

## 2022 Minneapolis Rail Safety Meeting – Community Questions Posed to Green Line Extension LRT Project Office

1. Would like to see safety statistics: number of official "safety incidents" from the beginning of the project to the present, and an explanation of why they are rising or falling. Please also provide data on other safety problems that aren't classified in the "safety incident" category (such as the crane collapse and flagger failures).

### RESPONSE:

The Total Case Incident Rate for Civil Construction is 3.86. In 2022, two examples of incidents not classified as a "recordable" incident were:

- Soil settlement occurred adjacent to the Kenilworth Tunnel under the freight rail tracks. This was addressed by the Project's construction team and contractor in coordination with representatives of TC&W Railroad. This response included pumping grout to seal gaps in tunnel sheeting and modifying the monitoring program to avoid impacting freight rail track conditions.
- A power pole was damaged by a construction vehicle in the construction area near Burnham Road bridge. The power company was immediately called to restore power; the corrective action is currently being evaluated to ensure that the power pole cannot be easily damaged again.

2. At last year's safety meeting, the MC said its strategy for increasing construction safety was to have supervisors meet with the crew on site at the beginning of every work day. Was that strategy implemented? Did it work? If not, why? Have any new safety strategies been implemented?

### RESPONSE:

The contractor committed to increase management involvement in morning meetings with work crews. This was implemented in 2022.

3. Especially given the extension of the construction calendar by four additional years, and assuming that safety includes access to clean air, we need to know what the health impacts are of SWLRT construction. Construction kicks up dust, pollutes the air with exhaust from heavy machinery, with traffic to and from the site, and as a result of additional miles driven as a result of detours.

### RESPONSE:

Construction impacts are accounted for in [Chapter 3, Section 3.11](#) of the Southwest LRT Project Final Environmental Impact Statement (EIS). Short-term impacts include increases in dust and equipment-

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related emissions, for which the Final EIS includes a list of measures to reduce air quality impacts. The most prevalent measures that are implemented include regularly watering haul roads, stockpiling soil to reduce dust and applying water to concrete sawing operations.

4. There is also the use of toxic substances, most particularly concrete which is being poured in incredible quantities for the tunnel. Concrete is a pollutant both as it is manufactured and as it off-gases. In fact, concrete is one of the [world's worst pollutants](#). All these polluting factors are existing in some intensity in our neighborhood, and can't help but affecting our health. The FEIS did not address the impact of construction. I asked for this information at a previous meeting (perhaps last year's safety meeting?) and I believe it Mr. Zelle said the Met Council would provide it, but it has not.

### RESPONSE:

The Southwest LRT Project Final Environmental Impact Statement accounted for impacts of the tunnel construction, outlined in various sections of [Chapter 3: Environmental Analysis and Effects](#), and notably summarized in [Table 3.0-1](#). Concrete use is limited to project limits where construction activities are permitted. Standing water that remains after a tremie concrete pour is pumped into the Metropolitan Council sanitary sewer system, where it is treated with other wastewater.

5. An explanation of the [safety management system](#) being used for SWLRT

### RESPONSE:

The Green Line Extension LRT Project construction process conforms to federal and state safety standards. The Project follows requirements, standards and regulations for operating and maintaining safe construction worksites from the Occupational Safety and Health Administration, MNOSHA, Federal Railroad Administration, TC&W, BNSF, and Canadian Pacific Railway. The Project reports the status of specific safety elements to the Federal Transit Administration as part of ongoing project administration.

The Project has a Safety and Security Management Plan, which documents technical and management strategies for organizing, controlling, and influencing safety and security throughout Project Development, Engineering, Construction, Testing, and Start-up of the METRO Green Line Extension Project.