

# 2050 TRANSPORTATION POLICY PLAN AMENDMENT 1



# Regional vision

A prosperous, equitable, and resilient region  
with abundant opportunities for all to  
live, work, play, and thrive.

## Regional core values

Equity | Leadership | Accountability | Stewardship

## Regional goals

### **Our region is equitable and inclusive**

Racial inequities and injustices experienced by historically marginalized communities have been eliminated; and all residents and newcomers feel welcome, included, and empowered.

### **Our communities are healthy and safe**

All our region's residents live healthy, productive, and rewarding lives with a sense of dignity and wellbeing.

### **Our region is dynamic and resilient**

Our region meets the opportunities and challenges faced by our communities and economy including issues of choice, access, and affordability.

### **We lead on addressing climate change**

We have mitigated greenhouse gas emissions and have adapted to ensure our communities and systems are resilient to climate impacts.

### **We protect and restore natural systems**

We protect, integrate, and restore natural systems to protect habitat and ensure a high quality of life for the people of our region.



## Table of Contents

Overview .....	4
Policy Basis .....	4
Imagine 2050 goals and objectives .....	4
2050 Transportation Policy Plan policies and actions .....	4
2050 Transportation Policy Plan transitway advancement policy .....	5
Project Backgrounds .....	6
METRO Blue Line Extension .....	6
METRO Gold Line Extension .....	9
Updates to 2050 Transportation Policy Plan .....	12
Transit Investment Plan changes .....	12
Long-Range Capital Project List Appendix changes .....	12
Effects on the Plan .....	14
Transportation finance .....	14
Equity and environmental justice .....	16
Performance outcomes .....	20
Appendix A. Demonstration of Local Support .....	22
Blue Line Extension – municipal consent .....	22
Gold Line Extension – resolutions of support .....	23
Appendix B. Updated Maps .....	24
Policy Plan Contacts .....	29

## Table of Figures

Table 1. 2050 Transportation Policy Plan policies related to projects .....	5
Table 2. 2050 Transportation Policy Plan transitway advancement policy requirements .....	5
Figure 1. Alternatives considered in the Route Modification Study .....	8
Figure 2. METRO Gold Line Extension alignment .....	10
Table 3. Changes to long-range transit capital projects (year of expenditures dollars), 2025-2050 .....	13
Table 4. Blue Line Extension capital funding revenue sources through 2050 (in millions of dollars). ....	15
Table 5. Blue Line Extension operating funding revenue sources through 2050 .....	15
Table 6. Gold Line Extension capital funding revenue sources through 2050 .....	16
Table 7. Gold Line Extension operating funding revenue sources through 2050 (in millions of dollars) .....	16
Table 8. Percent change in average job accessibility between the no build and build scenarios .....	17
Figure 3. Populations and existing transitways .....	18
Figure 4. Populations and 2050 transit investments .....	19
Table 9. Modeled 2050 performance outcomes .....	20
Table 10. On-road mobile source emissions (in units of pounds) .....	21
Figure 5. Map of the Transit Capital Levy District .....	24
Figure 6. Map of current transit system by mode .....	25
Figure 7. Map of current transitway system .....	26
Figure 8. Map of park and rides, transit centers, and hubs .....	27
Figure 9. Map of transitway expansion investments .....	28



## Overview

This amendment to the 2050 Transportation Policy Plan (TPP) addresses changes to the Blue Line Extension project and adds the Gold Line Extension project to the fiscally constrained plan. Both projects meet the definition of regionally significant, as they are both transitways. The Blue Line Extension project received municipal consent to proceed with some changes to the alignment and number of stations compared to the 2050 TPP adopted in February 2025. With Gold Line Extension, the region sees an opportunity to improve transit service, travel times, and regional connectivity between the region's two major downtowns. The project was developed based on input received through public engagement in the Rethinking I-94 process and Metro Transit's Network Now plan for bus service. Adding this investment to the TPP would represent the first phase of improvements.

## Policy Basis

The 2050 TPP establishes the region's policies and plans that guide development of its transportation system toward achieving the region's five overarching goals from the regional development guide, Imagine 2050. Many of these policies relate directly to the development of the region's transitway projects including:

- Imagine 2050 goals and objectives,
- 2050 TPP policies and actions, and
- 2050 TPP transitway advancement policy.

Changes to transitway projects or new transitway projects in the TPP must meet these requirements and support these goals, objectives, policies, and actions.

### Imagine 2050 goals and objectives

Both the Blue Line Extension and the Gold Line Extension are expected to contribute to advancing all of Imagine 2050's long-range regional planning goals to some degree based on Met Council analysis, but particularly these goals:

- We lead on addressing climate change
- Our region is dynamic and resilient
- Our region is equitable and inclusive

Contribution to these goals will largely be through increasing the availability and quality of transit service in the region, thus increasing transit usage and reducing vehicle miles traveled and the impacts of private automobiles. Additionally, both projects will make high-quality, frequent transit service accessible to communities in the region with high rates of low-income households and households that do not have access to a private automobile.

### 2050 Transportation Policy Plan policies and actions

The 2050 TPP includes policies and actions organized by the Imagine 2050 goals, with many that relate to investment in the region's transitway system. Adding both Blue Line Extension and Gold Line Extension projects significantly contributes to implementing the policies listed in Table 1 below. Please note, policies and actions are listed in the order shown in the TPP.

**Table 1. 2050 Transportation Policy Plan policies related to projects**

Goal	Policy
Our region is equitable and inclusive	6. Implement strategies against gentrification and displacement caused by transportation investments.
Our region is dynamic and resilient	19. Plan for, invest in, and implement a network of transitways to expand access to reliable, frequent, high-capacity, all-day transit services.
Our region is dynamic and resilient	22. Provide high-quality connections within and between modes of transportation.
Our region is dynamic and resilient	25. Provide transportation options and transit advantages on roadway corridors with delay and travel time reliability issues.
We lead on addressing climate change	31. Prioritize projects that reduce vehicle miles traveled through sustainable transportation options.

Many other policies are also supported by implementing these projects, including:

- Equity – Policies 4 and 7
- Healthy & Safe – Policies 9, 12, 13, and 14
- Dynamic & Resilient – Policies 18, 20, 25, and 28
- Natural Systems – Policy 32.

### **2050 Transportation Policy Plan transitway advancement policy**

The 2050 TPP Transit Investment Plan includes requirements for a transitway project to be considered for adoption into the plan. A transitway project's originating local planning agency must demonstrate the project meets these requirements. Table 2 below lists the requirements and sections of this amendment or project documents that address each requirement.

**Table 2. 2050 Transportation Policy Plan transitway advancement policy requirements**

Requirement	TPP amendment section addressing requirement	Pages
Document transitway type, alignment, station locations, and selection process	Project Backgrounds	6-11
Resolutions of support from affected communities	Appendix A – Demonstration of Local Support	22
Document fiscal constraint	Effects on the Plan – Transportation finance	14-16
Use robust public engagement involving affected communities and document feedback	Project Backgrounds	6-11

## Project Backgrounds

### METRO Blue Line Extension

The METRO Blue Line light rail extension is proposed to add a high-capacity transit connection between downtown Minneapolis and the communities of North Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The current projected ridership of the extension is 12,000-13,700 daily rides. 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 International Airport and Mall of America. The Blue Line Extension will be part of an integrated system of transitways serving the region, including connections to METRO Green Line, bus rapid transit lines, existing bus service, and future transitways.

The Blue Line Extension will provide an affordable and reliable transportation option for some of the region's most diverse communities, better connecting people to the regional transit system, and opening new opportunities and key destinations for employment, education, healthcare, culture, recreation, and more. Light rail service in these communities will improve mobility and access to opportunities and destinations in communities with high numbers of households who don't own a car and rely on transit to meet everyday needs. Service levels will be the same as the existing METRO Blue Line, which runs 12-minute frequency during the day on weekdays and weekends, with longer frequencies mornings and evenings. Metro Transit plans to increase the line's service frequency to every 10 minutes before the implementation of the Blue Line Extension. The service will operate seven days a week.

### Anti-displacement and community prosperity efforts

The Blue Line Extension project is coordinating with public and community partners to advance strategies to support local businesses and residents before, during, and after construction so the people in the corridor today benefit from the benefits light rail can help build in the places it serves. The Blue Line Extension project is one of many partners coordinating efforts to address concerns of displacement, while investing in the future of the people and communities in the corridor. State legislation passed in 2024 allocated \$10 million to a new community-led Anti-Displacement Community Prosperity Program Board. With administrative support from Hennepin County, this group is advancing strategies separate from the Blue Line Extension project to prevent displacement and maximize investment and benefits of light rail for people and businesses in the corridor today. This community- and county-led work is separate from the Blue Line Extension capital project, but complementary to strategies to address project impacts being advanced in the Supplemental Final Environmental Impact Statement. Coordination of anti-displacement and community prosperity activities across agencies and organizations is outlined in Hennepin County's Coordinated Action Plan for Anti-Displacement<sup>1</sup>.

### Costs and funding sources

The estimated total capital cost to build the extension is \$3.2 billion and includes adding 13.4 miles of new light rail track and 13 new stations to the current METRO Blue Line light rail. This cost also includes procuring 35 new light rail vehicles and constructing a new operations and maintenance facility in Brooklyn Park. The revenues funding these costs are proposed to come from local and federal sources including county sales and use tax, county regional railroad funds, and the federal Capital Investment Grants (CIG) New Starts program. The Metropolitan Council is the project sponsor and grant applicant for the Blue Line Extension, working closely with agency partners, including Hennepin

---

<sup>1</sup> [Coordinated Action Plan overview | Your Blue Line; https://yourblueline.org/coordinated-action-plan-overview](https://yourblueline.org/coordinated-action-plan-overview)

County, the cities of Minneapolis, Robbinsdale, Crystal and Brooklyn Park, and MnDOT to deliver the project.

### **Project planning process**

Hennepin County and the Met Council have studied the Blue Line Extension corridor previously in regional system studies, corridor studies, and site-specific studies. Many alignments and modes for the project have been considered and evaluated, including bus rapid transit (BRT) and commuter rail. The general light rail alignment between downtown Minneapolis and Brooklyn Park through North Minneapolis and nearby suburbs was developed through an alternatives analysis process (2010), followed by a scoping process (2012) and draft environmental impact statement (EIS) (2014)<sup>2</sup>. The draft EIS recommended light rail as the preferred mode rather than bus rapid transit because BRT was expected to have lower ridership, limited vehicle capacity, fewer passengers per revenue hour, and greater impact to general roadway traffic compared to light rail. On May 8, 2013, the Metropolitan Council formally adopted amendments to the 2030 TPP – the region’s long-range transportation plan – to include the Bottineau Transitway locally preferred alternative (LPA). This action concluded the LPA process following a public comment period and input from the Transportation Advisory Board (TAB).

After several years of unsuccessful negotiations with a freight rail company that owns a portion of the original alignment, in August 2020, the Met Council and Hennepin County decided to advance the project without using freight rail right-of-way. The Met Council and Hennepin County took this opportunity to revisit and modify the 2016 alignment through a Route Modification Study<sup>3</sup> with new goals, which included maintaining as much of the 2016 alignment as possible. Oak Grove Pkwy to 73rd Ave N in the City of Brooklyn Park avoided use of freight rail carrier rights-of-way, so this portion of the 2016 alignment was maintained.

The remaining portion of the 2016 alignment had several locations on freight rail right-of-way and required substantial analysis and coordination to identify and evaluate alternate alignments. The Met Council and its project partners considered four alternate routes for this section as part of the Route Modification Study. The route along N 10<sup>th</sup> Avenue to N Washington Avenue and then crossing I-94 at N 21<sup>st</sup> Avenue was ultimately recommended based on the project goals to meet CIG New Starts criteria, maintain the existing alignment as much as possible, and mitigate negative impacts, and based on community and stakeholder feedback because of the reduced property and business impacts. Through the study and input from area residents, businesses, and stakeholder agencies, Hennepin County Board and Metropolitan Council adopted a new route alignment on June 22, 2022. The project completed the municipal consent process for the new alignment in October of 2024.

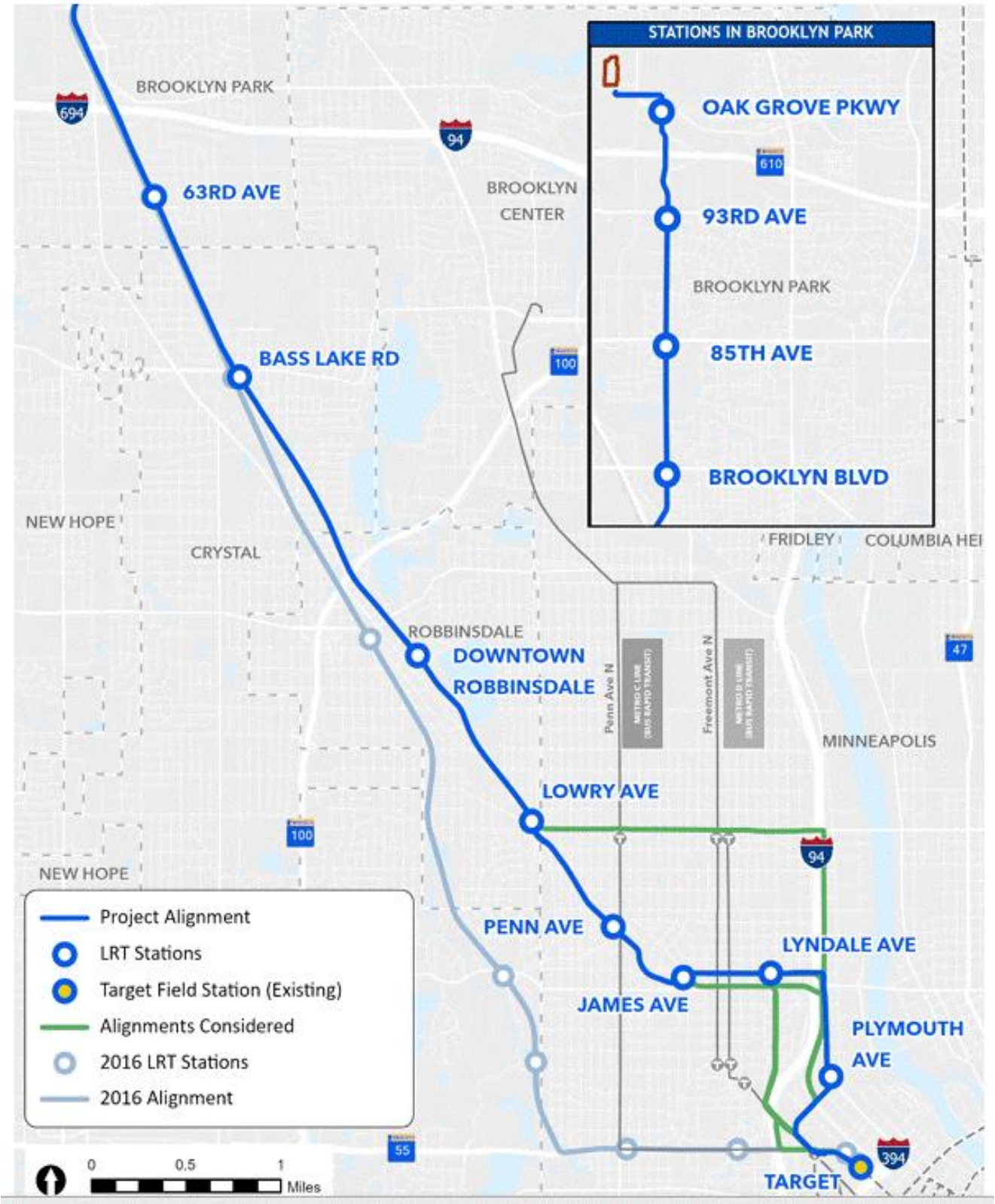
---

<sup>2</sup> [Blue Line Extension Supplemental Draft EIS - Metropolitan Council](https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension/Environmental/Supplemental-Draft-EIS.aspx); <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension/Environmental/Supplemental-Draft-EIS.aspx>

<sup>3</sup> [Blue Line Extension Route Modification Report - Metropolitan Council](https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension/Route.aspx); <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension/Route.aspx>



Figure 1. Alternatives considered in the Route Modification Study





## Public engagement

The project outreach team used the following principles and project commitments to lead the engagement process:

- Honoring and building on previous robust community engagement
- Tailoring engagement practices to meet the needs of the individual communities, ensuring corridor communities of all races, ethnicities, incomes, and abilities are engaged so all share in growth opportunities
- Using community goals, priorities, and criteria for growth to inform decision-making, and
- Adjusting strategies and approach as needed to ensure corridor communities are fully represented in engagement efforts.

Since August 2020, the project team, along with the community engagement cohort, Cultivate Arts artists, Anti-Displacement Work Group, and committee members, have been guided by these principles while engaging with the Blue Line Extension corridor communities to identify a new community supported route. The collaboration with corridor communities has been done through a variety of engagement and communications activities including in-person and virtual community meetings, door knocking, attending community events, surveys, and presentations. The team held or attended 929 events resulting in just under 40,000 points of contact with the public. As part of this outreach, the project contracted with cultural and community-based organizations and local artists to increase involvement and representation from all corridor communities. The team also conducted multiple surveys resulting in 7,153 responses, written comments, and comments on interactive maps.

During the engagement process, key themes emerged<sup>4</sup> mainly focusing on minimizing the impact on properties in developing communities. There were also discussions about the need for additional stops in communities that rely heavily on public transit and a strong emphasis on improving the connectivity between rail and bus services along the entire alignment. Another important aspect that was addressed is the implementation of a comprehensive anti-displacement program to mitigate negative effects beyond the limitations set by federal guidelines. Additionally, there were concerns raised regarding the potential impact on local businesses during the construction phase.

## Local support

Hennepin County and the Cities of Minneapolis, Robbinsdale, Crystal and Brooklyn Park have provided resolutions of support through the Municipal Consent process<sup>5</sup>. These resolutions are provided in Appendix A of this amendment.

## METRO Gold Line Extension

The METRO Gold Line Extension will expand the 10-mile METRO Gold Line bus rapid transit route an additional 11 miles west of downtown St. Paul via I-94 with service connecting to downtown Minneapolis. The project will replace Metro Transit express bus Route 94 with Gold Line service, building on this route's strong performance. In 2023, Route 94 provided 182,121 rides, or 22.3 rides per in-service hour on average. This was the highest annual ridership of any express bus route in the region in that year.

The estimated capital costs for the extension are \$25 million, including purchasing additional buses and building one new temporary BRT station at Snelling Ave in St. Paul and one new permanent BRT

---

<sup>4</sup> Blue Line Extension [Engagement Reports and Comment Data - Metropolitan Council](https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension/Community-Engagement/Reports-and-Comments.aspx); <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension/Community-Engagement/Reports-and-Comments.aspx>

<sup>5</sup> Blue Line Extension [Municipal Consent - Metropolitan Council](https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension/Design-Engineering/Municipal-Consent.aspx); <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension/Design-Engineering/Municipal-Consent.aspx>

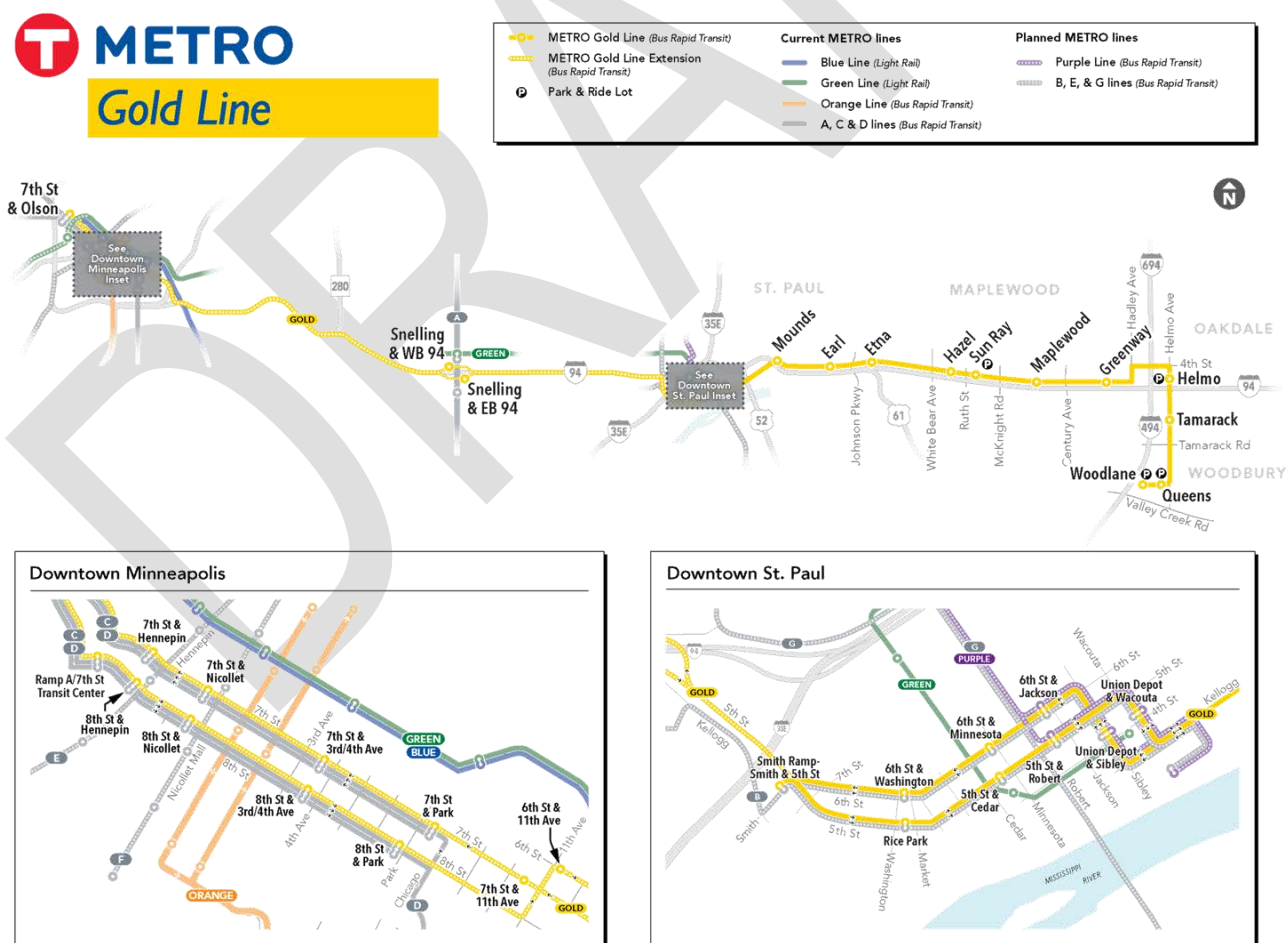
station near US Bank Stadium in Minneapolis. The revenues for these costs are proposed to come from existing Metro Transit sources, such as bus preservation and bus stop funding, as well as expansion funds. The extension will use existing METRO C and D stations on 7<sup>th</sup> Street and 8<sup>th</sup> Street in downtown Minneapolis. The extension will provide the same level of service as the existing Gold Line, which includes 10-minute frequency on weekdays and 15-minute frequency on weekends, with lower frequencies during early hours and late evenings. The extension will operate seven days a week.

When the extension is complete, the METRO Gold Line project will provide faster and more frequent connections for people across the region to two of the region's largest job centers, housing options, and other key destinations in the I-94 corridor between Woodbury and downtown Minneapolis. This will also make the transit system more accessible and useful for many of the region's residents, connecting them to more of the METRO system's fast, frequent, all-day services.

### Project planning process

The Rethinking I-94 Transit Study process analyzed the performance of bus service with seven station and lane configurations along I-94 between Hiawatha Ave/Highway 55 and Marion Street against a common set of measures. Station combinations included one, three, or five stops including 25<sup>th</sup>/27<sup>th</sup> Ave and Huron Blvd in Minneapolis, and Cretin Ave, Snelling Ave, and Dale St in St. Paul. Roadway lane configurations included a "No Build", bus-only shoulders for 100% of the corridor, and managed lanes (E-ZPass) with transit.

Figure 2. METRO Gold Line Extension alignment



Out of the seven configurations evaluated, the only option MnDOT recommended to advance for further study that did not involve substantial construction of managed or dedicated lanes was A.2, with express bus operating on 100% bus only shoulder with one stop at Snelling Ave. This option provides the greatest benefit combination for speed/reliability, ridership, access to destinations, and connectivity to other transit routes without constructing managed lanes and in-line transit stations. Implementing the proposed Gold Line Extension would allow the region to respond sooner to themes from public engagement in the Rethinking I-94 Transit Study and Metro Transit's Network Now project of desiring improved service on this specific corridor while being able to adapt to future decisions regarding I-94's lane configurations. Further public engagement during this process highlighted the desire for additional passenger amenities and investments at the I-94 and Snelling Ave bus stop. While this study area included the area east of downtown Minneapolis, utilizing existing transit investments in downtown Minneapolis on 7<sup>th</sup> Street and 8<sup>th</sup> Street is both pragmatic and the best use of transit infrastructure.

While MnDOT's Rethinking I-94 project is expected to select a preferred alternative for the roadway in 2028 with an undetermined construction timeline afterward, the region is committed to implementing the METRO Gold Line Extension on this corridor sooner. Long-term implementation of the project will adapt to the alternative MnDOT selects for I-94. Metro Transit used the transit analysis in the Rethinking I-94 project to evaluate potential options and propose an investment in the Gold Line Extension that best meets their agency plans, public engagement themes, and the corridor plans. The Gold Line Extension is consistent with the opportunity to invest in high-capacity transit in the Rethinking I-94 corridor as discussed in the 2050 Transportation Policy Plan and was proposed as a cost-effective solution to build on the investment in Gold Line and the combination of benefits described in the previous paragraph. The Gold Line Extension is an initial phase of implementing a METRO route on the corridor that will provide enhanced service and its associated benefits, while being flexible enough to adapt to any future highway investments from the Rethinking I-94 project.

### **Public engagement**

Metro Transit and MnDOT conducted engagement efforts for Network Now<sup>6</sup> and the Rethinking I-94 Transit Study. Both efforts heard a desire from respondents for faster, more reliable, frequent and convenient transit service during more weekday and weekend hours on this corridor. Through Metro Transit's Network Now public engagement process, improvements to bus service in the Route 94 corridor were proposed. Those improvements received support in public comments, including a prevailing theme that service should run throughout the day and that faster travel times were greatly desired.

### **Local support**

Resolutions of support are provided in Appendix A from all affected local governments including the City of St. Paul, City of Minneapolis, Hennepin County, and Ramsey County. Washington County also provided a resolution of support and MnDOT provided a letter of support for the project.

---

<sup>6</sup> Network Now Background Website; <https://www.metrotransit.org/network-now-background>

## Updates to 2050 Transportation Policy Plan

This amendment to the 2050 Transportation Policy Plan will include changes to the Transit Investment Plan chapter and Long-Range Capital Project Lists.

### Transit Investment Plan changes

#### Project status updates in transitway section

Descriptions for the Blue Line Extension and Gold Line Extension are added or updated in the project status updates in the Transitway section of the Transit Investment Plan of the 2050 Transportation Policy Plan. Additionally, the West Broadway Modern Streetcar project description is removed as a result of comments received from Hennepin County and the City of Minneapolis based on the alignment selected for Blue Line Extension.

#### *Blue Line Extension*

This 13.4-mile METRO Blue Line Extension of light rail is proposed to add a high-capacity transit connection with 13 new stations between downtown Minneapolis to the communities of North Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The Hennepin County Board and Metropolitan Council adopted a new route alignment on June 22, 2022, following a Route Modification Study and input from project area residents, businesses, and stakeholder agencies. The project is in engineering and anticipates requesting a full-funding grant agreement when this phase is complete.

#### *Gold Line Extension*

This 11-mile METRO Gold Line Extension of bus rapid transit (BRT) service will extend the route west beyond downtown St. Paul with service to and through downtown Minneapolis. The METRO Gold Line BRT project opened March 22, 2025, operating on a 10-mile route of mostly dedicated bus lanes between downtown St. Paul and the Woodlane Park & Ride in Woodbury. The Gold Line Extension will build on the strength of the Route 94 express bus service that operates in the I-94 corridor. The project will build new BRT stations at Snelling Ave. in St. Paul and near U.S. Bank Stadium in Minneapolis and will use existing METRO C and D Line stations on 7<sup>th</sup> Street and 8<sup>th</sup> Street in downtown Minneapolis.

### Maps

Changes to the Blue Line Extension, adding the Gold Line Extension, and showing the Gold Line as an existing transitway in the region will affect five maps including:

- Transit Capital Levy District
- Current Transit System by Mode
- Current Transitway System
- Transitway Expansion Investments
- Park and Rides, Transit Centers, and Hubs

These maps are shown in Appendix B.

### Long-Range Capital Project List Appendix changes

The information on Blue Line Extension is amended in the Long-Range Capital Project Appendix transit project list and the Gold Line Extension information is added as shown in Table 3 below. Estimated costs are year of expenditure dollars.



**Table 3. Changes to long-range transit capital projects (year of expenditures dollars), 2025-2050**

<b>Category</b>	<b>Route</b>	<b>Project Description</b>	<b>Estimated Cost*</b>	<b>Timeframe</b>
Transitway System	METRO Blue Line Extension	13.4-mile light rail extension of the Blue Line with 13 new stations between Minneapolis and Brooklyn Park.	\$3,200,000,000	2025-2035
Transitway System	METRO Gold Line Extension	10-mile bus rapid transit line extension with 2 new stations at Snelling Ave and U.S. Bank Stadium. Five existing BRT stations will also be used in downtown Minneapolis on 7 <sup>th</sup> St. and 8 <sup>th</sup> St.	\$25,000,000	2025-2035

## Effects on the Plan

### Transportation finance

Adopting the changes outlined in this TPP amendment will increase transit capital and operating spending in the fiscally constrained plan. Planned transit capital expenditures will increase by \$1.7 billion due to changes to and updated cost estimates for Blue Line Extension. Gold Line Extension capital costs will be covered by existing Metro Transit sources and have no net impact on transit capital expenditures. Anticipated transit operating expenditures would be increased by a net amount of \$456.8 million over the life of the plan with \$68.9 million being covered by fares and advertising and the remaining \$387.9 million anticipated to be covered by unallocated sales and use tax.

Additional local capital expenditures for Blue Line Extension will be covered by Hennepin County sources, as the local project funding partner. Gold Line Extension capital costs will be covered by existing Metro Transit sources. Transit operations expenditures identified in the 2050 TPP already included costs for operating Blue Line Extension and Route 94. Expanded operating costs resulting from the changes included in this amendment can be covered by existing identified revenue sources in the 2050 TPP.

### Blue Line Extension

Total capital costs for Blue Line Extension are estimated at \$3.2 billion. This represents a roughly \$1.7 billion increase from the estimate in the initial 2050 TPP Long-range Capital Project Lists. This increase is mainly due to economic and market pressures, impacting all major construction projects since the estimate for the previous route was produced, and substantial property acquisitions resulting from the modified route. Revenue sources identified in the 2050 TPP have adequate capacity to cover the local share for these additional capital costs.

### Capital funding sources

The region previously assumed about 49% of project costs would be covered by federal FTA Capital Investment Grant (CIG) New Starts program funds. The Blue Line Extension project remains active in the CIG program's engineering phase and was previously identified (July 2020) for \$752.7 million of federal CIG funds, at 49% of the original project costs or 24% of the revised project costs.

Recent FTA reporting (2021-present) does not identify a specific anticipated federal share of project capital costs. Based on the region's history with CIG funding, this amendment assumes typical funding levels (49%) for this project from CIG funding at \$1.57 billion. The remaining \$1.63 billion (51%), would come from non-federal sources, specifically from Hennepin County sources including county sales & use tax and regional railroad authority property tax. If the federal CIG share varies from 49%, any difference in local share would be covered by non-federal sources according to state law<sup>7</sup>.

---

<sup>7</sup> 2024 Minnesota Statutes 477.3999 Subd. 3. – Light Rail Transit Construction <https://www.revisor.mn.gov/statutes/cite/473.3999>.

Table 4. Blue Line Extension capital funding revenue sources through 2050 (in millions of dollars).

Funding Source	Original 2050 TPP	2050 TPP Amendment Change	Revised Total	Share	Relationship to Funding Assumed in Adopted TPP
FTA – CIG New Starts	\$753.02	\$831.0	\$1,584.0	49%	Increase of \$831 million to region from federal program
Federal - other	\$0.5		\$0.5	<1%	Allocated from existing source
Hennepin County	\$533.6	\$660.7	\$1,194.3	37%	Allocated from existing source
Hennepin County Regional Railroad Authority	\$149.6	\$174.8	\$324.4	10%	Allocated from existing source
State general obligation bonds	\$1.0		\$1.0	<1%	Allocated from existing source
State general fund	\$40.03		\$40.0	1%	Allocated from existing source
Counties Transit Improvement Board	\$82.8		\$82.8	3%	Allocated from existing source
Local (other)	\$16.4		\$16.4	<1%	Allocated from existing source
<b>Total</b>	<b>\$1,576.9</b>	<b>\$1,666.5</b>	<b>\$3,243.4</b>		

Notes: 1) Original 2050 TPP category includes some funding that has already been spent. 2) New Starts funding would be available as of entry to New Starts Engineering. 3) \$30M of state general funds were appropriated in 2023 and will be available to the project when the federal Full Funding Grant Agreement (FFGA) is reached. These funds are only authorized through June 30, 2027.

#### Operations funding

Operating and maintenance costs for the first full year of Blue Line Extension operation in 2031 are estimated at \$56.5 million. Total operations expenditures over the life of the 2050 TPP are estimated to be \$1.6 billion, or about \$76.9 million per year over 20 years in operation starting in December 2030. This is a net increase of \$328.6 million over estimated operating expenditures in the 2050 TPP for Blue Line Extension. The source of these differences is a 74 percent increase in service hours due mainly to a higher assumed service frequency and a longer overall runtime resulting from two added stations and a slightly longer route. These costs are planned to be covered with revenues from fares, advertising, and regional sales and use tax. These revenue sources were already identified in the original 2050 TPP. No additional revenues are expected to be needed.

Table 5. Blue Line Extension operating funding revenue sources through 2050

Funding Source	Amount in millions of dollars	Relationship to Funding Assumed in Adopted TPP
Fare revenues & advertising	\$185.0	Allocated from existing source
Regional transportation sales and use tax	\$1,376.1	Allocated from existing source
<b>Total</b>	<b>\$1,561.1</b>	

The allocation of regional transportation sales and use taxes to the Blue Line Extension operating costs results in a net reduction of \$289.7 million from the remaining transit opportunity funds in comparison to the original 2050 Transportation Policy Plan.

### Gold Line Extension

Total capital costs for Gold Line Extension are estimated at \$25 million, which is a new capital cost being added to the fiscally constrained plan. This modest cost reflects the project using mostly existing transitway stations. Only two new stations (a total of four platforms) will be constructed in addition to 9 new buses that will be acquired to maintain service frequency on the extended Gold Line.

### Capital funding sources

This project is anticipated to be funded entirely out of existing local revenue sources that are already identified in the 2050 TPP and have adequate capacity for these additional capital costs.

Table 6. Gold Line Extension capital funding revenue sources through 2050

Funding source	Amount in millions of dollars	Relationship to funding assumed in adopted TPP
Metro Transit Preservation	TBD	Allocated from existing source
Metro Transit Expansion	TBD	Allocated from existing source
Total	\$25.0	

### Operations funding sources

Operating and maintenance costs for the first full year of Gold Line Extension operation in 2027 are estimated at \$7.7 million. Total Gold Line Extension operations expenditures are estimated to be \$256.4 million or about \$11.1 million per year over 23 years in operation. This is a net increase of \$128.2 million over the anticipated cost of operating Route 94 over the same period. The source of this increase is from essentially doubling service hours over Route 94. These costs are planned to be covered with revenues from fares, advertising, and regional sales and use tax. These revenue sources were already identified in the original 2050 TPP. No additional revenues are expected to be needed.

Table 7. Gold Line Extension operating funding revenue sources through 2050 (in millions of dollars)

Funding source	Amount in millions of dollars	Relationship to funding assumed in adopted TPP
Fares & advertising revenue	\$60.9	Increase in existing revenue
Regional transportation sales and use tax	\$195.5	Allocated from existing source
Total	\$256.4	

The allocation of regional transportation sales and use taxes to the Gold Line Extension operating costs results in a net reduction of \$97.7 million from the remaining transit opportunity funds in comparison to the original 2050 Transportation Policy Plan.

### Equity and environmental justice

To quantify the equity effects of amending the Blue Line Extension changes and Gold Line Extension project into the 2050 TPP fiscally constrained plan, Met Council staff re-analyzed access to destinations via transit analysis using the regional model for employment and community resources. This analysis compares the plan's accessibility benefits for the entire region with the benefits to areas with higher percentages of people in poverty, people of color, and people with disabilities. Accessibility benefits are



estimated by analyzing the difference between accessibility under the 2050 Transportation Policy Plan investments (the Build scenario) and accessibility under a scenario in which no transportation investments are made after 2025 (referred to as a No Build scenario). In this case, accessibility is measured by how many jobs residents can reach on average in 30 minutes by automobile or in 45 minutes by transit.

Overall, modeling indicates that the amendment will have a positive effect on access to jobs for the entire region and for people with disabilities, people experiencing poverty, and people of color. Table 8 summarizes the percent change in accessibility between these two scenarios for the entire region and for census tracts with percentages above the regional average for the three population groups. These population groups are mapped in Figure 3. Populations and existing transitways and Figure 4. Populations and 2050 transit investments on the following pages.

Table 8. Percent change in average job accessibility between the no build and build scenarios

Mode	Regional	People with disabilities	People in poverty	People of color
Auto	2%	2%	2%	2%
Transit	14%	14%	17%	16%

Notes: 1) U.S. Census, 2018-2022 American Community Survey 5-Year Estimates, tract level, with Metropolitan Council forecasts and University of Minnesota Accessibility Observatory data

The accessibility benefits for tracts with higher-than-average percentages of these three population groups match the regional benefits for travel by auto. For transit, the percent changes are slightly higher for people in poverty and people of color. As a note, these groups of census tracts have access to higher average overall numbers of jobs as a baseline when compared to the rest of the region, likely due to generally higher overall development densities and levels of transit service.

The following two figures identify the populations of color, people with disabilities, and low-income residents in the region, along with the existing transitways and bus routes and planned transitways.

Figure 3. Populations and existing transitways

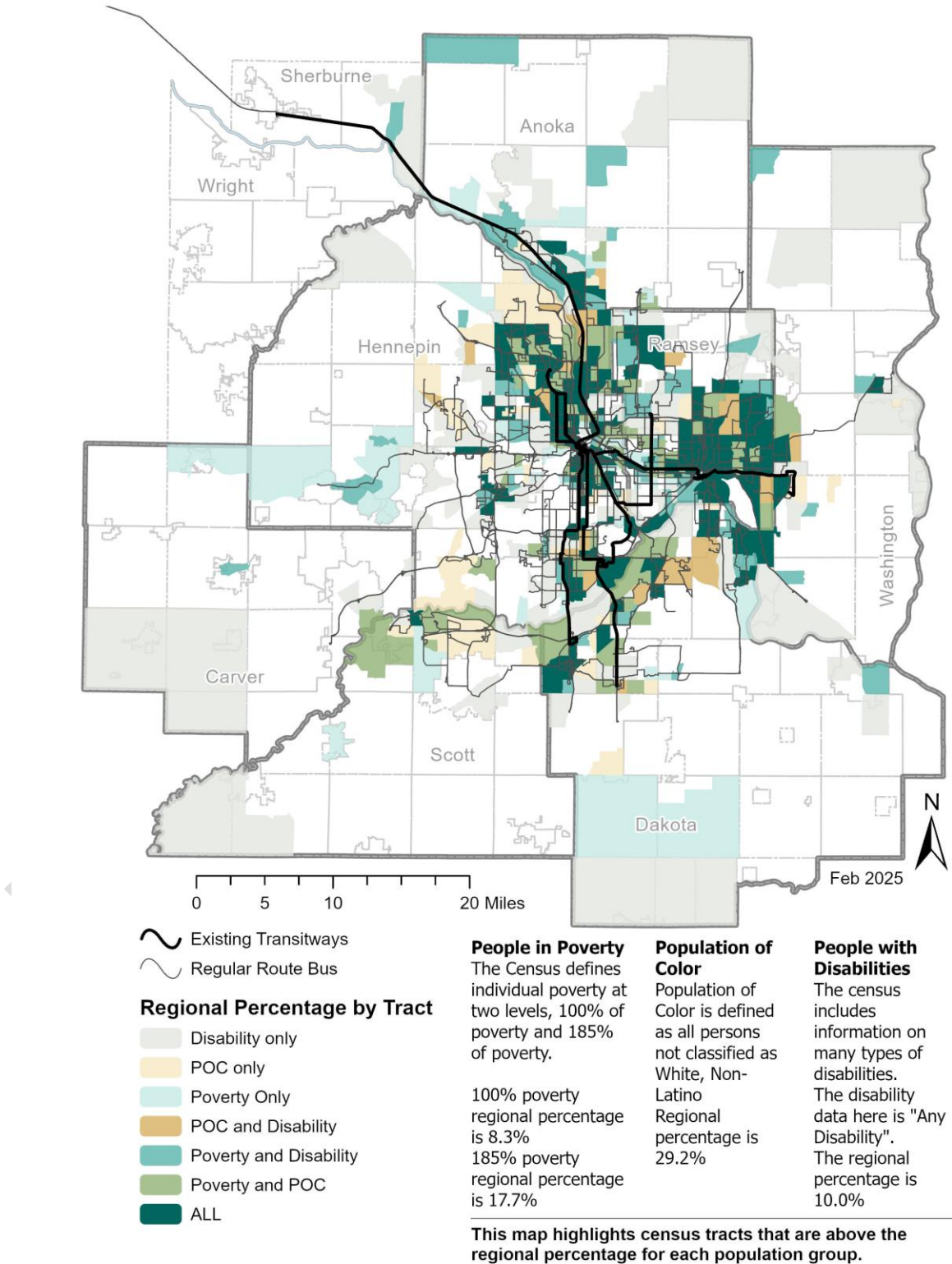
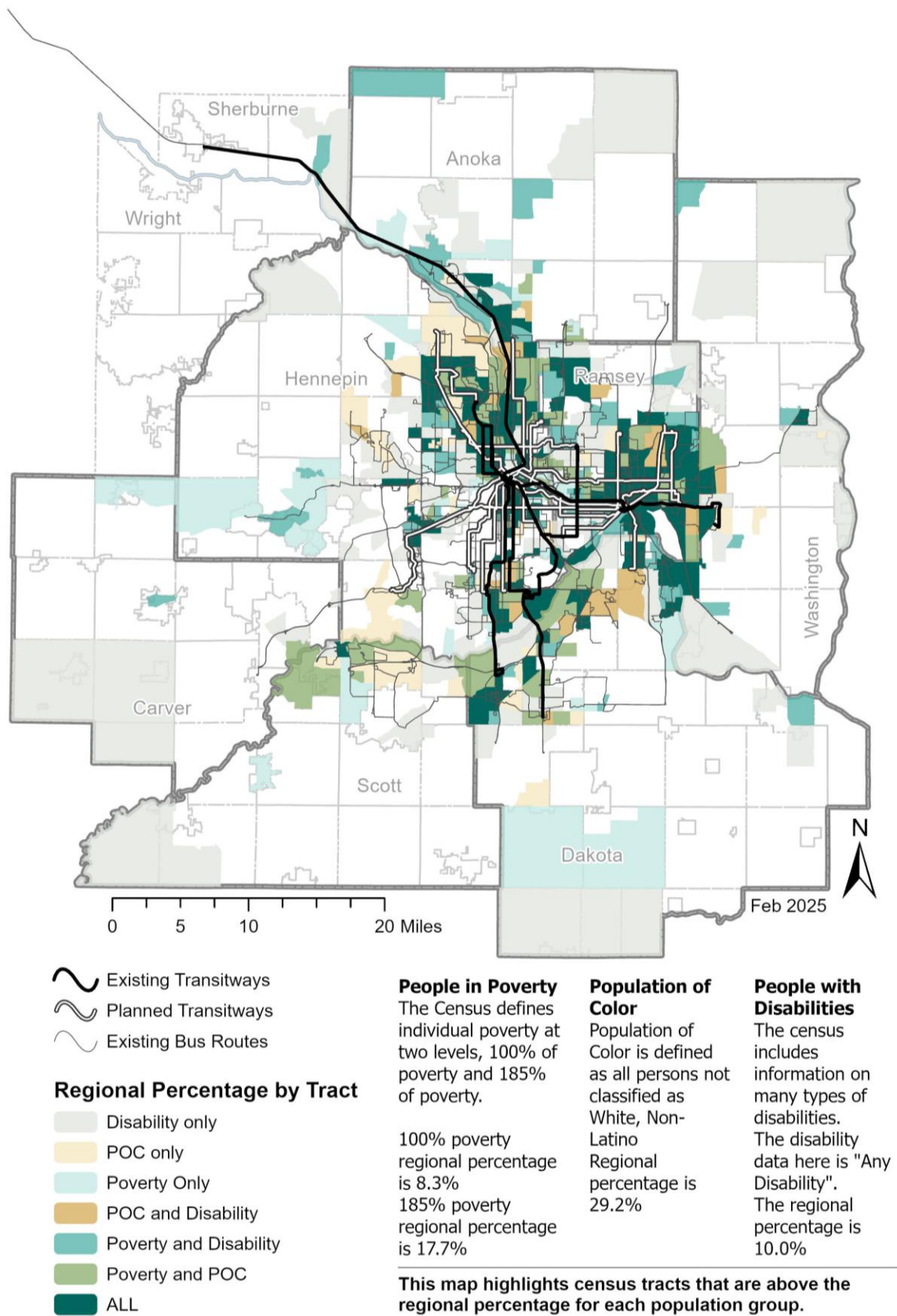


Figure 4. Populations and 2050 transit investments



## Performance outcomes

As part of the 2050 TPP process, the region set objectives for its transportation system, beyond required federal performance measures, that align with its five policy goals. Met Council staff modeled the performance of the transportation system based on these metrics to see how projects proposed in the plan would benefit the region. This modeling was re-run, incorporating changes to Blue Line Extension and adding in Gold Line Extension as described in this amendment. Table 9 depicts the updated outcomes of performance measures that are directly impacted by the amendments to the Blue Line Extension Project and the Gold Line Extension project.

These revised modeled outcomes also include updates to the 2050 socioeconomic forecasts (based on comment received during public review of Imagine 2050) and revisions to the forecast model. The performance outcomes, and the relative changes between each scenario, are largely similar to the performance outcomes in the 2050 Transportation Policy Plan. This is likely due the fact that Blue Line Extension was already in the build scenario with a slightly different route and Route 94, which would be replaced by Gold Line Extension, was also already in the model. Both of these projects represent incremental changes to transit service included in the original 2050 TPP fiscally constrained plan.

Table 9. Modeled 2050 performance outcomes

Performance measure	2025 base	2050 no-build	2050 planned investments
Average Job Accessibility by Car (within 30 minutes)	1,295,387	1,051,005	1,070,917
Average Job Accessibility by Transit (within 45 minutes)	38,446	49,215	56,052
Drive Alone Mode Share of All Regional Trips	49.4%	49.5%	49.4%
Drive/Rode with Others Mode Share of All Regional Trips	37.1%	35.7%	35.7%
Took Transit Mode Share of All Regional Trips	2.8%	3.1%	3.2%
Walked Mode Share of All Regional Trips	9%	10%	10%
Bicycled Mode Share of All Regional Trips	1.2%	1.3%	1.3%
Other Mode Share of All Regional Trips	0.6%	0.6%	10.6%
Median weekday delay per traveler (in minutes)	9:47	10:58	10:53
Vehicle miles traveled per capita	22.6	21.9	22.0

Met Council staff also re-analyzed on-road source emissions and greenhouse gas emissions based on the amendment changes. These modeled outcomes are also similar to the results from the original 2050 Transportation Policy Plan. Detailed results are shown in Table 10.



Table 10. On-road mobile source emissions (in units of pounds)

Performance measure	Base year	2050 no-build	2050 planned investments	% change base/no build	% change no build/planned investments
Particulate matter – 2.5	1,125	579	580	-48%	0.19%
Particulate matter – 10	1,256	654	655	-48%	0.19%
Carbon monoxide (CO)	684,830	274,326	274,790	-60%	0.17%
Nitrogen dioxide (NO <sub>2</sub> )	4,291	1,118	1,117	-74%	0.17%
Sulfur dioxide (SO <sub>2</sub> )	296	217	217	-27%	0.07%
Volatile organic compounds (VOC)	56,406	30,833	30,752	-45%	-0.26%
Oxides of nitrogen (NO <sub>x</sub> )	44,973	13,633	13,651	-70%	0.14%
Greenhouse gas equivalents	65,156,523	47,871,884	47,903,776	-26%	0.07%

## Appendix A. Demonstration of Local Support

### Blue Line Extension – municipal consent

In September and October 2024, the cities of Brooklyn Park, Crystal, Robbinsdale, Minneapolis and Hennepin County voted to approve Preliminary Design Plans for the Blue Line Extension. Resolutions from each of these organizations is provided on the following pages.

DRAFT

## RESOLUTION #2024-

RESOLUTION APPROVING THE PHYSICAL DESIGN COMPONENT OF THE PRELIMINARY DESIGN  
PLANS FOR THE BLUE LINE EXTENSION LIGHT RAIL TRANSIT PROJECT WITHIN THE CITY OF  
BROOKLYN PARK

WHEREAS, the Governor designated the Metropolitan Council (“Council”) as the responsible authority for the Blue Line Extension Light Rail Transit Project (“Project”), which makes the Council responsible for planning, designing, acquiring, constructing and equipping the Project; and

WHEREAS, the Project is now in the preliminary design phase; and

WHEREAS, the design at this phase is approximately 30 percent complete; and

WHEREAS, Minnesota Statutes Section 473.3994 allows cities and counties along a proposed light rail route to provide input to the Council on the physical design components of the preliminary design plans; and

WHEREAS, on July 26, 2024, the Council submitted the physical design component of the preliminary design plans; and

WHEREAS, public hearings are then required, which the City of Brooklyn Park held on September 9, 2024 and September 23, 2024; and

WHEREAS, within 45 days of notice and request by the Council for municipal consent, which was delivered on July 26, 2024, the City of Brooklyn Park must review and approve or disapprove the Plans for the route to be located in the City of Brooklyn Park; and

WHEREAS, Minnesota Statutes Section 473.3994 provides that a local unit of government that disapproves the plans shall describe specific amendments to the plans that, if adopted, would cause the local unit to withdraw its disapproval; and

WHEREAS, approval or disapproval by the City of Brooklyn Park is part of the statutory preliminary design process; and

WHEREAS, City staff has reviewed the Plans and has provided comments on these Plans; and

WHEREAS, the City of Brooklyn Park will continue to work with the Council throughout the design and construction process; and

WHEREAS, the City of Brooklyn Park desires that the Council and its staff continue to address and work with the City of Brooklyn Park staff to satisfactorily resolve issues including, but not limited to the following:

- Continued work and funding for anti-displacement efforts to help existing businesses and residents remain in their location during and after the construction project
- Enhanced and additional east/west bus routes to feed into the Metro Blue Line
- An added “fourth leg” at the existing intersection of West Broadway Ave and TH 610 North Ramp to provide access to the west of West Broadway at this intersection
- Expedited and priority construction of the of the realignment of West Broadway Ave and related local roads north of TH 610 to support strong development interest in this area

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Brooklyn Park that the City Council Finds, Determines, and Orders as Follows:

1. The City of Brooklyn Park provides its municipal approval of the Plans pursuant to Minnesota Statutes Section 473.3994 consistent with the above.
2. The City of Brooklyn Park staff is directed to submit the City of Brooklyn Park's approval to the Metropolitan Council.



CITY OF CRYSTAL  
MINNESOTA

RESOLUTION NO. 2024-91

RESOLUTION REGARDING MUNICIPAL CONSENT  
FOR THE METRO BLUE LINE EXTENSION

WHEREAS, the Metropolitan Council, an agency of the State of Minnesota, is proposing to build the METRO Blue Line Extension (the “Project”), a light rail transit facility, through the City of Crystal (the “City”); and

WHEREAS, in accordance with Minnesota Statutes, section 473.3994 (the “Statute”), the Metropolitan Council submitted the preliminary design plans for the physical design component of the Project (the “Plans”) to the City on July 26, 2024 and the Crystal City Council (“City Council”) is required to review and either approve or disapprove the Plans no later than October 10, 2024 (“Municipal Consent”); and

WHEREAS, the City has provided opportunities for public review and comment on the Project and Plans, culminating in the required public hearing held by the City Council on August 20, 2024; and

WHEREAS, the City Council identified significant design issues and potential changes related to the Plans, culminating in a draft resolution of disapproval presented to the City Council on September 17, 2024; and

WHEREAS, on September 17, 2024 the City Council unanimously voted to continue its consideration of Municipal Consent due to ongoing discussions among staff from the city, the Project and Hennepin County; and

WHEREAS, those discussions have yielded certain commitments from the Project or Hennepin County, as applicable; and

WHEREAS, the City Council finds these commitments to be adequate for the Project to move into the next phase of design work and that the appropriate Municipal Consent action would be approval based on these commitments.

NOW, THEREFORE, BE IT RESOLVED, that the City Council elects to approve the Plans in accordance with the Statute; and

BE IT FURTHER RESOLVED that the City Council approval of the Plans is based on commitments made by the Project or Hennepin County, as follows:

1. Project commitments. The Project has committed to resolving four specific design issues, enumerated a-d below, and also funding a city staff position to serve as project liaison, as described in the September 20, 2024 letter from Interim Project Director Nick Thompson. See Exhibit A.
  - a. Potential future choice lane to southbound Highway 100. The Project will include sufficient pavement width on the ramp from southbound Bottineau Boulevard to Southbound Trunk Highway 100 so that, if warranted in the future, the middle lane could become a “choice” lane with only striping and signage changes being required, as described in the September 20, 2024 memo and illustration from the Project. See Exhibit B.
  - b. Snow management on Lakeland north of Wilshire. In lieu of purchasing sufficient right-of-way for boulevards which would provide snow storage for standard city plow operations, Metro Transit will remove snow from Lakeland Avenue and the adjacent sidewalk north of Wilshire Boulevard, as described in the September 20, 2024 memo and illustration from the Project. See Exhibit C.
  - c. U-turns on Bass Lake Road at Sherburne. Due to the Project’s elimination of the left turn option for southbound Elmhurst Avenue to go east on Bass Lake Road, the Project proposes to modify the southeasterly corner of the Sherburne Avenue intersection on Bass Lake Road. This will increase the available turning radii for vehicles making a u-turn at Sherburne to go east on Bass Lake Road, as described in the September 20, 2024 memo and illustration from the Project. See Exhibit D.
  - d. Protection of JWC water main in Robbinsdale. The Joint Water Commission (JWC) provides water to the cities of Crystal, New Hope and Golden Valley. This water is purchased from the City of Minneapolis and delivered through a pipeline running under 42<sup>nd</sup> Avenue where it would be crossed by the LRT tracks at grade. The Project has committed to work with the JWC to protect the JWC’s water main under 42<sup>nd</sup> Avenue to the JWC’s satisfaction including but not limited to replacement of pipe, placing of pipe in a new casing, replacement of valves, cathodic protection, and encasement in concrete. See Exhibit E.

2. Hennepin County commitments regarding the condition of the parallel reliever route, West Broadway. The Plans eliminate one lane in each direction on Bottineau Boulevard (CSAH 81) which will displace traffic onto other roads including the parallel West Broadway which is also a county road (CSAH 8). The old rural segment of West Broadway generally from Highway 100 in Robbinsdale to Fairview Avenue in Crystal is particularly unsuited to safely accommodate this diversion due to the age and condition of the roadway, the lack of multi-modal facilities such as pedestrian and bicycle accommodations, and multiple deficiencies at the BNSF railroad crossing. In lieu of the City Council's previously contemplated disapproval of Municipal Consent unless the Project were to include reconstruction of this segment of West Broadway in the Plans, the City welcomes Hennepin County's commitments to (a) complete a feasibility study of near-term multi-modal improvements and the BNSF railroad crossing, and (b) evaluate West Broadway for longer-term reconstruction consideration. See Exhibit F.

BE IT FURTHER RESOLVED that this resolution of approval is limited to the specific provisions of the Statute and does not limit or preclude the City from taking other actions within its authority to ensure that the Project is built, operated and maintained in a way that enhances the quality of life for residents and businesses in the City.

Adopted by the Crystal City Council this 1st day of October, 2024.

  
Jim Adams, Mayor

ATTEST:

  
Kim Therres, Assistant City Manager

Member Wagner moved and Member Parisian seconded a motion that the following resolution be read and adopted this 1st day of October 2024.

## **RESOLUTION NO. 8118**

### **A RESOLUTION PROVIDING MUNICIPAL CONSENT FOR THE BLUE LINE LIGHT RAIL EXTENSION**

**WHEREAS**, pursuant to Minnesota Statutes Section 473.3994, the City of Robbinsdale (the City) has the opportunity to review Preliminary (30% engineered) Physical Design Plans (the Plans) for the Blue Line Light Rail Extension Project (the Project), and is required to hold a public hearing regarding those Plans; and

**WHEREAS**, following the City's review and the public hearing, the City is required to approve or disapprove the Plans, also known as Municipal Consent; and

**WHEREAS**, the City held the public hearing on September 3, 2024, where members of the community provided input regarding the Plans; and

**WHEREAS**, in addition to the public hearing, the City has gathered public input through public meetings, email, an online survey, and an Open House on August 21, 2024, and has continued to communicate questions, comments, and concerns with elected officials and staff from the Metropolitan Council (Met Council) and Hennepin County; and

**WHEREAS**, based on the City's review and public input, the City identified several significant design issues related to safety concerns for pedestrians and vehicles in the corridor and in the area of the parking structure; traffic management and redirection; station design; and financial concerns; and

**WHEREAS**, discussions among the Project, the City, and Hennepin County have resulted in certain commitments from the Project or Hennepin County, as applicable; and

**WHEREAS**, the City Council finds these commitments to be sufficient for the Project to develop into the next phase of design work and that the appropriate Municipal Consent action would be approval based on these commitments; and

**WHEREAS**, the City Council is generally supportive of the METRO Blue Line Extension Project.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Robbinsdale, Minnesota, elects to APPROVE the Plans in accordance with Minnesota Statutes Section 473.3994; and

**BE IT FURTHER RESOLVED** that the City Council approval of the Plans is based on the following commitments made by the Project or Hennepin County, as follows:

1. Overall Project Commitments: The Project has committed to resolving specific design issues, enumerated below, and as described in the September 25, 2024 letter from Interim Project Director Nick Thompson, attached to this Resolution as **EXHIBIT A**.
  - a. The Blue Line Extension Project commits to amending project design plans to significantly enhance intersection design with robust pedestrian safety measures at the intersections of West Broadway Avenue and 40<sup>th</sup>, 41<sup>st</sup>, and 42<sup>nd</sup> Avenues. The

Projects also commit to relocating the Downtown Robbinsdale Station from its currently proposed location south of 40<sup>th</sup> Avenue to a new location north of 40<sup>th</sup> Avenue. These commitments will be reflected in 60% design plans. The pedestrian safety measures include:

- Designing roadway for reduced speed of County Road 81 through Downtown Robbinsdale. Recent studies show roadway speed is the main factor in pedestrian safety.
- Protective pedestrian bollards and concrete curbs in the middle of the roadway at 40<sup>th</sup>, 41<sup>st</sup>, 42<sup>nd</sup> Avenues provide a physical barrier between vehicles and pedestrians crossing County Road 81.
- Fencing between light rail tracks deters dangerous mid-block crossings.
- Enhancing traffic signals with visual and auditory crossing countdown timers.
- Pedestrian signal timing will allow for adequate 'walk' and flashing 'don't walk' time for pedestrians to safely cross the entire width of County Road 81 in one cycle.
- Wider 12-foot wide, hi-visibility crosswalks to more clearly delineate pedestrian space and alert drivers to the potential presence of pedestrians.
- Enhanced pedestrian lighting levels.
- Narrow lane widths reduce the amount of time pedestrians are exposed to oncoming vehicle traffic while crossing by and adding protective pedestrian refuge spaces at either end of the station.
- Removal of 5 right turn lanes through Downtown Robbinsdale reduces vehicle-pedestrian conflict points.
- Enhancing pedestrian signage to alert turning vehicles to pedestrian presence.

- b. Relocation of the Downtown Robbinsdale Station North of 40<sup>th</sup> Avenue, for the following reasons:
  - i. Improved connections and access
  - ii. Reduced impacts to residential areas south of 40<sup>th</sup>
  - iii. Greater Opportunities for Redevelopment and Tax Base Growth
- c. The Blue Line Extension Project commits that the Downtown Robbinsdale park-and-ride and transit center building will include no more than 290 public parking spaces. The Project further commits that all bus traffic ingress and egress will be restricted to West Broadway, and all car ingress and egress will be restricted to Bottineau Boulevard. The Project also commits to inclusion of a Metro Transit Police substation within the park-and-ride. These commitments will be reflected in 60% design plans.
- d. The project will address concerns from North Memorial Hospital through the federal environmental review process, with specific binding mitigation measures to be included in the Supplemental Final Environmental Impact Statement.

- e. The Blue Line Extension Project commits to designing and constructing station platforms to be able to accommodate the potential future addition of turnstiles or other barricade designs at a later date. These designs will be developed in collaboration with the city through the station design process in 2025.
2. The Blue Line Extension Project has committed to funding a city staff position to serve as a project liaison during the pendency of the Project.
3. The Blue Line Extension Project will support conversations between the City and Hennepin County regarding the reconstruction of West Broadway outside the BLE project, as appropriate and helpful. The City welcomes Hennepin County's commitments to evaluate West Broadway for longer-term reconstruction consideration
4. Other Project Commitments outside of the Preliminary Design Review as follows:
  - a. Funding, resources and commitments to anti-displacement that are incorporated within the scope of the Blue Line Extension Project itself will be distributed equitably between cities according to the specific needs and impacts to residents and businesses within each city. The Project's specific anti-displacement commitments will be determined through the federal environmental process and published in the Supplemental Draft Environmental Impact Statement in mid-2025.
  - b. The Blue Line Extension Project will work to develop an MOU specifically related to the Downtown Robbinsdale Park-and-Ride. The Project previously committed to and is incorporating a Metro Transit Police substation in design plans for the Park-and-Ride and Transit Center in Downtown Robbinsdale. Transit police are most effective when they are actively patrolling station platforms and riding light rail vehicles. The Project will continue to develop specific agreements and share staffing details for the Robbinsdale Park-and-Ride and Transit Center as the project advances and as Metro Transit continues to implement its Safety and Security Action Plan that was previously shared with the City.
  - c. The Blue Line Extension Project will share future outreach, engagement, and communications plans as requested by the City of Robbinsdale as they are developed. The Project is committed to providing robust and inclusive outreach and communications to ensure all stakeholders are well informed regarding activity and impacts of the project leading up to and during construction. The Project will work with the City to continue to develop and refine current outreach and communications efforts as the project advances.
  - d. The Blue Line Extension Project will develop, in partnership with local emergency response departments, a Safety and Security Management Plan before revenue service begins. This document will detail strategies for organizing, controlling, and



influencing safety and security throughout the design, construction, procurement, testing, activation and acceptance of the Blue Line Extension. It will outline specific requirements to certify the Blue Line extension is safe and secure and will describe how these requirements will be implemented and overseen, as well as the management structure.

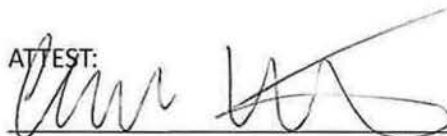
- e. Maintenance agreements will be developed with the City of Robbinsdale, Hennepin County, and Metro Transit before revenue service begins. These agreement swill cover a wide variety of maintenance issues, including snow removal and management, landscape maintenance, traffic control devices operations and maintenance, pedestrian and bicycle facilities maintenance and other roadway elements. The project will jointly work with the county to amend existing maintenance agreements, and develop a new agreement for maintenance of transit facilities.
- f. The Project commits to a no-net-loss in vegetation near the Project, that all lighting installed will use LEDs and meet Dark Sky compliance. The Project will also follow all city and county ordinances and relevant plans related to practices that promote sustainability. Specific landscaping and lighting plans will be developed collaboratively with the City of Robbinsdale through Design Resolution Team meetings.
- g. The Blue Line Extension Project is committed to continued study to address noise impacts during construction and during LRT operations, following guidance from the Federal Transit Administration regarding construction and operation noise. The National Environmental Protection Act requires the Project to evaluate and identify mitigation of noise and vibration impacts where required. The Project cannot commit to any measures beyond or “regardless” of findings of the environmental impact statement before the Supplemental Final Environmental Impact Statement is published, which is expected to be mid-2025. If after this document outlining specific commitments to address noise impacts is published, the City of Robbinsdale feels there remain unaddressed impacts, the Project will work with the City to document those impacts and determine appropriate action, including options for mitigation.
- h. The Blue Line Extension Project commits to reconstructing the 40<sup>th</sup> Avenue roadway from County Road 81 to Hubbard Avenue North.
- i. The Blue Line Extension Project commits to cover all costs associated with required public utility impacts and necessary improvements related to construction and operations of the Blue Line extension.

**BE IT FURTHER RESOLVED** that this resolution of approval is limited to the specific provisions of Minnesota Statutes Section 473.3994 and does limit or preclude the City from taking other actions within

its authority to ensure that the Project is built, operated, and maintained in a manner that enhances the quality of life for residents and businesses within the City of Robbinsdale.

**PASSED AND ADOPTED BY THE CITY COUNCIL THIS 1ST DAY OF OCTOBER 2024.**

  
\_\_\_\_\_  
William A. Blonigan, Mayor

ATTEST:  
  
\_\_\_\_\_  
Chase Peterson-Etem, City Clerk



Resolution No. 2024R-309

City of Minneapolis

File No. 2024-00939

Author: Cashman

Committee: CI

Public Hearing: None

Passage: Oct 2, 2024

Publication: OCT 05 2024

RECORD OF COUNCIL VOTE				
COUNCIL MEMBER	AYE	NAY	ABSTAIN	ABSENT
Payne	X			
Chughtai	X			
Wonsley	X			
Rainville	X			
Vetaw	X			
Ellison	X			
Osman	X			
Cashman	X			
Jenkins	X			
Chavez	X			
Koski	X			
Chowdhury	X			
Palmisano	X			

## MAYOR ACTION

☒ APPROVED☐ VETOED

  
MAYOR
   
OCT 04 2024

DATE

Certified an official action of the City Council

ATTEST


  
CITY CLERK

Presented to Mayor: OCT 03 2024

Received from Mayor: OCT 04 2024

### Approving the Preliminary Design Plans for the route of the Blue Line Light Rail Transit (LRT) Project Extension within the City of Minneapolis.

Whereas, the Blue Line Extension will be constructed and operated by the Metropolitan Council and will serve Brooklyn Park, Crystal, Robbinsdale, and Minneapolis; and

Whereas, the City of Minneapolis has been a strong advocate for increased investments in transit and has been a reliable regional partner in advancing a multimodal transit system; and

Whereas, the Project Office refers to Hennepin County and the Metropolitan Council; and

## **Process**

Whereas, the City of Minneapolis, Hennepin County, the Community Advisory Committee, the Business Advisory Committee, and Metropolitan Council have held numerous open houses, design charrettes, and public hearings to inform and engage the community resulting in routing and design refinements which have resulted in improved design elements in the project; and

Whereas, the City of Minneapolis has worked cooperatively with the Project Office through the Issue Resolution Team process to resolve many of the technical comments and concerns the City of Minneapolis raised during the early design and Supplemental Draft Environmental Impact Statement (SDEIS) phase of the project; and

Whereas, granting Municipal Consent is one milestone in years of past and future collaboration between the City the Project Office and does not provide the sole opportunity for the City to influence design and supportive actions related to anti-displacement that are priorities for the City of Minneapolis; and

## **Benefits to the City and the region**

Whereas, the Project Office, through its scope and budget, has proposed to construct stations at Plymouth Avenue, Lyndale Avenue, James Avenue, Penn Avenue and Lowry Avenue; and

Whereas, the Project Office, through its scope and budget, has proposed to reconstruct 6.4 miles of streets within the city including 7th Street North, 10th Avenue North, Washington Avenue North, 21st Avenue North, West Broadway, Lyndale Avenue North, Aldrich Avenue North, Bryant Avenue North, Emerson Avenue North, Fremont Avenue North, Girard Avenue North, Irving Avenue North, all with improved pedestrian accommodations, and with improved roadway and utility infrastructure; and

Whereas, the Project Office will build 0.9 miles of transit greenways in the city, providing safe and comfortable places for people to walk, bike and take transit; and

Whereas, the Blue Line Extension will improve access and mobility for all modes, especially given that there is a high percentage of zero car households along the corridor; and

Whereas, the Blue Line Extension has the potential to help raise incomes along the corridor by providing better access to living-wage jobs and educational opportunities within the region; and

Whereas, the Blue Line Extension will provide access for residents to regional park amenities such as Theodore Wirth Park, Theodore Wirth Parkway and Victory Memorial Parkway which are part of the Minneapolis Grand Rounds; and

Whereas, the Blue Line Extension will help reconnect North Minneapolis to the Mississippi River over the I-94 barrier through a new transit line and pedestrian and bikeway connections over the interstate; and

Whereas, the Blue Line Extension will allow for convenient access to regional destinations in the northwest suburbs and North Memorial Hospital, Downtown Minneapolis, Downtown St. Paul, the University of Minnesota campus, the Mall of America, and the Minneapolis-St. Paul (MSP) Airport; and

Whereas, the Blue Line Extension will provide access to business areas, community destinations and employment centers including the West Broadway business area and North Loop businesses, the Harold Mezile North Community YMCA, North Commons Park, Capri Theater, North Memorial Health, job centers between I-94 and the Mississippi River, and Target Field; and

Whereas, the Blue Line Extension will provide more opportunities to lessen reliance on single occupancy vehicles and improve environmental impact by reducing car trips and associated air pollution; and

Whereas, the Blue Line Extension will provide better transit service to neighborhoods with a high percentage of people of color; and

Whereas, the Blue Line Extension will provide better transit service to neighborhoods that were impacted by the construction of I-94 and the lasting health and environmental impacts of that infrastructure; and

Whereas, the Blue Line Extension will result in over three billion dollars in infrastructure investments that will benefit the local and regional construction industry; and

Whereas, the Blue Line Extension will create jobs and opportunity to employ workers from the community for construction, and future operations and maintenance, with a goal from the Project Office to exceed workforce participation goals in place today set by the Minnesota Department of Human Rights (32% people of color and 20% women); and

Whereas, the Project Office, through its scope and budget, will include changes to city streets that improve safety and provide more travel options, designed in alignment with the City's Street Design Guide; and

Whereas, the City of Minneapolis has identified significant transit-oriented development potential along the corridor, which will strengthen the City tax base; historic examples in the region include; and

- Since 2009, 36% of all commercial permits in the region have been pulled for projects within ½ mile of an LRT station
- Since 2009, 27% of all multifamily permits in the region have been pulled for projects within ½ mile of an LRT station
- From 2006-2023, the estimated market value in areas of Minneapolis served by LRT increased by 126%, areas in Minneapolis with no high-frequency transit saw only a 27% increase
- Since 2014, 28% of all units in the region that are affordable up to 60% AMI, have been built near LRT

#### **Alignment with City and regional policy**

Whereas, the Blue Line Extension supports and advances the goals and objectives outlined in the Minneapolis 2040 Comprehensive Plan, including eliminating disparities, access to complete neighborhoods, and climate change resilience; and is consistent with the following plan policies; and

- Policy 15: Transportation and Equity: Ensure that the quality and function of the transportation system contributes to equitable outcomes for all people.



- Policy 16: Environmental Impacts of Transportation: Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.
- Policy 87: Northside: Reverse institutional harms caused to the Northside community by building on the many assets of the community while also prioritizing community wealth building in the form of housing, small business, public safety, youth opportunities, and environmental justice.

Whereas, the Blue Line Extension supports and advances the goals and strategies outlined in the Minneapolis Transportation Action Plan, including supporting a mode shift goal where 3 of every 5 trips are taken by walking, biking or transit in Minneapolis by 2030; and is consistent with the following plan policies; and

- Street Operations – Action 3.1: Plan and design for zero or decreasing motor vehicle trip growth and positive growth in other modes for trip forecasting for street projects where the City is the primary implementer. Work with project partners to encourage this approach in project planning when the City is a partner versus a lead.
- Street Operations – Action 6.1: Allocate street space to support planned travel patterns and desired mode shares.
- Transit – Action 4.3: Plan, design and construct high capacity, neighborhood-based transit along the West Broadway corridor from downtown Minneapolis to the northwest suburbs.
- Transit – Action 4.5: Advocate and provide continued support for the METRO Blue Line Extension light rail project, connecting Minneapolis with the region’s northwestern communities. As the transit service is reevaluated, ensure new routing alignments provide high-quality service for residents of North Minneapolis and safety improvements are made to the prior alignment along Olson Memorial Highway, bringing reduced speeds and more people-focused and urban scale improvements to the corridor.
- Transit – Action 4.8: Advocate for light rail and bus rapid transitways that provide direct connections to regional job centers and other destinations outside of the downtown core within Minneapolis, connecting Minneapolis residents with the regional rail system.
- Transit – Action 4.9: Advocate for transitway alignments that are conducive to transit-oriented development and that would include preservation, maintenance and construction of housing at all levels of affordability.

Whereas, the Blue Line Extension supports and advances the goals and strategies outlined in the City’s Racial Equity Framework for Transportation, including; and

- Strategy 3, Lead with a Racial Equity Approach:
  1. Action 2.3: Identify significant transportation history of neighborhoods we are working in as part of the project development process and include as a part of early engagement.
  2. Action 2.5: Encourage and support regional efforts to explore options and opportunities to address harms of past transportation decisions.
  3. Action 3.2: Encourage and support the inclusion of anti-displacement work when major investments occur (e.g. light rail projects) led by partners at the Minnesota Department of Transportation, Hennepin County and/or and Metro Transit.
  4. Action 4.1: Correlate the cost of transportation and car ownership rates with design decisions and project justification.

Whereas, the Blue Line Extension will advance the goal of our Vision Zero Commitment to eliminate fatal and severe crashes on our streets by; and

- Reconstructing 3.3 miles of High Injury Streets
- Encouraging people to walk, bike or take transit for more trips through:
  1. Improving 10+ miles of sidewalk for people walking
  2. Constructing 2.5 miles of protected bikeways for people biking
  3. Providing more reliable transit options for people taking transit

### **Lowry Avenue Station**

Whereas, the City understands that a station at Lowry Avenue would serve Minneapolis and Robbinsdale residents and provide access to jobs and destinations near the station and along the corridor including over 3,500 residents and 1,300 jobs within a 10 minute walk of the proposed station; and

Whereas, the proposed station is located near North Memorial Hospital, one of the largest employers along the Blue Line Extension corridor, providing access to healthcare and jobs; and

Whereas, North Memorial Hospital staff has advised the Project Office of its opposition to the light rail crossing Lowry Avenue North at-grade because there is concern that the crossing would significantly disrupt patient access to the Hospital in emergency medical situations whether via ambulance or private vehicle; and

Whereas, the Twin Cities regional park and trail system is a valued public amenity attracting nearly 70 million visits annually, and Theodore Wirth Parkway and Victory Memorial Parkway are a critical part of that regional network, attracting on their own nearly 700,000 annual visits; and

Whereas, the proposed station is located near the Grand Rounds Scenic Byway System including Theodore Wirth Parkway and Victory Memorial Parkway, providing improved access to regional park destinations; and

Whereas, the Minneapolis Park and Recreation Board opposes the light rail crossing Theodore Wirth Parkway and Victory Memorial Parkway at-grade due to concerns that the tracks would be inimical to the recreational, parkland, park use and historical and landscape value of the Grand Rounds and there is no other at-grade light rail line crossing of the Grand Rounds in the City; and

Whereas, the City shares the concerns raised by both North Memorial Hospital and the Minneapolis Park and Recreation Board and supports an evaluation and design process that fully considers and responds to the concerns raised; and

Whereas, the City supports locating a station near Lowry Avenue and understands the Project Office will work with the City, Minneapolis Park and Recreation Board and the community to develop a mutually agreed upon station design including location, track routing and future operations to minimize impacts to the Grand Rounds including people walking, biking, taking transit and driving, and re-engage the City for municipal consent if needed; and

Whereas the City supports the Minneapolis Park and Recreation Board's request for additional study and data analysis of current and new design options, including a light rail tunnel, a light rail trench, an elevated light rail track and station, and Parkway and trail underpasses; and

Whereas, the City echoes the Minneapolis Park and Recreation Board's request to immediately and publicly clarify the 4(f) determination as stated in the SDEIS, then work diligently with the Minneapolis Park and Recreation Board before making a final determination on both park and historic 4(f) resources; and

Whereas, the City supports the recognition of all parkland in the vicinity as worthy of full 4(f) consideration, regardless of overlying easements for transportation or other purposes; and

Whereas, the City understands the Project Office will consult with stakeholders through the environmental review process to identify, assess the affects, and resolve any adverse affects as a result of the project to the Grand Rounds, which is eligible for the National Register of Historic Places, as well as Victory Memorial Parkway, which is a State Historic District; and

#### **West Broadway and 21st Avenue North transit greenway**

Whereas, the City understands that 21st Avenue North will be converted into a transit greenway with light rail transit, new sidewalks, a two-way bikeway and space for greening; and

Whereas, the City understands 21st Avenue North and the connecting north/south streets between West Broadway and 21st Avenue are part of a transit district and the intent is to connect the West Broadway commercial corridor with the transit corridor, including safety, access and mobility improvements on the connecting north/south streets; and

Whereas, the City recognizes that traffic and public safety are key themes that need to be incorporated into designs, and that the Project Office will continue to work with community members, businesses, and public agencies to implement appropriate safety-focused designs and strategies; and

Whereas, the Project Office proposes to reconstruct West Broadway to support the business community and address traffic safety issues; and

Whereas, the project should seek to maximize space for on street parking in the West Broadway commercial area and 21st Avenue transit district while balancing and maximizing space for pedestrians, stormwater treatment and greening; and

Whereas, the City requests the project include improvements to North 4th Street from West Broadway to 21st Avenue to mitigate traffic network impacts due to the new 21st Avenue bridge and connect the 21st Avenue transit greenway to the West Broadway commercial corridor as is proposed with the north-south streets between Lyndale Avenue and the James Avenue Station; and

#### **Broadway and Washington Station**

Whereas, the Project Office, as evidenced by a Resolution passed by the Project Decision Board on 09242024, has committed to constructing a station at Broadway and Washington Avenues concurrent to

construction of the Blue Line Extension, that would open on Opening Day of the Blue Line Extension, to serve the surrounding community and businesses and provide a linkage to the Mississippi River; and

Whereas, the City prioritizes pedestrian and bicyclist safety near and connecting to the station which is in an area with high volumes of vehicles and significant heavy truck traffic, the City asks that the project office continue to refine designs to prioritize safety, right-size capacity, balance access needs, and improve walking and biking connections over I-94 at West Broadway and 21st Avenue; and

#### **North Loop transit mall/greenway and neighborhood improvements**

Whereas, the Project Office, through its scope and budget, has proposed to construct new street connections to ensure that those who live, work, play and pass through in the North Loop are able to do so no matter their choice of travel mode; and

Whereas, the proposed connection between 10th Avenue and 4th Street behind the North Loop Ramp to North 3rd Street would effectively split the Twin Cities International School playground in two, and the City therefore requests the Project Office find a different design solution which maintains the Twin Cities International School's playground in whole; and

Whereas, the proposed 10th Avenue transit greenway provides challenges related to circulation at the Salvation Army site, including sanitation services, and the City of Minneapolis requests the Project Office to find an acceptable design solution either in the public right of way, along the alley, or via adjustments to the Salvation Army that address these challenges; and

Whereas, the project design and construction will preserve the ability to remove the 3rd/4th Street viaducts, embankments, and ramps off I-94 into downtown in the future, without the City being held financially responsible for any necessary adjustments to LRT infrastructure; and

Whereas, the project should include traffic calming and multimodal improvements on North 2nd Street in the North Loop to mitigate for changes in the neighborhood traffic patterns and provide a safe and connected multimodal network. This includes a bidirectional bikeway and closing a sidewalk gap from Plymouth Ave to North 10th Ave, and traffic calming measures south of 10th Ave in the North Loop; and

#### **Last mile connections**

Whereas, the Project Office proposes 4 park and rides along the proposed Blue Line Extension project to connect future passengers to the proposed stations in Brooklyn Park, Crystal and Robbinsdale; and

Whereas, in the City of Minneapolis the proposed stations at Lowry Avenue, Penn Avenue, James Avenue, Lyndale Avenue, West Broadway Avenue at Washington Ave, Plymouth Avenue and the terminus at Target Field, are proposed and designed to integrate into the neighborhood and serve passengers arriving primarily by walking or biking; and

Whereas, safe, accessible and welcoming connections are needed to support transit riders accessing stations from neighborhoods and commercial districts; and

Whereas, the City of Minneapolis will work with the Project Office to incorporate the following improvements for those walking and biking to safely access the stations; and

- Reconstruction of:
  1. 3rd Street North, from 10th Avenue North to the existing cul-de-sac and
  2. 3rd Street North from 12th Avenue North to Plymouth Avenue North, and
  3. 12th Avenue North from Washington Avenue to the MnDOT right of way

to improve last-mile connections to the Plymouth Ave Station and accommodate new local street neighborhood circulation.

- Reconstruction of North 18th Ave from Washington Ave to North 2nd Street to improve last-mile connections to the Broadway/Washington Station.
- Extend the protected bikeway on Oak Lake Ave south to the Olson Memorial Highway intersection.
- Include a bi-directional bikeway along the north side of 6th Ave from North 7th Street to North 5th Street, aligning improvements in this segment with infrastructure commitments in Blue Line 1.0.
- Encourage the development of Lowry Ave BRT on a near-term timeline and exploration of improved bicycle connections on Lowry Ave to provide important connections from neighborhoods in North and Northeast Minneapolis to the Blue Line.

### **Project elements**

Whereas, the Project Office must design streets to maintain emergency vehicle access and operations, and coordinate with Emergency Services Providers as design progresses; and

Whereas, the Fire Code provides design standards for streets used as fire apparatus access roads which ensures adequate space for emergency fire vehicles to travel and/or set up to respond to an emergency; and

Whereas, the Blue Line Extension project design must comply with the Fire Code; and

Whereas, the City expects that the Project Office will continue to incorporate design comments received in April 2024 as well as comments on the municipal consent plan, and continue coordinating with city staff as designs progress; comments include but are not limited to; and

- Continue to coordinate with project sponsors of adjacent projects, in particular but not limited to the intersection of Olson Memorial Highway, 7th Street North and 6th Avenue.
- Design changes to North Loop circulation (new streets and traffic mitigation elements) to increase safety and mobility of street users, including further exploration of an 8th Avenue connection to 7th Street N and adding bump outs where appropriate.
- All designs should consider and accommodate future investments in planned METRO Bus Rapid Transit, including H Line and future Lowry BRT.
- Street designs should follow the City's Street Design Guide including the greening of streets and meeting the Chapter 54 stormwater ordinance.
- Design streets for safe speeds, including lowering the speed limit on West Broadway to 25 mph.



- Work with City staff to improve pedestrian crossings along the entire corridor in Minneapolis.

Whereas, the project should seek to maximize space for on street parking in commercial areas while balancing and maximizing space for pedestrians, stormwater treatment and greening; and

#### **Additional commitments related to the Blue Line Extension**

##### *Broadway Avenue over Interstate 94*

Whereas, the City understands that a reconstruction of the West Broadway bridge over I-94 is not included in the project but supports smaller-scale changes to geometry on the bridge deck to improve safety of all users and especially pedestrians by widening sidewalks and narrowing vehicles lanes; and

##### *Broadway Avenue to River*

Whereas, the City expects Hennepin County to pursue and find funding to extend West Broadway improvements to improve connections to and across the river for people walking, biking, taking transit and driving; and

##### *10th Avenue Xcel transmission line*

Whereas, the Metropolitan Council has committed to replacing the brick sanitary sewer line under 10th Avenue North and to relocating the Xcel transmission line currently under 10th Avenue North by following the state-led process to determine an alternative route, which will be placed underground; and

#### **Ownership, maintenance and operations agreements**

Whereas, the City understands that the Project Office will develop ownership, operations, and maintenance agreements for the project area, including sidewalks, bikeways, transit stops, LRT infrastructure, streets, signals, street lighting and utilities that should include; and

- Developing an agreement on annual inspections of water mains underneath the LRT alignment.
- Developing an agreement on parking and curbside management along the corridor.
- Developing ownership, operations, and maintenance agreements for stormwater infrastructure and greening elements (e.g., planted boulevards, planted medians, etc.) along the corridor.
- Developing operations and maintenance agreements on winter maintenance and street sweeping along the corridor.

Whereas, the Metropolitan Council and Hennepin County will coordinate with MnDOT and the City of Minneapolis to establish a mutually agreed upon operations and maintenance agreement for the 21st Avenue bridge; and

#### **Ongoing impact and mitigations coordination**

Whereas, mitigation is needed related to proposed changes to intersection capacity, travel lanes, transit advantages, property access, mobility, and parking; and

Whereas, the Project office has demonstrated the willingness to work with the City of Minneapolis on livability concerns such as noise mitigation, visual quality, and context sensitive design after the physical design has been approved; and

Whereas, the City requests that the Project Office continue to advance efforts around safety and security and consider controlled access to paid fare zones or designing and constructing stations so they are easily adaptable for future implementation of controlled paid fare zones; and

Whereas, through the federal and Minnesota environmental review process, the Project Office has committed to addressing all the noise and vibration impacts to residents, businesses, schools and other impacted properties, in particular along the greenway/transit malls on 21st Avenue North and 10th Avenue North; and

Whereas, the Metropolitan Council has committed to establishing an agreement to ensure the City of Minneapolis is able to access and perform maintenance activities related to the Bassett Creek Tunnel in alignment with earlier agreements between the City and Metro Transit, and that the Blue Line Extension project will be designed to mitigate long-term impacts to the tunnel infrastructure; and

Whereas, the Metropolitan Council and Hennepin County have committed to developing a mitigation workplan and including the community in its development; and

#### **Anti-displacement and community prosperity efforts**

Whereas, Hennepin County and the Metropolitan Council have demonstrated the willingness to lead on establishing and implementing strategies that mitigate potential displacement that may occur as a result of the Blue Line Extension project; and

Whereas, Hennepin County established the Anti-Displacement Work Group (ADWG) with the charge of developing a unified vision and strategies for anti-displacement, and ADWG consists of stakeholders including corridor homeowners and renters, and business owners, philanthropic partners, and representatives from community institutions and government agencies including City of Minneapolis staff to represent community interests along the corridor; and

Whereas, the Center for Urban and Regional Affairs (CURA) prepared the Blue Line Extension Anti-Displacement Recommendations Report, that documents the desired outcomes as a result of the implementation of anti-displacement strategies, and includes recommendations of policies, programs, and resource allocation to achieve these outcomes; and

Whereas, the Corridor Management Committee (CMC) voted and approved a Resolution receiving the report, and its commitment to working in partnership with project partners, community members, public, non-profit, philanthropic, and private sector partners to attain the report's recommended outcomes, and secure funds and advance strategies needed for implementation for anti-displacement measures before, during, and after construction of the Blue Line Extension; and

Whereas, the Minnesota Legislature appropriated \$10 million and established the Anti-Displacement Community Prosperity program and board to support anti-displacement activities such as support for

local businesses, building and preserving affordable housing, and preserving and enhancing community wealth building; and

Whereas, the true need related to anti-displacement funding is not yet known and may exceed the \$10 million appropriated by the Minnesota Legislature (\$20 million including the required local match); and

Whereas, the City expects Hennepin County to lead on pursuing additional anti-displacement funding in accordance with the priorities established by the Anti-Displacement Community Prosperity program and in alignment with the identified need; and

Whereas, the anti-displacement community prosperity program was established to preserve and enhance affordable housing, small business support, job training and placement, and economic vitality and to benefit the people and sense of community along the Blue Line light rail transit extension corridor; and

Whereas, Hennepin County prepared the Anti-Displacement Coordinated Action Plan, to provide an overview of programs and strategies designed to prevent displacement of existing residents and businesses before, during, and after construction of the project, and coordinate with project partners on the implementation of these strategies; and

Whereas, the Anti-Displacement Community Prosperity Program Board has adopted the following priorities as they relate to anti-displacement strategies:

- Land Acquisition
- Preserving Affordability for Residents
- Maintain stable and functional small business spaces, with early support to these businesses; and

Whereas, Hennepin County, the Metropolitan Council, and jointly the Project Office, have committed to lead and implement anti-displacement actions needed to mitigate impacts of the project in the following ways; and

- Hennepin County will:
  1. Support the Anti-displacement Community Prosperity Program Board (hereinafter “the ACPP Board”) by providing administrative, legal, and other support needed for Board functions.
  2. Lead on implementation of anti-displacement strategies for the project generally, beyond and in addition to the initiatives of the ACPP Board.
  3. Coordinate with the City of Minneapolis to develop and implement a specific plan for near-term residential and commercial property takings that provides opportunities and solutions for people and businesses to stay in the neighborhood.
  4. Develop and resource programs to support housing stability and housing opportunity for existing renters and homeowners.
  5. Develop incentives and other strategies to prioritize the creation of affordable rental and ownership housing units along the corridor as part of any transit-oriented development.

6. Develop and resource programs to support the success of small businesses throughout the project, including investigating options to support basic operating costs, adaptive business models, space identification and acquisition, and legal support.
  7. Collaborate with the City of Minneapolis on redevelopment strategies for publicly owned parcels along the corridor to mitigate displacement and build community wealth.
  8. Fund the acquisition of properties that can serve as relocation spaces for displaced residents and businesses.
  9. Align existing programs and/or develop new programs and funding sources that support anti-displacement needs.
  10. Coordinate with local workforce development and training centers to maximize employment of impacted residents in the construction of the project.
- Metropolitan Council will:
    1. Develop incentives and other strategies to prioritize the creation of affordable rental and ownership housing units along the corridor as part of any transit-oriented development.
    2. Align existing Transit Oriented Development programs and/or developing new Transit Oriented Development programs and funding sources that support anti-displacement needs.
  - The Project Office will:
    1. Continue to communicate with and engage impacted property owners and businesses in order to understand and address concerns related to property impacts, including property values that may be impacted by construction and ongoing operation of the project.
    2. Develop a plan and identify resources for the incorporation of public art into the stations that is representative of cultural importance in the area.
    3. Develop and implement a communication strategy for property owners and businesses directly impacted by construction to ensure they fully understand the acquisition and relocation process.
    4. Develop a specific plan for addressing direct construction impacts (including parking, access issues, and wayfinding prior to, during construction, and after rail service begins).
    5. Providing real-time advance notice of construction plans using inclusive language and accessibility strategies for residents and businesses, including information about street closures, sidewalk closures, parking impacts and options, utility shutoffs, noise alerts.
    6. Fund the City's costs related to staffing a community liaison along the corridor in Minneapolis.
    7. Fund the City's costs related to staffing of construction administration, oversight and inspection as needed, the City's construction administration, oversight and inspections staff will act as a liaison between the City and the Project Office and monitor quality assurance for improvements located in City right of way.

Whereas, the City of Minneapolis expects ongoing leadership from and partnership with the Metropolitan Council, Hennepin County, and jointly the Project Office in implementing effective anti-displacement strategies; and

### **Ongoing engagement expectations**

Whereas, a project of this magnitude takes considerable care and relationship building with people most impacted to build trust and ensure people's needs are being met to the best of the project's ability; and

Whereas, there have been many questions asked by residents and business owners along the corridor that they believe have not been satisfactorily answered, and the City expects continued engagement by the Project Office to specifically address questions of 'how we got to this place/this alignment', particularly for the Lowry Avenue Station and in the North Loop related to other alignment options explored including track elevation, using MnDOT right of way and alternative alignments and station locations; and

Whereas, the City expects that the Project Office will continue engaging with the community related to the Blue Line Extension;

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

That the City of Minneapolis grants approval of the Preliminary Design Plans for the route of the Blue Line Extension Light Rail Project that were submitted to the City by the Metropolitan Council in order to fulfill the requirements of Minnesota Statutes, Section 473.3994, Subd. 3; pursuant to the above clauses which demonstrate agreements above and beyond those that are physically described in the Preliminary Design Plans released by the Metropolitan Council on July 26, 2024.

Be It Further Resolved that the Metropolitan Council will return to the City of Minneapolis for approval of any design changes that require municipal consent per state statute.



Legislation Details (With Text)

File #:	24-0394	Version:	1
Type:	Resolution	Status:	Approved
File created:	9/13/2024	In control:	Board of Hennepin County Commissioners
On agenda:	9/17/2024	Final action:	10/1/2024
Title:	Approval of the physical design component of the preliminary design plans for the METRO Blue Line Extension Light Rail Transit Project		
Sponsors:			
Indexes:			
Code sections:			
Attachments:	1. RESOLUTION		

Date	Ver.	Action By	Action	Result
10/1/2024	1	Board of Hennepin County Commissioners		
9/24/2024	1	Public Works Committee	consent	Pass
9/17/2024	1	Board of Hennepin County Commissioners	refer to committee	Pass

**Item Description:**  
Approval of the physical design component of the preliminary design plans for the METRO Blue Line Extension Light Rail Transit Project

**WHEREAS:**  
WHEREAS, on July 26th, 2024, Hennepin County received the preliminary design plans for the METRO Blue Line Extension Light Rail Project from the Metropolitan Council; and

WHEREAS, Minnesota Statutes Section 473.3994 requires that each statutory and home rule charter city, county, and town in which a light rail transit route is proposed to be located shall hold a public hearing on the physical design component of the preliminary design as submitted by the Metropolitan Council, which hearing was held by Hennepin County on August 26, 2024; and

WHEREAS, Minnesota Statutes Section 473.3994 also requires that each statutory and home rule charter city, county, and town in which a light rail transit route is proposed to be located shall review and approve or disapprove the plans for the route to be located in the city, county, or town based on the physical design component of the preliminary design plans; and

WHEREAS, the municipal approval requirement set forth in Minnesota Statutes Section 473.3994 is based only on early review and input from local governments in the preliminary phases of the project, recognizing that the project will continue to progress into detailed design and that final decisions will then need to be made by the Metropolitan Council at a later date and after completion of necessary environmental review;

**Resolution:**  
BE IT RESOLVED, that after review of the physical design component of the preliminary design plans

**File #:** 24-0394, **Version:** 1

---

submitted by the Metropolitan Council on July 26th, and within the context required by Minnesota Statutes Section 473.3994 at this preliminary stage, Hennepin County approves the physical design component of the preliminary design plans.

**Background:**

Minnesota Statutes Section 473.3994 provides a mechanism for local governments, including counties, to provide early input on the physical design component of preliminary design plans for light rail projects. The statute requires a public hearing and then action by each local government along the route. If a local government has not acted within 45 days after the public hearing, that government is deemed by statute to have given approval.

The Metropolitan Council, Hennepin County and the Hennepin County Regional Railroad Authority held a joint public hearing on August 26th, 2024, for the physical design component of the preliminary design plans for the METRO Blue Line Extension Light Rail Transit Project (1005877 - HC TSUT Bottineau LRT Capital).

This resolution would provide Hennepin County's approval of the physical design component of these preliminary design plans, pursuant to Section 473.3994.

**Impact/Outcomes:** This action supports the county's disparity reduction efforts by investing in transportation infrastructure that reduces climate impacts and gives people transportation choices to access housing, jobs, schools, medical facilities, and recreational areas.

**Recommendation from County Administrator:** Recommend Approval

### **Gold Line Extension – resolutions of support**

In spring of 2025 the cities of Minneapolis and St. Paul, Hennepin County and Ramsey County voted to support the Gold Line Extension. In addition, Washington County provided a resolution of support for the project and MnDOT provided a letter of support. Resolutions or letters from each of these organizations is provided on the following pages.

DRAFT



Resolution No. 2025R-089

City of Minneapolis

File No. 2025-00323

Author: Cashman

Committee: CI

Public Hearing: None

Passage: Mar 27, 2025

Publication: APR 05 2025

RECORD OF COUNCIL VOTE				
COUNCIL MEMBER	AYE	NAY	ABSTAIN	ABSENT
Payne	X			
Chughtai	X			
Wonsley	X			
Rainville	X			
Vetaw	X			
Ellison	X			
Osman	X			
Cashman	X			
Jenkins	X			
Chavez	X			
Koski	X			
Chowdhury	X			
Palmisano	X			

## MAYOR ACTION

☒ APPROVED☐ VETOED

MAYOR

APR 03 2025

DATE

Certified an official action of the City Council

ATTEST:

CITY CLERK

Presented to Mayor: MAR 28 2025

Received from Mayor: APR 03 2025

**Supporting the Gold Line BRT Extension from City of Saint Paul to City of Minneapolis.**

Whereas, Gold Line Bus Rapid Transit (BRT) line will open on March 22, 2025, as a mostly dedicated transitway between Woodbury and downtown St. Paul; and

Whereas, Metropolitan Council, through the Metro Transit Capital Improvement Plan (CIP), recommends Gold Line Extension, with services to and through downtown Minneapolis; and

Whereas, Metropolitan Council is in the process of amending the 2050 Transportation Policy Plan (TPP) to add the Gold Line Extension; and

Whereas, Initial public outreach has been done through MnDOT Rethinking 94 study and Network Now Study; and

Whereas, Public engagement will continue in 2025 to gather community input on station locations, preliminary designs, project impacts, and ensuring the extension aligns with local needs and priorities; and

Whereas, Transit priority improvements will be evaluated along the project route to ensure a fast and reliable transit system; and

Whereas, A new BRT station will be evaluated at US Bank Stadium; and

Whereas, The Gold Line Extension project aligns with City policy goals outlined in the Transportation Action Plan (TAP) including mode shift goals, VMT reduction, and GHG reductions;

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

That the City of Minneapolis supports the Gold Line Extension and Metro Transit continuing with community engagement, the development of preliminary and final plans, and right-of-way acquisition necessary for the construction of the project.

Be It Further Resolved that this resolution adopted by the City of Minneapolis be forwarded to the Metropolitan Council for their consideration.



# SAINT PAUL

## MINNESOTA

[Live Meetings](#)[City Home](#)[Research](#)[Legislation](#)[Calendar](#)[City Council](#)[Boards or Commissions](#)[Details](#)[Reports](#)**File #:** RES 25-498 **Version:** 1**Type:** Resolution**Status:** Passed**In control:** [City Council](#)**Final action:** 3/26/2025**Title:** Supporting the Gold Line BRT Extension from the City of Saint Paul to the City of Minneapolis.**Sponsors:** Cheniqua Johnson[History \(2\)](#)[Text](#)[Public Comments \(0\)](#)**Title**

Supporting the Gold Line BRT Extension from the City of Saint Paul to the City of Minneapolis.

**Body**

WHEREAS, the Gold Line Bus Rapid Transit (BRT) line will open on March 22, 2025, as a mainly dedicated transitway between Woodbury and downtown Saint Paul, significantly improving transit access, reliability, and frequency for a section of the East Side of Saint Paul; and

WHEREAS, the City of Saint Paul has played a significant role in the development of the Gold Line and has had a representative on the Gold Line Corridor Management Committee (currently Councilmember Cheniqua Johnson) since the Committee's inception, and the Corridor Management Committee (CMC) is made up of elected officials and community leaders who the Chair of the Metropolitan Council appoints to advise the Metropolitan Council, Ramsey County and Washington County on the design and construction of the Gold Line BRT project; and

WHEREAS, the City of Saint Paul's Comprehensive Plan shows clear support for improved transit frequency and coverage in Saint Paul, which will contribute to a thriving city where car ownership is not required to meet daily needs, and both the Comprehensive Plan and the Saint Paul Climate Action and Resilience Plan set targets to reduce vehicle miles traveled (VMT) 40% by 2040 to help meet the City's goals to eliminate greenhouse gas emissions; and

WHEREAS, the Metropolitan Council has recommended, through the Metro Transit Capital Improvement Plan (CIP), the Gold Line Extension, with services to and through downtown Minneapolis along Interstate 94 with a stop at Snelling Avenue; and

WHEREAS, the Metropolitan Council is in the process of amending the Transportation Policy Plan (TPP) to add the Gold Line Extension; and

WHEREAS, initial public outreach has been done through the MnDOT Rethinking I-94 study and Metro Transit's Network Now Study; and

NOW, THEREFORE BE IT RESOLVED that the Saint Paul City Council supports the Gold Line Extension and Metro Transit continuing with the development of preliminary and final plans and right-of-way acquisition necessary for the construction of the project.

BE IT FURTHER RESOLVED, that the Saint Paul City Council will send this adopted resolution to the Metropolitan Council for their consideration.



## Appendix B. Updated Maps

Figure 5. Map of the Transit Capital Levy District

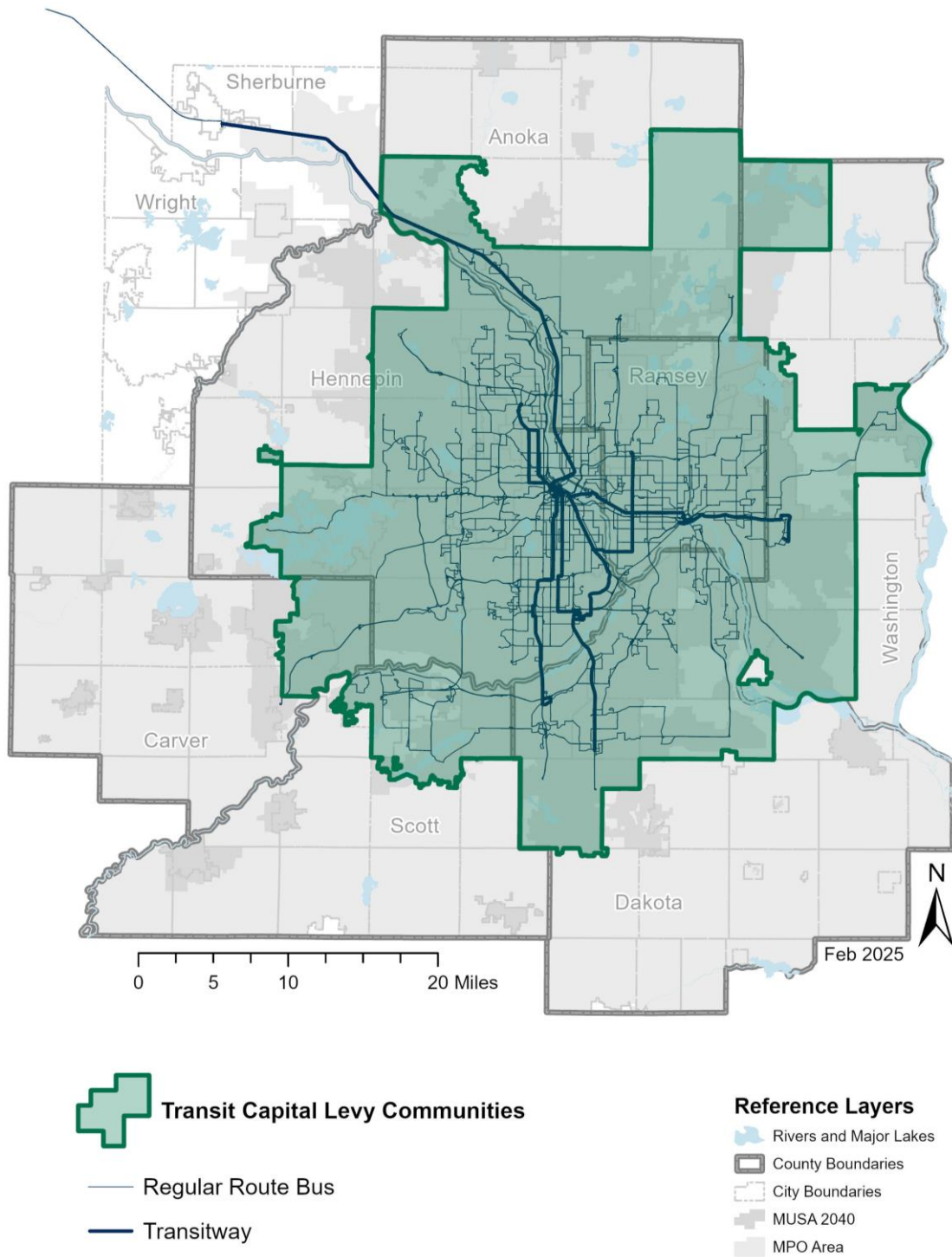


Figure 6. Map of current transit system by mode

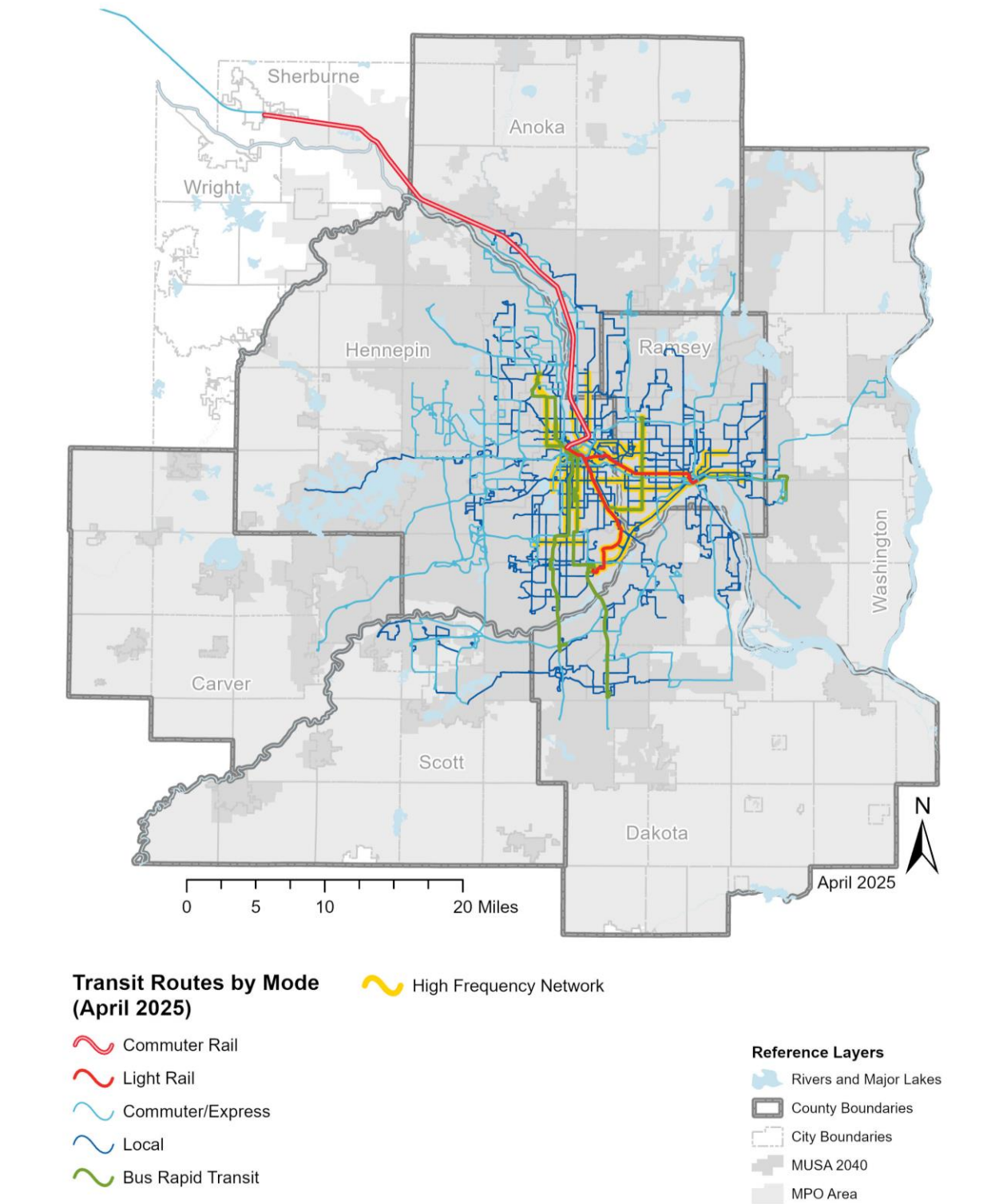


Figure 7. Map of current transitway system

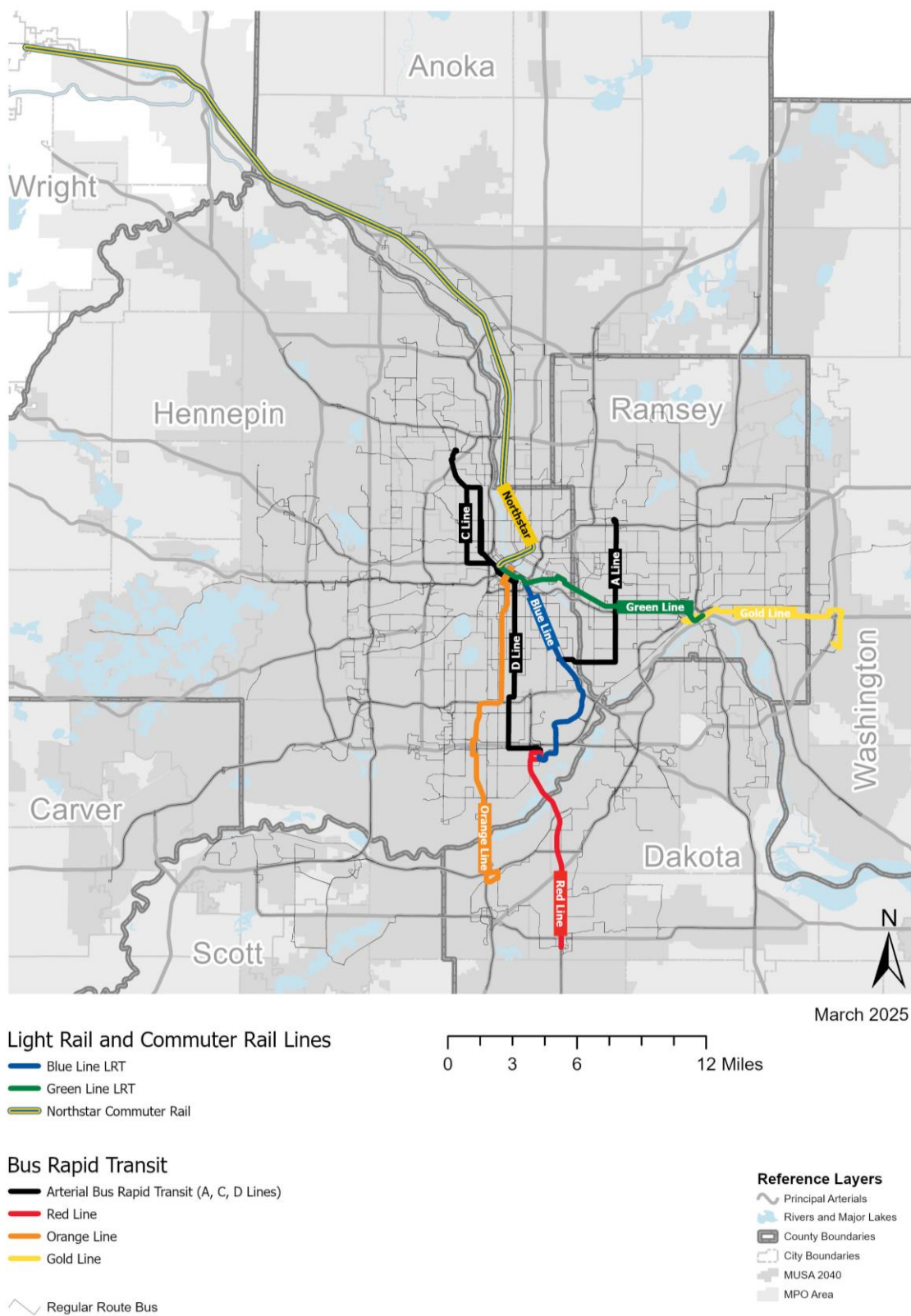




Figure 8. Map of park and rides, transit centers, and hubs

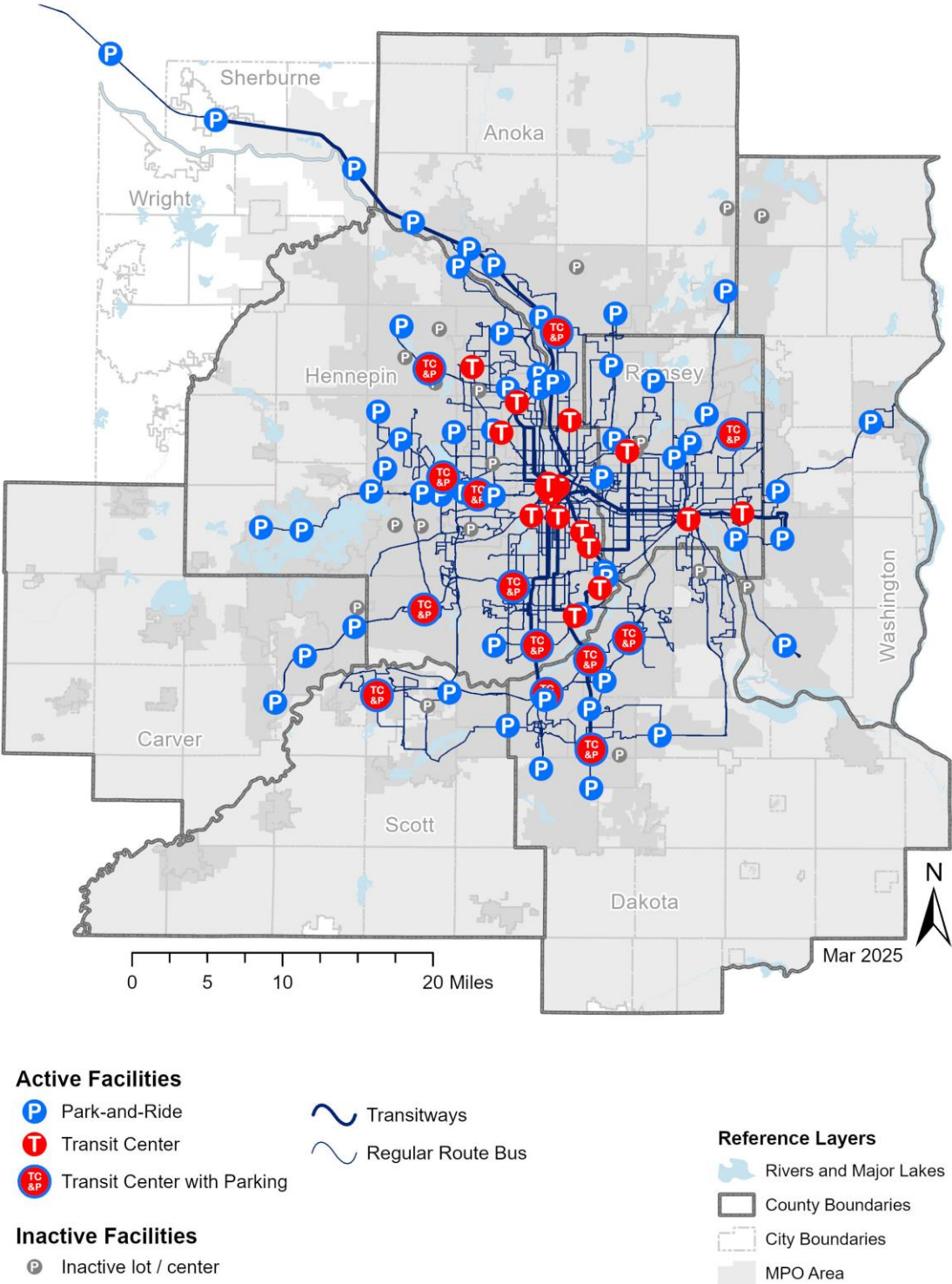
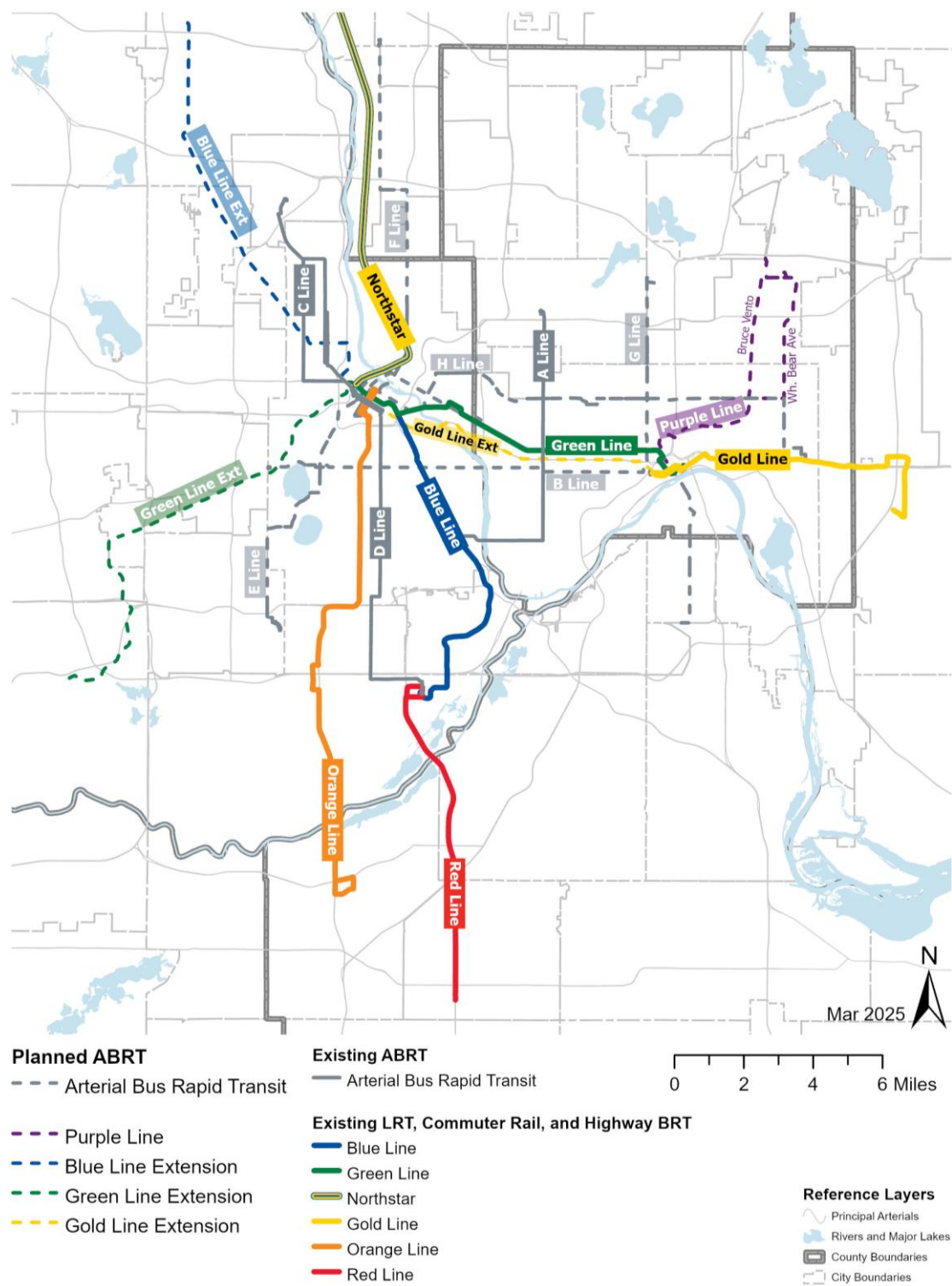


Figure 9. Map of transitway expansion investments



## Policy Plan Contacts

### **Bradley Bobbitt**

Senior Planner, Multimodal Planning  
Metropolitan Transportation Services

### **Cole Hiniker**

Senior Manager, Multimodal Planning  
Metropolitan Transportation Services



390 Robert Street North  
Saint Paul, MN 55101-1805

651-602-1000  
TTY 651-291-0904  
[public.info@metc.state.mn.us](mailto:public.info@metc.state.mn.us)  
[metro council.org/imagine2050](http://metro council.org/imagine2050)

**IMAGINE**  
**2050**