Business Advisory Committee: May 4, 2021
Today’s Topics

• Approval of April Meeting Summary
• What to Expect: Schedule Update
• LRT System Overview
• Anti-displacement Working Group
Approval of April 6, 2021 Meeting Summary
What to Expect: Schedule Update
Next Steps: Continue to Seek Solutions

Project Goals, Objectives and Criteria

Conceptual Engineering and Design
- Engineering Analysis to Understand LRT & Roadway Configurations
- Potential Station Locations
- Right of Way Impacts

Community Benefits
- Further efforts to address anti-displacement, equitable development and community wealth building

Previous Project Commitments
- Address investments related to the previous alignment
Approach & Timeline

December 2020 – March 2021
- BLRT Project Principles
- Develop Initial Route Modifications

Late Spring – Summer 2021
- Evaluation Based on Initial Screening Criteria and Community Feedback
- Refine Route Modifications

Winter 2021
- Evaluate Based on Project Goals, Objectives, and Evaluation Criteria
- Route Modifications Recommended for Evaluation in EIS

TIER 1: Qualitative Evaluation Grounded in Project Purpose and Need
TIER 2: Quantitative Evaluation
Approach & Timeline

• Survey & interactive map open until May 28 provides for more community input
  ▪ Engagement Cohort expressed the need for more time on initial route engagement
  ▪ Mindful of community events over the past month

• Provides for a more collaborative process of developing the main report elements
Upcoming Advisory Committees Discussion Topics

• June:
  ▪ Generalized visualizations showing how LRT could look and fit along the routes
  ▪ Discussion of project evaluation criteria
  ▪ Share community feedback

• July:
  ▪ Route walkthrough, will begin to provide area specific details about LRT, traffic lanes, sidewalks, and potential Right of Way impacts
  ▪ Potential station locations
Upcoming Advisory Committees Discussion Topics (cont.)

• August:
  - Further discussion on specific engineering details
  - Draft route evaluation information

• September: Release Draft Route Report
Community Input Shaping Technical Advancement

• Reviewing suggested missing routes options
• Analyzing suggested station locations
• Analyzing community identified issues and opportunities
• Reviewing input on project Goals
April Outreach Highlights: Activities Lead by Cohort & Advisory Committee Members

• Attendance at Earth Day events, vaccination sites, and cultural festivals with project information

• April 15: Northside Business Luncheon

• April 15: Seeds to Harvest Group Discussion

• April 28: Robbinsdale Listening Session
May Engagement Highlights

• May 12: Minneapolis Downtown Council
• May 20: Jordan Area Community Council
• May 25: Robbinsdale Chamber of Commerce
• May 26: Facebook Live with Commissioner Lunde
Upcoming Engagement Activities

• Summer overview
  ▪ Community event attendance & pop-ups
  ▪ Ongoing community specific meetings

• June:
  ▪ Broader engagement focused on anti-displacement

• July:
  ▪ Target conversation in July/August with corridor adjacent neighbors
  ▪ Corridor wide events to highlight technical detail
# Community Engagement Cohort

March 2021 – January 2022

<table>
<thead>
<tr>
<th>Contact</th>
<th>Organization</th>
<th>Areas</th>
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<tbody>
<tr>
<td>Ange Hwang</td>
<td>Asian Media Access Inc</td>
<td>Area 1, 2, 3</td>
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<tr>
<td>Ekta Prakash</td>
<td>CAPI USA</td>
<td>Area 1, 3</td>
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<tr>
<td>Tezzaree El-Amin Champion</td>
<td>Encouraging Leaders</td>
<td>Area 3</td>
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<tr>
<td>Nichole Buehler</td>
<td>Harrison Neighborhood Association</td>
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<tr>
<td>Kristin Murray</td>
<td>Juxtaposition Arts</td>
<td>Area 3</td>
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<tr>
<td>Sunny Chanthanouvang</td>
<td>Lao Assistance Center of MN</td>
<td>Area 1, 3</td>
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<td>Jackson George</td>
<td>Liberian Business Association</td>
<td>Area 1, 2</td>
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<tr>
<td>Warren McLean</td>
<td>Northside Economic Opportunity Network</td>
<td>Area 2, 3</td>
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<tr>
<td>Martine Smaller</td>
<td>Northside Residents Redevelopment Council</td>
<td>Area 3</td>
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<tr>
<td>Felicia Perry</td>
<td>West Broadway Business Coalition</td>
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<td>Cathy Spann</td>
<td>Jordan Area Community Council</td>
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<td>Danecha Goins</td>
<td>Cleveland Neighborhood Association</td>
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<td>Diana Hawkins</td>
<td>Hawthorne Neighborhood Council</td>
<td>Area 3</td>
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<tr>
<td>Markella Smith</td>
<td>McKinley Community Neighborhood Association</td>
<td>Area 3</td>
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Cohort Specific Feedback

• Timing is a concern; our communities need space for healing and grace
• Prioritize translation of project materials
• Clarity on the big picture of how all the different advisory committee meetings fit together
• Need to recognize the community input in previous work and pull forward the relevant feedback
• Incorporate a historical perspective into project communications
• Recognize the different levels of community awareness and expertise
• Anti-displacement work is a priority
LRT System Overview
METRO System

- Includes METRO LRT Blue and Green Line, Bus Rapid Transit Red, A and C Lines
- Fast, frequent, all-day service
  - 10–15 minute headways
- Stations with enhanced amenities
Rail Modes

**Commuter Rail**
- **Station Spacing:** 2 to 5 miles
- **Runningway Type:** Railroad
- **Example:** Northstar

**Light Rail**
- **Station Spacing:** ½ to 1 mile
- **Runningway Type:** Mostly dedicated, minimal shared with traffic
- **Example:** Green & Blue Lines

**Streetcar**
- **Station Spacing:** 1/4 to 1/2 mile
- **Runningway Type:** Mostly mixed with traffic
- **Example:** Riverview Line (planned)

**Heavy Rail**
- **Station Spacing:** Urban ~ ½ mile; Suburban ~ 1 to 5 miles
- **Runningway Type:** Exclusively dedicated
- **Example Systems:** Chicago “L”, New York subway
LRT Operating Assumptions

• Connects Brooklyn Park, Crystal, Robbinsdale, Minneapolis and Bloomington to local and regional employment, education, attractions

• Hours of operation/frequency:
  ▪ Rush hours (weekdays 6:00-9:00 AM and 3:00-6:30 PM) and midday: 10 minutes
  ▪ Evening/Weekends/Holidays: 10-30 minutes

• Fares:
  ▪ Adults: Ages 13 – 64:
    o Non-rush hour: $2; rush-hour $2.50 (good for 2 ½ hours)
  ▪ Reduced Fare: Youth/Seniors/Medicare Card Holders
    o Non-rush hour: $1; rush-hour $2.50 (good for 2 ½ hours)
Environmental Benefits

- Reduces vehicle miles traveled by removing vehicles from the road
  - Each rail car can carry up to 270 passengers, compared to the average car holding 1.7 passengers
- Reduces pollution by using electricity
- Encourages sustainable land use patterns

Source: APTA, 2010
How It Operates

Embedded Track

Non-embedded Track

Overhead electric line
Center-running
University Avenue, Saint Paul
Side-running
Hiawatha Ave, Minneapolis
Above and Below Ground Stations
There are only two stations out of thirty-six stations in our system not at grade

Minneapolis St. Paul Airport

Elevated Lake Street Station
Station Area Features: W. Broadway 85th Ave Station

- Multimodal connections
- Safe crossings
Center Platform Station: 29th Ave SE
LRT: Neighborhood Context

Hamline Avenue Project for Pride and Living Housing

University of Minnesota

Minnehaha Avenue
Minneapolis

Victoria Street
Station St. Paul

Prospect Park
Station Minneapolis

Downtown
Minneapolis
Anti-displacement Working Group
Continue to Seek Solutions

Community Benefits
Further efforts to address anti-displacement, equitable development and community wealth building

Previous Project Commitments
Address investments related to the previous alignment
Moving Forward: April Advisory Committee Feedback

• Confirmed support of a third-party facilitator to lead this work

• Confirmed support for convening the group work as soon as possible
  - Anti-displacement should be worked on throughout the route planning, environmental review and advance design

• Request for national examples and possible shared definitions for discussion

• Feedback:
  - Anti-displacement is complicated, there are no easy solutions
  - There are many organizations who work in this area
  - This requires a commitment from the project
Advisory Committees: Suggested Names & Organizations

• TPAC: CREATE Toolkit (https://create.umn.edu/toolkit/) - Bonnie Keiler, CURA, Trust for Public Land, Center for Economic Inclusion

• BAC: The Alliance, Equity Council at the Met Council, Move Minneapolis and the Minneapolis Chamber of Commerce, CURA, the Blue Line Coalition, DEED

• CAC: Markeda Zulu-Gillespie (UROC), Anika Roberts, Phillips Foundation, Sanctuary Church, Robbinsdale Human Rights Commission, Hennepin County Disparity Reduction Team, Neighbors for More Neighbors, OurStreets, Minneapolis Urban League

• CMC: U of MN
Anti-displacement Working Group Imbedded in Project Work

- Working group will seek feedback from advisory committees and partners
Table Setting

• Balancing access to the table with a functional working group size
  ▪ Facilitator could help confirm membership?

• What are essential components of the facilitator role?
  ▪ Brings subject matter expertise and facilitation experience
Working Group

• Confirm table representatives

• Bring together experts from community, Met Council, Hennepin County, corridor cities BLRT Advisory Committees and others
Moving Forward

• Gathering list of organizations and key stakeholders based on conversations

• Considering the composition and facilitation of a group

• Gathering definitions, case studies and identified local and national experiences in this work

• Drafting an RFP to find a convener who will lead this work

• Exploring how project goals and evaluation criteria can address anti-displacement
Next Steps

• Review Draft Request for Proposal with Advisory Committees in June

• Release Request for Proposals

• Continue broader community engagement on anti-displacement in June to support work of anti-displacement facilitator
LRT Development Trends

• Permitted: ~$14 billion in development has been permitted near high frequency transit in the last 17 years
  ▪ 35% of regional development has occurred along high frequency transit corridors
  ▪ $9.2 billion is located within one-half mile of a LRT station
  ▪ 20,500 multi-family units permitted near LRT stations (out of 34.2K units)

• Planned: $8.9 billion in development is planned near high-frequency transit
  ▪ 68% of the development planned in the region is along high frequency transit corridors
  ▪ $5.6 billion near LRT stations
  ▪ 19,000 multifamily units near LRT stations (out of 35K units)

Development Trends Along Transit 2020 Report, Metro Transit
Green Line (Central Corridor): About Community, Not a Commute

- Regional success in terms of ridership, overall development and job growth
  - Ridership exceeded projections
    - 2030 projected: 41,000 average weekday rides
    - 2018 actual: 42,572
  - Corridor has become more diverse
  - Project exceeded its goals for employing:
    - Women: goal 6%, actual 7%
    - Minorities: goal 18%, actual 19%
    - Contracting with disadvantage businesses: goal 15%, actual 18% ($118M paid to MN DBEs)
Green Line (Central Corridor): About Community, Not a Commute

• 450 businesses made preparations and improvements prior to and during construction:
  ▪ $3.1M in loans, $260K in façade grants, training and technical assistance

• 212 businesses were aided by $3.9M in “Ready for Rail” forgivable loans

• 128 street-level businesses opened fronting the Green Line during the four-year construction period, 13 more than closed or relocated
Next Steps

• Bring in local stakeholders to share their perspective, answer questions
  ▪ Business owners
  ▪ Residents
  ▪ Organizers
  ▪ Policy Makers

Cultural Corridor Meeting, 2013
Credit: Central Corridor Funders Collaborative
Next Meetings:

• Tuesday, June 1 at 8:00 AM

• Proposed, Tuesday July 13 at 8:00 AM (second week due to July 4 holiday)
Stay Connected!

- Project website: bluelineext.org
  - Project news, maps, surveys, what we’re hearing
  - Committee meeting materials: agenda, handouts, presentations, meeting minutes
  - Sign-up for GovDelivery project updates
  - Connect with staff for your questions or schedule a presentation

- Follow us:
  - Twitter: @BlueLineExt
  - Facebook: MetroBlueLineExtension
Back Up Slides
## LRT: Permitted & Planned Development

<table>
<thead>
<tr>
<th>Permitted Development</th>
<th>Blue Line</th>
<th>Green Line</th>
<th>Green Line Ext</th>
<th>Blue Line Ext (Previous Alignment)</th>
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</thead>
<tbody>
<tr>
<td>Residential Units (Planned)</td>
<td>10,422 (10,861)</td>
<td>15,176 (10,951)</td>
<td>4,166 (5,335)</td>
<td>85 (187)</td>
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<tr>
<td>Residential Value (Planned)</td>
<td>$1,898,101,522 ($828,958,000)</td>
<td>$2,511,790,136 ($387,400,000)</td>
<td>$621,391,820 ($212,200,000)</td>
<td>$12,017,736 ($27,791,912)</td>
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<td>Commercial Value (Planned)</td>
<td>$3,394,256,868 ($462,000,000)</td>
<td>$3,462,260,869 ($75,700,000)</td>
<td>$824,638,780 ($39,000,000)</td>
<td>$72,705,582 ($39,000,000)</td>
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<tr>
<td>Public/Institutional Value (Planned)</td>
<td>$582,108,895 ($176,000,000)</td>
<td>$887,074,492 ($568,100,000)</td>
<td>$163,296,739 ($51,000,000)</td>
<td>$15,012,307 ($85,000,000)</td>
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<tr>
<td>Industrial (Planned)</td>
<td>$21,921,930 (n/a)</td>
<td>$21,930,695 (n/a)</td>
<td>$32,550,819 (n/a)</td>
<td>$135,769,452 (n/a)</td>
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<tr>
<td>Mixed Use Value (Planned)</td>
<td>n/a ($552,900,000)</td>
<td>n/a ($2,897,800,000)</td>
<td>n/a ($184,100,000)</td>
<td>n/a</td>
</tr>
<tr>
<td>Permitted Total Value (Planned Total Value)</td>
<td>$5,896,389,215 ($2,019,858,000)</td>
<td>$6,883,056,192 ($3,929,000,000)</td>
<td>$1,641,878,158 ($578,000,000)</td>
<td>$235,505,077 ($151,791,912)</td>
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_Development Trends Along Transit 2020 Report, Metro Transit_