



Resolution No. 2024R-309

City of Minneapolis

File No. 2024-00939

Author: Cashman

Committee: CI

Public Hearing: None

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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

*[Signature]*  
MAYOR  
OCT 0 4 2024

DATE

*Certified an official action of the City Council*

ATTEST

*[Signature]*  
CITY CLERK

Presented to Mayor: OCT 0 3 2024

Received from Mayor: OCT 0 4 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 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.