

September 14, 2023

METRO Blue Line Extension LRT Corridor Management Committee (CMC) Resolution #2023-02

WHEREAS:

1. The METRO Blue Line Light Rail Transit Extension will extend the existing Blue Line in downtown Minneapolis an additional 13.4 miles to the northwest, connecting some of our region's most diverse communities in North Minneapolis, Robbinsdale, Crystal and Brooklyn Park to jobs, education, and new opportunities and destinations.
2. This critical piece of our transit system will greatly improve mobility and access in this highly traveled region of the Twin Cities, including communities with high numbers of households who rely on transit to get where they need to go every day, improving public health and reducing pollution by connecting people to quality health care and providing clean active transportation options while making a generational transit investment in a corridor that has experienced a history of disinvestment.
3. The CMC recommended at its June 9, 2022 meeting that the Metropolitan Council and Hennepin County take action to advance the proposed route modification for the Blue Line Extension with the project scope as outlined in the *Route Modification Report*, published April 18, 2022, and *Route Modification Report Addendum*, published June 1, 2022, and to proceed with design and additional environmental evaluation.
4. The Blue Line Project Office (BPO) has continued to work with project stakeholders to seek input on further development and refinements of track alignment and stations throughout the proposed route in Brooklyn Park, Crystal, Robbinsdale, and Minneapolis including a robust analysis of track alignment and station options between downtown Minneapolis and West Broadway Avenue and along 21st Avenue.
5. The BPO is preparing a Supplemental Draft Environmental Impact Statement (SDEIS) for submittal to the Federal Transit Administration (FTA) that will further analyze the preferred track alignment and stations.
6. At the current phase of the project, "preferred track alignment" means the specific corridor where the Blue Line Extension will be built, but not the exact location of the tracks or location and design of structures within that corridor, which will be refined through agency and stakeholder collaboration throughout project development.
7. The BPO will continue to evaluate location and number of stations, considering the project principles and federal rating criteria.
8. The CMC committed at its June 8, 2023 meeting to continue to work in partnership with the project sponsors to coordinate, explore, and develop a proposed framework and public engagement plan with community members, public, non-profit, philanthropic, and private

sector partners in order for the project to attain the recommended outcomes in the *Blue Line Extension Anti-Displacement Project Report*, published May 2, 2023, including securing funds needed for implementation for anti-displacement measures before, during and after construction of the Blue Line Extension.

9. The extensive and ongoing community input and feedback and anti-displacement recommendations referenced above have informed the preferred track alignment and stations presented by the BPO to the CMC to be further studied in the SDEIS which is anticipated to be published for formal public comment in 2024.

NOW, THEREFORE:

BE IT RESOLVED, that the Blue Line Extension CMC acknowledges that the SDEIS will further study and incorporate community feedback of the following preferred track alignment and stations:

- In Brooklyn Park: West Broadway Avenue to County Road 81, with stations at Oak Grove Parkway, 93rd Avenue North, 85th Avenue North, Brooklyn Boulevard, and 63rd Avenue North;
- In Crystal: County Road 81 with a station at Bass Lake Road;
- In Robbinsdale: County Road 81 with stations near 40th Avenue North and Lowry Avenue;
- In Minneapolis: West Broadway Avenue in North Minneapolis with a station at Penn Avenue; 21st Avenue North between North James Avenue and Washington Avenue North, with stations near James Avenue North and Lyndale Avenue North; Washington Avenue to 10th Avenue North with a station near Plymouth Avenue; Oak Lake Avenue to 7th Street North, connecting to Target Field Station in downtown Minneapolis.

BE IT FURTHER RESOLVED, that the CMC recommends that the Metropolitan Council and Hennepin County continue to advance the preferred track alignment and stations for the Blue Line Extension and to proceed with design, additional environmental evaluation, and outreach;

BE IT FURTHER RESOLVED, that the Metropolitan Council and Hennepin County will continue to work with project stakeholders to seek input on further development of the project and to identify needed mitigation measures to offset adverse environmental impacts found through the SDEIS process;

BE IT FURTHER RESOLVED, that the Metropolitan Council and Hennepin County will continue to lead and convene public, private, philanthropic, community, and other partners to advance and identify funding for strategies that build community prosperity and prevent displacement to ensure this investment benefits the people, businesses, and organizations currently in the corridor.

BE IT FURTHER RESOLVED, that the parties represented on the CMC agree to continue to work cooperatively as the Metropolitan Council and Hennepin County advances design, evaluates and refines locations and number of stations, gathers information needed from each partner and seeks solutions in preparation of Municipal Consent plans.