

# Blue Line Extension Update

December 11, 2024



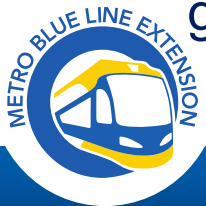
BROOKLYN PARK | CRYSTAL | ROBBINSDALE | MINNEAPOLIS



# Capital Grant Agreement (CGA) Amendment 1 for Engineering and Construction

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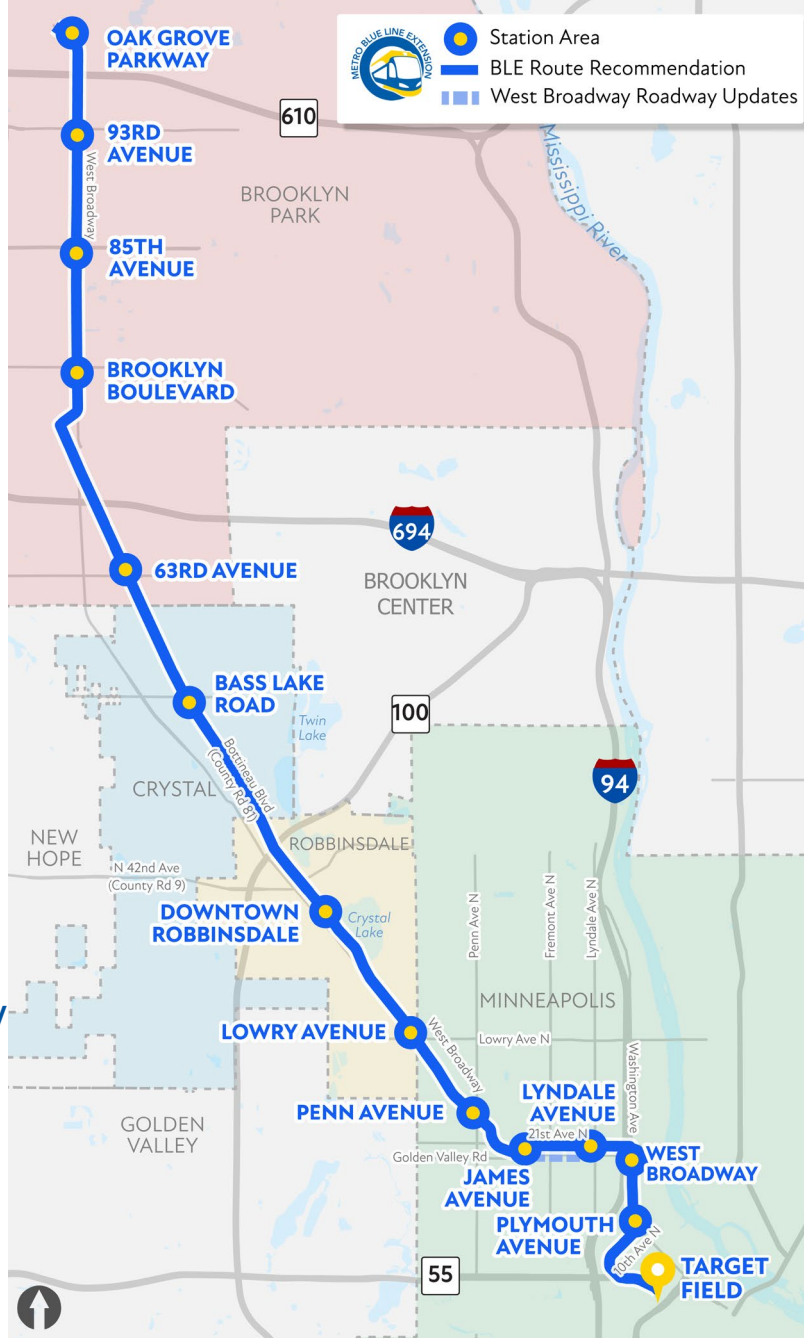
- Term: January 2025 – June 2026
  - Will be amended before entering construction phase of project
- Cost: \$173,600,000
- Parties:
  - Metropolitan Council
  - Hennepin County & Hennepin County Regional Railroad Authority
- Purpose:
  - Provide funding for Engineering and Construction Activities including ROW acquisition, establish governance process of the project, assign responsibilities for the project between the parties.





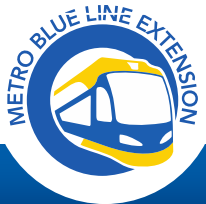
# Blue Line EXTENSION

- 13.4 miles & **13** new stations
- Connecting Minneapolis, Robbinsdale, Crystal, Brooklyn Park and surrounding communities to fast, frequent, all-day service across the METRO system
- Single seat ride to existing Blue Line stops downtown, MSP Airport and Mall of America
- Focus on building community prosperity through anti-displacement strategies before, during, and after construction

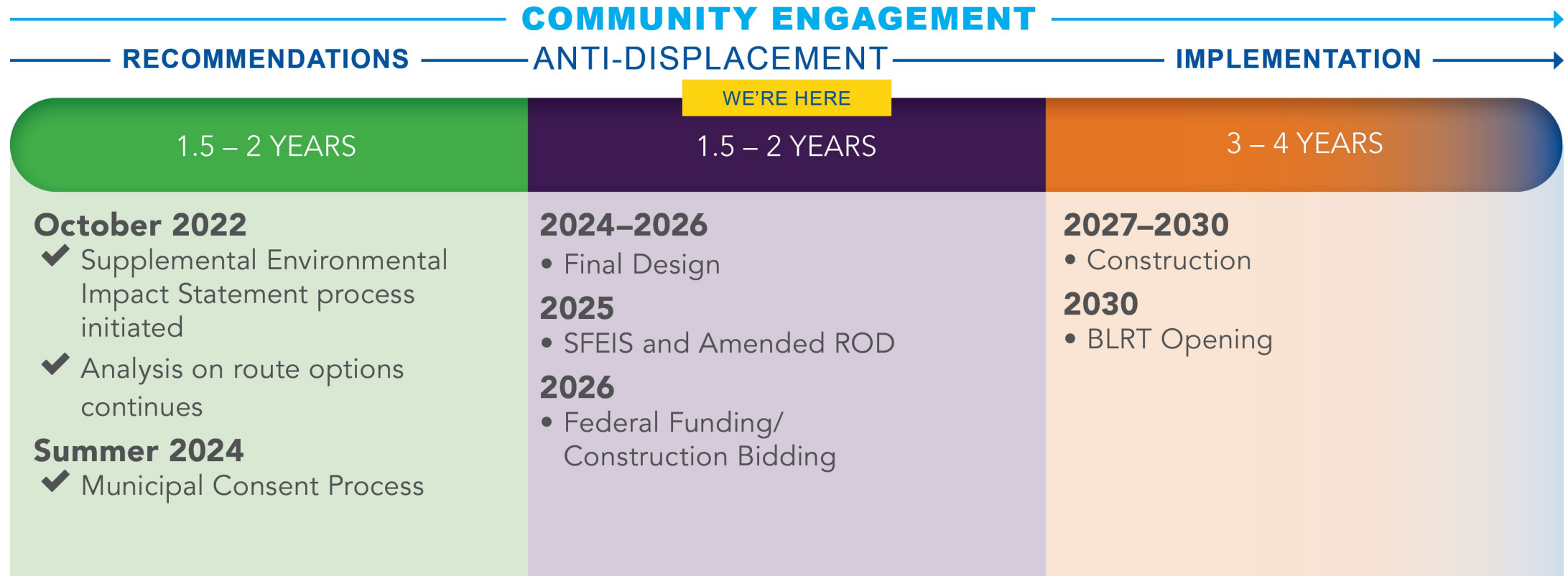


## Next steps

- ✓ Updated post-COVID ridership and initial cost information: March 2024
- ✓ Supplemental Draft Environmental Impact Statement: Spring 2024
- ✓ Municipal Consent process to confirm final route: Summer 2024
- Updated 60% cost estimate: Early 2025
- Final Design: 2024-2025
- Construction starts: 2026-2027



# Project Schedule



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# Environmental and Anti-Displacement Update



# Environmental Review Next Steps

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- Supplemental Final EIS/Amended Record of Decision
  - Analysis updates and FTA coordination: Fall 2024-Spring 2025
  - Mitigation Outreach: Fall 2024-Spring 2025
  - Anticipated publication Summer 2025
  - Mitigation implementation: Summer 2025 onward



# Supplemental Final EIS Next Steps

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- Analysis updates
  - Additional noise and vibration analysis conducted
  - Additional historic/cultural surveys
- Agency coordination (MPRB, City partners, permitting agencies)
- Mitigation development



# Mitigation Development – Environmental Justice

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- Mitigation within the Project is funded by the Project
- All mitigation subject to FTA approval
- Developing proposed mitigation for adverse impacts to EJ communities
  - Business impacts during construction
  - Loss of parking
  - Community character
  - Indirect displacement





# Mitigation Development - EJ

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- Mitigation options under development/consideration:
  - Funding for community programs
  - Cultural placekeeping design groups
  - Storefront/virtual resource center
  - Workforce development/local hiring incentives for construction
  - Business support during construction
  - Parking solutions near Penn/W Broadway



# Coordinated Anti-Displacement Strategies

Coordinated Action Plan	
Within Project	Adjacent to Project
Environmental review process to develop strategies to address impacts	Anti-displacement Community Prosperity Program
Project design	Actions by Project Partners
Construction management	Anti-displacement Coordinated Action Plan
Relocation assistance – residential and business	



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# Design Highlight



# Design Process Update

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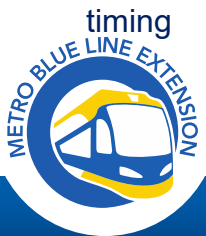
- Municipal Consent Process resulted in request to continue to work on design options at Lowry Station near North Memorial and the Parkway
- Design team produced 9 different alternative options
- Project team hosted update event early December for community and stakeholders and is getting feedback now
- Collected comments and feedback
  - Concept H receiving positive support
- 2 options for consideration – Options A (current design) and H



# Option A – Current Design

Station and LRT tracks are at grade, with at-grade crossings of the Wirth/Victory Memorial Parkway, Grand Rounds Trail, and Lowry/Oakdale Avenue.

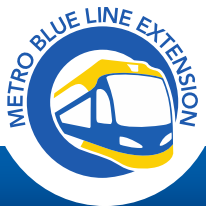
- At-grade station is more visible and accessible to the community
- Creates additional parkland
- Cost efficient
- Builds on existing infrastructure
- Parkway and trail users along Theodore Wirth Parkway may encounter a gate crossing, but experience is largely unchanged
  - Gate operations are 45 seconds, 25 second average delays if encountered
  - Gates are up about 90% of the time
- May modify EMS response route and timing



# Option H – Alternative Design

Station and LRT tracks are at-grade, with the Wirth/Victory Memorial Parkway and Grand Rounds Trail below grade. Lowry/Oakdale Avenue will meet with West Broadway Avenue (CR 81) and the LRT tracks at a signalized intersection.

- At-grade station and signalized intersection are good for safety, security, and accessibility
- No rail crossing gates necessary
  - Parkway and trail bypass Lowry Ave, West Broadway Ave (CR 81), and LRT Tracks
- Parkway and trail users in “trench”, underneath the station and tracks
- Right turn from northbound West Broadway Ave to eastbound Lowry Ave would continue to utilize N Washburn Ave

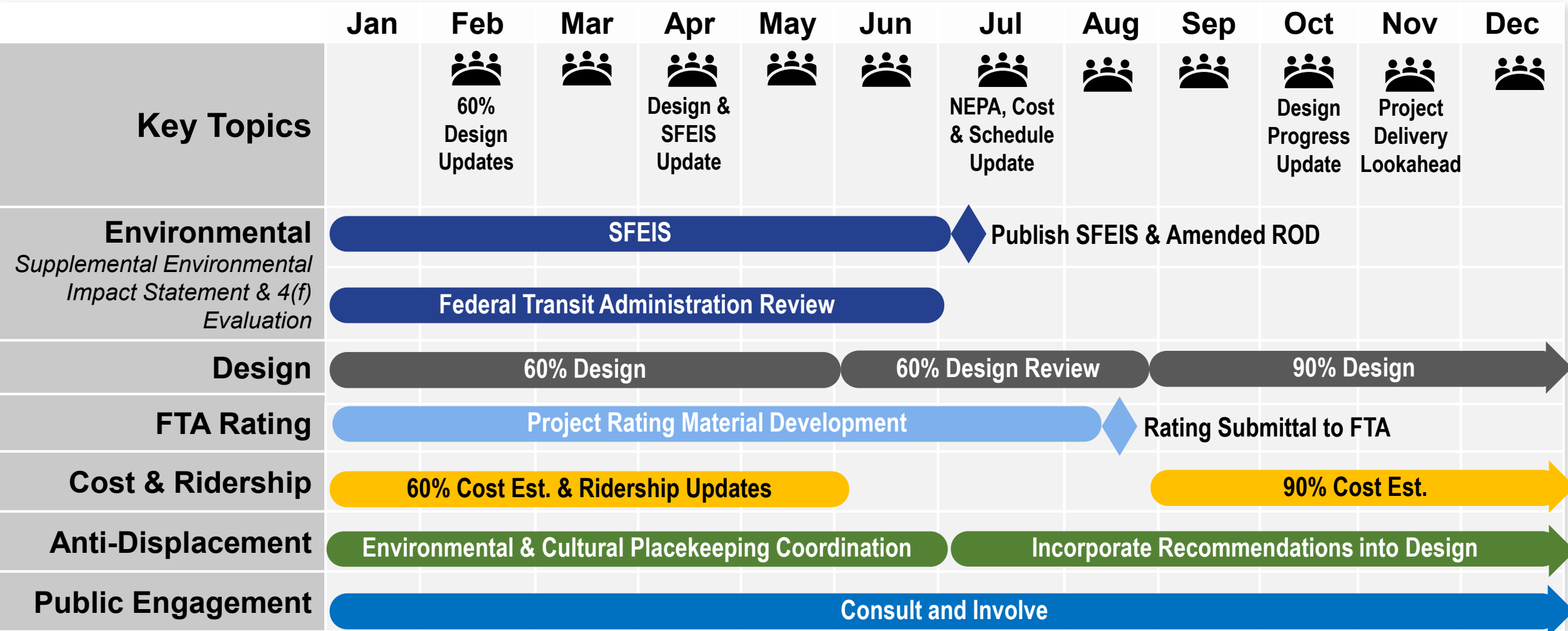


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# 2025 Schedule



# 2025 Schedule





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