

AGENDA

CITIZEN PARTICIPATION

The City Council is meeting as a legislative body to conduct the business of the City according to the RULES OF PROCEDURE AND DECORUM OF THE CITY COUNCIL. Unless so ordered by the Mayor, citizen participation is limited to the following times and always within the prescribed rules of conduct for public input at meetings.

- A. **PUBLIC HEARINGS**: Public hearings are conducted so that the public affected by a proposal may have input into the decision. During hearings, all affected residents will be given an opportunity to speak pursuant to the RULES OF PROCEDURE AND DECORUM OF THE CITY COUNCIL.

- B. **OPPORTUNITY FOR THE PUBLIC TO ADDRESS THE CITY COUNCIL ON MATTERS NOT ON THE AGENDA**

Any member of the public may speak at this time on any item NOT on the agenda. In consideration for the public attending the meeting for specific items on the agenda, this portion of the meeting will be limited to fifteen (15) minutes. Individuals are requested to limit their comments to four (4) minutes or less. If the majority of the Council determines that additional time on a specific issue is warranted, then discussion on that issue shall be continued under Other Business at the end of the agenda. Before addressing the City Council, members of the public are asked to step up to the microphone, give their name, address and state the subject to be discussed. All remarks shall be addressed to the Council as a whole and not to any member thereof. No person other than members of the Council and the person having the floor shall be permitted to enter into any discussion without permission of the presiding officer.

Your participation, as prescribed by the Council's RULES, is welcomed and your cooperation is greatly appreciated.

1. CITY COUNCIL MEETING CALLED TO ORDER
2. ROLL CALL: Murphy, Greenberg, Parisian, Wagner, Mayor Blonigan
3. MICROPHONE CHECK: Murphy, Greenberg, Parisian, Wagner, Mayor Blonigan
4. OPPORTUNITY FOR THE PUBLIC TO ADDRESS THE CITY COUNCIL ON MATTERS NOT ON THE AGENDA
5. APPROVAL OF THE SEPTEMBER 17, 2024 MEETING AGENDA
6. **CONSENT AGENDA**: Pursuant to Council rules, one motion, non- debatable, will approve the recommendation noted. Any member of the Council may ask for an item to be taken from the Consent Agenda for discussion and separate action. Such items removed from the Consent Agenda shall be considered immediately following approval of the balance of the Consent Agenda:

- A. Acknowledge Northwest Jaycee's Donation to Badges and Bobbers Event
- B. Scheduling the date for the Truth-in-Taxation Budget Meeting
- C. Approval of Geotechnical Work
- D. Approval of Licenses

7. PRESENTATIONS

- A. 2025 Proposed General Fund budget

8. PUBLIC HEARINGS

- A. Consider Applications to rename Sanborn Park

9. OLD BUSINESS

- A. Consider Municipal Consent for Blue Line Extension Light Rail

10. NEW BUSINESS

- A. Proposed 2025 General Fund and Debt Service Property Tax Levies
- B. Proposed 2025 HRA Property Tax Levy
- C. Enterprise Funds Budget, Capital Project Funds Budget, and CIP Plan Work Sessions

11. OTHER BUSINESS

- A. Voucher Requests Pending Approval for Disbursement

12. ADMINISTRATIVE REPORTS

13. COUNCIL GENERAL COMMUNICATIONS

14. ADJOURNMENT



TO: Mayor and City Council
PREPARED BY: Matt Bazyk, Recreation Services Manager
APPROVED BY: Tim Sandvik, City Manager
DATE: September 17, 2024
RE: Acknowledge Northwest Jaycee's Donation to Badges and Bobbers Event

Background:

In 2023 the Robbinsdale Police Department and Robbinsdale Recreation Department organized the Badges and Bobbers event to help bridge the gap between local police and the community. During the two-hour event, officers from the Robbinsdale, Crystal, New Hope and Golden Valley PDs fish with residents. The day is hosted with the help of Baztec MN Outdoors, a local group of professional anglers. For 2024 we have added residents and police officers from Brooklyn Center.

Analysis:

Badges and Bobbers is free for residents, however there are costs for the Baztec team and other items needed to make the event a success. Robbinsdale Recreation staff solicit donations and apply for grants to help cover these costs. This year the Northwest Area Jaycees have donated \$1,000 to the event.

Recommendation:

Acknowledge and accept the donation made by the Northwest Area Jaycees.

Attachments:

None



TO: Mayor and City Council
PREPARED BY: Diaa Tahoun, Finance Director
APPROVED BY: Tim Sandvik, City Manager
DATE: September 17, 2024
RE: Scheduling the date for the Truth-in-Taxation Budget Meeting

Background:

The Truth-in-Taxation Law requires the Council to notify the County Auditor of the date of the meeting at which the budget and levy will be discussed and allow the public to comment. The meeting for public comment no longer needs to be separate from a regular council meeting and there is no requirement for a reconvened hearing. The County must receive this information no later than September 30, 2024. The date, time and place of the meeting will be printed on the individual property tax statement for the proposed property tax for 2025. The City may insert a flyer with the tax notices on the 2025 budget.

Analysis:

Cities are required to hold a public meeting on the proposed budget after November 24 and no later than December 28, at which the public is allowed to comment on the 2025 budget and tax levy. The staff recommends scheduling a public input opportunity and the adoption of the final tax levy for consideration at the Council meeting scheduled for December 3, 2024. The final tax levies to the County Auditor must be certified before December 30, 2024.

Recommendation:

By motion, waive the reading and order the adoption of the resolution scheduling the date of the Truth-in-Taxation Budget Meeting for the 2025 Budget and Property Tax Levy for December 3, 2024.

Attachments:

None

TO: Mayor and City Council
PREPARED BY: Richard McCoy, City Engineer/Public Works Director
APPROVED BY: Tim Sandvik, City Manager
DATE: September 17, 2024
RE: Approval of Geotechnical Work

Background:

As part of the preparatory work for upcoming street reconstruction projects, staff collects soil data to assist in specifying pavement thickness and exploring whether stormwater infiltration practices / rain gardens are possible. To perform this work, staff obtains quotes from qualified companies.

The projects currently included to perform the soil boring are –

Project 45424	York Avenue between 33 rd Avenue and 36 th Avenue
Project 37925	Chowen Avenue / Shoreline Drive between 43 rd Avenue and 41 st Avenue

Staff reached out to 2 companies to perform a total of 40 borings to a depth of 30' each (28 on the Shoreline Project and 12 on the York Avenue Project, along with analysis of 15 soil samples to evaluate presence of any soil contamination, primarily around the Sanborn Park area.

Responses received are as follows –

Intertek PSI	no submission received
Braun Intertec	\$ 86,883.00

Whilst only one response has been received, the price received is considered reasonable given the extensive additional environmental being sought. Staff recommends proceeding with the proposal from Braun Intertec.

Analysis:

None

Recommendation:

By motion, authorize the City Manager to enter into an agreement with Braun Intertec for the performing of soil borings and geotechnical work for City Projects 45424 and 37925 for the amount of \$ 86,883.00.

Attachments:

None



TO: Mayor and City Council
PREPARED BY: Chase Peterson-Etem, City Clerk/Assistant to City Manager
APPROVED BY: Tim Sandvik, City Manager
DATE: September 17, 2024
RE: Approval of Licenses

Background:

As required by City Code, contractor and business licenses issued in the City of Robbinsdale must be approved by the City Council. Attached is a list of applicants requesting a license or license renewal to operate within the City. All appropriate fees have been paid and certificates of insurance and bonds, if required, have been filed with the City Clerk.

Analysis:

Not applicable.

Recommendation:

By motion, approve issuance of licenses dated 9/17/2024.

Attachments:

1. Licenses

Contractor Licenses for Council Approval

<u>Name</u>	<u>Licensee Type</u>	<u>Fee Amount</u>
CENTRAL ROOFING COMPANY	Commercial Contractor	\$50.00
GOOD QUALITY PLUMBING, LLC	Plumbing Contractor	\$50.00
HORIZON ROOFING INC	Roofing	\$50.00
IMAGE360-BLOOMINGTON, MN	Sign Contractor	\$50.00
MIC SERVICES, LLC	Commercial Contractor	\$50.00
VECTOR SERVICES	Mechanical Contractor	\$50.00
VECTOR SERVICES	Plumbing Contractor	\$50.00

Number of Licenses Requesting Council Approval:

7

BUSINESS LICENSES FOR COUNCIL APPROVAL

09/13/2024

License Type	Applicant	License Fee
Crane Operators	CENTRAL ROOFING COMPANY	50.00



TO: Mayor and City Council
PREPARED BY: Diaa Tahoun, Finance Director
APPROVED BY: Tim Sandvik, City Manager
DATE: September 17, 2024
RE: 2025 Proposed General Fund budget

Background:

Analysis:

Recommendation:

Attachments:

1. 2025 Preliminary Levy Presentation 9.19.23



PROPOSED 2025 GENERAL FUND AND DEBT SERVICE LEVIES

September 17, 2024



AGENDA

- Definitions
- 2025 Budget Features
- Quick Overview
- 2025 Budget Requests
- General Fund Revenue Highlights
- Property Tax Levies 2025
- General Fund Expenditures Highlights
- General Fund Reserves
- Tax Impact
- Conclusion

DEFINITIONS

- **Estimated Market Value** – The assessor determines each property's estimated market value based on sales of comparable properties, cost of construction minus depreciation, income generated by the property (if applicable), and other relevant available information. The estimated market value of a home is the price that the property would be expected to sell for on the open market.

DEFINITIONS

- **Market Value Exclusions/Taxable Market Value** - For some properties, a portion of the market value is excluded from taxation. All homesteads with an estimated market value below \$413,800 have a portion of the market value excluded under the homestead market value exclusion. Other market value exclusions are provided through the “Green Acres” program and the disabled veteran’s exclusion. A property’s taxable market value is its estimated market value less any applicable market value exclusions.

DEFINITIONS

- **Taxable Net Capacity** - A taxing jurisdiction's taxable net tax capacity is the total net tax capacity of all properties within the jurisdiction, excluding a portion of the value of property located in a tax increment financing district.
- **Levy** - Each local taxing jurisdiction certifies a levy equal to the amount it intends to raise from property taxes in the upcoming year. For some local taxing jurisdictions, the levy may be constrained by state-imposed levy limits.

DEFINITIONS

- **Fiscal Disparities** - A revenue-sharing program that applies to cities in the Twin Cities metro area and on the Iron Range. The program shifts tens of millions of dollars of property tax base between communities in the metro. Some cities, counties and school districts gain tax base, while others lose it. Tax-base sharing spreads the fiscal benefits of commercial-industrial growth no matter where the property exists within the metro area.



2025 BUDGET FEATURES

- Continuation of current services levels
- Use of reserves
- Three new positions.



QUICK OVERVIEW

- 2025 Proposed General Fund Levy is an increase of \$880,088
- The net general fund property tax levy proposed is an increase of 10%
- Debt Service Levy increase for road construction, and other equipment purchases of 71.53%
- HRA Levy increase of 3.62%



2024 BUDGET REQUESTS

- Three new positions request are included in the 2025 budget
- The Public Works department will include the addition of a full-time Maintenance Parks (\$62,691) to provide help with parks maintenances.
- The Engineering Department will hire a full-time GIS Technician at a salary of (\$60,000) to assist with construction inspections. This proposal will allow the city to cancel the current four-hour-per-month GIS agreement with LOGIS.
- The Public Safety department will include the addition of a full-time Administrative Assistant(\$27.50/hour) to support both the Police and Fire Departments.
- No significant capital requests are included



GENERAL FUND REVENUE HIGHLIGHTS

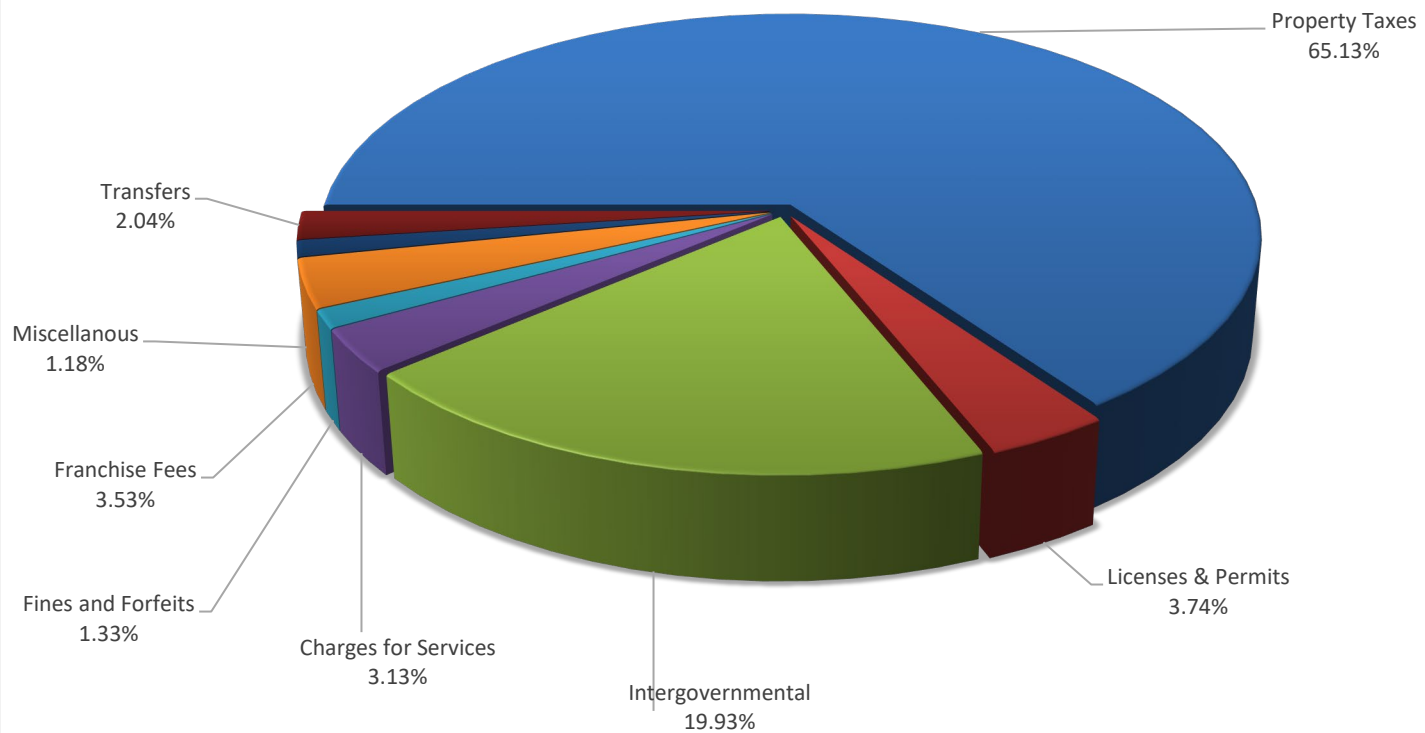
- Projected Revenue = \$14,713,562 (2.62% increase, \$375,940)
- LGA increases \$6,006
- Franchise Fees = \$520,000 is a \$8,887 decrease from 2024 budget and represents a 50/50 allocation to GF and Street Reconstruction
- Fines & Forfeitures = \$195,000 due to short-staffed
- Permits based on a five year average, excluded large apartment projects



GENERAL FUND REVENUE HIGHLIGHTS

- \$200,000 transfer from Capital Funds reimbursing for Engineering staff time on projects
- \$50,000 transfer from Solid Waste for Code Enforcement activities
- \$50,000 transfer from a combination of Liquor and License Center Funds for General Fund

2024 Proposed General Fund Revenue Budget



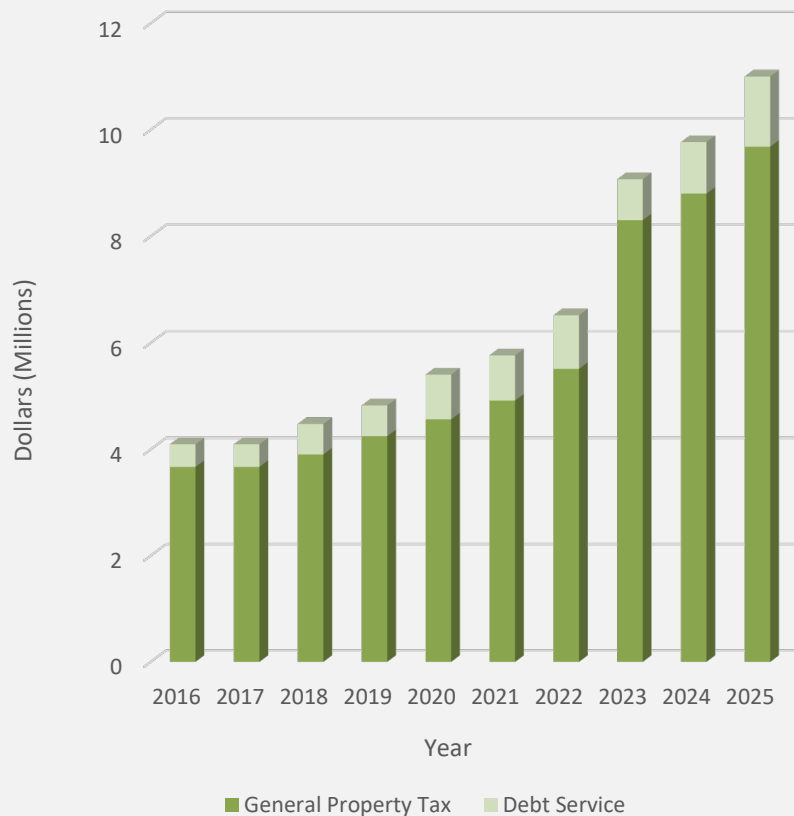


PROPERTY TAX LEVIES - 2025

- General Fund Levy of \$9,680,971
- 2015A GO Street Bond Levy – \$321,873 (2/1/26)
- 2017A GO Street Bond Levy - \$7,300 (2/1/28)
- 2018A GO Street Bond Levy - \$66,820 (2/1/29)
- 2018A Equipment Certificates - \$66,518 (2/1/29)
- 2020A GO Street Bond Levy – \$55,2641 (2/1/32)
- 2020A Equipment Certificates - \$122,850 (2/1/30)
- 2023A GO Street Bond Levy - \$415,700 (2/1/34)
- 2023A Equipment Certificates - \$138,950 (2/1/33)
- 2024A GO Street Bond Levy - \$75,621 (2/1/35)
- 2024A Equipment Certificates - \$46,277 (2/1/30)
- HRA Levy - \$334,832
- * (date) denotes final bond payment



CITY OF ROBBINSDALE
General Property Tax
& Debt Service

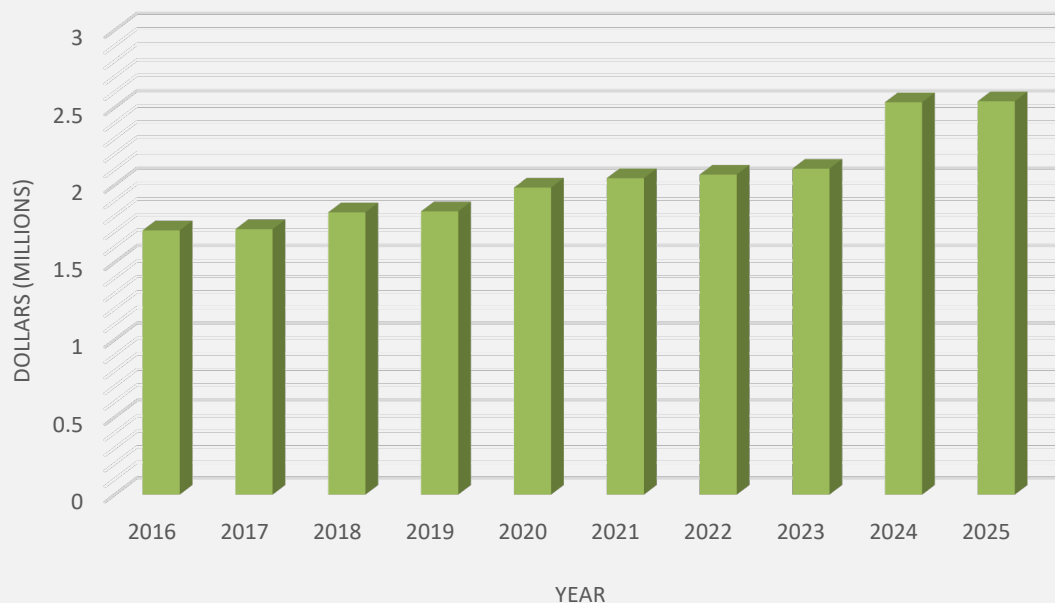


Amounts By Year
General Debt Service

2016 - \$	5,114,500	454,696
2017 - \$	5,309,272	572,259
2018 - \$	5,574,736	575,291
2019 - \$	4,248,000	575,291
2020 - \$	6,345,973	847,900
2021 - \$	6,790,191	1,005,054
2022 - \$	7,360,567	1,016,282
2023 - \$	8,302,720	767,885
2024 - \$	8,800,883	966,307
2025 - \$	9,680,971	1,317,172



LOCAL GOVERNMENT AID



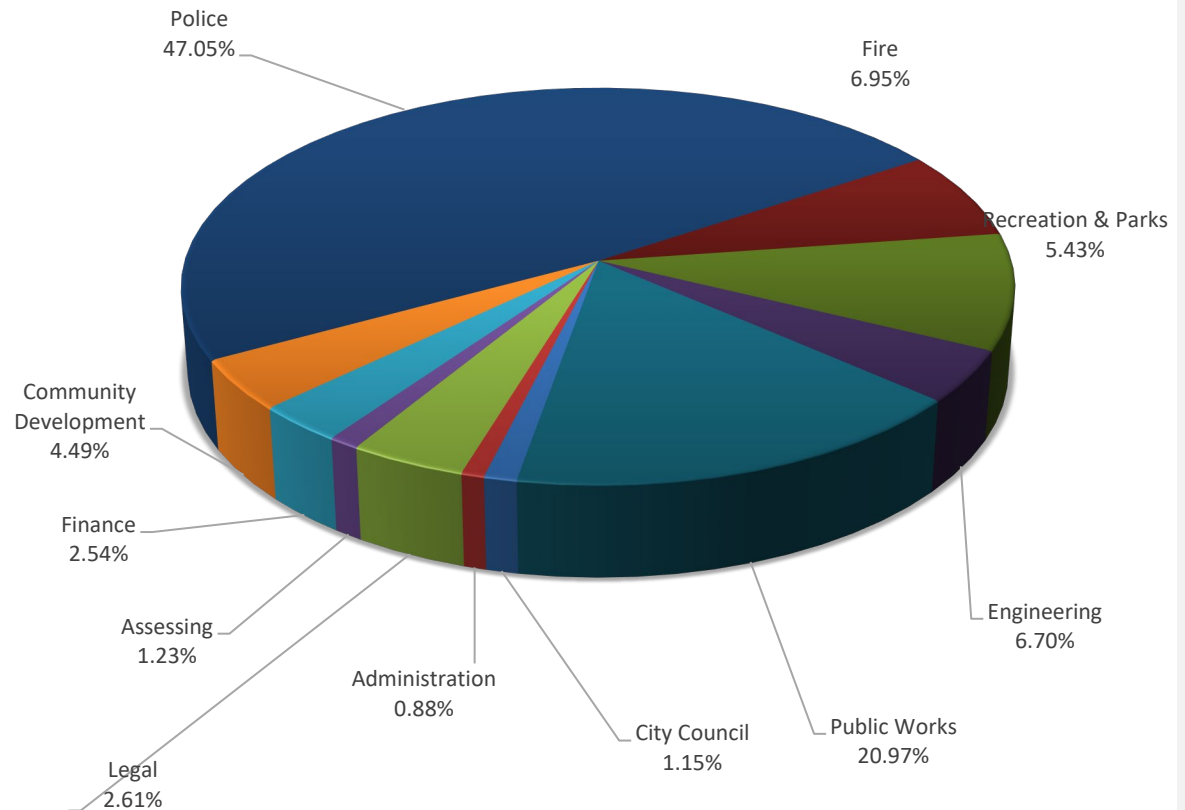
Amounts	By Year
2016 - \$	1,706,053
2017 - \$	1,714,182
2018 - \$	1,822,775
2019 - \$	1,828,941
2020 - \$	1,982,591
2021 - \$	2,043,372
2022 - \$	2,066,556
2023 - \$	2,104,927
2024 - \$	2,533,966
2025 - \$	2,540,002



GENERAL FUND EXPENDITURE HIGHLIGHTS

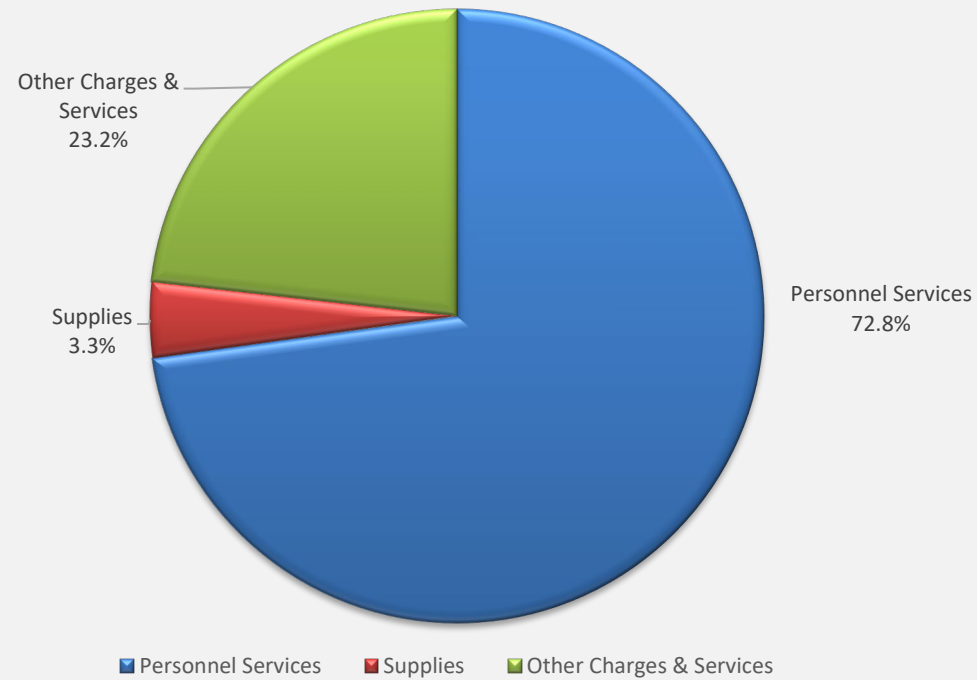
- 2025 Proposal including transfers = \$15,164,909 a 3.78%, or \$586,502 increase from 2024 budget
- Includes allowance for cost of living and other compensation adjustments
- Internal Service Fund charges held constant from prior year levels
- Large capital purchases planned for the future will need to be financed with capital notes, use of reserves and/or deferred

2025 Proposed General Fund Expenditure Budget





2024 Proposed General Fund Expenditures





GENERAL FUND RESERVES

- Reserves of \$451,347 are proposed to be used
- General Fund reserves at end of 2025 = \$9,886,963
(62.22% of proposed GF Expenditures)



TAX IMPACT

- 2025 tax levy impact before fiscal disparities is a 12.68% change from the 2024 levy
- The total Fiscal Disparity allocation decrease equals an adjustment for 2025 of (5.7%)
- The net spread levy impact including fiscal disparities is 18.37%
- The tax levy impact over the last six years on the average home is about \$736.34 or an average of \$122.72 per year



CONCLUSION

- Review proposed General Fund and Debt Service levies and budgets
- Proposed internal service fund charges
- Public Truth-in-Taxation meeting date – Dec 3rd
- Future budget and CIP meeting dates
- Additional information will be gathered prior to the TNT meeting
- Questions & Comments?

TO: Mayor and City Council
PREPARED BY: Tim Sandvik, City Manager
APPROVED BY: Tim Sandvik, City Manager
DATE: September 17, 2024
RE: Consider Applications to rename Sanborn Park

Background:

Some years ago, at the urging of (then Council Member) Mayor Blonigan, the City of Robbinsdale was the first City to join with the City of Golden Valley in the formation of Just Deeds. Just Deeds has since grown to include many local jurisdictions, all of whom aim to allow property owners to discharge racially restrictive covenants from their properties. As a part of this effort, Mayor Blonigan shared the discovery that the Sanborn Holding Company, along with others in the real estate profession, sold off dozens of properties near Sanborn Park while utilizing the practice of incorporating racially restrictive covenants.

Analysis:

Last fall, in concert with Human Rights Commissioners, the City Council agreed a Parks and Facilities Naming Policy should be enacted before moving forward with any name change. This was reviewed by Council, and ultimately approved in April 2024.

At the September 10, 2024 City Council Work Session, staff updated Council that the City has received two submissions. Attached to this item are the memo from the Work Session, the two (2) applications, and feedback from the Parks, Recreation, and Forestry Commission (as their feedback is required as a part of the new policy).

As a part of the new policy, the Council is required to host a Public Hearing on the applications, that is to take place September 17, 2024. This Public Hearing has been advertised in the Birdtown Brief, social media, the Sun Post, and has received attention from local media.

The Council is required to open the Public Hearing, take feedback, and close the Public Hearing. Beyond that, Council may consider a variety of options for next steps.

Recommendation:

Host the Public Hearing to take feedback on the two Parks Renaming Applications.

Attachments:

1. Memorandum (8)
2. 2921_001
3. 8.27.24 Robbinsdale PRF Commission DRAFT Minutes

TO: Mayor and City Council
PREPARED BY: Tim Sandvik, City Manager
APPROVED BY: Tim Sandvik, City Manager
DATE: September 10, 2024
RE: Parks and Facilities Naming Proposals (2)

Background:

In October of 2023, the Human Rights Commission (HRC) presented to the City Council at a work session. At that meeting, HRC members suggested the renaming of Sanborn Park. The City Council ultimately agreed that a Parks Naming Policy should exist, before moving forward in the process. The Human Rights Commission volunteered to help the process of creating a policy - to which the City Council was supportive. At the March 2024 City Council work session, HRC members presented their findings. Along with staff input, Council gave direction to City staff to create a DRAFT policy. This DRAFT policy was reviewed by the Parks, Recreation, and Forestry Commission, and feedback was provided to Council at the April Work Session. On April 16th, 2024, the Robbinsdale City Council formally approved the Parks Naming Policy.

Analysis:

Since the formation of the policy, the City Manager has now received two applications/proposals (attached). As is required by the policy, the Parks, Recreation, and Forestry Commission reviewed those proposals (on August 27, 2024) and have provided DRAFT feedback (attached).

Staff will present the item, and share next steps with Council, including the Public Hearing scheduled for September 17, 2024.

Recommendation:

NA

Attachments:

1. 2921_001
2. 8.27.24 Robbinsdale PRF Commission DRAFT Minutes



City of Robbinsdale, MN
4100 Lakeview Avenue North
Robbinsdale, Minnesota 55422-1898
Phone: (763) 537-4534
Fax: (763) 537-7344

Rec'd
6/21/24
(TS)

City of Robbinsdale
Parks and Facilities Naming Proposal Form

Naming Committee Information (minimum of 5)

Name	Address	Signature
William A Blonigan	4300 Twin Oak Lane Robb.	William Blonigan
Michelle J Vauth	4264 Twin Oak Ln.	Michelle Vauth
Grant Vauth	4264 Twin Oak Ln	Grant Vauth
Regan Murphy	4001 Orchard Ave N	Regan Murphy
Kristine Murphy	4001 Orchard Ave N	Kristine Murphy

Committee Contract Information

Address	4300 Twin Oak Lane Robbinsdale, MN 55422	Email	bloniganlaw@gmail.com
Day Phone	763.537.7776	Evening Phone	763.537.7776

Name of Person(s), Organization, Event, or Natural Geographic Feature to be Considered:

Renaming Sanborn Park "Shoreline Park"

Description of Facility (new or existing) at which dedication would be located:

Sanborn Park

Please provide background information on your proposed name. For example, if the suggestion is a person or organization, how have they served or contributed to the City in a positive way? If your suggestion is natural, cultural, or geographical, how does it provoke positive themes? Finally, please share how your proposal promotes equity/inclusiveness, services to the community, and/or observes local history.

"Shoreline Park" would be located on Shoreline Drive and across from the Sanborn family donated the Sanborn Park land to the city. It was marginal land. They also platted surrounding property and burdened the individual lots with Racially Restrictive Covenants. Equity and inclusiveness are promoted by removing reference to and honors for the family name that instituted Racial Prejudice, slanders and racism to the surrounding area and city. The adjacent roadway has been geographically known as Shoreline Drive for decades and "Shoreline Park" is a descriptor which locates the park geographically to travelers.

*All forms to be submitted to Robbinsdale City Hall, 4100 Lakeview Ave N, c/o City Manager





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Robbinsdale Parks and Facilities Naming Policy

Purpose: Establish a policy that creates a consistent mechanism for the official naming/renaming of assets and facilities belonging to the City of Robbinsdale, MN.

Objectives:

- Ensure city assets and facilities are easily identified and located.
- Ensure public participation in the naming of city assets.
- Ensure that names given to city assets reflect the culture and diversity of the city and the communities the city serves by including names that honor various genders, ethnicities, races, tribes, and socioeconomic backgrounds, ensuring representation of various demographic groups.

The City of Robbinsdale's assets include all property under the city's ownership, including that of the Robbinsdale Economic Development Authority, including but not limited to buildings (including rooms), structures, open space, public parks, natural areas, wetlands, land, lakes, ponds, trails, nature reserves, environmental habitat, community gardens, neighborhoods, and streets.

Guidelines for the naming of City of Robbinsdale's Assets and Facilities

In considering naming or renaming a city asset, the Robbinsdale City Council should consider the following criteria:

1. Individuals who have made a significant contribution to the city of Robbinsdale and communities it serves can be considered. These can include but are not limited to:
 - a. Honor community leaders and inspiring figures who have contributed outstanding civic service and or engender a strong sense of civic responsibility or social/economic justice that inspire future generations and promote positive values.
 - b. Someone who has made a significant contribution to the protection of the city's natural or cultural resources or has enhanced the quality of life for residents.
 - c. All such honored individuals, as indicated in a. and b. above, must be deceased for at least one year.
2. Natural and geographic features that reflect the area's natural elements, landscape, flora or fauna.
3. Names that provoke positive themes fostering a sense of unity and inclusiveness (e.g. Unity Park).
4. Names that reflect the connections to indigenous communities from the area.
5. Recommendations shall include at least one of the following priorities:
Equity/Inclusiveness, Service to the Community, and/or Observe Local History.

In considering naming or renaming city assets, the Robbinsdale City Council shall be guided by the following principles:

1. At least one of the above stated criteria is met.
2. Names with connotations that by contemporary standards are derogatory or profane will not be considered, and any assets named for such shall be renamed.
3. Aim for a name that is inclusive and ensures that various demographics are represented throughout the city's assets, so all individuals are welcomed and represented.
4. The proposed name may not be considered if it is a duplication of adjacent cities' parks and facilities to minimize confusion amongst the public and emergency response teams.

Procedure: The Robbinsdale City Council shall set forth the following procedures for naming or renaming Robbinsdale assets and facilities:

1. A request for naming of a city asset shall be submitted to the City Manager and/or the Robbinsdale City Council. The city shall develop a form to solicit suggestions for names of city assets from organizations, neighborhood residents, individuals and the media. All suggestions, solicited or not, shall be acknowledged and recorded for consideration. The City may limit the number of submissions within a calendar year to two (2). Submissions will be considered on a rolling basis.
2. All submissions must include a "nominating committee". Such nominating committee shall include at least five (5) Robbinsdale residents.
3. The submission must be consistent with the criteria stated in this policy.
4. Submissions must complete application form provided by the City to be considered.
5. Staff shall formally respond to applicant(s) within 90 days.
6. The city of Robbinsdale shall notify the community of a public hearing at least 10 days prior in communication methods the city typically uses to provide an opportunity for public comment on name considerations.
7. The Robbinsdale Parks, Recreation, and Forestry Commission shall review all considered applications, and provide feedback to the City Council for consideration.
8. The city of Robbinsdale will also provide opportunities for community members to make suggestions electronically and through other means (e.g. The Birdtown Brief).
9. The Robbinsdale City Council shall make the final naming decision, taking into consideration the preferences indicated by community members.
10. The nominating person(s) may be responsible for costs associated with any dedication, background check fees, and recognition/memorials. Recommendations shall be made by the City Manager, and the City Council will issue a decision if necessary.
11. Robbinsdale assets and facilities shall be identified by the established name, and signs shall be maintained as a source of identity and civic pride.



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Phone: (763) 537-4534
Fax: (763) 537-7344

Rec'd
7/10/14
(15)

City of Robbinsdale
Parks and Facilities Naming Proposal Form

Naming Committee Information (minimum of 5)

Name	Address	Signature
Kristyn Lee	3638 Orchard Ave N	Kristyn Lee
Julie Ralston Aoki	3615 Abbott Ave N	Julie Ralston Aoki
Donna Nault	5820 42 ND AVE N	Donna Nault
Carlos Smith	4293 Lakeland Ave N	Carlos Smith
Rita M. Fox	4041 Perry Ave. N.	Rita M. Fox

Committee Contract Information Robbinsdale Human Rights Commission

Address 3638 Orchard Ave N, Robbinsdale, MN 55422	Email kdegross75@gmail.com
Day Phone 612-440-3230	Evening Phone 612-440-3230

Name of Person(s), Organization, Event, or Natural Geographic Feature to be Considered:

Sanborn Park

Description of Facility (new or existing) at which dedication would be located:

Sanborn Park

Please provide background information on your proposed name. For example, if the suggestion is a person or organization, how have they served or contributed to the City in a positive way? If your suggestion is natural, cultural, or geographical, how does it provoke positive themes? Finally, please share how your proposal promotes equity/inclusiveness, services to the community, and/or observes local history.

Please see attached document.

**All forms to be submitted to Robbinsdale City Hall, 4100 Lakeview Ave N, c/o City Manager*



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 - b. Someone who has made a significant contribution to the protection of the city's natural or cultural resources or has enhanced the quality of life for residents.
 - c. All such honored individuals, as indicated in a. and b. above, must be deceased for at least one year.
2. Natural and geographic features that reflect the area's natural elements, landscape, flora or fauna.
3. Names that provoke positive themes fostering a sense of unity and inclusiveness (e.g. Unity Park).
4. Names that reflect the connections to indigenous communities from the area.
5. Recommendations shall include at least one of the following priorities:
Equity/Inclusiveness, Service to the Community, and/or Observe Local History.

Proposal for Name Change of Sanborn Park Robbinsdale Human Rights Commission

DATE: July 8th, 2024

Based on the research done by the Robbinsdale Human Rights Commission and the Robbinsdale Historical Society, a proposal is being made to change the name of Sanborn Park due to the racist practices the Sanborn family employed when developing their land into a residential area.

Historical Background

In the 1870's, Charles Hammond Sanborn and his wife Sarah Josephine Gates Sanborn settled on a hundred-acre farm near Crystal Lake. Although Charles Sanborn died in 1892, a year before the city of Robbinsdale came into being, his wife worked with a variety of real estate partners to sell off the family's land between 1902-1924. On July 10th, 1921 Sarah Sanborn formed the Sanborn Holding Company along with her daughter Charlette Sanborn Hellberg. Their properties became the Sanborn Terrace and Victory View Subdivisions. The Sanborns worked with the David C. Bell Agency and a few other developers to sell off their lots. When looking through the covenants on the University of Minnesotas Mapping Prejudice website, you'll see that covenants were inserted into the deeds of Victory View and Sanborn Terrace properties. When the seller is listed as the Sanborn Holding Company, the language contained is often:

The said party of the second part hereby agrees that the premises hereby conveyed shall not at any time be conveyed, mortgaged or leased to any person or persons of Chinese, Japanese, Moorish, Turkish, Negro, Mongolian or African blood or descent.

Racial covenants like this can be found in the deeds of properties throughout the city of Robbinsdale. These discriminatory clauses were inserted to prevent people who were not white from buying or renting homes and were used as a deliberate marketing tool to sell properties to white families. These covenants were legally-enforceable and anyone who challenged them risked forfeiting their claim to the property. They were designed to keep neighborhoods segregated and these racially restrictive covenants have contributed to lasting patterns to racial segregation here in Robbinsdale. The use of racial covenants was legal in Minnesota until 1953. Due to the Sanborn family's history of racially restrictive covenants, we are proposing that Sanborn Park no longer be named after a family that represents the city of Robbinsdale's racist and segregatory history.

New Name Proposal

The Robbinsdale Human Rights Commission recommends that Sanborn Park be renamed Castile Park, due to his family's longtime residency in Robbinsdale and the legacy he left behind. On July 6, 2016, Philando Castile, a 32-year-old African American man, was fatally shot during a traffic stop by police officer Jeronimo Yanez of the St. Anthony police department in the Minneapolis–Saint Paul metropolitan area. Although Castile was compliant, he was shot 7 times at point blank range within 40 seconds of the traffic stop in front of his girlfriend and her young child.

Philando Castile's mother Valerie Castile was a Robbinsdale Community member during this time and lived in Robbinsdale for over 12 years in which countless Castile family celebrations were held in Robbinsdale parks. Valerie Castile turned her immense grief into love by creating the Philando Castile Relief Foundation. Because Mr. Castile was a school cafeteria worker and was known to pay off his students' school lunch debts, the charity focuses on paying school lunch debts and addressing gun violence in the Minneapolis metro area. In April, 2019 the foundation gave \$8,000 to wipe out the accumulated lunch debt of all seniors at Robbinsdale Cooper High School as it was threatening the ability of students to graduate. Her foundation has continued to support Cooper High School and other schools throughout the metro area by donating more than \$200,000 to pay off school cafeteria debt. During the spring of 2023, her advocacy was a big part of the legislature passing a bill that allows school children to have free breakfast and lunch in the state of Minnesota. During the passing of the bill, Oumou Verbeten spoke in remembrance of Philando on the Senate floor Tuesday, as the Legislature considered a bill to pay for breakfast and lunch for all Minnesota public school students.

"He was a beloved member of our community because he was known as the lunch man, or Mr. Phil, at J.J. Hill," Oumou Verbeten said. "He knew every student's name and he never let any of his kids go hungry. He would always make sure that they had a meal. I think today we have an opportunity to step up as a state, so that it's not on those individual nutrition staff....It's really on us to make sure that our students are fed and they have those meals in school."

Mr. Castile's love of children in the Twin Cities was known to everyone that knew him. The Robbinsdale Human Right's Commission recommends honoring his legacy by renaming Sanborn Park to Castile Park. His mother stated that "Philando needs a park where children can just be children without adult worries." Instead of honoring a family with a history of racial discrimination, we have the opportunity to honor a family whose focus has been to lift up and invest in our local children.

Minutes (DRAFT)

1. ROLL CALL: Beck _X_, Erdos-Thayer _O_, Hickman _X_, Sparks _X_, Markfort _O_, Rochon-Washington _X_, Vaith _X_

Others present: Matt Bazyk: City Staff

Meeting called to order at 7:02

2. CONSIDERATION OF MINUTES

Beck motion to approve as is.

Beck 2nd

3. NEW BUSINESS

- A. Naming of New Commissioner: Erin Sparks

Signed Oath of Office.

- B. Hollingsworth Memorial

Discussed the Hollingsworth Memorial and purpose. Vaith: Previous Commissioners had voted on it and it is still under construction.

Bazyk: Explained the purpose of vote and the roll of the Commission in the parks renaming processes. Commission understands this is not a vote for or against either of the proposed names. Each Commissioners read applications and completed the voting rubric on their own. Votes collected and announced by Bazyk.

- C. Park Renaming Submission: Shoreline Park

Vote By Commission: 1) Y 5 N
2) Y 5 N
3) Y 5 N
4) Y N 5

- D. Park Renaming Submission: Castile Park

Vote By Commission: 1) Y 5 N
2) Y 5 N

- 3) Y 5 N
- 4) Y N 5

E. Hennepin County Play Area Grant

Vaith: Are there specific items that will help us get the grant? Accessible playgrounds?
Sparks: Can we apply without an official plan?

F. PRFC Meetings Through the Summer

Vaith: Can meetings be canceled if meetings?

Matt: Yes

Hickman: Motion to vote on resuming meetings for June, July and August.

Beck: Seconded

5 in favor.

4. OLD BUSINESS

A. Spanjers Fence:

B. Fitness Court at Lakeview Terrace:

Bazyk: Explained differences and needs of the space.

Rochon-Washington: Option 1, due to monkey bars on option 2 not as accessible and could lend kids to treat it as a play area. Agility ladder on open space, painted on. Highest jump could be dangerous. All good exercises.

Beck: How do we teach people to use it? Matt: Kompan does provide signs for their equipment.

Rochon-Washington: Community Center could host an opening to show people how to use the equipment. Look for cardio equipment to add to the space.

Matt: Gametime option more compact. Hickman and Sparks agreed, not inviting to new workout people.

Rochon-Washington: If we lose the art instillation on the Fitness Court where can we add inclusive art in our parks?

Beck: Is Lakeview Terrace the definite location for this. Matt:

Rochon-Washington: LVT already has exercise happening in the space.

C. PMP Update:

Shared Tim and Richards's responses to Sanborn designs.

Beck: Do we need two fields?

Vaith: Negatives of dog parks?

Beck: Is there a better space for a dog park? Take it out of Sanborn.

Sparks: Building from A preferred.

Rochon-Washington: B would better allow for winter use.

Hickman: B has better “flow”.

Vaith: Idea of living roof is good. Flow of B is much better and inviting for different types of families. Water fountains!

Sparks: Outdoor fitness areas far from playground. If added keep closer to playground.

Bazyk: Pickleball Courts into current horseshoe stadium.

Beck: What all is going to be at the Meet and Greet?

Vaith: Wants to focus on inclusive art installations.

D. Trail Improvements

Bazyk: Holly with NPS helping redesign the Ped and Bike plan for Robbinsdale, addressing connectedness of parks and walkability of the city.

Hickman: “Daylighting” for pedestrians. Bumpouts and (lookup “Daylighting”)

Sparks: Sidewalk consistency in Ward 2. Why don’t all roads have sidewalks?

Bazyk: Concerns with shoveling. Roads not heavily traveled don’t need sidewalks.

City doesn’t want to take from residents already small yards.

5. INFORMATION ONLY

A. Forestry Report: Shared Stephan’s report.

B. Rec Report: Invited Commission to Badges and Bobbers on Sept 7th and the Chamber Meet and Greet on the 9th.

6. ADJOURNMENT

Rochon-Washington: Motion to adjourn. Sparks: 2nd. 8:58 pm

Parks, Recreation and Forestry Commission

Park Renaming Rubric

The purpose of this document is to indicate whether Park Renaming Applications meet the standards set out in the Robbinsdale Parks and Facilities Naming Policy. Rubrics are completed independently by each Parks, Recreation, and Forestry Commission Commissioner. The rubric does not serve as a vote for or against any suggested name change, merely if it meets the desired criteria.

Park/Facility in Question: Sanborn Park

Suggested Name Change: Shoreline Park

Commissioner: Damien Rocher-Washington Ward 4
D-R W-S

- 1) Does the suggested name change meet one or more of the criteria listed in the Robbinsdale Parks and Facilities Naming Policy? The guidelines can be found on page 2 of the document.

Yes ☒ No ☐

If "Yes" which one(s)?

2. Natural Features

- 2) Based on contemporary standards, is the suggested name free from derogatory or profane language?

Yes ☒ No ☐

- 3) Is the suggested name inclusive to various demographics and/or groups represented in Robbinsdale?

Yes ☒ No ☐

- 4) Does the suggested name duplicate parks or facilities from the surrounding communities?

Yes ☒ No ☒

If "Yes" please name the park and city it is located in.

Parks, Recreation and Forestry Commission

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Park/Facility in Question: Sanborn Park

Suggested Name Change: Shoreline Park

Commissioner: Daniel Hickman

Ward At-Large

- 1) Does the suggested name change meet one or more of the criteria listed in the Robbinsdale Parks and Facilities Naming Policy? The guidelines can be found on page 2 of the document.

Yes X No

If "Yes" which one(s)?

criteria 2. natural and geographic features

- 2) Based on contemporary standards, is the suggested name free from derogatory or profane language?

Yes X No

- 3) Is the suggested name inclusive to various demographics and/or groups represented in Robbinsdale?

Yes X No

- 4) Does the suggested name duplicate parks or facilities from the surrounding communities?

Yes No X

If "Yes" please name the park and city it is located in.

Parks, Recreation and Forestry Commission

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Park/Facility in Question: Sanborn Park

Suggested Name Change: Shoreline Park

Commissioner: *[Signature]* Ward 3

- 1) Does the suggested name change meet one or more of the criteria listed in the Robbinsdale Parks and Facilities Naming Policy? The guidelines can be found on page 2 of the document.

Yes ☒ No ☒

If "Yes" which one(s)?

2 geographic features

- 2) Based on contemporary standards, is the suggested name free from derogatory or profane language?

Yes ☒ No ☐

- 3) Is the suggested name inclusive to various demographics and/or groups represented in Robbinsdale?

Yes ☒ No ☒

- 4) Does the suggested name duplicate parks or facilities from the surrounding communities?

Yes ☐ No ☒

If "Yes" please name the park and city it is located in.

Parks, Recreation and Forestry Commission

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Park/Facility in Question: Sanborn Park

Suggested Name Change: Shoreline Park

Commissioner: Sparks Ward 2

- 1) Does the suggested name change meet one or more of the criteria listed in the Robbinsdale Parks and Facilities Naming Policy? The guidelines can be found on page 2 of the document.

Yes X No

If "Yes" which one(s)?

#2 Natural & geographic features

- 2) Based on contemporary standards, is the suggested name free from derogatory or profane language?

Yes X No

- 3) Is the suggested name inclusive to various demographics and/or groups represented in Robbinsdale?

Yes X No

- 4) Does the suggested name duplicate parks or facilities from the surrounding communities?

Yes No X

If "Yes" please name the park and city it is located in.

Parks, Recreation and Forestry Commission

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Park/Facility in Question: Sanborn Park

Suggested Name Change: Shoreline Park

Commissioner: M. Vaith

Ward 1/At Large

- 1) Does the suggested name change meet one or more of the criteria listed in the Robbinsdale Parks and Facilities Naming Policy? The guidelines can be found on page 2 of the document.

Yes ☒ No ☐

If "Yes" which one(s)?

#2 natural, geographic feature
nearby (shoreline)

- 2) Based on contemporary standards, is the suggested name free from derogatory or profane language?

Yes ☒ No ☐

- 3) Is the suggested name inclusive to various demographics and/or groups represented in Robbinsdale?

Yes ☒ No ☐

- 4) Does the suggested name duplicate parks or facilities from the surrounding communities?

Yes ☐ No ☒

If "Yes" please name the park and city it is located in.

Parks, Recreation and Forestry Commission

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Park/Facility in Question: Sanborn Park

Suggested Name Change: Castile Park

Commissioner: Damien Rochow - Washington^{3rd} Ward 4
D-R-M

- 1) Does the suggested name change meet one or more of the criteria listed in the Robbinsdale Parks and Facilities Naming Policy? The guidelines can be found on page 2 of the document.

Yes ☒ No ☐

If "Yes" which one(s)?

I, A 'HONOR INSPIRING FIGURES
I, C

- 2) Based on contemporary standards, is the suggested name free from derogatory or profane language?

Yes ☒ No ☐

- 3) Is the suggested name inclusive to various demographics and/or groups represented in Robbinsdale?

Yes ☒ No ☐

- 4) Does the suggested name duplicate parks or facilities from the surrounding communities?

Yes ☐ No ☒

If "Yes" please name the park and city it is located in.

Parks, Recreation and Forestry Commission

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Park/Facility in Question: Sanborn Park

Suggested Name Change: Castile Park

Commissioner: Daniel Hickman Ward At-Large

- 1) Does the suggested name change meet one or more of the criteria listed in the Robbinsdale Parks and Facilities Naming Policy? The guidelines can be found on page 2 of the document.

Yes X No

If "Yes" which one(s)?

1a. inspiring figures

- 2) Based on contemporary standards, is the suggested name free from derogatory or profane language?

Yes X No

- 3) Is the suggested name inclusive to various demographics and/or groups represented in Robbinsdale?

Yes X No

- 4) Does the suggested name duplicate parks or facilities from the surrounding communities?

Yes No X

If "Yes" please name the park and city it is located in.

Parks, Recreation and Forestry Commission

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Park/Facility in Question: Sanborn Park

Suggested Name Change: Castile Park

Commissioner: Beth Ward 3

- 1) Does the suggested name change meet one or more of the criteria listed in the Robbinsdale Parks and Facilities Naming Policy? The guidelines can be found on page 2 of the document.

Yes ☒ No ☐

If "Yes" which one(s)?

1A

- 2) Based on contemporary standards, is the suggested name free from derogatory or profane language?

Yes ☒ No ☐

- 3) Is the suggested name inclusive to various demographics and/or groups represented in Robbinsdale?

Yes ☒ No ☐

- 4) Does the suggested name duplicate parks or facilities from the surrounding communities?

Yes ☐ No ☒

If "Yes" please name the park and city it is located in.

Parks, Recreation and Forestry Commission

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Park/Facility in Question: Sanborn Park

Suggested Name Change: Castile Park

Commissioner: Sparks Ward 2

- 1) Does the suggested name change meet one or more of the criteria listed in the Robbinsdale Parks and Facilities Naming Policy? The guidelines can be found on page 2 of the document.

Yes ☒ No ☐

If "Yes" which one(s)?

#1a. Honor inspiring figures who have contributed
outstanding civic service

- 2) Based on contemporary standards, is the suggested name free from derogatory or profane language?

Yes ☒ No ☐

- 3) Is the suggested name inclusive to various demographics and/or groups represented in Robbinsdale?

Yes ☒ No ☐

- 4) Does the suggested name duplicate parks or facilities from the surrounding communities?

Yes ☐ No ☒

If "Yes" please name the park and city it is located in.

Parks, Recreation and Forestry Commission

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Park/Facility in Question: Sanborn Park

Suggested Name Change: Castile Park

Commissioner: M. Vaith Ward 1/at large

- 1) Does the suggested name change meet one or more of the criteria listed in the Robbinsdale Parks and Facilities Naming Policy? The guidelines can be found on page 2 of the document.

Yes ☒ No ☐

If "Yes" which one(s)?

#1a While an inspiring figure as it relates to social justice, there does not seem to be a direct or specific connection to Robbinsdale

- 2) Based on contemporary standards, is the suggested name free from derogatory or profane language?

Yes ☒ No ☐

- 3) Is the suggested name inclusive to various demographics and/or groups represented in Robbinsdale?

Yes ☒ No ☐

- 4) Does the suggested name duplicate parks or facilities from the surrounding communities?

Yes ☐ No ☒

If "Yes" please name the park and city it is located in.

TO: Mayor and City Council

PREPARED BY:

APPROVED BY: Tim Sandvik, City Manager

DATE: September 17, 2024

RE: Consider Municipal Consent for Blue Line Extension Light Rail

Background:

Following months of discussion related to Municipal Consent for the Blue Line Light Rail Extension, the City Council hosted an Open House on August 21, 2024, and a Public Hearing on September 3, 2024. Further, staff have provided information collected through email and an online survey (all information is available on the City website). Council further discussed Municipal Consent at the September 10, 2024 City Council Work Session.

Analysis:

The City Council, City staff, and project office continue to have good dialogue. Indicative of these efforts, staff have attached correspondence sent to the project office in 2023 and 2024 as formal documentation of concerns. The project office provided formal responses related to elevated structure and the parking facility in late August, 2024 - those items have been attached. Staff also received a letter on Friday September 13, 2024, from Nick Thomson, Interim Blue Line Extension Project Director, addressing concerns highlighted on a DRAFT Resolution reviewed by Council at the September 10, 2024 Work Session - this letter is attached.

As a reminder Municipal Consent includes three options:

- Take no action, which results in a “Yes”
- Vote “Yes”
- Vote “No” – If Council votes no, they are required to identify specific concerns, which must be considered by the project office. A legal opinion from Counsel confirming this is attached.

Recommendation:

Consider A RESOLUTION DENYING MUNICIPAL CONSENT FOR THE BLUE LINE LIGHT RAIL EXTENSION.

Attachments:

1. City of Robbinsdale - Letter to CMC 3.30.23
2. CC Considerations - LRT DRAFT
3. BLE Memo - Robbinsdale park and ride 09042024
4. PPT_BLE_R_ATGRADE
5. BLE Memo -Robbinsdale Bridge
6. Robbinsdale letter re Municipal Consent items 09132024
7. BLE Municipal Consent - Legal Opinion from Jared Shepherd, Campbell Knutson
8. DOCS-#232626-v1-
Blue_Line_Resolution_Denying_Municipal_Consent_(Robbinsdale)_2024-09-12



City of Robbinsdale

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Phone (763)537-4534 • Fax (763)537-7344
Website www.robbinsdalemn.com

March 30, 2023

Christine Beckwith
Project Director
METRO Blue Line Extension
6465 Wayzata Blvd #500
St Louis Park, MN 55426

Re: City of Robbinsdale – Design Comments on the METRO Blue Line Extension

Ms. Beckwith

The City of Robbinsdale appreciates the opportunity to express feedback regarding preliminary design concepts for the proposed METRO Blue Line Extension light rail project. Further, the City appreciates the work of, and continued partnership with the project office. The City is eager to continue conversations with the Robbinsdale City Council, residents, businesses, visitors, community stakeholders, and City staff to advocate for the interests of the City. Recognizing the project continues on a timeline with significant milestones, the City has created this letter to document serious concerns as we move towards the request for Municipal Consent.

The City Council has established that top priorities need to be addressed. They include:

1. **Public Safety** – The City Council shares the concerns of residents related to Public Safety. This includes addressing station area planning, any potential parking structure, pedestrian access (those going to-from transit and those near the system), and what appears to be (a lack of) enforcement issues. A part of this concern is that the City has observed significant behavioral issues at the existing bus-hub in Robbinsdale, and wants assurances these are addressed along with future mitigation efforts. Complaints throughout the metro have noted that riders on transit do not feel safe - **we are requesting a formal response** from the Metropolitan Council as to their plan on how to mitigate existing issues, and further enhance future experiences.
2. **Updated Data/Data Justification** – The City Council recognizes concerns from the community in regard to data and projections that the project office have used. This includes critical information like projected ridership and estimated trips-generated used for the original FTA application. Council is again **requesting formal notice of any upcoming adjustments to ridership projections**, and an explanation/justification for the use of any “pre-Covid” data/projections being used. A major concern causing the desire for updated information, is that the project office has stated the downtown Robbinsdale stop will potentially host more boardings than other stops along the line.
3. **Anti-Displacement Programs and Policies** – The City Council supports community concerns related to potential displacement of residents and businesses along the Blue Line LRT corridor. To start, the City Council **formally requests the project office commit a significant amount of resources** to communicate the project generally,

but also anti-displacement efforts. Further, the City requests that jurisdictional authorities covering the entire corridor (to include Hennepin County, the Metropolitan Council, and State of Minnesota) support Anti-Displacement policies and procedures, with programming and resources, both during and after rail construction.

4. **Engineering/Planning Concerns** – The City Council and City staff have continued to engage with residents and the project office to identify concerns, generally. This includes:

- Recognition that a center-running, at grade line requires space such that alterations to the existing corridor would be detrimental. These include potential loss of access to frontage roads, loss of pedestrian facilities, loss of (water treating) landscaping, parking in commercial areas, and turning lanes.
- Potential that the LRT will promote development/redevelopment that is heavily weighted towards high density residential over commercial, and further burden resident property taxes due to a lack commercial/industrial.

5. **Requesting Full Disclosure of Intended Takings** – The City Council, along with the community, has seen a variety of images that reflect different amount(s) of takings along the corridor. This may include private property, and **Council is requesting a formal description in its entirety.**

6. **The City Expects Continued Conversation on General Planning to Enhance Immediate and Residual to the Corridor** – The Robbinsdale City Council understands the desire of the project office to engage with the City as further details are considered. However, the City desires assurances that the City will have a role in engineering and architectural design. This may also include transfer of resources, including potential properties.

7. **North Memorial/South Station** – The most recent round of conversations with the project office included station area planning for the downtown area, but not the proposed “North Memorial” stop. Council has heard concerns about the bridge design that is required to elevate a stop at North Memorial. Further, Council requests the project office continue conversations with North Memorial and neighbors of the south area of Robbinsdale.

Station Location

The City Council considered two vicinities for a station location in the downtown area – near 41st Avenue and near 40th Avenue. After considerable discussion about the benefits and concerns of each, the City Council supports a station nearer 40th Ave (with a preference south of 40th Ave). Understanding a station closer to 41st Ave would benefit the downtown area more, Council supports an option that better serves Robbinsdale residents, including an abundance of naturally occurring affordable housing (NOAH), including transit dependent population(s). Finally, South 40th Ave includes more than 450 units of NOAH, many of which would be included in the project office’s projected ridership.

Park and Ride / Transit Station Location

Robbinsdale City Council considered several options when discussing a Park and Ride/Transit Station Location. Included in conversation were a parking facility providing additional parking for downtown during transit off-peak hours, the impact of traffic trip generation on local roads (not Hwy 81 or County Road 9), the potential size of the structure (relative to surrounding areas), and the incorporation of relocated (and potentially additional) bus routes/stops. Again, projected

daily boardings include (roughly) 2,200 out of 3,500 will be coming from buses. This projection is met with skepticism without further data.

During conversation, it was understood that some sites may not be available due to potential redevelopment. Further, Council as acknowledged, several questions remain about the need for a parking/park and ride facility at all (as noted, Council is requesting further information to justify the need for a park and ride). Ultimately, the City Council expressed favor that the project office consider the “US Bank” site (northwest corner of Hwy 81 and 40th Ave N) as the preferred site for any parking structure.

Park and Ride size – The project office has shared information that a parking structure could be justified at a level of 500-600 vehicles. While that number has fluctuated, concern remains about the justification generally, and updated modeling is sought by the City Council. However, the City Council does see some benefit in some parking, as it will help mitigate park and riders from taking street parking in adjoining neighborhoods. Again, it was recognized that a multi-story structure with excessive size, would not fit with the nature of the neighborhood.

Based on discussions and review of available information, the City Council feels that a right-sized parking structure is preferred. Finally, further design and detail will require community and Council review to minimize adverse impacts caused by additional traffic trips and the placement of bus stops (to better understand bus traffic concerns, including planning that limits congestion as Council will not support extended layovers or long-term queueing of buses).

Grade Separation

A part of the HNTB review investigated whether a grade separation (an elevated track) along the “downtown” portion of the corridor was feasible. The primary focus was grade separation at the intersections of 41st Ave and 42nd Ave. This correlates with identified concerns relating to potential impacts on adjoining commercial properties. A grade separation will mitigate takings required for a grade running line, and will also mitigate traffic and pedestrian (to include bicyclists) movements across those intersections. Based on Council discussion, Council preference is a grade separation of the Light Rail Line over 41st Ave and 42nd Ave. Finally, grade separation will mitigate some public safety concerns as it will reduce the response times of public safety vehicles.

Alignment

The City Council gained consensus that the alignment of the line should be center running.

In closing - The Robbinsdale City Council appreciates the ongoing relationship with the project office and Corridor Management Committee. As continued conversations consider priorities for a parking structure, priorities for station planning, (Who does the LRT serve – residents or visitors?), the City Council wants to ensure the positives outweigh the negatives. With that, the City Council fully recognizes that the LRT project will provide transit options, especially for those who are transit dependent and may ultimately reduce dependency and cost of owning automobiles and theoretically reduce vehicle congestion. Again, thank you for the opportunity to formally address the project office and Corridor Management Committee.

Best,



Tim Sandvik
City of Robbinsdale – City Manager



Specific to the Route – South to North

1. Lowry Ave Station – City of Robbinsdale is requesting:
 - a. Project Office formally document feedback from North Memorial Hospital
 - b. Project Office commit to a safety plan – as the station would be operated by the Metropolitan Council (Metro Transit), it rests on a Hennepin Council Facility (CR 81), as planned it sits in the City of Robbinsdale AND City of Minneapolis within Minneapolis Parks Board property.
 - c. Project Office commit to a controlled/secure platform
 - d. Project Office should consider bus hub provisions at this location
2. In tandem with the project, add curb and gutter on York Ave between Lowry and Parkview.
3. Current plans indicate a two-way frontage road access near North Memorial. While the City sees value in this consideration, the City requires that project office receive formal feedback from North Memorial.
 - a. If reconstruction includes work on the retaining wall between York and Abbott with precast concrete walls, City logo should be imprinted and colored.
4. The City would like to consider the reduction in France Ave behind Citizen's Bank during project construction.
5. The City would support the removal of the existing pergola at the NW corner of 36th & CR 81 – this could be relocated to a different area.
6. The City continues to support the left turn lane into Lake View Terrace Park boat launch (southbound on CR 81). Staff have seen multiple iterations.
7. The City may consider the elimination of impervious surface at the “turnaround” north of the access to LVT (near 37th Ave N).
8. The City does not support the loss of Ash trees by Hidden Shores on Lakeland Ave.
9. There needs to be a right turn lane for the semis exiting southbound CR 81 for the Lakeland Ave. N. frontage road. Semis depend on this section of frontage road in addition to moving vans for Birdtown Flats, etc...
 - a. The City would request that a sidewalk be installed on 39th Ave between CR 81 and West Broadway.
10. The City supports the placement of the “Downtown Station”, south of 40th Ave N.

11. The City does not support negative impacts at the Southeast corner of 40th Ave. N. and CR 81 (particularly 4227 40th Ave. N). This house will suffer from the adjacent traffic impacts.
12. Size and placement of parking facility – Most recent iterations have included a three hundred (300) stall ramp, which exceeds the number of spaces desired by the City Council. Additionally, the most recent version that staff has seen includes bus access on West Broadway and/or 40th Ave N. The City does not support additional traffic on side streets (including West Broadway, 40th Ave N, and Hubbard Ave). The City would like to see primary access come from CR 81. Further, the most recent iteration includes a location north and west of the intersection of 40th Ave and CR 81 – if this site is not chosen, the City must be presented with alternatives.
13. Elim church site should be considered an alternate for the Bus center-Parking ramp site. If US Bank is pre-emptively redeveloped, alternate plans should be developed. The funeral home site would provide a reasonable Plan C.
14. The City is requesting concrete streets be installed around the bus hub.
15. The City is requesting that there are not stops within 600 feet of the bus hub.
16. Turning movements on 42nd, near McDonald's access, needs further study. Current plans suggest potentially limiting egress/ingress to right turns only – the City is concerned this will limit access to McDonald's and other businesses, as well as City parking. Further, without proper engineering and design, people will continue to turn left (westbound on 42nd Ave N, OR exiting the parking lot on to 42nd Ave N).
17. The City does not support the loss of approximately 30% of parking for Robin Center, CVS, and any impacts of the retaining wall at Town Center.
18. In order to support at-grade structure, between 40th Ave N and (at least) 42nd Ave N, the City is requiring engineering and design elements be explicitly produced and shared with City officials. In December, Dan Soler and Christie Beckwith sat with the City Manager to discuss what the project office could share to ease concerns the Council has raised. At the January 9, 2024 City Council meeting, no plans were shared/discussed by the project office.
19. The City supports maintaining the left turn lane (southbound CR 81) to Twin Lakes/Three Rivers boat launch.
20. The City does not support 90-degree parking at Robin Center. This would require a variance and would not normally be permitted. **City Code Section 510.17 Subd. 3(b):** *Ninety degrees (90°) head in parking, directly off of and adjacent to a public street or alley, with each stall having its own direct access to the public street or alley, shall be prohibited. However, the city council may approve sixty degree (60°) head in angle parking, directly off and adjacent to a public street or alley, with each stall having its*



own direct access to a public street or alley, as a conditional use as regulated by subsection [535.01](#).

21. The Lakeland Ave. N. frontage road should not be disconnected between CVS and the gas station.
22. The City does not support the loss of the right turn lane from north bound CR 81 to 47th Ave. N. This will create conflicts with traffic turning into the neighborhood on the east side. This access point is almost exclusive and turning vehicles will conflict with accelerating northbound traffic. Further, any alterations to that intersection must consider neighbor traffic. The City requests a turn lane is shown.
23. The City requests that the new wall along the path near the water tower would be concrete panels and include a stamp of the Robbinsdale logo in blue (eg: Maple Grove along 94)
24. The City is requesting that area marked “Curb, Median, & Truck Apron” as indicated by red, be plantings.
25. The City is requesting that where beneficial (City’s discretion), re-platting take place
26. The City is requesting all overhead line that cross/run parallel to construction be undergrounded.

General Considerations, Observations

1. The City continues to patiently wait for the following data:
 - a. Ridership breakdown by stops. The project office received numbers in 2023, and has since shared projections for the entire LRT extension, but refuses to share individual stop projections. Since this includes justification for a parking structure, the City is requesting this data immediately.
 - b. Trip Time data.
2. The City has requested a response to the following:
 - a. In the event of a derailment at 40th Ave. N., 41st Ave. N., or 42nd Ave. N. what provisions will be available for emergency services to cross CR 81?
 - b. How will public safety officials acquire training related to LRT operations?
 - c. What apparatus will the project provide/provide reimbursement for? Does this include the creation/addition of a Public Safety substation?
3. The City is requesting that Hennepin County and the Metropolitan Council explicitly state where they support Anti Displacement policy (including what they will enact). Further, the City is requesting that both entities explicitly declare what amount of

resources (including personnel and dollars) will be dedicated to Anti Displacement efforts.

4. The City requests that Metro Transit continue to address public safety concerns at stations and on Light Rail.
5. The City does not support the reduction of speed on CR 81 if it shifts vehicle traffic on to side streets/residential neighborhoods. The City formally requests a traffic study indicating what a reduction in corridor speed, if proposed, does to local traffic.
6. The City is requiring a formal plan and commitment from Hennepin County and Metro Transit regarding snow plowing, snow storage, and snow removal on the rail corridor, roads, any parking structure, and walkways/paths.
7. The City supports updates to the intersection of 42nd Ave N and West Broadway.
8. The City is requesting the project office consider stormwater management infrastructure needs, including correlated costs, in tandem with construction.
9. The City is requesting the project office commit to a “no net loss” of vegetation, including but not limited to, plantings related to water quality treatment AND beautification.
10. The City is requiring formal notification of TPSS location(s)
11. The City is requesting that the project office show the need to continue the Rte 32 (to potentially be a BRT route in the future), north of the Lowry Station (as this seems redundant).
12. The City is requesting all lighting installed use LEDs with Dark Sky Compliance
13. The City is requesting clarification on Platform Security – eg: who provides proactive efforts, and who responds to emergency calls.
14. The City is requesting that the LRT (Met Council and/or Hennepin County) commit to paying utility fees for signals and street lights (including maintenance and replacement).
15. The City is requesting that storm water retention enhancements be a shared expense – prior agreements related to CR 81 would be null/void
16. The City requests access for conduit for Fiber along any construction.
17. The City will compile specific requests for areas outside the immediate corridor – those include, but are not limited to:
 - a. reconstruct the bridge on 36th near June and Halifax.



City of Robbinsdale, MN
4100 Lakeview Avenue North
Robbinsdale, Minnesota 55422-1898
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- b. reconstruct the pedestrian facilities downtown, including ADA compliance and consider utilities in tandem.
 - c. Parks investments, including sidewalks and trails system
 - d. Consider engineering that promotes safety at 42nd Ave N and West Broadway
 - e. CR 9 from CR 81 to TH 100
18. Request that Met Council pay taxes on land used for Parking Ramp
19. Met Council/Hennepin County responsible for all maintenance of landscaping, fencing, retaining walls, crosswalks, and signage along the corridor
20. Reimburse the City for all ROW that was purchased as a part of CR 81 reconstruction in 2005-2008
21. Follow direction from the City relating to streetscaping. Now would be the time to create a plan for execution...
22. Council needs to determine whether or not a set of demands related to municipal consent are agreeable. "Municipal consent by the City of Robbinsdale is dependent on..."



METRO Blue Line LRT Extension (BLRT)

6465 Wayzata Boulevard, Suite 600, St. Louis Park, MN 55426 www.bluelineext.org

Memo: Downtown Robbinsdale Park & Ride and Transit Center

September 4, 2024

Blue Line Extension project staff are working with the City of Robbinsdale to advance design of a park-and-ride and new transit center at the current US Bank site on the west side of Bottineau Boulevard north of 40th Avenue. The project is committed to advancing a design in close coordination with the city that serves transit riders, matches community character, and supports the city's long-term vision and goals for the downtown district and light rail station area. The proposed design includes:

- Approximately 290 parking spaces
- New transit center for bus and other transit service connections, freeing up the current Hubbard Transit Center site for future development
- Metro Transit police substation
- Remaining space on site for a US Bank branch and potential additional development

The relatively small size of the park-and-ride is consistent with ridership modeling. It will provide adequate parking capacity while maintaining a modest footprint to support other future development opportunities. Vehicle access will be restricted to Bottineau Boulevard (CR-81) and bus access will be restricted to West Broadway Avenue. The approximate size and location of the park-and-ride are key decisions pertinent to the Municipal Consent process. There are many design options for fitting parking, bus service, a bank branch, and a police substation within the identified site. Project staff look forward to continuing to refine and finalize specific design plans in partnership with the city through future design phases.

Right sized for Robbinsdale

Determining optimal park-and-ride size is an important decision point based on ridership modeling and community needs. It should provide adequate capacity to meet demand, while also fitting in with the surrounding community. Without sufficient capacity, potential riders may take local business parking or choose not to take transit. The current 290-space park-and-ride proposal will be one of the smaller structured park-and-rides in terms of capacity in the METRO Transit system. Previous design iterations included up to 500 parking spaces. In response to city concerns, the size of the park-and-ride was reduced to be more in line with Robbinsdale's community character and needs. The current design includes a single-story fronting West Broadway Avenue and a two-story structure fronting Bottineau Boulevard and the station at 40th Avenue. The design utilized the slope of the site to reduce the overall height of the structure. While larger park-and-rides can drive higher ridership projections, project staff are confident 290 spaces will provide adequate capacity for both light rail and bus service and operations without impacting other nearby parking options. Evaluation of a 290-space park-and-ride has been independently validated as adequately sized.

Ridership forecasts

Of the projected 800-825 riders per day boarding at the Downtown Robbinsdale Station, 39% are expected to be park-and-ride trips; 38% are expected to be walk access trips; 18% will be drop-off or bike trips; and 5% are likely to be transfers from other transit service. Ridership models show most park-and-ride users will come from Robbinsdale.

Access points support efficient traffic flow, transit service

People driving will only be able to access the park-and-ride from Bottineau Boulevard. Access for buses serving the transit center will be restricted to West Broadway Avenue, where they currently run today. This configuration will allow for efficient flow of both people driving and buses without causing backups or congestion on either West Broadway or Bottineau Boulevard. Traffic to and from the park-and-ride and transit center will be dispersed throughout the day, with minor peaks around rush hour times that are not expected to impact general traffic.

Size and location support future development visions

The minimal footprint of the proposed park-and-ride, transit center, and police substation will support other future development opportunities. US Bank, which currently owns and occupies the site is interested in redevelopment of that block if the park-and-ride site includes space for a local branch with a drive through. The current Preliminary Design Plans support this vision and include space for additional potential development.

Moreover, relocating the Robbinsdale Transit Center from its current location at the Hubbard Marketplace to the new park-and-ride will consolidate transit operations within the city and create an exciting redevelopment opportunity of the existing site. Hennepin County and the Metropolitan Council will no longer need the property in this area for a transit use and will work to advance city visions for future use, ownership, and redevelopment of this key site.

Conclusion

As the park-and-ride design advances, there will be opportunities for further collaboration on detailed design decisions. Blue Line Extension project staff greatly appreciate the continued partnership of the City of Robbinsdale in advancing a light rail project that successfully serves Robbinsdale residents and businesses now and for generations to come. This \$3.2 billion infrastructure project is a unique opportunity to invest in Robbinsdale and set the course for the city's future. Project staff have worked diligently to resolve numerous city requests and issues to date and are committed to continuing this productive partnership throughout future design phases. As the project moves forward, there will be many more opportunities to work collaboratively with the city to ensure the Blue Line Extension supports the city's vision for the future and reflects community priorities and values.

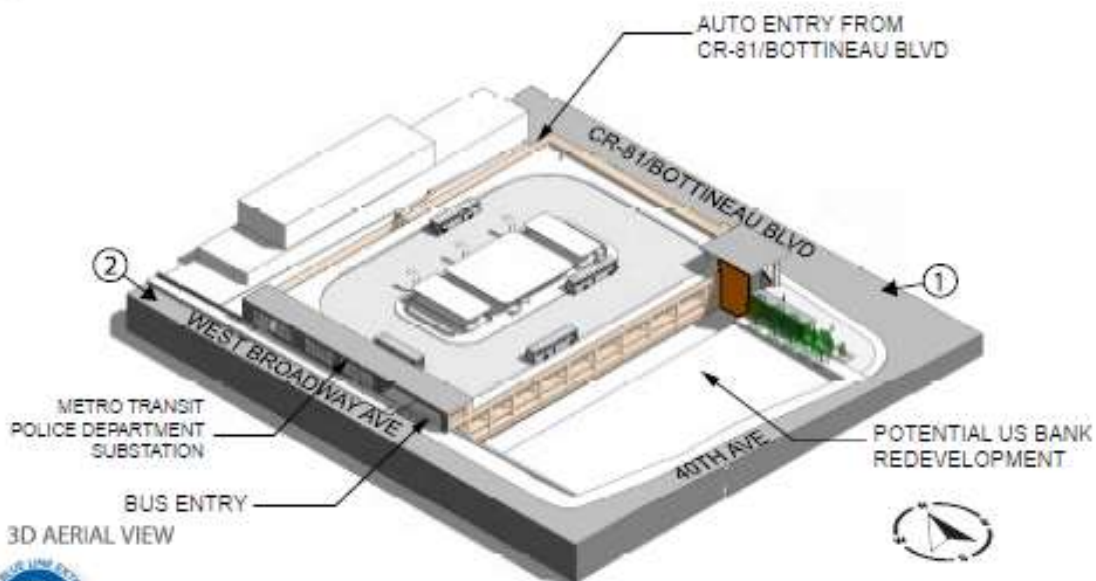
ROBBINSDALE PARK & RIDE PRELIMINARY DESIGN



① PERSPECTIVE AT BOTTINEAU AND 40TH AVE



② PERSPECTIVE AT WEST BROADWAY



METRO BLUE LINE EXTENSION





Robbinsdale At-Grade LRT

08/15/2024

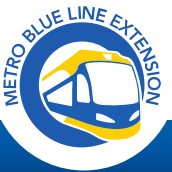


BROOKLYN PARK | CRYSTAL | ROBBINSDALE | MINNEAPOLIS



Key Topics

- At-Grade (vs Aerial) LRT
 - Traffic Signal Operations Comparison
 - Right-Of-Way Comparison
 - Pedestrian/Bicycle Crossing Safety



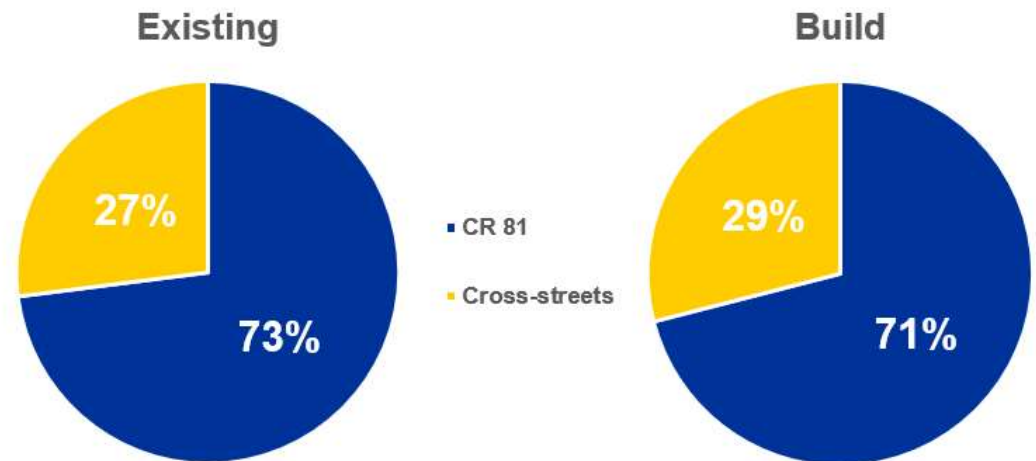
Traffic Signal Operations Comparison



Downtown Cross Street Signal Comparison

- At cross streets, the likelihood of encountering a green light with LRT is equal to the likelihood of encountering a green light without LRT
- All routes via 40th, 41st, and 42nd across CR 81 will remain the same as existing options
- Shown to right: firefighters traveling on cross streets are about 70% likely to encounter a red light when approaching CR 81 today, and this will stay the same under build conditions

Amount of Green Time per Roadway

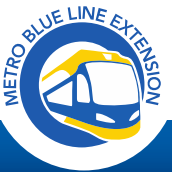


Right-Of-Way Comparison

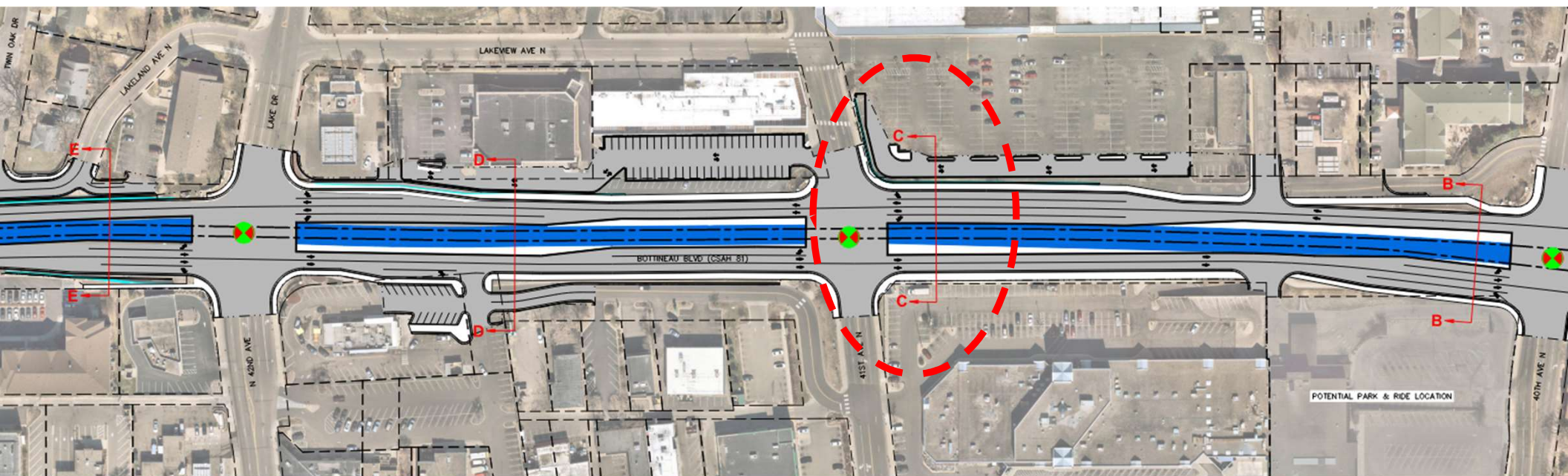


Right-Of-Way Comparison Summary

- Aerial LRT section does not reduce permanent right-of-way acquisitions.
- Retained LRT section (the retaining wall supported segment leading to and from the aerial LRT segment) requires more width than at-grade LRT section
- Pier sizes and locations control section widths



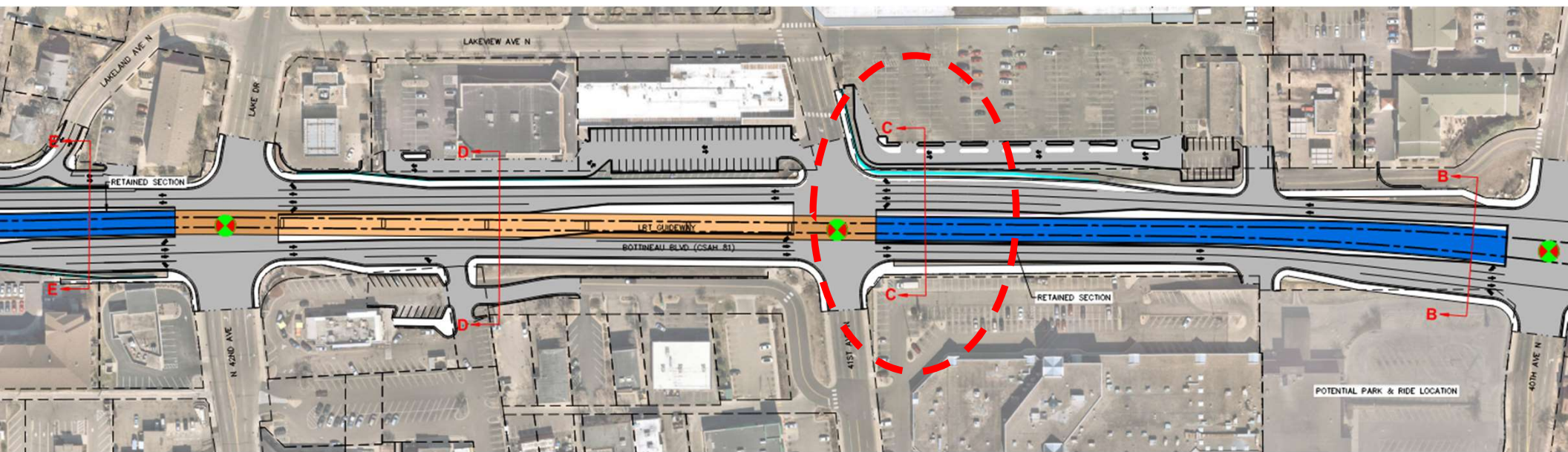
At-Grade LRT Concept



 LRT Track



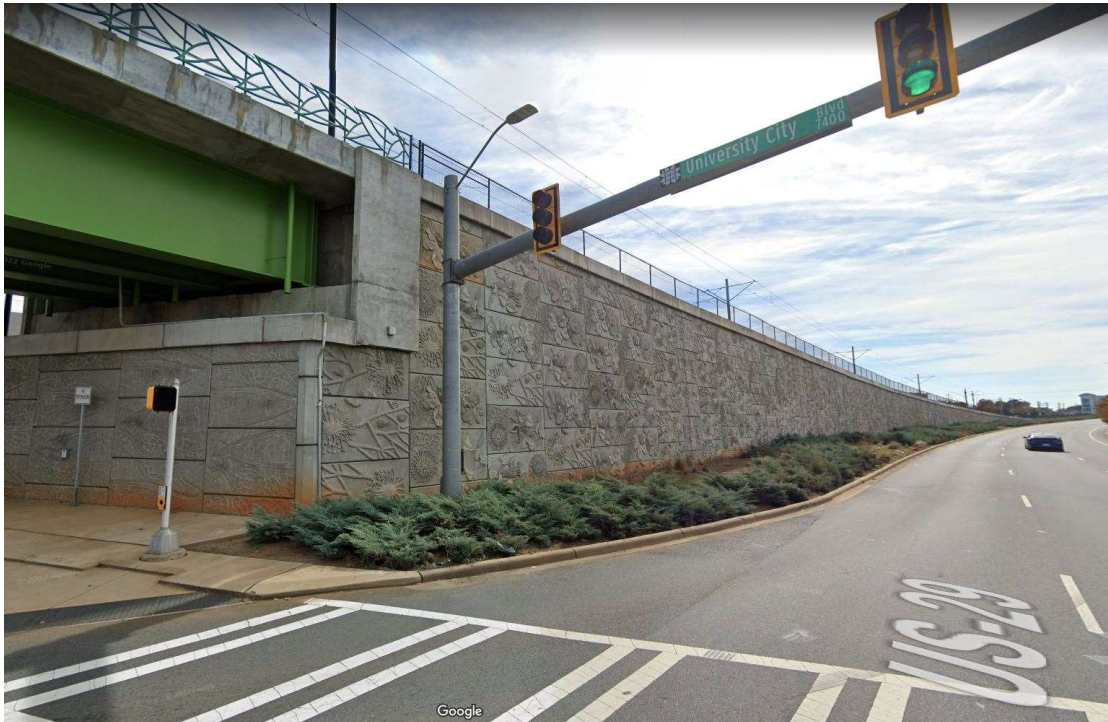
Aerial LRT Concept



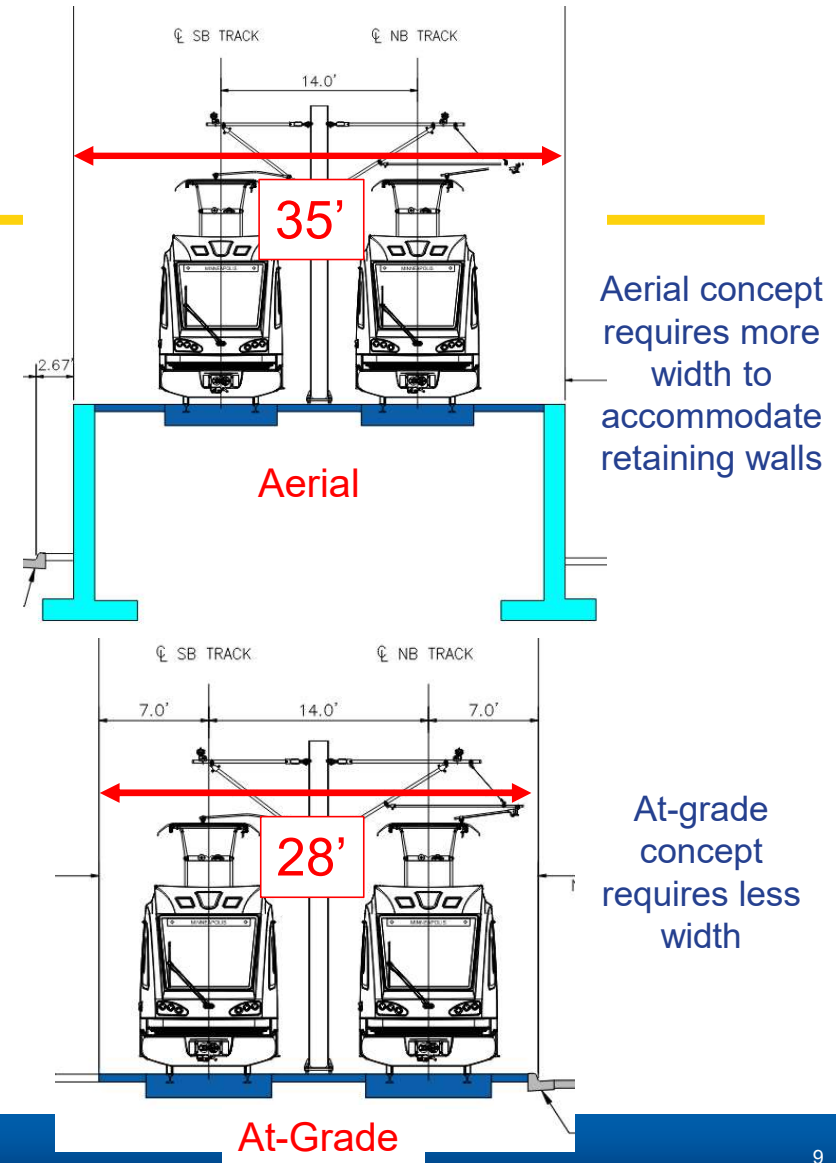
 LRT Track
 Bridge Section



Aerial vs At-Grade LRT (Section C-C)



Example Retained Section Leading to Aerial LRT
(Charlotte, NC)



Right-of-Way Impact Comparison



Due to wider section needed to accommodate aerial LRT, ROW impact is slightly greater with an aerial concept when compared to an at-grade concept



Pedestrian/Bicycle Crossing Safety



Pedestrian/Bicycle Crossing Summary

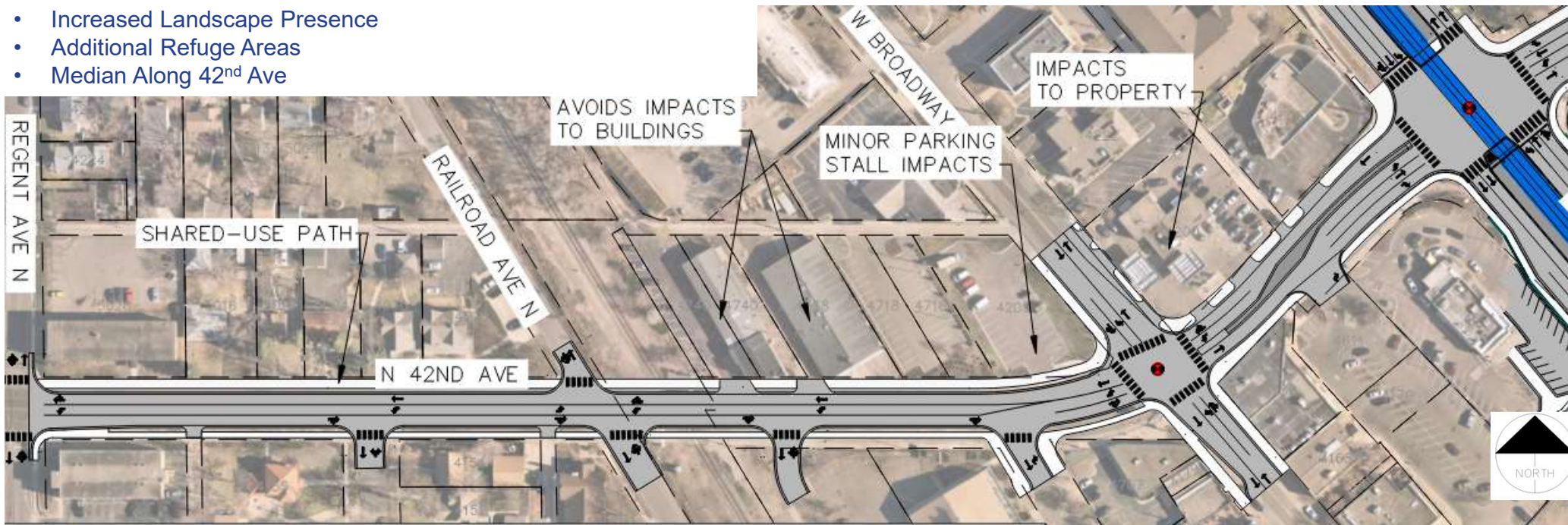
- Aerial LRT does not reduce overall crossing distance
- Aerial LRT does not reduce exposure to vehicles on County Road 81
- Aerial LRT creates substantial challenges with sightlines and lighting





42nd Ave Improvements

- Alternative Pavement Coloring at Crosswalks
- Shared Use Path connecting to regional trail on east side of CR-81
- Lane Reductions
- Increased Landscape Presence
- Additional Refuge Areas
- Median Along 42nd Ave



Shared Use Path and 4-3 Conversion along 42nd Ave



42nd Ave Improvements

- Alternative Pavement Coloring at Crosswalks
- Shared Use Path connecting to regional trail on east side of CR-81
- Lane Reductions
- Increased Landscape Presence
- Additional Refuge Areas
- Median Along 42nd Ave

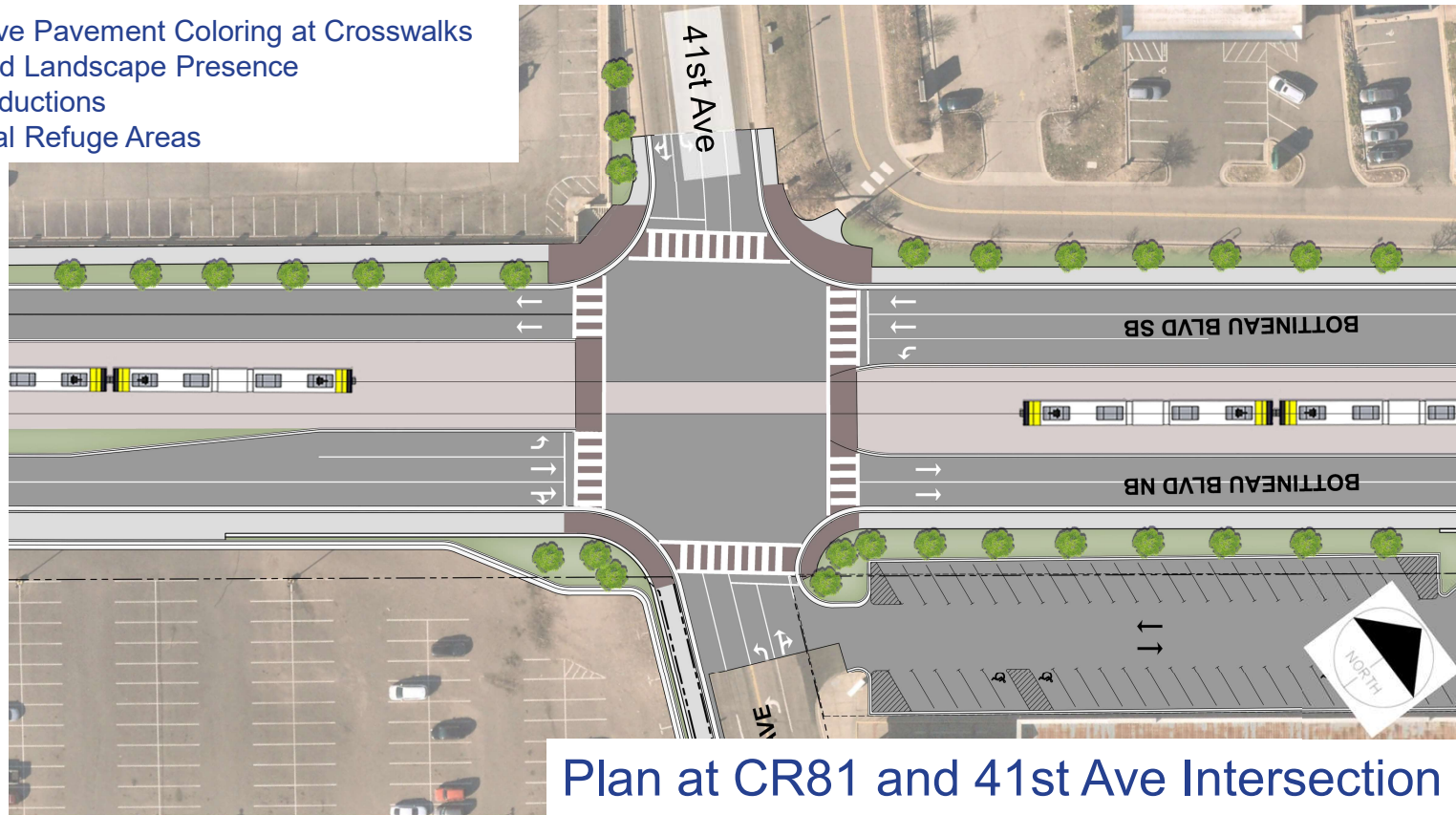


3D Rendering looking southwest on CR81 at 42nd Ave



41st Ave Improvements

- Alternative Pavement Coloring at Crosswalks
- Increased Landscape Presence
- Lane Reductions
- Additional Refuge Areas



41st Ave Improvements

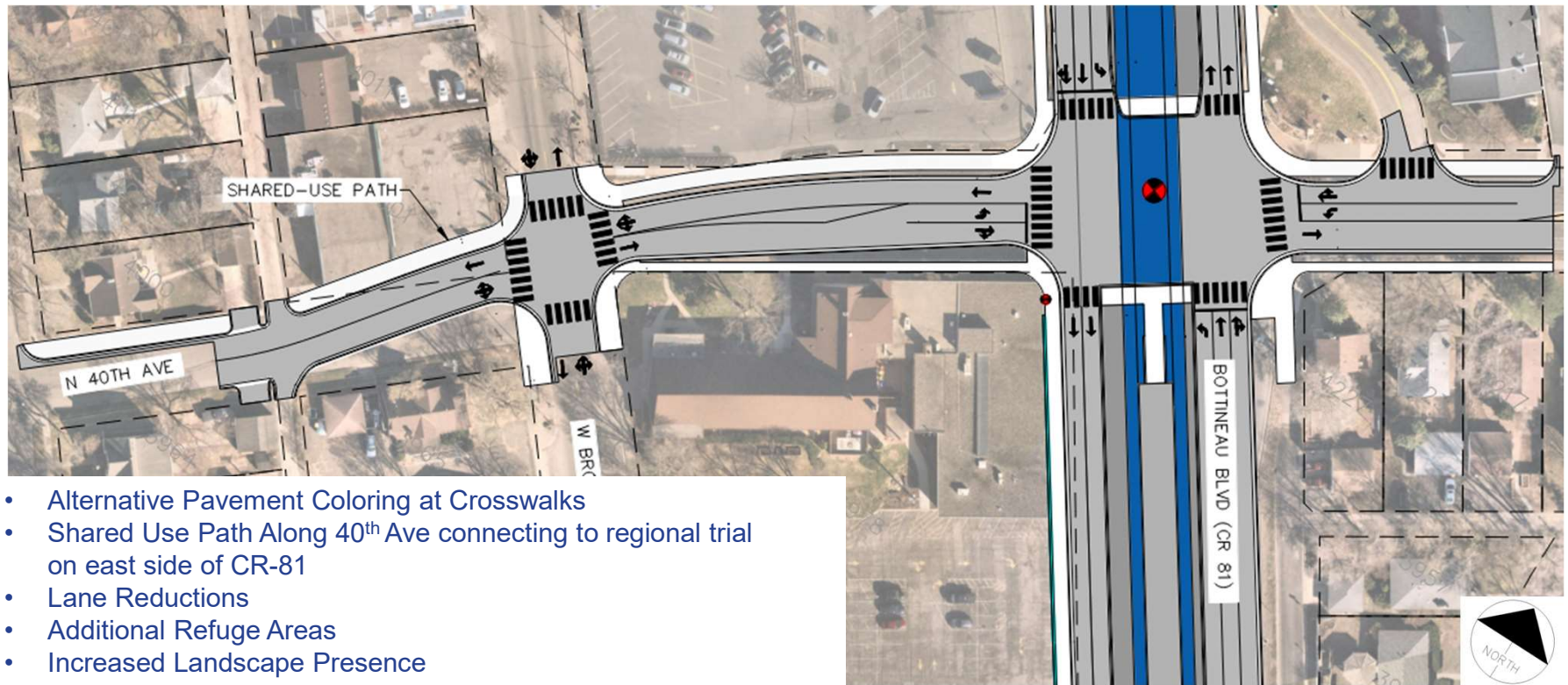
- Alternative Pavement Coloring at Crosswalks
- Increased Landscape Presence
- Lane Reductions
- Additional Refuge Areas



3D Rendering looking southwest on CR81 at 41st Ave



40th Ave Improvements



- Alternative Pavement Coloring at Crosswalks
- Shared Use Path Along 40th Ave connecting to regional trail on east side of CR-81
- Lane Reductions
- Additional Refuge Areas
- Increased Landscape Presence

Shared-Use Path at CR81 and 40th Ave Intersection



40th Ave Improvements

- Alternative Pavement Coloring at Crosswalks
- Shared Use Path Along 40th Ave connecting to regional trail on east side of CR-81
- Lane Reductions
- Additional Refuge Areas
- Increased Landscape Presence



3D Rendering looking southwest on CR81 at 40th Ave



Project Recommendation



At-Grade LRT

- No increased ROW impacts
- Similar traffic signal operations for cross streets at 42nd, 41st, 40th
- Less visual impact and visual obstruction
- Upgraded pedestrian crossings and experience at-grade
- Consistent pedestrian realm for driver expectations
- Eliminates shadowing conflicts for vehicles and pedestrians
- Traffic calming benefits
- Increased construction time for aerial LRT





METRO Blue Line LRT Extension (BLRT)

6465 Wayzata Boulevard, Suite 600, St. Louis Park, MN 55426 www.bluelineext.org

Memo: Blue Line Extension – Downtown Robbinsdale Elevated Track Design Considerations

August 29, 2024

Introduction

To ensure the Blue Line Extension best serves the City of Robbinsdale and its residents and businesses, Project Staff evaluated several design options for light rail in Downtown Robbinsdale, including both at-grade and bridge design options in the center of County Road 81 (Bottineau Boulevard).

Bottineau Boulevard serves as the front door for Downtown Robbinsdale. The Downtown area is beloved by residents and visitors for its walkable small-town charm and human scale aesthetic. Ensuring light rail design maintains traffic operations and safety (including travel time for first responders), and preserving and enhancing existing community character are top priorities for project staff and partners.

Thoughtful and intentional light rail design can transform Bottineau Boulevard from a physical barrier dividing east and west to a welcoming front door and main street town center for Robbinsdale. Improved pedestrian and bicycle crossings of the roadway and other project funded improvements in the area will contribute to safe operations for all travel modes and a vibrant experience for people living and visiting downtown.

Current design: At-grade light rail



View from Bottineau Boulevard at 40th Ave, looking south

The Blue Line Extension Preliminary Design Plans currently under consideration by City of Robbinsdale staff and policymakers features an at-grade light rail alignment in the center of Bottineau Boulevard with a station on the south side of 40th Avenue. This is a common and proven light rail design concept in the Twin Cities metro area. The goals of this design are to integrate the light rail with the existing built environment to maintain the human scale small town character of the downtown area. The proposed at-grade design promotes development potential, maximizes walkability, calms traffic, and supports a vibrant town center along Bottineau Boulevard, while ensuring safe and efficient operations for people driving, walking, biking, and taking transit.

Elevated track on Bridge over 41st and 42nd avenues



View from Bottineau Boulevard at 40th Ave, looking south

In response to feedback from the City of Robbinsdale, project staff also evaluated elevating the light rail track over 41st and 42nd avenues on a bridge structure running down the middle of Bottineau Boulevard. This bridge would rise 25-feet above the current level of Bottineau Boulevard with an additional 20-feet of light rail infrastructure above that. The station would remain at-grade south of 40th Avenue. The primary concerns identified by the city of an at-grade alignment, include:

- Emergency vehicle response times
- Adjacent commercial property impacts
- Pedestrian safety

The bridge concept is technically feasible to build, and cost is not necessarily a limiting factor. However, building a bridge to carry the train overhead does not effectively address the stated concerns. Traffic modeling shows no change to emergency vehicle response times with an at-grade design, including volunteer firefighters traveling to the station. A bridge would result in slightly more property impacts and create an unwelcoming pedestrian environment. It would also bring many other significant challenges that merit careful consideration. As seen in communities across the metro and country, building a large concrete

structure down the middle of Bottineau Boulevard could severely impact Robbinsdale’s community character and be detrimental to the long-term vitality of the downtown area and to the potential for transit-oriented community development.

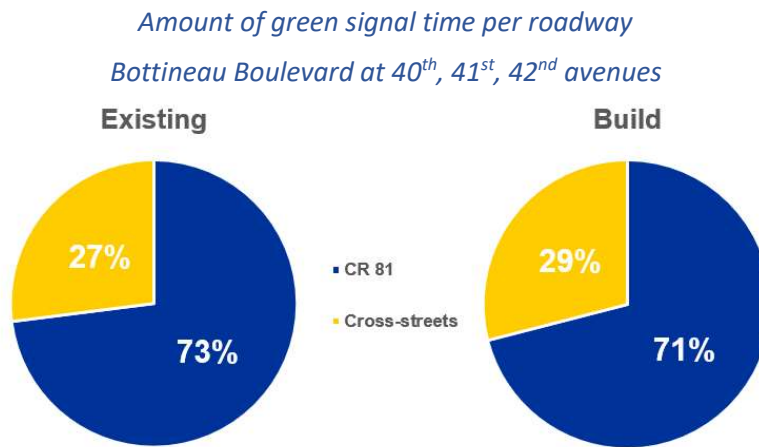
Emergency vehicle response times

Likelihood of encountering a green light at cross streets same or better with at-grade LRT

Potential impacts to emergency response times are of particular concern in Robbinsdale, which has a volunteer fire department. In response to a call, volunteers travel from their homes to the fire department before departing for the emergency response. For many, this includes crossing Bottineau Boulevard, some at 42nd Avenue. When seconds matter, delays have consequences.

The trains run with traffic north-south along Bottineau Boulevard and the train stops for red lights meaning that volunteer firefighters will be no more likely to encounter a red light to cross Bottineau Boulevard at 40th, 41st and 42nd avenues with at-grade light rail than they are today. Vehicles using these cross streets today encounter a red light about 73% of the time, with at-grade light rail, they would encounter a red light slightly less, at 71% of the time. In addition, intersection signalization can be refined once the light rail is operational to ensure the intersections continue to operate optimally for response times, safety, and traffic flow.

Emergency vehicles will continue to have signal priority and pre-emption as they do today, meaning light rail trains will not impact emergency response times for first responders driving official emergency vehicles.



Adjacent property impacts

Bridge design requires more Right of Way than at-grade

The current preliminary design for at-grade light rail through downtown Robbinsdale requires some Right of Way acquisition, including a 26-foot strip of the Elim Church property (about 7,500 square feet) to accommodate the station, and the acquisition of portions of the U.S. Bank Branch property for the park and ride. This design has flexibility when LRT is at-grade, but cannot be adjusted to the north of 40th if a bridge design is used.

An elevated light rail bridge design does not avoid these property impacts, and actually requires additional property acquisition to accommodate the large support piers. In particular, the large retaining wall

supported ramp segments of the bridge needed at either end requires more width, resulting in a full residential property acquisition at Twin Oak Drive and Lakeland Avenue North and additional strip takings.

In addition to additional land acquisition, there are also impacts to access associated with an elevated light rail bridge design. Of note, the current at-grade design allows a left turn lane to be incorporated for southbound access to the Twin Lakes boat launch. This access point has been specifically noted by city staff as an important connection to maintain. With an elevated section, the required retaining wall would prevent this left turn from being accommodated, and access to the Twin Lakes boat launch would be more circuitous.

Pedestrian safety

At-grade design makes downtown more walkable

Downtown Robbinsdale's walkable human scale is a key feature that makes it a beloved destination for residents and visitors. The Blue Line Extension provides an opportunity to knit together the fabric of east and west downtown across Bottineau Boulevard to the lakes and neighborhoods on the east. Enhancing pedestrian safety and creating an inviting and safe public realm along the route is a core commitment of the Blue Line Extension project. It is critical to the success of light rail for it to be easy and comfortable to walk to and from the station, including crossing Bottineau Boulevard. To support ridership and the long-term vitality of the downtown area, the project is putting significant focus and resources into pedestrian improvements along Bottineau Boulevard and along 42nd, 41st, and 40th avenues in Robbinsdale.

While it would avoid potential at-grade crossing points with trains at 41st and 42nd avenues, a bridge carrying light rail above the roadway would create a less welcoming pedestrian experience. Cars present a real danger to pedestrians along Bottineau Boulevard. More than 21,000 cars per day travel through downtown Robbinsdale on Bottineau Boulevard. Only about 210 trains per day will go through the area with light rail. While drivers can be unpredictable, trains are driven by professional operators and remain on fixed track. Trains are easily noticed and anticipated by pedestrians, bicycles, and drivers. The current at-grade design proposal allows for a safer and more welcoming pedestrian experience, including:

- Shorter crossing distance than is possible with a bridge due to the placement of bridge piers
- High-visibility pedestrian and bicycle crossings
- Connections to the regional trail
- Lane width reductions
- Additional pedestrian refuge areas
- Landscaping
- Pedestrian scale street lighting

The proposed at-grade design narrows traffic lanes to encourage slower driving speeds and at-grade light rail infrastructure has been shown to visually calm traffic and encourage better awareness of pedestrians. Bridge structures tend to have the opposite effect, providing drivers with the impression that they are separated from other roadway users.

At-grade light rail allows for better sightlines for drivers and pedestrians to see each other. Bridge structures, such as large concrete piers, obstruct sightlines and cast shadows that can hide oncoming traffic and people walking, biking or rolling from each other. During certain times of day, large parts of the public realm, including crosswalks, sidewalks, and multiuse paths would be in the shadow of the bridge. In

general, at-grade light rail creates a more consistent pedestrian realm which allows people driving to see and expect to encounter people walking, biking, and rolling.

Bridge structures can create an uninviting and hostile pedestrian realm. They create substantial amounts of dead and dark space in the public right of way hidden from eyes on the street. While some of these concerns can be mitigated in certain urban contexts by activating spaces beneath the structure, this would be challenging in this scenario because the area beneath the bridge has little active use and would be in the center of a major roadway. Many communities both locally and across the country are undergoing concerted efforts to remove elevated transportation infrastructure from their communities as they find them to be physical barriers dividing their communities that can also attract crime and safety concerns due to the separated covered dead space attracting vandalism and other illegal activity.

Station area planning considerations

As outlined in the Metro Blue Line Extension: Downtown Robbinsdale Station Area Recommendations report, light rail will bring exciting opportunities for Robbinsdale to support residential and business growth and grow the city's tax base through guided development and investment that protects the human scale and small-town charm that defines the city.

Currently, about 80% of the traffic on Bottineau Boulevard is simply passing through and not visiting the city or patronizing businesses. Strategic station area planning and cooperative implementation can guide existing and future infrastructure and redevelopment potential toward broad public benefits expressed by Robbinsdale City Council, residents, and staff. These investments with thoughtful planning can help Robbinsdale become a destination for people attracted to a vibrant walkable downtown center with a diversity of experiences and establishments and transform Bottineau Boulevard into a vibrant front door to the city.

However, covering Bottineau boulevard with a bridge could hinder advancement of the four goals laid out through station area planning.

GOAL 1:

To grow the diversity of experiences, places, customers, and residents in the downtown while maintaining the authentic human scale of the core blocks of West Broadway.

GOAL 2

To transform Bottineau Boulevard from a barrier between east and west Robbinsdale into a valued front door to the community.

GOAL 3:

To ensure the introduction of LRT serves the long term interests of Robbinsdale .

GOAL 4:

To build an efficient and amenity-rich public realm .

- At-grade light rail has proven to be more desirable for potential transit-oriented development.
- A bridge structure is antithetical to preserving the authentic human scale of the core blocks of West Broadway and would create an imposing presence that could limit development potential, business growth and related increase of the tax base.
- A bridge would block the visibility of businesses and signage both from people driving and taking the train.
- A bridge would create a visual and physical barrier further dividing the community, rather than creating an opportunity to stitch the community back together across Bottineau Boulevard through pedestrian and connectivity improvements.
- Separating train and car traffic will reinforce the perception that Bottineau Boulevard is a through route and diminish efforts to favor local access and connectivity to support mixed use development and create a more welcoming front door to the community.
- It would hinder opportunities to activate public spaces and add amenities along Bottineau Boulevard.
- Should public perception be unfavorable of the built design, a bridge would be very difficult and costly to remove.

Conclusion

The Blue Line Extension project staff are deeply committed to collaborating with the City of Robbinsdale staff, councilmembers, residents and businesses, to maximize the opportunities of light rail for current and future generations. Hennepin County and the Metropolitan Council stand ready to support future planning and implementation of station area improvements to achieve the shared goals set by Robbinsdale staff and policymakers.

Project staff and officials from Hennepin County and the Metropolitan Council strongly believe that elevating light rail through Downtown Robbinsdale would be severely detrimental to the long-term vitality of the downtown area and inhibit the potential for transit-oriented community development and business growth that aligns with Robbinsdale's vision for the future. The concerns raised about light rail on Bottineau Boulevard are effectively addressed with an at-grade design, and the long-term impacts of adding a bridge covering the downtown segment of Bottineau Boulevard should be carefully considered.

Project staff look forward to continuing close coordination to advance light rail design that best serves Robbinsdale. Municipal Consent is an important milestone to ensure planning is on the right track, but it in no way represents the end of collaboration with the city. Much work and opportunity remains to refine light rail design and advance station area improvements to best serve Robbinsdale residents and businesses. We look forward to the work and partnership ahead.



METRO Blue Line LRT Extension (BLRT)

6465 Wayzata Boulevard, Suite 600, St. Louis Park, MN 55426 www.bluelineext.org

September 13, 2024

Tim Sandvik
City Manager, City of Robbinsdale
4100 Lakeview Ave N
Robbinsdale, MN 55422

City of Robbinsdale Blue Line Extension Potential Municipal Consent Topics

Dear Mr. Sandvik,

Thank you for your continued partnership in advancing the Blue Line Extension Light Rail Transit project. The City of Robbinsdale's close collaboration to date has helped resolve many major and minor design questions and made this a better project that will serve Robbinsdale residents and our region for generations to come. In advance of the City's planned action on Preliminary Design Plans, the City has shared specific concerns related to these Plans and other topics in a draft resolution presented to City Council on September 10, 2024. The Metropolitan Council is grateful for this input from the City, and this letter seeks to offer direct responses to those outstanding questions and concerns. I wanted to highlight several items and specific project commitments I understand to be relevant to the City's Municipal Consent considerations.

On some issues, the Project Office is able to make specific commitments now and this letter is intended to codify these commitments in writing. Others will require ongoing development and partnership between the City and the Project Office. Future plans will be amended at 60% and 90% design phases to reflect changes and refinements resulting from continued coordination, including in response to priorities for future collaboration and design as expressed by cities through approval resolutions passed during Municipal Consent. Whether addressed now or in the future, the Project Office is committed to working with the City to resolve all of the issues and concerns it has raised.

East/west travel for vehicles and pedestrians crossing Highway 81

The City has expressed concern with east/west travel for pedestrians and vehicle traffic, on at least 42nd Ave N and 41st Ave N on Highway 81 (Bottineau Boulevard). The Blue Line Extension project is committed to ensuring safe and efficient east/west travel through this corridor. The Project Office is also deeply invested in ensuring safe pedestrian access to and around stations and throughout Downtown Robbinsdale. After significant study of this issue, we strongly believe, as detailed in the memo shared

with the City on August 29, that the most effective way to ensure safe pedestrian, vehicle, and train movements through Downtown Robbinsdale is with an at-grade design that incorporates significantly enhanced intersection design with optimal pedestrian safety measures. Reflecting this commitment for safer crossing of Highway 81, the preliminary design plans include:

- High visibility wider crosswalks
- Widened pedestrian refuges and shorter roadway crossings
- Improved pedestrian intersection signalization
- Improved pedestrian connections and infrastructure around stations
- Enhanced accessibility for people with mobility challenges
- Roadway speed reduction

However, these designs are preliminary and will continue to be refined and developed in partnership with the city. More detailed specific pedestrian safety measures and related traffic control decisions are made during the 60% and 90% design phases and are thus not within the scope of Municipal Consent. Deep engagement and coordination with the accessibility community will also inform these design phases.

City input and partnership will be integral in this collaborative future design process. We are deeply committed to working hand-in-hand with the city through these future design phases to ensure optimal safety solutions that meet our shared expectations for safety in Robbinsdale.

The City has also clearly communicated to the project team the concern with East/west access for volunteer firefighters. As detailed in the August 29 memo, on call volunteer firefighters will not experience any greater delay at traffic signals across Highway 81 in the downtown area than they do today. The Project is committed to partnering to ensure emergency responders continue to provide as fast of response times with light rail as they do today.

Park and Ride size and operations

The City has expressed concern that the plans for a parking structure proposed at the northwest corner of Highway 81 and 40th Ave N do not address a variety of concerns, including projected ridership requiring the proposed (290) number of stalls, vehicle/bus traffic impacts on side streets, and public safety concerns for those at/near the parking structure. The Municipal Consent plans include the proposed park and ride in proximity to the planned station at 40th Avenue.

The location of the proposed park and ride is a topic relevant to Municipal Consent. The size and specific design and operations are not, but we are eager to continue to refine these details in partnership with the city through future design phases.

Projected 2045 ridership for the downtown Robbinsdale station, as shared in the memo sent on September 4, is 800-825 riders per day, of which 39% (312-321) are expected to be park and ride trips. This projection is based on transit ridership forecast using only post-Covid pandemic assumptions. This current projected ridership for 2045 supports approximately 290 spaces in the parking structure, as independently validated by external technical consultants. However, the number of spaces in the parking ramp is not final and will continue to be refined as the project progresses with city input.

The final configuration of the parking ramp is not yet determined and will continue to be refined as the project progresses. However, current concept design restricts the parking ramp entrance and exit for passenger vehicles to Bottineau Boulevard. Bus movements to and from the transit center are proposed to be restricted to West Broadway to better accommodate the bus routing and allow for full turning access. This proposed operation will have minimum impact on side streets due to the small volume of passenger vehicles leaving the parking facility at any given time throughout the day.

Also highlighted in the September 4 memo, the project has committed to include a Metro Transit Police Department Substation onsite at the park and ride. I am also explicitly committing to that in writing again through this letter.

North Memorial Hospital Coordination

We are in close communication with North Memorial Hospital and will continue to work with them and the City of Robbinsdale to address stated concerns related to the Lowry Avenue station. We are committed to delivering a final design that mitigates all documented concerns related to hospital access and operations.

As part of progressing design toward 60%, the Project Office is reviewing design options for the proposed at-grade crossing between the LRT station and Oakdale Avenue N. with partners. The goal of this design refinement will be to optimize the crossing of the tracks at Oakdale Avenue to minimize potential for vehicle delay, including for emergency responders and inbound passenger vehicles accessing the Emergency Room.

Specific traffic control measures and an operational plan for the Lowry Avenue Station will be developed in partnership with North Memorial hospital, the cities of Robbinsdale and Minneapolis, the Minneapolis Park and Recreation Board, and Hennepin County through future design phases, but are not within the intended scope of Municipal Consent as they do not constitute a major design element.

Should a decision be made with stakeholders to change the location or grade of the proposed station at Lowry Avenue after Municipal Consent, those changes would need formal approval from both cities as part of the final design process.

West Broadway roadway improvements

The Blue Line Extension project acknowledges the city of Robbinsdale's desire to improve this portion of West Broadway and understands the City's concerns related to traffic diversion during construction.

Unfortunately, long-term improvements on this segment of West Broadway cannot be justified for federal funding as part of the Blue Line Extension project. There is no anticipated utility or roadway work required by the proposed LRT project along this section of West Broadway. Hennepin County continues to be in conversation with the City of Crystal to address issues related to West Broadway and to determine opportunities for funding and programming improvements. Blue Line Extension staff will coordinate with the cities to support these conversations, as it is appropriate and helpful.

We recognize this is an important issue to the City, however these solutions are outside the scope of the Blue Line Extension project and are thus not related to Municipal Consent. That said, we are committed to continuing to work with the city to resolve this issue in partnership with Hennepin County.

Anti-Displacement resources

We appreciate the City's participation to date in the multi-jurisdictional community partnership around preventing displacement, and share the City's priority of ensuring residents and businesses are provided with adequate resources to not only survive construction, but position them to thrive with light rail for years to come. The project team is working closely with Hennepin County, the Metropolitan Council, and the Anti-Displacement Community Prosperity Program Board to identify funding priorities and potential match sources, including the project, Metropolitan Council, Hennepin County, and other public and private partners. We are also working with all partners to determine optimal roles of various entities to ensure maximum benefit towards the identified outcomes. We will continue to be a partner in securing new funding and allocating existing funding sources to most strategically and efficiently achieve the shared outcomes identified in the Anti-Displacement Coordinated Action Plan. That plan also identifies specific actions that will be taken by the project to support residents and businesses through construction.

As the Municipal Consent process deals exclusively with the major design elements of the Preliminary Design Plans, Anti-Displacement initiatives and funding questions fall outside the scope of this process, however, we remain deeply committed to seeing this critical aspect of the work through.

Turnstiles

We share the City's commitment to rider safety and will incorporate measures through the station design process to ensure riders feel and are safe at BLE stations. Specific decisions about controlled access to stations will be made through the station design process, which will occur in future design phases, but is not a specific Municipal Consent issue.

The broader question of controlled access to stations is a systemwide transit decision that will be made by Metro Transit, which is currently conducting an in-depth study on this topic. The findings of that study will inform decisions for the Blue Line Extension. Metro Transit will share the findings of this study with the City when they are available later this fall.

Payment in Lieu of Taxes

As Municipal Consent per state statute deals exclusively with the major design elements of the Preliminary Design Plans, this issue falls outside the scope of this process, however, we will continue to work with the city to address this topic.

Reconstruction of 40th Avenue North from Highway 81 to Hubbard Avenue North

The Municipal Consent plans currently under review by the City include the reconstruction of 40th Avenue North from Highway 81 to just beyond the alley between Hubbard and West Broadway and includes trail construction to Hubbard Avenue. The project will amend plans and include in the 60% design plans the reconstruction of the roadway all the way to Hubbard Avenue.

While the project is committing to this additional reconstruction in writing through this letter, this work would not be considered a major design element of the Preliminary Design Plans, and thus is outside the scope of the Municipal Consent process.

Various Memorandums of Understandings and Agreements

The project team will work with the City to identify and execute all necessary MOUs and agreements. All the specific agreements currently highlighted in the Robbinsdale draft resolution are consistent with similar agreements executed for other light rail projects in the region. We look forward to working with you on specific details of these agreements as the project advances.

I am including as an example a Joint Powers Agreement template that we would hope to execute with the City as an example of a law enforcement agreement. This JPA is a key tool we have in place today with many cities and are adding other communities as we expand our METRO transitway infrastructure. This agreement is typically signed before the opening of a new LRT line, but we can also sign a JPA earlier since we currently operate transit services within the City.

Additionally, as required as part of the Council receiving federal funding to construct an LRT project, we will be developing and adopting safety plans, safety training, and emergency management coordination with all jurisdictions. These steps for creation of the plans and training have just started but must all be complete before the LRT line is allowed to begin operation. We look forward to the City's law enforcement, public safety, and emergency management staff involvement in shaping and establishing these plans and protocols.

Reimbursement for City Right of Way acquisition as part of Highway 81 reconstruction (2005-2008)

As the Municipal Consent process deals exclusively with the major design elements of the Preliminary Design Plans, this issue falls outside the scope of this process, however we are committed to continuing this conversation with the City as the project advances.

Utility costs

The project will cover all costs associated with required public utility impacts and necessary improvements related to LRT construction and operations. Additional betterments or enhancements outside the scope of the LRT project will be discussed as part of cooperative construction agreements with the city. The utility design will progress in the 60% and 90% design phases. We have begun the process to develop the cooperative construction agreements and can focus on completing those agreements in 2025 or when the City is ready to finalize that step.

As utility coordination and design are not a major design elements of the Preliminary Design Plans, this is not a Municipal Consent issue.

Conclusion

I greatly appreciate the continued partnership of the City of Robbinsdale. Together, we have addressed many design issues and changes identified by the City over the last several years. This productive and collaborative relationship has allowed us to successfully advance preliminary design plans for the largest infrastructure investment in Minnesota history to benefit Robbinsdale residents and our region for generations to come. Municipal Consent is an important milestone to make sure the major project design elements like track and general station locations included in the Preliminary Design Plans reflect our collaborative efforts and shared decision-making to date. However, there is much more work to do.

Many opportunities lie ahead to improve, refine, and advance final design plans, which will also require official review by the City. A strong working partnership with the City will continue to be integral to our shared work to deliver this project successfully.

Many of the items identified by the City as potential Municipal Consent items do not fit the statutory scope or intent of the Municipal Consent process as defined by the State of Minnesota. We fully acknowledge they are important to the City, and encourage the City to document these important issues in their resolution, as was done in 2016 when the City passed a resolution of support for Municipal Consent on the original Blue Line Extension alignment.

The project has also not advanced design to the level of detail required to identify specific commitments to every item. However, in the spirit of continuing our productive partnership, we are committed to working with you to resolve any outstanding issues in the weeks, months, and years ahead. Our hope is the sincere collaboration with the City to date, the commitments made in this letter, and our demonstrated commitment to maintaining a constructive relationship with the City moving forward can help position the Robbinsdale City Council for a positive Municipal Consent vote and to continue to demonstrate their support for this once-in-a-generation investment in their community.

Sincerely,



Nick Thompson
Interim Blue Line Extension Project Director
Metro Transit Deputy General Manager, Capital Projects

CC:

Robbinsdale Staff:

- Heather Rand, Community Development Director
- Robin Verkinnes, Senior Engineering Tech
- Richard McCoy, Public Works Director

MEMORANDUM

TO: ROBBINSDALE CITY COUNCIL
FROM: JARED SHEPHERD, JACK BROOKSBANK
DATE: AUGUST 7, 2024
RE: BLUE LINE EXTENSION MUNICIPAL CONSENT



CAMPBELL KNUTSON
PROFESSIONAL ASSOCIATION

The City has engaged our firm to navigate the Municipal Consent process for the potential Metro Blue Line expansion. This memorandum explains the overall Municipal Consent process, and provides potential paths forward. If you have any questions not addressed in this memorandum, please feel free to reach out for additional information.

The Met Council is pursuing an extension of the Blue Line light rail system from its current western end, at Target Stadium in Minneapolis. The potential extension route passes through the cities of Minneapolis, Robbinsdale, Crystal, and finally Brooklyn Park. Like all major infrastructure projects, there are several opportunities for public input on the proposed design. Currently, the project is going through the Municipal Consent process.

Municipal Consent

Municipal Consent is a procedure specific to light rail projects, governed by Minnesota Statutes Sections 473.3993 and 473.3994. Under this process, the Met Council must put together “preliminary design plans.” The Met Council must then submit the “physical design component” of the preliminary design plans to each city on the proposed route. The city council of each city must then review the plans, hold a public hearing, and approve or reject the proposal. Minn. Stat. § 473.3994, subd. 3. While the cities complete their review, the Met Council is also accepting direct public comment from any party wishing to make itself heard. The Met Council and each city along the route must all hold public hearings to discuss the preliminary design plans.

The City’s deadline to complete the municipal consent process is set in relation to when the Met Council will finish its public comment process. For the currently proposed plans, the City’s deadline to act is October 10, 2024. If the City does not act by October 10, this inaction legally constitutes an approval of the plan. Minn. Stat. § 473.3994, subd. 3. If the City chooses to act, it may either approve or disapprove of the physical component of the preliminary design plans by passing a resolution to that effect. In summary, there are really two potential courses of action related to municipal consent the City: 1) Approve (by express approval or inaction); and 2) Disapproval. There also remain other avenues to address City concerns outside the more narrow concerns with preliminary design plans.

Approval

If the City approves the plans, either expressly or indirectly, the project will continue to the next phases of design and review, including finalizing the engineering plans and the environmental review process. There is no process for expressing approval with conditions. In other words, a resolution approving the plans could also express general concerns with the project,

but including those concerns would have no legal effect and the Met Council would not be obligated to respond as part of the municipal consent process.

Disapproval

If the City does not approve of the proposed design, it may disapprove the plans by resolution. The resolution disapproving of the plans must include “the specific amendments to the plans that, if adopted, would cause [the city] to withdraw its disapproval.” Minn. Stat. § 473.3994, subd. 4. If the city council would only support the proposed design after changes, a resolution disapproving of the plans is the mechanism to express that. If one or more cities along the route disapprove of the preliminary design plans, the Met Council will conduct further study, hold a public hearing on any objections, and may engage the city in mediation or amend the plans. Minn. Stat. § 473.3994, subd. 4.

If this process results in a “substantial change” relating to the “location, length, or termini of routes; general dimension, elevation, or alignment of routes and crossings; location of tracks above ground, below ground, or at ground level; or station locations,” the Met Council must re-submit the plans to each city on the route for another round of municipal consent. Any second round would follow the same procedure as the first round, except that the city must approve or disapprove of the amended plans on a faster schedule for the second round. The Met Council must also re-submit the plans for municipal consent each time there is a substantial change for any reason—whether that is to address a city’s concerns or based on engineering decisions during construction. Based upon the history of light rail construction in the Twin Cities, it appears likely that the project will go through several rounds of municipal consent as the construction progresses. *See Lakes & Parks All. of Minneapolis v. Metro. Council*, 120 F. Supp. 3d 959, 975 (D. Minn. 2015).

Note that although the Met Council must provide additional process to try to resolve the city’s concerns, it is not obligated to amend its plans. That is, a city may disapprove, and the Met Council, after holding a hearing and conducting additional study, could still decide that the objections do not warrant changing the plans.

Other Methods of Input

There are also less formal methods to resolve disagreements with the draft plans other than the municipal consent process. In prior light rail construction projects, the Met Council has also negotiated with cities to address concerns. The Met Council then prepared a Memorandum of Understanding (MOU). To give the parties time to reach an agreement, the Met Council can also agree to grant the City additional time to complete the municipal consent process. Minn. Stat. § 473.3994, subd. 3. The City could also raise its other non-design related concerns in a Resolution Approving or Disapproving the Preliminary Design Plans.

Summary

In sum, the City must hold a public hearing on the physical design component of the preliminary plans, after which it has three options:

1. **Approve**

The City may approve the plans as submitted by either:

- a. Taking no action, in which case the City will be deemed to have approved the designs as submitted as of October 10, 2024; or
- b. Passing a resolution approving the preliminary design plans as submitted (which resolution could also state the City's non-design related concerns);

or

2. **Disapprove**

Pass a resolution disapproving of the preliminary plans and stating exactly what would need to change for the city to approve the plans;

And/or

Raise other Concerns:

3. Attempt to engage the Met Council in negotiations to obtain an MOU addressing the City's non-design plan related concerns.

Our office is here to help answer any questions that remain about this process. Please feel free to reach out with any additional concerns.

Member _____ moved and Member _____ seconded a motion that the following resolution be read and adopted this 17th day of September 2024.

RESOLUTION NO. _____

A RESOLUTION DENYING 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 for the Blue Line Light Rail Extension project (the Plans), 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, if the City disapproves of the Plans and denies Municipal Consent, the City must describe specific amendments to the Plans that, if adopted, would cause the local unit to withdraw its disapproval; 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, the City has identified specific modifications to the Plans to address the identified design issues; and

WHEREAS, in addition to the design issues, the City has identified other significant priorities not directly related to the Plans, which will require resolution as the project goes forward.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Robbinsdale, Minnesota, as follows:

1. The City Council disapproves the Plans and denies Municipal Consent to the Blue Line Light Rail Extension pursuant to Minnesota Statutes Section 473.3994.
2. The City Council would consider withdrawing this disapproval if the Plans are amended as follows:
 - a. To address concerns related to east/west travel for pedestrians and vehicle traffic, on at least 42nd Avenue North and 41st Avenue North on Highway 81 (Bottineau

Boulevard), the Plans should be amended to include an elevated structure, or significantly enhanced intersection design with pedestrian safety protocols. If the elevated structure is not included in the Plans, the Plans should be modified to relocate the station currently proposed in the location south of 40th Avenue to a new location north of 40th Avenue.

- b. To address concerns related to the parking structure proposed at the northwest corner of Highway 81 and 40th Avenue North regarding the size of the structure, public safety concerns in the vicinity of the structure, and redirection of vehicle and bus traffic to adjacent residential streets, the Plans should be amended to:
 - i. right-size the structure for the projected ridership so that it is not too large and therefore partially unused;
 - ii. direct all ingress and egress of vehicle and bus access into and out of the structure so as to limit vehicle and bus traffic on adjacent residential streets.
 - c. To address concerns related to the Project's impact of access to and from North Memorial Hospital, which could result in delays to emergency care of patients brought by public safety personnel as well as the 20,000 individuals who arrive in private vehicles annually; and related to concerns about protecting safety and accessibility in the vicinity of the Lowry Avenue Station; and related to the Project's impact on Air Care Operations, the Plans should be amended to:
 - i. indicate traffic control measures to mitigate issues of interaction of emergency vehicles, private vehicles, and Air Care Operations;
 - ii. indicate modifications to the station area and platform to increase public safety and accessibility to and from North Memorial Hospital.
 - d. To address concerns related to the diversion of significant amounts of traffic onto West Broadway, which will increase risks to pedestrian and bicycle traffic and will accelerate the deterioration of the condition of West Broadway, the Plans should be amended to include a full reconstruct (under direction of the Robbinsdale City Engineer) of West Broadway, north of 42nd Avenue North.
 - e. To address concerns related to public safety at the LRT Station areas, the Plans should be amended to include the installation of turnstiles and/or other ticketing mechanisms at all station platforms.
3. To address additional concerns identified by the City, the seeks continue work by the City, Met Council, and Hennepin County regarding the following:
- a. Dedication of direct resources to the City for Anti-Displacement requirements to serve residents and businesses in the immediate corridor and walkshed of the Project.

Such Anti-Displacement resources should reflect the City's proportionate share of the Project and should be allocated fairly among cities within the Project route.

- b. Provision by the Met Council to the City of rider data that was used to determine the number of parking stalls to be built in the parking structure.
- c. A Memorandum of Understanding (MOU) addressing Public Safety in and near the parking garage, and on and near the train(s) and station platforms. Such MOU shall include a commitment to roles and responsibilities of the Metro Transit Police Department. Such Public Safety MOU also shall include a provision that memorializes verbal representation from Project staff to the City committing to the establishment of a substation of the Metro Transit Police Department at the parking garage.
- d. An MOU outlining measures to be taken by the Met Council for ongoing communications with the City of Robbinsdale, including residents, owners, businesses, and workers in the immediate corridor, regarding all activity and impacts of the project during construction through the commencement of operations and revenue service of the Line.
- e. An MOU outlining how Public Safety officials, including but not limited to Robbinsdale Police Department and Robbinsdale Fire Department, will receive appropriate training and equipment for calls unique to a Light Rail system.
- f. A three-party MOU between the City, Met Council, and Hennepin County to address maintenance issues, including snow plowing/storage/removal.
- g. A three-party MOU between the City, Met Council, and Hennepin County, or a detailed landscaping plan regarding vegetation and lighting throughout the corridor. Such MOU or landscaping plan must commit Met Council and Hennepin County to practices that promote sustainability, including a no-net-loss (with a preference for increase) in vegetation near the Project, all lighting installed use LEDs, and consideration of Dark Sky Compliance where appropriate.
- h. An MOU committing to continued work to address increased intermittent noise, including options for mitigation, regardless of the findings of the SEIS.
- i. Project reimbursement to the City for the City's share of the cost for all right-of-way acquisition that was a part of the Highway 81 reconstruction in 2005-2008.
- j. Project reimbursement to the City in the form of a Payment in Lieu of Taxes (PILT) that will result from the loss of taxable property due to the parking structure being built on the northwest corner of 40th Avenue North and Highway 81, in the amount of a same or similar project along the corridor. This loss of property tax revenue

would also be offset by the Project including the reconstruction of 40th Avenue North from Highway 81 to Hubbard Avenue North.

- k. The Met Council and Hennepin County agree to cover all costs for any required enhancement of existing and new utilities that have enhancement required due to the Project.

The question was on the adoption of the resolution and upon a vote being taken thereon, the following voted in favor thereof:

And the following voted against the same:

PASSED AND ADOPTED BY THE CITY COUNCIL THIS 17th DAY OF SEPTEMBER 2024.

William A. Blonigan, Mayor

ATTEST:

Chase Peterson-Etem, City Clerk



TO: Mayor and City Council
PREPARED BY: Diaa Tahoun, Finance Director
APPROVED BY: Tim Sandvik, City Manager
DATE: September 17, 2024
RE: Proposed 2025 General Fund and Debt Service Property Tax Levies

Background:

The City is required to submit a proposed 2025 Property Tax Levy to Hennepin County by September 30, 2024. This levy will be used by the County to prepare the Truth-In-Taxation notices that the County mails to every citizen in November.

Analysis:

The Proposed 2025 General Fund Budget was presented and discussed at Budget Work Sessions on July 31 and September 10, 2024. In 2024, levy limits are not in effect.

The City will receive an increase in Local Government Aid in 2025 in the amount of \$6,006, based on the formula adopted by the legislature. The formula is based on the number of jobs in the city per capita, the age of the housing stock, the average city tax rate state-wide, city population, and the city's tax base. These factors are used to determine the city's unmet need for funding separate from what may be happening in other cities throughout the state.

Fiscal Disparities distribution will have an increase in allocation by \$94,826. This is a distribution of commercial property taxes across the metro area. The change in the City's tax rate between years is the key factor affecting the formula. The impact of the increase in this one revenue source is an increase of 5.7% in revenue compared to 2024.

The final levy, which will be adopted in December, can be reduced, but may not increase above the preliminary levy adopted tonight. The proposed levy currently provides for maintaining core services at current level, preserving city assets, and includes an allowance for cost of living and other compensation adjustments.

The levy option included in the resolution is a general fund budget that uses approximately \$451,347 of general fund reserves. Additional levy options have also been prepared using various scenarios. There are additional options for the general fund revenues and expenditures that will be reviewed prior to setting a final tax levy in December to reduce the use of reserves.

A copy of the city manager proposed General Fund Budget is attached as Exhibit 1. A summary of tax levy options is included as Exhibit 2. Information on the City of Robbinsdale tax levy history is included in Exhibit 3.

The proposed General and Debt Service levies as discussed at the General Fund Work Session (using Option 4) are provided on the resolution as Exhibit 4.

Recommendation:

By motion, waive the reading and order the adoption of the resolution setting the proposed 2025 General Fund and Debt Service Property Tax Levies and certifying to Hennepin County (shown as Exhibit 4).

Attachments:

1. 2025 GF docs

**CITY OF ROBBINSDALE
2025 PROPOSED GENERAL
FUND BUDGET
SEPTEMBER 17, 2024**



**4100 LAKEVIEW AVENUE NORTH
ROBBINSDALE, MINNESOTA 55422**

CITY OF ROBBINSDALE, MINNESOTA

General Fund

Summary of Revenues, Expenditures, and Changes in Fund Balance

	2022 Actual	2023 Actual	2024 Budget	2024 Estimated	2025 Proposed	2026 Proposed
<u>Revenues</u>						
Taxes	\$ 7,385,048	\$ 8,317,828	\$ 8,728,400	\$ 8,744,400	\$ 9,582,464	\$ 9,642,739
License & Permits	509,116	446,621	571,713	540,685	550,459	549,538
Intergovernmental	2,494,432	4,740,613	2,984,994	3,013,000	2,932,766	3,020,749
Charges for Services	539,285	450,676	547,385	457,950	459,814	473,608
Fines & Forfeitures	193,728	146,155	186,443	200,000	195,000	200,850
Franchise Fees	515,986	513,921	528,887	480,000	520,000	535,600
Miscellaneous	(303,817)	411,344	164,800	168,500	173,060	178,252
Total Revenue	11,333,778	15,027,158	13,712,622	13,604,535	14,413,563	14,601,336
<u>Other Financing Sources</u>						
Transfers from other funds	357,389	353,933	625,000	625,000	300,000	300,000
Total Revenues & Other Financing Sources	11,691,167	15,381,091	14,337,622	14,229,535	14,713,563	14,901,336
<u>Expenditures</u>						
Personal Services	8,131,100	8,535,082	10,710,442	9,277,570	11,021,791	11,257,410
Supplies	334,686	382,346	530,773	487,247	598,415	621,228
Other Charges for Services	3,606,185	3,969,580	4,514,988	4,299,239	4,868,229	4,994,167
Capital Outlay	14,040		19,600	4,100	31,145	27,181
Amounts Charged to Other Funds	(1,027,368)	(1,108,297)	(1,197,396)	(1,197,396)	(1,354,670)	(1,395,310)
Total Expenditures	11,058,643	11,778,711	14,578,407	12,870,760	15,164,910	15,504,676
<u>Other Financing Uses</u>						
Transfers out to other funds	900,000	1,500,000				
Total Expenditures & Other Financing Uses	11,958,643	13,278,711	14,578,407	12,870,760	15,164,910	15,504,676
Deficiency of Revenues and Other Financing Sources Over Expenditure and Other Financing Uses	(267,476)	2,102,380	(240,785)	1,358,775	(451,347)	(603,340)
<u>Fund Balance</u>						
Beginning of Year	6,693,284	6,425,808	8,528,188	8,528,188	9,886,963	9,435,616
Fund Balance Adjustments						
End of Year	\$ 6,425,808	\$ 8,528,188	\$ 8,287,403	\$ 9,886,963	\$ 9,435,616	\$ 8,832,276
Fund Balance to Expenditures	53.73%	64.22%	56.85%	76.82%	62.22%	56.97%

CITY OF ROBBINSDALE, MINNESOTA

General Fund Summary of Expenditures by Major Objective

	2022 Actual	2023 Actual	2024 Budget	2024 Estimated	2025 Proposed	2026 Proposed
<u>General Government</u>						
City Council	\$ 142,202	\$ 79,078	\$ 147,250	\$ 103,630	\$ 188,580	\$ 235,004
Administration	407,791	456,794	606,957	513,926	490,128	504,702
Legal	110,145	58,641	113,897	91,897	124,467	128,201
Assessing	117,525	152,016	158,794	160,844	10,715	11,036
Finance	355,753	391,512	375,757	349,024	343,925	355,352
Total General Government	1,133,416	1,138,041	1,402,655	1,219,321	1,157,815	1,234,295
<u>Community Development</u>						
Planning & Zoning	268,594	232,472	259,865	248,086	269,741	277,872
Comprehensive Planning	35	182	7,664	3,516	10,032	10,382
Redevelopment	41,586	38,083	76,716	43,317	64,058	66,266
Code Enforcement	81,236	114,089	179,937	134,592	146,731	151,133
Rental Licensing	159,489	127,317	164,257	151,484	167,557	172,587
Total Community Development	550,940	512,143	688,439	580,995	658,119	678,240
<u>Recreation & Cultural</u>						
Recreation Administration	391,282	396,972	558,026	461,183	559,513	576,516
Community Center Operations	58,593	93,316	95,130	72,642	97,502	100,426
Adult Programs	2,402	2,650	3,635	19,100	2,448	2,521
Adult Taxable	303	2,903	6,200	750	4,781	4,924
General Programs	6,471	4,346	9,600	1,000	8,695	8,956
Youth / Children Programs	10,340	8,948	13,950	19,700	15,115	15,568
Senior Programs	15,623	15,577	17,864	15,564	16,743	17,245
Cooperative Programming	13,751	7,820	15,755	7,850	16,207	16,693
Playground / Splash Pad	5,441	10,729	7,171	5,552	8,312	8,493
City Band	23,401	23,871	23,578	23,314	24,592	25,329
Library Building Operations	9,833	9,970	16,697	10,600	17,833	18,368
Total Recreation & Cultural	537,440	577,102	767,606	637,255	771,741	795,039

CITY OF ROBBINSDALE, MINNESOTA

GENERAL FUND SUMMARY OF REVENUES AND OTHER FINANCING SOURCES

	2022 ACTUAL	2023 ACTUAL	2024 BUDGET	2024 ESTIMATED	2025 PROPOSED	2026 PROPOSED
<u>Taxes</u>						
General Property	5,856,543	6,892,114	7,175,814	7,191,814	8,033,647	8,070,500
Less Reserve for Abatements & Delinq.						
Excess Tax Increment	18,612.99	13,740.92				
Fiscal Disparities	1,509,891	1,411,973	1,552,586	1,552,586	1,548,817	1,572,239
Total Taxes	7,385,047	8,317,828	8,728,400	8,744,400	9,582,464	9,642,739
<u>Special Assessments</u>						
Admin Citations	31,102	21,361				
Repeat Nuisance						
Total Special Assessments	31,102	21,361	-	-	-	
<u>Licenses & Permits</u>						
<u>Business</u>						
Liquor Licenses	61,650	59,433	125,000	70,000	75,000	75,500
Pawn Shop and Second Hand Dealers	5,850	5,950	6,695	6,000	6,500	6,180
THC Licenses		1,500	10,000	3,000	4,500	4,050
Miscellaneous Business Licenses	19,900	17,691	35,000	25,000	35,000	31,500
Total Business Licenses & Permits	87,400	84,574	176,695	104,000	121,000	117,230
<u>Non-Business</u>						
Animal Licenses	2,290	1,445	3,249	2,000	2,000	2,000
Pound Fees	250	1,770	1,750	600	1,600	1,648
Building Permits	89,263	65,675	84,001	100,000	106,359	103,000
Plan Check Fees	16,451	10,048	18,096	44,800	21,000	20,600
Heating & A/C Permits	52,197	48,034	62,423	65,500	60,000	61,000
Plumbing Permits	24,039	25,938	30,000	32,000	25,000	25,750
Utility Inspection Fees	3,115	7,465	3,750	4,500	4,000	4,120
Rental Housing Licenses	162,597	127,979	125,000	120,000	136,500	139,000
License Verification Fees	21,905	21,740	16,749	17,280	21,000	21,630
Other Permits	54,578	51,950	50,000	50,000	52,000	53,560
Surcharges	(4,970)			5		
Total Non-Business Licenses & Permits	421,715	362,044	395,018	436,685	429,459	432,308
Total Licenses & Permits	509,115	446,618	571,713	540,685	550,459	549,538
<u>Intergovernmental</u>						
<u>Federal Grants</u>						
Other	25,790	1,590,000	30,000	20,000	20,000	20,600
Total Federal Grants	25,790	1,590,000	30,000	20,000	20,000	20,600
<u>State Aids and Grants</u>						
Local Government Aid	2,068,633	2,107,025	2,533,996	2,534,000	2,540,002	2,616,202
Market Value Homestead Credit						
Police & Fire Pensions	319,950	321,718	344,254	250,000	312,764	322,147
PERA Aid						
Police Training	24,356	18,184	26,744	24,000	20,000	20,600
Other Grants & Aids	55,705	703,687	50,000	185,000	40,000	41,200
Total State Aids and Grants	2,468,644	3,150,614	2,954,994	2,993,000	2,912,766	3,000,149
Total Intergovernmental	2,494,434	4,740,614	2,984,994	3,013,000	2,932,766	3,020,749

CITY OF ROBBINSDALE, MINNESOTA

GENERAL FUND SUMMARY OF REVENUES AND OTHER FINANCING SOURCES

	2022 ACTUAL	2023 ACTUAL	2024 BUDGET	2024 ESTIMATED	2025 PROPOSED	2026 PROPOSED
<u>Charges for Services</u>						
<u>General Government</u>						
Lease and Rental Fees	291,057	222,340	300,000	236,000	240,000	247,200
Robbinsdale EDA	39,499	37,386	41,271	42,000	40,000	41,200
IDRB Issuance Fees						
Sale of Maps and Documents	904	166	1,150	200	170	175
Assessment searches	125	200	150	100	150	155
Planning Fees	3,750	7,150	2,250	4,400	4,250	4,378
Street Light Fees	831	870	850	850	900	927
Nuisance Service Fee	(1,500)	775	1,500	500	500	515
Point of Sale Inspection/Buyer Fees	17,700	14,075	18,225	1,175	-	-
Notary Fees	1,045	1,025	1,100	1,100	1,050	1,082
Other Fees	8,948	9,173	11,583	8,475	9,400	9,682
Admin Fee - Special Assessments	19,350	20,600	20,000	20,000	22,000	22,660
Total General Government Charges	381,709	313,760	398,079	314,800	318,420	327,973
<u>Public Safety</u>						
Police Services	42,718		30,000	5,000	2,500	2,575
Pawn Shop Fees	20,222	15,990	20,639	17,000	17,000	17,510
Police Auction						
False Alarms						
Other Fees	380	165	425	2,300	1,500	1,545
Total Public Safety Charges	63,320	16,155	51,064	24,300	21,000	21,630
<u>Recreation</u>						
Fitness Center & Open Gym Program	28,380	40,064	26,867	39,450	40,750	41,972
Adult Programs	742	1,177	1,000	1,500	-	-
General Programs	605	780	800	1,000	824	849
Youth / Children Programs	15,610	15,853	16,000	17,000	16,000	16,480
Senior Programs	366	12	400		250	258
Cooperative Programming	9,997	10,582	10,500	9,900	11,070	11,402
Facility and Equipment Rental	38,555	52,294	41,175	50,000	51,500	53,045
Park Maintenance Fees			1,500			
Other Fees						
Total Recreation Charges	94,256	120,761	98,242	118,850	120,394	124,005
Total Charges for Services	539,285	450,677	547,385	457,950	459,814	473,608
<u>Fines and Forfeitures</u>						
Court Fines and Forfeitures	116,622	139,108	128,000	143,000	150,000	154,500
Admin Fines	55,335	(4,785)	53,193	45,000	35,000	36,050
Other Fines	21,771	11,832	5,250	12,000	10,000	10,300
Total Fines and Forfeitures	193,728	146,155	186,443	200,000	195,000	200,850

CITY OF ROBBINSDALE, MINNESOTA

GENERAL FUND SUMMARY OF REVENUES AND OTHER FINANCING SOURCES

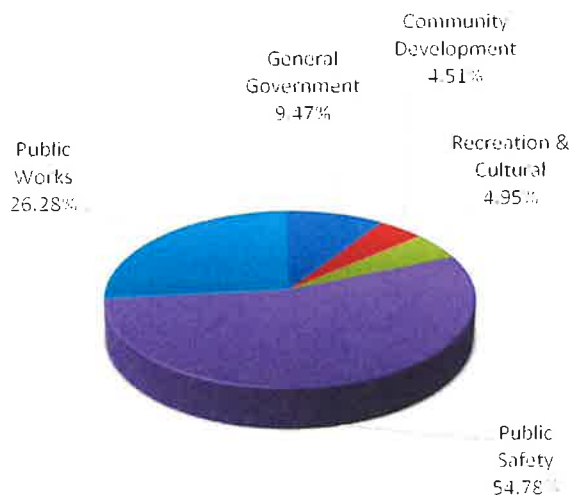
	2022 ACTUAL	2023 ACTUAL	2024 BUDGET	2024 ESTIMATED	2025 PROPOSED	2026 PROPOSED
<u>Franchise Fees</u>						
Franchise Fees - Electric	313,712	325,924	321,555	290,000	330,000	339,900
Franchise Fees - Gas	202,275	187,997	207,332	190,000	190,000	195,700
Total Franchise Fees	515,986	513,921	528,887	480,000	520,000	535,600
<u>Miscellaneous</u>						
Investment Earnings	(347,970)	348,958	152,000	152,000	156,560	161,257
Donations & Gifts	4,312	11,147	4,000	1,500	1,500	1,545
Sale of Capital Assets		4,500				
Other	8,739	25,379	8,800	15,000	15,000	15,450
Total Miscellaneous	(334,918)	389,984	164,800	168,500	173,060	178,252
Total Revenues	11,333,778	15,027,158	13,712,622	13,604,535	14,413,563	14,601,336
<u>Other Financing Sources</u>						
<u>Transfers from other Funds</u>						
Water Fund	88,988	58,861	65,000	65,000	65,000	65,000
Sanitary Sewer Fund	14,697	19,595	16,000	16,000	16,000	16,000
Storm Sewer	13,893	21,102	25,000	25,000	25,000	25,000
Solid Waste	50,000		50,000	50,000	50,000	50,000
PIR Fund	85,692	122,378	69,000	69,000	69,000	69,000
Parks	4,021	160				
Central Services						
Liquor Fund	50,000	50,000	50,000	50,000	50,000	50,000
Deputy Registrar	50,000	50,000	25,000	25,000	25,000	25,000
Equipment Replacement	98					
REDA						
Special Funding		31,837	325,000	325,000		
Total Transfers	357,389	353,933	625,000	625,000	300,000	300,000
Total Revenue and Financing Sources	\$ 11,691,167	\$ 15,381,091	\$ 14,337,622	\$ 14,229,535	\$ 14,713,563	\$ 14,901,336

CITY OF ROBBINSDALE, MINNESOTA

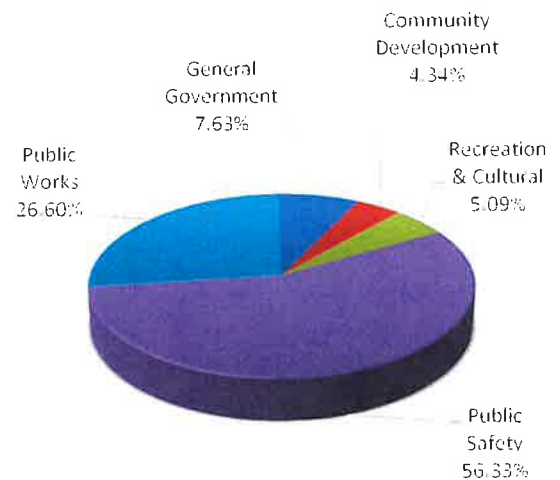
General Fund Summary of Expenditures by Major Objective

	2022 Actual	2023 Actual	2024 Budget	2024 Estimated	2025 Proposed	2026 Proposed
<u>Public Safety</u>						
Police Services	5,089,190	5,550,532	6,957,150	5,909,057	7,445,828	7,667,454
Fire Services	944,853	1,023,050	1,127,975	1,141,676	1,097,249	1,117,147
Total Public Safety	6,034,043	6,573,582	8,085,125	7,050,733	8,543,077	8,784,601
<u>Public Works</u>						
Engineering Services	\$ 438,207	\$ 457,421	\$ 630,873	\$ 493,703	\$ 760,169	\$ 757,641
Streets	1,086,678	1,126,126	1,395,627	1,351,861	1,515,678	1,559,922
Forestry	240,892	309,700	364,312	364,542	376,431	273,119
Park Maintenance	774,692	821,678	971,935	905,784	1,100,865	1,133,742
Building Inspections	262,335	262,918	271,835	266,566	281,015	288,077
Total Public Works	2,802,804	2,977,843	3,634,582	3,382,456	4,034,158	4,012,501
	1,861,370	1,947,804	2,367,562	2,257,645	2,616,543	2,693,664
Total Expenditures	11,058,643	11,778,711	14,578,407	12,870,760	15,164,910	15,504,676
<u>Other Uses</u>						
Transfers to Other Funds	900,000	1,500,000				
Total Expenditures and Other Financing Uses	\$ 11,958,643	\$ 13,278,711	\$ 14,578,407	\$ 12,870,760	\$ 15,164,910	\$ 15,504,676

2024 Estimated
Expenditures By Major Objective



2025 Proposed
Expenditures By Major Objective



CITY OF ROBBINSDALE, MINNESOTA
General Fund Summary of Expenditures and Other Financing Uses

	2022 ACTIVITY	2023 ACTIVITY	2024 AMENDED BUDGET	2024 PROJECTED ACTIVITY	2025 DEPT REQUESTED BUDGET	2026 DEPT REQUESTED BUDGET
Summary by Department						
City Council	142,202	79,078	147,250	103,630	188,580	235,004
Administration	407,791	456,794	606,957	513,926	490,128	504,702
Legal	110,145	58,641	113,897	91,897	124,467	128,201
Assessing	117,525	152,016	158,794	160,844	10,715	11,036
Finance	355,753	391,512	375,757	349,024	343,925	355,352
Community Development	550,940	512,144	688,439	580,995	658,119	678,240
Police	5,089,190	5,550,532	6,957,150	5,909,057	7,445,828	7,667,454
Fire	944,853	1,023,050	1,127,975	1,141,676	1,097,249	1,117,147
Recreation	537,440	577,101	767,606	637,255	771,740	795,040
Engineering	700,542	720,339	902,708	760,269	1,041,184	1,045,718
Public Works	2,102,262	2,257,504	2,731,874	2,622,187	2,992,975	2,966,782
Total Expenditures	11,058,643	11,778,711	14,578,407	12,870,760	15,164,910	15,504,676
Other Financing Uses						
Transfers to Other Funds	900,000	1,500,000				
Total Expenditures & Other Financing Uses	11,958,643	13,278,711	14,578,407	12,870,760	15,164,910	15,504,676
Summary by Category						
Personal Services	8,131,100	8,535,082	10,710,442	9,277,535	11,021,792	11,257,410
Supplies	334,686	382,346	530,773	487,247	598,415	621,228
Other Services & Charges	2,578,817	2,861,283	3,317,592	3,101,878	3,513,558	3,598,857
Capital Outlay	14,040		19,600	4,100	31,145	27,180
Transfer	900,000	1,500,000				
Total Expenditures by Category	11,958,643	13,278,711	14,578,407	12,870,760	15,164,910	15,504,676

City of Robbinsdale

2025 Property Tax Levy Options

Estimated Tax Rate Calculation for 2025

See Table Below for Option Explanations

Exhibit 2

	Compare 2024 Actual to 2025 Option 4 Increase (Decrease)	Actual 2024	Option 1 No Change City Levy Full Debt Service 2025	Option 2 6% Increase \$528,053 on 2024 City GF Levy 2025	Option 3 8% Increase \$704,071 on 2024 City GF Levy 2025	Proposed Levy Option 4 10% Increase \$880,088 on 2024 City GF Levy 2025	Option 5 12% Increase \$1,056,106 on 2024 City GF Levy 2025	Option 6 14% Increase \$1,232,124 on 2024 City GF Levy 2025
General Fund	1,056,106	\$8,800,883	\$8,800,883	\$9,328,936	\$9,504,954	\$9,680,971	\$9,856,989	\$10,033,007
Debt service	549,287	767,885	1,317,172	1,317,172	1,317,172	1,317,172	1,317,172	1,317,172
Net tax capacity levy	1,605,393	9,568,768	10,118,055	10,646,108	10,822,125	10,998,143	11,174,161	11,350,178
Market value debt service levy	-	0	0	0	0	0	0	0
Certified Levy - City	1,905,134	9,269,027	10,118,055	10,646,108	10,822,125	10,998,143	11,174,161	11,350,178
HRA Levy	11,703	323,129	334,832	334,832	334,832	334,832	334,832	334,832
Total Levy	\$1,916,837	\$9,592,156	\$10,452,887	\$10,980,940	\$11,156,957	\$11,332,975	\$11,508,993	\$11,685,010
Net Change	1,916,837							
Percent Levy change from 2024			8.97%	14.48%	16.31%	18.15%	19.98%	21.82%
Fiscal Disparity Increase	171,414		-1.79%	-1.79%	-1.79%	-1.79%	-1.79%	-1.79%
Percent Total Levy change from 2024			7.19%	12.69%	14.53%	16.36%	18.20%	20.03%
Net Change after Fiscal Disparities	1,745,423							
Estimated Tax Burden on Average Home		1,393.38	1,522.29	1,613.23	1,643.55	1,673.86	1,704.18	1,734.49
2025 = \$296,100, 2024 = 290,000 Increase = 2.10%								
Estimated Change in Tax								
Estimated Change in Tax Amount per Month			128.90	219.85	250.16	280.48	310.79	341.11
Change in Tax per \$100,000 is approximately =			10.74	18.32	20.85	23.37	25.90	28.43
General Fund Deficit \Use of Reserves			(1,331,435)	(803,382)	(627,365)	(451,347)	(275,329)	(99,312)
Estimated City Tax Rate		47.935%	51.65%	54.83%	55.89%	56.96%	58.02%	59.08%

Option 1 = General Fund Tax Levy stays the same as 2024, includes all debt service levies.
Option 2 = General Fund tax levy increases by 6% of GF 2024 levy in the amount of \$528,053
Option 3 = General Fund tax levy increases by 8% of GF 2024 levy in the amount of \$704,071
Option 4 = General Fund tax levy increases by 10% of GF 2024 levy in the amount of \$880,088
Option 5 = General Fund tax levy increases by 12% of total 2024 levy in the amount of \$1,056,106
Option 6 = General Fund tax levy increases by 14% of total 2024 levy in the amount of \$1,232,124

**City of Robbinsdale
2023 Property Tax Levy History**

	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>
General Fund	\$6,345,973	\$6,790,191	\$7,360,567	\$8,302,720	\$8,966,937	\$9,680,971
Debt service	847,900	1,005,053	1,016,282	966,307	767,885	1,317,172
Net tax capacity levy	7,193,873	7,795,244	8,376,849	9,269,027	9,734,822	10,998,143
Market value debt service levy	0	0	0	0	0	0
Certified Levy - City	7,193,873	7,795,244	8,376,849	9,269,027	9,734,822	10,998,143
HRA Levy	210,717	237,409	250,525	274,836	323,129	334,832
Total Levy	\$7,404,590	\$8,032,653	\$8,627,374	\$9,543,863	\$10,057,951	\$11,332,975
Fiscal Disparities Amount	1,630,244	1,470,638	1,728,593	1,578,647	1,664,720	1,759,546
Net Spread Levy	5,774,346	6,562,015	6,898,781	7,965,216	8,393,231	9,573,429
Percent Levy change from Prior Year	5.99%	8.48%	7.40%	10.62%	5.39%	12.68%
Fiscal Disparity Change	-0.64%	2.16%	-3.21%	-8.67%	5.45%	5.70%
Percent Total Levy change from Prior Year	5.35%	10.64%	4.19%	1.95%	10.84%	18.37%
Percent Change	916.53	1,011.00	1,118.98	1,339.27	1,398.49	1,652.87
Estimated Tax Burden on Average Home						
Estimated Change in Tax from Prior Year	67.39	89.64	85.51	220.29	59.22	254.38
Average Home Value	212,000	216,000	236,000	286,000	290,000	296,100
Fiscal Disparity Change	\$ 44,422	\$ (159,606)	\$ 257,955	\$ (149,946)	\$ 86,073	\$ 94,826

Note 1:

Some of Change due to Market Value Homestead Exclusion

Annual Change	
\$ 736.34	\$ 122.72

Member _____ moved and Member _____ seconded a motion that the following resolution be read and adopted this 17th day of September 2024.

RESOLUTION NO.

A RESOLUTION SETTING THE PROPOSED 2025 GENERAL FUND AND DEBT SERVICE NET PROPERTY TAX LEVIES FOR CERTIFICATION TO HENNEPIN COUNTY

WHEREAS, Minnesota Statutes require the adoption of the proposed tax levy; and

WHEREAS, the proposed tax levy must be certified to Hennepin County on or before September 30, 2024;

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ROBBINSDALE, MINNESOTA that the City Council of the City of Robbinsdale adopts the following proposed 2025 General Fund and debt service net tax levies, and certifying them to Hennepin County:

General Fund (City Operations)	\$ 9,680,971
Debt Service:	
➤ 2015A G.O. Street Reconstruction Bonds	321,873
➤ 2017A G.O. Street Reconstruction Bonds	7,300
➤ 2018A G.O. Street Reconstruction Bonds	66,820
➤ 2020A G.O. Street Reconstruction Bonds	55,264
➤ 2023A G.O. Street Reconstruction Bonds	415,700
➤ 2024A G.O. Street Reconstruction Bonds	75,621
➤ 2018A Equipment Certificates 9 Year	66,518
➤ 2020A Equipment Certificates 9 Year	122,850
➤ 2023A Equipment Certificates 9 Year	138,950
➤ 2024A Equipment Certificates 5 Year	46,277

Total Tax Capacity Based Levy to
Certify to County

10,998,143

The question was on the adoption of the resolution and upon a vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

WHEREUPON SAID RESOLUTION WAS DECLARED DULY PASSED AND ADOPTED THIS 17TH DAY OF SEPTEMBER 2024.

ATTEST:

William A. Blonigan, Mayor

Chase Peterson-Etem, City Clerk

TO: Mayor and City Council
PREPARED BY: Daa Tahoun, Finance Director
APPROVED BY: Tim Sandvik, City Manager
DATE: September 17, 2024
RE: Proposed 2025 HRA Property Tax Levy

Background:

The City is required to submit a proposed 2025 Property Tax Levy to Hennepin County by September 30, 2024. This levy will be used by the County to prepare the Truth in Taxation notices that the County mails to every citizen in November. This levy is for the REDA to use for continued community development efforts.

Analysis:

The HRA Levy is separate from the regular City Levy and is used to fund housing and redevelopment activities. For 2025, the limit on the HRA Levy is .0185% of the City's Taxable Market Value for 2024. This levy is being proposed on behalf of the Robbinsdale Economic Development Authority (REDA) and will be distributed to the REDA when received. The City is setting the proposed levy at this time. The final HRA Levy may be reduced, but may not increase, when finally adopted in December.

The levy for 2024 was \$323,129 and the maximum levy for 2025 is \$334,832 based on a total market value of \$1,809,905,300. Council members have indicated support for levying the maximum amount given the important work the REDA has been doing.

Recommendation:

By motion, waive the reading and order the adoption of the resolution setting the proposed 2025 Housing and Redevelopment Authority (HRA) Property Tax Levy (shown as Exhibit 1).

Attachments:

1. Budget Proposed HRA Levy 2025

Member _____ moved and Member _____ seconded a motion that the following resolution be read and adopted this 17th day of September 2024.

RESOLUTION NO.

A RESOLUTION ADOPTING THE PROPOSED
2025 HOUSING AND REDEVELOPMENT AUTHORITY (HRA)
PROPERTY TAX LEVY FOR CERTIFICATION TO HENNEPIN COUNTY

WHEREAS, Minnesota Statutes requires that the City adopt the HRA Levy on behalf of the Robbinsdale Economic Development Authority; and

WHEREAS, the proposed HRA tax levy must be certified to Hennepin County on or before September 30, 2024;

NOW THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF ROBBINSDALE, MINNESOTA adopts the proposed 2025 HRA Net Property Tax Levy in the amount of \$334,832 and directs the City Clerk to certify this amount to Hennepin County.

The question was on the adoption of the resolution and upon a vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

WHEREUPON SAID RESOLUTION WAS DECLARED DULY PASSED AND ADOPTED THIS 17TH DAY OF SEPTEMBER 2024.

William A. Blonigan, Mayor

ATTEST:

Chase Peterson-Etem, City Clerk

TO: Mayor and City Council
PREPARED BY: Daaa Tahoun, Finance Director
APPROVED BY: Tim Sandvik, City Manager
DATE: September 17, 2024
RE: Enterprise Funds Budget, Capital Project Funds Budget, and CIP Plan
Work Sessions

Background:

Work Sessions need to be scheduled for the presentation and review of the Proposed City Manager's Budget for the 2025 Enterprise and Capital Improvement Funds, and the 2025-2034 Capital Improvement Plan.

Analysis:

Options for the meetings are as follows:

- October 15th before the council meeting
- October 22nd as a separate work session
- November 6th before the council meeting
- November 12th before the REDA meeting (option to set as a follow-up meeting if needed.)
- November 19th before the council meeting (option to set as a follow-up meeting if needed.)

Recommendation:

By motion, set a series of Work Sessions to discuss the Proposed City Manager's Budget for 2025 Enterprise and Capital Project Funds, and the 2025-2034 Capital Improvement Plan, for the dates listed above along with a follow-up session.

Attachments:

None



TO: Mayor and City Council
PREPARED BY: Chase Peterson-Etem, City Clerk/Assistant to City Manager
APPROVED BY: Tim Sandvik, City Manager
DATE: September 17, 2024
RE: Voucher Requests Pending Approval for Disbursement

Background:

The check register dated 9/17/24 reflects the voucher requests pending approval for disbursement.

The check register dated 9/4/24 through 9/17/24 is a list of vouchers requiring payment for city funds, Deputy Registrar, liquor, and miscellaneous purchases. The payments are required prior to the next Council meeting.

Analysis:

None

Recommendation:

By motion, approve disbursement requests for the period ending 9/17/2024.

Attachments:

None