

Equity Advisory Committee

10/15/2024



BROOKLYN PARK | CRYSTAL | ROBBINSDALE | MINNEAPOLIS

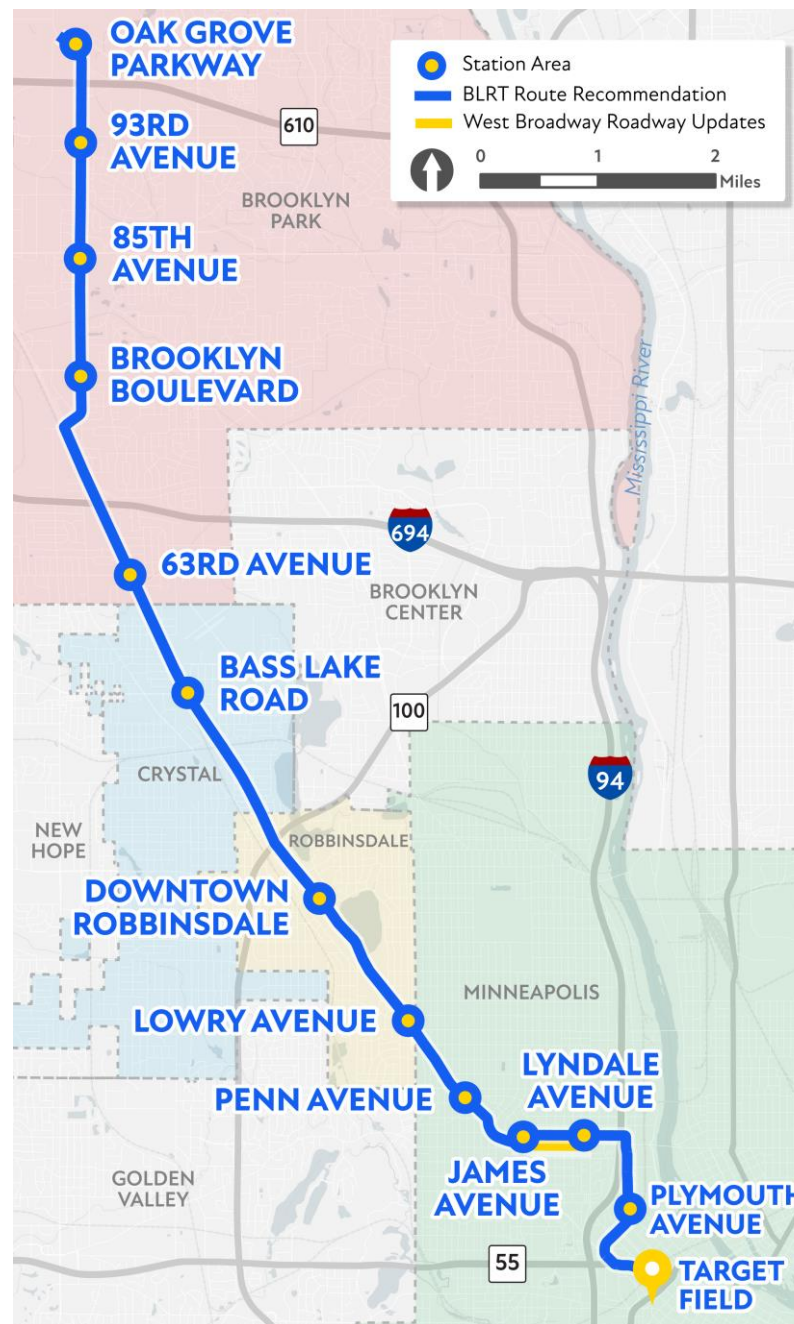


Project Overview



Blue Line EXTENSION

- 13.4 miles & 12 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

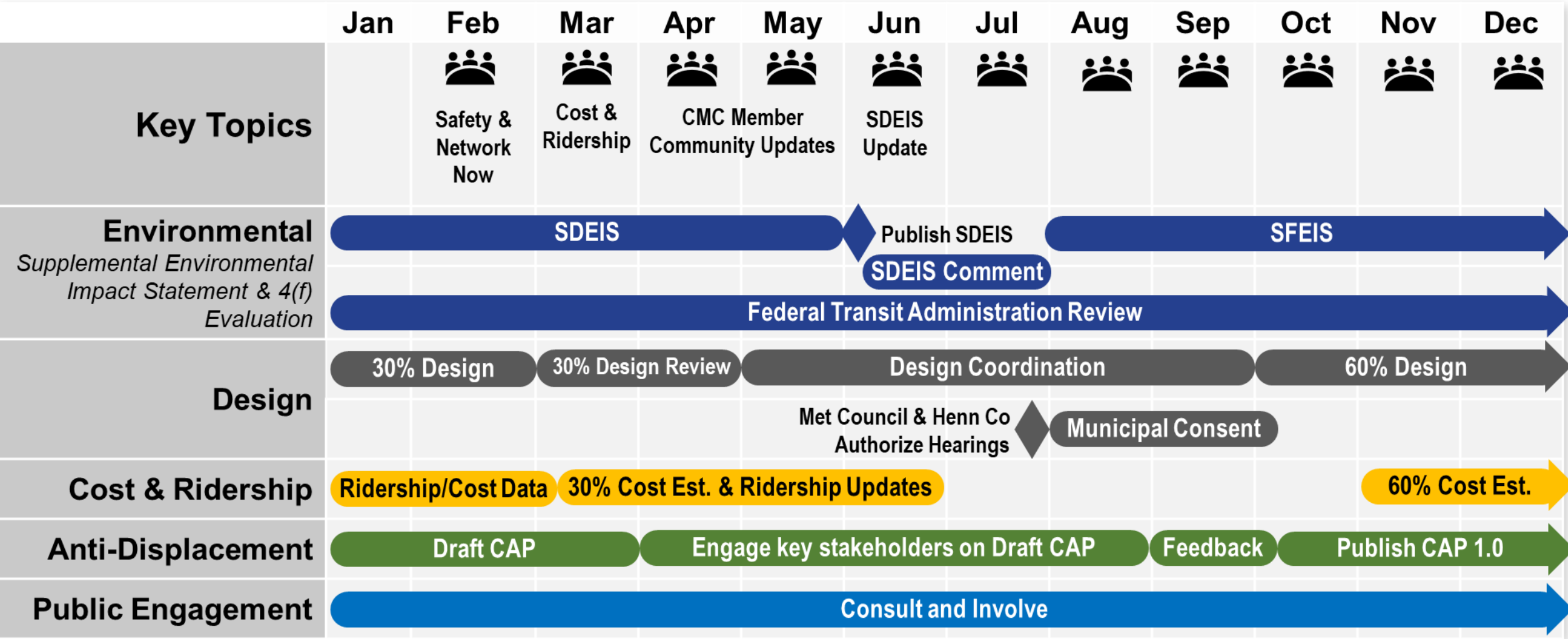
- ✓ Updated post-COVID ridership and initial cost information: March 2024
- ✓ Supplemental Draft Environmental Impact Statement: Spring 2024
- ✓ Municipal Consent : Summer 2024
- Updated 60% cost estimate: Fall 2024
- Finalize Design: 2024-2026
- Construction starts: 2026-2027
- Anticipated opening: 2030

Project Timeline



2024 Schedule

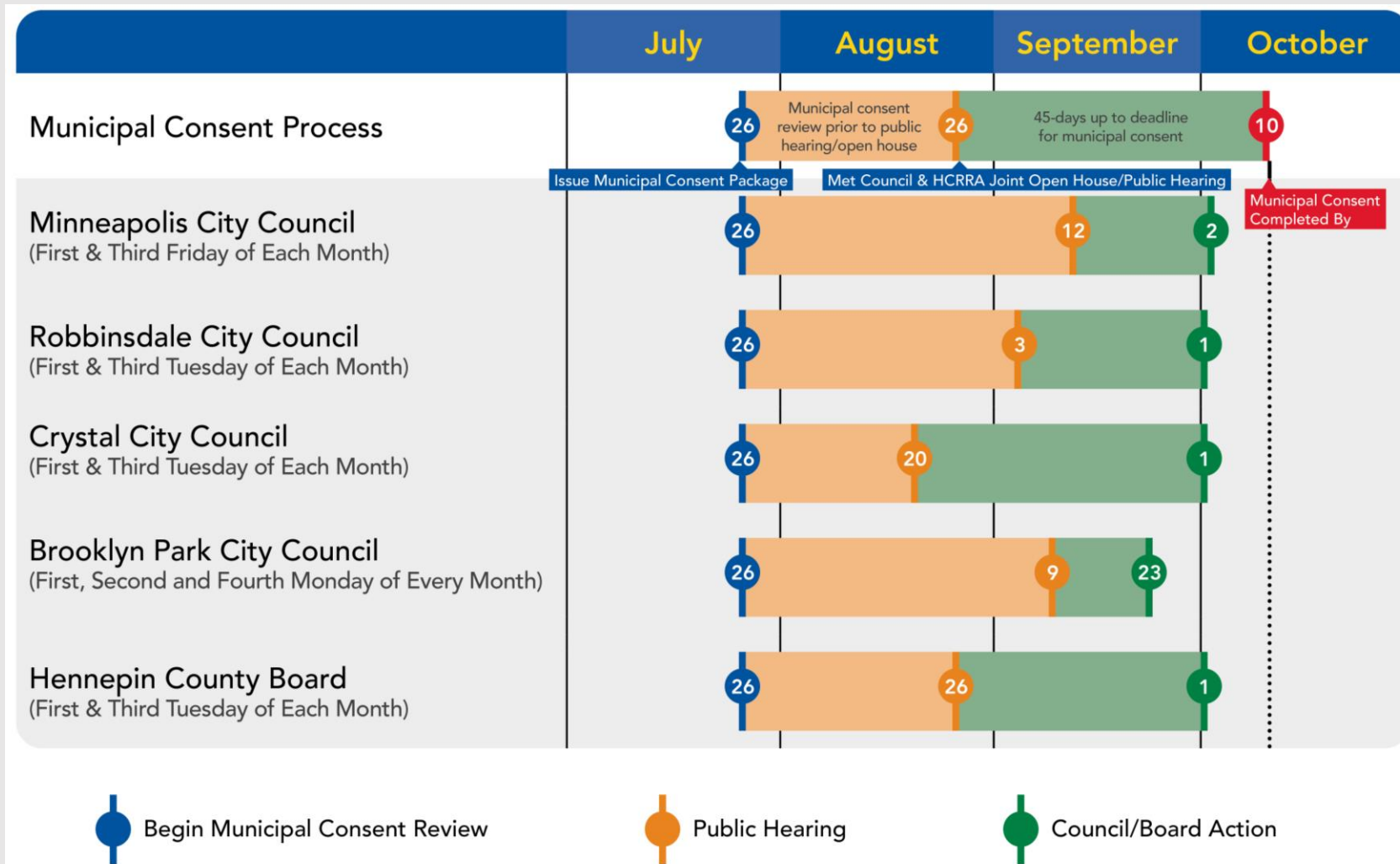
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Outcomes of Municipal Consent



Municipal Consent Timeline



Municipal Consent Action

- Municipal Consent requires corridor Cities and Counties to approve the physical design of the LRT including:
 - Location
 - Length
 - Termini
 - General dimensions
 - Approximate station locations
- Municipal Consent plans were distributed at approximately 30% level of design



Brooklyn Park Municipal Consent Open House – September 9, 2024

Municipal Consent Action cont.

- Recognize the collaboration and effort that each city and staff has committed to inform each vote
- Corridor Cities and Hennepin County have completed their Municipal Consent votes within the required timeline
 - All partners voted for approval of Municipal Consent
 - 33 of 38 votes cast were for approval
 - Each City included “priorities” in their city for the project



Station Design Changes

- Changes to Scope
 - Addition of a station at Washington and W. Broadway
 - Relocate the 40th station to the north side of the intersection
- Continued evaluation of Lowry Station design
- Changes to be reflected in final design plans



West Broadway Station

- Additional station at Washington Avenue and W. Broadway
 - Provides service to developing area of North Minneapolis



Lowry Station

- Evaluate station design for:
 - Better access to North Memorial Hospital
 - Minimize impacts to the parkway and park trails
 - Provide better neighborhood access to station

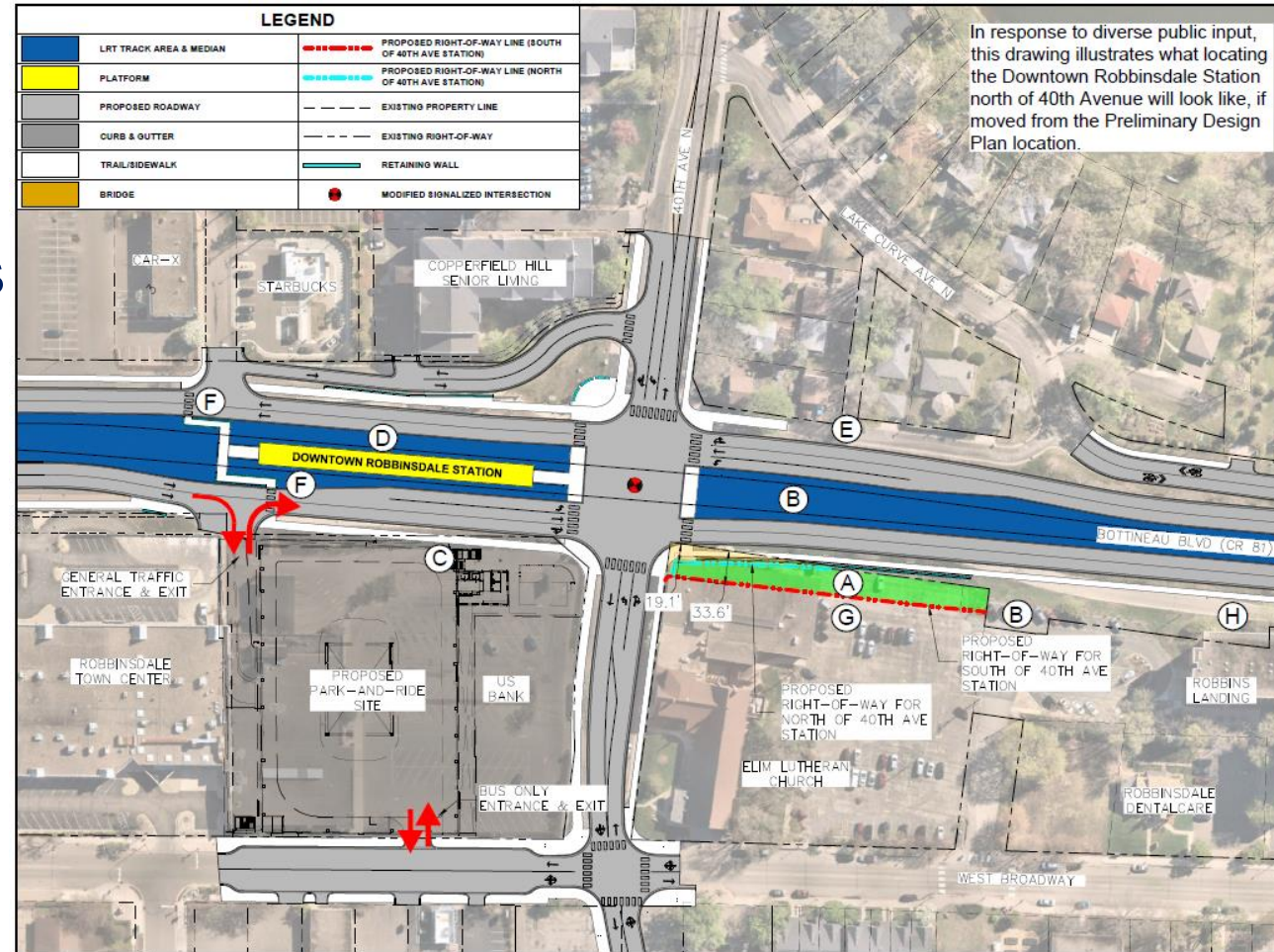


Municipal Consent Lowry Station Location



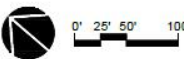
40th Station

- Relocate station to the north side
 - Reduces ROW impacts
 - Aligns with the park and ride
 - Closer to Downtown
 - Provides new pedestrian crossing



STATION NORTH OF 40TH AVENUE

- (A) REDUCED PROPERTY ACQUISITIONS FROM ELIM CHURCH
 - INCREASES POTENTIAL TAX BASE
- (B) REDUCED IMPACTS TO ROBBINS LANDING PARKING (SAVES APPROX. 13 SPACES)
- (C) MOVES STATION ADJACENT TO PROPOSED PARK-AND-RIDE SITE
- (D) MOVES STATION CLOSER TO HEART OF DOWNTOWN ROBBINSDALE
- (E) MOVES STATION FURTHER FROM SINGLE FAMILY HOMES
 - REDUCED NOISE IMPACTS
 - REDUCED LIGHTING IMPACTS
- (F) ADDS ADDITIONAL PEDESTRIAN CROSSING OF CR 81
- (G) ENHANCES POTENTIAL REDEVELOPMENT
- (H) INCREASED DESIGN FLEXIBILITY AT CR 81 & 39TH AVENUE INTERSECTION



DRAFT - WORK IN PROCESS

Concept for Station North of 40th



Environmental Update



What is an EIS?

- An Environmental Impact Statement or EIS is an environmental document that outlines the impacts of a proposed project as a part of the National Environmental Policy Act (NEPA) process.
- Includes an impacts and benefits evaluation of several topic areas:
 - Social
 - Economic
 - Environmental
- The EIS for the original BLE route was completed in 2016.



What is an SDEIS?

- The Supplemental Draft Environmental Impact Statement or SDEIS is an additional environmental document that is needed because the original BLE route changed significantly after the EIS was finalized.
- The SDEIS provided an overview of potential impacts and mitigation associated with the new route
- Final step referred to as the Supplemental Final Environmental Impact Statement or SFEIS



What is a SFEIS?

- The Supplemental Final Environmental Impact Statement or SFEIS, will refine potential benefits and impacts of the project, and clearly identify specific measures that will be taken to avoid, minimize, or mitigate potential negative impacts.
- Work to prepare the SFEIS is expected to be completed and published in Spring/Summer of 2025.
- The SFEIS also identifies permits needs for the Project's Section 404 permit Amended Draft Section 4(f) and 6(f) Evaluation, Section 106, and responses to comments received on the SDEIS.



Topics Studied in the Environmental Process



Changes to land use, and how the project fits with existing or planned land uses



Effects on the community or communities surrounding the project



What property needs to be purchased and what residences or businesses may need to be moved



Business impacts



Impacts to historic properties



Impacts to parks



Visual impacts



Safety



Transportation impacts – bicycle, pedestrian, transit, vehicles (including parking), freight rail, aviation



Water resource impacts – wetlands, floodplains, stormwater, groundwater, water quality



Impacts to soils and geologic resources



Impacts to plants and animals, including threatened and endangered species



Noise impacts, and for transit and rail projects, vibration impacts



Contaminated properties and hazardous



Environmental Justice



Air Quality and Emissions

Environmental Documentation Overview



1. Prepare Draft Environmental Documentation (SDEIS)



2. Public Hearing on Draft Environmental Documentation (SDEIS)

- **45-day public comment period in Summer 2024**



3. Prepare Final Environmental Documentation (SFEIS)

- **Public comment period in Spring 2025**

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4. Amend the Project Record of Decision



Environmental Justice



What is an EJ community?

EJ communities are any populations that have a significant proportion of people who have low incomes or are otherwise **adversely affected by persistent poverty or inequality** and who experience **disproportionate and adverse human health and environmental burdens**.

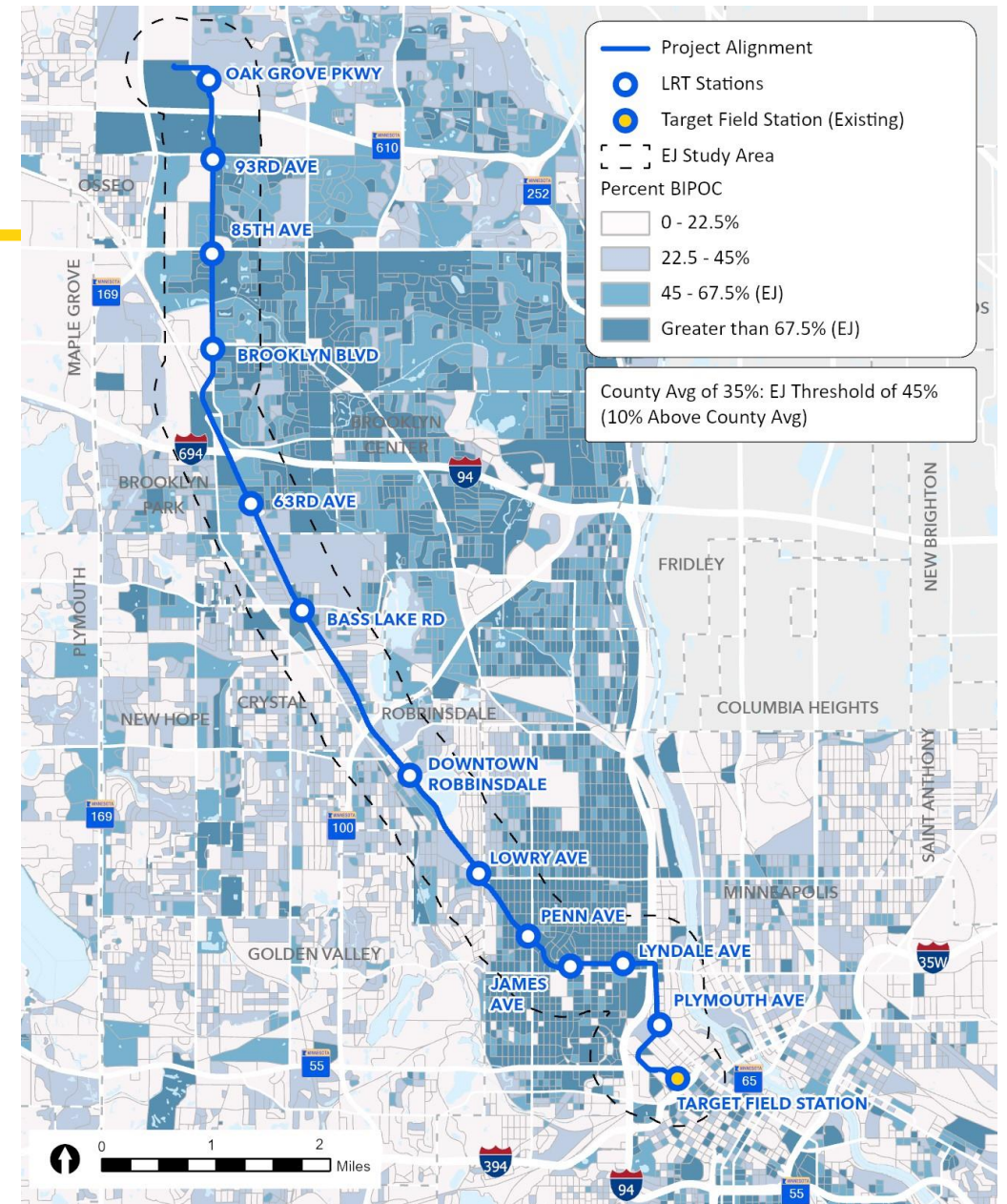
Some examples include:

- Low-income individuals
- Black, Indigenous, Persons of Color (BIPOC) individuals
- Individuals with disabilities
- Households with high housing-cost burden
- Households without access to a car
- Individuals 65 years or older
- Individuals with limited English proficiency



Why is EJ important?

- Public investment opportunities and public policies in the past have often disproportionately impacted BIPOC and low-income communities. Examples:
 - Redlining
 - Racial Covenants
- These historic choices have and continue to create environmental and socioeconomic disparities for residents living in these communities.



How are Project Impacts to EJ Communities Determined?

- Determine project impacts for the entire population in the project area for all environmental categories (noise, vibration, water, community character, etc.)
- Identify ways to avoid, minimize, or mitigate impacts if they exist
- If there are impacts remaining after measures to avoid, minimize, or mitigate have been identified, determine how much of these impacts would be borne by EJ populations
- Identify any benefits of the project that would offset impacts primarily borne by EJ populations
- Compare any EJ-borne impacts with off-setting benefits to determine if the project has “disproportionately high and adverse” effects on EJ populations
- If it is determined that project impacts would disproportionately and adversely impact EJ populations; determine additional mitigation commitments



Environmental Next Steps

- Final Environmental Impact Statement (EIS) and Record of Decision (ROD) published in 2016- Original alignment
- Modification to the portion of original alignment
- Supplemental Environmental work:
 - Supplemental Draft Environmental Impact Statement (SDEIS)- Published June 14, 2024
 - Supplemental Final Environmental Impact Statement (SFEIS)- Anticipated mid-2025



Mitigation Development – Environmental Justice

- 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

- 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



Mitigation Development Outreach

- Mitigation Outreach Framework: October 2024
- Mitigation Outreach: November 2024 – Summer 2025
- Mitigation Implementation: Summer 2025 – ongoing into construction



Anti-displacement Update



Coordinated Action Plan (CAP) Outline



Interventions are actions that government policymakers or staff, community organizations, community members, businesses, and other stakeholders may take. Interventions include policies, programs, funding, strategies, or other actions.

- Interventions to achieve the recommended outcomes
- Interventions currently utilized
- Supplementary interventions to support the outcomes
- Delivery methods and organizations to implement
- Implementation timeframe



Coordinated Action Plan (CAP) Partners

- Lead by Hennepin County, the ADCAP is implemented by several partners to improve and execute the plan with its various actions
 - The Metropolitan Council
 - Corridor Cities: Minneapolis, Robbinsdale, Crystal, and Brooklyn Park
 - Anti-Displacement Community Prosperity Program Board (ACPP)
 - Minneapolis Park Recreation Board (MPRB)
 - The State of Minnesota and federal agencies
 - Local organizations and nonprofits



Coordinated Action Plan (CAP) Topics



Community Engagement



Relocation and Property

Owner Assistance



Business Support



Housing



Wealth Building and Financial Stability



Community Investment



Safety



Where to find the CAP

- Visit YourBlueLine.org to read the Coordinated Action Plan for Anti-Displacement and share your feedback.
- Scan the QR Code:



Featured

Read the Coordinated Action Plan for Anti-displacement

The Coordinated Action Plan will guide efforts to prevent displacement, maximize benefits of future Blue Line Extension for current corridor residents, businesses

[Read report](#)



DBE and Workforce Initiatives



DBE and Workforce Requirements

- DBE Program Rules and DBE Goals on Contracts
 - Proposals/Bids are required to meet or exceed the goal numerically
 - Documentation of efforts made in good faith to include DBEs
 - DBE Evaluation
- Workforce Goals for Construction – POCI 32%, Women 20%
 - Measured by hours worked on a contract
 - MN Department of Human Rights has oversight responsibility/authority



Lessons Learned

- Educating DBEs (bidding, cost escalation, mobilization, etc.)
- Planning for DBE participation in the Design phase (unbundling scopes, material supplier specifications, etc.)
- Prompt payments and release of retainage to DBEs
- Training the construction workforce 2-3 yrs. prior to the need
- Utilizing Community Based Orgs. for wrap around support services



DBE Program Rule Changes

- New program rule changes effective, May 9, 2024
 - Prompt Pay – proactive monitoring and penalties for non-compliance
 - Counting participation – change in how participation is counted for Suppliers
 - Replacement/Removal of DBEs – payment can be withheld
 - Reporting – Bidders List



DBE and Workforce Initiatives

- Providing DBE trainings and support with capability statements
- Revising the payment monitoring mechanisms for prompt payment
- Engaging early on and planning DBE meet and greets
- Incorporating a Local Hiring Preference for the construction workforce
- Creating a DBE achievement dashboard



Engagement Update



Engagement Metrics: Aug 2020-June 2024

- **883** events resulting in nearly **37,699** points of contact with the public
- **80,000** reach on social media and **6.5 million+** reach through newsletters and paid ads on community and cultural media
- Approximately **4,790** survey responses
- **+3,500** comments on the interactive map
- **400** comments from comment forms
- Corridor postcards mailed to **+30,000**
- Over **5,000** emails and phone calls

July 2023 Outdoor Summer Event



2024 Cultivate Arts

- 10 artists have been selected in May for June-Oct events in 2024
- Program goals:
 - ☑ Inform and consult community on Metro Blue Line Extension current planning efforts.
 - ☑ Connect cities, stakeholders, and artists to opportunities to accelerate a corridor-wide creative economy recognizing arts and cultural assets as critical economic drivers.
 - ☑ Build local artist capacity for ongoing participation in arts engagement, public planning, and the creative economy.



Stay connected

- **BlueLineExt.org**
 - For the latest project updates and to sign up for our newsletter
 - Connect with staff for your questions or schedule a presentation
- Follow us:
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