

CITY COUNCIL WORK SESSION – AGENDA #34

Si usted necesita esta información en español: 763-424-8000. Yog xav tau kev pab, thov hu rau 763-424-8000 lawv mam li nrhiav ib tus neeg txhais lus rau koj. If you need this information in another language or alternative format, email access@brooklynpark.org or call 763-424-8000.

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

Our Brooklyn Park 2025 Goals:

• A united and welcoming community, strengthened by our diversity • Beautiful spaces and quality infrastructure make Brooklyn Park a unique destination • A balanced economic environment that empowers businesses and people to thrive • People of all ages have what they need to feel healthy and safe • Partnerships that increase racial and economic equity empower residents and neighborhoods to prosper • Effective and engaging government recognized as a leader

- A. CALL TO ORDER – Mayor Hollies Winston**
- B. GENERAL INFORMATION**
None.
- C. DISCUSSION ITEMS/GENERAL ACTION ITEMS – These items will be discussion items but the City Council may act upon them during the course of the meeting.**
 - C.1** Blue Line Extension (BLE) LRT Update
 - A.** SDIES COMMENT LETTER
 - B.** METRO BLUE LINE EXTENSION PROJECT PLANS
 - C.2** Discussion on Results from the 2024 Compensation Study
 - C.3** 2025 Amended Preliminary Budget Discussion
- D. VERBAL REPORTS AND ANNOUNCEMENTS**
 - D.1 COUNCIL MEMBER REPORTS AND ANNOUNCEMENTS**
 - D.2 CITY MANAGER REPORTS AND ANNOUNCEMENTS**
- E. ADJOURNMENT**

City of Brooklyn Park Council Work Session			
Meeting Date:	September 3, 2024	Originating Department:	Operations & Maintenance
Agenda Item:	C.1	Prepared By:	Marc Culver, City Engineer
Agenda Section:	DISCUSSION ITEMS/GENERAL ACTION ITEMS	Presented By:	Marc Culver, City Engineer
Item:	Blue Line Extension (BLE) LRT Update		

Summary:

In advance of the formal Municipal Consent process for the Blue Line Extension (BLE) Light Rail Transit (LRT) Project, City staff will be providing an update to the Council on the design elements of the project. Staff will review current timelines, cost estimates, and impacts.

The BLE project involves extending the LRT Blue Line from Target Field in downtown Minneapolis to Oak Grove Parkway and West Broadway Ave north of TH 610, adjacent to the Target campus in Brooklyn Park. The project is proposed to operate on 13.4 miles of light rail track connecting downtown Minneapolis to the neighborhoods/communities of North Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The proposed project would provide transit improvements in the highly traveled northwest area of the Twin Cities Metropolitan Area and a one-seat ride from Brooklyn Park to MSP airport and Mall of America. The project provides an opportunity to invest in BIPOC communities and reduce regional disparities. Currently the project team expects construction to begin in 2027.

This project has a long history with the City of Brooklyn Park and the other project partners. City staff have been working with the Metropolitan Council on this proposed transit line for more than 14 years. The original alignment reached 90% plans in 2018 before Hennepin County and the Metropolitan Council determined the original concept alignment along the BNSF tracks was no longer feasible. Since then, the project team has been working to design a new alignment.

The change to this new alignment, which will now run down the center of CSAH 81/Bottineau Boulevard instead of along the railroad tracks, has reached a point at which the design team is seeking municipal consent from the partner cities. Fortunately, in Brooklyn Park, the new alignment does not change the design of the vast majority of the line within the city limits.

City staff as well as representatives from the BLE Project Team will be on hand to answer questions from the Council on this project.

On September 9th at 4 PM an Open House will be held before the City Council meeting for members of the public to meet with Project Team members and receive information on the overall project. At the September 9th City Council meeting a formal public hearing will be held to meet the requirements of the Municipal Consent process. On September 23rd, staff will present a resolution for the Council to consider formal municipal consent.

As a reminder, at the July 29th City Council meeting, the Council submitted comments on the METRO Blue Line Extension Supplemental Draft Environmental Impact Statement (SDEIS). The City's comment letter is attached for reference.

The SDEIS can be found here:

<https://metrocouncil.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension/Environmental/Supplemental-Draft-EIS.aspx>

More information on the project can be found at the Metro Transit's project website:

<https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>

Budgetary/Fiscal Issues: Current estimates for the City of Brooklyn Park's cost participation on this project is approximately \$29-32 million. These costs will be covered by federal grants, Municipal State Aid funds, Utility funds, special assessments in developing areas, and EDA funds.

Attachments:

C.1A SDIES COMMENT LETTER

C.1B METRO BLUE LINE EXTENSION PROJECT PLANS



City of Brooklyn Park
City Hall
5200 85th Ave. N.
Brooklyn Park, MN 55443
763-424-8000
www.brooklynpark.org

August 5, 2024

Chair Charlie Zelle
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101

RE: City of Brooklyn Park comments on the METRO Blue Line Extension Supplemental Draft Environmental Impact Statement (SDEIS)

Dear Chair Zelle:

Thank you for the opportunity to review and comment on the METRO Blue Line Extension Supplemental Draft Environmental Impact Statement (SDEIS). The release of this document is an important milestone, documenting the anticipated benefits and impacts of the reconfigured project along with proposed mitigation measures. Because the updated project alignment in Brooklyn Park is so similar to the previously documented project, the content of the SDEIS generally matches our expectations. However, as we move closer to the municipal consent process, we do have a few comments that we would like to communicate.

Anti-displacement

The SDEIS makes it clear that the project will have a greater impact on Environmental Justice communities than the population as a whole. Given that context, it is especially important that strategies for ensuring shared benefit are a core commitment of the project.

The SDEIS documents the recommendations of the Anti-Displacement Working Group, indicating that additional work is necessary to refine the working group recommendations into mitigation measures for inclusion in the forthcoming Supplemental Final EIS (Section 7.4.2.6, Indirect and Cumulative Effects). While ideally this work would be complete and mitigation measures proposed in this SDEIS document, we look forward to working with Metro Transit, Hennepin County, the other corridor cities, and the Anti-Displacement Community Prosperity Board to ensure that the project makes a strong commitment to these strategies.

East-West Bus Connections

The City of Brooklyn Park has previously communicated the importance of identifying and implementing east-west bus routes that connect to each of the five planned stations in our city. We understand that Metro Transit will conduct a future study to plan connecting bus routes, but we believe there is some urgency to complete this work so that final engineering can take into account the facilities necessary to serve bus riders. Section 3.1 of the SDEIS, which analyzes travel demand modeling and ridership forecasts for the project, assumes that the future stations will be served only by existing bus routes in Brooklyn Park. We reiterate here our request that opening day connecting bus routes be planned earlier in the process.

Design

City staff have been working closely with the project office on design details emanating from the 2022 route modification. Following are design-related comments in the context of the SDEIS:

63rd Avenue Station – The SDEIS is based on conceptual engineering drawings from September 2023. Since that time, the project office has refined the design at the 63rd Avenue Station to improve pedestrian safety at the intersection. Those improvements are reflected on the updated plans released in March 2024. The Final Supplemental EIS should include those improvements as well, including documentation of the additional benefit to pedestrian safety.

Oak Grove Station Area – Earlier in the design process, MNDOT and the project office committed to including accommodations for an east-west street in the northwest quadrant of West Broadway and Highway 610 to serve new development, known as the “fourth leg.” This connection is critical to realizing the vision of the station area plan for high quality mixed-use development, and it must be included in the final project design and Final Supplemental EIS. City staff are also working with the project office on rethinking the siting of the park and ride to better facilitate transit oriented development. This likely does not impact the environmental documentation, but final plans should reflect this change.

Sidewalk Connections – The City of Brooklyn Park intends to implement sidewalk connections along critical roadway segments to and from our station sites. We have applied for Federal funding via the regional solicitation process and are optimistic that the request will be funded. The City requests that the portions of these segments that are within the METRO Blue Line Extension project construction limits be constructed as part of the project.

The City of Brooklyn Park continues to prepare for opening day of the Blue Line Extension and is making proactive investments to ensure that the project contributes to the prosperity of our community and the northwest area of the region. We appreciate the partnership of the Metropolitan Council and Hennepin County and look forward to the next steps in the process.

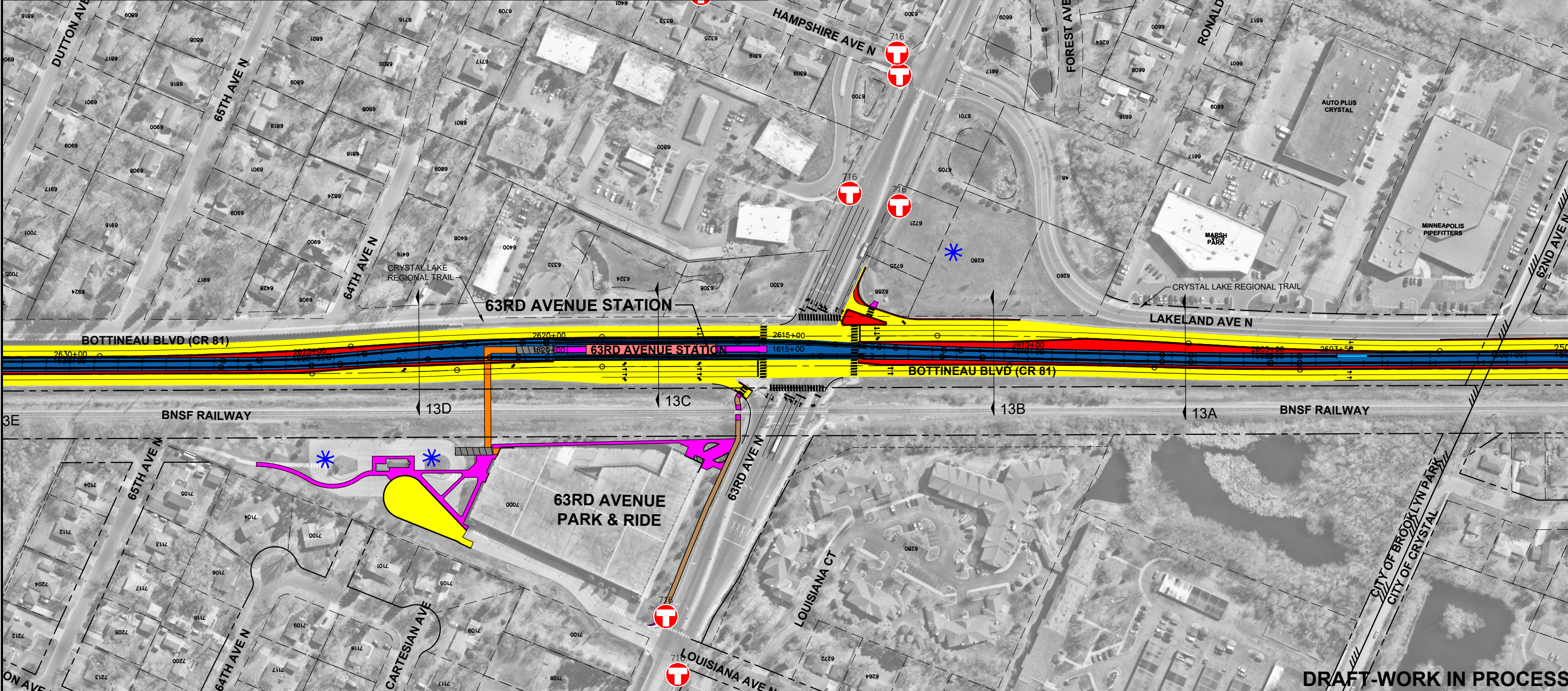
Sincerely,



Hollies Winston
Mayor of Brooklyn Park

LEGEND

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	POTENTIAL STORMWATER TREATMENT LOCATION				APPROX. SIZE OF TPSS FINAL LOCATION TBD		

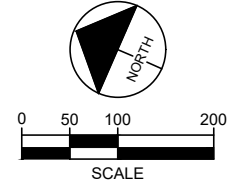


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BLUE LINE EXTENSION
 CITY OF CRYSTAL/CITY OF BROOKLYN PARK
 MUNICIPAL CONSENT DISPLAY EXHIBIT - PLAN VIEW

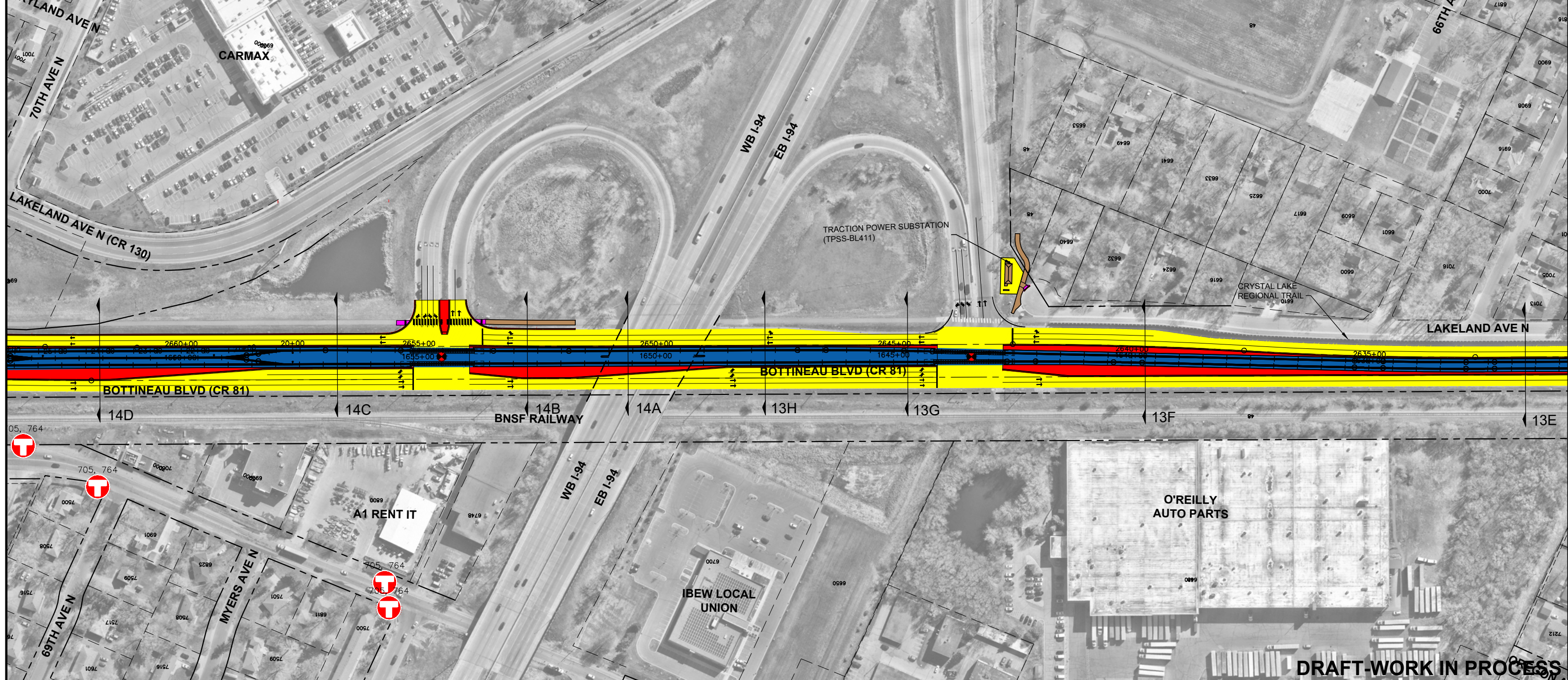
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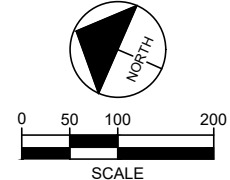


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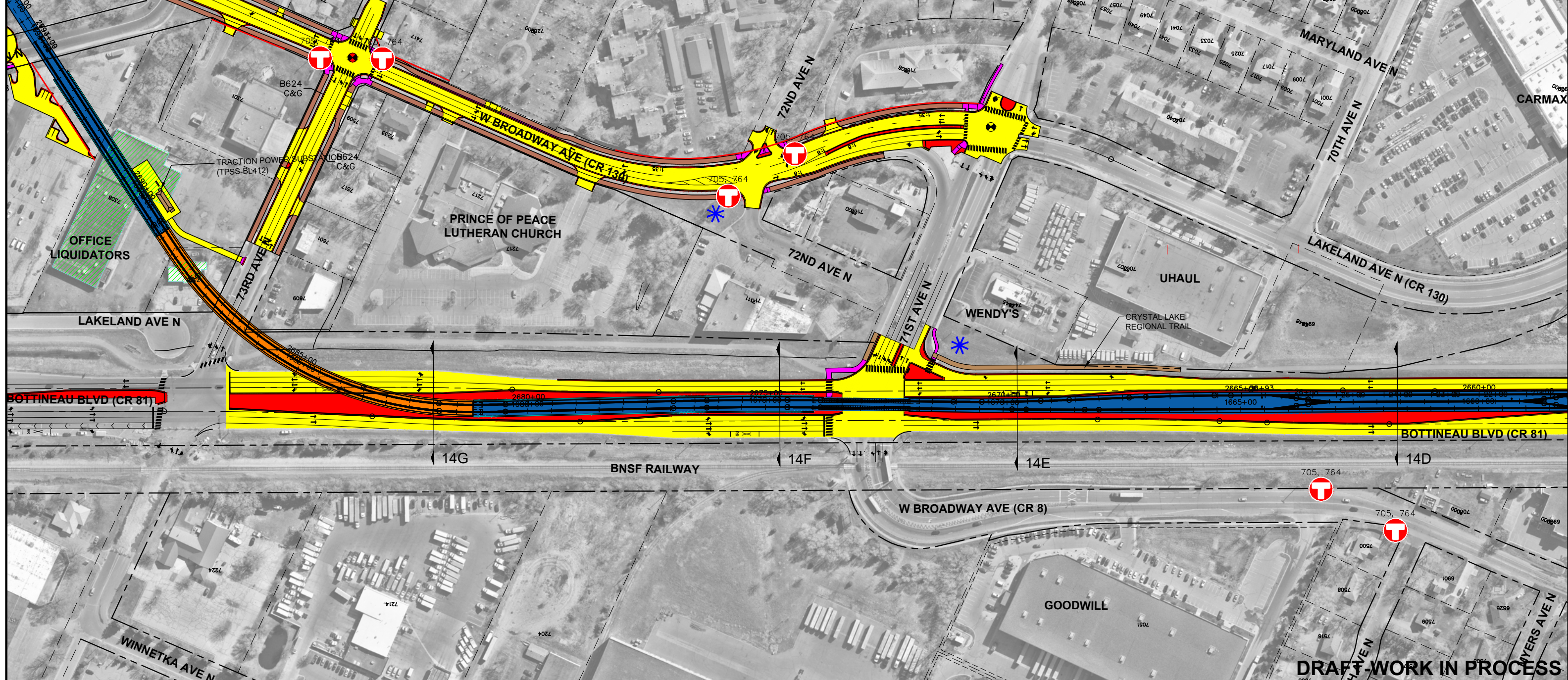
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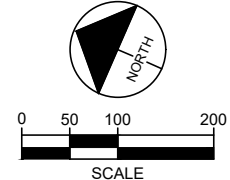


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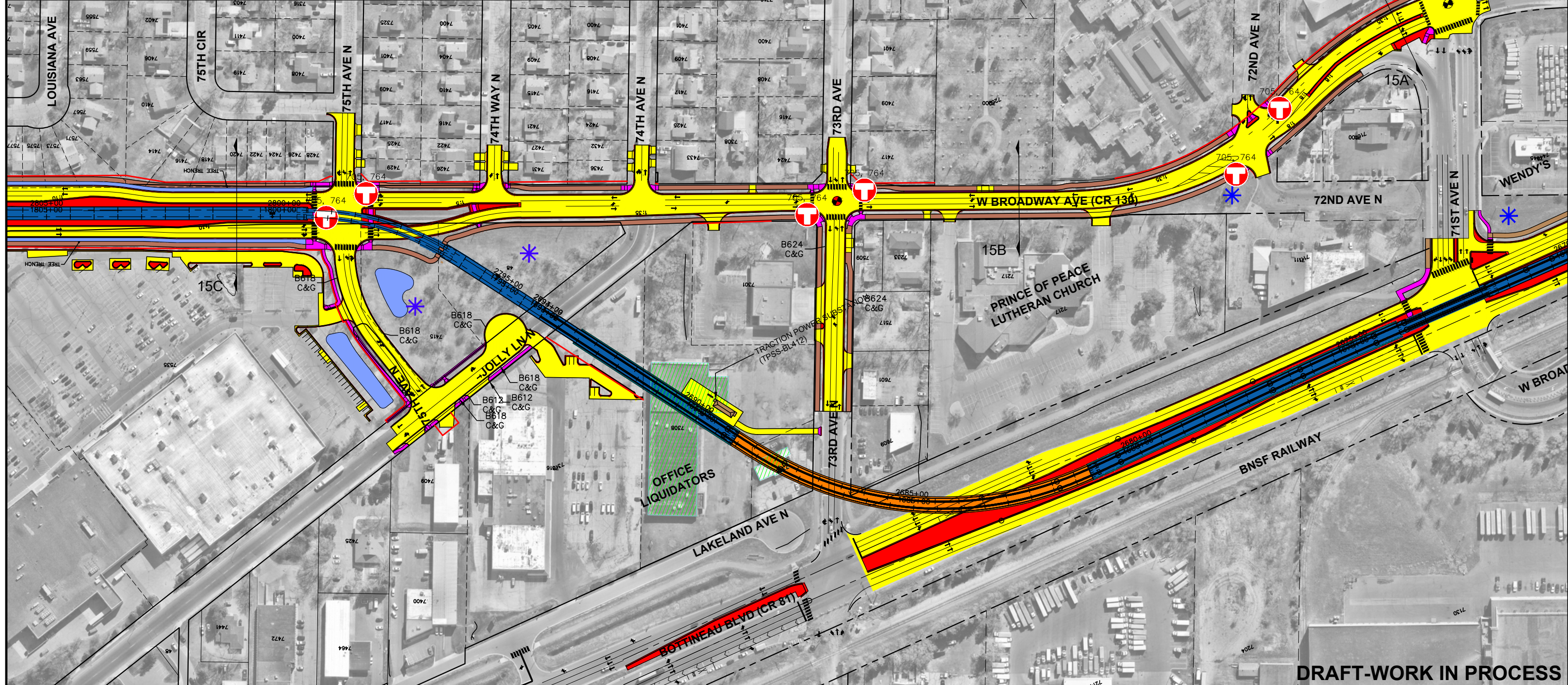
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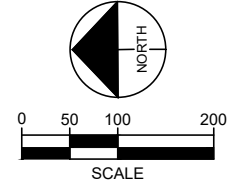


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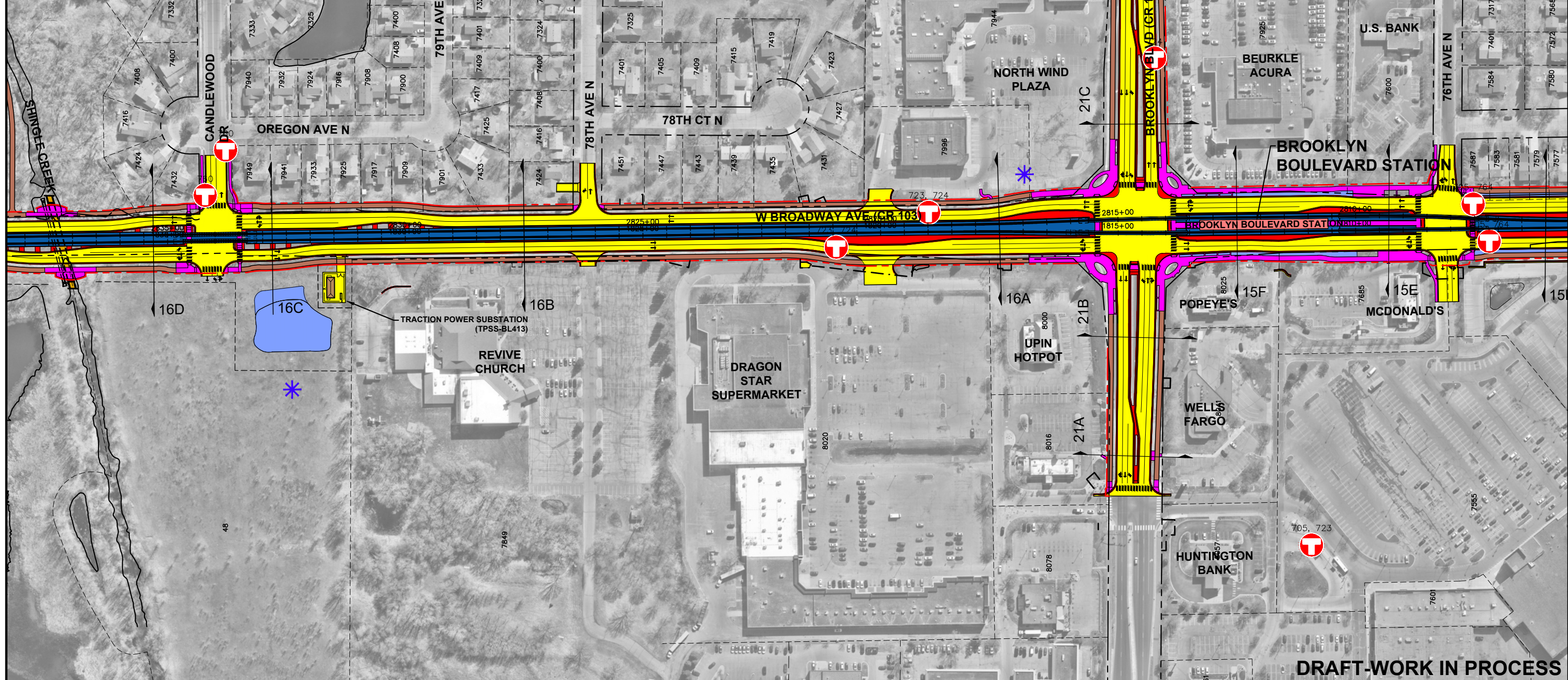
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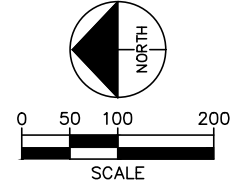


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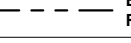







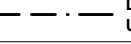







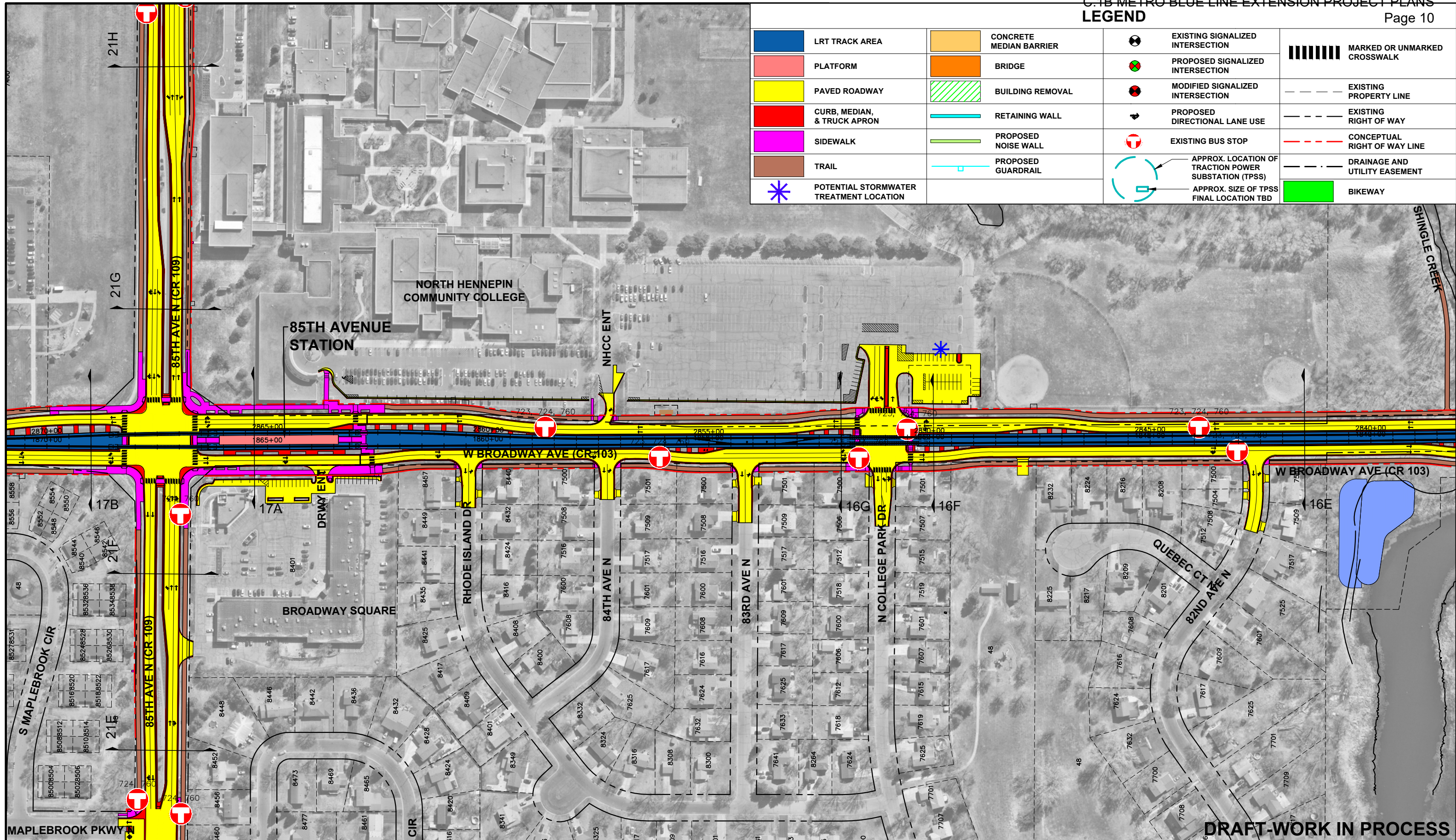
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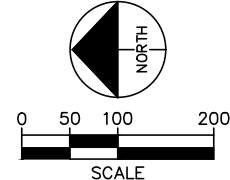


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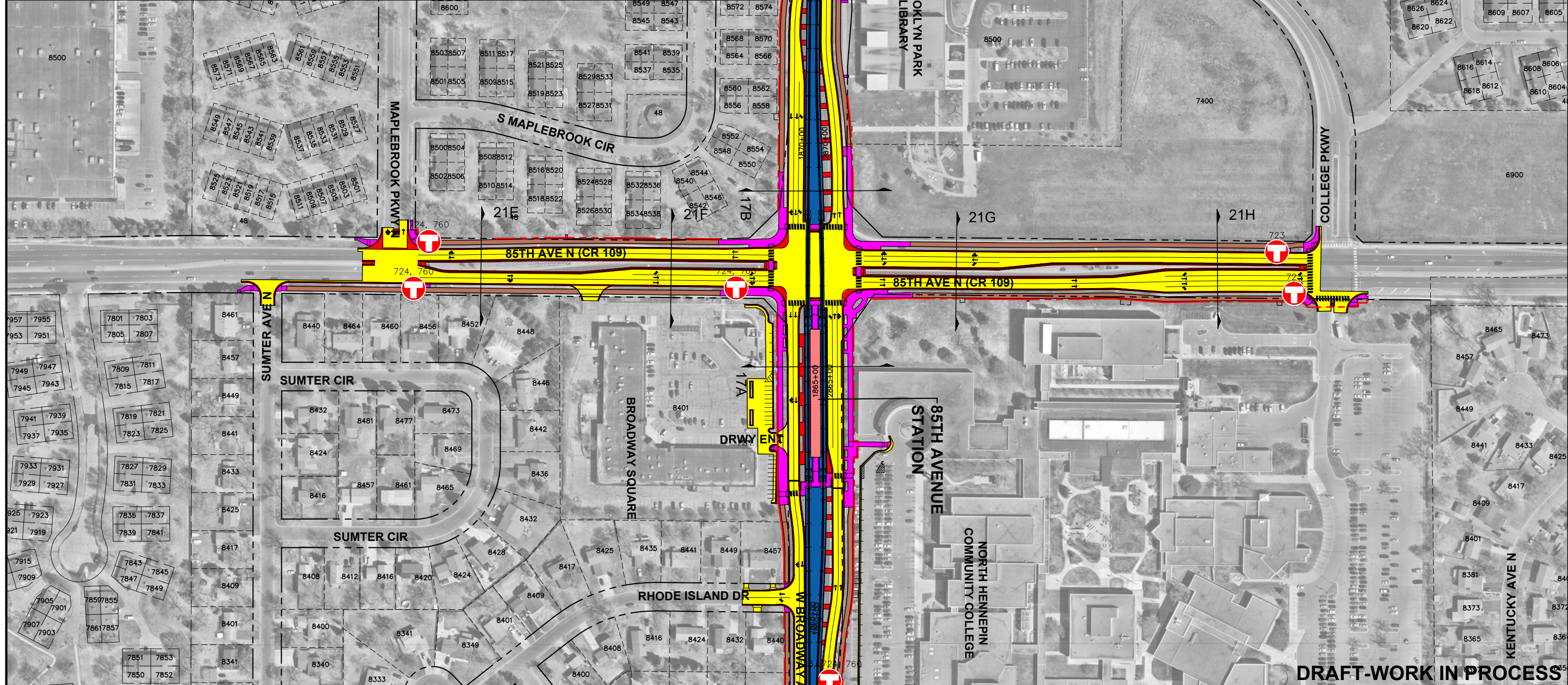
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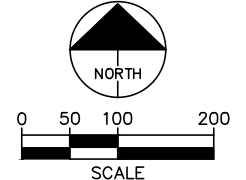


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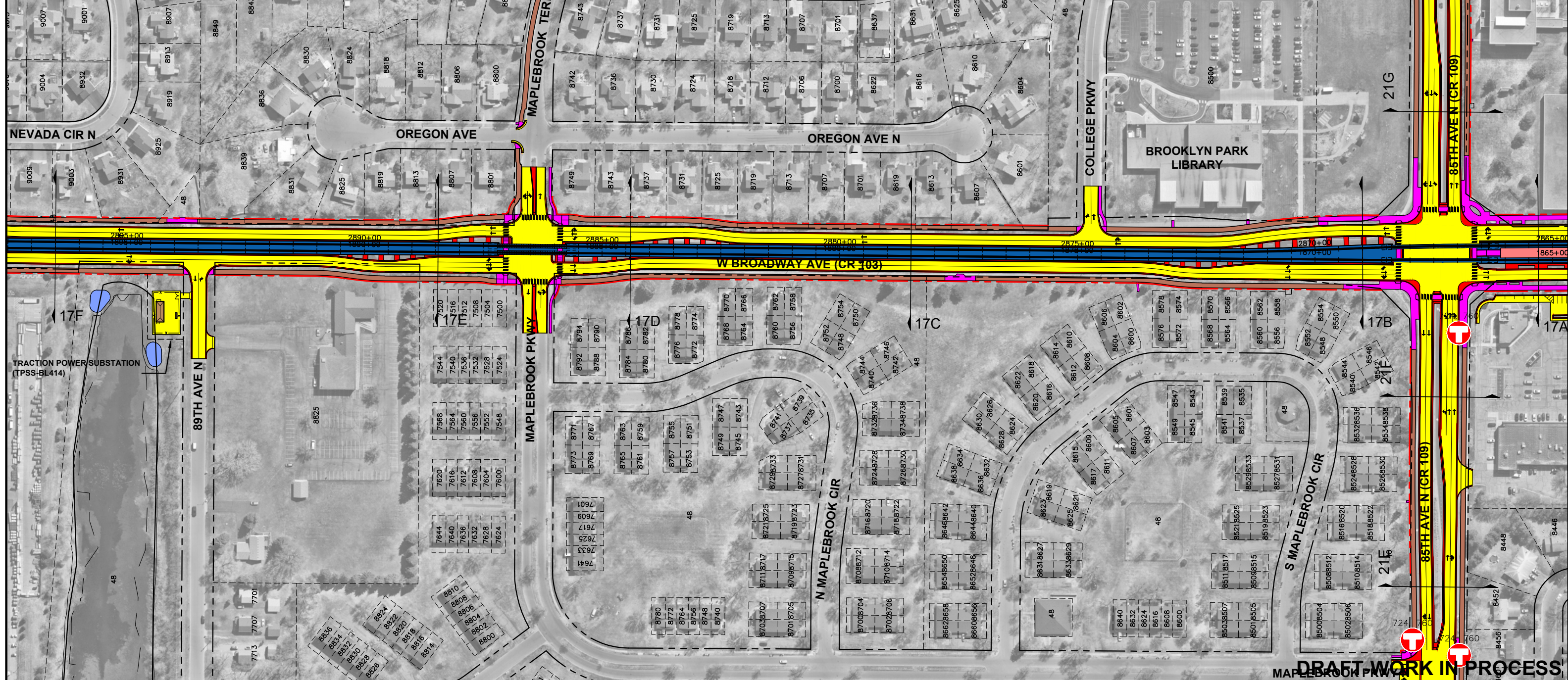
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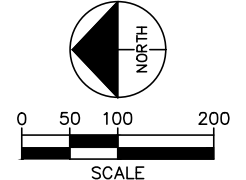


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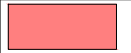




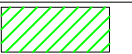

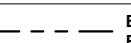

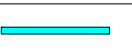

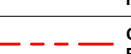

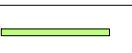

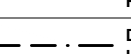







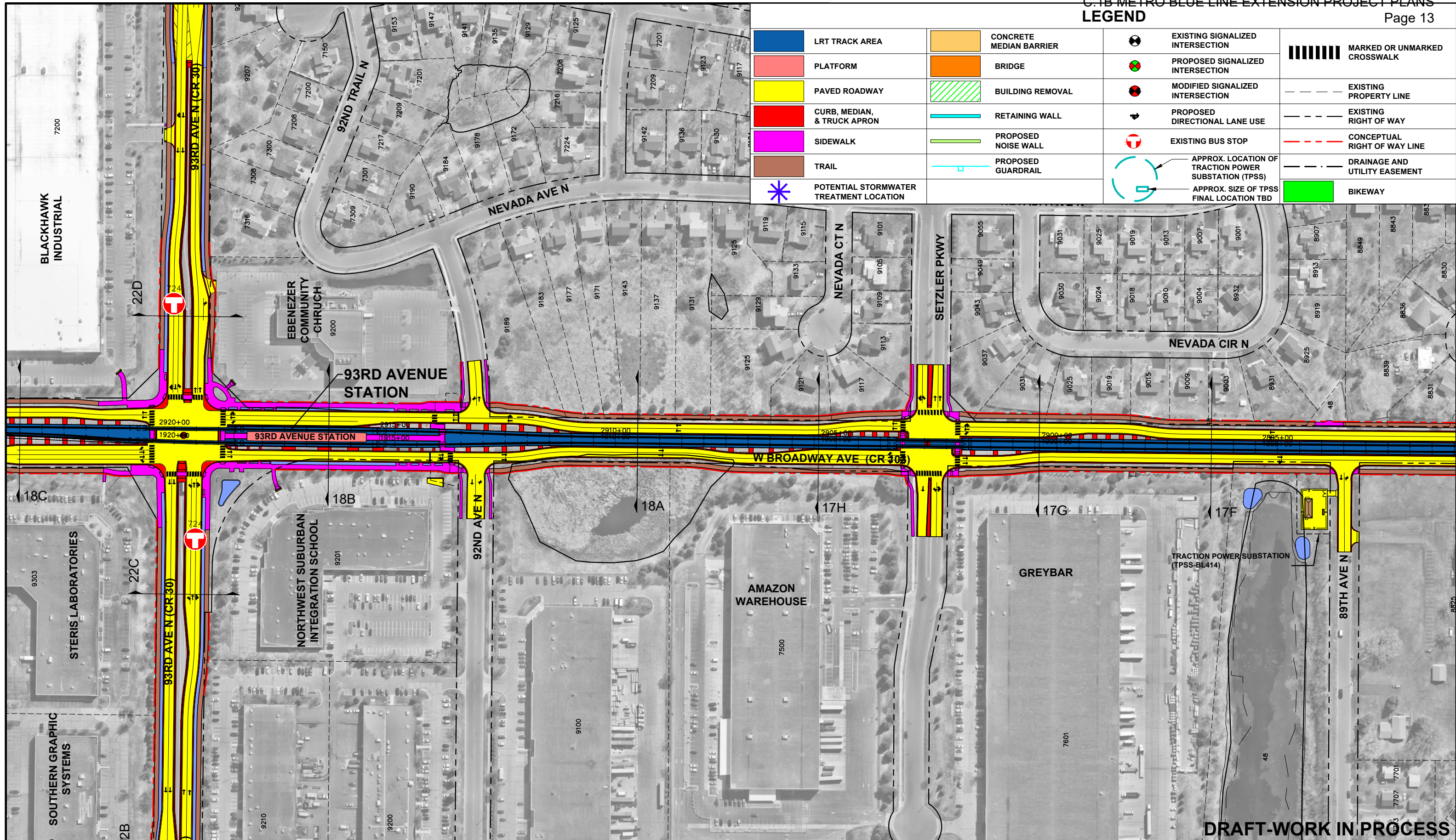
BLUE LINE EXTENSION
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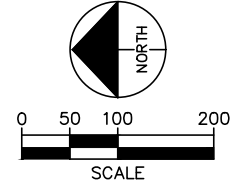


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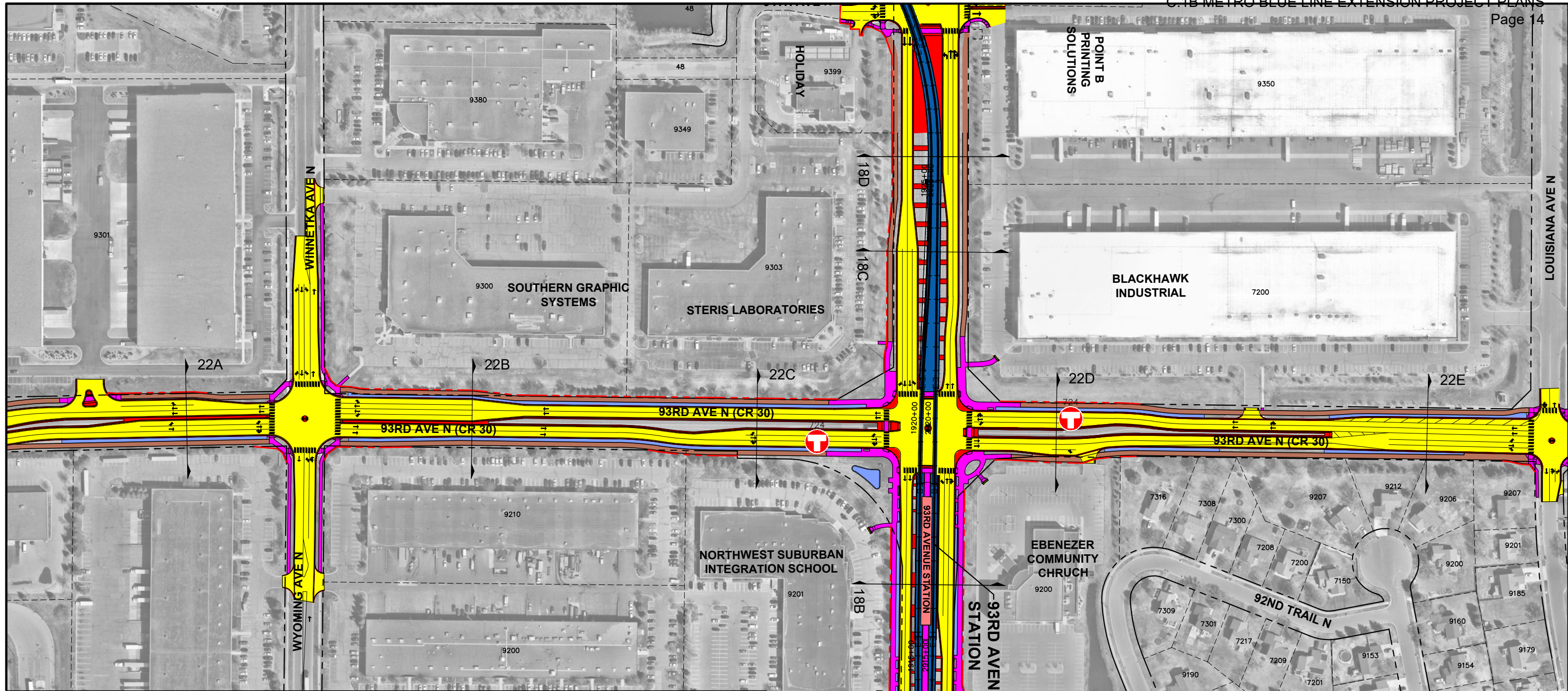


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 MUNICIPAL CONSENT DISPLAY EXHIBIT - PLAN VIEW

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DRAFT-WORK IN PROCESS



LEGEND

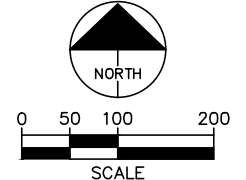
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	PLATFORM		BRIDGE		PROPOSED SIGNALIZED INTERSECTION		EXISTING PROPERTY LINE
	PAVED ROADWAY		BUILDING REMOVAL		MODIFIED SIGNALIZED INTERSECTION		EXISTING RIGHT OF WAY
	CURB, MEDIAN, & TRUCK APRON		RETAINING WALL		PROPOSED DIRECTIONAL LANE USE		CONCEPTUAL RIGHT OF WAY LINE
	SIDEWALK		PROPOSED NOISE WALL		EXISTING BUS STOP		DRAINAGE AND UTILITY EASEMENT
	TRAIL		PROPOSED GUARDRAIL		APPROX. LOCATION OF TRACTION POWER SUBSTATION (TPSS)		BIKEWAY
	POTENTIAL STORMWATER TREATMENT LOCATION				APPROX. SIZE OF TPSS FINAL LOCATION TBD		

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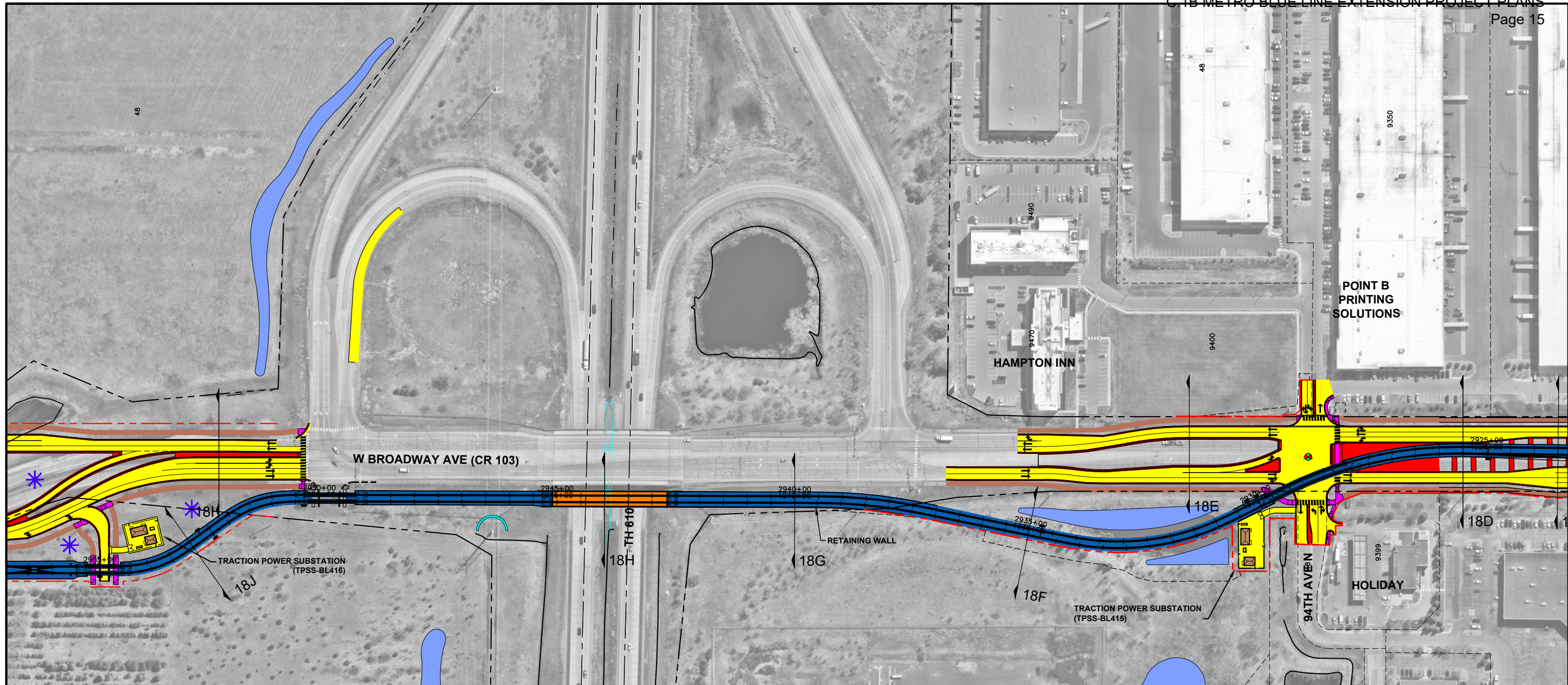


BLUE LINE EXTENSION
 CITY OF BROOKLYN PARK
 MUNICIPAL CONSENT DISPLAY EXHIBIT - PLAN VIEW

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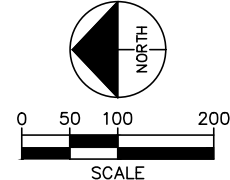
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	TRAIL		PROPOSED GUARDRAIL		APPROX. LOCATION OF TRACTION POWER SUBSTATION (TPSS)		BIKEWAY
	POTENTIAL STORMWATER TREATMENT LOCATION				APPROX. SIZE OF TPSS FINAL LOCATION TBD		

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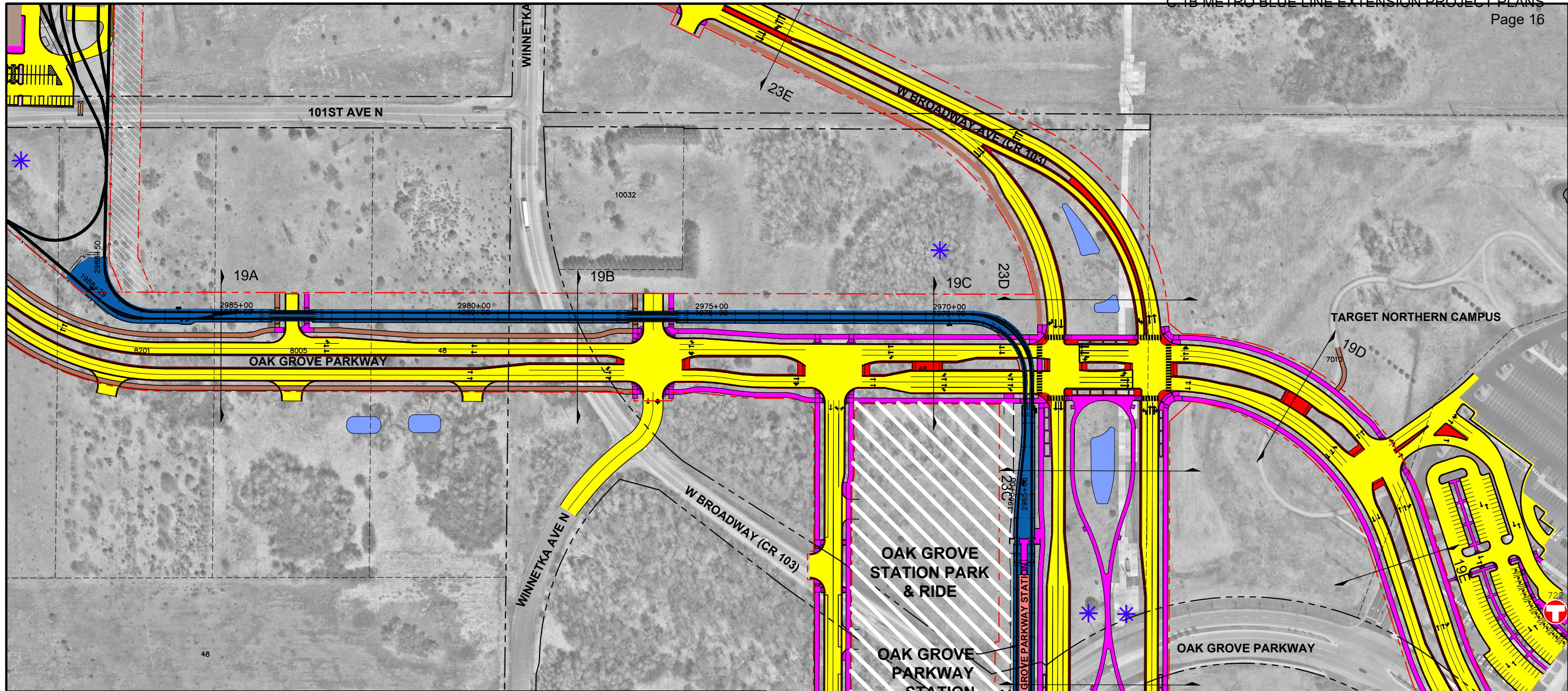


BLUE LINE EXTENSION
 CITY OF BROOKLYN PARK
 MUNICIPAL CONSENT DISPLAY EXHIBIT - PLAN VIEW

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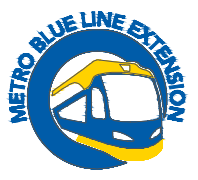
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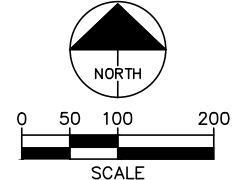
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	PLATFORM		BRIDGE		PROPOSED SIGNALIZED INTERSECTION		EXISTING PROPERTY LINE
	PAVED ROADWAY		BUILDING REMOVAL		MODIFIED SIGNALIZED INTERSECTION		EXISTING RIGHT OF WAY
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	SIDEWALK		PROPOSED NOISE WALL		EXISTING BUS STOP		DRAINAGE AND UTILITY EASEMENT
	TRAIL		PROPOSED GUARDRAIL		APPROX. LOCATION OF TRACTION POWER SUBSTATION (TPSS)		
	POTENTIAL STORMWATER TREATMENT LOCATION				APPROX. SIZE OF TPSS FINAL LOCATION TBD		

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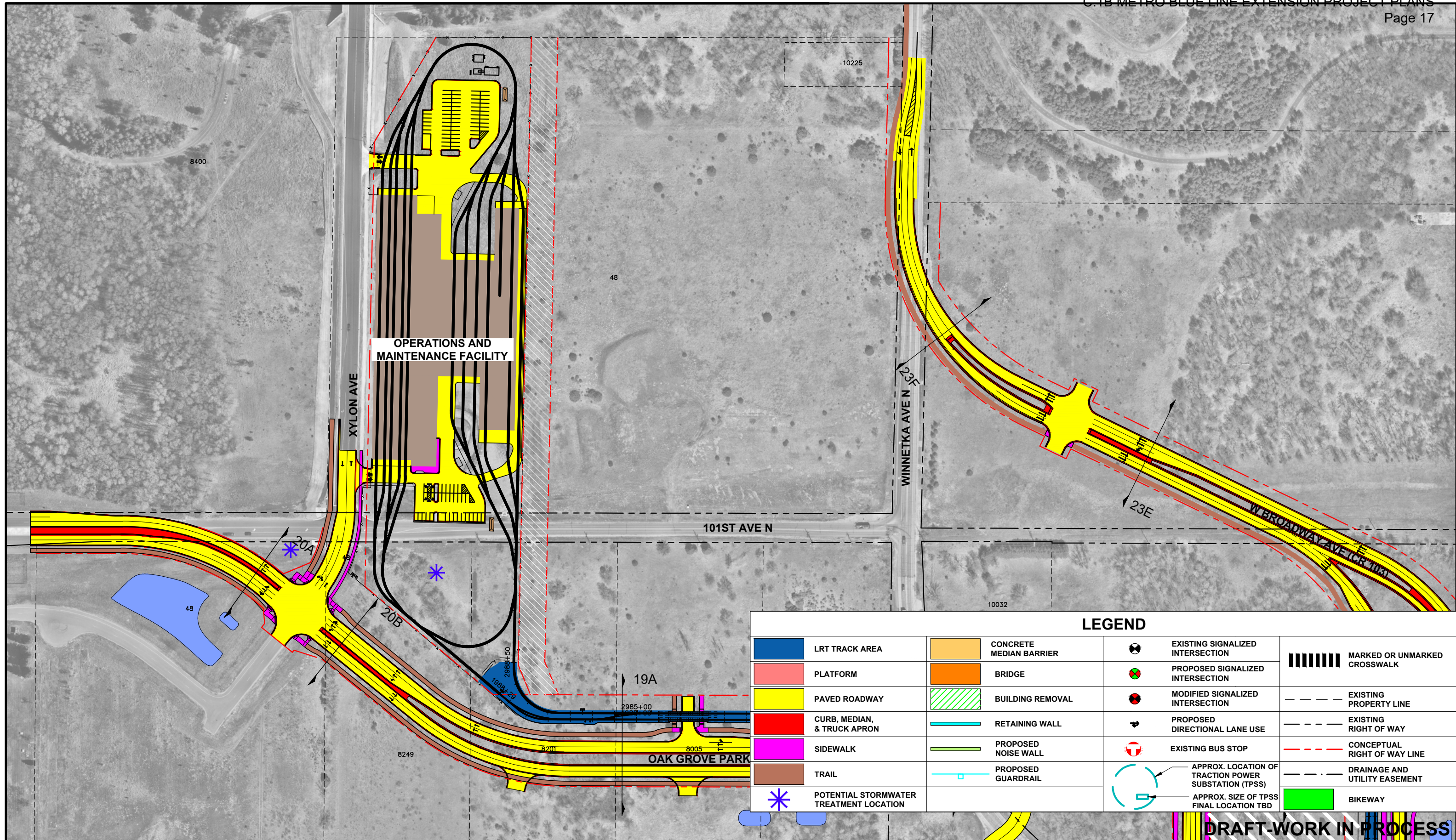


BLUE LINE EXTENSION
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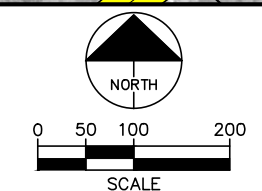
LEGEND			
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	PLATFORM		BRIDGE
	PAVED ROADWAY		BUILDING REMOVAL
	CURB, MEDIAN, & TRUCK APRON		RETAINING WALL
	SIDEWALK		PROPOSED NOISE WALL
	TRAIL		PROPOSED GUARDRAIL
	POTENTIAL STORMWATER TREATMENT LOCATION		EXISTING SIGNALIZED INTERSECTION
			PROPOSED SIGNALIZED INTERSECTION
			MODIFIED SIGNALIZED INTERSECTION
			PROPOSED DIRECTIONAL LANE USE
			EXISTING BUS STOP
			APPROX. LOCATION OF TRACTION POWER SUBSTATION (TPSS)
			APPROX. SIZE OF TPSS FINAL LOCATION TBD
	MARKED OR UNMARKED CROSSWALK		EXISTING PROPERTY LINE
	EXISTING RIGHT OF WAY		CONCEPTUAL RIGHT OF WAY LINE
	DRAINAGE AND UTILITY EASEMENT		BIKEWAY

DRAFT-WORK IN PROCESS



BLUE LINE EXTENSION
CITY OF BROOKLYN PARK
MUNICIPAL CONSENT DISPLAY EXHIBIT - PLAN VIEW

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City of Brooklyn Park Council Work Session

Meeting Date:	September 3, 2024	Originating Department:	Administration
Agenda Item:	C.2	Prepared By:	Dr. Angel Smith, Assistant City Manager and Director of Administration; Sarah Kraabel, Human Resources Director
Agenda Section:	Discussion Items/ General Action Items	Presented By:	Jay Stroebel, City Manager
Item:	Discussion on Results from the 2024 Compensation Study		

Summary:

In 2024, the City of Brooklyn Park completed a classification and compensation study. This will be a discussion of the findings of this compensation study and an overview of new compensation philosophy.

City of Brooklyn Park Council Work Session

Meeting Date:	September 3, 2024	Originating Department:	Administration/Finance
Agenda Item:	C.3	Prepared By:	Cheryl Keene Financial Assistant I
Agenda Section:	Discussion Items/ General Action Items	Presented By:	Jay Stroebel and LaTonia Green
Item:	2025 Amended Preliminary Budget Discussion		

Summary:

The presentation and discussion will focus on the 2025 Amended Preliminary Budget for the General Fund and potential levy calculations.

The goal of this discussion is to provide an overview of the 2025 Amended Preliminary Budget and to seek direction from the City Council on the maximum property tax levy for 2025.

The City Council must set a proposed property tax levy for 2025 to the county auditor by September 30, 2024. This proposed levy represents the maximum amount the city can collect in 2025. While this amount cannot be increased later, the City Council retains the option to reduce the levy before the final certification in December.