

Northside Transportation Network Meeting Notes

6:30pm- 8:30 pm

Thursday, July 29, 2010

Minneapolis Urban League

2100 Plymouth Avenue North, Minneapolis, MN

Mission: *We as community members make a commitment to attending meetings on an ongoing basis to identify neighborhood issues, concerns, and solutions for the future development of the Bottineau Transitway. We will take the information we have learned back to the broader community. This working group is committed to an authentic, transparent, accountable community process with the ultimate goal of leveraging community benefits for North Minneapolis.*

Updates:

McKnight funding: McKnight site visit with Sarah Hernandez. NTN is asking for \$30,000 to hire someone to do organizing, technical assistance, marketing, and coordination. Site visit went well. We should hear back by the end of August

Bottineau Policy Advisory Committee (PAC) meeting:

NTN selected Raymond Dehn to be the representative from Urban League in the Policy Advisory Committee for the Bottineau transitway. Golden Valley officials seem to be disinterested in having the LRT come through Golden Valley. However, there are others at the PAC table that are in support of for the D1 route because it cuts the travel time down by 2-3 minutes. Concerns about the safety of the D2 route have also been expressed.

Hennepin County is competing for the Federal dollars- needed to complete the Bottineau Line. In terms of the entire picture of LRT in the Twin Cities Metro Area, if the Bottineau proposal gets pushed back it will be a competitive disadvantage for the other proposed lines within the Twin Cities transportation system, the system will contain racial disparities and be seen as inequitable. One thing the County will try to do is “marry” lines and funding together to make them look more racially equitable.

Conversation around LRT/Bottineau:

We need to think about what this means for future generations. The community needs to benefit every step of the way. Another thing to consider is job growth in our community: tax solutions without backdoor gentrification.

Discussion around different lines and opportunities: Lowry and Lyndale didn't work out because a new bridge would be necessary... etc. There are different things about each route. You can check out the alternatives on the Bottineau website. If we think of a new route, we should minimize the impact on the community and families in the community.

Question: Can street cars produce as much economic development or TOD as the LRT.

Answer: No, street cars do produce economic development but not at the level of LRT.

What are we trying to achieve? Great access, ridership, economic development, and connectivity

Discussion about DEIS RFP memo to Hennepin County

Public assistance reduction clarification from last meeting: Increase jobs not to push people off of public assistance.

Consultant selection criteria--background/experience / process:

- Experience community engagement
- Racial and Cultural competency
- Environment justice and title 9
- The scope of work should include assessment of economic development opportunities as they relate to TOD potential along the corridor The TOD economic forecasts should also consider and address likely changes in zoning due to the investment of LRT.
- LRT connects people with jobs. The scope of work in the DEIS should include analysis of commute and reverse commute potential. This scope of work should include forecasts and benefits (direct and indirect) of connecting people with new employment opportunities.
- The Input-Output analysis should consider the benefits post-construction of new employment opportunities created through providing transit access to low-income and/or unemployed individuals.

- As part of the DEIS, the chosen consultant should hold community engagement processes and use other community advised processes to uncover and determine other impacts to be addressed as part of the DEIS.
- Negative gentrification impacts—real and perceived shall be studied
- Safety impacts—real and perceived shall be studied
- Committee racially and gender balanced
- Proven experience with community engagement in communities of color in a like urban environment.
- Understanding and experience with Environment Justice Principles¹
- Understanding of Title VI of the Civil Rights Act of 1964 as well as Civil Rights and Accessibility principles put forth by the FTA.
- Understanding and experience with the relationship between cities and suburbs as it relates to transportation connectivity issues and the varying needs of these diverse constituencies
- Demonstrates racial, ethnic, and cultural competency

****Remember to bring packets of notes for next time.**

For more information contact Joan Vanhala, Alliance for Metropolitan Stability: 612-332-4471
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¹*The Principles*. First National People of Color Environmental Leadership Summit. 1991
<http://www.ejnet.org/ej/principles.html>

² Federal Transit Administration. http://www.fta.dot.gov/civilrights/civil_rights_5088.html