

METRO Blue Line Extension Corridor Management Committee (CMC) Meeting Minutes

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| Date & Time | July 18, 2024 1:30 – 3:00 PM |
| Location | F.T. Heywood Chambers, 560 N 6th Ave, Minneapolis |
| Members | Charlie Zelle, Irene Fernando, Jeff Lunde, Yumi Barr, Shoua Sala, Bill Blonigan, Jason Greenberg, Theresa Kiser, Khani Sahebjam, Lesley Kandaras, Meg Forney, Candy Bakion, Ricardo Perez, Jeremiah Ellison, Yassin Osman, Jacob Frey, XP Lee, Anjuli Cameron, Shoua Salas, Nelima Sitatimunene |
| Project Staff | Nick Thompson, Kelcie Young, Neha Damle, Jer Yang |

1. Call to Order and Welcome

Charlie Zelle, Chair, Metropolitan Council, called the METRO Blue Line Extension (BLE) Corridor Management Committee (CMC) meeting to order at 1:34 pm. Chair Zelle extended a warm welcome to the CMC members and members of the public.

Chair Zelle noted that today's meeting materials are available on the BLE project's website at bluelineext.org. Chair Zelle informed that members of the public are welcome to submit their comments to Nkongo Cigolo, Metropolitan Council by July 25, 2024, and it will be part of the meeting minutes record.

Chair Zelle announced that in today's meeting, members will receive updates on the Supplemental Draft Environmental Impact Statement (SDEIS)—with the first SDEIS Public Hearing having been held on July 16, 2024—followed by discussions on Municipal Consent and concluding with updates on cost and ridership.

Chair Zelle reminded members that today's meeting will not be taking public testimonies to ensure enough time to cover all topics and allow member's discussion.

2. Approval of June 13, 2024, BLE CMC Meeting Minutes

Chair Zelle asked for a motion to approve the June 13, 2024, CMC Meeting Minutes. Jeff Lunde, Commissioner, Hennepin County motioned to approve the minutes and the motion was seconded by Theresa Kiser, Council Member (CM), City of Crystal. The minutes were officially approved.

3. Community and Business Advisory Committee Reports

Chair Zelle informed members that there will be no updates from the Business Advisory Committee (BAC).



Jason Greenberg, Co-Chair, Community Advisory Committee (CAC), provided an update on their meeting held on June 26, 2024. He noted that a major question raised during the meeting was about transit access to stations. CAC members are concerned about how riders will transfer between transit points and the impact on current bus routes. The BLE Project Team responded that detailed information on transit access and connections might take some time to develop. Co-Chair Greenberg emphasized the CAC's view on the importance of ensuring reliable transit access now for those who need it and urged immediate action to address this issue.

Co-Chair Greenberg also shared that the CAC discussed the SDEIS and raised questions about contaminated soil, expressing concerns over the long duration of the study until the Supplemental Final Environmental Impact Statement (SFEIS). This lengthy process, mentioned, is causing a lack of trust within the community regarding the progress of the BLE project.

Another concern noted by Co-Chair Greenberg was noise impacts, which the CAC identified as a major issue for the communities involved. He concluded by mentioning that CAC members reviewed the Municipal Consent.

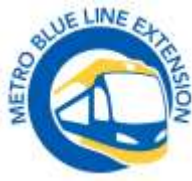
Irene Fernando, Commissioner, Hennepin County, questioned if there will be some context around the process between now, with the SDEIS and through to the SFEIS, and how communities might know what is being considered with the comments received during the SDEIS.

Kelcie Young, Metropolitan Council, responded that the BLE project team will review the comments received during the SDEIS and present a summary of these comments at the August 8, 2024 CMC meeting, along with outlining the next steps. Additionally, Ms. Young shared that the BLE Project team plans to respond to these comments and will continue outreach engagements to identify and mitigate any adverse impacts.

4. Supplemental Draft Environmental Impact Study

Ms. Young reported that today she will provide an overview of key findings and information about the SDEIS, discuss the BLE project history and how it reached this phase, focus on the build alternatives in the SDEIS, highlight some Environmental Justice (EJ) analysis, review the comment period, and outline the next steps.

Ms. Young explained that the SDEIS builds on over a decade of planning for the BLE as a light rail extension of the existing Blue Line. She noted that the SDEIS examines the changes to the BLE Project since the 2016 Final Environmental Impact Statement (FEIS) and Record of Decision (ROD), which built on the route modification study that concluded with a recommendation. In 2022, the Federal Transit Administration (FTA) informed the BLE Project that completing the SDEIS was the appropriate next phase for environmental review.



Ms. Young mentioned that the northern third of the alignment in Brooklyn Park remains the same as in the previous phase, while the southern two-thirds is on a new alignment, necessitating the SDEIS to study the associated impacts along the proposed route.

Ms. Young stated that the purpose of the BLE project is to connect the communities of Brooklyn Park, Crystal, Robbinsdale, and Minneapolis by extending the current Blue Line. The study evaluates the light rail route, stations, pedestrian and bike facilities, and Park and Ride (P&R) facilities.

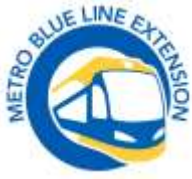
Ms. Young shared that the SDEIS is the first step in the National Environmental Policy Act (NEPA) process, which includes an evaluation of social, environmental, and economic impacts as well as benefits. Ms. Young explained that the SDEIS was necessary due to significant changes to the BLE alignment that were not covered in the environmental assessment of the previous alignment. Ms. Young explained that the next phase will be the SFEIS, which will include the conclusion of section 4(f) and an anticipated Record of Decision (ROD).

Ms. Young reported that there has been review of the purpose and need for the BLE project and touched on it at a high-level, noting that the purpose and need of the BLE project forms the basis of comparing the build alternatives and the no build alternatives, expressing that the purpose of the BLE project is to build a transit service.

Ms. Young discussed chapter two of the SDEIS, which covers the Alternative Development process. This chapter details how the BLE Project underwent the route modification process from 2020 to 2022, concluding with the recommended Light Rail Transit (LRT) alignment. Ms. Young added that the SDEIS also includes additional information about the ongoing evaluation of the alignment and design options. She emphasized that the focus is on the build alternative, reflecting the September 2023 CMC recommendation for the alignment and stations.

Neha Damle, Metropolitan Council, shared that additional chapters are available for those interested in reading them. However, today's meeting focuses on just a few SDEIS chapters in high-level detail.

Ms. Damle provided an overview of the chapter on Community. She noted that the impacts are minor in the corridor cities of Brooklyn Park, Crystal, and Robbinsdale. However, in Minneapolis, there are seven community amenities that need attention, such as the loss of on-street and off-street parking, noise, visual, and vibration impacts in certain locations. Ms. Damle shared that the mitigation includes enhancing community character, particularly on 21st Avenue, which will be developed in collaboration with the community. Ms. Damle also noted the benefits identified in the SDEIS, including improved transit services, pedestrian and bicycle infrastructure, and community cohesion.



Ms. Damle discussed the chapter on Property, reporting that there are both full and partial property impacts along the corridor alignment in all the corridor cities. Ms. Damle noted that some of the full property impacts will result in relocation. The BLE project continues to minimize and avoid property impacts, with the final impacts to be detailed in the SFEIS. Ms. Damle reviewed the mitigations, which include payment of fair market compensation for impacted properties, relocation assistance, advisory services, and reimbursement for moving and reestablishment expenses for commercial relocations.

In the chapter on Business/Economic Effects, Ms. Damle noted that while increased property values can benefit businesses, they can also lead to higher property taxes. Additionally, there may be business access impacts during the construction phase. She reviewed the identified mitigations, which include implementing anti-displacement measures and policies within the BLE project. Ms. Damle highlighted the benefits, such as a positive economic impact, job creation due to LRT maintenance, and increased earnings.

Ms. Damle reviewed the Historic Properties – Section 106 chapter, explaining that Section 106 is a process parallel to NEPA, which identifies properties eligible for the National Register of Historic Places, with mitigation measures to be detailed in the SFEIS.

In the chapter on Transportation, Ms. Damle reported impacts such as temporary sidewalk and bike lane closures, disruptions to vehicle traffic, and loss of parking. She stated that proposed mitigations include restriping, adding turn lanes, allowing U-turn movements, and implementing traffic management strategies. The benefits will include improved transit connections through the BLE extension and enhancements for pedestrians and cyclists.

Ms. Damle explained that the chapter on Contaminated Properties and Hazardous Materials examines parcels along the corridor that have experienced historical uses, leaks, or spills affecting the quality of the soil and groundwater. Ms. Damle reported that the studies indicate a high or medium risk for potential contamination on these parcels. As a mitigation measure, additional studies, including groundwater sampling, are currently underway. The benefit of these efforts is to remove contamination and reduce future exposure risks.

Bill Blonigan, Mayor of the City of Robbinsdale, asked if members could see a map indicating the 152 high-risk parcels and 288 medium-risk parcels identified for contamination. Ms. Damle responded that a map of these contaminated parcels is included in this chapter of the SDEIS.

Shoua Salas, a member of the Blue Line Coalition, asked if it would be possible to receive a map of impacted areas before, during, and after construction. Ms. Young responded that the Environmental Justice (EJ) chapter, along with other sections of the SDEIS, contains information on impacts for each technical subject before, during, and after construction. Additionally, Ms. Young acknowledged that extensive communication with the corridor communities is ongoing.



Anjuli Cameron, Council Member, Metropolitan Council, clarified that the numbers indicating high or medium risk of contamination refer to sites that are already contaminated and will not be caused by the construction of the BLE Project.

Ms. Damle then discussed the chapter on Noise, sharing that data has been collected on this topic for the BLE alignment corridor. She noted that the existing conditions show moderate noise impacts, primarily in Minneapolis. Ms. Damle mentioned that the final mitigation measures will be outlined in the SFEIS.

In the chapter on Vibration, Ms. Damle noted that, similar to the Noise chapter, data has been collected to understand ground characteristics. She mentioned that there are two residential properties in Minneapolis that will be impacted. The mitigation measures will be detailed in the SFEIS. Ms. Damle added that the construction phase is not included in the SDEIS but will be detailed in the SFEIS.

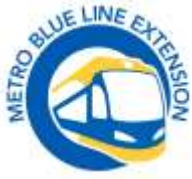
Jacob Frey, Mayor of Minneapolis, acknowledged that outdoor noise can become indoor noise and asked about the locations believed to be impacted by noise. Ms. Damle responded that it depends on the distance of the parcels from the alignment and their characteristics, noting that more information on outdoor to indoor noise impacts will be provided after the completion of studies. Ms. Young added that several parcels in Minneapolis have been identified, particularly along West Broadway Avenue North, in the 21st Avenue Corridor, and some residential properties on 10th Avenue.

Meg Forney, President of the Minneapolis Park and Recreation Board (MPRB), inquired about potential impacts at North Memorial Hospital. Ms. Young responded that while there were anticipated impacts, no specific impacts have been identified at this time. However, further studies will be conducted during the construction phase, and these will be detailed in the SFEIS.

Co-Chair Greenberg shared feedback from CAC members, who inquired about the difference between moderate and severe noise levels. It was noted that severity can be measured in decibels, and noise does not necessarily have to be severe or frequent; it could be severe even if it occurs only once a day.

Ms. Young discussed the Section 4(f) chapter, which protects recreational and historic properties from being converted to transit use. She stated that the SDEIS and Section 4(f) outline the anticipated process for addressing changes to 4(f) properties, and it is expected that there will be minimal impact, meaning that park activities will not be affected. Ms. Young noted that this topic remains open for comments from park resource owners.

In the EJ chapter, Ms. Young outlined that the first step was to identify EJ communities that are impacted by and benefit from the BLE project. Next, the overall impacts of the project were assessed, followed by an evaluation of how these impacts and benefits specifically affect EJ communities. Ms. Young noted that EJ communities are populations with a



significant proportion of individuals with low incomes or those adversely affected by persistent poverty or inequality, who experience disproportionate and adverse human health and environmental burdens. Ms. Young reviewed the mitigation adverse impacts for EJ Communities.

Ms. Salas asked if there is a central location where communities can access this information in their native language. Ms. Young responded that the BLE Project has partnered with Hennepin County's Community Cohort team to address translation needs, as well as with the BLE Community Outreach team. Ms. Young encouraged coordinating such requests with the Community Outreach team.

Co-Chair Greenberg asked if the EJ communities identified on the map are fixed or if they can change over time. Ms. Young explained that the map presented is just one of several within the EJ chapter and that understanding EJ communities is based on demographic census data, which can change over time.

Ms. Young continued by highlighting the EJ chapter, which outlines the benefits of the BLE project for EJ communities, including improved job access, economic growth opportunities, and better environmental health.

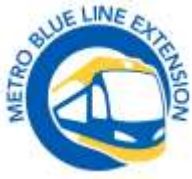
Ms. Young reported that the SDEIS has been published and the BLE Project continues to receive comments. Ms. Young noted that the public comment period will close on August 6, 2024, but emphasized that ongoing feedback is welcomed even after this period ends. Ms. Young stated that the comments received will inform the next steps for the SFEIS and that these comments will be published in the SFEIS.

Ms. Young reported that the BLE project held its first SDEIS Public Hearing on July 16, 2024, and that there will be another on July 23, 2024, at the Brooklyn Park Public Library. Additionally, she shared the various methods available for the public to submit their comments.

Chair Zelle thanked Ms. Young and Ms. Damle for their presentation and encouraged members and the public to visit the project's website to read the SDEIS document.

The Commissioner expressed appreciation for the effort put into the SDEIS, noting that some of these chapters are not commonly found in Environmental Impact Statements (EIS), and acknowledged the uniqueness of this process.

Ms. Salas emphasized the importance of having more information on the development of mitigation strategies and how corridor cities and partners can contribute to these efforts.



Ms. Young replied that the next phase involves diving into the mitigation efforts workplan and stated that these details can be shared with corridor partners and CMC members.

President Forney asked how the property impacts compare to other lines and whether the 142 impacted properties will be taken away. Ms. Young noted that most of the property impacts are partial. For full acquisitions, especially residential properties, the scale is greater than in other project lines. She emphasized that the BLE project team continues to work on minimizing property impacts.

President Forney requested the total number of full property acquisitions. Ms. Young replied that this information is in the SDEIS but assured President Forney that she would follow up with the specific details.

President Forney also shared that the MPRB will be submitting a letter to the CMC members, expressing their concerns.

Commissioner Lunde shared that he has visited some impacted property owners and noted that some of these owners prefer their properties to be acquired. While acknowledging that the number of impacted properties is significant, he also pointed out that some of these impacts are positive for certain businesses and residential owners.

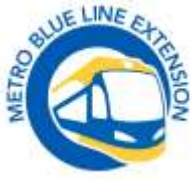
5. Municipal Consent Update

Nick Thompson, Metropolitan Council, shared that the BLE Project is about to enter the Municipal Consent process, explaining that this is a state process governed by Minnesota Statutes Sec 473.3994. He noted that while the SDEIS is part of the FTA process, the Municipal Consent process allows each corridor city and the county to provide local approval of the physical design of the BLE LRT project. This process will be managed by the Metropolitan Council.

Mr. Thompson reported that BLE project staff have been collaborating with corridor city staff on the design of the BLE alignment from the start and continue to hold weekly coordination meetings. He explained that the design process consists of various phases, including preliminary design, 30% design, and 60% design.

Mr. Thompson explained that municipal consent is specific to LRT projects and is not required for all transit projects. He shared that there is ongoing communication with corridor cities regarding the municipal consent process leading up to decision-making. Mr. Thompson also reviewed the outcomes and options associated with municipal consent.

Mr. Thompson highlighted the Municipal Consent timeline, noting that each city may hold its own municipal consent hearing. He also mentioned that the Metropolitan Council, Hennepin County, and Hennepin Regional Rail Authority (HRRCA) plan to hold a joint Municipal Consent Hearing on August 26, 2024, pending approval from the County Board



and Metropolitan Council board members. Mr. Thompson noted that Municipal Consent must be completed by October 10, 2024.

Mayor Blonigan inquired about the outcomes of the options for Municipal Consent votes and requested more information on the due diligence required before a city takes action. Mr. Thompson responded that the BLE Project team has been in contact with city partners and the legal team and will continue to do so to ensure all questions are answered before each city makes an informed decision.

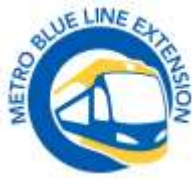
Mayor Blonigan asked about the current phase of the BLE alignment design, referencing that the previous BLE alignment (BLE 1.0) was at 90% design during municipal consent. In 2016. Mr. Thompson replied that BLE 1.0 had fewer design elements compared to the current BLE alignment, which involves more detailed designs. Mr. Thompson explained that a 30% design phase for municipal consent is beneficial as it allows for modifications before reaching the final design. Mr. Thompson also noted that the statute is designed to have the project at 30% design to give the project sponsor time to make changes without having to revert too far back.

Commissioner Lunde shared that during BLE 1.0 Municipal Consent, Brooklyn Park has approved the municipal consent and also submitted a letter to the project detailing a list of specific items.

Mayor Frey expressed concerns about the gap between the current status of the project and what is needed for the city of Minneapolis to grant Municipal Consent. He highlighted four specific items the city wants to address: anti-displacement efforts, mitigation of noise and vibration, the addition of a station at Washington and Broadway with concerns about the train running through North Loop, and a commitment from the BLE Project Office to maintain coordination with the Mayor's office and city council after municipal consent is granted.

Jeremiah Ellison, Council Member from Minneapolis, expressed concerns about the current progression of the BLE project, particularly regarding anti-displacement efforts. He noted that while the design elements and overall project are advancing, the anti-displacement measures do not seem to be progressing at the same pace, which raises significant concerns. He cautioned that the municipal consent timeline may lead to failure if these issues are not addressed adequately.

XP Lee, Council Member, City of Brooklyn Park, stated that the alignment in Brooklyn Park remains largely unchanged from BLE 1.0. However, he expressed that the city is very interested in seeing the BLE Project continue to progress. While acknowledging that the process may be flexible, he emphasized that Brooklyn Park does not want the project to stall for too long. CM Lee highlighted the city's diverse communities and noted the importance of the Oak Grove Park and Ride (P&R) for the city's growth. CM Lee also



expressed Brooklyn Park's willingness to assist other corridor cities in achieving municipal consent.

Commissioner Lunde added that it would be beneficial for each corridor city to specify their requests regarding the alignment design and to engage with their communities on these matters. He acknowledged that anti-displacement efforts need to progress in tandem with the BLE Project, noting that if anti-displacement measures are introduced too early, they may not be effective, while if introduced too late, they may not prevent displacements.

Commissioner Fernando expressed support for maintaining the project's momentum and showed interest in finding ways to advance the BLE project. Commissioner Fernando noted that Hennepin County is working on refining anti-displacement measures to advance this work but acknowledged that securing resources takes time. Hennepin County reaffirmed its commitment to the BLE Project.

CM Kiser shared that the Crystal letter outlines all the specific requests regarding the BLE alignment design. Chair Zelle acknowledged receipt of the letter from Crystal.

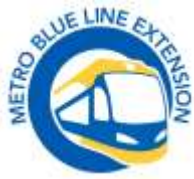
6. Cost and Ridership Update

Mr. Thompson mentioned that cost and ridership data were presented at CMC in March 2024, and promised to provide updates at the 30% design phase and before Municipal Consent. Mr. Thompson reported that new FTA guidance on modeling ridership has been implemented, which now uses post-pandemic ridership forecasts extending to 2045. According to the latest update, daily ridership has increased from 12,000 to 13,700, with a total of over 30,000 riders projected for the entire Blue Line, including both the existing Blue Line and the BLE.

Mr. Thompson reviewed the cost breakdown, noting that the previous estimate ranged was from \$2.9 to \$3.2 billion at the March 2024 CMC. As the design has progressed, the project has gathered more information and decided to maintain a contingency of 37.5%, which is higher than the FTA's requirement. Mr. Thompson explained that this higher contingency will help manage risks associated with rail projects, resulting in a total project cost of \$3.2 billion. Mr. Thompson provided an overview of the base cost breakdown for the BLE project, including the 12 stations and the current alignment.

Mr. Thompson shared a comparison chart for the BLE Project to other national LRT projects within the FTA Capital Investment Grants (CIG) program. He highlighted that the BLE Project is both comparable and competitive within the FTA CIG program.

Khani Sahebjam, Minnesota Department of Transportation (MnDOT), asked what differentiates the cost of this project from other FTA CIG projects. Mr. Thompson explained that all these FTA CIG projects are competing for the same FTA grants, and the costs are evaluated within this competitive context.



Ms. Salas noted that EJ communities will be riding the BLE the most, and asked if there is an allocated budget for the EJ communities' improvements. Mr. Thompson replied that a goal will be set for Disadvantaged Business Enterprises (DBE) on construction contracts, estimating about 15 – 20% DBE goal allocated.

Mr. Thompson provided updates on operating cost and staff estimate costs, noting this cost is for Metro Transit and maintaining the route as the project gets closer to operation, estimating opening year for 2030.

Mr. Thompson reported that the BLE Project is rated as medium to high on the FTA Simplified Trips-on-Project Software (STOP) model, based on the inputs and requirements. Mr. Thompson reviewed the boarding numbers for each station. Key takeaways are that the BLE Project remains highly competitive for federal funds, shows increased ridership, and provides insight into the demographics of BLE riders.

7. Next Meeting: August 8, 2024

8. Adjourn

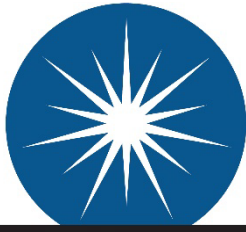
Chair Zelle concluded the meeting and adjourned it at 3:02 pm.

Meeting Materials Provided:

Meeting Agenda, July 18, 2024

CMC Presentation, June 13, 2024 CMC Minutes, and Letter from City of Crystal

Respectfully submitted, Jer Yang, Blue Line Ext. Administrative Lead



CITY of CRYSTAL

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July 16, 2024

Charlie Zelle
Chair
Metropolitan Council
390 Robert St N
St Paul MN 55101

Subject: West Broadway Jurisdictional Transfer - METRO Blue Line Extension

Dear Mr. Zelle:

On March 7, 2023, the Crystal City Council unanimously approved a letter to the Corridor Management Committee (CMC) regarding the proposed METRO Blue Line Extension (“the project”). The letter described several issues related to the project including the traffic impacts from the proposed lane reduction on Bottineau Blvd. (CSAH 81) and the poor condition of the parallel reliever route, West Broadway (CSAH 8) in Robbinsdale and Crystal between 42nd Ave. N. (CSAH 9) and Douglas Dr. N. (CSAH 102).

Specifically, approximately 3,300 feet (0.64 mile) of West Broadway between Highway 100 in Robbinsdale and Fairview Avenue in Crystal is essentially the same rural road it was 80 years ago. It currently lacks storm sewer, stormwater treatment, curb & gutter or any sidewalk or multi-use path for non-motorized travel. In addition to the property taxes, sales taxes, wheelage fees and so forth levied on Crystal residents and businesses, Hennepin County has for decades received funds from the state based on the condition of this segment of West Broadway but has not made the investment to reconstruct the road.

Staff from Hennepin County Public Works, Robbinsdale, and Crystal met on May 11, 2023 to discuss a jurisdictional transfer of West Broadway from Hennepin County to the cities. Staff discussed the roadway condition, traffic diversion from Bottineau Blvd. due to the METRO Blue Line Extension project and the longstanding desire and policy goal of all parties for this jurisdictional transfer to occur. This could be accomplished either by the county reconstructing the old rural section of West Broadway prior to the transfer, or making a binding financial commitment with the cities to have them reconstruct it after the transfer.

At this May 11, 2023 meeting, the cities of Crystal and Robbinsdale requested that the county provide a cost estimate for reconstruction and a jurisdictional transfer proposal to the cities. Despite repeated requests and reminders, the county did not provide a response until July 2, 2024. That response merely expresses an intent for further study and is not remotely close to the commitment for reconstruction requested by the city in the March 2023 letter.

The Crystal City Council finds that there is a direct nexus between the Blue Line Extension's proposed reduction of lanes on Bottineau Blvd. and the need for West Broadway, as the parallel reliever route to Bottineau Blvd., to be a safe and fully functional urban street going forward, including active, non-motorized transportation modes in addition to vehicular traffic.

The Crystal City Council notes that Crystal contributed \$2.9 million of city funds towards right-of-way acquisitions for the reconstruction and widening of Bottineau Blvd. to 6 lanes in 2011-2014. Had Bottineau Blvd. not been widened to 6 lanes, then Hennepin County or the METRO Blue Line Extension would now need to purchase that right-of-way for the light rail project at property values that are at least double what they were when the city participated in the costs. In effect, the City of Crystal paid for light rail right-of-way. To our knowledge, this is without precedent in previous Metro Transit light rail projects.


The Crystal City Council also notes that Hennepin County and Metro Transit have committed to reconstruct West Broadway in Minneapolis from James to Lyndale Avenues even though the light rail will run on 21st Avenue and those eight blocks of West Broadway are already an urban street with modern facilities. This disparity between how Hennepin County and Metro Transit respond to the concerns of Minneapolis and how they respond to the concerns of Crystal (and Robbinsdale) is not encouraging.

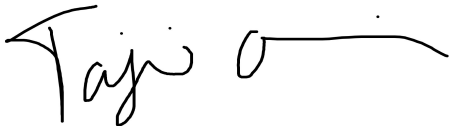
In approximately two months the Crystal City Council will be asked to vote on a municipal consent resolution for the project. While all members support improved public transit service in the city, the lack of progress on a critical issue we raised sixteen months ago is beyond disappointing. The city will be exploring all of its options in the coming weeks. This letter is written in the hope that this critical issue can still be resolved before the Crystal City Council takes a vote on municipal consent.


Please feel free to contact City Manager Adam Bell at 763.531.1140 or adam.bell@crystalmn.gov with any questions.

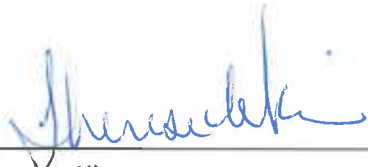
Sincerely yours,


The Members of the Crystal City Council


Jim Adams
Mayor


Taji Onesirosan
Council Member, Section 1


Forest Eidbo
Council Member, Section 2


Therese Kiser
Council Member, Ward 1


John Budziszewski
Council Member, Ward 3


Traci Kamish
Council Member, Ward 2


David Cummings
Council Member, Ward 4

cc: Commissioner Jeff Lunde, Hennepin County Board, District 1
Council Member Anjuli Cameron, Metropolitan Council, District 8
Corridor Management Committee, METRO Blue Line Extension
Nancy Daubenberger, Commissioner, Minnesota Department of Transportation
Senator Ann Rest, Minnesota Senate, District 43
Representative Cedric Frazier, Minnesota House of Representatives, District 43A
Representative Mike Freiberg, Minnesota House of Representatives, District 43B
Robbinsdale City Council