



METRO BLUE LINE EXTENSION

FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

Updated May 2025

The Metropolitan Council and the Federal Transit Administration have published a Supplemental Final Environmental Impact Statement (SFEIS) and Amended Draft Section 4(f) Evaluation for the Blue Line Extension project. This is a significant project milestone that sets the stage for final environmental approvals, design, and construction.

The SFEIS follows the Supplemental Draft Environmental Impact Statement (SDEIS) that was published for community input in June 2024. The SFEIS refines project impacts and identifies benefits, including measures to avoid, minimize, and mitigate these impacts.

The SFEIS documents the following:

- Purpose and need for the proposed Blue Line Extension project
- Alternatives considered
- Anticipated impacts that will result from building the project, including strategies to avoid, reduce, and address impacts
- Description of the proposed Blue Line Extension project's public involvement and agency coordination
- Section 106 assessment of effects on historic and cultural resources
- Responses to comments received during the SDEIS comment period

Blue Line Extension strategies to address environmental and community impacts

Below is a summary of the key impacts and strategies identified in the SFEIS. To learn more and read the full SFEIS, visit [BlueLineExt.org](https://www.metroblue.org/BlueLineExt.org).

TOPIC	IMPACT	STRATEGIES TO ADDRESS IMPACTS
Acquisitions and Relocations (Chapter 4.3)	There would be approximately 35 relocations with 28 in the City of Minneapolis.	People needing to relocate will receive individualized support through the transition process, including fair compensation, moving costs and re-establishment expenses, advanced vacate notifications, lump sum payment options, and other requirements of the Uniform Act. Individualized relocation services would be available at 2 centrally located storefronts and an online portal to inform owners and tenants of their rights. Additional mitigation to offset these impacts would include community investment funding, with funds dispersed through community-based organizations, and a Business Assistance Program.
Cultural Resources (Chapter 4.4)	Effect on the Forest Heights Addition Historic District and the Northwestern National Bank under Section 106 of the National Historic Preservation Act.	Historic interpretation in the areas of the two historic properties impacted.
Vibration and Ground-Bourne Noise (Chapter 5.7)	2 properties in Minneapolis may be impacted by vibration. Vibration impact levels are defined by the Federal Transit Administration (FTA).	Special trackwork that reduces vibration would be used.



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Community Amenities, Character and Cohesion (Chapter 4.2)	<p>There would be approximately 7 acquisitions of community facilities in the City of Minneapolis.</p> <p>Noise impacts and the transit mall along N 21st Ave would change the character of the residential street.</p>	<p>Community facilities will receive individualized relocation support outlined above.</p> <p>Incorporation of special trackwork would mitigate some impacts and the feasibility of sound insulation for residential buildings would be explored.</p> <p>The project would improve community cohesion and accessibility of community amenities through improved transit, pedestrian, and bicycle conditions.</p> <p>Additional strategies to address community impacts include: incorporation of public realm improvements, cultural placekeeping design group input, and community investments in local organizations, business support during construction, online portal and physical storefronts to provide resources, public realm improvements, and workforce development support.</p>
Noise (Chapter 5.6)	<p>Moderate noise impacts are expected at approximately 39 properties in Brooklyn Park and Minneapolis. No moderate noise impacts are expected in Crystal or Robbinsdale.</p> <p>Noise impact levels are defined by the Federal Transit Administration (FTA).</p>	<p>Special trackwork to minimize noise impacts in both cities.</p> <p>Sound insulation will continue to be evaluated for the residential properties and churches in the City of Minneapolis where other types of noise mitigation may not be sufficient.</p>
Vehicle Traffic (Chapter 3.4)	<p>Additional traffic capacity issues at 3 intersections in the City of Brooklyn during the morning peak and at 3 intersections in the City of Minneapolis during the afternoon peak for 2050.</p>	<p>Design and signal operation modifications would be implemented to optimize vehicular flow.</p> <p>Contractors would develop Maintenance of Traffic Plans in coordination with City and County requirements and the Council would monitor compliance with the plans.</p>
Vehicle Parking (Chapter 3.5)	<p>Loss of on-street and off-street parking in the Cities of Brooklyn Park, Crystal, Robbinsdale, and Minneapolis.</p>	<p>Property owners would be compensated for loss of off-street parking in compliance with the Uniform Act. Additional off-street parking would be designed and constructed near Penn Ave/W Broadway Ave.</p>

Next Steps

After the comment period on the SFEIS closes, the FTA and the Metropolitan Council will document the final decision regarding the environmental phase of the Project. At the conclusion of the environmental phase, implementation of strategies to address impacts will advance. The Project plans to do additional outreach around those strategies in Fall 2025.

Stay Connected!

For project questions or to invite us to an event, contact:

BLEOutreach@metrotransit.org



For more information, visit: [BlueLineExt.org](https://www.metrotransit.org/blue-line-extension)