

We live in Maplewood right on the Bruce Vento Trail and we and our neighbors, friends, relatives, and businesses in our community and neighboring communities strongly oppose the Rush Line BRT project, now called the Purple Line, being proposed by the Metropolitan Council.

We support Roger Chamberlain's bill SF3859. This bill would require the Met Council to get "Municipal Consent" before they request federal funds for every transit project.

We have a couple points we'd like you to consider as you review the bill as how it relates to our situation with the Rush/Purple Line BRT project proposal.

1. Public engagement for this project has not worked. The Met Council is not required to ask for approval by the citizens. They held public events as "listening" sessions but they did all the talking and not much listening. In most cases, the majority of citizens attending were against the project and have been for many years. The Met Council should be held accountable to represent the citizens, especially those who are directly impacted by a project they are proposing.

In 2021 a group of concerned citizens that oppose the BRT project obtained the following items below - and all of this effort was because there was no mechanism like "Municipal Consent" that required the Met Council to allow the citizens and businesses to say "no" to the Met Council.

- a. PETITIONS – 1400+ RESIDENTS SIGNED IN-PERSON OUR PAPER PETITION AND 1200+ SIGNED OUR ELECTRONIC PETITION
- b. OPPOSITION POST CARDS – 1000+ PERSONALLY SIGNED AND SENT DIRECTLY TO PUBLIC OFFICIALS
- c. MET WITH 103 LOCAL BUSINESSES ALONG THE ROUTE WITH 100 OPPOSING THE LINE
- d. HELD A TOWNHALL FORUM IN WBL, ATTENDED BY 250+ RESIDENTS AND BUSINESS OWNERS
- e. YARD SIGNS – RESIDENTS INSTALLED OVER 300 SIGNS AND BANNERS SHOWING THEIR OPPOSITION
- f. WBL RESIDENTS ELECTED NEW COUNCIL MEMBER AND MAYOR WHO OPPOSE THE LINE PROVIDING A MAJORITY AGAINST IT

People needing mass transit want point-to-point transportation like that provided by Metro Mobility, Transit Link (current transport service under Metropolitan Council), Newtrax, and Mobility4All. Buses being 40 to 60 feet long cannot stop at everyone's home or destination. Moreover, it is safer in our climate to have transportation on demand to health care visits, grocery shopping, and other appointments. More elderly retirees will be without cars than any other age group in 2040. The elderly cannot be expected to walk 0.5 to 2.5 miles to a bus stop as planned in the environmental assessment of the Rush Line by the Metropolitan Council.

2. There has been so much written about the Met Council lately and their inability to manage the Southwest Line, why should they be allowed to start another project without oversight and community support. As taxpayers, we are the ones stuck with the bill for any additional cost overages due to lack of accountability with the project. That does not seem right given we are tax paying citizens.
3. So much has changed since Covid relative to work and transportation. It is necessary to plan wisely for our communities. Let's be prudent and make public investments based on where people need them most. We are asking you, as elected officials, to do your due diligence and provide oversight to ensure the taxpayers get what they want and need rather than what the Met Council forces them to accept.

Please consider Senator Roger Chamberlin's bill being considered today!

Regards,

Jane and Steve Kalias, Maplewood Residents and Homeowners (28+ years)

Richard and Julie Slipka, Maplewood Residents and Homeowners (20+ years)

Ariel, Karen and Alishea Padilla, Maplewood Residents and Homeowners (25+ years)

John and Gale Fabio, Maplewood Residents and Homeowners (60 years)

Bill and Terri Mallet, Maplewood Residents and Homeowners (25 years)

Nathanel and Jessica Miller, Maplewood Residents and Homeowners (1 year)