



Contents

Abbreviations and Glossary

Abstract

Executive Summary

Introduction..... 1-1

1 Purpose and Need 1-3

 1.1 Project Purpose and Need 1-3

 1.2 Project Description 1-4

 1.3 Project Background..... 1-8

 1.4 Project Need Factors 1-12

2 Alternatives 2-1

 2.1 Changes Since the Final EIS and ROD Publication (2016) 2-1

 2.2 Previous Studies and Environmental Review 2-3

 2.3 Route Modification Process..... 2-3

 2.4 Alternatives Considered in this Supplemental Final EIS 2-5

3 Transportation..... 3-1

 3.1 Transit Conditions..... 3-4

 3.2 Pedestrian Conditions..... 3-9

 3.3 Bicycle Conditions..... 3-25

 3.4 Vehicle Traffic 3-41

 3.5 Vehicle Parking 3-49

 3.6 Freight Rail Conditions..... 3-60

 3.7 Aviation..... 3-61

4 Community and Social Analysis..... 4-1

 4.1 Land Use Plan Compatibility 4-6

 4.2 Community Amenities, Character, and Cohesion..... 4-8

 4.3 Acquisitions and Relocations 4-23

 4.4 Cultural Resources 4-29

 4.5 Visual/Aesthetics 4-46

 4.6 Economic Effects..... 4-55

 4.7 Safety and Security 4-62

5 Physical and Environmental Analysis 5-1

 5.1 Utilities..... 5-6

 5.2 Floodplains..... 5-12

 5.3 Wetlands and Other Aquatic Resources..... 5-21

 5.4 Geology, Soils, and Topography 5-33

 5.5 Hazardous Materials Contamination..... 5-36

 5.6 Noise 5-46

 5.7 Vibration and Ground-Borne Noise 5-59

 5.8 Biological Environment..... 5-63

 5.9 Water Quality and Stormwater 5-74

 5.10 Air Quality and Greenhouse Gas Emissions..... 5-80

 5.11 Energy 5-83

6 Cumulative Potential Effects (per MN Rules §4410), Reasonably Foreseeable Trends and Future Plans 6-1

 6.1 Methodology 6-2

 6.2 Indirect and Cumulative Potential Impacts Assessment 6-10

 6.3 Mitigation and Summary of Effects 6-20



- 7 Chapter Analysis Removed per Federal Policy Guidance 2025..... 7-1
- 8 Section 4(f) and 6(f) Resources 8-1
 - 8.1 Section 4(f)..... 8-1
 - 8.2 Section 6(f)..... 8-6
- 9 Consultation and Coordination 9-1
 - 9.1 Public Outreach and Engagement 9-1
 - 9.2 Agency Coordination 9-22
 - 9.3 Permits and Approvals..... 9-26
- 10 Financial Analysis..... 10-1
 - 10.1 Capital Funding Strategy..... 10-1
 - 10.2 Operating Funding Strategy..... 10-2
 - 10.3 Potential Responses to Operating Shortfalls 10-4
- 11 Evaluation of Alternatives 11-1
 - 11.1 Evaluation Framework and Methods 11-1
 - 11.2 Build and No-Build Alternative Differentiators 11-1
 - 11.3 Environmentally Preferred Alternative 11-10
 - 11.4 Next Steps..... 11-11

Tables

- Table I-1 Summary of Revisions from the Supplemental Draft EIS..... 1-2
- Table 1-1 Population and Employment Forecasts 1-13
- Table 1-2 Factors Influencing Public Transit Use 1-19
- Table 2-1 Summary of Proposed Alignments by Area: Route Modification Process (2020–2022)..... 2-4
- Table 2-2 Evaluation of Alignment and Design Option Locations (2023)..... 2-5
- Table 2-3 Project Description by Project City..... 2-9
- Table 2-4 Roadway Projects in the City of Brooklyn Park 2-10
- Table 2-5 Roadway Projects in the City of Minneapolis..... 2-12
- Table 2-6 Elements of the 2016 Alignment and Build Alternative 2-15
- Table 2-7 Station Characteristics..... 2-18
- Table 3-1 Comparison of Impacts and Mitigation – 2016 Alignment and Project Alignment 3-1
- Table 3-2 Defined Transportation Modes and Study Areas..... 3-3
- Table 3-3 LRT Station Amenities and Connections to Local and Express Bus Service..... 3-7
- Table 3-4 Projected Weekday Daily Boardings by LRT Station 3-8
- Table 3-5 Summary of Pedestrian Service Changes at the City of Brooklyn Park LRT Stations 3-15
- Table 3-6 Summary of PLTS Segment Analysis for the City of Brooklyn Park 3-15
- Table 3-7 Summary of PLTS Intersection Analysis for the City of Brooklyn Park 3-16
- Table 3-8 Summary of Travel Time (Origin-Destination) Analysis for the City of Brooklyn Park 3-17
- Table 3-9 Summary of PLTS Segment Analysis for the City of Crystal..... 3-18
- Table 3-10 Summary of PLTS Intersection Analysis for the City of Crystal 3-18
- Table 3-11 Summary of Travel Time (Origin-Destination) Analysis for the City of Crystal 3-18
- Table 3-12 Summary of Pedestrian Changes at the Downtown Robbinsdale Station 3-19
- Table 3-13 Summary of PLTS Segment Analysis for the City of Robbinsdale..... 3-19
- Table 3-14 Summary of PLTS Intersection Analysis for the City of Robbinsdale 3-19
- Table 3-15 Summary of Travel Time (Origin-Destination) Analysis for the City of Robbinsdale 3-20
- Table 3-16 Summary of Pedestrian Service Changes at the City of Minneapolis LRT Stations..... 3-20
- Table 3-17 Summary of PLTS Segment Analysis for the City of Minneapolis..... 3-22
- Table 3-18 Summary of PLTS Intersection Analysis for the City of Minneapolis 3-23
- Table 3-19 Summary of Travel Time (Origin-Destination) Analysis for the City of Minneapolis 3-24



Table 3-20 Planned Bike Facilities to be Partially Constructed by the Project..... 3-27

Table 3-21 Summary of BLTS Segment Analysis in the City of Brooklyn Park..... 3-31

Table 3-22 Summary of BLTS Intersection Analysis in the City of Brooklyn Park 3-32

Table 3-23 Summary of Travel Time (Origin-Destination) Analysis for the City of Brooklyn Park..... 3-32

Table 3-24 Summary of Bicycle Service Changes in the City of Brooklyn Park Station Areas..... 3-33

Table 3-25 Summary of BLTS Segment Analysis for the City of Crystal 3-33

Table 3-26 Summary of BLTS Intersection Analysis for the City of Crystal 3-34

Table 3-27. Summary of Travel Time (Origin-Destination) Analysis for the City of Crystal 3-34

Table 3-28 Summary of BLTS Segment Analysis for the City of Robbinsdale..... 3-34

Table 3-29 Summary of BLTS Intersection Analysis for the City of Robbinsdale 3-35

Table 3-30 Summary of Travel Time (Origin-Destination) Analysis for the City of Robbinsdale 3-35

Table 3-31 Summary of BLTS Segment Analysis for the City of Minneapolis 3-36

Table 3-32 Summary of BLTS Intersection Analysis for the City of Minneapolis 3-37

Table 3-33 Summary of Travel Time (Origin-Destination) Analysis for the City of Minneapolis 3-39

Table 3-34 Summary of Bicycle Service Changes by LRT Station 3-40

Table 3-35 Intersections at and Exceeding Capacities Under 2050 No-Build Condition 3-43

Table 3-36 City of Brooklyn Park Intersections at and Exceeding Capacity Under Build Alternative 3-46

Table 3-37 Traffic-Related Changes Included in the City of Crystal 3-46

Table 3-38 Traffic-Related Changes Included in the City of Robbinsdale 3-47

Table 3-39 Traffic-Related Changes in the City of Minneapolis 3-47

Table 3-40 City of Minneapolis Intersections at and Exceeding Capacity..... 3-49

Table 3-41 Parking Impacts in the Cities of Brooklyn Park and Crystal..... 3-51

Table 3-42 Parking Impacts at City of Robbinsdale Stations..... 3-53

Table 3-43 Parking Impacts in the City of Minneapolis..... 3-54

Table 4-1 Comparison of Impacts and Mitigation – 2016 Alignment and Project Alignment 4-1

Table 4-2 Summary of the Defined Study Areas: Community and Social Analysis 4-4

Table 4-3 Community Comprehensive Plans 4-6

Table 4-4 Neighborhood and Community Impacts Topics and Criteria 4-9

Table 4-5 Study Area Socioeconomic Data Compared to Reference Geographies Conditions 4-9

Table 4-6 Community Amenities in the Study Area: City of Brooklyn Park 4-11

Table 4-7 Community Amenities in the Study Area: City of Crystal..... 4-13

Table 4-8 Community Amenities in the Study Area: City of Robbinsdale 4-15

Table 4-9 Community Amenities in the Study Area: City of Minneapolis..... 4-17

Table 4-10 Land Use Categories for Acquisitions and Relocations 4-25

Table 4-11 Acquisitions and Relocations Required for the City of Brooklyn Park 4-25

Table 4-12 Summary of Acquisitions and Relocations Required for the City of Crystal 4-26

Table 4-13 Acquisitions and Relocations Required for the City of Robbinsdale..... 4-26

Table 4-14 Acquisitions and Relocations Required for the City of Minneapolis..... 4-27

Table 4-15 Right-of-Way and Easement Impacts..... 4-27

Table 4-16 Historic Properties within the APE 4-32

Table 4-17 Historic Properties within the APE Adversely Affected by the Project 4-39

Table 4-18 Historic Properties within the APE Not Adversely Affected by the Project 4-40

Table 4-19 Visual/Aesthetics Terminology and Definitions 4-47

Table 4-20 Changes to Existing Visual Quality and Character in the City of Brooklyn Park Landscape Unit 4-51

Table 4-21 Changes to Existing Visual Quality and Character in the Cities of Crystal/Robbinsdale
Landscape Unit..... 4-52

Table 4-22 Changes to Existing Visual Quality and Character in the City of Minneapolis Landscape Unit..... 4-52

Table 4-23 Potential Long-Term Mitigation Measures 4-54

Table 4-24 Project Costs (In Millions of 2024 Dollars) 4-58



Table 4-25 Distribution of Project Expenditures and Allocation to RIMS II Industrial Sectors 4-59

Table 4-26 Economic Impacts of Construction Expenditures in Minneapolis-St. Paul-Bloomington MSA, Cumulative over All Construction Years 4-60

Table 4-27 Economic Impacts of Construction Expenditures in Minneapolis-St. Paul-Bloomington MSA, Average Annual During Construction Years 4-60

Table 4-28 Applicable Safety and Security Codes, Standards, and Guidance 4-63

Table 4-29 Railroad Crossings (Existing Conditions) 4-64

Table 5-1 Comparison of Impacts and Mitigation – 2016 Alignment and Project Alignment 5-1

Table 5-2 Resources and Study Areas for the Physical and Environmental Analysis 5-4

Table 5-3 Floodplains in the Study Area 5-13

Table 5-4 Potential Floodplains Impacts 5-14

Table 5-5 Wetland Delineation Results a 5-21

Table 5-6 Public Water Summary 5-31

Table 5-7 Impacts on Delineated Basins from the Build Alternative by Wetland Type 5-32

Table 5-8 Potential Stream Impacts from the Project 5-32

Table 5-9 Number of Recorded Properties with Potential Contamination 5-43

Table 5-10 Number of Contaminated Sites Identified from the Phase II ESA by Soil Category 5-43

Table 5-11 Number of Groundwater Contaminated Sites Identified from the Phase II ESA 5-44

Table 5-12 Hazardous Materials Contamination Mitigation Measures 5-46

Table 5-13 Summary of Existing Noise Level Measurements 5-51

Table 5-14 Summary of Existing L10 and L50 Noise Levels at Long-Term Noise Measurement Locations 5-52

Table 5-15 Summary of Noise Impacts by Project City 5-53

Table 5-16 Summary of Vibration Impacts by Project City 5-61

Table 5-17 State-Listed Species Documented in the Study Area 5-64

Table 5-18 Federally Listed Species Documented in the Study Area 5-65

Table 5-19 Regionally Significant Ecological Areas in the Study Area 5-69

Table 5-20 Noxious Plant Species in the Study Area 5-70

Table 5-21 Habitat for Federally Endangered and Threatened Species in Study Area 5-70

Table 5-22 Nesting Season for Migratory Birds Within the Study Area 5-71

Table 5-23 Increase in Impervious Surface 5-75

Table 5-24 Potential Stormwater BMPs 5-77

Table 5-25 Anticipated VMT Reduction for the Build Alternative 5-81

Table 5-26 Emissions for Equivalent Passenger Vehicle per Regional Emissions Model (MT CO2e) 5-81

Table 5-27 Energy Impacts from Equivalent Passenger Vehicles (MMBtua) 5-84

Table 5-28 Construction-Phase Estimated Energy Usage 5-84

Table 6-1 Comparison of Impacts and Mitigation – 2016 Alignment and Project Alignment 6-1

Table 6-2 Population of Minnesota and Hennepin County (1960–2020) 6-5

Table 6-3 Population and Employment Projections for the Cumulative Potential Effects Study Area (2020–2040) 6-7

Table 6-4 Present and Reasonably Foreseeable Future Actions 6-9

Table 6-5 Summary of Indirect Impacts, Cumulative Potential Effects, and Associated Mitigation 6-21

Table 8-1 Comparison of Impacts and Mitigation – 2016 Alignment and Project Alignment 8-1

Table 8-2 Comparison of Uses of Section 4(f) Properties in the 2016 Final EIS and ROD, the SDEIS, and the SFEIS 8-3

Table 9-1 Community Cohort Overview 9-4

Table 9-2 Cultivate Arts Artists Overview 2024 9-6

Table 9-3 Recommendations from Initial Community Input on Engagement Strategies 9-9

Table 9-4 2022 Community Engagement Events 9-12

Table 9-5 2023 Community Engagement Events 9-14



Table 9-6 2024 Community Engagement Events 9-16

Table 9-7 Community 2025 Engagement Events Planned (as of Q1 2025)..... 9-17

Table 9-8 Cooperating and Participating Agencies 9-23

Table 9-9 Documents Related to the Section 106 Process 9-24

Table 9-10 Meetings Related to the Section 106 Process..... 9-24

Table 9-11 Tribes in Section 106 Tribal Coordination 9-25

Table 9-12 Official(s) with Jurisdiction 9-26

Table 9-13 Permits and Approvals Required..... 9-27

Table 11-1 Build/No-Build Alternative Evaluation Summary – Transportation 11-3

Table 11-2 Build/No-Build Alternative Evaluation Summary – Community and Social 11-4

Table 11-3 Build/No-Build Alternative Evaluation Summary – Physical and Environmental..... 11-7

Figures

Figure 1-1 Project Area and Project Alignment..... 1-5

Figure 1-2 Existing Area Bus Transit and Metro micro-Services and Facilities 1-7

Figure 1-3 METRO Regional Transitway System and Planned METRO System (2030) 1-9

Figure 1-4 Summary of Project Environmental Review and Related Studies 1-10

Figure 1-5 Population Forecast in the Project Area, 2020–2040 1-14

Figure 1-6 Employment Forecast in the Project Area, 2020–2040 1-15

Figure 1-7 Percentage of Zero-Car Households by Census Tract 1-20

Figure 1-8 Housing Cost-Burdened Households in the Project Area 1-21

Figure 1-9 Walksheds Around Proposed LRT Stations 1-22

Figure 1-10 Average Weekday Ridership from January 2019 to present (October 2024) on Blue Line 1-23

Figure 1-11 Changes in Daily Metro Transit Ridership due to the COVID-19 Pandemic..... 1-25

Figure 2-1 Environmental Documentation Process Sequence..... 2-1

Figure 2-2 Project Alignments: 2016 Alignment and Build Alternative Project Alignment 2-2

Figure 2-3 Municipal Consent Draft Design for the Lowry Ave Station 2-7

Figure 2-4 Grade-Separated Roadway Draft Design for the Lowry Ave Station 2-8

Figure 2-5 Grade-Separated Intersection at Bass Lake Rd/CR 81 2-11

Figure 2-6 Build Alternative Structures 2-17

Figure 2-7 Project Park-and-Ride Locations 2-19

Figure 3-1 METRO Regional Transitway System and Planned METRO System (2030) 3-5

Figure 3-2 Existing Bus Transit Service as of June 2024 3-6

Figure 3-3 Pedestrian Study Area..... 3-11

Figure 3-4 Pedestrian Level of Traffic Stress in the Cities of Brooklyn Park and Crystal..... 3-13

Figure 3-5 Pedestrian Level of Traffic Stress in the Cities of Crystal, Robbinsdale, and Minneapolis 3-14

Figure 3-6 Bicycle Network in the Project Area 3-26

Figure 3-7 Bicycle Level of Traffic Stress in the Cities of Brooklyn Park and Crystal..... 3-29

Figure 3-8 Bicycle Level of Traffic Stress in the Cities of Crystal, Robbinsdale, and Minneapolis 3-30

Figure 3-9 2050 Afternoon Peak Hour Impacts to Intersections 3-45

Figure 3-10 On-Street and Off-Street Parking Impacts in the Cities of Brooklyn Park, Crystal, and Robbinsdale 3-52

Figure 3-11 On-Street Parking Impacts in the City of Minneapolis..... 3-57

Figure 3-12 Off-Street Parking Impacts in the City of Minneapolis 3-58

Figure 3-13 Crystal Airport Runway Protection Zone and State Safety Zone Effects 3-63

Figure 4-1 Community Amenities and Parks in the City of Brooklyn Park 4-12

Figure 4-2 Community Amenities and Parks in the City of Crystal..... 4-14

Figure 4-3 Community Amenities and Parks in the City of Robbinsdale..... 4-16

Figure 4-4 Community Amenities and Parks in the City of Minneapolis..... 4-18



Figure 4-5 Architecture/History APE and Properties Identified (North) 4-34

Figure 4-6 Architecture/History APE and Properties Identified (South) 4-35

Figure 4-7 Archaeological APE (North) 4-36

Figure 4-8 Archaeological APE (South) 4-37

Figure 4-9 Landscape Units and Key Viewpoints in the Visual/Aesthetics Study Area 4-50

Figure 4-10 Input-Output Model Illustration 4-56

Figure 5-1 Locations of Major Utilities in the City of Brooklyn Park 5-7

Figure 5-2 Locations of Major Utilities in the Cities of Brooklyn Park, Crystal, and Robbinsdale 5-8

Figure 5-3 Locations of Major Utilities in the City of Minneapolis 5-9

Figure 5-4 Overview of Floodplain Locations 5-16

Figure 5-5 Potential Floodplain Impacts on Stormwater Pond at TH 610 5-17

Figure 5-6 Potential Floodplain Impacts on Century Channel Ponds and Setzler Pond 5-18

Figure 5-7 Potential Floodplain Impacts on Shingle Creek 5-19

Figure 5-8 Detail of Floodplains in the City of Minneapolis 5-20

Figure 5-9 Overview of Wetlands Near the Project 5-22

Figure 5-10 Detail of Wetlands Near the Oak Grove Pkwy Station Area 5-23

Figure 5-11 Detail of Wetlands Near the 85th and 93rd Ave N Station Areas 5-24

Figure 5-12 Detail of Wetlands Near the Brooklyn Blvd Station Area 5-25

Figure 5-13 Detail of Wetlands Near the 63rd Ave N Station Area 5-26

Figure 5-14 Detail of Wetlands Near the Bass Lake Rd Station Area 5-27

Figure 5-15 Detail of Wetlands North of the Downtown Robbinsdale Station Area 5-28

Figure 5-16 Detail of Wetlands Near the Downtown Robbinsdale Station Area 5-29

Figure 5-17 Detail of Wetlands in the City of Minneapolis 5-30

Figure 5-18 Poor Soils Near the Project 5-35

Figure 5-19 Contamination Risk, Boring Locations, and Test Pits Along the Project Alignment 5-38

Figure 5-20 Contamination Risk, Boring Locations, and Test Pits Along the Project Alignment in the City
of Brooklyn Park 5-39

Figure 5-21 Contamination Risk, Boring Locations, and Test Pits Along the Project Alignment in the City
of Crystal 5-40

Figure 5-22 Contamination Risk, Boring Locations, and Test Pits Along the Project Alignment in the City
of Robbinsdale 5-41

Figure 5-23 Contamination Risk, Boring Locations, and Test Pits Along the Project Alignment in the City
of Minneapolis 5-42

Figure 5-24 Typical Day-Night Sound Level (Ldn) Noise Exposure Levels 5-47

Figure 5-25 FTA Noise Impact Criteria 5-48

Figure 5-26 Locations of Noise Measurement Sites 5-50

Figure 5-27 Project Noise Impacts in the City of Brooklyn Park 5-56

Figure 5-28 Project Noise Impacts in the City of Minneapolis 5-57

Figure 5-29 Locations of Vibration Measurement Sites 5-60

Figure 5-30 Project Vibration Impacts in the City of Minneapolis 5-62

Figure 5-31 Detail of Regionally Significant Ecological Areas Near the Oak Grove Pkwy Station Area 5-67

Figure 5-32 Detail of Regionally Significant Ecological Areas Near the Brooklyn Blvd Station Area 5-68

Figure 5-33 Preliminary Stormwater Management BMPs in the Cities of Brooklyn Park and Crystal 5-78

Figure 5-34 Preliminary Stormwater Management BMPs in the Cities of Crystal, Robbinsdale, and
Minneapolis 5-79

Figure 6-1 Primary Study Areas for Indirect Impacts and Cumulative Potential Effects 6-6

Figure 9-1 Metropolitan Council Decision-Making Process 9-2

Figure 9-2 Cultivate Arts Artists (2024) 9-5

Figure 9-3 Photograph of Driveway Chat (July 2022) 9-12



Figure 9-4 Engagement Summary (June 2024) 9-18
 Figure 9-5 Council Engagement Comment Data Interactive Website Overview Summary (August 2024) 9-19
 Figure 9-6 Community-Led Bike Tour of the Project Alignment (October 2021)..... 9-20
 Figure 9-7 Your Blue Line Extension Website 9-22

Appendices

Appendix CR Responses to Comments on the Supplemental Draft EIS
 Appendix A-E Conceptual Engineering Drawings
 Appendix A-1 List of Preparers and List of Recipients
 Appendix A-2 No Content
 Appendix A-3 Traffic Operations Technical Memorandum and Interstate Access Modification Request Process Summary
 Appendix A-4 Appendix Chapter 4: Community and Social Analysis
 Archaeological and Architectural History Reports
 Cultural Resources Documents
 Visual Quality Tech Report
 Appendix A-5 Appendix Chapter 5: Physical and Environmental Analysis
 Water Resources Technical Report
 Noise and Vibration Technical Report
 Biological Environment Technical Report
 Biological Environment Documents
 Preliminary Engineering Water Resources Design Report
 Appendix A-6 No Content
 Appendix A-7 No Content
 Appendix A-8 Draft Section 4(f) and Section 6(f) Evaluation
 Appendix A-9 Agency Coordination