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MEMORANDUM

TO: Jim Grube, Hennepin County
Scott Pedersen, MnDOT

FROM: Samuel Turrentine, AICP

DATE: March 9, 2016

RE: Environmental Justice Analysis for Support of NEPA Documentation
SEH No. HENNC 113114 14.00

The purpose of Executive Order 12898 is to identify, address, and avoid disproportionately high and adverse human health or environmental effects on minority and low-income populations.

Background

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, dated February 11, 1994, directed that “each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its program, policies, and activities on minority populations and low-income populations in the United States...” The proposed project has federal funding and is considered a federal project for purposes of compliance with the Executive Order.

Project Area Demographics

The first step in the process is to determine if an identifiable minority and/or low-income population exists in the area where the project has potential for human health or environmental effects.

Minority Populations

Minority Population means any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed program, policy, or activity. The term “minority” is defined using race and ethnicity definitions from Census 2010.¹

Decennial census data (2010) were used as a primary source for mapping and locating minority populations in the project area. The smallest unit of Census data analysis is the block group. A Minority Community is generally defined as one where the minority population is either 10 percentage points

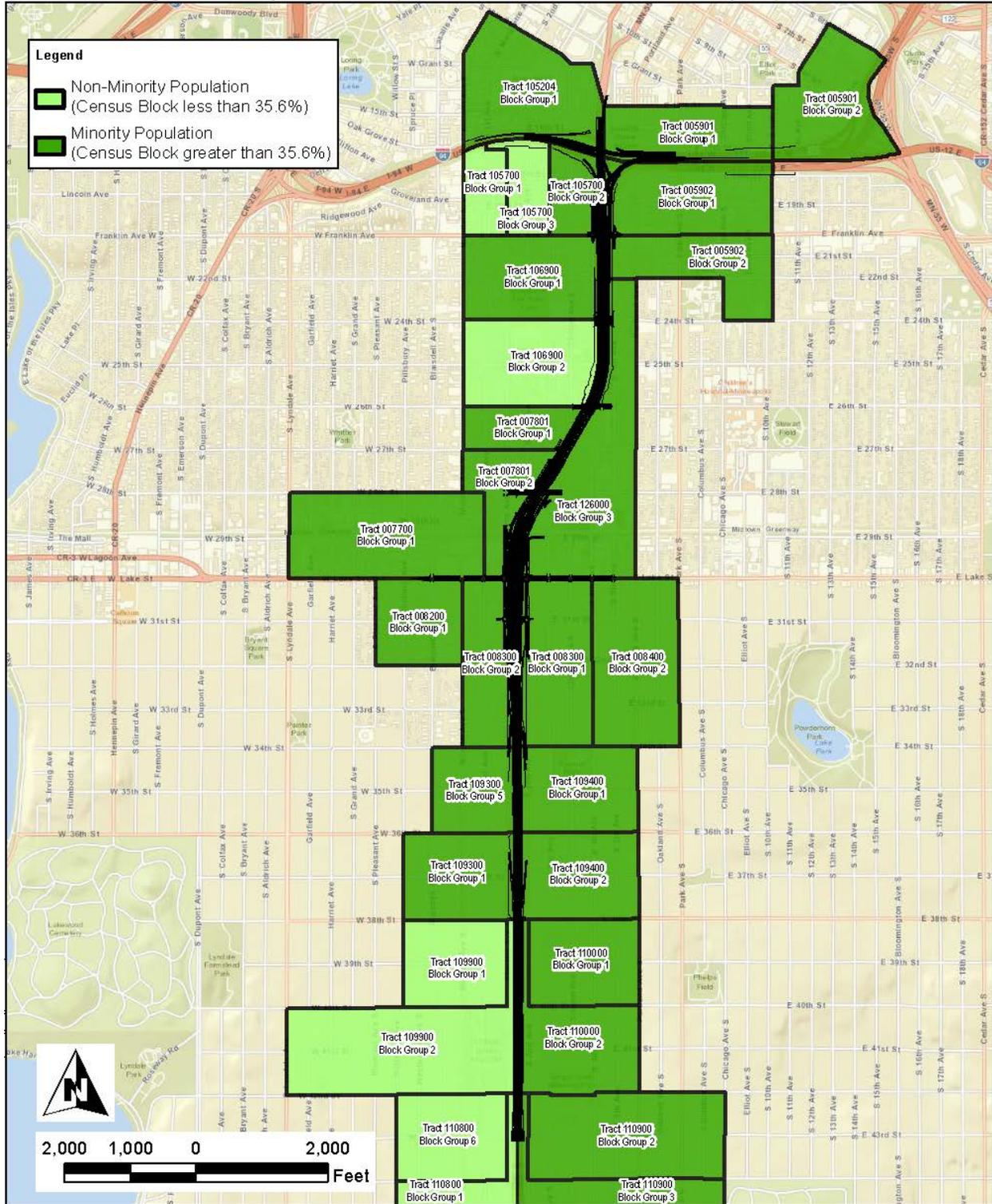
¹ Minority: Black or African American, Hispanic or Latino, Asian American, American Indian/Alaskan Native, and Native Hawaiian or Pacific Islander.

higher than the county average, or greater than 50 percent of the total geographic unit, or determined based on input from local officials or stakeholders.²

For the identified block groups within the project area, Census 2010 data indicate a minority population between 13 and 79 percent (see Tables 1A-C in Attachment A). The Hennepin County county-wide average is approximately 25.6 percent. Overall, there are 23 block groups (out of 30) in the project area that exceed the Hennepin County county-wide average in minority population percentage by 10 percentage points. As such, Hennepin County has determined that minority populations are present within the project area. A map locating project-area minority populations (see dark green shaded areas) and Census block groups is shown in Figure 1.

² Webinar Series on Environmental Justice: Guidance for Conducting Community Impact Assessments, December 6, 2012, FHWA Office of Human Environment.

Figure 1 – Project Area Map of 2010 Census Blocks: Minority Populations



Since business and non-profit organization relocation impacts have been identified for the project, additional efforts were made to supplement census findings.

Krav Maga Minneapolis, a business that provides self-defense training classes, will be displaced by the project. To determine if environmental justice persons or populations exist within this business, Hennepin County sought permission from the building owner to speak directly with the affected business (tenant). While the necessary authorization was not granted for the current phase of project design, a commitment was made for future stages. According to the Krav Maga Minneapolis website³, there are two individuals that own and operate this business. For purposes of this EA, it is assumed that some percentage of staff are minority persons. It is also assumed that the business believes they provide services uniquely important to minority or low-income communities.

Good Grocer, a non-profit, member operated grocery store, will also be displaced by the project. The non-profit's mission is to help area residents who are "food insecure." Based on an interview conducted with the founder of Good Grocer in February 2016, it was determined that:

- The grocery store is not minority-owned;
- The grocery store has five paid staff (40 percent of their employees are minority persons); and
- There are over 400 people, with diverse racial and ethnic backgrounds mirroring the community, who volunteer⁴ their time to assist in the operation of the grocery store.

The founder of Good Grocer also believes that they provide services uniquely important to minority or low-income communities.

Low-Income Populations

For the purposes of environmental justice, FHWA defines low-income persons as those whose household income is at or below the Department of Health and Human Services (HHS) poverty guidelines.⁵ The HHS updates the poverty guidelines annually, and the most current version is on the HHS website.⁶ In 2015, the poverty level income for a single person was \$11,770; for a family of three, the poverty level income was \$20,090.

While the FHWA order defines low-income persons, there are no specific thresholds for low-income "communities." The effort to identify groups or clusters of low-income persons (e.g., living in geographic proximity) included review of the best available household income data (adjusted to 2010 dollars) and average household size (from the 2006-2010 American Community Survey, or ACS) compared to the US Department of Health & Human Services (HHS) 2010 Poverty Guidelines. It should be noted that the demographic review of this project began several years ago and used the best available data at that time.

Table 1 provides the household income and size data that was used to determine if any of the 8 census tracts in the project area met the definition of low-income. None of the census tracts were found to have median household incomes below the HHS 2010 poverty guidelines; therefore, no census tracts were identified as low-income using this methodology.

³ www.kravmagampls.com/about-us.html

⁴ At Good Grocer, a "Member" is anyone who chooses to volunteer at least 2.5 hours once every four weeks in exchange for 25 percent savings on their groceries.

⁵ In 2015, the poverty level income for a single person was \$11,770; for a family of three, the poverty level income was \$20,090.

⁶ <http://aspe.hhs.gov/poverty/>.

Table 1 – Summary of Low-Income Populations in the Study Area using HHS Guidelines

Demographic Group	Census Tract 1069	Census Tract 1093	Census Tract 1094	Census Tract 1099	Census Tract 1100	Census Tract 1108	Census Tract 1109	Census Tract 1260
Median Household Income ¹	36,164	53,779	35,156	64,813	38,021	63,087	68,619	17,342
Average Household Size	1.76	2.37	3.26	2.09	3.64	2.13	2.42	2.31
2010 HHS Poverty Guideline for Corresponding Household Size	11,137	14,216	17,373	14,216	17,373	14,216	14,216	14,216
Below HHS Poverty Guidelines?	No							

¹ In 2010 inflation adjusted dollars

Source: U.S. Census Bureau, 2006-2010 American Community Survey

The 2014 ACS estimates were also used to identify the percent of persons living in poverty by census tract. This metric, which differs from the HHS guideline methodology described above, shows the project area census tracts as having from 6 to 50 percent of persons living in poverty (see Table 2).

Table 2 – Percentage of Persons Living in Poverty

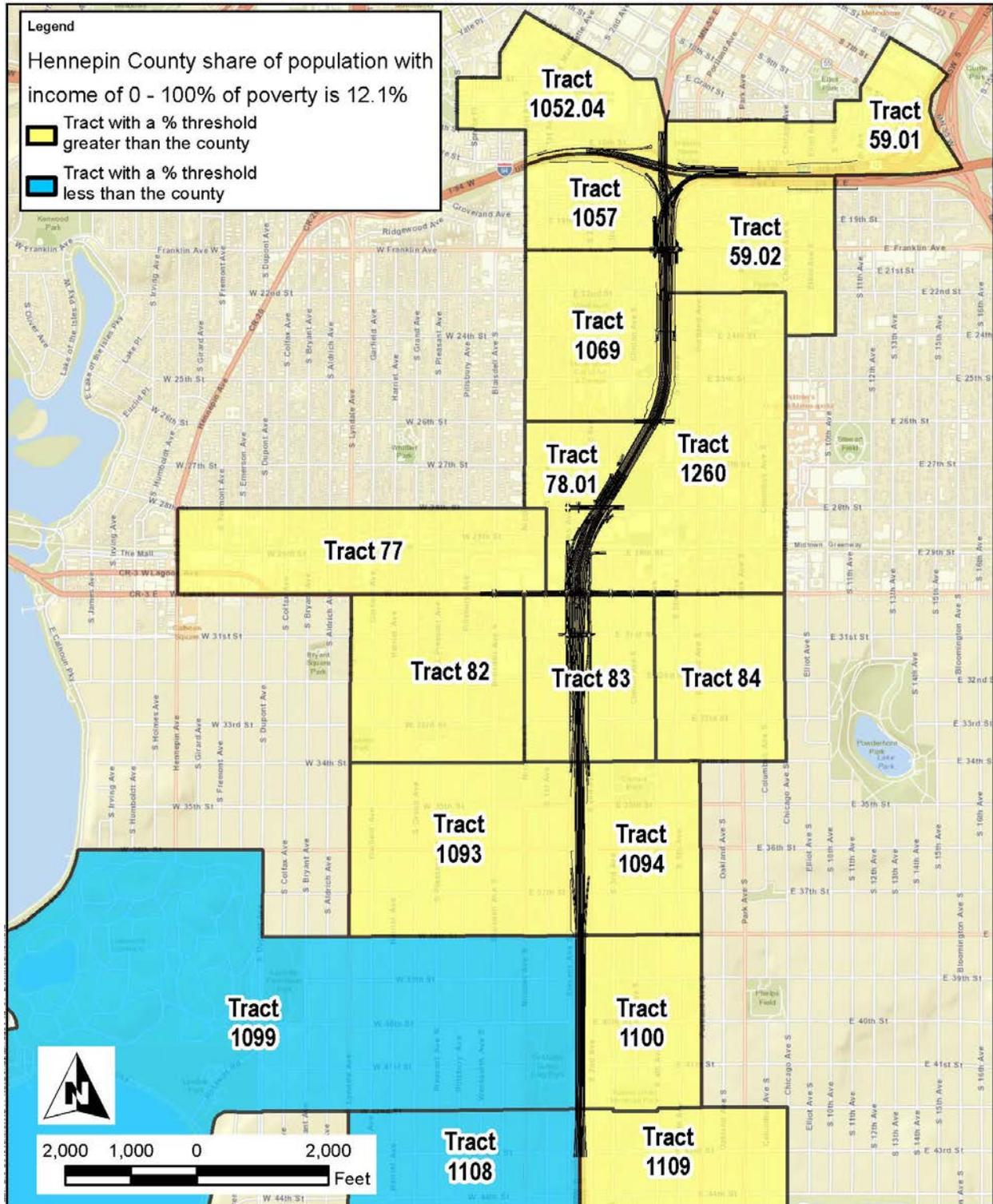
Demographic Group	Census Tract 1069	Census Tract 1093	Census Tract 1094	Census Tract 1099	Census Tract 1100	Census Tract 1108	Census Tract 1109	Census Tract 1260
Percentage of people whose income in the past 12 months is below the poverty level	26.7	9.6	20.9	6.2	38.0	8.0	9.2	49.8

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

It is important to note that a state or locality may adopt a more inclusive threshold for low-income than that specified by HHS as long as it is inclusive of all persons at or below the HHS poverty guidelines. As such, for the proposed project, low-income populations are identified when the percentage of low-income persons in a given census tract exceeds the percentage of low-income persons in the county. ACS 2006-2010 data were used as the primary source for mapping low-income populations in the project area. Because this data is not available at the block group level, data from the census tract within the project area is reported.

For the identified census tracts within the project area, the data report low-income populations ranging from 3.3 percent to 55 percent (see Tables 1A-B in Attachment B). ACS data report a household median income of \$61,328 for Hennepin County with 12.1 percent of persons with income below the 2010 poverty level. Overall, the low-income percentage of 15 out of 17 identified census tracts within the project area is more than those reported by Hennepin County. As such, Hennepin County has determined that low-income populations are present within the project area. A map locating project-area low-income populations (see yellow shaded areas) and Census tracts is shown in Figure 2.

Figure 2 – Project Area Map of 2010 Census Blocks: Low-Income Populations



Furthermore, a search of affordable/low-rent housing in the U.S. Department of Housing and Urban Development Database⁷ revealed 57 locations within Minneapolis. None of these locations are directly adjacent to the proposed project. Six properties⁸ are located within 500 feet.

Additional Consideration: Concentrated Areas of Poverty (CAP)

The proposed transit station is located within the South Minneapolis CAP. This area consists of 18 contiguous census tracts where more than 50 percent of residents are people of color and more than 40 percent of residents have incomes less than or equal to 185 percent of the federal poverty line. The area surrounding station has twice as many low-income individuals and three times as many minority individuals as the Metropolitan Council's seven-county region as a whole. As such, Hennepin County has determined that minority and low-income populations are present within the project area.

Outreach

Outreach efforts were made during the preparation of this EA to contact and engage the public, including minority and low-income populations (see Section 6.0 of the EA for a full description of the project's outreach efforts). Hennepin County has determined that environmental justice populations are present within the project area.

Environmental Justice Analysis

Executive Order 12898 requires that the proposed action be reviewed to determine if there are disproportionately high or adverse effects on these populations. Disproportionate is defined in two ways: the impact is "predominantly borne" by the minority or low-income population group, or the impact is "more severe" than that experienced by non-minority or non-low-income populations.

Next, the potential adverse effects of the proposed project were considered in order to assess whether the effect falls disproportionately on environmental justice populations. Issues that were considered when evaluating the potential for environmental justice impacts, either beneficial or adverse, included social impacts (e.g., community facilities and access), safety and security, traffic noise, traffic, transit, visual quality, air quality⁹, right-of-way, and short-term construction impacts. The impacts to minority and/or low-income populations and to the general population were evaluated for each of these issues.

Social Impacts

The proposed project is located within existing MnDOT right-of-way, except for 11.6 acres that fall within the construction limits outside MnDOT right-of-way. The project will preserve community cohesiveness by maintaining and improving accessibility to the interstate system, the local road network, transit stops, the Midtown Greenway, and other vital community resources. Discussion of various social impacts in the EA concludes that changes in local and regional access are largely beneficial and do not disproportionately affect low-income or minority populations.

⁷ Low-rent apartment search available at <http://www.hud.gov/apps/section8/index.cfm> (Accessed January 15, 2016)

⁸ 1807 Clinton Avenue, 1915 Clinton Avenue, 2523 Portland Avenue S., 1516 Elliott Avenue, 501-513 E 15th Street, and 1801 1st Avenue S.

⁹ The project includes a set of transportation demand management (TDM) strategies aimed at reducing the demand for roadway travel. TDM strategies are designed to reduce total travel demand or peak period demand, which may disproportionately contribute to externalities associated with driving, including poor air quality.

The project will cause the displacement of one business and one non-profit, member operated grocery store. Avoiding impacts to this business and non-profit organization would require a corridor alignment shift to the east, which would displace several commercial and residential properties on the east side of 2nd Avenue (additional business relocation avoidance alternatives are described in Section 4.3 of the EA). Given the proposed displacements, the project has the potential to create job losses through relocations. Job loss impacts could be avoided or minimized by the project partners working with the business or non-profit organization to find a suitable location in which to continue operations. The acquisition and relocation program would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources would be available to the relocated business and the non-profit organization without discrimination.

Impacts on employees of each business and non-profit organization displaced by the project would be avoided and mitigated if the business or non-profit organization were to be relocated so that no loss of jobs would occur. To accomplish this, the project partners would work with the affected business or non-profit organization to find a suitable location in which to continue operations. The new location would need to be nearby the current location so that employee commutes, currently unknown at this time, would not be substantially affected. Also, any new structures or building/site improvements for the displaced business and non-profit organization would need to be completed prior to relocation so that disruption of business operations would be minimized and no loss of jobs would occur.

The proposed displacements have the potential to disrupt the availability of certain private facilities and services in the community. Within the community, it has been determined that:

- There are seven grocery markets/stores¹⁰ located within one mile of the displaced business.
- There are three self-defense training centers¹¹ located within 0.8 miles of the displaced business.

The potential disruption of private facilities and services in the community accrue to the population in general and do not disproportionately affect low-income or minority populations. The impact of displacing the business and non-profit organization will not be a disproportionately high and adverse effect because (1) there are close-by alternatives and (2) mitigation will include a strong effort to relocate the business and non-profit organization in the community.

Safety and Security

A fully-accessible station and streetscape enhancements will add value to the street and surrounding properties, and improve personal safety and comfort.

Traffic Noise Impacts

EAW Item 17 – Noise, summarizes the anticipated noise impacts of the proposed project. Noise levels were modeled for 1,455 receptors throughout the project area. Of the sites modeled, 715 receptors were identified above the MPCA daytime L₁₀ standards. The L₁₀ daytime standard is the noise level used to determine whether noise abatement meets MnDOT's Noise Policy.

The noise analysis examined noise barriers throughout the corridor for all residential areas equally, regardless of whether the area housed low-income or minority populations. Numerous noise barriers were

¹⁰ Bills Imported Foods (721 W Lake St.), New Orient (2800 1st Ave. S.), Marissa's Supermarket (2750 Nicollet Ave. S.), Shuang Hur (2710 Nicollet Ave. S.), Midtown Global Market (920 E Lake St.), Truong Thanh Grocery Store (2520 Nicollet Ave. S.), and the Cinco De Mayo Mercado (3733 Nicollet Ave. S.).

¹¹ Stun & Run Self Defense (2641 Garfield Ave.), World Martial Arts Center (2913 Lyndale Ave. S.), and EBMAS Twin Cities Wing Tzun Kung-Fu (620 W. 34th St.).

modeled attempting to shield impacted noise receptors throughout the project area. Each modeled noise barrier was examined equally against MnDOT's cost effectiveness threshold of \$43,500; refer to the *Traffic Noise Analysis Report* in Appendix G for details of each noise barrier calculation.

Based on the traffic noise analysis, MnDOT intends to construct seven new noise barriers as part of the project. As discussed, noise mitigation would result in a reduction of daytime traffic noise levels, bringing them within state standards at 37 of the 211 locations in those neighborhoods where new noise walls are proposed.

Due to the relative close proximity of the receptors to the freeway mainline, the proposed noise barriers are unable to fully mitigate to the low state level thresholds for residential receptors. The exposure to noise in the community accrue to the population in general and do not disproportionately affect low-income or minority populations.

MnDOT policy includes a maximum noise barrier height of 20 feet for all new noise barriers. With a limited height, many receptors behind existing and proposed barriers may still be above state noise level thresholds; as well any receptor not able to be protected by a noise barrier due to not meeting feasibility or reasonableness criteria.

Transportation demand management (TDM) scenarios were considered, however noise barriers were chosen as the most cost-effective noise mitigation measure for this project. One of the primary purposes of the facility is to move people and goods, traffic management measures with restrictions of vehicles types or vehicle speeds would be inconsistent with that primary purpose.

Construction of the Preferred Alternative would result in increased traffic noise levels; however, noise levels would be reduced with installation of the seven new proposed noise barriers. Installation of the barriers will depend upon the outcome of the barrier voting process (noise solicitation process). The noise barriers would bring traffic noise levels into compliance with state standards in most of the modeled locations, so that no disproportionately adverse effects from traffic noise on minority populations or on low-income populations are foreseen.

Traffic Impacts

Traffic impacts are largely beneficial and accrue to the population in general throughout the project corridor. Under the Preferred Alternative, all intersections operate acceptably during both peak hours. All approaches operate at a LOS D or better. New connections to the freeway, southbound exit to Lake Street and northbound exit to 28th Street, will enhance local access and bring more people to destinations along the Lake Street corridor and surrounding areas.

The proposed on-street parking impacts and one-way conversions (5th Avenue between 22nd Street and Franklin Avenue, and Stevens Avenue between the Midtown Greenway and Lake Street) will not be predominantly borne by minority and/or low-income individuals or will be appreciably more severe or greater in magnitude than the effect that will be experienced by the general population.

Transit Impacts

The project will provide benefits to environmental justice populations with an increase in the level of transit service and improved service reliability, with more frequent service and greater transit capacity for riders. More importantly, the improvements will restore peak-hour transit service to I-35W at Lake Street, which is currently restricted due to the inability to serve the existing stops. Transit access to downtown Minneapolis job opportunities and other job centers along the I-35W corridor will be substantially

improved for environmental justice populations. The extension and expansion of MnPASS Lanes will ensure that transit will be a reliable and preferred mode of transportation along the I-35W corridor.

Within a half-mile radius of the proposed multimodal transit station, more than 6,000 residents do not have access to a vehicle, representing 46 percent of residents. Often, areas with lower income and zero-car households use transit more than higher income households or households with one or more autos. The transit station area has the highest residential density of any location along I-35W, at 23 persons per acre. Over 8,000 jobs and 12,000 households are located within a 10-minute walk, or approximately a half-mile, of the proposed multimodal transit station. In terms of affordable housing, the transit station area census tracts contain 30 percent of the County's affordable housing units¹² on three percent of the County's land area. The proposed transit station will greatly increase reliable, frequent transit access to this concentration of affordable housing.

Visual Impacts

Motorists and/or people on adjacent properties will notice the westerly alignment shift and an 11- to 12-foot lane width transition area on the Lake Street Bridge, the new and revised interstate access, and the relocated Braid Bridge. These and other visual impacts of the project (more pavement viewed by travelers; new retaining walls and noise walls viewed by residents) accrue to the population in general throughout the project corridor and do not disproportionately affect low-income or minority populations. The intent of the project is to continue with the designs used in the Crosstown Commons in order to provide visual continuity throughout the I-35W corridor in Minneapolis.

Air Quality Impacts

State of Minnesota air quality standards will be met throughout all segments of the project corridor.

Right-of-Way and Relocation Impacts

The Preferred Alternative will primarily be constructed within existing right-of-way, however, it will cause the displacement of one business and one non-profit, member operated grocery store. These relocations would constitute adverse impacts to environmental justice and non-environmental justice populations.

For relocation impacts, the relocation analysis in the EA stated that a recent market search conducted in the Lake Street area revealed adequate available replacement resources to accommodate relocation of the displaced business and non-profit organization. Relocating the business and non-profit organization within their existing general vicinity would substantially reduce the impacts of these displacements to environmental justice populations.

Overall, minority and low-income workers at a displaced business/non-profit organization would not experience adverse impacts that would be appreciably more severe or greater in magnitude than non-minority and non-low-income workers at the same business/non-profit organization.

The founder of Good Grocer has indicated that the non-profit organization wishes to relocate within the community. The same sentiment is assumed for Krav Maga Minneapolis. To date, no unique relocation situations are known or anticipated for Krav Maga Minneapolis. Special relocation considerations for Good Grocer include the fact it is a grocery store and it is located on a transit line that provides access to

¹² An affordable housing unit is defined by the Metropolitan Council as affordable to a household earning less than or equal to 60 percent of the Area Median Income (regardless of whether it is a rental of ownership unit, and regardless of whether the affordability is naturally occurring or is required due to public subsidies).

those who may not have automobiles. As the acquisition/relocation process begins, a relocation agent will meet with the business and non-profit organization to identify any such situations. All acquisitions and relocations will be made in compliance with the Uniform Act and special advisory services will be made available.

For the proposed right-of-way impacts, the project partners will continue to convey and explain property rights and potential relocation benefits to the soon-to-be displaced non-profit organization and business.

Short-Term Construction Impacts

Construction staging will be used to minimize construction impacts to the greatest extent practical. Short-term construction impacts accrue to the population in general throughout the project corridor and do not disproportionately affect low-income or minority populations.

Environmental Justice Finding

The purpose of Executive Order 12898 is to identify, address, and avoid disproportionately high and adverse human health or environmental effects on minority and low-income populations. Based on the available data, low-income and/or minority populations are located along the project corridor. The project's robust public engagement efforts (see Section 6.0 of the EA) have provided for the full and fair participation of all members of the community including members of environmental justice populations.

The environmental justice analysis indicates the project impacts are distributed evenly throughout the project corridor and the proposed improvements will provide benefits for all who utilize the I-35W project corridor. Therefore, the proposed action will not have disproportionately high or adverse human health or environmental effects on any minority population or low-income population.

Even with all practicable noise mitigation, some areas will experience daytime noise levels that exceed state standards. As noted, MnDOT proposes noise barriers with consistent heights adjacent to residential areas along the project corridor where noise barriers were found cost effective. Benefited receptors adjacent to the proposed noise barriers currently have an opportunity to reject the noise barriers during the noise barrier public involvement process (e.g., the noise solicitation process). All populations receive equal protection from noise impacts, following MnDOT Noise Policy.

Notifications Made Available to Non-English Speakers

Hmong, Spanish, and Somali have been identified as the non-English languages commonly spoken in the project area. MnDOT will mail flyers to addresses within roughly 500 feet of I-35W announcing the availability of the EA for review and comment, and the date of the public meeting during the EA comment period. The flyer will be printed with a banner in Spanish, Hmong, and Somali explaining whom to contact for translation assistance, or for general help in understanding the project.

MnDOT has also invited benefited receptors to vote on the proposed noise barriers. The invitations included a banner in Spanish, Hmong, and Somali explaining whom to contact for translation assistance, or for general help in understanding the noise barrier impacts.

Upon request, MnDOT will provide translation assistance for non-English-speaking project-area residents at the EA Public Meeting and at project-related meetings, including any future meeting(s) for noise barrier benefited receptors, and for those who need assistance in understanding the EA document.

sbt

Attachment

Attachment A

Minority Populations Census Data Tables

Table 1A – Population and Race (Block Groups along I-35W South of 36th Street)

Demographic Group	Census Tract 1093, Block Group 1		Census Tract 1094, Block Group 2		Census Tract 1099, Block Group 1		Census Tract 1099, Block Group 2		Census Tract 1100, Block Group 1		Census Tract 1100, Block Group 2		Census Tract 1108, Block Group 1		Census Tract 1108, Block Group 6		Census Tract 1109, Block Group 2		Census Tract 1109, Block Group 3		City of Minneapolis		Hennepin County	
	Number	% of Population	Number	% of Population	Number	% of Population																		
Households	350	N/A	288	N/A	402	N/A	478	N/A	318	N/A	253	N/A	345	N/A	334	N/A	472	N/A	494	N/A	178,287	N/A	509,469	N/A
Population	887	100	1037	100	828	100	1156	100	972	100	701	100	798	100	660	100	1133	100	1159	100	382,578	100	1,152,425	100
White	542	61.1	281	27.1	543	65.6	1006	87.0	235	24.2	215	30.7	534	66.9	544	82.4	571	50.4	546	47.1	244,086	63.8	856,834	74.4
Minorities	345	38.9	756	73.0	285	34.4	150	13.0	737	75.8	486	69.3	264	33.1	116	17.6	562	49.6	613	52.9	138,492	36.2	295,591	25.6
African American	154	17.4	312	30.1	131	15.8	47	4.1	369	38.0	272	38.8	159	19.9	67	10.2	346	30.5	336	29.0	71,098	18.6	136,262	11.8
Asian	18	2.0	67	6.5	21	2.5	33	2.9	16	1.7	33	4.7	7	0.9	11	1.7	37	3.3	45	3.9	21,553	5.6	71,905	6.2
AIAN (1)	25	2.8	15	1.5	7	0.9	6	0.5	13	1.3	19	2.7	6	0.8	8	1.2	21	1.9	11	1.0	7,601	2.0	10,591	0.9
NHPI (2)	0	0	0	0	1	0.1	0	0	0	0	0	0	0	0	1	0.2	0	0	1	0.1	179	0.0	506	0.0
Some Other Race	99	11.2	297	28.6	66	8.0	16	1.4	293	30.1	116	16.6	35	4.4	10	1.5	93	8.2	168	14.5	21,374	5.6	38,878	3.4
Two or More Races	49	5.5	65	6.3	59	7.1	48	4.2	46	4.7	46	6.6	57	7.1	19	2.9	65	5.7	52	4.5	16,687	4.4	37,449	3.3
Hispanic Origin (3)	254	28.6	427	41.2	123	14.9	40	3.5	399	41.1	200	28.5	79	9.9	30	4.6	137	12.1	204	17.6	40,073	10.5	77,676	6.7

Source: U.S. Census Bureau, 2010 Census Summary File 1 (Tables P1, P4, P8, P18)

(1) AIAN = American Indian or Alaska Native

(2) NHPI = Native Hawaiian and other Pacific Islander

(3) Those of Hispanic Origin may also consider themselves white or of another race. Therefore, population totals and percentages will be greater than 100 percent.

XX.X = Block Groups that exceed county-wide average in minority population percentage by ten percentage points.

Table 1B – Population and Race (Block Groups along I-35W South of 26th Street)

Demographic Group	Census Tract 77, Block Group 1		Census Tract 78.01, Block Group 1		Census Tract 78.01, Block Group 2		Census Tract 82, Block Group 1		Census Tract 83, Block Group 1		Census Tract 83, Block Group 2		Census Tract 84, Block Group 2		Census Tract 1093, Block Group 5		Census Tract 1094, Block Group 1		Census Tract 1260, Block Group 3		City of Minneapolis		Hennepin County	
	Number	% of Population	Number	% of Population	Number	% of Population	Number	% of Population	Number	% of Population	Number	% of Population	Number	% of Population	Number	% of Population	Number	% of Population	Number	% of Population	Number	% of Population	Number	% of Population
Households	664	N/A	315	N/A	356	N/A	925	N/A	427	N/A	231	N/A	528	N/A	307	N/A	367	N/A	653	N/A	178,287	N/A	509,469	N/A
Population	1,381	100	710	100	983	100	1591	100	1,503	100	718	100	1806	100	775	100	1124	100	1,705	100	382,578	100	1,152,425	100
White	511	37.0	283	39.9	314	31.9	388	24.4	401	26.7	361	50.3	662	36.7	367	47.4	274	24.4	358	21.0	244,086	63.8	856,834	74.4
Minorities	870	63.0	427	60.1	669	68.1	1203	75.6	1,102	73.3	357	49.7	1144	63.3	408	52.7	850	75.6	1,347	79.0	138,492	36.2	295,591	25.6
African American	433	31.4	286	40.3	317	32.3	744	46.8	427	28.4	193	26.9	383	21.2	170	21.9	389	34.6	785	46.0	71,098	18.6	136,262	11.8
Asian	23	1.7	71	10	53	5.4	34	2.1	60	4.0	8	1.1	57	3.2	38	4.9	44	3.9	35	2.1	21,553	5.6	71,905	6.2
AIAN (1)	72	5.2	13	1.8	17	1.7	23	1.5	31	2.1	7	1.0	31	1.7	7	0.9	49	4.4	35	2.1	7,601	2.0	10,591	0.9
NHPI (2)	0	0	0	0	0	0	0	0	1	0.1	1	0.1	0	0	0	0	0	0	0	0	179	0.0	506	0.0
Some Other Race	283	20.5	39	5.5	214	21.8	334	21.0	478	31.8	96	13.4	516	28.6	157	20.3	305	27.1	397	23.3	21,374	5.6	38,878	3.4
Two or More Races	59	4.3	18	2.5	68	6.9	68	4.3	105	7.0	52	7.2	157	8.7	36	4.7	63	5.6	95	5.6	16,687	4.4	37,449	3.3
Hispanic Origin (3)	432	31.3	124	17.5	371	37.7	500	31.4	712	47.4	193	26.9	880	48.7	218	28.1	477	42.4	563	33.0	40,073	10.5	77,676	6.7

See notes from Table 1A.

Table 1C – Population and Race (Block Groups North of 26th Street)

Demographic Group	Census Tract 59.01, Block Group 1		Census Tract 59.01, Block Group 2		Census Tract 59.02, Block Group 1		Census Tract 59.02, Block Group 2		Census Tract 1052.04, Block Group 1		Census Tract 1057, Block Group 1		Census Tract 1057, Block Group 2		Census Tract 1057, Block Group 3		Census Tract 1069, Block Group 1		Census Tract 1069, Block Group 2		City of Minneapolis		Hennepin County	
	Number	% of Population	Number	% of Population	Number	% of Population	Number	% of Population	Number	% of Population	Number	% of Population	Number	% of Population	Number	% of Population	Number	% of Population						
Households	808	N/A	955	N/A	689	N/A	531	N/A	774	N/A	646	N/A	727	N/A	742	N/A	611	N/A	950	N/A	178,287	N/A	509,469	N/A
Population	1465	100	1701	100	1,913	100	1,285	100	877	100	801	100	923	100	1001	100	1,083	100	1,641	100	382,578	100	1,152,425	100
White	496	33.9	932	54.8	735	38.4	375	29.2	454	51.8	561	70.0	469	50.8	696	69.5	663	61.2	1,260	76.8	244,086	63.8	856,834	74.4
Minorities	969	66.1	769	45.2	1,178	61.6	910	70.8	423	48.2	240	30.0	454	49.2	305	30.5	420	38.8	381	23.2	138,492	36.2	295,591	25.6
African American	776	53.0	632	37.2	728	38.1	580	45.1	277	31.6	145	18.1	363	39.3	187	18.7	226	20.9	173	10.5	71,098	18.6	136,262	11.8
Asian	40	2.7	52	3.1	45	2.4	10	0.8	75	8.6	18	2.3	35	3.8	30	3.0	34	3.1	76	4.6	21,553	5.6	71,905	6.2
AIAN (1)	54	3.7	35	2.1	75	3.9	56	4.4	18	2.1	20	2.5	10	1.1	10	1.0	56	5.2	42	2.6	7,601	2.0	10,591	0.9
NHPI (2)	4	0.3	0	0	0	0	1	0.1	0	0	1	0.1	0	0	0	0	0	0	0	0	0	0	0	0
Some Other Race	42	2.9	5	0.3	222	11.6	180	14.0	16	1.8	13	1.6	10	1.1	33	3.3	50	4.6	31	1.9	21,374	5.6	38,878	3.4
Two or More Races	53	3.6	45	2.7	108	5.7	83	6.5	37	4.2	43	5.4	36	3.9	45	4.5	54	5.0	59	3.6	16,687	4.4	37,449	3.3
Hispanic Origin (3)	89	6.1	18	1.1	411	21.5	327	25.5	52	5.9	41	5.1	46	5.0	76	7.6	110	10.2	124	7.6	40,073	10.5	77,676	6.7

See notes from Table 1A.

Attachment B

Low-Income Populations American Community Survey Data Tables

Table 1A – Income and Poverty

Demographic Group	Census Tract 59.01	Census Tract 59.02	Census Tract 77	Census Tract 78.01	Census Tract 82	Census Tract 83	Census Tract 84	Census Tract 1052.04	Census Tract 1057	City of Minneapolis	Hennepin County
Number of households	1,566	1,068	1,261	652	2,273	635	874	1,702	1,849	167,141	473,856
Number of families	294	536	367	297	704	327	591	317	254	75,000	274,240
Median household income (in 2010 inflation-adjusted dollars)	19,923	21,063	44,222	28,167	30,071	39,408	43,145	19,303	22,907	46,075	61,328
Median family income (in 2010 inflation-adjusted dollars)	33,929	19,479	43,489	34,447	23,556	23,281	43,972	64,025	30,833	60,927	81,043
Per capita income in 2010 (dollars)	18,703	11,447	32,424	14,811	21,479	12,098	15,182	39,385	19,644	29,551	35,902
Percentage of people whose income in the past 12 months is below the poverty level	39.5	49.6	17.5	29.8	36.8	44.7	17.5	31.4	38.4	22.7	12.1
Percentage of families whose income in the past 12 months is below the poverty level	28.2	53.9	8.7	18.9	37.8	36.4	17.8	10.1	28.0	16.4	7.8

Source: U.S. Census Bureau, 2006-2010 American Community Survey 5-Year Estimates

Table 1B – Income and Poverty

Demographic Group	Census Tract 1069	Census Tract 1093	Census Tract 1094	Census Tract 1099	Census Tract 1100	Census Tract 1108	Census Tract 1109	Census Tract 1260	City of Minneapolis	Hennepin County
Number of households	1,223	1,951	503	1,830	556	1,913	1,350	2,067	167,141	473,856
Number of families	295	884	342	843	357	1,056	791	779	75,000	274,240
Median household income (in 2010 inflation-adjusted dollars)	36,164	53,779	35,156	64,813	38,021	63,087	68,619	17,342	46,075	61,328
Median family income (in 2010 inflation-adjusted dollars)	37,157	57,632	38,864	92,042	38,490	82,000	71,032	25,536	60,927	81,043
Per capita income in 2010 (dollars)	21,628	26,607	13,528	36,914	12,748	35,205	33,514	12,367	29,551	35,902
Percentage of people whose income in the past 12 months is below the poverty level	25.2	21.6	19.0	3.3	55.0	8.0	14.5	50.2	22.7	12.1
Percentage of families whose income in the past 12 months is below the poverty level	16.3	18.2	28.9	1.1	44.8	6.9	11.1	44.3	16.4	7.8

Source: U.S. Census Bureau, 2006-2010 American Community Survey 5-Year Estimates