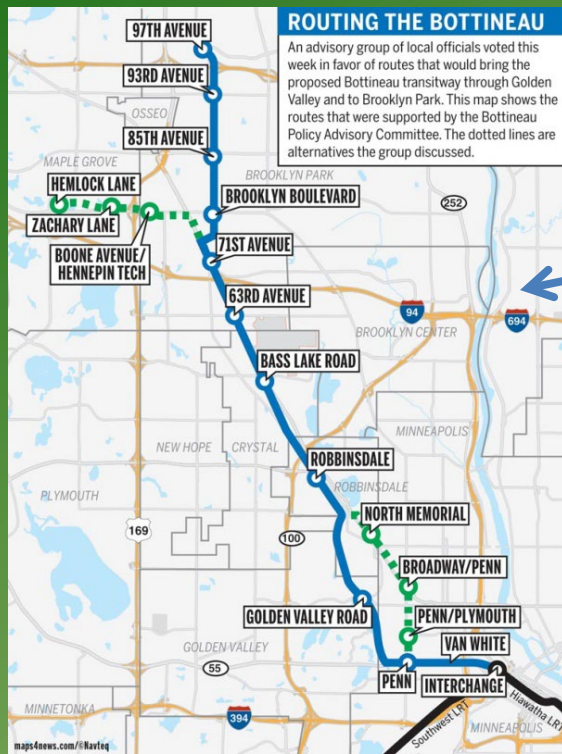
“The people most impacted by systems and infrastructure investment decisions should be actively involved in planning for & benefiting from these projects”





# Long Term Plan for Twin Cities Regional Transitway Corridors



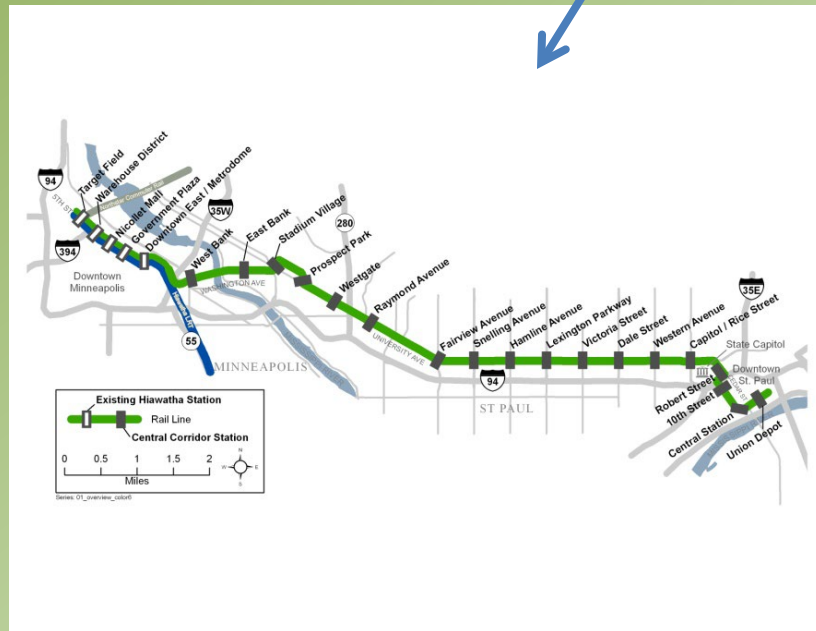
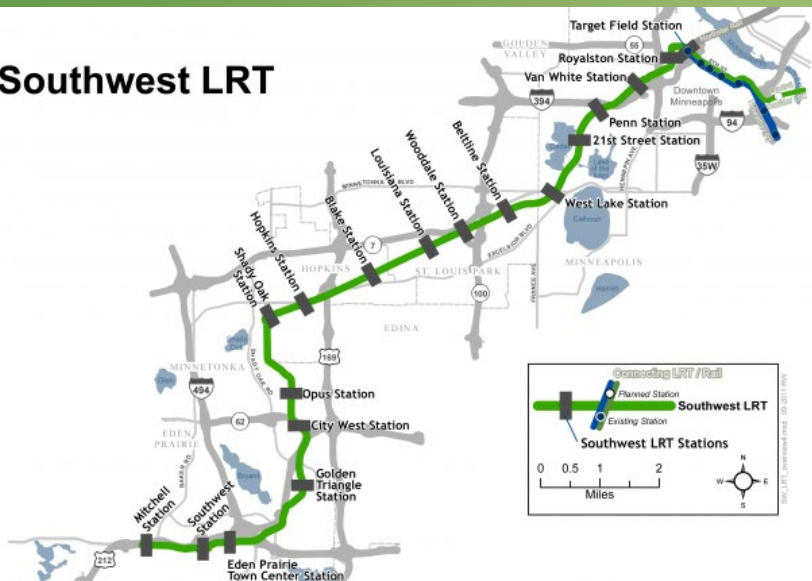


Bottineau Corridor  
\$900 Million  
Completion in 2020?

SW Corridor  
\$1.2 Billion  
Completion in 2018?

Central Corridor  
\$957 Million  
Completion in 2014

## Southwest LRT





# RED VIBE

Volume 2 • FALL 2009

**Red Vibe** is a bi-annual Native American Community Development Institute (NACDI) publication dedicated to communicating our work and to providing community and economic development information for the 21st Century.

## WHAT IS T.O.D?



You may have recently heard the term TOD or Transit Oriented Development. Sounds fancy. So what is TOD? Transit oriented development (TOD) is a planning and design practice that creates compact, mixed-use, pedestrian-oriented communities

located around new or existing public transit stations, i.e. Franklin Avenue light rail station.

Cities throughout the country are experiencing significant growth in demand and need for housing and economic development near transit. This trend holds true locally. The result is a wide embrace of TOD as a powerful strategy for smart growth, urban revitalization, and creating access and opportunity for low-income residents.

So why should the local American Indian community care about this trend? As the American Indian community moves into the future and continues to face important issues of social and economic equity, it is critical that the Indian community pays close attention to ways that neighborhoods, cities, and regions are built, rehabilitated and financed. It is important that we are active in this process. Transit stations or corridors will create many new opportunities for development,

with pressure to raise rents and property values. Unfortunately, this often leads to gentrification or displacement of current residents, in this case American Indian people. It is critical that new growth and opportunities also protect the housing and businesses of existing residents as they grow, and to include a mix of incomes and uses.

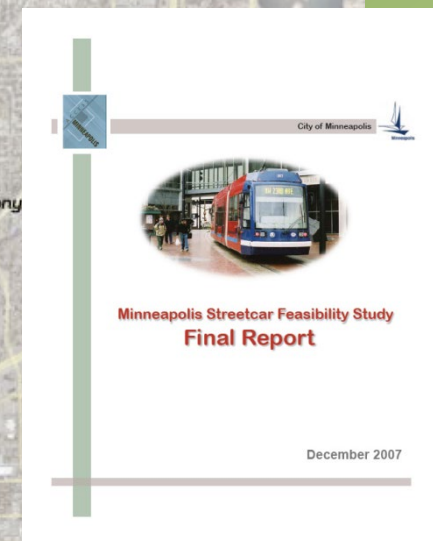
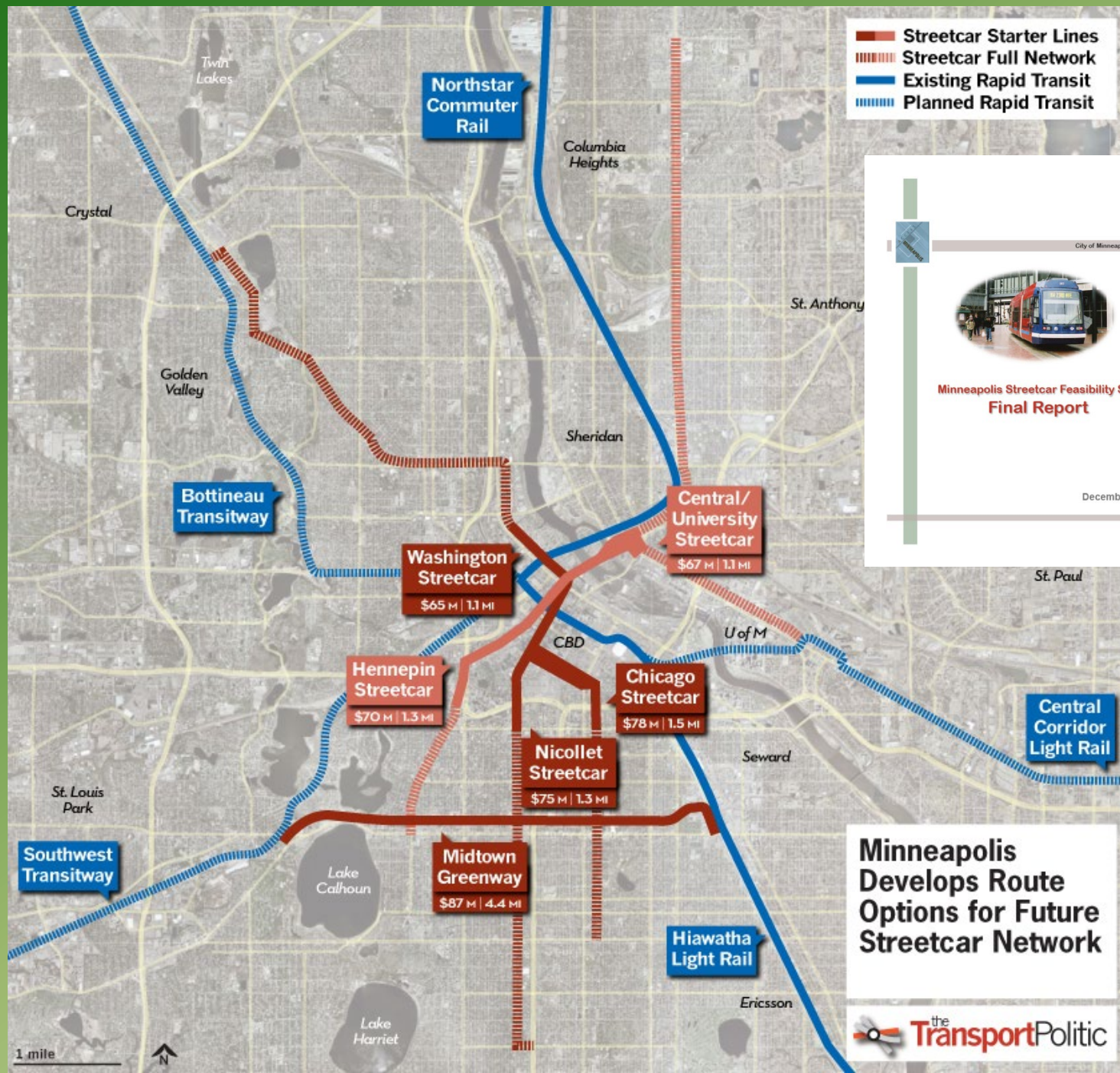
It is important that the American Indian Community continue to push and develop community-centered strategies for equitable development. These strategies must focus on creating healthy, vibrant, communities of opportunity. Equitable outcomes come about when smart, intentional strategies are put in place to ensure that low-income communities and communities of color participate in and benefit from decisions that shape their neighborhoods and regions. Many tools have been created to help reverse patterns of segregation and disinvestment, prevent displacement, and promote equitable revitalization. Over the next several NACDI newsletters and through our website, we will be exploring a variety of these important tools. Stay tuned. NACDI is committed to continuing to engage you in this work, and ensuring that we are a part of this process and the resulting opportunities.

“It is important that the American Indian Community continue to push and develop community-centered strategies for equitable development. These strategies must focus on creating healthy, vibrant, communities of opportunity.

Equitable outcomes come about when smart, intentional strategies are put in place to ensure that low-income communities and communities of color participate in and benefit from decisions that shape their neighborhoods and regions.”

- NACDI





**Minneapolis  
Develops Route  
Options for Future  
Streetcar Network**



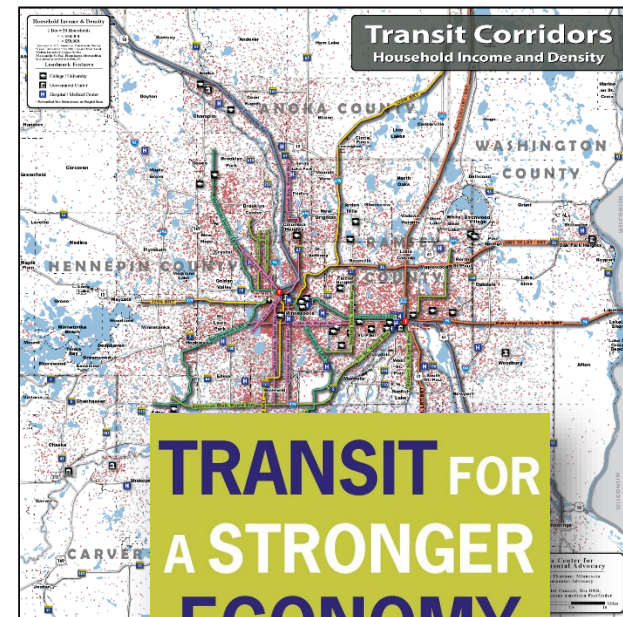
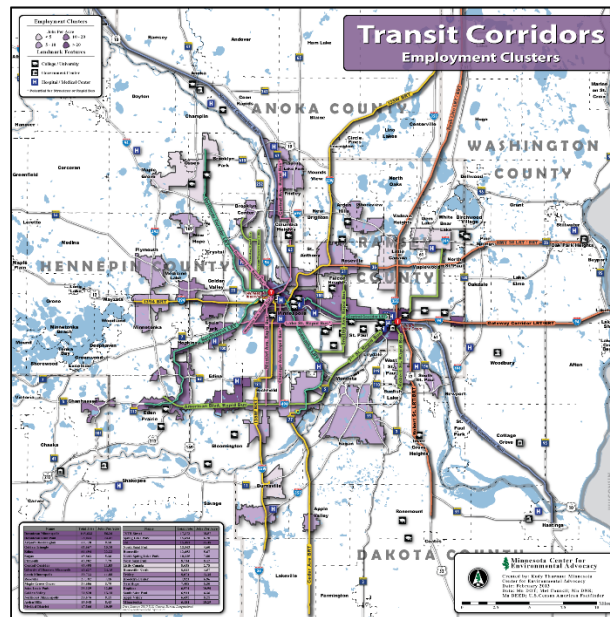
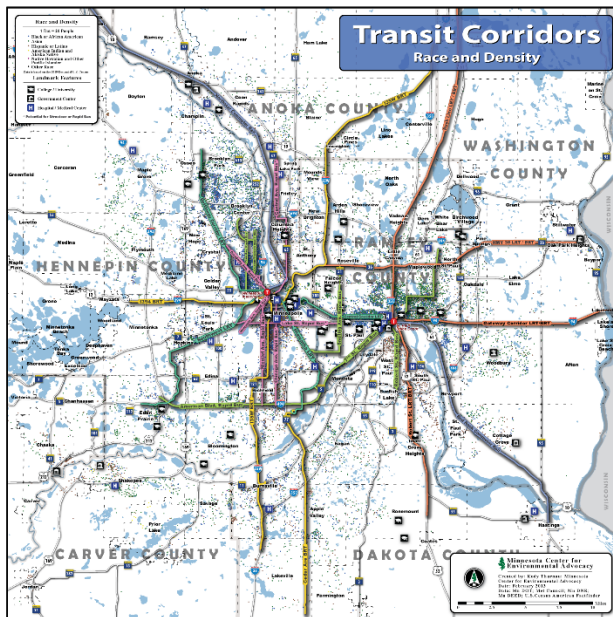


# 30,000 full-time jobs



Build-out of the regional transit system would generate more than 30,000 full-time equivalent jobs, benefiting the whole state.

[www.transit4mn.org](http://www.transit4mn.org)




**TRANSIT FOR  
A STRONGER  
ECONOMY**

# TWIN CITIES REGIONAL TRANSIT PLAN



**EXPANDED BUS SERVICE**



More frequent bus service, longer hours (weekends too), and high-amenity "rapid bus" on 12 key routes (shown in green).

**MORE OPTIONS**



Expanded bicycle routes, better sidewalks, ADA-compliant connections, and other transit-related improvements implemented by cities & counties.

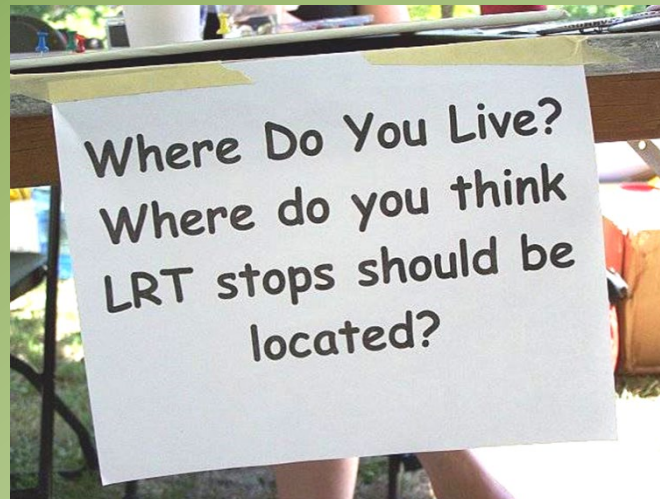


The lines depicted on this map are in various stages of planning and are subject to change.

Prepared by Transit for a Stronger Economy Coalition 011713



Communities will be grappling with how to optimize the benefits of transitway corridor development for the next 10 – 20+ years







# Alliance for Metropolitan Stability

**We are a coalition of community-based advocacy organizations that support grassroots led, equitable development campaigns in the Twin Cities region.**

**We work together to advance racial, economic and environmental justice in the way growth and development happens in our metropolitan area.**

**We believe that the people, places and issues of the Twin Cities are interconnected and interdependent .**







**African Career Education & Resources**  
**All Parks Alliance for Change**  
**Asian Economic Development Association**  
**Aurora St. Anthony Neighborhood Development Corp.**  
**Community Stabilization Project**  
**District Council Collaborative of St. Paul & Minneapolis**  
**Environmental Justice Advocates of Minnesota**  
**Envision Minnesota**  
**The Family Partnership**  
**Fresh Energy**  
**Harrison Neighborhood Association**  
**HOME Line**  
**Housing Preservation Project**  
**Jewish Community Action**  
**League of Women Voters MN**  
**Metropolitan Consortium of Community Developers**  
**MN Interfaith Council on Affordable Housing (MICAH)**  
**Minneapolis Urban League**

**Minnesota Center for Environmental Advocacy**  
**Minnesota Unitarian Universalist Social Justice Alliance**  
**Native American Community Development Institute**  
**New American Academy**  
**Northside Residents Redevelopment Council**  
**Office For Social Justice, Catholic Charities**  
**Sierra Club North Star Chapter**  
**Somali Action Alliance**  
**St. Paul Area Coalition for the Homeless**  
**Summit Academy OIC**  
**Transit for Livable Communities (TLC)**  
**Twin Cities LISC**  
**West Side Citizens Organization**  
**Women's Environmental Institute**





Transit Equity &  
Community Engagement



Equitable  
Hiring

Organizing Technical Assistance, Capacity  
Building, Communications & Convenings

# COALITION ORGANIZING: CORE VALUES

1. We must ***always*** be ***invited in*** to work with a community based group.
2. Application of a ***racial equity lens*** is ***fundamental*** to our work.
3. We believe that government has a positive role to play in the improvement of people's lives.
4. We build community coalitions and promote community organizing as a vehicle for social change and policy reform.
5. We try to ***meet people where they are***, not where we want them to be.





# 2 EXAMPLES OF OUR COALITION CAMPAIGN WORK







# HIRE Minnesota

Healthcare. Infrastructure. Renewable Energy



**2009: For 18 Straight Years, MnDOT had failed to meet its hiring goals.**



In 2009, MnDOT contractors  
only hired 3.4 percent women,  
&  
only hired 6.0 percent people  
of color in the Twin Cities  
metro area



compared to a goal of 6  
percent women



compared to a goal of 11  
percent people of color





# HIRE Minnesota

Healthcare. Infrastructure. Renewable Energy



## Participating organizations include:

African American Action Committee  
African American Men Project  
Alliance for Metropolitan Stability  
Alliance for Sustainability

ALANA Green

ARC Greater Twin Cities

ARISE

American Indian OIC

Anishinabe OIC

Asian Pacific American Housing  
Consortium

Catholic Charities Office for Social Justice

Chicano Latino Affairs Council

Children's Hope International

Cultural Wellness Center

East Metro OIC

East Side Neighborhood Development  
Company

EJSC

EMERGE

Environmental Justice Advocates of  
Minnesota

Family & Children's Service

Goodwill/Easter Seals

Green Water Energy

HHELPnet

Hmong American Mutual Assistance  
Association

Hope Community

House Green

HUBBS Center for Lifelong Learning

Indigenous People's Green Jobs Coalition

ISAIAH

Jewish Community Action

Lao Assistance Center

Lao Family Community of Minnesota

League of Young Voters

L.I.F.T.

LISC

Lutheran Coalition for Public Policy in  
Minnesota

LVY Foundation

MACC Alliance of Connected  
Communities

Minneapolis Urban League

Minnesota Acorn

Minneapolis American Indian Center

Minnesota Baptist Convention

Minnesota Civic Engagement Table

Minnesota OIC State Council

Minnesota Unitarian Universalist Social  
Justice Alliance

NEON

NPAC

OneMN.org

Peace Coffee

Phyllis Wheatley Community Center

Pillsbury United Communities

The Public Policy Project

R & R Family Centers

Sabathani Community Center

Stairstep

Substance

United Cambodian Association of  
Minnesota

Urban Embassy

Vietnamese Social Services of Minnesota

West Side Citizens Organization

Women's Environmental Institute





# HIRE Minnesota

Healthcare. Infrastructure. Renewable Energy



- Number of People of Color getting jobs has nearly tripled in past 4 years.
- In 2011, 15 out of 16 of MnDOT's major projects hit their **11% hiring goals**. In 2012, it was 13 out of 14.



**HIRE Minnesota**  
Healthcare. Infrastructure. Renewable Energy



## New State Hiring Goals:

For future projects in Hennepin & Ramsey County,  
**32% of the workforce** shall be workers of color.\*

- MN Dept. of Human Rights



\* 22% in surrounding metro counties





# HIRE Minnesota

[www.hiremn.org](http://www.hiremn.org)



[HIRE Minnesota Video](#)

(Emmy-nominated production by MBTV)

[http://blackmusicamerica.com/ummg/about\\_us.htm](http://blackmusicamerica.com/ummg/about_us.htm)





# \$ 5 Million HUD Sustainable Communities Grant: Corridors of Opportunity



Fair Housing Equity Assessment (FHEA)



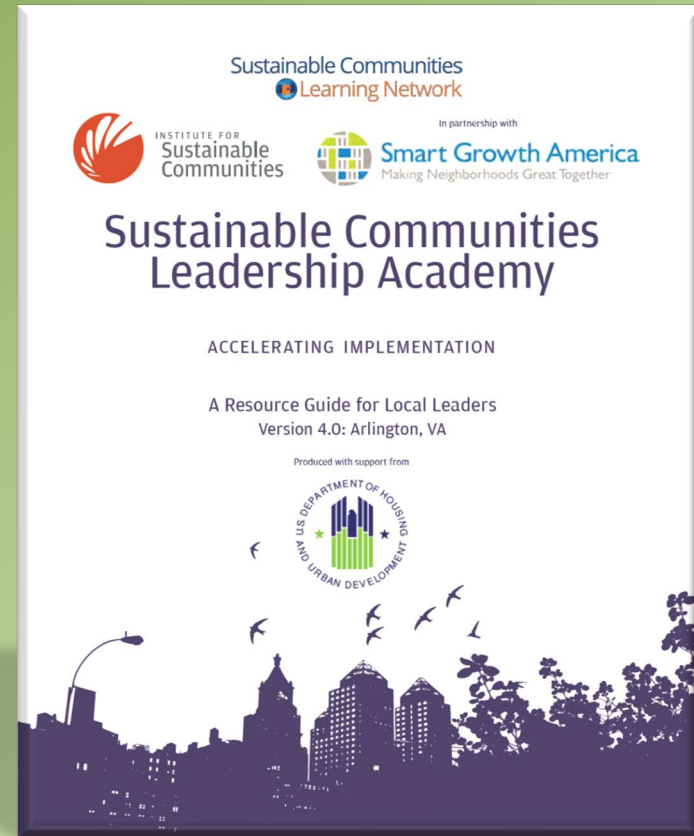
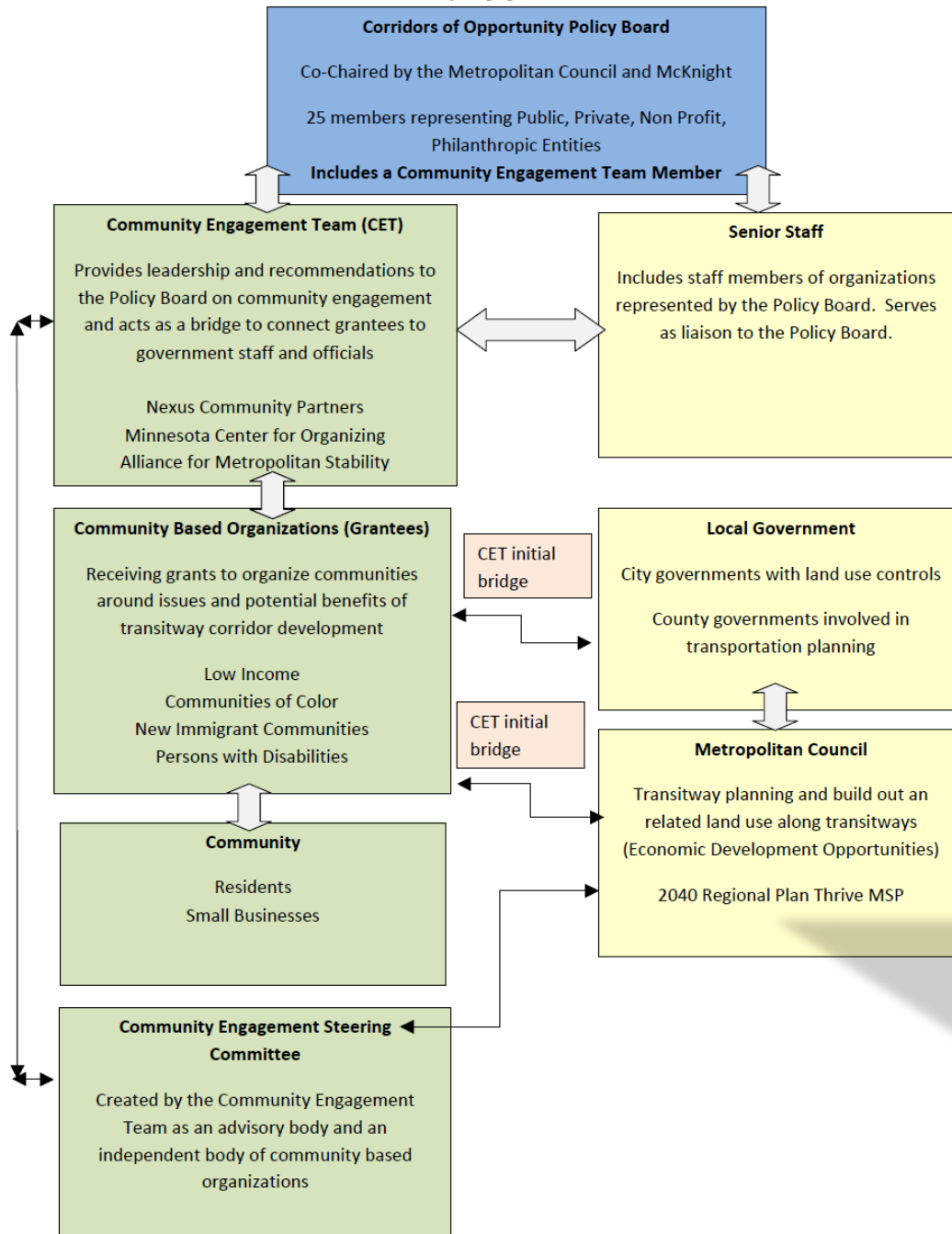


# Community Engagement Team





# Corridors of Opportunity Twin Cities HUD Sustainable Communities Community Engagement Model



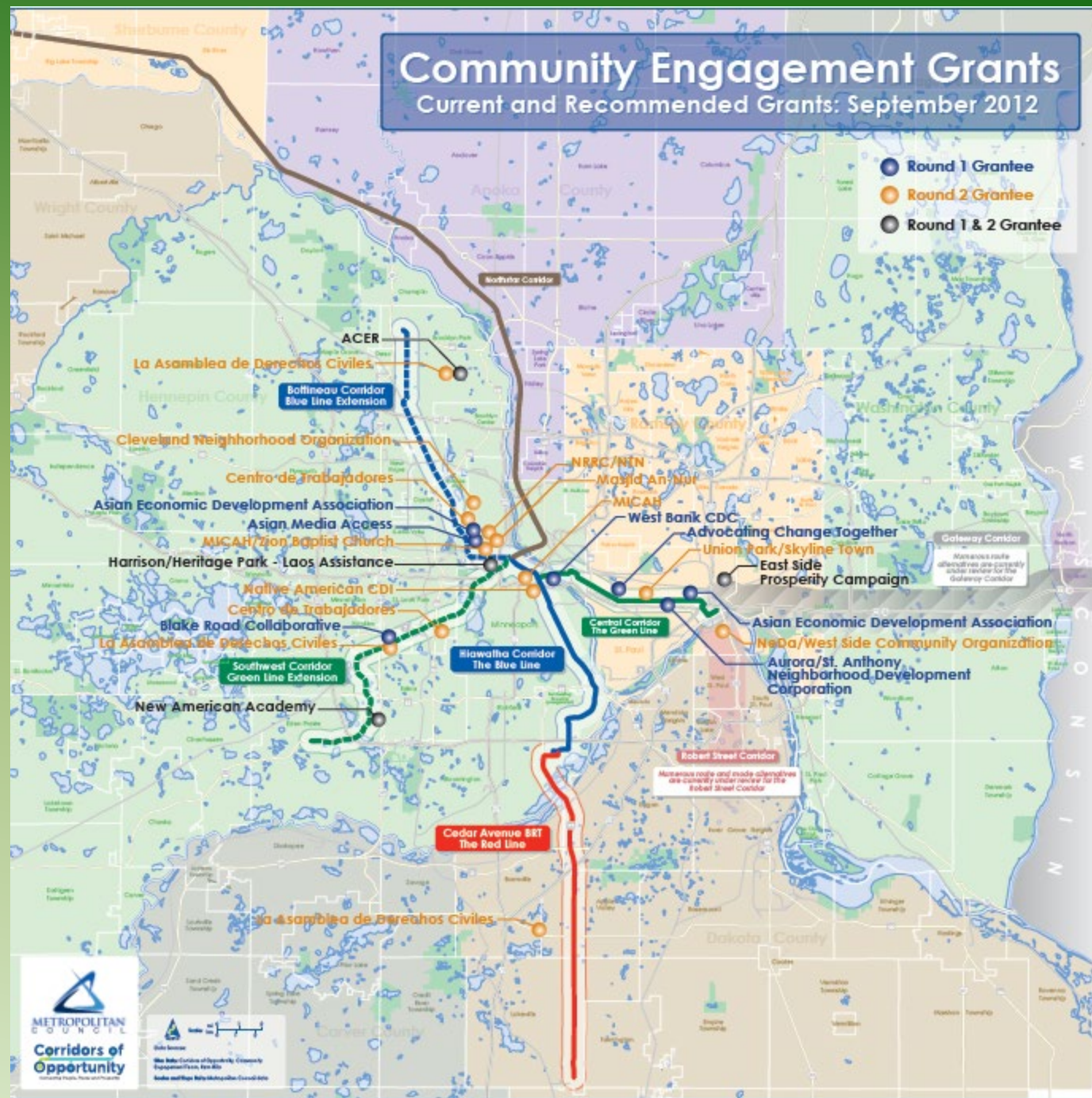


- raise regional standards for inclusive community engagement practices & policies in planning along rail transitways
- bridge relationships between community & government agencies
- define & secure ***“Equitable Development”*** from public investments in our regional transitways
- expand resources to build the capacity of community groups to influence transitway planning decisions



# \$750,000 in Community Engagement Grants

- 19 community based organizations along 7 regional transitways
- outreach to over 20,000 residents
- more than 1,000 residents actively influenced transitway development by attending public meetings or submitting comments on public documents
- 46 community members from historically underrepresented groups joined corridor planning & advisory committees



## Corridors of Opportunity Definitions

The following definitions were endorsed by the Corridors of Opportunity Policy Board November 30, 2011.



## Equitable Development

Equitable Development creates healthy vibrant communities of opportunity where low income people, people of color, new immigrants and people with disabilities participate in and benefit from systems, decisions, and activities that shape their neighborhoods.

## The Principle of Equitable Development

The principle is to ensure that everyone regardless of race, economic status, ability or the neighborhood in which they live has access to essential ingredients for environmental, economic, social and cultural well-being including: living wage jobs, entrepreneurial opportunities, viable housing choices, public transportation, good schools, strong social networks, safe and walkable streets, services, parks and access to healthy food.





More than 170 Minnesota Delegates attended **Policy Link's Equity Summit 2011** (approximately 10% of all registered summit attendees).

More than 150 nonprofit and community leaders have come together to declare that by working together we can achieve equity in Minnesota. The group is now known as EquityNow Twin Cities.

Wednesday, November 9, 6-7pm


## Equity Summit 2011 Twin Cities Delegation

**Who:** Twin Cities Delegation Members  
**What:** A reception to get to know your fellow delegates  
**Where:** Detroit Beer Company  
 1529 Broadway Street  
 Detroit, MI 48226  
**When:** Wednesday November 9, 6-7pm



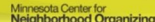
**Walking Directions (.6mi)**

**From the Detroit Marriott**  
 1. Head northwest on Renaissance Dr W toward Interstate 375 Business/Jefferson Ave (1 mi)  
 2. Proceed straight ahead onto Randolph St. (.3 mi)  
 3. Turn left to stay on Randolph Street  
 4. Turn left onto Broadway St  
 Destination will be on the right (.2 mi)

**Detroit Beer Co**  
 1529 Broadway Street  
 Detroit, MI 48226

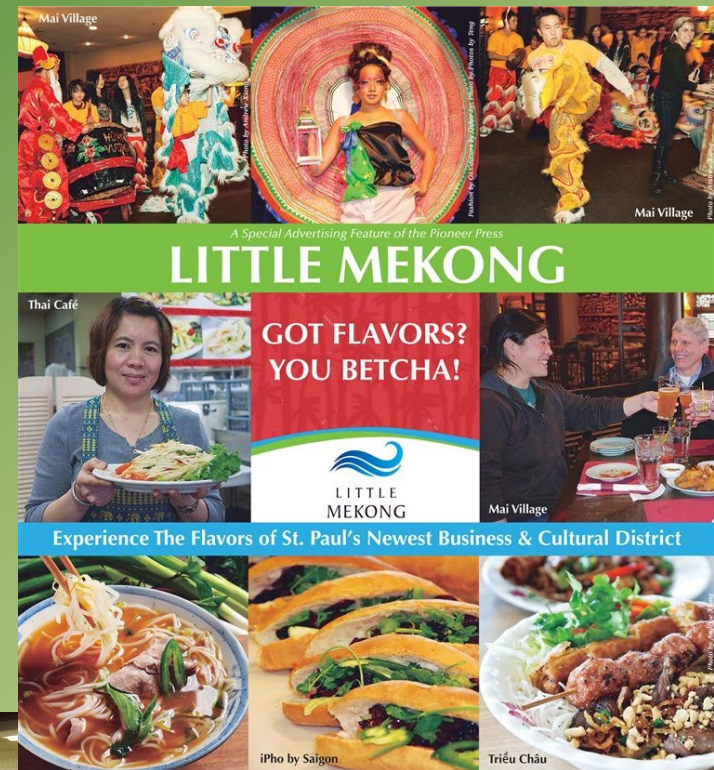


..... Hosted with generous support from the McKnight Foundation .....



**Modeling Community Engagement** in program documents, work plan, accountability strategies, grant guidelines & application design, grant review and recommendations.





# Technical Assistance: Navigating local and federal approval processes

## Community Engagement Opportunities for Transitway Development Overview

### National Environmental Protection Act (NEPA)

#### Environmental Protection Agency

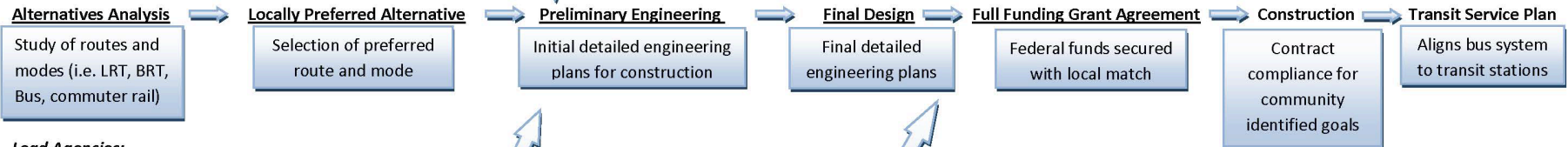
Scoping → Draft Environmental Impact Statement → Final Environmental Impact Statement → Record of Decision

An environmental impact statement (EIS), under United States environmental law, is a document required by the National Environmental Policy Act (NEPA) for certain actions significantly affecting the quality of the human environment. An EIS is a tool for decision making. It describes the positive and negative environmental (natural, social, & economic) effects of a proposed action, and it usually also lists one or more alternative actions that may be chosen instead of the action described in the EIS " (Wikipedia, 2011). Both the Draft and Final EIS are published for public comment.

*Lead Agencies: County Regional Rail Authority & Metropolitan Council*

### New Starts Application

#### Federal Transit Administration

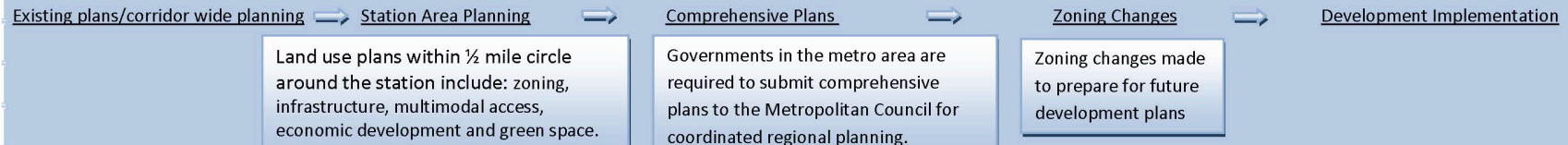


#### Lead Agencies:

*County Regional Rail Authority:* → *Metropolitan Council: (Owner/Operator)*

### Land Use Planning

#### Local municipalities, counties, Metropolitan Council



#### Lead Agencies:

*Municipalities*

*Metropolitan Council*

*Municipalities*

*Municipalities*

# Technical Assistance: Navigating local transitway decision makers

## Twin Cities Region Transitway Decision Making Overview

**County Regional Rail Authority:** Initiates corridor planning and engineering, Alternative Analysis (route & mode study), initiates Draft Environmental Impact Statement, recommends Locally Preferred Alternative. Plans and funds rail transportation corridors within the county connecting to the regional Transportation Policy Plan.

**Transitway Policy Advisory Committee (PAC):** Advises County Regional Rail Authority on planning and engineering, recommends final alignment to County. Membership includes elected officials at state, county and local levels of government as well as representatives of government agency, business and institutional stakeholders along the transitway corridor. Evolves into the Transitway Management Committee which advises the Met Council.

**Technical Advisory Committee:** Engineering and planning staff advises PAC on technical studies

**Business Advisory Committee:** Advises PAC on the business community issues throughout the service area

**Community Advisory Committee:** Advises PAC on community issues throughout the service area

**Local communities:** neighborhood groups, cultural groups, community associations involved in planning and decision making about transitway development through the Community Advisory Committee, their city, county, state, federal elected officials and Metropolitan Council member representatives.

**Metropolitan Council (MC):** Owner/Operator, chooses LPA – Locally Preferred Alternative, Draft & Final Environmental Impact Statement (federal document), and Preliminary/Final Design. Prepares and approves for the 7 county metro area: the Transportation Improvement Program which identifies the schedule and funding of transportation projects; and the Transportation Policy Plan which defines overall policies and plans.

**State of MN:** State funding contribution to construction. Department of Transportation oversees the Statewide Transportation Improvement Program which identifies the annual state schedule and funding of transportation projects.

**Counties Transit Improvement Board:** Largest local funding contribution. 5 counties – Anoka, Dakota, Hennepin, Ramsey and Washington – have utilized a quarter-cent sales tax and \$20 motor vehicle sales tax, permitted by the Legislature, to invest in and advance transit projects by awarding annual capital and operating grants. The Board works in collaboration with the Metropolitan Council and Carver and Scott counties.

**Cities:** Municipal Consent for support of the project; and Station Area Plans addressing 1/4 mile around the proposed transit stations with the planning and implementation of land use such as: zoning, infrastructure, multimodal access, economic development and green space. Station area plans are adopted into each cities' comprehensive plans and are submitted to the Met Council Regional Development Framework.

### Federal Government:

- Federal Transit Administration – New Starts approval; Draft & Final Environmental Impact Statement
- Environmental Protection Agency – Environmental study review
- Congress – Appropriations and allocations for planning processes and New Starts construction



# Technical Assistance: the Draft Environmental Impact Statement

## HOW TO ANALYZE THE DEIS

- ☑ **EXAMINE THE SCOPE**
  - Purpose & need of the project
  - Alternatives proposed & examined
  - Social & environmental impacts identified
  - Mitigation measures considered
- ☑ **IDENTIFY THE MISSING PIECES**
  - Facts ignored by the agency
  - Impacts that are not identified
  - Alternatives not considered
  - Mitigation measures not considered
- ☑ **EVALUATE THE CONCLUSIONS**
  - The evaluation & selection processes
  - The alternative selected
  - The mitigation measures proposed

### Some helpful resources:

Southwest Transitway website: [www.southwesttransitway.org](http://www.southwesttransitway.org)  
"A Citizen's Guide: Commenting on Environmental Review Projects" by the Minnesota Environmental Quality available at  
[www.eqb.state.mn.us/documents/CommentingOnERProjects.pdf](http://www.eqb.state.mn.us/documents/CommentingOnERProjects.pdf)

Created by the WILLIAM MITCHELL COMMUNITY DEVELOPMENT CLINIC, Holly Hinman,  
Certified Student Attorney  
May 2011

## WHAT SHOULD I INCLUDE IN MY COMMENTS?

Comments may address *any aspect* of the **adequacy** of the Draft Environmental Impact Statement or the **merits** of the alternatives it considers. Comments may support or challenge the findings, analysis and conclusions reached.

- ☑ Examine the range of alternatives included
- ☑ Identify a reasonable alternative that should have been considered & wasn't
- ☑ Challenge key facts relied on by the agency; explain how this alters the analysis & conclusions
- ☑ Identify missing facts ignored by the agency & explain how they alter the analysis & conclusions
- ☑ Highlight potential social or environmental impacts that are not identified in the DEIS & why they are important to the analysis
- ☑ Show how the analysis of a potential impact is inadequate & why this is a problem
- ☑ Evaluate the process or methodology used
- ☑ Highlight mitigation measures that are not considered or are inadequately considered

These are ideas to consider as you formulate your comments. State your agreement or disagreement with the DEIS; state the basis for your comments; then state what action you want the agency to take.



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**[www.metrostability.org](http://www.metrostability.org)**









## Minnesota's economy stabilizes, but disturbing disparities persist

September 20, 2012

The latest numbers from the U.S. Census Bureau reveal that our state is doing better than the national average in several economic measures and the share of Minnesotans living in poverty has remained near 12 percent.

Unfortunately, not all Minnesota communities are sharing in the success. Minnesota's communities of color have lower median incomes, are less likely to have health insurance, and experience higher rates of poverty than their white counterparts.

2011 Minnesota Poverty, Median Income and Uninsurance by Race and Ethnicity

	Poverty Rate	Median Income	Uninsurance Rate
All Minnesotans	11.9 percent	\$56,954	8.8 percent
<b>White (non-Hispanic)</b>	<b>8.7 percent</b>	\$59,870	6.8 percent
<b>Black/African-American</b>	<b>37.1 percent</b>	\$29,266	15.1 percent
Asian	16.9 percent	\$59,697	12.2 percent
American Indian	<b>40.7 percent</b>	\$26,922	22.5 percent
<b>Hispanic/Latino</b>	<b>24.9 percent</b>	\$37,795	29.7 percent



# POPULATION CHANGE FOR TC REGION’S LARGEST CITIES, 2000-2010

**Source:**  
Minnesota  
Department of  
Administration.  
Office of  
Geographic and  
Demographic  
Analysis.  
Office of the  
State  
Demographer

City	2010	% Change 2000-2010	2010 Minority Population	% Minority
Minneapolis	382,578	0.0%	151,928	39.7%
St. Paul	285,068	-0.6%	125,631	44.1%
Bloomington	82,893	-2.7%	18,919	22.8%
Brooklyn Park	75,781	12.5%	37,833	49.9%
Plymouth	70,576	7.1%	12,336	17.5%
Eagan	64,206	1.0%	13,340	20.8%
Woodbury	61,961	33.4%	12,945	20.9%
Maple Grove	61,567	22.2%	9,345	15.2%
Coon Rapids	61,476	-0.2%	9,617	15.6%
Eden Prairie	60,797	10.7%	12,143	20.0%
Burnsville	60,306	0.1%	15,743	26.1%
Blaine	57,186	27.0%	10,134	17.7%
Lakeville	55,954	29.7%	7,097	12.7%
Minnetonka	49,734	-2.7%	5,653	11.4%
Apple Valley	49,084	7.8%	9,122	18.6%
Edina	47,941	1.1%	6,406	13.4%
St. Louis Park	45,250	2.6%	8,505	18.8%
Maplewood	38,018	7.8%	10,420	27.4%
Shakopee	37,076	80.3%	9,532	25.7%
Richfield	35,228	2.7%	12,968	36.8%
Cottage Grove	34,589	13.1%	5,678	16.4%
Inver Grove Heights	33,880	13.9%	6,329	18.7%
Roseville	33,660	-0.1%	6,960	20.7%
Andover	30,598	15.1%	2,428	7.9%
Brooklyn Center	30,104	3.2%	16,289	54.1%
Oakdale	27,378	2.7%	5,720	20.9%
Fridley	27,208	-0.9%	7,588	27.9%
Savage	26,911	27.4%	5,121	19.0%

# Minnesota population by race and Hispanic ethnicity

Census 2010 data

March 16, 2011

	2010	2000	Change 2000 to 2010	Percent Change 2000 to 2010
Total	5,303,925	4,919,492	384,433	7.8%
White Alone	4,524,062	4,400,282	123,780	2.8%
<b>Black or African American Alone</b>	274,412	171,731	102,681	<b>59.8%</b>
American Indian and Alaska Native Alone	60,916	54,967	5,949	10.8%
<b>Asian Alone</b>	214,234	141,968	72,266	<b>50.9%</b>
Native Hawaiian or Other Pacific Islander Alone	2,156	1,979	177	8.9%
Other Race Alone	103,000	65,810	37,190	56.5%
Two or More Races	125,145	82,742	42,403	51.2%
<b>Hispanic*</b>	250,258	143,382	106,876	<b>74.5%</b>

\*People of Hispanic ethnicity may be of any race