

**Blue Line Extension Municipal Consent Hearing - 1/19/2016  
Metropolitan Council**

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Metropolitan Council ) Hennepin County  
Municipal Consent Public Meeting ) Hennepin County Regional  
 ) Railroad Authority  
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TRANSCRIPT OF PROCEEDINGS

The following is the TRANSCRIPT OF PROCEEDINGS,  
taken before Rebekah J. Bishop, Notary Public, Registered  
Professional Reporter, Certified Realtime Reporter, at the  
Minneapolis Central Library, 300 Nicollet Mall, Minneapolis,  
Minnesota, commencing at 6:00 p.m. on January 19, 2016.

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A P P E A R A N C E S

Metropolitan Council:

Adam Duininck  
Gary Cunningham  
Wendy Wulff  
Carol Letofsky  
Lona Schreiber  
Sandy Rummel

Hennepin County:

Peter McLaughlin  
Linda Higgins  
Marion Greene  
Jeff Johnson  
Mike Opat

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1 P R O C E E D I N G S

2 MR. McLAUGHLIN: Good evening, everybody.  
3 Welcome to Hennepin County's Minneapolis Central  
4 Library. We want to welcome you here to this beautiful  
5 facility. I want to first introduce my colleagues on  
6 the county board. I'll start on this end with -- I'll  
7 just let you introduce yourself. How about that?

8 MS. GREENE: I'm Marion Greene. On the  
9 Hennepin County Board, I represent the southwestern  
10 portion of Minneapolis and St. Louis Park.

11 MS. HIGGINS: I guess I'm next. Linda  
12 Higgins; I represent District 2, and part of the  
13 Bottineau line comes right through our own district.

14 MR. JOHNSON: Jeff Johnson, western Hennepin  
15 County.

16 MR. OPAT: Mike Opat, northwestern Hennepin  
17 County.

18 MR. McLAUGHLIN: So these are my colleagues.  
19 They are -- have been heavily involved in the  
20 development of this and the other line. We're going to  
21 talk tonight about Bottineau LRT, which will be a vital  
22 component of the whole transit system for the region  
23 and for -- and in particular, it will be very important  
24 for transit service in Hennepin County. It'll have  
25 eleven stations in five different communities.

1                   We've come to believe that this -- these  
2                   lines provide access to jobs, support for businesses,  
3                   so it gets people to jobs, and it gets employees to  
4                   employers so that people can earn a living and their  
5                   businesses can thrive.

6                   It's an incredibly strong connection, not  
7                   only to downtown Minneapolis, but to the VA Hospital,  
8                   the airport, and other stops along the Blue Line. But,  
9                   also, you can make connections starting at the Green  
10                  Line to the University of Minnesota, a host of other  
11                  universities along the Green Line, as well as  
12                  connecting to the Capitol and the city of St. Paul, as  
13                  well as connections to North Hennepin Community College  
14                  and Hennepin Technical are right on the line itself.  
15                  So it's a -- it's a great -- a great connector within  
16                  the region as a part of this system that we're talking  
17                  about building out.

18                  It's also going to be -- we've worked hard to  
19                  integrate bicycle and pedestrian connection and access  
20                  to a number of parks, including Theodore Wirth Park, a  
21                  large regional park.

22                  In addition to that, I just want to thank my  
23                  colleagues for their engagement on this project. And  
24                  in particular, I want to thank Mr. Opat and  
25                  Commissioner Higgins who have had -- who have been

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1           involved in this process. The line runs through their  
2           districts, and without their leadership on my board, we  
3           would not be where we are today.

4                     In addition to that, though, tonight we're  
5           talking about municipal consent, which is a vote by the  
6           cities and as well as the county board, on the line  
7           itself and the direction it's going, and so we  
8           appreciate the involvement of our city officials and  
9           the community people along the -- along the entire  
10          line.

11                    We've got a lot of you, a lot of discussions,  
12          and we -- I think we have a great product here not only  
13          in terms of the line itself, but also in terms of the  
14          station area planning that's going on so that actually  
15          create great places along these lines.

16                    We've seen -- we've seen the emergence of  
17          that along our two lines that have developed so far.  
18          There's plenty of planning and discussion along  
19          Southwest as well, and so we think that's an integral  
20          part of what we're doing.

21                    So, again, it's going to be important that  
22          this is one step along the way, and we invite you and  
23          thank you for being here tonight and just taking  
24          tonight's step. But there are other steps in the  
25          future, including efforts to get state support, state

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1 financial support for this line, and so we encourage  
2 you to stay involved and be part of the process here to  
3 bring this additional light-rail (unintelligible).

4 And so I'll turn it over to my friend and  
5 colleague and resident of my district, as a matter of  
6 fact, Mr. Duininck from the chair of the Metropolitan  
7 Council.

8 MR. DUININCK: Thank you, Commissioner  
9 McLaughlin; I appreciate that. And it's my pleasure to  
10 be here tonight. I think the first thing I'll do is to  
11 take a page out of your book and just have my  
12 colleagues introduce themselves from the council.  
13 We're joined by other councilmembers from around the  
14 region.

15 MS. LETOFSKY: Carol Letofsky from District  
16 8, which is also where both Peter McLaughlin and Adam  
17 Duininck live.

18 MS. RUMMEL: Sandy Rummel from District 11,  
19 which is way on the other side of the region.

20 MR. CUNNINGHAM: I'm Gary Cunningham. I'm in  
21 District 7; that is downtown Minneapolis, north  
22 Minneapolis, south Minneapolis, and Robbinsdale.

23 MS. SCHREIBER: I'm Lona Schreiber; I  
24 represent District 2 on the Metropolitan Council. My  
25 district includes northern Hennepin County, which

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1 includes the city of -- cities of Brooklyn Park and  
2 Brooklyn Center.

3 MS. WULFF: Wendy Wulff, District 16 on the  
4 Metropolitan Council, and my district includes a large  
5 portion of Dakota County and a small portion of Scott  
6 County.

7 MR. DUININCK: Thank you, councilmembers, for  
8 being here. And I also want to echo my gratitude  
9 towards Councilmember Cunningham and Schreiber who have  
10 been engaged in this process from the very beginning.  
11 This is -- the line also runs through their districts,  
12 and they've had a lot of time and community meetings  
13 around the region. And they're working on the Corridor  
14 Management Committee as well.

15 I'm going to walk through a couple of  
16 housekeeping items here, to talk a little bit about  
17 format, then I'm going to introduce -- we'll all get  
18 off the stage for a few moments. We'll come down and  
19 sit here in the front row, and I'll turn it over to  
20 project officer Dan Soler. He'll walk through a little  
21 bit of a PowerPoint presentation kind of stating the  
22 project, and then we will open it up to public hearing.

23 But I want to let you know if you're going to  
24 speak today, make sure that you've signed up with the  
25 sign-in sheet. We have the first one filled up here

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1           tonight, so make sure you've done that, and our staff  
2           will let us know.

3                       As you all know, this is your opportunity to  
4           provide input to the Hennepin County Regional Rail and  
5           to the Metropolitan Council. Speakers will have up to  
6           two minutes tonight to state your name, your address  
7           for the record, and if you're representing a group,  
8           please identify that group as well. I will be keeping  
9           time up here to let you know about what your time is,  
10          and I'll try to call folks two at a time to give you a  
11          sense for who is coming up next.

12                      I'm trying to think if there's anything else  
13          in the housekeeping part. If there -- I think, you  
14          know, we're not going to keep everyone to a strict time  
15          limit, but, obviously, you're all respecting each  
16          other's time, so try to keep it to two minutes as best  
17          you can.

18                      This isn't your only opportunity to provide  
19          public input. If you live in one of the cities along  
20          the line, they're all doing both open houses and public  
21          hearings in each individual city as well. I'd  
22          encourage you to participate in that part of the  
23          process. And, obviously, we've collected a lot of  
24          public input today, so -- (loud coughing).

25                      Peter mentioned a real important step in the



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1 process, a big milestone that I want to thank everybody  
2 up here up on stage for the work that it's take --  
3 taken to get the project to this point. I look forward  
4 to hearing all the feedback again tonight.

5 So with that, I'll ask Dan Soler to come  
6 forward. And I think that everybody up here -- I think  
7 we're going to go sit down in the seats so we don't  
8 have a big, bright light in our face.

9 MR. SOLER: Okay. Thank you, Mr. Chair,  
10 Commissioner McLaughlin.

11 Tonight is really a public hearing, so it's  
12 really -- it's really for us to hear from the public,  
13 but before we do that, we really just want to run  
14 through a quick PowerPoint that has and identifies why  
15 we're here and then a little bit about the -- a little  
16 bit about the alignment.

17 I know folks had an opportunity to hopefully  
18 take a look at some of the boards out there and ask  
19 some questions. But we're here tonight to have our  
20 municipal consent public hearing, and this is for the  
21 Blue Line Extension. And I guess the Chair introduced  
22 me, but I'll introduce myself as well. I'm Dan Soler;  
23 I'm the project director for Met Council for the Blue  
24 Line Extension project.

25 And the Blue Line Extension is one of the

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1 legs in our metro transit metro system, which is what  
2 we are terming our system of all-day, frequent-service  
3 pieces, and that -- that began with the original  
4 Hiawatha, which is the Blue Line, supplemented with a  
5 project that I had the great opportunity to work on for  
6 seven years, and that's the Green Line, the central  
7 corridor from St. Paul to downtown Minneapolis; those  
8 two make up the first two legs of that.

9 That's currently been supplemented with our  
10 first BRT project, which is the red line, from Mall of  
11 America down south into Dakota County. And we have two  
12 other LRT projects in the works, the Green Line  
13 Extension and the Blue Line Extension as well.

14 So real quick overview, the Blue Line  
15 Extension, it's a 13-mile project that adds an  
16 additional 11 stations and 13 and a half miles of track  
17 from downtown Minneapolis northwest through the cities  
18 of Minneapolis, Golden Valley, Robbinsdale, Crystal,  
19 Brooklyn Park, terminating -- terminating north of  
20 Highway 610 up near Oak Grove Parkway. 27,000 rides  
21 estimated by 2030, so that's our -- 2040, sorry.  
22 That's our -- that's our estimated ridership.

23 So tonight we're at the municipal consent  
24 process, and this is a statutory requirement that we  
25 have as leaders of a -- of a light-rail project in the

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1 Twin Cities to have a formal public hearing on the  
2 preliminary design plans of the project.

3 So what constitutes the preliminary design  
4 plans of the project? Well, what we know right now and  
5 what we're expecting to know at the time of the  
6 municipal consent are some of these more simple things:

7 Where is the track going to go? What's the  
8 alignment? How many stations are we going to have, and  
9 where are they going to be? Which roadways are we  
10 doing work on and improving as part of the project?  
11 Where will we build sidewalks and pedestrian crossings?  
12 Do we have an operations and maintenance facility on  
13 this project, which we do, and where is that located?  
14 How are we working with BNSF? And those typical  
15 elements.

16 So that -- this is not final design. This is  
17 not at its completion. We're at about -- we're at  
18 about between 15 and 30 percent design right now, but  
19 these physical design components are the pieces that  
20 are part of our municipal consent plan.

21 So a quick walk through the alignment on  
22 these slides shows that we begin and we start here.  
23 This is, obviously, Target Field, and so here is where  
24 Target Field is, right in here. Target Field Station,  
25 this is where the existing Blue Line and Green Lines

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1           come together.

2                         This blue bar is where we will take off, and  
3           by the way, this is southwest as it comes here  
4           overhead, and we move west from Target Field Station  
5           down at-grade and along Trunk Highway 55, Olson  
6           Memorial Highway.

7                         We go over I-94 over the existing bridge, and  
8           we have two stations along Highway 55. We have a  
9           station here between Van White and Bryant, and we have  
10          a station here at Penn. And so as part of the project,  
11          we'll be reconstructing Highway 55. We'll be putting  
12          in the better sidewalks along there, improving the  
13          pedestrian crossings, improving the signals, bringing  
14          the speed down a little bit, trying to make it a little  
15          bit safer and easier to move along that roadway for  
16          pedestrians.

17                        As we get near Theodore Wirth Park, we make a  
18          turn to the north and go underneath a new bridge on  
19          Highway 55, and for the next eight miles, we run the  
20          Blue Line Extension LRT Project in the BNSF rail  
21          corridor. So that's -- and that last exhibit, we were  
22          pointing to the north. Now, north is to our right. So  
23          we're moving along here; Theodore Wirth park is in  
24          here. We're on the railroad right-of-way.

25                        We have a station here at Plymouth Avenue, at

1 the Plymouth Avenue bridge. We continue north along  
2 the railroad right-of-way, have a station at Golden  
3 Valley Road that now includes some level of parking  
4 here, a new Golden Valley Road bridge, a new Theodore  
5 Wirth park bridge, and a station.

6 We've got some wetlands in here. And on the  
7 next slide, you see to the north up here, we continue  
8 north, we keep going, here's what's termed as Grimes  
9 Pond, a wetland area in here that we're building a  
10 bridge through there for LRT.

11 We continue north into Robbinsdale, and  
12 that's where our next station takes place, right on the  
13 next slide between 41st Avenue and 42nd Avenue, with a  
14 station in downtown Robbinsdale. This is -- this is  
15 downtown Robbinsdale.

16 We're building a Park & Ride in here with  
17 some additional development, moving our bus turnaround;  
18 that takes place here. We're building a transit hub  
19 here in downtown Robbinsdale with a station platform  
20 at-grade and two crossings there at 41st and 42nd.

21 We continue north over Trunk Highway 100 on  
22 the new bridge. We continue north through a newly  
23 configured West Broadway intersection. West Broadway  
24 is on the west side of the tracks and then turns to the  
25 east side of the tracks here, so we're reconstructing

1 this.

2 We're in the city of Crystal now. We  
3 continue north through Corvallis. We go up and over --  
4 we go up and over the CP railroad tracks here to the  
5 next piece, which is a station in Crystal, and that is  
6 a station right at Bass Lake Road. This is Bass Lake  
7 Road, county roadway running east and west.

8 You can start to see Highway 81 now, County  
9 Road 81, Bottineau Boulevard, a little bit of where  
10 Bottineau LRT got its name as Blue Line Extension. We  
11 have the station here at Bass Lake Road. We continue  
12 north along Highway 81; again, staying on railroad  
13 right-of-way. We cross right here into the city of  
14 Brooklyn Park and then have a station right at 63rd and  
15 County Road 81. That's the 63rd Avenue Station.

16 There's an existing Park & Ride here that's  
17 just been sitting there, wonderfully waiting for this  
18 new LRT come and join it, and so we're happy to bring  
19 LRT at the station here and put that Park & Ride to  
20 much better use.

21 We continue north, still on the railroad  
22 right-of-way, still along with BNSF, north and  
23 underneath 694 up to what is -- this is 71st Avenue  
24 right here. This is kind of the continuation of West  
25 Broadway in here, and this is 73rd Avenue. And we

1 would be bringing LRT up and over a bridge over Highway  
2 81 right in this location.

3 And this is where we transition from the  
4 railroad right-of-way, over a bridge, over 81, down  
5 at-grade, and now we transition onto West Broadway. So  
6 we run north in Brooklyn Park along West Broadway with  
7 a station here at Brooklyn Boulevard. This is Brooklyn  
8 Boulevard and 80 -- or Brooklyn Boulevard and West  
9 Broadway intersection.

10 We continue north, in the center of West  
11 Broadway, north to a station here at 85th Avenue; 85th  
12 runs east/west. We have a station platform here. This  
13 is North Hennepin Community College. This is the new  
14 Hennepin County Library that's under construction right  
15 now, and so that station takes place there.

16 We continue north along Brooklyn Boulevard  
17 with a station here at 93rd, another east/west county  
18 roadway that runs through there. And then right when  
19 we get past 93rd, we transition over to the west side  
20 and run along the west side of West Broadway over  
21 Highway 610. We build a new bridge at 610, and then  
22 terminate with the end of the line station here at Oak  
23 Grove Parkway.

24 This is the target north campus. These  
25 roadways in here are new roadways and are a new roadway

1 configuration with a very significant size Park & Ride  
2 here to kind of establish a new look for what might  
3 happen with redevelopment in this area. There's a  
4 lot -- there's about 300 acres that Brooklyn Park has  
5 in undeveloped property up here, so that's the end of  
6 the line station.

7           Though we also have a maintenance facility,  
8 as I talked about, so even though we'll end daily train  
9 traffic here, unless we are going into the maintenance  
10 facility, we have some non-revenue track that runs  
11 along Oak Grove Parkway and then into a new operations  
12 and maintenance facility that we're proposing to build  
13 in north Brooklyn Park, along there.

14           So that's a real quick run-down of the  
15 alignment and the various pieces. We're here today on  
16 January 19th holding the joint public hearing for the  
17 County and the rail authority and Met Council.

18           Cities -- all five of our cities that I  
19 mentioned, Minneapolis, Golden Valley, Robbinsdale,  
20 Crystal, and Brooklyn Park each also have public  
21 hearings scheduled for the LRT project. Those will  
22 take place within that 45-day time frame, and then the  
23 cities and the County will act on the municipal consent  
24 plans by March 4th. These two dates, 30 and 45 days,  
25 are both statutory dates.



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1                   I'm not going to go through this whole slide,  
2                   but this gives folks an understanding of when the  
3                   public hearings are in each of the cities and when each  
4                   of the cities is expected to take an action either at  
5                   their city council or county board for those particular  
6                   pieces.

7                   So as the Chair mentioned before, you can  
8                   certainly give public testimony here today; that's what  
9                   most folks are doing. We're also accepting comments  
10                  until January 29 on these particular pieces and these  
11                  other ways as well.

12                  Is that everything? What comes after this?

13                  Oh, we've got design. We've got a long way  
14                  to go after this. We're not going to spend a lot of  
15                  time on this, but, obviously, municipal consent is a  
16                  point in time. The overall schedule for this project  
17                  is to continue in advance design through 2017 and then  
18                  have construction in 2018, 2019, 2020, to the 2021  
19                  opening day.

20                  So that's a quick overview of the project,  
21                  and I think now we'll go ahead and let the folks take  
22                  their seats back up on the stage and open up the public  
23                  hearing.

24                  MR. DUININCK: Thank you for that overview.

25                  And I also just want to echo -- give my

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1 thoughts and thanks to a few folks from the Community  
2 Advisory Committee, Business Advisory Committee, other  
3 local elected officials that are here, and I saw a  
4 number of them outside.

5 Thanks for being here tonight. I know you're  
6 probably going to be at a number of other public  
7 hearings and open houses here in the next six to eight  
8 weeks, so I appreciate your help in the process.

9 I think what we'll do now is start the  
10 public --

11 MR. McLAUGHLIN: I just wanted to add one  
12 other thing. There was a mention there about one-seat  
13 ride. For those of you who aren't into transit lingo,  
14 that means that you don't have to -- if you come down  
15 on the Blue Line from Brooklyn Park, you don't have to  
16 change anywhere along the line to get to the VA or to  
17 the airport. It's a -- it's a plug-and-play point that  
18 we know that Target Field Station.

19 So you just keep going, which is why it's  
20 called the Blue Line instead of the Blue from Bottineau  
21 and then Hiawatha, because it's actually one line; you  
22 don't have to get off. If you want to go to St. Paul,  
23 you don't need to make a transfer at any of the stops  
24 in downtown Minneapolis, and then you can get to -- get  
25 the University of Minnesota or to St. Paul.

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1                   But it's literally a one-seat ride all the  
2                   way to the airport or the VA Hospital or the Mall of  
3                   America, so I just wanted to clarify that to people  
4                   because sometimes people don't understand that if you  
5                   have to change, the name of the line has to change.

6                   Thank you.

7                   MR. DUININCK: Thank you, Commissioner.

8                   All right. So I think what we'll do is we'll  
9                   get started here; I'll call out some names. And I  
10                  apologize in advance if I have a hard time with  
11                  pronunciation. My name is routinely mispronounced, so  
12                  we'll have some -- be understanding with me.

13                  The first two names on my list here are  
14                  Alexis Pennie and Richard Adair, so we'll call them up.  
15                  You have two minutes, and Sophie here will take time.

16                  MR. PENNIE: Good evening. Thank you so  
17                  much, Chair Duininck and the collective officials here.  
18                  I want to say thank you, also, to the public that's  
19                  here. I know it's really important that we have  
20                  feedback, so kudos to everyone for being here.

21                  Okay. So what I wanted to say today pertains  
22                  to the Bottineau line. I'm sure there's no surprise  
23                  that I'm here talking about this. Specifically what I  
24                  wanted to do is to say I was on the Station Area  
25                  Planning Committee for Bottineau, specifically around

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1 Penn Avenue Station. I'm thankful for that; that was  
2 great.

3           During those conversations, I wish we  
4 would've been able to talk more about how  
5 transportation should be looked at from the lens of a  
6 Civil Rights Title VI, and it'd be vital to justice.  
7 Unfortunately, we never had those discussions, but  
8 that's all right, though, which kind of leads me to my  
9 next point of why we're probably having this discussion  
10 today.

11           With other projects, like, for example,  
12 with -- with Prospect Park, they came up with a plan  
13 called "Prospect Park 2020," which was their guiding  
14 economic divided -- development plan around intentional  
15 and coordinated public/private partnerships.  
16 Unfortunately, with the planning organization that we  
17 did for Penn Avenue and Van White Station in north  
18 Minneapolis looks nothing like that. It's not very  
19 visionary at all.

20           And sadly, just down the street from us over  
21 at the Target Field Station, you guys are -- you guys  
22 are melting your snow, creating water, creating steam,  
23 selling it to Target Field Station, selling it to the  
24 North Loop, creating money off of that with your  
25 partners at Covanta. And that -- that's legit; I'd

1 like to see that money happen in north Minneapolis,  
2 too, create some wealth over there.

3 I want you to work with your city partners to  
4 implement a development process along Olson Memorial  
5 Highway that's going to implement the community's  
6 vision rather than developers' visions about ground  
7 density. Even in north -- downtown Minneapolis,  
8 there's not that level of density that takes place.

9 In places like Nicollet Island -- Nicollet  
10 Island Organization, for example, Victor Grambsch, he  
11 wants to see higher density over in that neighborhood;  
12 that's great you have money for those neighborhoods.  
13 And if you want to see that in our neighborhoods, help  
14 us see that overall vision or help us buy into to that  
15 overall vision. For example, 30 percent of affordable  
16 housing in those new units that you're going to build  
17 in the new development, that's a good start, for  
18 example.

19 I know I'm running short on time; missed  
20 opportunity here with respect to creating safer  
21 intersections along Olson Memorial Highway. Got it. I  
22 want to make sure that everybody knows that this is --  
23 even though it's a highway, there's schools, there's  
24 parks, there's children, there's people that are  
25 elderly, there's disabled people that live in these

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1 development projects adjacent to it.

2 The light -- the lights that we have  
3 currently are not working for people in order to give  
4 them time enough to cross the street. I'm an  
5 able-bodied person; I feel that way.

6 And, lastly, I want you working with MnDOT to  
7 implement that protected bikeway that you're going to  
8 get from Van -- here over to the Van White Station.  
9 Work with MnDOT to get it over 94; get it all the way  
10 to Target Field. Do it right the first time.

11 Thank you. Have a great day.

12 MR. DUININCK: Next up is Richard Adair  
13 followed by Ron Williams.

14 MR. ADAIR: Richard Adair, 200 Uptown Avenue  
15 South, pretty close to the Penn Avenue Station.

16 Two recent events underscore the importance  
17 of building this line. Last month, the nations of the  
18 world gathered in Paris to discuss how each could  
19 reduce carbon emissions and save the planet.

20 It's hard for me to imagine that we wouldn't  
21 want to be part of this process locally and by building  
22 an energy-efficient electric train which would be used  
23 for millions of trips each year.

24 Second, last month, racial demonstrations  
25 flared on Plymouth Avenue. Among other things, the

1 protesters asked for more investment in north  
2 Minneapolis, as the previous speaker did.

3 It's hard for me to imagine a more effective  
4 investment than a transit system that would get  
5 north-siders to jobs -- good jobs across the metro, and  
6 these jobs would be at -- you can only get to these  
7 jobs at speeds that are reachable by light-rail.

8 A large national study from Harvard recently  
9 released showed that all the -- looked at the different  
10 factors that could be -- that were associated with  
11 children born into poverty getting out of poverty.

12 The number one factor was not living in an  
13 area of crime or a lot of two-parent families or school  
14 test scores or anything like that. The number one  
15 factor was transportation, getting to and work -- from  
16 work quickly, getting home in time to parent your  
17 children, mixing around with other kinds of people.

18 So what we need is -- and you can watch my  
19 hand here -- we need both light-rail lines be built  
20 out, we need a bus rapid transit on Penn, and we need a  
21 circulator bus on Plymouth -- west on Plymouth, south  
22 on Penn, east on 394, and up on Van White.

23 The governor has appointed a legislative task  
24 force to look at -- to address racial disparities, and  
25 this is one issue with transit getting to work that

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1 resonates with rural people and city people; it  
2 resonates with Republicans and Democrats because it --  
3 being able to get to work is an issue of basic  
4 fairness.

5 MR. DUININCK: Thank you. Next up is Ron  
6 Williams, followed by George Puzak.

7 MR. WILLIAMS: Hello, I'm Ron Williams, and I  
8 live at 4368 France Avenue North in Robbinsdale. And  
9 I'm a Vietnam veteran; I'm retired from -- of -- from  
10 banking in 2010.

11 I -- I used the bus system for 30 years to  
12 get to work, and so I realize the value of -- of a  
13 reasonable transportation system.

14 My wife and I still are a one-car family, and  
15 I take the bus four or five times a week to go to the  
16 U of M as a student. And it's estimated that a family  
17 saves \$8,500 a year by having just one car instead of  
18 two. Well, at that rate, for the last 20 years, my  
19 wife and I have saved \$150,000. Well, that depends  
20 upon what the last presentation was. It depends on  
21 there -- a job being available for me and my wife  
22 together.

23 And the LRT is really important, I think, to  
24 extend those kind of opportunities to people in south  
25 Minneapolis and north Minneapolis, but then all the



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1 jobs are downtown Minneapolis.

2 They -- they -- they need the extended  
3 network, which by the line will -- part of the  
4 extension, so I think that's really important for --  
5 for job creation and people to get to those jobs.

6 Thank you very much.

7 MR. DUININCK: Thank you.

8 Next is George Puzak, followed by Jessica  
9 Treat.

10 Is George here?

11 All right. Jessica, are you ready?

12 MS. TREAT: I'm ready.

13 MR. DUININCK: All right. Jessica Treat,  
14 followed up by Chelsie Glaubitz.

15 MS. TREAT: Good evening, Mr. Chair, Hennepin  
16 County Commissioners, and Met Council members. My name  
17 is Jessica Treat, and I'm the very new executive  
18 director of Transit for Livable Communities.

19 We are a nonprofit, nonpartisan advocacy  
20 organization with over 100 -- 10,000 members across the  
21 Twin Cities metro. Our mission is to make it easier  
22 for people to choose transit, biking, and walking more  
23 often.

24 Transit for Livable Communities believes the  
25 Blue Line Extension Project is a key component of

1 growing a metro-wide system of transitways and expanded  
2 bus service that will provide residents with viable  
3 transportation options.

4 We strongly support the current plans for the  
5 Blue Line extension and appreciate the hard work  
6 undertaken by all the cities, Hennepin County, and the  
7 Blue Line Extension Project Office to move this project  
8 forward. This project will greatly expand affordable  
9 transportation options and reduce transportation  
10 emissions.

11 Travelers using transit rather than driving  
12 on a regular basis can save over \$4,000 per year, and  
13 on a per-mile basis consume about half the energy and  
14 emit a tiny fraction of the smog emitted by solo  
15 drivers.

16 Light-rail is an efficient way to move large  
17 numbers of commuters, with an estimated 27,000 weekday  
18 rides in 2030. Light-rail, not buses or cars, is the  
19 best transportation solution for this corridor.

20 We are pleased to see that the project plans  
21 include essential considerations for pedestrian and  
22 bicycle connections to stations and for future  
23 transit-oriented development at Park & Ride facilities  
24 and other locations along the line.

25 We believe this project is an important step

1 toward addressing our region's income and racial  
2 disparities because Bottineau LRT will prove -- improve  
3 access to jobs and opportunity in the corridor --  
4 corridor where nearly half of the residents are people  
5 of color.

6 Additionally, construction of the project is  
7 expected to create 2,500 living-wage construction jobs.

8 Overall, the benefits far exceed the project  
9 costs. The build-out of a regional system of  
10 transitways is expected to generate nearly \$3 of direct  
11 economic benefits for every dollar invested. The  
12 majority of these economic benefits are reduced traffic  
13 delays for cars and truck -- car and truck drivers.

14 Finally, we question the need for a Park &  
15 Ride facility at Golden -- Golden Valley Road. The  
16 station is less than three miles from downtown  
17 Minneapolis. We are concerned that a Park & Ride  
18 facility this close to the corridor will provide an  
19 incentive for drivers further northwest on the line to  
20 drive to this location.

21 If a Park & Ride is desired here, we suggest  
22 that its capital cost be paid for by users; for  
23 example, through parking fees so that limited funding  
24 resources can be devoted to enhancing transit, biking,  
25 and walking connections to the planned stations.

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1 Thank you.

2 MR. DUININCK: Thank you very much.

3 Up next is Chelsie Glaubitz, followed by  
4 Linda Gant.

5 MS. GLAUBITZ: Hello. Thank you,  
6 Commissioners, and thank you, councilmembers. My name  
7 is Chelsie Glaubitz, and I'm the president of the  
8 Minneapolis Regional Labor Federation. And we  
9 represent the western seven counties of the metro area,  
10 the umbrella organization, and a hub for all union  
11 members and our families.

12 We represent the people who are going to  
13 build this project; we represent the people who are  
14 going to be driving these trains; and we represent the  
15 workers who will be using these trains to get to work,  
16 recreation, school, and all other necessities such as  
17 hospitals and -- and health care.

18 We strongly support municipal consent, but  
19 ask you guys who continue to make your deliberations to  
20 challenge the status quo and ensure that this project  
21 is meeting the ridership where they are at in an  
22 equitable way with both your design and your  
23 implementation going forward.

24 We need the transportation system of tomorrow  
25 to be equitable, fair, reliable, and modern. Our

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1 members will be providing you a very high-quality  
2 service in its construction and its operation and the  
3 development around it. And in return, we require high  
4 expectations on this project as well, whether it is for  
5 our retiring baby boomers and our membership or our  
6 future union members who are coming up through the  
7 ranks now.

8 Thank you for your leadership. It's these  
9 types of decisions that are going to shape our future  
10 economy, they're going to shape our future workforce,  
11 and I hope that it is strong, diverse, and dynamic.

12 Thank you.

13 MR. DUININCK: Chelsie -- up next is -- next  
14 is Linda Gant, followed by Tou Xiong.

15 MS. GANT: This is a public hearing about  
16 comments on the municipal consent process.

17 First, I'd like to say when I explained what  
18 was going on in the northwest suburbs, I'd tell people  
19 before Robbinsdale, Golden Valley, Crystal, Brooklyn  
20 Park, they're already 100 percent compliant to whatever  
21 the Met Council wants regarding this, but it's a legal  
22 requirement.

23 And, also, about the municipal consent  
24 process, you're doing it before the EIS gets issued,  
25 which is exactly what Southwest is suing you over. So

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1 I wonder: Is there a different standard for the Blue  
2 Line which goes to a remarkably lower-income group and  
3 Southwest gets to have that environmental impact  
4 statement before the municipal consent process?

5 Another comment I've got about municipal  
6 consent was: There I was in Robbinsdale City Council  
7 many years ago when Marcia Glick was mayor, and a  
8 councilperson hearing about this project came up and  
9 said to her, "We can oppose her," and it -- or, "We can  
10 oppose this." And her comment was it wouldn't do any  
11 good; they're going to do whatever they want anyway.

12 And then I hear in the media that there's no  
13 opposition to this project, and what I -- what my  
14 question to that is: Is the only thing you find as  
15 opposition a lawsuit?

16 The other reason Southwest is suing you is  
17 because you've used the EIS process to completely  
18 eliminate BRT as instead of doing LRT, and that's the  
19 other thing.

20 So there's another way that the north side is  
21 not getting the same standard of scrutiny that  
22 Bottineau is, and the -- so -- so much for that.

23 The other thing I want to comment on -- well,  
24 I guess you don't have to -- I don't have time to talk  
25 about what's happening in Sochacki Park already, but

1           already we know how you intend to treat our wildlife  
2           habitat because we're really disgusted with what has  
3           already happened.

4                       MR. DUININCK: I know that the ground rules  
5           are that I -- that we aren't going to respond things,  
6           but I want to be clear for the audience to take a look  
7           at the judge's order from last summer on the Southwest  
8           LRT lawsuit, and you will see we've been pretty good  
9           about that situation. So --

10                      MS. GANT: Read the lawsuit.

11                      MR. DUININCK: The next speaker is --

12                      MS. GANT: Read the lawsuit.

13                      MR. DUININCK: -- Tou Xiong, followed by  
14           Denetrick Powers.

15                      MR. XIONG: Good evening, councilmembers, and  
16           good evening, Commission. My name is Tou Xiong; I work  
17           for the Harrison Neighborhood Association, and here are  
18           the Harrison residents. Could you please raise your  
19           hand? We've got some in the back there, too, and we're  
20           all here; we're all excited about this great project  
21           that is going on for our community.

22                      However, the Harrison Neighborhood  
23           Association also has lots of inputs from residents  
24           within the Harrison -- the Harrison area, and there  
25           are -- Harrison stands with the Harrison neighbors --

1 neighborhood in demanding that, you know, one, all new  
2 development and zoning for future development should  
3 require 30 percent of all dwelling units at the current  
4 affordability metric.

5 The second piece is that all current  
6 residents be given first right of refusal in new  
7 housing that might displace them.

8 The third piece is the construction of towers  
9 or high rises taller -- taller than five stories be  
10 prohibited.

11 And the next piece is environmental concerns  
12 of Harrison residents. Harrison residents would like  
13 to see clearly defined plans for mitigation in terms of  
14 pollution for air quality and ground water.

15 The third piece, Harrison residents would  
16 like to see any trees that should be replaced -- any  
17 trees that should be displaced would be replaced in  
18 Harrison near north and Heritage Park.

19 And the fourth piece, you know, Harrison  
20 would like to see concrete goals for increasing access.  
21 For -- for instance, you know, job opportunities for  
22 Harrison residents and near -- nearby neighbors.

23 And the fifth piece, Harrison residents would  
24 like to prioritize current business and housing  
25 structures that currently exist and supplies --



1 supplies available housing for Harrison residents.

2 And, finally, it was mentioned earlier by --  
3 by another speaker is that Harrison residents would  
4 like to see safety and access safety measures put in  
5 place, because even though it's on Highway 55, there  
6 are schools there, Sumner Library, there are libraries  
7 there, there are day care centers there, and we would  
8 like to see a more comprehensive plan in terms of  
9 safety measures that would be in place once the line  
10 gets put in there.

11 So that's it, and thank you -- thank you for  
12 the opportunity.

13 MR. DUININCK: Denetrick Powers, followed by  
14 Matt Schirber.

15 MR. POWERS: Good evening, councilmembers and  
16 Commissioner. My name is Denetrick Powers; I'm a  
17 transit-oriented development organizer at Harrison  
18 Neighborhood Association.

19 Harrison neighborhood is an environmentalist  
20 community that is 70 percent rental-based, 65 percent  
21 people of color, 40 percent people below the age of 25,  
22 and 17 percent people with disabilities.

23 Over the last year, Harrison Neighborhood  
24 Association has engaged over 1,500 residents, hosted  
25 several open houses, served on community working

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1 groups, Health and -- Health Equity Engagement Cohort,  
2 the Blue Line Corridor Management Committee, Community  
3 Advisory Committee, and the Redevelopment Oversight  
4 Committee for -- Committee for Bassett Creek Valley.

5 The community we live in is home to public  
6 institutions such as libraries and schools -- schools,  
7 as well as public housing developments and elderly  
8 communities as well. Members of our communities are  
9 frequent users of public transportation, and efforts to  
10 improve access and safety should be prioritized. There  
11 is yet to be clear -- there is yet to be clear answers  
12 on pedestrian crossing times.

13 Members of our communities are concerned --  
14 are also concerned about environment -- environmental  
15 issues such as air pollution -- air pollution and water  
16 pollution from line construction. There is yet to be  
17 clear answers to mitigate these issues.

18 We ask that a concrete goal of a minimum of  
19 30 percent affordable housing investments are made  
20 using current AMI figures and cost and earning analysis  
21 to determine affordability.

22 We also ask that the preservation and  
23 integration of existing structures are used to prevent  
24 increasing residential and commercial rents.

25 Finally, we ask that efforts are made to

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1 guard against future fare increases. Current and  
2 future users of public transportation should not have  
3 to pay for the line now.

4 Thank you very much.

5 MR. DUININCK: Thanks, Denetrick.

6 Matt Schirber, followed by Nestor Garcia.

7 MR. SCHIRBER: Hello, my name is Matt  
8 Schirber, and I live in Harrison neighborhood.

9 As a resident of Harrison, I support the work  
10 that Harrison Neighborhood Association does to make  
11 sure that the Blue Line Extension and future  
12 developments benefit me and my community.

13 I see the importance of housing -- affordable  
14 housing in the neighborhood, and I ask that there be at  
15 least 30 percent affordable housing in the neighborhood  
16 based on the average median income.

17 Every day, I take the 19 bus on Olson  
18 Memorial Highway, and it's very dangerous to cross the  
19 highway. There's not enough time, and I see that as a  
20 very important part of the new development of the line,  
21 that there be ample time to cross.

22 So thank you so much for your time.

23 MR. DUININCK: Thank you very much.

24 Next is Nestor Garcia, followed by Belle  
25 Phillipe. I'm sorry, I can't pronounce the last name

1 right.

2 MR. GARCIA: Good evening, everyone. I'm  
3 also a Harrison resident, and I was reading -- the  
4 development plan states that one of the benefits to the  
5 public would be employment opportunities. I would like  
6 these jobs that are created to support the community of  
7 Harrison with earning a living wage.

8 In 2015 -- for 2015, fair market rent for a  
9 two-bedroom apartment in Minnesota is \$894. In order  
10 to afford this level of rent with utilities, paying  
11 more than 30 percent of their income for housing, a  
12 family must earn \$35,765.07, which -- which equals out  
13 to \$17.20 for a 40-hour week, earning hourly. So,  
14 yeah, that's a big concern for me.

15 And another thing is we don't want families  
16 to be displaced or any kind of gentrification in the  
17 Harrison community, and it would be nice to see local  
18 businesses that will benefit from this.

19 And, also, Harrison Neighborhood Association  
20 and the residents will also like to have a say in the  
21 rezoning for zones R-5 and I-1 and also touch on the  
22 bus fare staying where it's at, hopefully it won't  
23 increase, and the safety of the residents at Park Plaza  
24 about the air pollution and the water as the  
25 construction is being -- being done on the line.

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1 MR. DUININCK: Thank you, Nestor.

2 Next is Belle Phillippe, followed by Logan  
3 Quiggle.

4 MS. PHILLIPE: Hi, good evening. I'm a  
5 resident of Harrison Neighborhood, and I live at Park  
6 Plaza, and I have been for 17 years.

7 My concern I would like to ask you is this:  
8 As you begin construction, you've heard a lot of people  
9 say the elderly, the children, and I would like to add  
10 that babies are constantly born.

11 But my one concern is: Would you -- would  
12 you consider giving us air conditioners? Because our  
13 buildings are brick and concrete, and in the summer, I  
14 don't know, I heard someone say that we have  
15 double-pane glass in our windows -- our windows, and I  
16 would like to say to you that once you shut them in the  
17 summer, it's an instant oven.

18 You would have to have them cracked, but with  
19 the construction, there will be debris and things  
20 floating in the air. And as I said, I've lived there  
21 17 years, and I can attest to you that the elderly will  
22 not be able to.

23 I have seen oxygen trucks that do go to  
24 clients' or people's apartments, and so, therefore,  
25 please consider the air conditioner of our building

1 because we will not be able to withstand closing them  
2 in the summer once you start with construction from the  
3 noise and the -- you know, the dirt and all of the  
4 stuff that follows up into the air.

5 So in closing, I would just like to say  
6 again, if you could please consider coming to our  
7 complex with air conditioning -- conditioners or  
8 helping us, like, affording them because they are  
9 pricey. And we do live, like, 30 percent, like,  
10 low-income, and we would really not be able to afford  
11 to put at least one or two in our units.

12 MR. DUININCK: Next is Logan Quiggle,  
13 followed by William Crenshaw.

14 MR. QUIGGLE: Hello. My name is Logan  
15 Quiggle, and I live in north Minneapolis. And as a  
16 resident of Harrison Neighborhood, I support the work  
17 that the Harrison Neighborhood Association does to make  
18 sure that the Blue Line Extension and future  
19 developments benefit me and my community.

20 And first off, I'd like to voice my concern  
21 for a need for a bike lane, similar to what the first  
22 speaker was talking about, between Theodore Wirth Park  
23 down to downtown.

24 I know that right now in the preliminary  
25 drawings outside it shows a sidewalk and potential for

1 a bike lane in the future; however, with the cost of  
2 building the light-rail now, I think it's wise that we  
3 build and construct that now, and especially in a state  
4 that advocates for transportation outside of vehicles.  
5 And walking and biking, I think that's a necessity.

6 Second, I think the crossings on Highway 55  
7 are too short. This has been reiterated before. I  
8 think there needs to be a more comprehensive look at  
9 crossing times to ensure that not only healthy people  
10 but people with disabilities aren't subject to danger  
11 because they cannot cross the road in time.

12 And then, finally, I'd like to encourage  
13 green design in terms of adding as much plants and  
14 trees to restore an aesthetically pleasing environment  
15 in the Harrison Neighborhood between the Penn Station  
16 and the Van White Station.

17 Thank you.

18 MR. DUININCK: Thank you very much.

19 Next is William Crenshaw, followed by Richard  
20 Panzironi.

21 MR. CRENSHAW: Hi, I'd like to thank you all  
22 for being here. My name is Willy Crenshaw; I live in  
23 the Harrison neighborhood.

24 And as a north-side resident, I'm part of a  
25 community that's disproportionately impacted by air

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1 pollution. There are many mature trees in the middle  
2 of 55 that are going to be taken down to make way for  
3 the train, and we'd like each tree taken down to be  
4 replaced in our neighborhood and green space preserved  
5 and steps taken to minimize construction dust.

6 Another concern I had was for people's  
7 foundations during construction because a lot of houses  
8 are right by the line, and with pile driving, I think  
9 people's foundations could be compromised, so that's  
10 one consideration.

11 Thank you for your time.

12 MR. DUININCK: Thank you very much.

13 Next is Richard Panzironi, followed by  
14 Ayan --

15 MS. IKAR: Yeah.

16 MR. PANZIRONI: Good evening. My name is  
17 Richard Panzironi; I'm a long-term resident of the  
18 Harrison neighborhood. I've lived on the north side of  
19 Minneapolis for 36 years, and I've seen the  
20 neighborhood go through a lot of ups and downs.

21 You've got a lot of good, honest, hardworking  
22 families that live in the Harrison neighborhood, and  
23 raising families has not been easy these days with the  
24 cost of everything going up.

25 This light-rail is going to be real



1 improvement to the neighborhood. I've been told that  
2 there's a 99 percent probability of this being built.  
3 I hope that's a reality.

4 I just want to echo some of the concerns that  
5 my colleagues at the Harrison Neighborhood Association  
6 have as far as station development and the work  
7 environment as it's going to be over the years as they  
8 build this light-rail.

9 I thank you very much for your time and for  
10 listening to me. I'll let my other colleagues talk.

11 Thank you.

12 MR. DUININCK: Thank you. Next is Ayan.

13 MS. IKAR: Hello, my name is Ayan Ikar. I am  
14 in the Harrison neighborhood. I'm representing the  
15 Harrison Neighborhood, talking about the issue about  
16 the safety.

17 Bus 19, I go every day with everybody, so  
18 when it comes to nighttime, it's risky because the  
19 large population being there is Somali people, and  
20 they -- they stabbing two people, so they don't go to  
21 the 19 at night, the bus. So I talk to them because  
22 of -- it's not a one-time happen, so it was alarming.

23 Second thing is they don't -- we don't have  
24 the grocery shopping because the only grocery closest  
25 we have is a (unintelligible), and we would like to get

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1 a grocery shopping.

2 And I live in Park Plaza, which is a Harrison  
3 community.

4 MR. DUININCK: Thank you.

5 The next speakers are Angela Bontegllio  
6 (phonetic) --

7 MS. BONFYLIO: Bonfylio --

8 MR. DUININCK: Bonfylio, thank you. And  
9 followed by LaShella Sims.

10 MS. BONFYLIO: Good evening. My name is  
11 Angela Bonfylio, and I work at Redeemer Center for Life  
12 in the Harrison neighborhood, and I'm also part of the  
13 Harrison Neighborhood Association for the last five  
14 years.

15 As a community, historically, we've seen  
16 significant disinvestment in our infrastructure in our  
17 community, and this is a really positive step to bring  
18 significant resource into our community. But we want  
19 that to happen without displacing the people that are  
20 currently there, and we want to see that come --  
21 that -- that it benefits the people who are currently  
22 there and not push people out. And some of the  
23 different plans we have seen as a community give us  
24 different messages about that.

25 And we -- despite all the disinvestment, we

1 find ways to really be connected to our neighbors. And  
2 we see that in the recent Fourth Precinct protest that  
3 we were really able to connect as a community, and we  
4 continue to do that, like we have all these people here  
5 today together.

6 And -- and some of the points I want to bring  
7 up, such as the crossing times, those are things that  
8 can be worked on now. We don't have to wait for the  
9 light-rail, and that's a real concern for youth in our  
10 community that I work with.

11 We also don't want to be physically separated  
12 from the rest of north Minneapolis. We want the 55 to  
13 slow down so that we're really building on the  
14 community that's already there and the aesthetic of a  
15 neighborhood feel where people are -- can walk and be  
16 between.

17 We don't want anything above five stories  
18 because that will -- really doesn't add to what we  
19 already have.

20 We want community to benefit from the jobs  
21 that come from just building a light-rail.

22 We want the 30 percent affordability housing  
23 based on current numbers of what affordability would  
24 be. We don't want that to change as the light -- as  
25 people who have more wealth come in, we want to

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1 maintain that.

2 We want to maintain community assets that we  
3 have and build on more assets like Summit Academy and  
4 businesses.

5 So we -- as a community, we look forward to  
6 working with you to continue this commitment and afore  
7 gentrification and displacement.

8 MR. DUININCK: Thank you very much.

9 Next is LaShella Sims, followed by Frank  
10 Lorenz.

11 MS. SIMS: Greetings, everyone. You know me  
12 as MICAH. I'm a community organizer with MICAH. I'm  
13 also a member of the Blue Line Extension CAC, the Blue  
14 Line Corridor, Penn Avenue Works, and a member of the  
15 Broadway Transit Study.

16 Keep in mind that the train going through --  
17 down Olson Highway is only about 10 to 12 blocks, no  
18 more than 15, but it's a key component within this  
19 light-rail itself because you can't get to downtown  
20 Minneapolis without going through our neighborhood.

21 Our neighborhood is very concerned about  
22 safety and equity in regards to the schools there, our  
23 children, our elderly, and the design of the stations  
24 and the road itself should be very, very aware and  
25 concerned of those issues as we are. We don't want

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1 Highway 55 to be a speedway for the cars coming in.

2 And in terms of the budget, we always get  
3 back to the budget. I don't think we are asking that  
4 much in comparison to the other cities.

5 One thing that strikes me is a Park & Ride.  
6 Someone told me at a meeting, whether it was an  
7 engineer or what, that the construction of a Park &  
8 Ride, just one pull-in -- pull-in spot for a car costs  
9 \$23 to \$24,000. And if we have 5 or 500 pull-ins,  
10 that's more than I'm worth, but that Minneapolis really  
11 is asking for and all the things.

12 Now, remember, we already have the train  
13 going through, we have a rock crusher, we have a -- the  
14 city car lot and the garbage burner, too. We're  
15 looking forward to positive things in our neighborhood,  
16 just like any other neighborhood.

17 Thank you.

18 MR. DUININCK: Next is Frank Lorenz, followed  
19 by Alyssa Rich.

20 MR. LORENZ: My name is Frank Lorenz. I live  
21 in -- my business is located in the southeastern Edina  
22 next to Richfield.

23 The LRT lines that exist now, the line to the  
24 Mall of America, the Blue Line, the Green Line, have  
25 cost about \$100 million a mile, Bus Rapid Transit, and

1 another option that Met Council is experimenting  
2 with -- and the name escapes me. It's a higher-speed  
3 bus that will run from Roseville to -- help me out.  
4 What's it called?

5 MR. DUININCK: A Line Arterial BRT.

6 MR. LORENZ: Arterial BRT costs one-tenth of  
7 that per mile. In other words, you can build either  
8 one of these alternative bus technologies for one-tenth  
9 of what you're going to spend on LRT, and they will  
10 employ more people over time, more bus mechanics and  
11 drivers than the LRT building and construction will  
12 ever employ.

13 We will not be able to get rid of our  
14 existing roads because we will need them and need to  
15 plow snow and everything else in order to get fire  
16 trucks and police and ambulances and delivery vehicles  
17 within 50 feet of people's houses, so LRT is the wrong  
18 technology to solve our problems.

19 And if you spend this \$100 million a mile,  
20 you're spending money that would be better put into  
21 real, affordable housing. The need in the -- in the  
22 seven-county metro area is probably \$3 billion you're  
23 going for affordable housing. You're going to spend  
24 \$9 billion dollars plus half will get us that much in  
25 interest as you build out LRT.

1                   The average person will live seven miles from  
2                   an LRT station. They'll have to ride a bicycle to and  
3                   from the LRT station because you won't allow them to  
4                   have cars, and this isn't working.

5                   It isn't working, and you're not serious  
6                   about providing affordable housing. And you're going  
7                   to waste almost \$10 billion building the LRT for the  
8                   simple reason that it's trendy.

9                   MR. DUININCK: Next is Alissa Rich, followed  
10                  by Madeleine Shaw.

11                  MS. RICH: Hi, my name is Alissa Rich. I  
12                  live at 824 Vincent. My home is between -- it's going  
13                  to be between 10 and Plymouth Stations, which is  
14                  exciting to me, but also a little bit concerning  
15                  because the light-rail is going to wrap around the  
16                  community that I live.

17                  One of the reasons I bought my home was  
18                  because of access to Theodore Wirth Park. Not only am  
19                  I concerned about the environmental impact; there's a  
20                  lot of wildlife, deer, waterfowl that I see out  
21                  walking. It's quiet, even though living in the city  
22                  you can't hear anything.

23                  So I'm just concerned about the impact it's  
24                  going to have on not only the wildlife, but just the  
25                  noise. A lot of people use the trails back there, and

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1           there's easy access to Theodore Wirth at this point in  
2           time.

3                        So I'm just interested in seeing how not only  
4           access but the environmental issues are going to be  
5           played out in this.

6                        Thank you.

7                        MR. DUININCK: Next is Madeleine Shaw,  
8           followed by Thomas Siburg -- Siburg.

9                        MS. SHAW: Hi, good evening. My name is  
10          Madeleine Shaw; I live over on Fourth Avenue and Newton  
11          Avenue North in the Harrison neighborhood, and I'm here  
12          with the group of folks from Harrison and HNA.

13                      And I agree with a lot of the points that my  
14          neighbors have already made, but a couple other things  
15          I wanted to mention are making sure that the line that  
16          goes in is accessible to residents. There are some  
17          folks that live pretty close to where the Blue Line is  
18          going to be going but might need bus routes to connect  
19          them so that they can actually use that line.

20                      Again, I wanted to emphasize, too, safety and  
21          ample crossing time on Highway 55. And like Angela  
22          said, that's something that can be addressed sooner.  
23          It's something that's really a safety concern. I work  
24          at Northpoint, the clinic, and I cross that highway  
25          every day. And I know as a person who is able-bodied,



1 it's easy, and for folks who are disabled, it's a  
2 really hard and scary thing to cross.

3 The other thing I was going to say is that I  
4 really appreciate this community engagement process,  
5 and I know there's certain mandated steps where you  
6 kind of have to get -- you know, have a hearing and  
7 check in with the community. But I also -- from what I  
8 know, there are no rules limiting how much you can  
9 engage with the community, and I really want to  
10 encourage all of our elected officials and folks who  
11 are involved in this process and on the council to  
12 engage with the community throughout this whole process  
13 and to really take seriously the concerns at every step  
14 and to stand up for the residents and listen to what  
15 they have to say in terms of development benefiting  
16 them, things like maybe trying to see that a certain  
17 percentage of the jobs constructing the line could go  
18 to local residents so that this project is actually  
19 benefiting the community that it's going through.

20 So thank you.

21 MR. DUININCK: Thank you.

22 Thomas Siburg, followed by Steve Cramer.

23 MR. SIBURG: Good evening, councilmembers and  
24 commissioner. I'm Thomas Siburg, and I am a resident  
25 of the Harrison neighborhood. And I am on staff with

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1 Redeemer Center for Life. I live and work in Harrison.  
2 I am a north side resident. I have lived here and been  
3 part of this community for a number of years now.

4 And I would -- and I am saying on behalf of  
5 myself and Redeemer that we are in support of the  
6 neighbors of Harrison that have already spoken. We are  
7 in support of HNA. I am in support of HNA.

8 And that in addition to the crossings, the  
9 pedestrian safety, and additions to the at least  
10 30 percent affordable housing if developed based off of  
11 current cost -- cost-burdened households in addition to  
12 health and air quality that will have -- that are  
13 concerns.

14 In addition to everything that's been listed,  
15 I would also like to bring up as development continues  
16 and will begin, the traffic will be rerouted to  
17 Glenwood Avenue, and there is concern with continued  
18 pedestrian traffic on Glenwood, and, of course, Olson  
19 with this increased traffic and concerns with current  
20 bike paths through the neighborhood, as Glenwood is a  
21 hub for bike travel. And it's a terribly maintained  
22 bike road -- bike accessibility.

23 In addition, I am concerned with the  
24 development on Olson being too high that it divides the  
25 Harrison neighborhood and some of the Glenwood

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1 neighborhoods from the rest of north, creating a  
2 physical barrier for the residents for us from the rest  
3 of our neighbors up in north.

4 But, anyway, thank you. Have a nice night.

5 MR. DUININCK: Next is Steve Cramer, followed  
6 by Candy --

7 MS. BAKION: Bakion.

8 MR. DUININCK: Bakion. Thank you.

9 MR. CRAMER: Good evening, Chair Duininck,  
10 Chair McLaughlin, and councilmembers and commissioners.  
11 My name is Steve Cramer; I'm the president of  
12 Minneapolis Downtown Council.

13 Many of you are familiar with our 2025  
14 intersections plan and goals to try to ensure that  
15 downtown Minneapolis stays a very strong, vital core of  
16 a strong, vital, and competitive region.

17 And one of those goals is to modestly lead  
18 the nation in transportation options, so we certainly  
19 see this project that we're talking about tonight as a  
20 critical contributor to that -- to that important  
21 vision.

22 And I would just amplify the point that  
23 others have made tonight and in other forums: Each --  
24 each line of the regional system that was described  
25 earlier as utility in and of itself, you have to pass

1 through rigorous federal funding standards and the  
2 like.

3 But I think the real value is we're beginning  
4 to build the system out, Brooklyn Park to Bloomington,  
5 Eden Prairie to St. Paul, Rogers to Lakeville, multiple  
6 mode -- multiple modes, is there's an amplifying effect  
7 to that network. And that's what's really exciting,  
8 and that's what -- also from a parochial standpoint,  
9 all of those lines intersect downtown Minneapolis, so  
10 that's a good thing from our standpoint. It reinforces  
11 the core as the center of this vital region.

12 So for all those reasons, we're very in  
13 support of this project and continuing to fill out the  
14 network, and you'll certainly be seeing us at the  
15 legislature fighting for the resources that are  
16 necessary for this project and many others.

17 Thank you.

18 MR. DUININCK: Next is Candy Bakion. And  
19 right now, that's the last person who is signed up.

20 MS. BAKION: Okay. I feel like I'm on the --  
21 what is that? Come on down.

22 MR. DUININCK: You just might win a new  
23 light-rail.

24 MS. BAKION: I do got to take this hat off  
25 first because I got to tell you this.

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1                   Well, my name is Candy Bakion, and I am a  
2                   resident of north Minneapolis. I live in Heritage  
3                   Park. I am car-dependent. I do not take the bus  
4                   unless it's free, and I do not take the train unless  
5                   it's free.

6                   And I would like you guys to keep in mind  
7                   with the safety issues and with the other issues --  
8                   man, you got to make this fun and pretty. I want a  
9                   party train with disco lights and music and  
10                  (unintelligible).

11                  Now I got to put my hat back on.

12                  As the interim director of Heritage Park, I  
13                  have to let you know about my constituents and the  
14                  people that I serve and what they want. And, of  
15                  course, they want safety, accessibility.

16                  They'd like you to look at the health impact  
17                  assessments and equitable score card when you're using  
18                  and making decisions about the environment and about  
19                  people.

20                  I'm done.

21                  MR. DUININCK: That is the last person who is  
22                  signed up, unless anybody else in the room wants to  
23                  speak.

24                  Otherwise, I just want to take this  
25                  opportunity to close, then, and say thanks to everyone

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1           who came out tonight. It takes a lot to get out here  
2           and make your voice heard. I appreciate everyone who  
3           took the time to do that this evening.

4                        I want to also thank my fellow county  
5           commissioners from Hennepin County and the Met Council  
6           members who came tonight.

7                        Your testimony is all being recorded and  
8           submitted as part of the full project record. The Met  
9           Council record comments are open until 4:00 p.m.  
10          Friday, January 29th. There are other local processes  
11          that are playing out beyond then, so if you have any  
12          other questions, feel free to see us or our staff  
13          afterwards.

14                      But thanks, everyone, again, for making it to  
15          our public hearing tonight. And with that, we are  
16          adjourned for the evening.

17                      (Proceedings concluded at 7:09 p.m.)

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