

Thursday, June 8, 2023
6:00 P.M.

Brooklyn Park City Hall – Meeting Room A203
5200 85th Avenue North

COMMUNITY LONG-RANGE IMPROVEMENT COMMISSION (CLIC)

CLIC Officers: Brenda Reeves, Chair, Tekoa Cochran, Vice Chair
CLIC Members: Nicholas Campbell, Patrick Chittester, Mary Hoogheem, Cindy Johnson, Shelley Marbut, Edna McKenzie, Beauty Ojo, Umebe Onyejekwe, Etta Gbeizon-Bornor, John Pharr, John Schaefer

City: CLIC Council Liaison Christian Eriksen and CLIC Staff Liaison Mitch Robinson

If you need these materials in an alternative format or need reasonable accommodations for a Community Long-range Improvement Commission meeting, please provide the City with 72-hours' notice by calling 763-424-8000 or emailing Josie Shardlow at josie.shardlow@brooklynpark.org. Para asistencia, 763-424-8000; Yog xav tau kev pab, 763-424-8000.

Our Vision: Brooklyn Park, a thriving community inspiring pride where opportunities exist for all

- I. ORGANIZATIONAL BUSINESS
 1. CALL TO ORDER/ROLL CALL
 2. APPROVAL OF AGENDA
- II. CLIC STATUTORY BUSINESS
 3. CONSENT
 - 3.1** Consider Approving CLIC May 11, 2023 Draft Minutes
 - 3.1A** CLIC May 11, 2023 Draft Minutes
 4. GENERAL AGENDA ITEMS
 - 4.1** City Environmental Overview
 - 4.1A** Update to CLIC
 - 4.1B** Brooklyn Park Next Steps
 - 4.1C** Electric Mobility
 - 4.2** Sub-Committee Discussion
 5. STANDING ITEMS
 - 5.1 Friendly and Safe City For All Ages
 - 5.2 Community Engagement
 - 5.3 Housing
 - 5.4 Mobility
 - 5.5 Future Planning
 6. VERBAL REPORTS AND ANNOUNCEMENTS
 - 6.1 City Council Report: Council Member Christian Eriksen
 - 6.2 Staff Liaison Update: Mitch Robinson
 - 6.3 Open Discussion
 7. ADJOURNMENT
 - 7.1 Adjournment

DRAFT
MEETING OF THE COMMUNITY LONG-RANGE IMPROVEMENT COMMISSION (CLIC)
City of Brooklyn Park
May 11, 2023, CLIC Meeting Minutes

I. ORGANIZATIONAL BUSINESS

- 1. CALL TO ORDER:** Chair Brenda Reeves called the meeting to order at 6:02 p.m.

ROLL CALL PRESENT: Brenda Reeves, Chair

PRESENT: Tekoa Cochran, Patrick Chittester, Mary Hoogheem, Cindy Johnson, Etta Gbeizon-Bornor, John Pharr, John Schaefer

City Staff and Council Present: Staff Liaison Mitch Robinson, City Staff Jason Newby and Keith Julie

EXCUSED: Council Liaison Christian Eriksen, Beauty Ojo, Umebe Onyejekwe

ABSENT: Nicholas Campbell, Gardoe Cephas, Shelley Marbut, Edna McKenzie, Amy Meuers

Roll Call established a quorum did exist.

- 2. APPROVAL AGENDA**

2.1 MOTION PHARR, MOVE TO APPROVE MAY 11, 2023, AGENDA, SECOND SCHAEFER, MOTION PASSED UNANIMOUSLY

II. CLIC STATUTORY BUSINESS

- 3. CONSENT**

3.1 MOTION PHARR, SECOND GBEIZON-BORNOR TO APPROVE APRIL 13, 2023, MINUTES. MOTION PASSED UNANIMOUSLY APPROVING THE APRIL 13, 2023, MEETING MINUTES

- 4. GENERAL AGENDA ITEMS**

4.1 City Rental License Redesign

- Keith Julie and Jason Newby presented on the City's rental redesign program
- CLIC provided comments on program
 - o Implementation period for existing apartments to comply with new statutes
 - o Include a template for practices and procedures
 - Subject to rules and regulations at a later date
 - o Code language would allow for inspections as necessary
 - City has existing tier system in place
 - o Publicly available rating for apartments

4.2 Sub-Committee Discussion

Mobility – Shelley, Edna, Nicholas

- No report

Housing – Tekoa, Cindy, Beauty, Brenda

- Look in to creating a housing commission

-

Friendly and Safe City for All Ages – Mary, Amy, Etta, Umebe

- Group to look at options in the May 11 packet

5. STANDING ITEMS

5.1 Friendly and Safe City for all Ages

- No updates

5.2 Community Engagement

- No updates

5.3 Housing

- No updates

5.4 Mobility

- No updates

5.5 Future Planning

- No updates

6. VERBAL REPORTS AND ANNOUNCEMENTS

6.1 City Council Report: Council Member Christian Eriksen

- Council member absent

6.2 Staff Liaison Update by Mitch Robinson

- Highway 252 comments due by May 19th
- Status of Commissioner Cephas

MOTION BY SHAEFER, SECOND PHARR TO DIRECT STAFF LIASON TO
RECOMMEND GARDOE CEPHAS FOR REPLACEMENT TO CITY COUNCIL.
MOTION PASSED UNANIMOUSLY

6.3 Open Discussion

- Pharr and Schaefer showed interest in putting a future planning sub-committee

7. ADJOURNMENT

7.1 Adjournment

MOTION COCHRAN SECOND SCHAEFER . MOTION PASSED UNANIMOUSLY

Meeting ended at 7:22p.m.

Respectfully Submitted,
Mitch Robinson

City of Brooklyn Park Community Long-Range Improvement Commission

| | | | |
|------------------------|-----------------------------|--------------------------------|---------------------------|
| Agenda Item: | 4.1 | Meeting Date: | June 8, 2023 |
| Agenda Section: | GENERAL AGENDA ITEMS | Originating Department: | Staff Liaison |
| Resolution: | N/A | Prepared By: | Mitch Robinson |
| Ordinance: | N/A | | |
| Attachments: | N/A | Presented By: | Mitch Robinson, Tim Pratt |
| Item: | City Environmental Overview | | |

Proposed Action:

Overview:

Tim Pratt will give an overview of the City's environmental focus areas.

Attachments:

- 4.1A Update to CLIC
- 4.1B Brooklyn Park Next Steps
- 4.1C Electric Mobility

Memorandum



Date: June 8, 2023
To: Mitch Robinson, Water Resources Engineer
From: Tim Pratt, Recycling Manager
Subject: GreenStep Cities and Electrified Transportation Planning Updates

At the last CLIC meeting members asked for more information about GreenStep Cities, and electrified transportation planning.

GreenStep Cities

Minnesota GreenStep Cities is a voluntary challenge, assistance and recognition program to help cities achieve their sustainability and quality-of-life goals. Brooklyn Park has earned Step 2 Green Step City award by documenting that the city meets eight of the 29 best practices <https://greenstep.pca.state.mn.us/best-practices>.

The award was presented to the City Council on October 10, 2022.

To reach Step 3 the city must document that it meets eight additional best practices for a total of at least 16. While with Step 2 we could pick the best practices to document, for Step 3 the program has 12 best practices that are required to be met. We documented that we met four of those required best practices as part of achieving Step 2. We are in the process of documenting four more best practices that we currently meet. The remaining four will require additional staff and council action – for example Adopt a complete streets policy.



One of those four could also include participation from the Community Long-range Improvement Commission to help us meet the best practice.

24. Benchmarks & Community Engagement

1. Use a city commission, or a committee to **lead, coordinate, and report to and engage community members** on implementation of sustainability best practices.
2. Organize goals/outcome **measures from all city plans** and report to community members data that show progress toward meeting these goals.
3. Measure and report progress on **sustainability indicators** including energy use/greenhouse gas emissions, social vitality/social inclusion outcome measures.
4. Conduct or support a broad sustainability **education and action campaign** involving:
 - a. The entire community.
 - b. Homeowners.

- c. Front yards/sidewalks, block clubs, neighborhood associations.
 - d. Congregations.
 - e. Schools, colleges.
5. Conduct or support a community **education, visioning and planning** initiative using a sustainability framework such as:
- a. Strong Towns, resiliency, transition initiatives.
 - b. Eco-municipalities, Smart Cities.
 - c. Healthy communities, environmental justice, race equity.
6. Engage community **youth and college students** by creating opportunities to participate in city government.

Action steps 1 and 2 are required to meet this best practice. Steps 3 – 6 are optional. We already meet action step 6.

Our work in the next 12 months will focus first on documenting the four required best practices we currently meet. Then we will engage the Council, commissions, and staff on a plan to meet the other required best practices.

Electrified Transportation Future

EPA Technical Assistance Pilot Program

Brooklyn Park has been involved in two projects regarding planning for an electrified transportation future.

The U.S. Environmental Protection Agency's Office of Community Revitalization (OCR) identified two cities in the country – one of which was the City of Brooklyn Park, for a technical assistance pilot program. The pilot program was conducted in partnership with the Joint Office of Energy and Transportation (Joint Office), the U.S. Department of Energy (DOE) Vehicle Technologies Office, and Minnesota Clean Cities. The process convened community members, alongside local, regional, and state stakeholders to collaborate on identifying transportation and mobility needs, equitable transportation electrification strategies, and potential projects that align with new and unprecedented levels of Federal funding in the Bipartisan Infrastructure Law and the Inflation Reduction Act. Additional resources are included in the recently passed State budget.

The White House led Justice40 Initiative sets forth a goal to ensure that 40 percent of the overall benefits of certain Federal investments go to disadvantaged communities. The pairing of Federal and local funding and resources has the potential to bring transformative change and address the needs of disadvantaged communities. Historically, investments in electric vehicle (EV) adoption and infrastructure have provided more direct benefits to individuals and businesses with the means to own and operate EVs. In contrast, this technical assistance was provided to explore the community benefits of EVs and EV charging stations specifically as they align with the needs of disadvantaged community members.

The EPA selected Brooklyn Park because of the city's racial and economic diversity and that it is not a core urban area. Brooklyn Park was identified in part by use of the EPA's Environmental Justice Screening and Mapping Tool <https://ejscreen.epa.gov/mapper/>

The Community Based Electric Vehicle and Transportation Strategies workshop occurred on March 14th – 15th, 2023. The workshop began with a community tour and an evening community conversation on March 14th. On March 15th, key stakeholders gathered for two sessions. The workshop sessions brought together representatives

from the city, county, and state, as well as from educational institutions, the transit agency, business owners, community representatives, and industry partners. The sessions were facilitated by EPA contractors from Renaissance Planning Group with support from EPA and Joint Office staff.

Attached is the Next Steps Memorandum that details the project.

[Department of Energy Communities LEAP \(Local Energy Action Program\)](#)

Hennepin County and Brooklyn Park jointly received a Communities LEAP technical assistance grant for a project focusing on developing an equitable community engagement model to inform local decisions relating to transportation electrification. Transportation electrification includes increasing access to electric vehicles (EVs), electric buses, electric micromobility such as e-bikes and scooters, and the charging infrastructure needed to support these travel modes.

To counter historical environmental inequities, Hennepin County is partnering with two cities currently redressing ongoing legacies of environmental injustice, Brooklyn Park and Minneapolis, to co-develop this project. This project will culminate in two final deliverables: a community guided list of transportation electrification priorities and a model for equitable community engagement.

In phase 1, we collected and analyzed past engagement efforts related to transportation electrification to understand what community members have said about this topic in the past and learn what information gaps exist. This analysis will lay a foundation for future engagement.

In phase 2 which runs through September, we will collaborate with three community-based organizations (Community Partnership Collaborative 2.0, 1 Day At A Time, and Minnesota Institute for Nigerian Development – MIND) and community members to get input for the Transportation Electrification Priorities List and the Community Engagement Model. Additionally African Career and Education Resources (ACER) will be conducting similar outreach in other parts of Hennepin County. Other community-based organizations (CBOs) will be conducting outreach in Minneapolis. Attached is the Let's Talk About Electric Mobility handout that will be used by the CBOs.

Later this year, in phase 3, we will analyze the input and use that to design the list and model. We will then share this back with community-based organizations and community members along with government partners to develop a feedback loop of information sharing.

[Brooklyn Park's Fleet Conversion](#)

Brooklyn Park will be conducting a fleet analysis to identify which vehicles would be best suited to be replaced by electric vehicles when those existing vehicles come due for replacement. Currently the city has three Chevy Bolt EUVs on order that will be used by the building inspections staff. Those vehicles are expected to be delivered in the fourth quarter of 2023. We have also worked with Xcel Energy to identify models of EV charging stations to be installed on city property. Results should be announced in the next month of our grant application to pay for Level 2 public facing charging stations at various city facilities. If that grant application is unsuccessful, we will proceed with installing charging stations at city hall that will be paid for from the Operations & Maintenance budget.

Other items

Additionally, this fall MnDOT will be taking applications for host sites for Level 3 charging stations along the I-94 corridor. The National Electric Vehicle Infrastructure (NEVI) Program is funding by the USDOT. The Target at the Starlite Center meets the criteria of the MnDOT grant. We have shared information about the grant with Target officials and encouraged them to apply.

Brooklyn Park has also committed to becoming an EV Smart certified city. The EV Smart program administered by the Great Plains Institute helps cities accelerate local adoption of electric vehicles (EVs) and ensure equitable deployment of EV charging infrastructure. To complement the work of the CLEAP project city staff will be holding an event where residents can check out and perhaps test drive, electric vehicles, bikes, and scooters. The event will be scheduled for a date to be determined this summer.

Attachment 1 – Next Steps Memorandum for Brooklyn Park, Minnesota

Attachment 2 – Let's Talk About Electric Mobility handout



Next Steps Memorandum for Brooklyn Park, Minnesota

COMMUNITY BASED TRANSPORTATION ELECTRIFICATION STRATEGIES

May 2023

INTRODUCTION

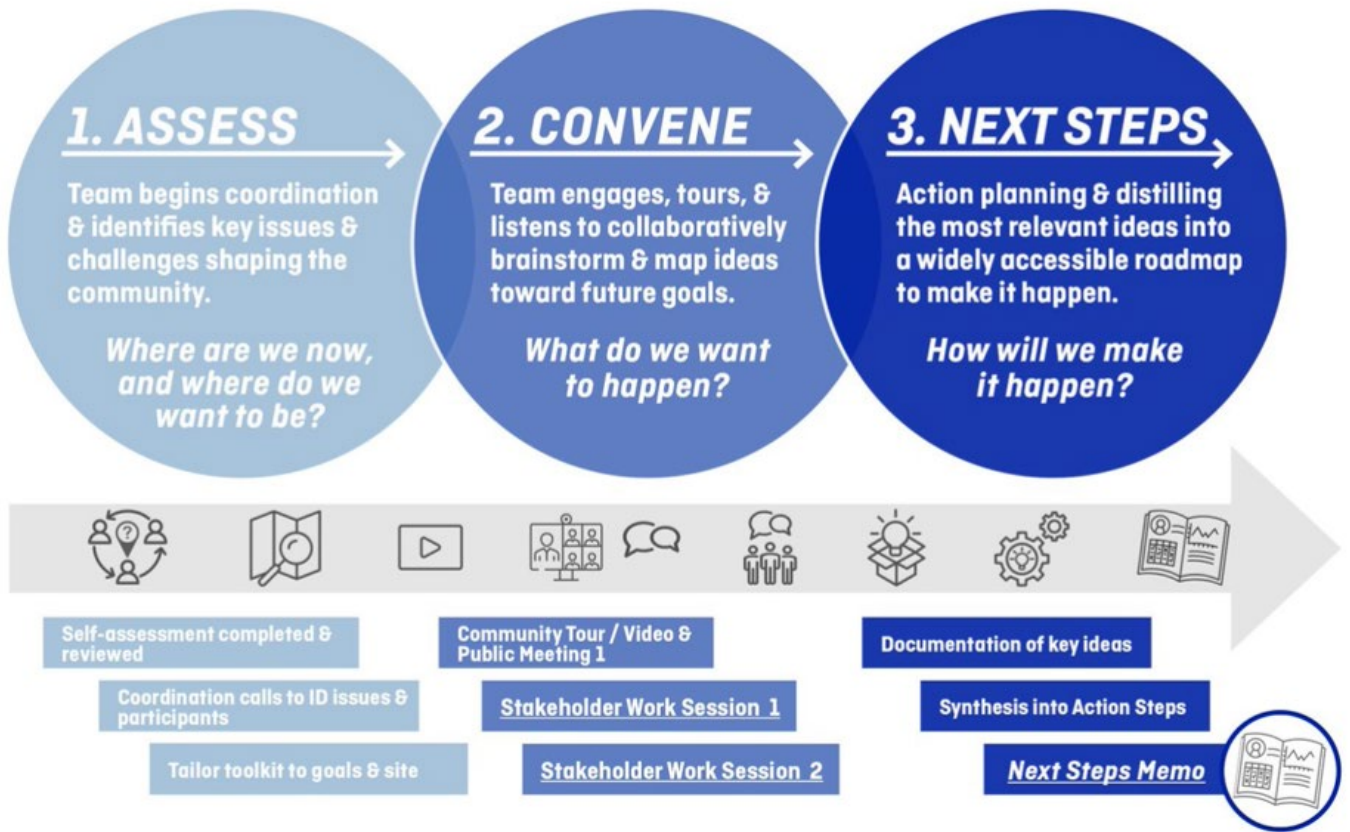
The core mission of the U.S. Environmental Protection Agency (EPA) is to protect human health and the environment. EPA's Office of Community Revitalization (OCR) helps support this mission by working with communities to reach development goals that have positive effects on air, water, public health, economic vitality, and quality of life for residents. This technical assistance pilot program was provided to Brooklyn Park, Minnesota by the EPA in partnership with the Joint Office of Energy and Transportation (Joint Office), the U.S. Department of Energy (DOE) Vehicle Technologies Office, and Minnesota Clean Cities. The process convened community members, alongside local, regional, and state stakeholders to collaborate on identifying transportation & mobility needs, equitable transportation electrification strategies, and potential projects that align with new & unprecedented levels of Federal funding.

The Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law (BIL), and the Inflation Reduction Act are both once in a generation Federal investments to support more sustainable and equitable communities. The White House led Justice40 Initiative sets forth a goal to ensure that 40 percent of the overall benefits of certain Federal investments go to disadvantaged communities. The pairing of Federal and local funding and resources has the potential to bring transformative change and address the needs of disadvantaged communities. Historically, investments in electric vehicle (EV) adoption and infrastructure have provided more direct benefits to individuals and businesses with the means to own and operate EVs. In contrast, this technical assistance was provided to explore the community benefits of EVs and EV charging stations specifically as they align with the needs of disadvantaged community members.

While lower operation and maintenance costs for households or business owning an EV is one clear benefit, there are other potential community health and economic benefits. Specifically, enhancing community energy resiliency, reducing transportation energy burdens, improving air quality by reducing local transportation emissions, increasing clean energy employment opportunities and creating workforce development strategies, and fostering business development opportunities to support clean energy enterprise creation.

The technical assistance process included a series of pre-and post-workshop conference calls and an on-site convening of residents and community leaders to discuss issues and needs, next steps, and actions related to advancing the community's specific goals. The diagram below outlines the technical assistance engagement process.

THREE STAGES OF TECHNICAL ASSISTANCE



This memorandum describes the community of Brooklyn Park's transportation needs and local planning initiatives, the engagement with local, regional, and state stakeholders, and the outcomes of this engagement, which are a set of strategies and specific next steps that support the attainment of the workshop goals.

COMMUNITY CONTEXT

Brooklyn Park, Minnesota is part of Hennepin County and is located around 10 miles northwest of downtown Minneapolis. It is a city of 86,526 people with nearly 30,000 households.¹ It will soon be the fourth largest city in the state, and more than 50% of residents are people of color with one third of all households speaking a language other than english at home. Additionally, 20% are recent immigrants to the us and 10% are immigrants from Liberia.²

As of April 2022 Minnesota had 26,109 registered EVs making up less than 1% of total light duty vehicle registrations. To meet state decarbonization goals, EVs must make up 60% of all new car sales and 20% of all cars on the road by 2030.³ Local governments have begun encouraging EV charging infrastructure through zoning ordinances, and non-profits, local governments and utilities are providing educational materials and outreach to residents to accelerate EV adoption.

On August 1st, 2022, Minnesota Department of Transportation (MnDOT) submitted its first National Electric Vehicle Infrastructure (NEVI) deployment plan. NEVI will provide \$5 billion to States to build out EV charging infrastructure along highway corridors. The state will receive approximately \$68 million for EV infrastructure and is required to submit updates to its deployment plan annually for the next four years. As part of the plan, the state submitted highways to be considered as Alternative Fuel Corridors (AFCs). I-94, which runs through Brooklyn Park, was submitted and has been designated as an AFC.

While transportation electrification strategies and zero-emission transportation solutions have been successfully deployed in other parts of Hennepin County, Brooklyn Park still faces some fundamental mobility challenges. Residents in the city are largely car dependent, though previous planning efforts

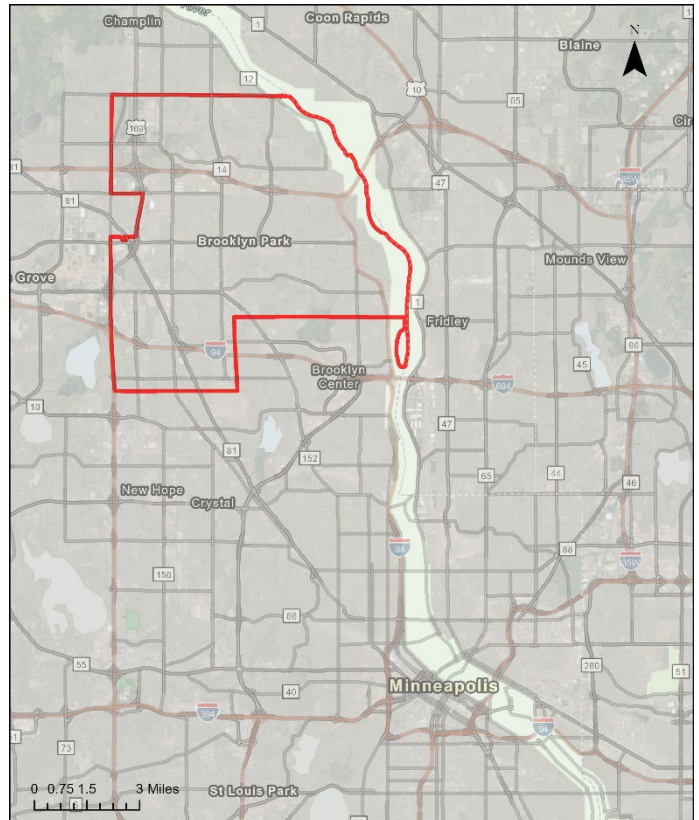


Figure 1. Map of Brooklyn Park and surrounding area

¹ Source: 2020 Census Data

² Source: Resilient Communities Project, [2016–2017 Partner: Brooklyn Park | Resilient Communities Project \(umn.edu\)](#)

³ Source: Minnesota NEVI Plan, [Electric Vehicle Infrastructure Plan | Let's Talk Transportation - MnDOT \(state.mn.us\)](#)

have identified challenges residents have in navigating incomplete pedestrian networks throughout the city, and gaps in weekend bus service in particular.

A number of recently completed plans address some of these key issues and outline potential future multi-modal and land use considerations. The city completed a Pedestrian and Bicycle Plan in 2015. The resulting recommendations are shown in Figure 2 to the right, and recommendations from the plan are still in the early phases of implementation. Brooklyn Park's comprehensive plan was updated in 2017 and adopted in 2020. Hennepin County also adopted a Multi-Modal Transportation Plan in 2018, and planning for the proposed Blue Line Extension in Brooklyn Park is ongoing. The Blue Line Extension will extend the existing Blue Line from Target Field Station in Minneapolis all the way through West Broadway Avenue in Brooklyn Park. Planning efforts have spanned the last decade and the project is currently in the extended environmental review phase and are advancing the route recommendation.⁴

As part of the Blue Line extension, station area plans are being drafted, and the University of Minnesota's Center for Urban and Regional Affairs (CURA) is convening and coordinating an anti-displacement working group with Metropolitan Council and Hennepin County. In 2016 – 2017, Brooklyn Park was also selected as the Resilient Communities Project partner with the University of Minnesota which involved a collaboration with the city and 24 projects through 47 courses that spanned 21 academic departments. These projects included components related to community identity and engagement, workforce development, and transportation among others. Students looked at shared use mobility options and engaged with residents throughout the whole semester to evaluate the feasibility of such options.

Minnesota Department of Transportation (MnDOT) has also recently conducted some in depth community engagement efforts. Proposed changes to Highway 252/I-94 include one alternative which would primarily benefit pass through traffic. MnDOT is currently preparing an Environmental Impact Statement (EIS) and has pursued engagement with the community to complete an Equity

Network Vision: Pedestrian and Bicycle Recommendations

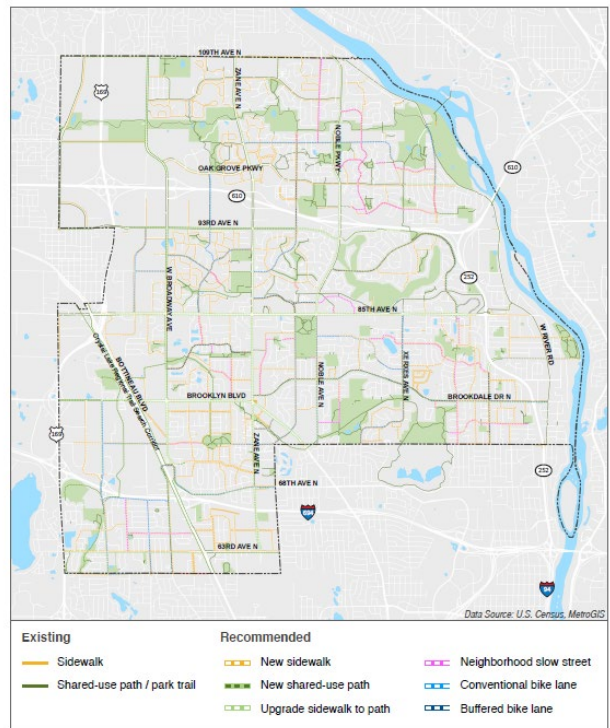


Figure 2. Map of pedestrian and bicycle recommendations from the 2015 Pedestrian and Bicycle Plan

⁴ Blue Line Extension - [About the Project - Metropolitan Council \(metrocouncil.org\)](https://www.metrocouncil.org/about-the-project)

and Health Assessment (EHA) in conjunction with the environmental review. As part of this study, residents have been able to express concerns and desires related to safety, health and the economy.

This workshop came at an important point in time for Minnesota Clean Cities and the City of Brooklyn Park. In addition to the general planning and community engagement efforts the city, county, and state have undertaken, Hennepin County was also selected as a DOE Local Energy Action Program community (also known as CLEAP). As part of this pilot effort, county and city representatives are partnering with CBOs and seeking to engage residents to help determine priorities and inform decision making for potential investments in EV charging infrastructure, electric buses, and electric mobility such as e-bikes and scooters. Given the multitude of projects and engagement efforts active within Brooklyn Park, the planning meetings conducted prior to the workshop, and the workshop itself sought to link related efforts together and come up with meaningful next steps, particularly in light of the ongoing CLEAP engagement.

KEY COMMUNITY ISSUES

Minnesota Clean Cities, under the American Lung Association in Minnesota, is a U.S. Department of Energy designated Clean Cities coalition that has been assisting in the transition to alternative fuels, vehicles, and technologies in counties across Minnesota. Minnesota Clean Cities has a strong fleet focus and has experience working with cities across Minnesota on fleet electrification. Prior to the in-person workshop, the following individuals convened for three virtual planning meetings to discuss current challenges and opportunities, and to plan the workshop logistics including securing a venue and sending out invites. These individuals are also those who will champion this Next Steps Action Plan. In addition to these formal planning meetings, three other scoping and context setting meetings were conducted with the CLEAP team, and with other MnDOT representatives.

Table 1. Local Planning Team

| NAME | AFFILIATION |
|------------------------|------------------------|
| Jon Hunter | Minnesota Clean Cities |
| Lisa Thurstin | Minnesota Clean Cities |
| Tim Pratt | Brooklyn Park |
| Brenda Morales | Brooklyn Park |
| Diana Chaman Salas | Hennepin County |
| Eric Holthaus | Hennepin County |
| Beth Croteau-Kallestad | MnDOT |

Prior to the workshop, the local planning team helped identify key strengths and challenges related to engaging the community and discovering equitable benefits of interest to community members. The team voiced the concern of engagement fatigue among community members, especially when planning implementation or direct follow up actions are not communicated or successful. They also raised the challenge presented by multiple planning efforts happening concurrently on related topics though with different geographic focus areas. In many cases, these planning efforts also have community engagement components, so coordinating engagement to provide clarity and reduce the chance of engagement fatigue was outlined as an important priority.

The local planning team emphasized the enduring need for stronger pedestrian connections, especially as first and last mile options. Additionally, while the Blue Line will improve north-south connectivity, there are still east-west connections that need to be made. While various EV transportation solutions have been implemented in Minneapolis and St Paul, very few of these have been adopted in the City of Brooklyn Park.

Of the potential benefit areas related to EVs and EV infrastructure, the team discussed the importance of employment opportunities and small business support as priority benefit areas for disadvantaged community members. This came up as a shared priority among state level and local representatives and was therefore chosen as a focus area for the workshop. A new business center is under construction in Brooklyn Park, and various business associations are active within the city.

These strengths, challenges and opportunities are summarized below and were developed through a review of past and current planning efforts, and emerged through discussion with the local planning team.

Strengths

- Strong existing public engagement foundation and ongoing efforts
- Recent update of the comprehensive Plan, 2040 Comprehensive Plan, and creation of Bike and Pedestrian Plan
- Success implementing EV solutions within municipalities in Hennepin County & County success applying for federal resources
- Strong relationships between the city, county and state

Challenges

- Community Engagement fatigue
- Suburban street & development pattern
- Multimodal connectivity gaps – east west challenges in transit service, and poor bike and ped connectivity

- Potential risk of siloing work due to concurrent efforts at different scales or with slightly different areas of focus

Opportunities

- Blue Line Extension connection opportunities
- Connections with thriving business community
- Collaborating across geographic and topical silos which could lead to compounded benefits

COMMUNITY CONVENING

The Community Based Electric Vehicle and Transportation Strategies workshop occurred on March 14th – 15th, 2023. The workshop began with a community tour and an evening community conversation on March 14th. On March 15th, key stakeholders gathered for two sessions, one in the morning and one in the afternoon. The workshop sessions brought together representatives from the city, county, and state, as well as from educational institutions, the transit agency, business owners, community representatives, and industry partners. The sessions were facilitated by EPA contractors from Renaissance Planning Group with support from EPA and Joint Office staff.

Brooklyn Park Tour

The workshop began with a community tour. Participants rode in a school bus and visited three destinations within Brooklyn Park. The local planning team chose locations that would meaningfully connect to the workshop goals identified during the planning calls. At each location, a representative who was knowledgeable about the location gave background information on the significance of the site and answered questions from the tour participants.

The tour started at the [Small Business Center](#) which is located along the future Blue Line extension across from a proposed station location. In October of 2021, the Economic Development Authority bought a plot of land where a shopping center currently stands previously referred to as the Northwind Plaza. It was purchased in anticipation of the Blue Line extension and associated development pressure. At the time of purchase the site was home to 10 existing businesses. EDA's goal is to work with the existing businesses to ensure their rents stay accessible as property values increase, and to develop the Small Business Center which is being constructed in a renovated 25,000 square foot building on the site. William Anderson, who is the Senior Project Manager for the Economic Development and Housing Division of Brooklyn Park gave workshop participants a tour of the building which was still under construction. When completed, the center will have 60 spaces for shared offices, conferencing, and retail. The site will also include connections to technical assistance through the city which include robust services for startups or transitioning businesses, legal services, and marketing.



Figure 3. William Anderson shows tour participants a site map of the Small Business Center inside the site under construction

The second tour stop of the day was at Hennepin Technical College where the group visited the [automotive technology program](#). Brent Newville from the Medium and Heavy Truck Technology department, and Brandon Holland from the Automotive Technology department described the success of the program and student job pathways. The college primarily relies on donated vehicles for their teaching purposes and were recently recipients of a donated diesel truck which can cost upwards of \$55 thousand, though they still do not have any EVs for training. The program is a two-year commitment, which is split between class and internship time. It is a growing program and has a stronger student enrollment than other similar programs in the state. The automotive technology department currently teaches calibration for self-driving vehicles but does not yet cover EVs. The automotive technology instructor explained that at this point in time, beginner technicians will not encounter EVs, and will rely on later on the job training to cover EV specifics if and when needed. There are currently technician shortages, and the program has strong partnerships with job pathways for the students. The instructor also explained that EVs have become a high-tech buzzword and have started to attract students who are drawn to high tech careers, even though the training has not yet been incorporated. The four different programs offered have 50 – 70% enrollment of students of color and the college has [articulation agreements](#) with the school where tuition can be covered for the students.



Figure 4. Hennepin Technical College automotive instructors show tour participants the training facilities

The Autumn Ridge apartment complex was the final stop on the tour in the southwest corner of the city. Nearly a quarter of Brooklyn Park's population are renters and the City has many apartment complexes clustered along the main arterials. Kaysze Howard, the on-site manager, distributed a survey to residents before the visit to ask them about their typical modes of transportation to and from work, and their level of satisfaction with the transportation options available to them. The apartment complex is on a 17-acre lot and has 366 units. The City of Brooklyn Park's community engagement specialist consistently makes visits to residents of apartment complexes including Autumn Ridge. The local team also took the tour participants to see Boone Ave N with is an arterial road running north-south. This road is planned for a mill and overlay in 2023. The street will be restriped from two lanes in each direction to one lane with a center turn lane and enhanced shoulders. Currently there is a six-foot wide sidewalk on the east side. An eight-foot wide pedestrian path will be added to the west side to improve non-vehicular mobility.



Figure 5. Tour participants enter the Autumn Ridge Apartment Complex

The tour highlighted the importance of connecting various stakeholders and physical locations necessary in developing community-based transportation electrification strategies to promote greater equity. While the locations were spread across the city, they covered the key topics of workforce development, small and minority owned businesses, community engagement, and transportation planning and connections.

Evening session

Minnesota Clean Cities and the City of Brooklyn Park hosted the first workshop session the evening of March 14th at Brooklyn Park Library. Residents, business owners, and interested city, county, and state stakeholders were invited to attend. The facilitators began the meeting with a short presentation on the background of the workshop, EV vehicle and charging basics, the potential benefits of EVs, and potential applications in Brooklyn Park.

Attendees of the meeting discussed their thoughts about EVs and provided insights into key transportation and electrification challenges in Brooklyn Park.

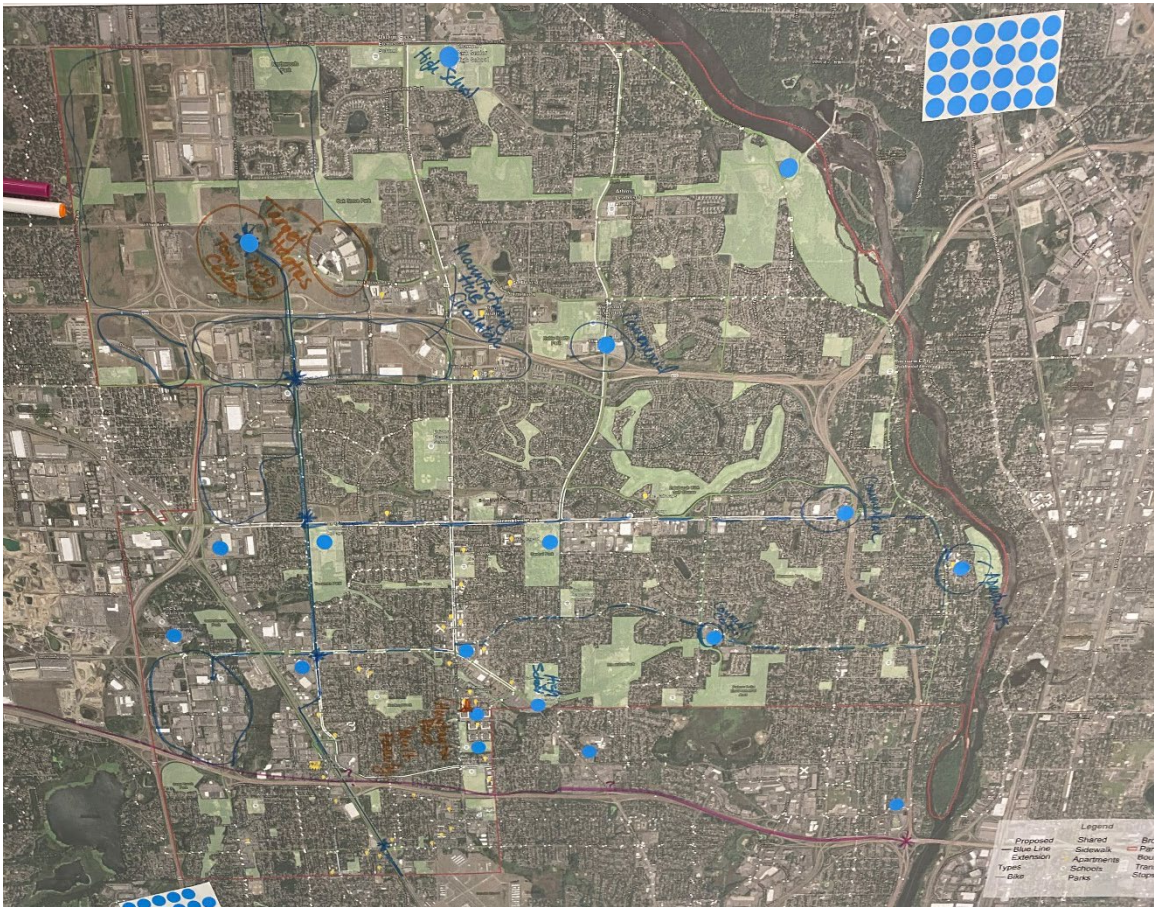
Attendees then gathered around aerial maps of Brooklyn Park to identify key destinations or activity hubs within the city and began to brainstorm different EV transportation solutions that could benefit residents.

Summary of mapped elements

Participants identified important east-west routes in need of multimodal enhancements and placed blue dots on a variety of important destinations throughout the community including schools, parks, retail and employment centers, and clusters of apartment complexes where lower income residents live.



Figure 6. Workshop participants gather around a map of Brooklyn Park



Stakeholder Working Sessions

On March 15th, about 21 people convened at the Brooklyn Park City Hall to help the city translate its EV and mobility related goals into specific actions that support equitable outcomes in the near-term. The technical work sessions began with a recap of information gleaned from the tour and conversations from the session the evening before. Facilitators then presented the workshop goals that had been drafted in collaboration with the local planning team in the planning calls prior to the workshop. These goals were revised slightly after the first day's tour and evening session and are listed below.

GOAL 1: Advance local EV related transportation projects.

GOAL 2: Advance workforce training and business growth in EV related industry.

GOAL 3: Use existing outreach networks to improve local knowledge about benefits related to EVs and EV infrastructure.

The facilitation team used input from the first day of the workshop to present relevant example strategies from across the country to inspire ideas and possibilities that could be adapted for the context in Brooklyn Park. The attendees then embarked on a series of activities intended to pinpoint specific actions that the organizations represented at the meeting could take to support Brooklyn Park's EV and mobility improvements.



Figure 8. Workshop participants on Day 2

Workshop attendees then brainstormed potential specific actions to implement each of these goals. Attendees reported out on their strategy ideas which the facilitators then categorized within the main goal areas.

The final work session focused on helping Brooklyn Park and its partners identify possible next steps for advancing each of the three goal areas. Attendees worked in small groups to identify implementation details for each action, including the estimated cost and funding resources, lead and supporting roles, measures of success, and immediate next steps. The outcome of their work is a set of strategies supported by concrete possible next steps that can serve as a roadmap for Brooklyn Park and its partners as they plan and invest for equitable EV infrastructure and improved mobility. A summary of the high-priority strategies and supporting actions follows. The tables provide additional detail for each potential action.



Figure 9. Action steps brainstormed by workshop participants

Workshop Session Discussions

Day 2, Session 1:

During the first session of the second day, workshop participants reported out on their area of expertise, and what they believed their role could be within the broader EV conversation. During this time participants mentioned specific projects they are involved with and raised some questions to the broader group.

The Osseo Area School district transportation coordinator was present and shared about the three electric school buses the district was awarded through the VW Settlement Fund opportunity. The school district also applied for EPA's Clean School Bus funding, however they were not awarded funds for any of the 25 buses they applied for. Osseo school district has joined an electric bus user group which has been an important avenue for information sharing and peer learning. A representative from the City of Brooklyn Park reported on a plan for six public charging locations for which they are seeking funding through the VW Settlement Funds. City representatives also mentioned that various car dealerships in the city have their own private EV chargers, and that a number of new multi-family developments have included EV charging stations as a component of their design. Clean Cities Minnesota shared out on the EVIE car share program which has seen great success in Minneapolis and St Paul. Saint Paul trained its own city staff to fix chargers through Renewable Energy Partners.

A primary workshop goal was to advance workforce development opportunities related to EVs for disadvantaged populations. Understanding labor market trends and employment demand came up as a key area of concern. Workshop participants from various sectors expressed hesitancy in encouraging youth towards certain employment sectors, or investing resources in training when the scale of the opportunity may not yet support a substantial workforce. Similarly, participants wanted a clear understanding of the expected financial benefits for site hosts of EV chargers to be better equipped to encourage business owners to pursue charger installation. In addition to the substantial Federal funds, expanding educational awareness can play an important role in advancing EV adoption and expanding the related employment opportunities.



Figure 10. Day 2 participants discussing action plan steps

Day 2, Session 2:

Conversations in the second session centered around the specific goal areas and are summarized below.

Goal 1: Advance local EV related transportation projects.

The CLEAP effort presents a great opportunity for Brooklyn Park and Hennepin County to continue momentum from this workshop for more in depth community-based planning of electric transportation solutions. Participants in the workshop mentioned the opportunity to expand EV infrastructure not just of Level 3 DC Fast Chargers, but also Level 2 and Level 1 chargers which could also service e-bikes and scooters, and have a lower cost. One Level 3 charger costs equivalent to about 250 Level 1 chargers, so the opportunity to expand this type of charging could be a cost-efficient opportunity. More details are covered in the action table regarding the opportunity to identify expansion for Level 1 chargers, and to apply for NEVI funds to site a Level 3 charger. In addition to these ideas, participants also discussed the opportunity to address the needs of disadvantaged community members specifically through the provision of e-bike and scooter options, and an expansion of the EV carshare program.

GOAL 2: Advance workforce training and business growth in EV related industry.

The MnDOT representative informed the group of the strategies MnDOT is currently employing to involve workforce training in their NEVI planning process. MnDOT is exploring workforce development strategies with Minnesota Department of Employment and Economic Development (DEED) and Department of Labor Industry (DLI) with goals to expand sources of training, experience level, and diversity of workforce installing and maintaining EV charging infrastructure. They are also soliciting input with local schools, colleges, and vocational programs to understand how MnDOT can support the development a pipeline of employees with skillsets needed for the deployment of NEVI. In addition, Electric grid providers have been engaged and have proposed NEVI investments within each of their territories throughout the AFC.

In addition to these larger state-wide initiatives and goals, there are a number of opportunities to advance workforce development pathways within Brooklyn Park. Three of these are detailed in the action table below and include other strategies like engaging with youth through BrookLynk student ambassadors, or engaging with entrepreneurs or business owners through the new Small Business Center. BrookLynk is a youth employment program dedicated to addressing regional talent and workforce needs by directly investing and supporting youth who face barriers to employment. A BrookLynk Program Assistant was present at the workshop and brought up the challenge of transportation as a barrier to workforce training as those who are most in need of jobs are often those who have the hardest time reaching them.

GOAL 3: Use existing outreach networks to improve local knowledge about benefits related to EVs and EV infrastructure.

Upcoming community events and planning efforts can be leveraged to pilot tailored engagement strategies outlined in the action table associated with this goal. As a part of CLEAP, three community-based organizations (CBOs) have been identified as community partners for the project. The engagement of these CBOs presents a great pilot opportunity to create and share materials in a process that can later be replicated for different target populations. The CBOs identified as part of CLEAP include MIND, One Day at a Time, and Community Partnership 2.0. Workshop participants talked about the importance of raising awareness of general EV technology which should include information about the range of EV transportation solutions, including ride sharing, e-bikes, scooters, and other electric mobility solutions.

Minnesota Clean Cities has a wide variety of engagement materials related to EVs and EV infrastructure, however these materials are not translated into all necessary languages, or into plain language that can be easily understood by local target populations. The general process of creating tailored educational materials (which is detailed in the action table for immigrant populations), is as follows:

1. Identify the target topic within EV solutions/benefits in need of greater educational awareness and understanding.
2. Identify any educational materials already created on this topic from key partners and assess the need to contextualize and adapt the materials (for example, language or medium of communication).
3. Identify key stakeholders to provide feedback on the draft educational materials.
4. Adapt materials according to feedback.
5. Identify target community event, or engagement session already taking place to distribute materials.
6. Repeat!

Brooklyn Park has many community events that happen throughout the year. The city engages residents at these events and invites other community groups or agencies to do the same. They have a standardized sign-up form for tabling at some of the larger events which 250 partner organizations have already used. These events provide great opportunities to plug in to community networks that already exist and meet with community members where they already meet.

OPPORTUNITY PLAN

This section outlines specific actions that could support each strategy. The actions and outcomes documented below were developed by attendees of the workshop. These actions represent opportunities for collaboration between Brooklyn Park, Minnesota Clean Cities, Hennepin County, and a variety of other state and local partners.

GOAL #1: Advance local EV related transportation projects

The City of Brooklyn Park is just beginning to explore its opportunities for advancing EV-related projects and strategies. During the work session, the participants identified the potential for several future projects that would further the support of EV deployment and use in the city.

| Possible Specific Actions | Potential Next Steps | How will we measure success? | Possible Time Frame | Potential Lead and Support Roles | Estimated Costs & Implementation Resources |
|---|---|--|---|---|--|
| 1.1 – Evaluate opportunity for installation of Level 1 chargers at apartments and employers | <ul style="list-style-type: none"> Gauge interest through surveys to understand opportunity to expand access to EV chargers Engage businesses and employers at pop up events Survey residents on interest on investing in Level 1 chargers | <ul style="list-style-type: none"> Survey created & administered and table held at pop up event | <ul style="list-style-type: none"> 6 – 12 months | <ul style="list-style-type: none"> Lead: City of Brooklyn Park, Malcom Hicks – for businesses engagement Support: Partner with festivals, Clean Cities Minnesota, Xcel resource teams, Regional Chamber of Commerce | <ul style="list-style-type: none"> Staff time to create and deploy survey |

| Possible Specific Actions | Potential Next Steps | How will we measure success? | Possible Time Frame | Potential Lead and Support Roles | Estimated Costs & Implementation Resources |
|---|---|---|--|---|--|
| 1.2 – NEVI site application funding from MNDOT | <ul style="list-style-type: none"> Seek NEVI funding with MnDOT to locate a new charging station at a strategic location. | <ul style="list-style-type: none"> Identify location & work with site host to submit application | <ul style="list-style-type: none"> 3 months | <ul style="list-style-type: none"> City of Brooklyn Park Support: Minnesota Clean Cities | <ul style="list-style-type: none"> Staff time to apply for NEVI funding |
| 1.3 Support expansion of Hourcar MF carshare program in Brooklyn Park | <ul style="list-style-type: none"> Engage property managers to 1) let them know about the opportunity, including details on the benefits and requirements (ranking, site scoring, etc), to apply to be an Hourcar host location and 2) support interested managers with information to apply Spread information about the program at quarterly apartment management meeting | <ul style="list-style-type: none"> Information about the program distributed MF property manager applying to host Hourcar | <ul style="list-style-type: none"> 3 months (August deadline) | <ul style="list-style-type: none"> City of Brooklyn Park (Tim and Brenda) Support: Minnesota Clean Cities | <ul style="list-style-type: none"> Staff time to support applications and distribution of information |

In addition, the following additional projects were identified for further exploration by the City and various partners:

- Provide electric bike and scooter options with payment options attainable to low-income community members.
- Invest in Level 1 ESVE rollout in parks for bikes, scooters, and one wheels.
 - Provide education on use case and affordability of Level 1 ESVE.
 - Assess infrastructure in parks and survey nearby residents.

Goal #2: Advance workforce training and business growth in EV related industry

There is strong interest locally regarding the opportunity to align the potential for economic development for small businesses and workforce development around EV-related investments. The two most concrete next steps with key leads include:

1. Explore a career pathways program around EV-auto related mechanic training at Hennepin Tech.
2. Explore an EV-charging infrastructure workforce training/certification program through BrookLynk.

| Possible Specific Actions | Potential Next Steps | How will we measure success? | Possible Time Frame | Potential Lead and Support Roles | Estimated Costs & Implementation Resources |
|---|--|---|---|---|--|
| 2.1 – Create a career pathways program – technical training partnered with Hennepin Technical College (HTC) | <ul style="list-style-type: none"> • Work with HTC to understand training needs and what could be offered – Potentially add EV maintenance training into the college curriculum • Coordinate city job training programs with HTC | <ul style="list-style-type: none"> • Develop EV maintenance training module • Offer EV training module at HTC | <ul style="list-style-type: none"> • 12 – 18 months (timing is dependent on market demand) | <ul style="list-style-type: none"> • Lead: Brent to talk to Dean of Customized Training at HTC regarding addition of EV-vehicle maintenance • Support: Advisory board at HTC, Director of Career Pathways – Labor Union Apprenticeship, IEW – Electricians, partnership for recruitment construction management | <ul style="list-style-type: none"> • Grants and sponsorship needs – donation of EVs for training purposes • Staff coordination time • Funding for vehicle and technology to train students • Joint Office funding which includes |

| Possible Specific Actions | Potential Next Steps | How will we measure success? | Possible Time Frame | Potential Lead and Support Roles | Estimated Costs & Implementation Resources |
|--|---|---|---|--|---|
| | | | | <ul style="list-style-type: none"> Tap into Alumni Network Career Pathways | <p>workforce development and training as eligible expenses - Funding Opportunities Department of Energy</p> <ul style="list-style-type: none"> DOE EcoCAR EV Challenge - DOE Announces 15 Universities Selected for EcoCAR Electric Vehicle Challenge Department of Energy VW settlement funds for med/heavy duty (EPA connections) |
| 2.2 – Strengthen pathways and inclusion for disadvantaged populations in workforce | <ul style="list-style-type: none"> Conduct a gap assessment on community awareness in Brooklyn Park and Hennepin County regarding these job options and pathways | <ul style="list-style-type: none"> Youth engaged and provided educational materials on EV job pathways & | <ul style="list-style-type: none"> 6 – 12 months | <ul style="list-style-type: none"> Lead: Brooklynk (Nyoka & Catrice) to talk with leadership Support: Brooklyn Park, Metro Transit | <ul style="list-style-type: none"> Funding for gap assessment Staff time invested to establish new partnerships |

| Possible Specific Actions | Potential Next Steps | How will we measure success? | Possible Time Frame | Potential Lead and Support Roles | Estimated Costs & Implementation Resources |
|---------------------------|---|---|---------------------|----------------------------------|--|
| development opportunities | <ul style="list-style-type: none"> • BrookLynk to establish new partnership to better connect workforce training students in the electrical and construction trades oriented programs • Engage with youth through BrookLynk student ambassadors to start introducing EV related trades as a topic within curriculum for students. • Appeal to youth that these are “green” jobs that will help us protect the environment. • MetroTransit – provide information for high schoolers on how to use the bus system (for example determining bus routes and fare payment) | <ul style="list-style-type: none"> • identify any alignment with existing STEM programs • Specific job placement and internship connections created | | | |

In addition, the following additional projects were identified for further exploration by the City and various partners:

- Engage with Brooklyn Park's new Small Business Center to share information on the wide range of EV-related business opportunities; research NREL related resources to better predict/forecast potential job growth related to EV adoption and infrastructure investments (resources listed in Appendix).
- Partner with MnDOT on better connecting workforce development and small business opportunities within the electrician and other construction trades-oriented jobs to capture economic growth locally associated with NEVI funded chargers in Brooklyn Park.
- Provide information, incentives, and support to businesses to host EV chargers - City to provide financial incentives for businesses to add EV infrastructure.

Goal #3: Use existing outreach networks to improve local knowledge about benefits related to EVs and EV infrastructure

Minnesota Clean Cities has a wide variety of engagement materials related to EVs and EV infrastructure, however these materials are not translated into all necessary languages, or into plain language that can be easily understood by all target populations. The below action table details the necessary steps to disseminate information to the BIPOC and immigrant population specifically, but this same process can be taken with other target population groups.

| Possible Specific Actions | Potential Next Steps | How will we measure success? | Possible Time Frame | Potential Lead and Support Roles | Estimated Costs & Implementation Resources |
|---|---|---|--|---|---|
| 1.1 – Increase general awareness of EV transportation benefits including jobs and | <ul style="list-style-type: none"> • Connect with CBOs during the next meeting and communicate the vision behind this goal to increase | <ul style="list-style-type: none"> • When contextually sensitive and relevant materials have been created, adopted, and used to inform residents | Juneteenth event (June 19 th) (3 months) | <ul style="list-style-type: none"> • Lead: Brenda (City of Brooklyn Park) • Support: Clean Cities, MetroTransit | <ul style="list-style-type: none"> • Staff time • Translation costs • Printing costs • Video production costs |

| Possible Specific Actions | Potential Next Steps | How will we measure success? | Possible Time Frame | Potential Lead and Support Roles | Estimated Costs & Implementation Resources |
|--|--|--|---|---|---|
| transportation options for BIPOC residents | awareness for key EV benefit areas <ul style="list-style-type: none"> • Work with Clean Cities and MetroTransit to identify current educational materials that could be adapted or built upon • Present informational materials to CBOs and request input • Make edits to materials and deploy at upcoming community engagement events such as monthly health fairs or the Juneteenth celebration | | | | |
| 1.2 – Pilot educational field trips to learn about alternative | <ul style="list-style-type: none"> • Communicate idea to CBOs engaged in CLEAP to take an educational field trip to learn about EVs | <ul style="list-style-type: none"> • When the field trip has taken place – identifying opportunities to | End of April/beginning of May (before community | <ul style="list-style-type: none"> • Lead: Brenda, City of Brooklyn Park • Support: MetroLink | <ul style="list-style-type: none"> • Transportation to and from the field trip • Staff time to coordinate |

| Possible Specific Actions | Potential Next Steps | How will we measure success? | Possible Time Frame | Potential Lead and Support Roles | Estimated Costs & Implementation Resources |
|---------------------------|--|--|------------------------------|---|--|
| transportation solutions | and micro mobility solutions as part of MetroLink's fleet <ul style="list-style-type: none"> • Contact MetroLink to schedule a trip and share any questions or goals of the trip beforehand | replicate this kind of learning experience | workshops start with (CLEAP) | head of customer relations, CLEAP CBOs (MIND, One Day at a Time, Community Partnership 2.0), Clean Cities | |

In addition, the following projects were identified for further exploration by the City and various partners:

- Ride and drive events held at multifamily properties including EVs, e-bikes and scooters.
- Increase awareness of the small business community regarding benefits of EV infrastructure.
- Increase awareness among youth about EV transportation solutions and related jobs.

APPENDIX

Additional Resources

1. Alternative Fuels Data Center
[Alternative Fuels Data Center: Electricity \(energy.gov\)](https://energy.gov/alternative-fuels)
2. Assessing the Business Case for Hosting Electric Vehicle Charging Stations
[Assessing the Business Case for Hosting Electric Vehicle Charging Stations in New York State \(atlasevhub.com\)](https://atlasevhub.com/assessing-the-business-case-for-hosting-electric-vehicle-charging-stations-in-new-york-state)
3. Battery Workforce Challenge, 3 Year Collegiate Engineering Competition
[The U.S. Department of Energy and Stellantis Announce the Battery Workforce Challenge | Department of Energy](https://www.doe.gov/battery-workforce-challenge)
4. Climate and Economic Justice Screening tool
[Explore the map - Climate & Economic Justice Screening Tool \(geoplatform.gov\)](https://geoplatform.gov/explore-the-map-climate-economic-justice-screening-tool)
5. Electric Vehicle Technology Overview
[Electric Vehicle Technology Overview | Department of Energy](https://www.energy.gov/electric-vehicle-technology-overview)
6. Implementation and Guidance of Justice 40
[M-21-28 \(whitehouse.gov\)](https://www.whitehouse.gov/presidential-action/m-21-28)
7. Jobs ESVE 2.0 Estimating Potential Employment Impact of the Charging Infrastructure used to Support Transportation Electrification
[JOBS EVSE | Argonne National Laboratory \(anl.gov\)](https://www.anl.gov/jobs-evse)
8. National Alternative Fuel Corridor Council
[Corridor Council | Alternative Fuels](https://www.alternativefuels.org/corridor-council)
9. Plug-In Electric Vehicle Handbook for Public Charging Station Hosts
[Plug-In Electric Vehicle Handbook for Public Charging Station Hosts \(Brochure\), NREL \(National Renewable Energy Laboratory\)](https://www.nrel.gov/transportation/public-charging-station-hosts-brochure)
10. Public EV Charging Business Models for Retail Site Hosts
[Public EV Charging Business models for Retail site hosts \(atlaspolicy.com\)](https://atlaspolicy.com/public-ev-charging-business-models-for-retail-site-hosts)
11. Transportation Disadvantaged Census Tracts
[Transportation Disadvantaged Census Tracts \(arcgis.com\)](https://arcgis.com)
12. Workplace Charging Questions
[Home | WorkplaceCharging](https://www.workplacecharging.org)
13. Workforce Development Guidebook
[Workforce Development — EV Deployment Guidebook \(greeningthegrid.org\)](https://www.greeningthegrid.org/workforce-development-guidebook)

Workshop Attendees

Tour

| First | Last | Organization/Affiliation | Role | Email |
|---------|---------------|--|---|--|
| Tim | Pratt | Brooklyn Park | O&M Recycling Support Services Manager | Tim.Pratt@BrooklynPark.Org |
| XP | Lee | Brooklyn Park | Council Member | xp.lee@brooklynpark.org |
| Brandon | Holland | Hennepin Tech | Automotive Technology Instructor | brandon.holland@hennepintech.edu |
| Brent | Newville | Hennepin Tech | Medium/Heavy Duty Truck Technology Instructor | brent.newville@hennepintech.edu |
| Malcom | Hicks | Brooklyn Park | Business Development Coordinator | Malcolm.Hicks@BrooklynPark.Org |
| Nestor | Gomez Jimenez | 2Tone Logistics / Litty Solar | Founder | nestor@2tonelogistics.com |
| Kaysze | Howard | Sherman and Associates (on site manager) | Manager Autumn Grove Apartments | khoward@sherman-associates.com |
| Jeff | Holstein | Brooklyn Park | Traffic Engineer | jeff.holstein@brooklynpark.org |
| Brian | Brunette | LIUNA | Union Marketing Representative | bbrunette@liunagroc.com |
| Kim | Berggren | Brooklyn Park | Community Development Director | Kimberly.berggren@brooklynpark.org |
| William | Anderson | Brooklyn Park | Senior Project Manager | William.anderson@brooklynpark.org |

Evening

| First | Last | Organization/Affiliation | Role | Email |
|-----------|------------------|-------------------------------|--|--|
| Eric | Holthaus | Hennepin County | Climate Administrative Manager | Eric.Holthaus@hennepin.us |
| Didier | Bolanos Gonzalez | Hennepin County | Community Liaison | didier.bolanosgonzalez@hennepin.us |
| Jasmira | Colon | Hennepin County | Community Liaison | jasmira.colon@hennepin.us |
| Beth | Kallestad | MNDOT | Principal Sustainability Planner | elizabeth.croteau.kallestad@state.mn.us |
| Catherine | Kemp | Great Plains Institute | Program Manager | ckemp@gpisd.net |
| Nestor | Gomez Jimenez | 2Tone Logistics / Litty Solar | Founder | nestor@2tonelogistics.com |
| Richard | McLemorell | One Day At a Time | Executive Director | riched@1dayatatime.org |
| Maya | Taylor | One Day At a Time | | |
| XP | Lee | Brooklyn Park | Council Member | xp.lee@brooklynpark.org |
| Girma | Hassen | Oromo Community of MN | | girmatokuma@gmail.com |
| Tim | Pratt | Brooklyn Park | O&M Recycling Support Services Manager | Tim.Pratt@BrooklynPark.Org |

Day 2

| First | Last | Organization/Affiliation | Role | Email |
|--------|--------|--------------------------|----------------------|--|
| Lucas | Franco | LIUNA MD & ND | Research Manager | lfranco@liunagroc.com |
| Joanna | Ocasio | Metro Transit | Outreach Coordinator | joanna.ocasio-maisonet@metrotransit.org |

| | | | | |
|----------|------------------|-------------------------------|---|--|
| Matt | Oquist | Luther Automotive Group | Community Engagement Director | matt.oquist@lutherauto.com |
| Brent | Newville | Hennepin Tech | Medium/Heavy Duty Truck Technology Instructor | brent.newville@hennepintech.edu |
| Jeff | Holstein | Brooklyn Park | Traffic Engineer | jeff.holstein@brooklynpark.org |
| Nick | Martini | Osseo Area Schools | Coordinator of Transportation | martinin@district279.org |
| Saleemah | Bah | Brooklyn Park/Brooklyn Center | Brooklynk Ambassador | salee_bah385@gmail.com |
| Eric | Holthaus | Hennepin County | Climate Administrative Manager | Eric.Holthaus@hennepin.us |
| Tim | Pratt | Brooklyn Park | O&M Recycling Support Services Manager | Tim.Pratt@BrooklynPark.Org |
| Brenda | Morales | Brooklyn Park | Community Engagement Specialist | brenda.cmorales@brooklynpark.org |
| Najma | Adan | Brooklyn Park/Brooklyn Center | Brooklynk Ambassador | najmaadan200@gmail.com |
| Nyoka | Ameyaw | Brooklyn Park/Brooklyn Center | Brooklynk Program Assistant | nyoka.ameyaw@brooklynk.works |
| Didier | Bolanos Gonzalez | Hennepin County | Community Liaison | didier.bolanosgonzalez@hennepin.us |
| Beth | Kallestad | MNDOT | Principal Sustainability Planner | elizabeth.croteau.kallestad@state.mn.us |

Facilitators and Clean Cities Planning Team (Present at all Sessions)

| Name | Organization |
|-----------------|--|
| Katharine Ange | Renaissance Planning Group |
| Becca Buthe | Renaissance Planning Group |
| John Thomas | EPA Office of Community Revitalization |
| Reyes Barboza | EPA Office of Community Revitalization |
| Lauren Reichelt | Joint Office (NREL) |
| Jon Hunter | Minnesota Clean Cities |
| Lisa Thurstin | Minnesota Clean Cities |
| Madyson Hoese | Minnesota Clean Cities |
| Shelby Gamache | Minnesota Clean Cities |
| Tim Pratt | Brooklyn Park |



LET'S TALK About Electric Mobility

Get Involved!



Take our
Survey!



Visit our
website at:
bit.ly/CLEAP



GET UP TO SPEED

Communities across the country — including ours — are transitioning to new transportation options that run on electricity. We want to hear your ideas about how electric mobility can benefit your community and the challenges you might face. Electric cars, bikes, and scooters are new options that could make it easier for you and your family to get around. Could you see yourself and your family using these options? **Tell us this summer through a community-wide survey!**

PROJECT GOALS

1

Understand your community's electric mobility priorities and share with your local units of government so they can use the information for future plans

2

Find better ways for government agencies to get input from the community about their ideas for transportation plans and projects in the future

HOW CAN ELECTRIC MOBILITY BENEFIT MY COMMUNITY?



Improved air
quality and
public health



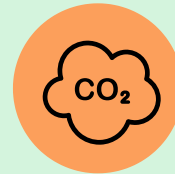
More ways to
get around,
like shared
transportation



Reduced
maintenance
and fuel costs



New economic
opportunities, like
jobs and increased
retail sales



Reduced local
and global
emissions



WHAT IS ELECTRIC MOBILITY?

Electric mobility options include different types of transportation that run on electric motors instead of gas, including electric cars, transit buses, school buses, bikes, and scooters. To make these electric options work, we need to build special charging stations. This overall transition is called **transportation electrification**.

Did you know that electric mobility options already exist in the Twin Cities?



Evie Carshare...

provides all-electric carshare service in Minneapolis and Saint Paul.



Scooter Rentals...

are available in multiple cities throughout Hennepin County.



Osseo Area Schools...

which serves part of Brooklyn Park, was among the first districts in Minnesota to add electric school buses.



Metro Transit...

plans to purchase electric buses for 20 percent of their scheduled bus replacements.



Electric Bikes...

are growing in popularity for personal use.



Questions? Suggestions? Contact
Brenda Morales at
brenda.cmorales@brooklynpark.org
or 763-315-8466.

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City of Brooklyn Park Community Long-Range Improvement Commission

| | | | |
|------------------------|---|--------------------------------|----------------|
| Agenda Item: | 4.2 | Meeting Date: | June 8, 2023 |
| Agenda Section: | GENERAL AGENDA ITEMS | Originating Department: | Staff Liaison |
| Resolution: | N/A | Prepared By: | Mitch Robinson |
| Ordinance: | N/A | | |
| Attachments: | 1 | Presented By: | Mitch Robinson |
| Item: | Community Engagement Sub-Committee Update | | |

Proposed Action:

Overview:

Sub-committee to help facilitate ideas for community participation in:

- Friendly and Safe City for All Ages
 - o Police Youth Programs Memo
 - o Brooklyn Bridge Alliance for the Youth
 - <https://www.brooklynsallianceforyouth.org/>
 - o Recreation and Park Programs
 - https://web2.myvscloud.com/wbWSC/mnbrooklynparkwt.wsc/splash.html?InterfaceParameter=WebTrac&csrf_token=92462f8fc8c094f960cb8d05de447bcf792776ca1a25fc6f3ecd0e08d59a7a0a
- Housing
- Mobility