

Southwest Transitway DEIS Comments

Comments Received from Businesses, Community Groups
and Non-Profit Organizations

Part 4 of 5

Kenwood Isles Area Association

Response to the Southwest Transitway

Draft Environmental Impact Statement

Overview and Summary

Bordered by the Kenilworth Trail and Cedar Lake Park to the west and Lake of the Isles to the east, the Kenwood Isles Area Association (KIAA) represents 1,414 citizens in 589 housing units (2010). Kenwood residents value the neighborhood's historic homes, our proximity to downtown and Uptown, and especially Minneapolis' unique park, lake, and trail system.

More than a mile of the 15 miles proposed for the Southwest Transitway LRT 3A (LPA) line passes through Kenwood. Two of the proposed stops would be part of our neighborhood, 21st Street and Penn Avenue (shared with Bryn Mawr).

After the release of the Draft Environmental Impact Statement (DEIS) on October 12, 20012, KIAA developed a draft response. To solicit input on this response, KIAA posted the draft on our website. We then held board meetings on November 5th and December 3rd focused primarily on the DEIS response. Both meetings were well attended by 25-35 individuals. Our annual fall newsletter, mailed to every Kenwood household in mid-November, centered on the DEIS and requested input by e-mail for those who could not attend our meetings. This newsletter was also sent to all e-mail addresses on our neighborhood list. The KIAA response to the SWLRT DEIS reflects this comprehensive outreach.

The DEIS articulates a number of environmental impacts to our neighborhood, but overlooks several others. If the SWLRT is to be built, we are pleased to see that the DEIS supports relocation of freight rail from the Kenilworth Corridor and affirm all the reasons given in the document. Kenwood citizens are appalled by the prospect of the Kenilworth Corridor being the route of **both** the LRT **and** freight rail.

We support excellent, context-sensitive design and mitigation for all communities affected by this project. Without the highest design standards and excellent mitigation, the environmental impacts in Segment A of the 3A (LPA) alignment – especially those related to noise, visual effects, and safety – will greatly affect the livability of our neighborhood, as well as adversely impact unique urban assets that benefit visitors from around the region (the Kenilworth Trail and Cedar Lake Park). Our concerns focus on the following:

1. Preserving our unique cultural and natural heritage

- We oppose land use changes beyond what is necessary for the LRT; existing park, trail and open green space should be preserved to the greatest extent possible. (3.1.5.1, page 3-34)
- There are important historic preservation issues related to the proposed SWLRT. KIAA looks forward to contributing as a consulting party to the Section 106 Review process. (3.4.5, Page 3-79)
- KIAA asserts that a bridge over Cedar Lake Parkway would have unacceptable visual and noise impacts. We request a feasibility study of depressing, trenching, or tunneling the LRT. (3.6.3, page 3-115)
- A bridge over Cedar Lake Parkway likely violates Shoreland Overlay District zoning requirements. (3.6.3, page 3-115)
- Cedar Lake Park and the Kenilworth Trail provide important wildlife habitat and environmental learning opportunities for both children and adults. KIAA urges design measures that would benefit biota and habitat. (4.3.5, page 4-53)
- The area for the proposed SWLRT currently has very low ambient noise levels. KIAA insists on the highest standards of design to mitigate noise impacts. (4.7.3.5, 4-92)

2. Safeguarding the safety and enjoyment of park and trail users

- Cedar Lake Park and the Kenilworth bicycle and pedestrian trails are regional assets. With well over 600,000 discrete annual visits, they

are heavily used by local residents and people from throughout the metro area. (3.6.2.4, page 3-104)

- KIAA expects the City of Minneapolis' Resolution 2010R-008 will be respected. It asserts that the current environmental quality, natural conditions, wildlife, urban forest, and the walking and biking paths must be preserved and protected.

- Substantial visual effects on trail users documented in the DEIS must be mitigated with well-designed landscape and hardscape elements, including land berms and evergreens. (3.6.3, page 3-115)

- This DEIS does not consider impacts of light pollution on park and trail users. (3.6.5.3, page 3-123)

- KIAA insists that the Minneapolis and MPRB Police be consulted on security issues related to the impact of a proposed station at 21st Street related to Cedar Beach East (Hidden Beach). An inadequately managed station would increase opportunities for illegal behavior. (3.7.2, page 3-129)

- KIAA requests that the Minneapolis Fire Department, MPRB Police, and emergency medical responders be consulted in development of safety and security plans, especially for Cedar Lake Park and Cedar Beach East (Hidden Beach). (3.7.3.3, page 3-131)

- The adequacy of existing hydrants and other emergency infrastructure needs examination.

(3.7.3.3, page 3-131)

- KIAA insists on the highest standards of design to mitigate noise impacts on trail users. The current experience of the trail is as a peaceful urban retreat. (4.7.3.5, page 4-92)

- KIAA expects that if safety fencing is used, it be integrated into an overall landscape design that includes land berms, evergreens, deciduous trees and shrubs, and hardscape elements. (6.3.2.4, page 6-58)

- We expect high aesthetic standards for screening to reduce visual impacts of Traction Power Substations (2.3.3.6, page 2-50)

3. Maintaining the quality of life of residents

- A station stop at 21st Street with 1,000 people daily boardings will greatly change the character of this neighborhood. We insist on a study of traffic and other impacts of the station on the neighborhood. (Table 2.3-4, page 2-32)
- We expect consultation with the community on Traction Power Substation placement and screening plans. (2.3.3.6, page 2-50)
- Contrary to the DEIS assertion, there will be a significant impact on community cohesion given the change from slow, infrequent freight trains to high speed LRT trains that will pass homes, parks, and trails every few minutes from 5:00 a.m. to 1:00 a.m. (3.2.2.6, page 3-58)
- Substantial visual effects on residences will occur, as well as adverse privacy impacts to indoor and outdoor living areas, and must be mitigated. (3.6.3, page 3-115)
- Although the DEIS states otherwise, without explanation or verification, the proposed station area at 21st Street will have substantial visual impacts on nearby residences. This was pointed out during the DEIS scoping period. (3.6.3, page 3-117)
- This DEIS does not consider impacts of light pollution on homes near the station. The effects of engine lights, station lighting, and any other lights must be taken into account and remediated. (3.6.5.3, page 3-123)
- KIAA requests that the Minneapolis Fire Department, Police Department, and emergency medical responders be consulted in development of safety and security plans, especially for the 2000 block of Upton Avenue. (3.7.3.3, page 3-131)
- We appreciate that this DEIS points out substantial noise impacts that the SWLRT will have on our neighborhood and residents. Planners must not allow noise to destroy a quiet park and stable urban neighborhood. KIAA insists on the highest standards of design to mitigate noise impacts. (4.7.3.5, page 4-92)
- During the scoping period, residents showed that new construction in the 2500 block of Upton Ave. S. along the Kenilworth Trail required extra deep footings because the ground propagates vibrations to the detriment of structures. The DEIS did not address this issue. KIAA requests that detailed vibration assessments be done as early as possible to determine adequate mitigation measures. (4.8.6, page 4-118)

4. Ensuring the tranquility and functionality of proposed station areas

- In accordance with City of Minneapolis policy and to protect neighborhood livability, KIAA opposes a park-and-ride lot at 21st Street. (Table 2.3-4, page 2-32)
- To improve safety of park and trail users, we request consideration of a split platform at the 21st Street station as proposed by the Cedar Lake Park Association design charrette of November 2010. (Table 2.3-4, page 2-32)
- This DEIS points to severe noise impacts from a station at 21st Street. KIAA insists on the highest standards of design to mitigate noise impacts. (4.7.3.5 Assessment Page 4-92)
- MPRB Police absolutely must be consulted on security issues related to a proposed station at 21st Street. An inadequately managed station would increase opportunities for illegal behavior, which has been a long-standing problem at Cedar Beach East (Hidden Beach). (3.7.2, page 3-129)
- Groundwater and drinking water must be protected. KIAA requests information about how this will be done. (4.1, pages 4-19, 4-21)
- There is a great deal of landfill around Cedar Lake. KIAA needs assurance that contaminated soils will be dealt with appropriately during construction. (4.9.5, page 4-129)
- KIAA does not support changes in land use (development) near the 21st Street station. We expect parkland, trails, and green space to be protected for future generations. (5.2.5.1, page 5-21)
- A station area at Penn Avenue will have a significant impact on Kenwood residents. KIAA expects to be consulted on station area design and mitigation of impacts.

KIAA strongly urges all actors involved with the SWLRT to establish the highest standards of design and mitigation for this project. Design measures that may be considered “betterments” by agencies outside of our community are justified by the disproportionate adverse environmental impact to residential and green spaces compared to the more commercial or industrial areas

along the line. Such measures are required to ensure that the proposed SWLRT will not substantially harm, and may even enhance, our community.

Detailed Comments, Chapters 2 - 6

Chapter 2: Alternatives Considered

2.3 Draft EIS Alternatives

2.3.3 Build Alternatives

Table 2.3-4, page 2-32, Stations

This table shows a station at 21st Street: At-grade, with center platforms, and a surface parking lot with room for 100 cars.

Comment: Minneapolis officials have informed the Kenwood Isles Area Association that a park-and-ride facility at the proposed 21st Street station would be contrary to the City's policy. We support this policy and oppose a parking lot at 21st Street. A parking lot would not be consistent with the quiet residential character of the neighborhood and would require destruction of wooded land or open green space adjacent to the Kenilworth Trail and Cedar Lake Park.

Comment: To improve safety of park and trail users, and possibly to reduce noise impacts, we request consideration of a split platform at the 21st Street station as proposed by the Cedar Lake Park Association design charrette of November 2010. (Table 2.3-4, page 2-32)

Comment: We expect a complete analysis of the traffic impacts of this proposed station on our neighborhood. A previous study projected 1,000 riders per day boarding at 21st Street. Given the low-density housing, the geography (much of the half-mile radius around the proposed station is either parkland or lake), and street lay-out of Kenwood, we conclude that either the figure of 1,000 riders per day is wrong, or our neighborhood will see tremendous change in traffic load. Such changes should be understood, planned, and managed. (Southwest LRT Technical Memo No. 6, Ridership Forecasting Methodology and Results, Preliminary for Review Only, September 9, 2009. We were unable to locate updated data in the DEIS.)

2.3.3.6 Traction Power Substations, page 2-50

TPSSs would be included at approximately one-mile intervals along the Build Alternatives to supply electrical power to the traction networks and to the passenger stations. ... The TPSS sites would be approximately 80 feet by 120 feet. The proposed general locations for TPSSs are shown in Appendix F. The proposed sites were located to minimize impacts to the surrounding properties; however, the site locations are subject to change during Preliminary Engineering and Final Design. TPSS sites are selected to meet a balance of safety, reliability, cost, and operational efficiency needs.

Comment: KIAA notes that in Appendix F, a TPSS is proposed just south of the Burnham bridge on the west side of the trail. This will impact trail users as well as adjacent residences. If this site is retained, we insist that designers work with KIAA and adjacent residents to adequately landscape and screen this facility.

Chapter 3: Social Effects

The Kenwood Isles Area Association has a number of concerns regarding the Social Effects of the proposed SWLRT project. Specifically, the train will travel through a quiet, park-like area used for bicycling and pedestrian trails, adjacent to Cedar Lake Park and Cedar Beach East (Hidden Beach). These community assets were created more than 20 years ago through citizen initiative, and have been developed and maintained by volunteers and public entities since then. Further, the line will pass by quiet, stable residential areas that have seen significant private investment in the maintenance or improvement of the housing stock in recent years. We especially point to effects on land use, community cohesion, visual and aesthetic effects, and safety and security.

3.1 Land Use and Socioeconomics

3.1.5.1 Effects to Land Use and Socioeconomics, page 3-34

In Minneapolis, land use changes are anticipated along each of the planning segments. Residential land uses surrounding the Segment A alignment are mainly low- to medium-density, single-family detached housing near Cedar Lake and Lake of the Isles. [...] Implementation of LRT service and stations along the Segment A alignment would likely result in some land use changes surrounding the stations, particularly north of the lakes where tracts of undeveloped land are being considered for development.

Comment: While we support consideration of redevelopment within the Basset Creek Valley area, the Kenwood community has expressed the priority that existing park, trail and open green space in the Kenilworth Corridor between Lake Street and I-394 absolutely must be preserved to the greatest extent possible. The existing land use represents an important neighborhood, city, and regional asset. The City of Minneapolis' Resolution 2010R-008 by Colvin Roy entitled "Supporting the Southwest Transitway Locally Preferred Alternative" reflects this priority:

“Be It Further Resolved that the current environmental quality, natural conditions, wildlife, urban forest, and the walking and biking paths be preserved and protected during construction and operation of the proposed Southwest LRT line.

Be It Further Resolved that any negative impacts to the parks and park-like surrounding areas resulting from the Southwest LRT line are minimized and that access to Cedar Lake Park, Cedar Lake Regional Trail, Kenilworth Trail and the Midtown Greenway is retained. “

KIAA expects that zoning in the area will remain R1 and R2 with the exception of the R4 and R5 areas south of Cedar Lake Parkway, and Shoreland Overlay District restrictions will be respected.

3.2 Neighborhood, Community Services and Community Cohesion Impacts

3.2.2.1 Neighborhoods, p.3-49 – 3-52

Minneapolis

Each Build Alternative would operate through several geographically defined neighborhoods in the City of Minneapolis.

Comment: While the proposed LRT 3A (LPA) route would travel through the defined boundaries of nine Minneapolis neighborhoods, it will have the greatest impact on Kenwood, CIDNA, and West Calhoun due to the geography and existing land use of the area. The Kenilworth Trail and Cedar Lake Park – vital local and regional amenities – are both part of the Kenwood neighborhood, with the Kenilworth Trail continuing through CIDNA and West Calhoun. (Please note that the DEIS description of Kenwood includes areas that are actually part of CIDNA.)

3.2.2.6 Neighborhoods and Community Cohesion, page 3-58

Segment A [LRT1A and LRT 3A (LPA)] and Freight Rail Relocation

However, the operation of LRT service along Segment A is not anticipated to adversely affect community cohesion because Segment A is currently bisected by a freight rail line and adding LRT service does not alter the existing barrier. [...] The operation of LRT service along Segment A is not anticipated to adversely affect community cohesion.

Comment: Kenwood residents find this statement absurd. The infrequency and slow speeds of the current freight trains means tracks are easily crossed, as evidenced by the many informal pathways across the tracks that provide access from residences to parks, trails, and retail stores. LRT, on the other hand, would run every 7.5 minutes in each direction at high speeds. This change clearly alters the existing linkages within and among neighborhoods. Also, the Kenilworth trail now functions as a community connector where neighbors meet in a recreational context. So while KIAA agrees that new transit services and linkages would become available to neighborhood residents, we completely disagree that there would be no adverse impact on community cohesion.

3.3 Acquisitions and Displacements/Relocations

3.3.3.3 Build Alternatives, Page 3-70

LRT 3A would require almost twice the number of parcels LRT 1A. LRT 3A-1 (co-location alternative) would require almost three times the number of parcels as LRT 1A.

Comment: KIAA requests that the 79 individual commercial and 11 residential properties proposed for acquisition be identified. As stated in our Resolution Opposing Co-Location (see attached) KIAA opposes the taking of Cedar Shores Townhomes and other Minneapolis residences for the co-location alternative.

3.4 Cultural Resources

3.4.5 Cultural Resources - Long-Term Effects, Page 3-79

Architectural properties in Segment A which are listed in or eligible for the National Register include seven individual properties and five historic districts. The segment also includes three individual architectural properties and one historic district which are under evaluation for eligibility.

Comment: The Kenwood Isles Area Association looks forward to contributing as a consulting party to the Section 106 Review process. We urge SWLRT designers and engineers to adopt the highest design standards to protect our local, regional, and national cultural assets including, but not limited to, Cedar Lake Parkway and the Historic Grand Rounds.

3.6 Visual Quality and Aesthetics

3.6.2 Existing conditions

3.6.2.4 Segment A [LRT 1A, LRT 3A (LPA), and LRT 3A-1 (co-location)], page 3-104

Segment A is located on existing rail ROW owned by HCRRA that is currently used as a pedestrian and bike trail and parallels existing freight lines (Photo 3.6-4). The corridor travels through the Cedar-Isles-Dean and Kenwood neighborhoods, the Minnesota Chain of Lakes Regional Park, and travels between a pair of lakes (Cedar Lake and Lake of the Isles) in Minneapolis. Land uses adjacent to the segment between West Lake Street and I-394 include transportation uses for freight, parkland, and single- and multi-family residential land uses.

Comment: In addition to the land uses listed above, please note the heavy use of bicycle and pedestrian trails along the Kenilworth Corridor. Bicycle commuting constitutes a significant portion of this use. According to information provided to the Minneapolis' Park and Recreation Board's Community Advisory Committee, the Kenilworth Trail received 617,000 visits in 2009 and use has only grown since then. The Regional Park Visitor Survey 2008 indicates that 63% of these visits were non-local, meaning that more than six out of ten users came from outside of Minneapolis.

3.6.3 Long-Term Effects, page 3-108

Segment A [LRT 1A and LRT 3A (LPA)], page 3-115

Visual impacts on sensitive receptors located at single-family and multi-family parcels throughout the corridor would generally not be substantial because of mature vegetation buffers and the presence of an existing freight rail corridor. Visual impacts may be substantial where the alignment is not screened by vegetation. Visual intrusion and privacy impacts of the project elements on the sensitive receptors may be substantial where views from the alignment into previously private spaces are created. Visual intrusion and privacy impacts on the outdoor living areas of residential properties could be substantial where vegetation or landscape buffers do not exist.

Comment: Much of the existing mature vegetation is not intentional landscaping. It is adequate to screen views from very infrequent freight trains that rarely run at night, but is insufficient for passenger trains (LRT) that run every few minutes from early morning into the late night – from 5:00 a.m. to 1:00 a.m. With the introduction of LRT, KIAA agrees that there will be substantial visual effects on trail users and residences not screened by well-designed landscape and hardscape elements, including land berms and evergreens. We agree that adverse privacy impacts to indoor and outdoor living areas of residential properties will also be significant without excellent landscape design. We urge project engineers to employ the highest standards of creativity and design as they attempt to preserve the quality of this vital urban green space.

Page 115, cont. (Cedar Lake Parkway) The proposed alignment is on a bridge over Cedar Lake Parkway. Visual impacts on sensitive receptors adjacent to the corridor in the multi-family residential parcel and Cedar Lake Parkway could be substantial. Visual intrusion and privacy impacts of the project elements on the residents in units with windows facing the alignment where it is bridged structure could be substantial.

Comment: KIAA agrees that a bridge over Cedar Lake Parkway clearly would have substantial adverse visual impacts on residences from Lake Street to the

Kenilworth Channel. It would also have substantial adverse impacts on users of the Historic Grand Rounds (drivers, bicyclers, pedestrians), as well as Cedar Lake Park and beach users, a fact not mentioned in the present study. Such a bridge is also likely to violate the Shoreland Overlay District zoning requirements, which state:

“Except for structures subject to a more restrictive maximum height limitation in the primary zoning district, the maximum height of all structures within the SH Overlay District, except for single and two-family dwellings, shall be two and one-half (2.5) stories or thirty-five (35) feet, whichever is less.”

Source: Minneapolis, Minnesota, Code of Ordinances; Title 20 – Zoning code; Chapter 551. – Overlay Districts; Article VI. – SH Shoreland Overlay District

We do not see any evidence in the present study that the feasibility of trenching, tunneling, or depressing the LRT below Cedar Lake Parkway has ever been examined. We strongly request that a thoughtful and serious study of this possibility be undertaken, since a bridge would have such grave quality of life impacts on area residents and users, and an at-grade crossing may have significant adverse traffic and safety impacts. KIAA will look forward to participating as a consulting party during Section 106 consultation in this regard.

Page 3-116

A BNSF flyover bridge proposed in the conceptual engineering plans would not have impacts on any sensitive receptors.

Comment: KIAA requests information about this proposed fly-over bridge. The text on page 3-116 does not make clear what and where this would be.

Four at-grade center-track platforms are proposed for each station in the segment. No sensitive receptors, with the exception of the aforementioned trail users, are located adjacent to the station sites; therefore no additional visual impacts are anticipated.

Comment: The present study indicates substantial visual effects on trail users, residential areas and recreational users. KIAA agrees that there will be substantial adverse impacts on trail users, recreational users, and residential areas along the trail. We disagree, however, that there will be no additional adverse visual impacts near the proposed 21st Street station: there are a number of homes within close proximity to the proposed station location that would be adversely affected.

3.6.5.3 Mitigation, Build Alternatives, page 3-123

The need for additional landscaping to mitigate potential visual intrusion/privacy impacts following clearing and grubbing activities during construction will be addressed in the Final EIS. Station design and aesthetics will be addressed during Preliminary Engineering and Final Design. Mitigation treatments for visual impacts would be developed during the Final Design process through discussion with affected communities, resource agencies, and stakeholders. Measures would be taken to ensure the design and construction of the Build Alternative considers the context of the corridor and that sensitive receptors receive adequate mitigation. Possible mitigation measures could include:

- Landscaping vegetation such as shrubs and bushes to supplement existing vegetation buffers
- Evergreen vegetation screening to supplement deciduous vegetation buffers in leaf-off conditions
- Fencing
- Tunneling

Comment: Appreciating the present study's approach that mitigation treatments would be developed through discussion with affected communities, KIAA requests definition of "measures [that] would be taken to ensure the design and construction of the Build Alternative consider the context of the corridor and that sensitive receptors receive adequate mitigation."

Comment: This list of possible mitigation measures is woefully inadequate. Please see attached Joint Goals for SWLRT Design and Mitigation, a resolution passed by the Kenwood, CIDNA, and West Calhoun Neighborhoods in February 2011.

Comment: Based on the present study, we assume that consideration of placement and screening/mitigation of Traction Power Substations would also be done in cooperation with affected communities and stakeholders.

Comment: The DEIS does not consider impacts of light pollution – from station lighting and headlights and other vehicle lighting – which will impact trail users and residents. KIAA expects that these impacts will be analyzed and mitigated.

3.7 Safety and Security

3.7.2 Existing Conditions, page 3-129

Public safety and security within the study area is provided by the police departments, fire departments, and emergency response units of the cities of Eden Prairie, Minnetonka, Hopkins, St. Louis Park, and Minneapolis. Emergency medical services are located in each city.

Comment: Please note that the Minneapolis Park Police also provide service within the study area. KIAA requests that the MPRB Police be consulted on security issues related to the impact of a proposed station at 21st Street on Cedar Beach East (Hidden Beach) and their input be incorporated into final design plans. In the summer 2012, Hidden Beach generated more police actions than any other park in the MPRB system. For the last five years, KIAA has provided supplementary funding to the Park Police to allow for increased patrols in this area. The neighborhood has expressed grave concern that an inadequately managed station would increase opportunities for illegal behavior.

Page 3-129, cont. Primary safety concerns associated with the freight rail relocation segment of the proposed project, as expressed by the community, are derailments, chemical spills, the accessibility and safety of pedestrians (particularly near schools), and vehicular and traffic safety at grade crossings.

Comment: Please note that residents near the Kenilworth Corridor have no less concern about such issues as derailments, chemical spills, pedestrian and cyclist safety, and traffic safety.

3.7.3.3 Safety – Long Term Effects - Build Alternatives, page 3-131

The project would be designed in a manner that would not compromise the access to buildings, neighborhoods, or roadways, and would not compromise access to the transitway in the event of an emergency.

Comment: Please note that operation of LRT 3A could hamper access by emergency service providers to Cedar Lake Park, Cedar Beach East (Hidden Beach), and residences in the 2000 block of Upton Avenue South. KIAA requests that the Minneapolis Fire Department, MPRB Police, and emergency medical responders be consulted and their input be incorporated into safety and security plans for our area. Furthermore, the adequacy of existing hydrants and other emergency infrastructure needs to be examined.

Chapter 4: Environmental Effects

4.1 Geology and Groundwater Resources

4.1.3.4 Existing Conditions, Groundwater Resources, page 4-11

Segment A (Figure 4.1-11): Concern exists [due to shallow groundwater] for the areas near Lake Calhoun, the channel between Cedar Lake and Lake of the Isles, and the low areas beginning near the 21st Street station and extending through the areas near the Penn and Van White stations to I-94.

4.1.4.2 Long-term Effects, Groundwater, page 4-21

The Build Alternatives may have long-term impacts on groundwater if a permanent water removal system (dewatering) is required. Permanent water removal is anticipated where the cut extends below the water table. [There are] ...possible needs on Segment A and at a second cut along Segment 3, because of shallow groundwater.

Comment: The present analysis is inadequate. The low lying areas around the 21st Street station extending through the Penn and Van White stations are identified as areas of concern regarding groundwater. Additionally, there is a possible need for permanent water removal systems along segment A, although the specific location is not identified. Both the identification of the risks and potential mitigation efforts in this area are unclear in the document.

4.1.3.6 Groundwater Sensitivity, page 4-19

Several areas in the study area lie within zones of very high sensitivity to pollution of the water table system (Piegat 1989).

Comment: The area surrounding the 21st Street station's underlying bedrock is the Prairie du Chien Group, in which resides a major aquifer supplying many municipalities potable water supply. In segment A, the area of land between Cedar Lake and Lake of the Isles is an area of "very high sensitivity to pollution of the water table system". The present study is inadequate

and provides only general information as to efforts to be made to ensure our drinking water is not contaminated.

4.3 Biota and Habitat

4.3.5 Mitigation, page 4-53

Impacts to regulated resources, such as wetlands, threatened and endangered species, and water resources/water quality, would be mitigated in accordance with the appropriate permits as discussed in other sections of this Draft EIS. This mitigation would also benefit biota and habitat.

Comment: A wide variety of migratory birds and other wildlife adapted to natural spaces in urban environments (deer, fox, turkeys, etc.) constitute a critical element of the Kenilworth Corridor and Cedar Lake Park. In addition to providing habitat, the area also creates environmental learning opportunities for both children and adults. KIAA insists that LRT design consider ways to benefit biota and habitat and minimize habitat fragmentation in this unique urban green space.

4.7 Noise

4.7.3.5 Assessment, Page 4-92

Segment A [LRT 1A and LRT 3A (LPA)]: West Lake Station to Intermodal Station

Category 1

There are no noise impacts to Category 1 land uses in this segment.

Category 2

There are a total of 73 Moderate Noise Impacts and 183 Severe Noise Impacts to

Category 2 land uses in this segment. The estimated number of impacted residential units is 85 Moderate and 406 Severe. Many of the impacts are due to low existing ambient noise levels combined with proximity of residential neighborhoods to the alignment and high anticipated

speeds of operation. Some impacts are due to low existing ambient noise levels combined with light rail vehicle-mounted audible warning signal (bell) use at the 21st Street Station and the nearby 21st Street at-grade crossing.

Category 3

There is one moderate impact to a Category 3 land use. The impact is due to very low ambient background noise levels found in the walking-trails of the Cedar Lake portion of the Minneapolis Chain of Lakes Regional Park combined with close proximity to the tracks and bell use at grade crossings and crosswalks. This may not apply to the entire Cedar Lake portion of the park, especially in areas where park-goers themselves create higher noise levels, and in areas of the park farther from the tracks.

Comment: Light rail vehicle audible warning bells for at grade crossings have a sound exposure of 106 db (4.7.3.4, page 4-84), which is close to the sound level of a chain saw or a rock concert. It is estimated that there will be nearly 260 LRT trips per day from 5:00 a.m. to 1:00 a.m. During peak hours the frequency will be greater than one train every four minutes. There are 1,143 housing units along segment A that will be impacted by noise, nearly half of which (520) will suffer severe noise impacts as identified in the DEIS (Table 4.7-3, page 4-86). Of these, 406 housing units in CIDNA and Kenwood (segments A-A and A-B) will potentially experience severe noise impacts and 68 will experience moderate noise impacts (Table 4.7-8, page 4-93). KIAA insists that noise impacts on residences must be mitigated. This is currently a stable residential community with very low ambient noise levels.

Comment: Cedar Lake Park is primarily a very quiet, tranquil wooded area (which should be categorized as a Category 1 land use) and will experience the same level of noise impact as the homes near the proposed 21st Street station. The station will be located at the entrance to the park, and sound carries long distances through the park because of the normally low ambient noise levels. Park users likely create slightly higher noise levels no more than two to three months out of the year when Cedar Beach East (Hidden Beach) is busy, often with hundreds of daily visitors. Other months, the Cedar Lake Park is a serene, “up north” experience where the sound of woodpeckers tapping trees can be heard from one side of the park to the other.

Comment: There is no discussion of the impact of noise to the highly utilized Kenilworth bicycle and pedestrian trails. The Kenilworth Trail is a quiet, serene haven for bicycler commuters and recreational users within an urban environment.

Comment: There is no discussion of the noise impacts that would be created by a bridge over Cedar Lake Parkway.

Comment: KIAA insists that the highest standards of design must be employed to mitigate these noise impacts. Severe noise affecting a large number of the homes in our neighborhood is clearly not acceptable. We believe noise impacts to Cedar Lake Park and the Kenilworth Trail would go beyond moderate, which is equally unacceptable. Excellent mitigation is needed to safeguard the park and trails from noise impacts. The design of the SWLRT in the Kenilworth Corridor must be sensitive to the existing context and do everything possible to protect this unique space. KIAA expects involvement in developing and approving mitigation plans.

4.8 Vibration

4.8.6 Mitigation, page 4-118

Detailed vibration analyses will be conducted during the Final EIS in coordination with Preliminary Engineering. The Detailed Vibration Assessment may include performing vibration propagation measurements. These detailed assessments during the Final EIS/preliminary engineering phase have more potential to reduce project-related effects than assessments of mitigation options at the conceptual engineering phase of the project. Potential mitigation measures may include maintenance, planning and design of special trackwork, vehicle specifications, and special track support systems such as resilient fasteners, ballast mats, resiliently supported ties, and floating slabs.

Comment: The Prairie du Chien bedrock associated with the area around the 21st Street station in the Kenwood Isles neighborhood is an efficient conductor of ground-based vibration and ground-based noise. The area is identified as having a “high potential of efficient vibration propagation” (4.8.3.4, page 4-115), and 231 units are identified as being impacted in Segment A (**Table 4.8-4, page 4-115**). Given that the infrequent freight rail traffic vibrations can certainly be felt four to five blocks distant from the tracks it seems quite possible that the number of

housing units impacted will be greater than cited in the DEIS. It appears that actual vibration testing has not been done as part of the DEIS but will be done later.

Comment: During the scoping process, residents pointed out that new construction at 2584 Upton Avenue South required extra deep footings because the ground in this area propagates vibrations to the detriment of structures. An architect's report was submitted. There is no evidence in the current study that this information was taken into account. The area currently experiences vibration from the few heavy freight trains that pass most days, but will likely see much greater impacts from 260 daily light rail trains. KIAA insists that detailed vibration assessments be done as early as possible in Preliminary Engineering to determine the impact on homes near the trail.

4.9 Hazardous and Contaminated Materials

4.9.5 Mitigation, page 4-129

It is reasonable to expect that previously undocumented soil or groundwater contamination may be encountered during construction. A Construction Contingency Plan would be prepared prior to the start of construction to account for the discovery of unknown contamination. This plan would outline procedures for initial contaminant screening, soil and groundwater sampling, laboratory testing, and removal, transport, and disposal of contaminated materials at licensed facilities. Contaminated material removal and disposal would be in accordance with this plan, monitored by qualified inspectors, and documented in final reports for submittal to MPCA.

Comment: Based on reviews of state databases there are three identified contaminated sites in Segment A around the 21st Street station (Figure 4.9-4, page 4-125). Given the historical usage of the area surrounding the 21st Street station and the Penn station areas for rail siding and transfer and the obvious existence of debris piles and old structures in the area it seems likely that additional contamination may be present in the area.

Comment: The neighborhood needs assurance that contaminated soils will be dealt with appropriately during construction.

Chapter 5: Economic Effects

5.2 Station Area Development

5.2.1 Land Use

5.2.1.4 Segment A [LRT 1A and LRT 3A (LPA)] – West Lake Street Station to Royalston Station, page 5-12

Land use within one-half mile of Segment A is predominantly single family residential (detached housing, 20.0 percent), parks and open space (16.0 percent), and water features (10.7 percent). Industrial land uses make up 14.3 percent of the total land use; however these uses are primarily concentrated near downtown Minneapolis. Housing adjacent to Segment A includes single-family detached and multi-unit attached structures, which together encompass 29.6 percent of the land uses adjacent to this segment.

5.2.5.1 Mitigation for Land Use Plan Consistency, page 5-21

Changes in land use and denser development near stations are anticipated, consistent with existing plans and policies. Overall, positive economic effects are anticipated under all build alternatives for the local community and region. No mitigation is required.

Comment: KIAA opposes land use changes around the proposed 21st Street station. We urge protection and, if possible, enhancement of the Kenilworth Trail and Cedar Lake Park area as a unique and vibrant urban green space. We do not support denser development near the 21st Street station.

Chapter 6: Transportation Effects

6.2 Effects on Roadways

6.2.2.2 Physical Modifications to Existing Roadways, page 6-24

Also in Segment A with LRT 3A-1 (co-location alternative) only, the ROW needed for this alternative will affect Burnham Road, which is adjacent to the corridor and accessed off of Cedar Lake Parkway. Burnham Road is the main access point for homes fronting on Cedar Lake.

6.2.2.3 Operational Impacts at Intersections

Segment A (LRT 3A-1 Co-location Alternative), page 6-39

The conceptual design for LRT 3A-1 (co-location alternative) includes the light rail and freight rail tracks crossing Cedar Lake Parkway at-grade. Therefore, a queuing analysis was performed for the Cedar Lake Parkway crossing including an analysis of impacts to Burnham Road and Xerxes Avenue in proximity to the Cedar Lake Parkway crossing.

Comment: KIAA notes that at-grade crossing studies were done at Cedar Lake Parkway only for the 3A-1 co-location alternative. Given that we very strongly oppose a bridge over this feature of the Historic Grand Rounds, preferring a depression/trench/tunnel for the LRT, the comments below consider facts about the at-grade crossing that apply whether or not trains are co-located. We reiterate here our opposition to co-location.

Comment: Please note that Burnham Road is also the main access point for many residences along the Kenilworth Corridor in both Cedar-Isles-Dean and Kenwood, as well as the only alternative to driving around Lake of the Isles for other Kenwood and Lowry Hill residents.

Comment: Not included in this analysis, Sunset Boulevard at Cedar Lake Parkway is also blocked and has significant queuing when freight trains cross under current conditions.

Comment: Not considered are potential noise impacts of an at-grade crossing at Cedar Lake Parkway. These would be considerable, especially for residents near the intersection and for users of Cedar Beach South.

6.2.2.4 Transit Station Access, page 6-41-42

LRT station access would vary. [...]The following stations would provide public parking. Access to the following stations would be by walking, bicycling, driving an automobile, or transferring from local bus services:

- West Lake Street
- 21st Street
- Penn Avenue

Comment: Chapter 2 identifies that public parking would be provided at 21st Street as a surface lot for 100 cars. This is unacceptable to KIAA, and contrary to City of Minneapolis policy. We oppose a park-and-ride lot at 21st Street.

6.2.2.6 Building/Facility Access, page 6-46

For the Build Alternatives, access to several buildings and facilities would need to be modified. In Segments 1 and 4, no changes to building and facility access would be required. In Segments 3 and A, the access to several private properties would be slightly realigned in the following locations:

[...]

- Cedar Lake Parkway and Burnham Road

Comment: KIAA requests information about which buildings at Cedar Lake Parkway and Burnham Road would see their access modified, what is the proposed modification, and under what conditions this would occur.

6.3 Effects on Other Transportation Facilities and Services

6.3.1.4 Bicycle and Pedestrian Facilities, page 6-52

The City of Minneapolis and Transit for Livable Communities have conducted two-hour bicycle and pedestrian counts along these trails for the past several years. The annual counts are conducted in September and attempt to capture peak commuting hour traffic volumes. The two-hour bicycle and pedestrian volume counts are shown in Table 6.3-3. Although count data is not available, anecdotal accounts from many cyclists indicate that these weekday counts do not represent peak-hour trail volumes, which may occur on weekends when the trails are heavily used.

Comment: We note that Table 6.3-3 shows that the Kenilworth Trail through Kenwood and CIDNA has very high use by bicycle commuters, and concur this study of the traffic volumes along the trail certainly does not capture the heavy weekend recreational use. Minneapolis Park and Recreation Board counts for 2009 estimate 617,000 annual users of the Kenilworth Trail.

6.3.2 Long-Term Effects

6.3.2.1 Build Alternatives, page 6-55

Parking Spaces Added for Build Alternatives

Additional parking would be added at many of the proposed stations as outlined in Section 2.2.3 of this Draft EIS. Depending on the number of spaces needed and the local constraints, parking may be in structures. The parking facilities are expected to generate additional traffic on local streets that provide access to the station areas.

Comment: The Kenwood Isles Area Association opposes a park-and-ride facility at the proposed 21st Street station, and our understanding is that such a facility would be contrary to the City of Minneapolis' policy.

Comment: We request a complete analysis of the traffic impacts of this station on our neighborhood. A previous study projected 1,000 riders per day boarding at 21st Street. Either the figure of 1,000 riders per day is wrong, or our neighborhood will see tremendous change that must be better understood and planned. (Southwest LRT Technical Memo No. 6, Ridership Forecasting Methodology and Results, Preliminary for Review Only, September 9, 2009)

6.3.2.4 Bikeways and Major Pedestrian Facilities, page 6-58

The conceptual engineering developed for this Draft EIS indicates that there is sufficient space within the HCRRA's ROW for the Build Alternatives and the interim-use trails to coexist; therefore, with the exception of the Midtown Greenway in Segments C-1 and C-2, long-term impacts on the capacity and operations of the interim-use trails is not anticipated. For safety reasons, it is likely that fencing or other measures to separate the bicycles and pedestrians from the LRVs would be necessary, with crossing of the tracks allowed at roadway intersections and station locations.

Comment: See Chapter 3.2 comment on community cohesion. Also, KIAA urges that if fencing is used for safety reasons, it should be part of an integrated, overall landscape design that includes land berms, evergreens, deciduous trees and shrubs, and hardscape elements. This design should protect and value the existing park-like environment of the trail areas and the adjacent Cedar Lake Park, and should be done in cooperation with the community including KIAA, CIDNA and the Cedar Lake Park Association.



To:
Hennepin County Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415
swcorridor@co.hennepin.mn.us

cc:
Marisol Simon Regional Administrator
Region V Federal Transit Administration
200 West Adams Street Suite 320
Chicago, Illinois 60606
Marisol.simon@fta.dot.gov

12/27/12

Dear Southwest Transitway Project Planners,

La Asamblea de Derechos Civiles (The Assembly for Civil Rights) is a faith-based organization based in the Twin Cities. We organize to build leadership in our community and act in collective power to change the politics that affect the destiny of our people. Our primary constituency is made up of Latino immigrants from local Catholic churches and our organizational leadership is reflective of this.

We see upcoming transit investments as an opportunity to increase access to higher education, workers rights, and the opportunity to participate in decision making that our community is often excluded from. However, we are also mindful of the destructive element transit oriented development can sometimes have in terms of gentrification and displacement. We are organizing Latino faith community members, workers and residents in Hopkins around the impacts of the proposed Southwest LRT project. We are working in partnership with New American Academy and the Blake Road Corridor collaborative in raising the voice of underrepresented communities.

Over the last few days we have visited several Hopkins apartment complexes and worksites for face-to-face conversations with members of our community who will be impacted by the project. In these conversations, it has been striking the number of people who were hearing about the project for the first time. Some of the concerns that have come up most often have been affordable housing and access to jobs and economic development. As of this date, we have collected 36 postcards supporting the preservation and expansion of affordable housing in Hopkins, and for low-income people, immigrants and people of color to benefit from living wage jobs and economic development. We have delivered these cards to you so they can be included as comments for the DEIS.

We are concerned at the potential displacement of low-income people, immigrants and communities of color living close to station areas once the line is built. Our organization has seen firsthand the devastation of immigrant communities being displaced as a result of transportation projects and redevelopment in recent years. Therefore we believe that displacement must be avoided at all costs. We have worked hard to establish ourselves in communities like Hopkins, to contribute to the local

economy, schools and social fabric. We should be seen as a permanent asset to this community, not as transients who can be brushed aside inconsequentially. We also believe that we should be proactively included in access to new living wage jobs and the benefits of economic development in the area.

We feel that in its current form, the Draft Environment Impact Statement is too vague when it comes to the project impact on Latinos and other environmental justice communities. It only briefly mentions the risk of gentrification and displacement impacting environmental justice communities. We feel that our community deserves more detailed information about these potential risks. How many people are at risk of being displaced by loss of affordability or change of use? What percentage of them are low-income immigrants and/or people of color? A recent study by the Housing Preservation Project suggested that near the Blake Road stop alone, 5 Affordable Housing Projects with over 1,000 units were at risk. The Draft Environmental Impact Statement should have more information about who lives in those units and what would happen to them if they are forced to leave.

We would also like to see more information about mitigation efforts, and specific plans to avoid displacement and ensure access to opportunity for people from our community. Will hiring for new jobs be done equitably? Will immigrants face any unique barriers? Will our community have access to training and certification programs necessary to be considered? Will these new jobs provide workers a living wage? These are important questions in balancing the impacts of this project on our community.

In conclusion, we recommend that a deeper analysis of potential threats and opportunities for Latinos and other low-income communities of color be undertaken to ensure equitable outcomes. As we continue to engage members of our community about this project, we will encourage them to express their hopes and concerns. Please consider La Asamblea a constructive resource and partner in achieving just outcomes for this project.

For questions, please contact Pablo Tapia, Co-Founder and Lead Organizer, at 651-208-7896 or ptmendoza@hotmail.com.

Sincerely,



December 28, 2012

To Whom It May Concern:

Hennepin County's SWLRT DEIS is a flawed document. Hennepin County was supposed to have studied co-location of freight traffic with the proposed LRT line through the Kenilworth corridor, but after reading through chapter three especially, it is clear that the county never had any intention of looking at the possibility of co-location.

Because Hennepin County has failed to objectively study the possibility of co-location—a much safer and less-expensive option, we must write in our objections. The grassroots organization of the residents of St. Louis Park, Safety in the Park!, has put together a comprehensive, cogent response, and we would like to attach their work as representative of what we would like to say about the SWLRT DEIS.

Sincerely,



Kathryn M. Kottke

Michael A. Kottke

Kathryn M. Kottke

SAFETY IN THE PARK!

RESPONSE TO THE SOUTHWEST LIGHT RAIL TRANSIT PROJECT-- DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) DECEMBER 30, 2012

EXECUTIVE SUMMARY

Safety in the Park is a St. Louis Park, Minnesota grassroots, non-partisan neighborhood organization. Safety in the Park promotes safety and livability by working with the county, city, and state to create an alternative solution for proposed increases in freight rail traffic on the former Minneapolis Northfield and Southern (MN&S) Railroad tracks. Safety in the Park is politically unaffiliated and does not endorse any candidates for political office. Safety in the Park represents a large community of concerned citizens in St. Louis Park as evidenced by the attached 1,500 plus signatures on our petition. Safety in the Park welcomes the addition of Southwest Light Rail Transit to St. Louis Park and supports its implementation.

The MN&S freight rail relocation portion of the SWLRT-DEIS is not in the best interests of public safety, railroad operating efficiency or conserving public funds.

History of the proposed relocation: In the mid-1990s the Minnesota Department of Transportation (MnDOT) and Hennepin County decided to sever, instead of grade separate, the Milwaukee Road railroad line at Hiawatha Avenue and the repercussions of that decision remain to this day.

Because there is no documentation of analysis or of public input, it can only be assumed that MnDOT and Hennepin County blithely displaced freight traffic from a major piece of railroad infrastructure, the 29th Street corridor and planned to move the freight to the "preferred location" on the MN&S a little-known, little-used former electric interurban line, and gave no thought to the negative impact of this action. Due to contaminated land the move to the MN&S was delayed and the freight trains were instead moved to the Kenilworth Corridor which was owned by the Hennepin County Regional Rail Authority (HCRRA).

Since the move to the to Kenilworth Corridor, the HCRRA has worked tirelessly to remove the freight from the Corridor and establish the freight in MnDOT's "preferred location," the MN&S. Each time MnDOT or the HCRRA brings up the wish to move the freight traffic the City of St. Louis Park has answered with a resolution stating that re-routed freight traffic would not be welcomed in the city. The first resolution was passed in 1996 with subsequent resolutions in 2001, 2010 and 2011.

Instead of honoring the resolutions and negotiating a compromise, the HCRRA has repeatedly ignored the St. Louis Park resolutions, maligned and marginalized the residents of the MN&S study area and then moved forward with its plans citing "promises made " to the residents of the Kenilworth area as the reason for the action. These promises have no foundation in fact; documentation of the specific nature of the promises, who made the promises and to whom they were officially made, and why the alleged promises should be afforded the weight of public policy, does not exist.

On May 16, 2011 MnDOT issued an Environmental Assessment Worksheet (EAW) that spelled out how a re-route of freight traffic from the Bass Lake Spur owned by the Canadian Pacific Railroad (CP) to the MN&S Spur also owned by the CP might take place. The City of St. Louis Park and Safety in the Park appealed the findings of the EAW document. The EAW was later vacated and is no longer a valid document.

On September 2, 2011 the Federal Transportation Administration officially added the MN&S re-route to the SWLRT project.

SWLRT-DEIS : The proposed MN&S re-route is included the SWLRT-DEIS due to the FTA's September 2, 2011 mandate that the re-route be considered a part of the SWLRT project. For 3A (LPA, relocation) to work the MN&S re-route must occur, making the re-route part of the SWLRT and not a connected action. As part of the SWLRT project the MN&S re-route must be included in the "study area" on a regular and consistent basis but the SWLRT-DEIS fails in this regard and violates the essential purpose of the National Environmental Protection Act (NEPA). The purpose of NEPA is to ensure that environmental factors are weighted equally before an infrastructure project can be undertaken by a federal agency. The omission of the proposed re-route leads to incorrect conclusions about the cost of the SWLRT.

Safety in the Park demands that relocation of freight traffic be analyzed as diligently as the rest of the SWLRT project. Unless the current version of the SWLRT-DEIS is amended significantly, the health, well-being and safety of St. Louis Park residents will be compromised by the proposed relocation of mainline freight rail traffic from the Bass Lake Spur onto the MN&S Spur. More than 1,500 residents have signed a petition insisting on fair treatment by the government agencies proposing the relocation.

Concerns about the inconsistencies in the SWLRT-DEIS can be found in detail in the following summary:

- Lack of reasoning behind the need for the re-route due to the fact that a viable, less costly and safer option exists with co-location of freight traffic and SWLRT in the Kenilworth Corridor (Chapter 1)
- Lack of concern for Interstate Commerce
 - The late notification about the existence of the SWLRT-DEIS to the Surface Transportation Board (STB) Wednesday, November 28, 2012
 - Implementation of SWLRT could cause disruption of rail service to TC&W clients (Chapter 1)
 - The Memo Dated December 10, 2012 from the STB to the FTA received incomplete answers. (Chapter 1)
- Lack of public input and documentation (Chapters 2 and 12)
 - No documentation of analysis for determining MN&S as preferred location for freight after the freight tracks in the 29th Street Corridor were severed
 - No documentation of promises made to the residents of Kenilworth area
 - The MN&S re-route was not part of the scoping and decision making when route 3A (LPA, relocation) was chosen
- Lack of accurate study into the direct impacts of the proposed relocation with respect to
 - Social Impacts (Chapter 3)
 - Environmental Impacts (Chapter 4)
 - Economic Effects (Chapter 5)
 - Transportation Effects (Chapter 6)
 - Section 4(f) Evaluation (Chapter 7) - Specifically the use of 0.81 acres of Cedar Lake Park which is currently being used for freight trains.
- Lack of inclusion of methodology used to determine the cost of the SWLRT project. (Chapter 8) This lack of methodology is particularly glaring in light of the fact that a \$100,000,000 "typo" occurred
- Lack of an analysis of the indirect and cumulative impacts caused by the proposed freight relocation (Chapter 9)
- Lack of analysis of Environmental Justice (Chapter 10)
- Lack of 23 CFR 771.111(f) analysis to determine if the relocation of freight is "feasible or prudent" (Chapter 11)

Action requested: Halt any decision on the freight relocation issue until further study is completed such that the missing information and flawed assumptions can be addressed. This secondary study needs to have a scope agreed upon by the city of St. Louis Park, Safety in the Park, and railroad companies. Furthermore, the secondary study must be conducted by a government agency and engineering firm not previously associated with the proposed re-route.

Once the new study is completed, a computer generated simulation representing all of the new findings should be produced. This simulation will help residents and elected officials who are not engineers understand the impacts of the proposed re-route prior to making decisions.

Conclusion of analysis of this SWLRT-DEIS response: Applying the “test” from 23 CFR Sec. 774.17 reveals that the proposed reroute in LRT 3A (LPA) is neither “feasible nor prudent.” Therefore, the use of 0.81 acres of Cedar Lake Park according to the Act of 1966 codified at 49 U.S.C. 303 and 23 U.S.C. 138 will not impede the building of SWLRT.

LRT 3A-1 (Co-location) best meets the Southwest Transitway project’s Purpose and Need Statement as expressed by the goals of improving mobility, providing a cost-effective and efficient travel option, preserving the environment, protecting quality of life, supporting economic development, and developing and maintaining a balanced and economically competitive multimodal freight system. **In light of the facts presented in this SWLRT-DEIS response Safety in the Park recommends that LRT 3A-1 (Co-location) be chosen as the only viable option for SWLRT.**

CHAPTER 1 - PURPOSE AND NEED FOR THE PROPOSED ACTION:

1.0 - The essential purpose of the National Environmental Protection Act (NEPA) is to ensure that environmental factors are weighted equally before an infrastructure project can be undertaken by a federal agency. The SWLRT-DEIS does not fulfill the essential purpose of NEPA. The SWLRT-DEIS is not an objective analysis of the environmental impacts of the proposed freight rail re-route (3A, LPA re-route) and the proposed co-location freight rail alternative (3A -1 LPA co-location). Instead of being objective the SWLRT-DEIS is written as an advocacy for the favored outcome. SWLRT-DEIS employs a variety of methods to mislead the reader and the Federal Transportation Administration into believing that co-location is not a "feasible or prudent" (NEPA [23 CFR 771.111(f)]) alternative, when in fact the exact opposite is true. The methods used include, but are not limited to inconsistent use of vocabulary, highlighting aspects of co-location while glossing over the same aspects of relocation, manipulation of the co-location site to include more area and completely omitting information about the re-route option that would call the feasibility of that option into question.

1.1 - Although Safety in the Park! does not disagree with the need for the Southwest Light Rail Transit (SWLRT) Project, we do disagree with the need for the re-routing of freight trains from what is referred to in the SWLRT - DEIS as the Canadian Pacific(CP) Bass Lake Spur to the Minneapolis, Northfield and Southern (MN&S) Subdivision and the Burlington Northern Santa Fe (BNSF) Wayzata Subdivision. Using the term "Subdivision" in relation to the MN&S is not only incorrect it but it is also misleading. According to officials at the CP the correct classification of the MN&S is a spur line that is part of the Paynesville Subdivision. The use of the term subdivision when describing both the MN&S and the BNSF in St. Louis Park misleads the reader into thinking the MN&S and the BNSF are similar if not equal in layout and usage. This could not be further from the truth. The Bass Lake Spur and the BNSF Wayzata Subdivision were both built to Main Line rail specifications. They both have wide R-O-W, few if any at grade crossings and they are relatively straight and free of grade changes. Conversely, the MN&S was built as an electric interurban and like all interurban has tight R-O-W, multiple aggressive curves and significant grade changes. Furthermore, the addition of the connections between these freight rail lines will increase both curves and grades on the MN&S. The connection between the Bass Lake Spur and the MN&S will have an eight degree curve and a grade of .86%. While the connection between the MN&S and Wayzata Subdivision will have a four degree curve and a 1.2% grade differential. (SWLRT-DEIS Appendices F parts 2 and 3 and SEH http://www.stlouispark.org/webfiles/file/community-dev/techmemo_4.pdf) Adding to the misrepresentation of the different rail lines is the name given to the rail property owned by the Hennepin County Regional Rail Authority, locally and recently known as the Kenilworth Corridor. This "corridor" was until it was purchased by Hennepin County a major, mainline rail yard called the Kenwood Yard. This yard held as many as 14 sets of railroad tracks and with the exception of a short section, the land used as a rail yard has not been built upon.

The misrepresentation continues at the bottom of page 1-1 of the SWLRT-DEIS in the second bullet point which states, "The co-location of LRT and TC&W freight rail service on reconstructed freight rail tracks on the CP's Bass Lake Spur and HCRRA's Cedar Lake (Kenilworth Corridor)" suggesting that the TC&W tracks in the Kenilworth Corridor had to be "reconstructed" when in fact they had never been removed, and only underwent repairs to put them back into service (1-1). (Safe in the Park - Chapter 1 Appendix – Document 4)

A formal abandonment process never took place (an outline of this history was found in a document,

T:\TRE\3aTransitPlanning\Kwalker\SLP_FreightRail\BackgroundforHCRRA_120709.doc, obtained from the HCRRA through the Freedom of Information Act). (Hennepin County Repair announcements August 27, 2012 - Safe in the Park - Chapter 1 Appendix – Document 4).

Further misuse of the term "abandoned" is found in the last paragraph on page 1-3 , "The LRT line would operate in a combination of environments including operations in abandoned freight rail right-of-way (ROW) acquired by HCRRA, at- grade operations in street and trunk highway ROW, and operations in new ROW that would be acquired from public and private entities" (1-3). When the HCRRA purchased the property in question it was in disuse, but it had not formally abandoned, it was not in use. The difference appears subtle, but it is not. Formal abandonment requires a lengthy legal and administrative process to seek approval from the Surface Transportation Board, which only acquiesces when it has been convinced that the tracks are not needed by any customers or the overall rail system.

1.1.1 - Public Involvement and Agency Coordination Compliance:

During the scoping process portions of St. Louis Park were denied a voice. Potential participants in the scoping process were told that the freight rail issue did not belong in the discussions for a preferred alternative for the SWLRT. Consequently, the choice of LPA may have been different had the freight rail question been part of the discussion from the beginning. This issue will be documented and explored further in the Chapter 12 of the SWLRT-DEIS comment.

1.2.1 - Early Planning Efforts

On pages 1-6 and 1-7 a list of documents used in early planning of the SWLRT is presented. However there are several important documents left off of the list. These documents are not favorable to SWLRT and therefore seem to have been ignored.

- 1996--City of St. Louis Park Resolution--96-73 (Safe in the Park - Chapter 1 Appendix - Document 1)
- 1999--St. Louis Park Task Railroad Study
http://www.hennepin.us/files/HennepinUS/Housing%20Community%20Works%20and%20Transit/Regional%20Railroad%20Authority/Authority/Railroad_Study_March_1999.pdf
- 2001 City of St. Louis Park Resolution--01-120 (Safe in the Park - Chapter 1 Appendix - Document 2)
- 2010 City of St. Louis Park Resolution--10-070
http://www.stlouispark.org/webfiles/file/freight_rail.pdf
- Short Elliot Hendrickson Inc. (SEH)--Comparison of the MN&S route and the Kenilworth route--http://www.stlouispark.org/webfiles/file/community-dev/techmemo_4.pdf
- 2011 City of St. Louis Park Resolution 11-058
http://www.stlouispark.org/webfiles/file/community-dev/5-31-11_resolution_relating_to_freight_activity_in_slp.pdf
- Evaluation of Twin Cities and Western Railroad responses(EAW)
http://www.mnsrailstudy.org/key_documents

To understand the opposition to the proposed reroute the documents listed above must be included in an objective evaluation of re-route portion of the SWLRT project. Furthermore; the SEH study and the comments to the EAW need to be considered before a conclusion about the freight question in the SWLRT-DEIS can be made.

1.2.2 Environmental Review and Project Development Process

This DEIS fails to consider the environmental impacts of the proposed reroute portion of the SWLRT project , but instead promotes a course of action that will redistribute property values from lower income neighborhoods in St. Louis Park to higher income neighborhoods in Minneapolis. The result is a net decline not only of property values, but also to overall public safety of Hennepin County. The reason for the effort to promote the re-route option over the co-location option may be based on undocumented promises touched on in the link below:
http://hennepinmn.granicus.com/MediaPlayer.php?view_id=10&clip_id=1459 (F)11-HCRR-0072

On July 20, 2010 a member of St. Louis Park City Staff requested documentation of the analysis that allowed MnDOT to designate the MN&S as the "preferred location" for TC&W freight traffic after the freight tracks were severed while rebuilding Hiawatha Ave. No documentation was ever received by the City of St. Louis Park. (Safe in the Park - Chapter 1 Appendix – Document 3)

1.2 and 1.2.1: Paragraphs discuss the Scoping Process that should comply with MEPA and NEPA rules pertaining to open-to-the-public meetings, comment sessions, and other public comments options with regard to the Alternatives Analysis. The DEIS admits during that time the city of St. Louis Park, residents and businesses were instructed in writing that the freight rail reroute was a separate issue not to be considered with the SWLRT. Therefore the entire time of "public comment" to decide the AAs should be considered null and void because citizens and municipalities were not properly informed of the environmental impacts of the LPA (1-6). During this same time the HCRRA was aware of resolutions made by more than one St. Louis Park City Council opposed the re-routing of freight trains. Had the reroute been considered a connected action during that time, it may have significantly changed support for the LPA by the city of St. Louis Park. Although the process may not have legally violated MEPA and NEPA standards, it did violate the spirit of the law.

1.3.2.1 - Declining Mobility

The SWLRT-DEIS continues its misrepresentation of information in its discussion of declining mobility. At the bottom of page 1-9 and the top of page 1-10 a list of current "employment centers" is given. The second item in a bullet point list is "St. Louis Park's Excelsior and Grand – 10,000 jobs" (1-9, 1-10). This information is false. According to the City of St. Louis Park web-site demographics of employment (http://www.stlouispark.org/webfiles/file/stats/employment_stats.pdf) there are a total of 10,078 jobs in St. Louis Park. Many of these jobs are not near the proposed SWLRT alignment. The list on the city web site does not assign any number of jobs to the Excelsior and Grand area.

Following the list of "employment centers" (1-10), there is a general discussion about the congestion that could occur should the SWLRT not be built. This information is based on the United States Census conducted in the year 2000. The U.S. Census web site no longer shows census data from the year 2000 (<http://quickfacts.census.gov/qfd/states/27000.html>) making substantive comment on the data in SWLRT-DEIS impossible for the average resident of Hennepin County. Also, based on this old, unavailable information that does not take into account the downturn in the economy in 2008, vague generalizations are made. For example: "Current express bus travel times may increase, despite the current use of shoulder lanes" (1-10).

A simple if/then statement can be used to sum up and sow doubt on the conclusions made. If the information about St. Louis Park is false then what other information in the document is false?

1.3.2.2 - Limited Competitive, Reliable Transit Options for Choice Riders and Transit Dependent Populations including Reverse Commute Riders

Information and generalizations based on the unavailable and outdated 2000 Census are used and therefore all of the DEIS' conclusions are brought into question. When the 2000 Census is not the source of information the exact source and date of the information is often not provided. An example from page 1-10 of the SWLRT- DEIS is a case in point. "A number of major roadways in the study area such as TH 100 and TH 169 are identified by MnDOT as experiencing congestion during peak periods." (1-10) Who at MnDOT made this assertion? When was it made? Was the upcoming rebuild of TH 100 in St. Louis Park taken into account? (<http://www.stlouispark.org/construction-updates/highway-100-reconstruction.html>)

Although the information in section 1.3.2.2 does not discuss the proposed re-route portion of the SWLRT, it does speak to the general misrepresentation of information in the SWLRT.

1.3.2.3 - Need to Develop and Maintain a Balanced and Economically Competitive Multimodal Freight System

It is easy to agree in theory with the need for a vibrant freight rail system in a growing economy. However, the unsubstantiated and false assertions in this section make it impossible to agree that rail connections between the Bass Lake and MN&S spurs and the MN&S spur and the BNSF Wayzata subdivision are necessary for the greater good.

The SWLRT-DEIS states, "The construction of a new connection between the Bass Lake Spur and the MN&S Spur, a new connection between the MN&S Spur and the BNSF Wayzata Subdivision, and the upgrading of track on the MN&S Spur are included as recommended actions in the Minnesota State Rail Plan" (1-12). No citation is provided as to where in the Minnesota State Rail Plan this assertion can be found. Presented on pages 4-11 and 4-12 of the Minnesota State Rail Plan

(<http://www.dot.state.mn.us/planning/railplan/finalreport/MNRailPlanFinalReportFeb2010.pdf>) are text and charts describing the upgrades needed to both the BNSF and the CP prior to 2030. There is no mention of the connections mentioned in the SWLRT-DEIS (4-11& 4-12).

It needs to be noted that the new construction discussed in the SWLRT-DEIS is the same plan used in the EAW vacated by MnDOT on December 20, 2011 (SWLRT-DEIS Appendix F parts 2 and 3). This plan was rejected as unworkable by the TC&W railroad in their comments to the EAW.

(http://mnsrailstudy.org/yahoo_site_admin/assets/docs/Railroad_Comments.18891450.pdf)

The next three sentences in this section are also misleading. "Providing a direct connection to the north- south MN&S line would improve accessibility to CP's Humboldt yard. Currently TC&W interchanges with the CP at their St. Paul yard. Although the Humboldt Yard is much closer, the inefficiency of the existing connection is so great that the extra distance to St. Paul is less onerous" (1-11 and 1-12). These sentences imply that most if not all of the TC&W's business is with the CP. They also mistakenly imply that the TC&W will be happy to get the connection because it will improve the company's efficiency. However, the comments made by the TC&W in the EAW show just the opposite ([http://www.mnsrailstudy.org/key_documents--TC&W comments](http://www.mnsrailstudy.org/key_documents--TC&W_comments), page 1, last paragraph; also page 3, first bullet point under "Inaccuracies in the EAW..."). The STB Memorandum to Federal Transit Administration, Region V: Questions and Responses for Surface Transportation Board dated December 10, 2012 received incomplete responses about the interconnection needed for the relocation plan to work. The maps given to explain the new interconnects lacked reference to the extreme grade changes that will take place. Figure 1: Relocation Alternative, MN&S Spur does not indicate the need for a mile long ramp to accomplish the .86% grade ([Figure 1: Relocation Alternative, MN&S Spur](#)) needed to connect the Bass Lake Spur to the MN&S Spur. Furthermore, Figure 3: Relocation Alternative, Re-Established Connection does not describe the 1.2% grade needed to reestablish the connection between the MN&S Spur and the Wayzata Subdivision. ([Figure 3: Relocation Alternative, Re-Established Connection - MN&S Spur to Wayzata Sub](#))

Missing completely from the discussion of the TC&W using the MN&S Spur to go to the Humboldt Yards in New Hope is the impact the added freight traffic will have on Northern St. Louis Park, Golden Valley, Crystal and New Hope. In St. Louis Park alone there are two at grade rail crossings on the MN&S north of the BNSF. One of the crossings is Cedar Lake Road, a major east/west roadway through St. Louis Park yet the SWLRT does not document the traffic counts and the impacts of the crossing being closed on a regular basis.

Reading the last sentence in the first full paragraph of page 1-12 and the non sequitur of the next full paragraph continues the misleading information.

"The proposed connection in St. Louis Park allows the TC&W an alternate route at those times when the BNSF route is not available."

Moving commodities along freight rail lines rather than by semi-trailer truck on the roadway system has a significant effect upon the region's mobility. TC&W reports that an average train load equates to 40 trucks on the roadway system. Maintaining freight rail connections as a viable method for transporting goods to, from, and within the Twin Cities region contributes to the healthy economy of this region. As the roadway network continues to become more and more congested, moving commodities by freight rail will become more competitive" (1-12).

Placement of the above passage in the context of the discussion of the MN&S interconnects implies that without the interconnects the TC&W will have no choice but to use semi-trucks to move their freight. The HCRRA's praise for the economic and environmental virtues of freight railroads is laudable but at odds with HCRRA's continuing long-term policy of pushing freight rail traffic to ever more marginal scraps of infrastructure. Examples of the HCRRA's displacement of freight railroad traffic from their purpose-built and most direct and efficient routes includes the closure of the former Milwaukee Road mainline that was used by the TC&W and ran below grade through south Minneapolis, and the constriction of the BNSF mainline adjacent to Target Field in Minneapolis. In both of these cases freight rail traffic ceded right-of-way to relatively frivolous purposes, a bicycle trail for the Milwaukee Road mainline and a sports stadium and bicycle trail that constricts the BNSF Wayzata subdivision. The wording of the DEIS uses the phantom assumption that the further constriction of the BNSF line at Target Field by the SWLRT is a fait accompli and re-routing the TC&W is the only alternative to trucking, but leaving the TC&W traffic in its current route provides it a straighter, flatter, safer, shorter, less costly and more direct route to its most important destination in St. Paul. There are other alternatives to placement of the SWLRT and the bicycle trail that will not constrict freight rail traffic at Target Field.

Severing the TC&W's current route through the Kenilworth Corridor as proposed by the SWLRT-DEIS would have the opposite effect of "maintaining freight rail connections as a viable method for transporting goods" (1-12).

The multitude of unsubstantiated and false assertions in this section make it impossible to agree that rail connections between the Bass Lake and MN&S spurs and the MN&S spur and the BNSF Wayzata subdivision are necessary for the improvement of the Twin Cities rail network. Therefore the bullet pointed benefits at the end of this section are not benefits under the current engineering plan in the SWLRT-DEIS.

- *Access to the Savage barge terminal would improve.* The SWLRT-DEIS only has one connection from the Bass Lake Spur to the MN&S Spur. That connection curves north. For the access to Savage to improve there would also need to be a connection from the Bass Lake Spur to the MN&S Spur curving south.
- *Access to CP's Humboldt Yard and other locations on the east side of the metropolitan area would be improved.* The Humboldt Yard is on the north side of Minneapolis, not the east side of the metropolitan area. The problem would not be the access itself, but with the lack of efficiency and economic benefit to the TC&W of that access. The TC&W comments on this point in their EAW comments.
http://www.mnsrailstudy.org/key_documents
- *An alternate route that avoids the downtown Minneapolis passenger station would be available to the TC&W.* Again, the route would be available, but would not prove to be of an economic benefit.
- *The quality of the north-south rail line would be upgraded.* Because the overall benefit of the interconnection does not exist, there is no need to upgrade the current track. (1-12)

1.4 - ***Project Goals and Objectives***

The goals and objectives of the SWLRT-DEIS project are not applied equally to all residents in the study area and this is in violation of the essential purpose of NEPA. The 6 goals stated if implemented without alteration will have a detrimental impact on the residents of St. Louis Park. This details of the detrimental impact will be discussed further in this comment to the SWLRT-DEIS.

1. *Improve mobility* - Due to blocked crossings and the closed crossing at 29th Street mobility in the MN&S reroute area will decrease.
2. *Provide a cost-effective, efficient travel option* - The design as stated in the SWLRT - DEIS is not cost effective for the railroads, and there is no discussion of reliable funding for maintenance
3. *Protect the environment* - The environment in the vicinity of the MN&S will deteriorate. The problems include but are not limited to an increase of noise and vibration and diesel fumes from locomotives laboring to climb steep grades will impact air quality and the threat of derailment and crossing accidents impacts the safety of residents.
4. *Preserve the quality of life in the study area and the region* - Quality of life will decrease in the MN&S area.
5. *Support economic development* - Property Values and Small business will be negatively impacted.
6. *Support economically competitive freight rail system* - Should the proposed reroute be built the opposite to this goal will be accomplished. The rail system in St. Louis Park will not be safe, efficient or effective (1-13 & 1-14).

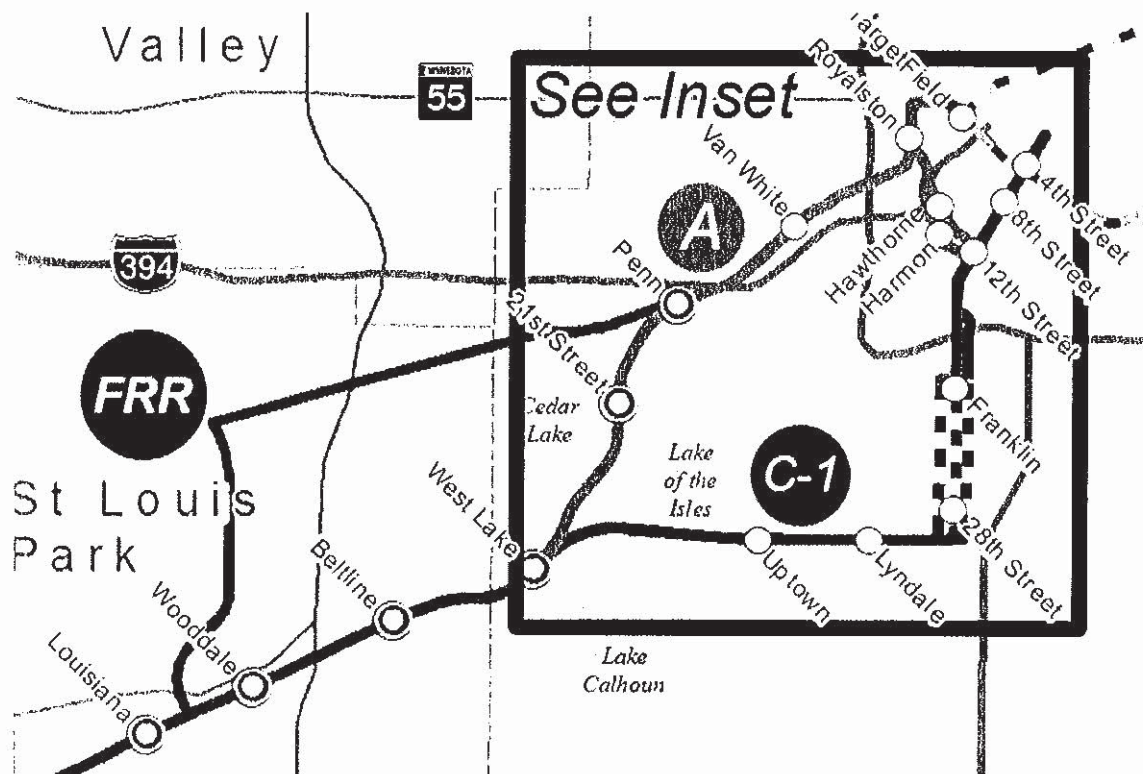
CHAPTER 2 - ALTERNATIVES CONSIDERED

2.1.2 and 2.1.2.1: Paragraphs discuss the Scoping Process that should comply with MEPA and NEPA rules pertaining to open-to-the-public meetings, comment sessions, etc. with regard to the Alternatives Analysis.. However, as the DEIS admits; during that time the City Council of the city of St. Louis Park, the city's residents and businesses were instructed in writing that the freight rail was a separate issue not to be connected with the SWLRT. (The DEIS walks through those events in detail) Therefore this entire time of "public comment" to decide the alternatives should be considered null and void because citizens and municipalities were not properly informed of the environmental impacts of the LPA. That fact should void the entire process for selecting an LPA, an early step in the development of SWLRT, especially when considering that opposition to the re-route by the city of St. Louis Park was not merely implied but the topic of repeated resolutions passed by the city. The city's position was clear. Had the reroute been considered a connected action during that time, it may have significantly changed the question of support for the LPA by the city of St. Louis Park. Furthermore, the process was not consistent with MEPA and NEPA guidelines. Furthermore this influences all of the topics in the DEIS where it is noted that alternatives other than the LPA are not consistent with planned development. This phrase is used repeatedly and refers only to the fact that plans surround the LPA.

2.3.1.3 This is a discussion of the number of trains using the current route. This discussion is not up-to-date. The TCW has added additional trains in the last six months.

2.3.3.1: Discusses the easement rights of St. Louis Park for a portion of land. Though the easement is set aside for railroad development in St. Louis Park, the DEIS is written to appear as though St. Louis Park agreed to the re-route. As stated above, resolutions have repeatedly passed by the city opposing a re-route. In addition the state statute, 383B.81, is quite clear that the easement exists for railroad operations but DOES NOT provide any conditions for St. Louis Park agreeing to railroad operations, only that the land can be used for that purpose.

2.3.3.4 Build Alternative Segments: THERE IS A MAJOR FLAW HERE THAT AFFECTS THE ENTIRE DEIS. This section outlines the segments of the route to be analyzed throughout the DEIS but does so incorrectly. The FRR segment is correctly identified. However, segment "A" includes a long portion of track that will NOT BE AFFECTED by a re-route or co-location. It incorrectly adds all of the people, lands, buildings, institutions, etc. to the Segment "A" when that Section "A" should only include the area between the planned West Lake station and the planned Penn Station; the co-location area. The area from the planned Penn Station to the Target field station is common to both the FRR segment and Segment A. and effects in that area should not be attributed to any segment.



CHAPTER 3 SOCIAL EFFECTS:

1-1.1 discusses the area studied--The study area is wholly incorrect in regard to the Freight Rail Reroute, and the areas chosen for study therefore affect all of the conclusions and render them inaccurate.

The DEIS discusses the area studied to be a ½ mile radius from the LRT track. However, that ½ mile radius is only applied to the LRT portion, not the FRR portion. The text says "the study area has been defined as the area within a one-half mile radius of the proposed Build Alternatives.... and includes the area of the Freight Rail Relocation segment." The ½ mile area of study does indeed include the FRR area, but does not include a ½ mile radius from the FRR (MN&S tracks). Therefore, much of the area that includes people, schools, institutions, and lands that will be affected by the re-route are not being tallied as an affected area.

An argument can actually be made that not only should the FRR track area of study be a ½ mile radius, but in fact because the weight, vibration, noise, etc. are greater for freight trains than light rail trains, an even broader area should be studied for the FRR.

In section 3.1.2.7, the reported MN&S land use is generalized as follows: the largest proportion of land use along this segment is at over 40% housing; park and undeveloped over 15%; schools about 7%, and industrial/retail/office about 7%. That these figures are generalizations ("over 40%" and "about 7%") indicates cursory attention to the affected areas. In addition, the land use area along the MN&S is not specified. The DEIS does not report the area being considered. To illustrate my point, it is stated that the co-location area of consideration is within ½ mile of the track, but there is nothing stated about the distance from the track for the reroute.

In section 3.1.2.4, the reported land use along the co-located route is far more specific, indicating careful study: 19.8% housing; 14.1% parks and open space; 10.7% water; and 11.3% industrial.

In spite of the fact that more than 70% of land use along the MN&S directly impacts human activity—but only 45.2% of land use surrounding co-location impacts human activity—the DEIS claims the reroute is the preferred option.

It is unacceptable that the decision to move main-line freight to a spur track be made without careful, serious study. Hennepin County has not seriously considered the negative impacts on community cohesion or safety impacts on residents, school children, and commuters within St. Louis Park. The DEIS fails to accurately or objectively report impacts on rerouted freight traffic.

3.1.8 Summary of Land Use: it's unclear why the 3A-1 is not compatible with existing land use and the 3A is when the freight trains currently run on 3A-1.

On the same summary under the metric: Consistent with adopted regional and local plans, the 3A-1 is listed as Incompatible. This is because the Met Council and others have simply planned for freight rail to go away. (See above argument about the choice of the LPA.

On page 3-15 in the land-use section, the DEIS claims that six separate studies “concluded the best option for freight rail operations was to relocate the TC&W freight rail operations to the MN&S line” (3-15). However, what is missing in chapter three is a list of these “six separate studies.” If the DEIS is referring to studies, then there are serious flaws in each “study,” including the fact that most of them are not true studies at all. The possible studies are listed and outlined in the document below:

Freight Rail Studies

Freight Rail Realignment Study, TDKA—November 2009

- Undertaken for Hennepin County after the locally preferred alternative for SWLRT was chosen. Needed to support SWLRT locally preferred alternative
- No engineering took place

Analysis of co-location of Freight and SWLRT, HDR—August 2009

- Written for Hennepin County to support what is now the locally preferred option.
- No engineering took place

Evaluation of Twin City & Western Railroad (TCWR) routing alternatives, Amphar Consulting—November 2010

- Co-location and re-route are not discussed in this report.

Analysis of Freight Rail/LRT Coexistence, RL Banks—November 29, 2010

- December 3, 2010 – Francis E. Loetterle, lead engineer for RL Banks study issued a letter admitting mistakes made in co-location analysis.
- Study is flawed.

MN&S/Kenilworth Freight Rail Study, SEH—February 2011

- Used best-fit engineering
- Co-location and re-route possible **without** taking properties
- Co-location less costly

MN&S Environmental Assessment Worksheet (EAW), MnDOT—issued May 16, 2011

- Co-location not mentioned in this document
- December 19, 2011—EAW was vacated.
- It is no longer a valid document.

On page 3-22, the HCRRA Staff Report on Freight Rail Relocation (August 2011) is cited as evidence that relocation is the preferred option. Yet, when I click on the link, the web page cannot be found.

In section 3.1.3.1, the DEIS concludes that “re-locating the freight rail activity . . . is identified most frequently by the plans as being the desired alternative for the SW Transitway” (3-26). Further down, the DEIS includes **Table 3.1-2 Summary of Local and Regional Comprehensive Plans and Studies** (3-20 – 3-26) which identifies three plans that make co-location incompatible, but re-location the desired option.

The three plans are the *Hennepin Transportation Systems Plan* (2011), the *Hennepin County Sustainable Development Strategy 2011*, and the *Minneapolis Parks & Recreation Board Comprehensive Plan* (2007).

The link provided for the *Hennepin County Transportation Systems Plan* (2011) connects to a page that states, “The webpage cannot be found.” Regardless, the fact that the plan was published in 2011—AFTER the Environmental Assessment Worksheet was vacated by MNDOT because the document couldn’t defend its position to reroute freight traffic to the MN&S suggests the reroute plan by Hennepin County is biased and invalid.

The problem of validity is the same for the *Hennepin County Sustainable Development Strategy 2011*. However, this document is problematic for a variety of reasons. The link does not lead to a document that clearly states the co-location is incompatible with LRT, nor does it comment on rerouting freight from the Kenilworth Corridor to the MN&S at all. The following excerpts included below are the only comments in the document that allude to freight traffic:

Midtown Greenway: this six-mile linear corridor across south Minneapolis, opened in phases from 2000 – 2006, exemplifies how a multi-use trail through a low- and middle-income community can create jobs, stabilize property values, foster redevelopment, and encourage non-motorized transportation choices while preserving the opportunity for future transit. The success of this corridor has been enhanced by the Midtown Community Works Partnership, which has provided leadership through its public and business partners and resources for implementation. (9)

Southwest LRT Community Works: This project exemplifies the county’s sustainable development strategy. The proposed 15-mile, 17-station Southwest LRT line, projected to open in 2017, will run from downtown Minneapolis to the region’s southwestern suburbs. The project has advanced through a decade of feasibility studies, an alternatives analysis, and a draft environmental impact statement. A locally preferred alternative for the LRT line was selected in spring 2010. The project is expected to receive federal approval to enter preliminary engineering in spring 2011.

In anticipation of the Southwest LRT project's entry into preliminary engineering, the Hennepin County Board established the Southwest LRT Community Works project to integrate corridor-wide land use, development, housing, and access planning with the LRT line's engineering and design. Southwest LRT Community Works, in collaboration with the Metropolitan Council and its Southwest LRT Project Office, will integrate LRT engineering and land use planning from the outset of the preliminary engineering process. This coordinated work, which also engages the cities and many other stakeholders along the corridor, seeks to maximize economic and community benefits of public transit investments and stimulate private investment within the corridor. [See box for additional information]. (10)

[Box with additional information] ORGANIZATIONAL MODEL

To achieve the objective of integrating LRT engineering with land use and development planning, the county and the Metropolitan Council have jointly developed an innovative organizational model with the following features:

- Multiple organizational linkages between the SW LRT Project and the SW LRT Community Works project, including shared business and community advisory committees, to advise and inform both the SW LRT and the SW LRT Community Works governing bodies.
- A project office housing both the SW LRT project engineering and Community Works staff, including two full time professional staff, an engineer and a planner, charged with actively promoting and managing the dialogue between engineering and land use, both within the project office and throughout the community.
- Community meeting rooms and public space for residents to learn about the LRT project and review plans for associated development. Residents will also be able to submit ideas for consideration, view models of LRT and station area plans, and learn of scheduled public meetings and other community engagement opportunities.

Drawing on Community Works' successful program emphasis on employment development, community connections, natural systems, tax base enhancement, and public and private investment coordination, the county is updating old and adding new programmatic elements. These changes reflect the connections between housing, transportation, employment, environment, health, and energy and their emerging integration in national public policy, finance, and philanthropy. (11)

Place matters: While not highly prescriptive, county plans recognize the importance of transportation choices, enhanced economic competitiveness, and equitable, affordable housing in fostering sustainable communities. (11)

Finally, the *Minneapolis Parks & Recreation Board Comprehensive Plan* (2007) contains one brief excerpt included below that mentions transportation corridors, and again, there is no mention of freight traffic whatsoever:

Work with the City of Minneapolis and other entities to identify and support multi-mode transportation corridors between parks, with preference given to routes that encourage non-motorized linkages between parks. (24)

Section 3.1.3.1, "Land Use and Comprehensive Planning: Conclusions" states the following:

"Based on the analysis of local and regional plans and studies, it has been determined that . . . relocating the freight rail activity from the Kenilworth Corridor to the previously planned and existing CP Rail corridor through St. Louis Park (Figure 2.3-2), is identified most frequently by the plans as being the desired alternative for the Southwest Transitway" (3-26).

There is no mention in the "plans and studies" listed in the Land Use Chart of the four separate resolutions signed by St. Louis Park city councils and two different mayors in the document. These resolutions are outlined below. In addition, the St. Louis Park Mission Statement and Vision St. Louis Park are not included in the chart, but the visions and mission statements of Minneapolis are included. Nowhere in the vision statements of St. Louis Park is there a desire for rerouting freight traffic from the CP to the MN&S line. These St. Louis Park plans make rerouting freight the incompatible option.

City Council Resolutions

St. Louis Park

- 1996 resolution 96-73—Opposes any re-routing of freight trains in St. Louis Park. Signed by Mayor Gail Dorfman (now Hennepin County Commissioner)
- 2001 resolution 01-120—Opposes re-routing of freight in St. Louis Park, but points out that the city is willing to negotiate should the need arise.
- 2010 resolution 10-070—Reinforced the 2001 resolution opposing a freight rail re-route.
- 2010 resolution 10-071—Reinforced the 2001 resolution asking for proof that no other viable option for freight exists
- 11-058—Opposes the re-routing of freight because the engineering study commissioned by the city of St. Louis Park proved there is a viable alternative to the proposed re-route.

Minneapolis – There are no Minneapolis City Council Resolutions opposing freight continuing in the Kenilworth Corridor.

St. Louis Park did **NOT** agree to accept the re-route in exchange for the cleanup of a superfund site. Below is a link to the statute and an explanation of pertinent passages.

MINNESOTA STATUTES 2010 383B.81 ENVIRONMENTAL RESPONSE FUND.

- SUBD 6, which states that an easement is being granted to St. Louis Park for economic development and for rail improvements to replace the 29th St. corridor. This can be interpreted to sound like “it **will** replace the 29th St. corridor and freight trains will be re-routed” and that is why the city of St. Louis Park made their intentions clear in their resolutions. The resolutions were passed in 2001, 2010 and most recently May 2011.
- Nowhere does it state that this money is conditionally granted upon the land being used for a re-route. It merely states that the priority for the site is enough **right- of -way** for railroad operations to replace the 29th St. corridor
- SUBD 8, states that the city must approve any work done on the site.
- The statute is vague as to what the rail improvements would be. If the intent of the statute were to absolutely re-route freight trains to the MN&S, it would say so in those words.
- The reality: If this statute meant that SLP accepted the re-route, the county would merely move forward and cite this statute:
<https://www.revisor.mn.gov/statutes/?id=383B.81&year=2010&format=pdf>

Missing documents...

There are no known documents which support the assertion that the people of Minneapolis were promised the freight trains would be removed.

In 3.1.5.1 “Effects to Land Use and Socioeconomics—Segment A,” the DEIS states, “in order to achieve adequate ROW for placement of the three facilities [existing freight rail, LRT rail, and a bike trail], up to 57 town homes would be removed in the area north of the West Lake Station on the west side of the corridor and 3 single-family houses would be removed north of Cedar Lark Parkway along Burnham Road” (3-34).

Moving the bike trail is not included as a consideration in this DEIS. Even though the DEIS itself cites an additional cost of \$123 million to reroute freight traffic, there is no cost analysis or even consideration for rerouting a bike trail. In addition, the city of St. Louis Park funded its own study regarding the feasibility of co-location when it became clear Hennepin County was not going to study the matter seriously, and this study found co-location possible without taking the 57 town homes. The three houses mentioned in segment A have never been mentioned before, so this property take is unclear.

The DEIS states that for relocation, "land use is not anticipated to change along the primarily residential areas . . . because improvements are within the existing corridor" (3-34). Failure to mention the increased speed (from 10-25 mph), increased grade (to 0.86%), increased vibrations which have not been studied according to this DEIS, and change in freight (from construction materials to coal and ethanol) constitutes negligence. This DEIS fails to adequately study the very serious impacts on the "primarily residential areas," not to mention the five schools within ½ mile of the MN&S.

The only mitigation mentioned in section 3.1.7 Mitigation is mitigation for construction. No other mitigation is mentioned. A DEIS of this nature should include mitigation for the community accepting freight rail regardless of its route. A full list of mitigation items has been submitted as a DEIS comment by the City of St. Louis Park

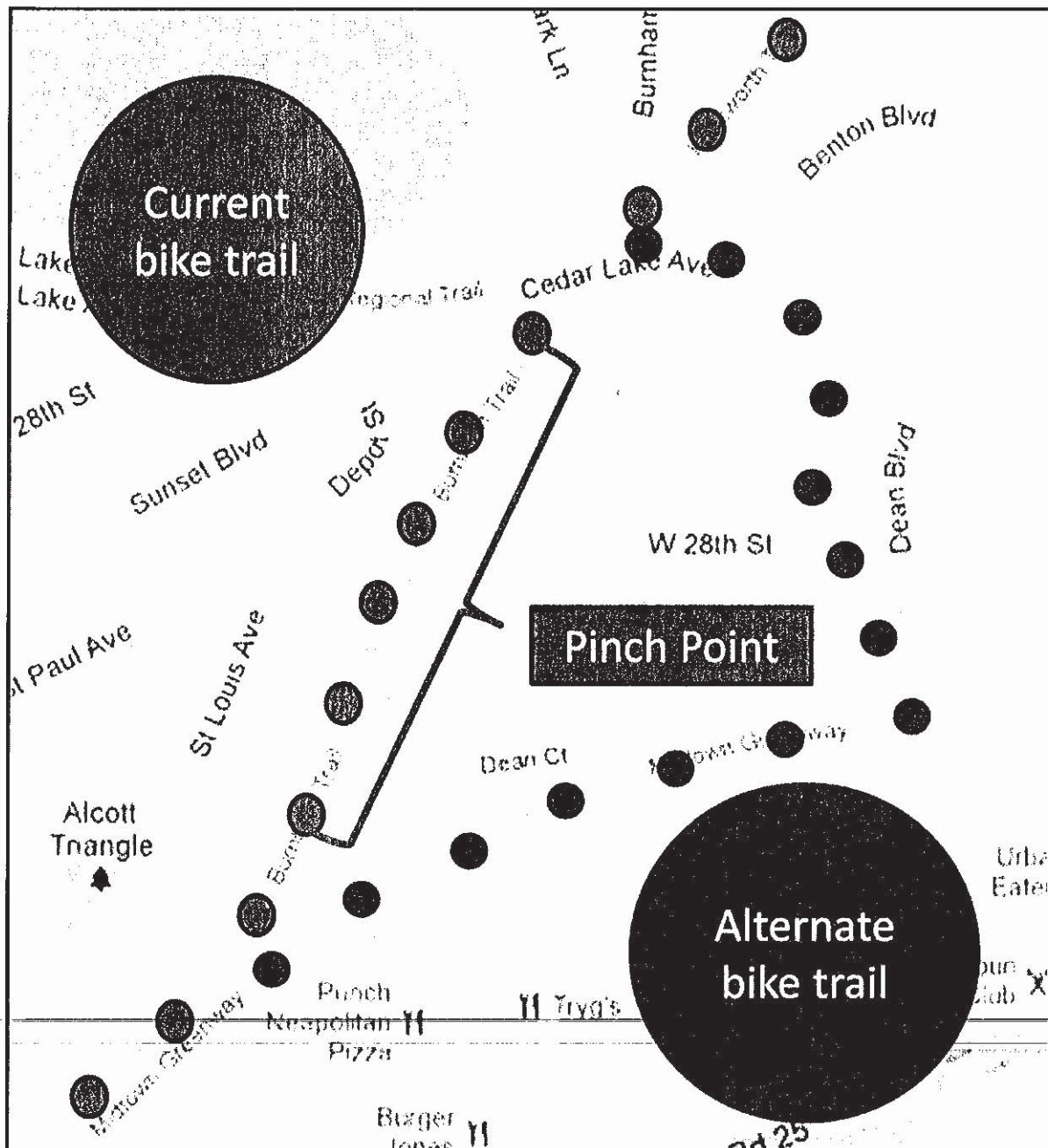
Figure 3-2.1. In this section, neighborhoods are discussed. Again, a very small radius of area is analyzed. The neighborhoods included should be all neighborhoods that where a portion of the neighborhood is within ½ mile of the FRR tracks.

In section 3.2.2.6, "Neighborhoods and Community Cohesion—Segment A," the DEIS states, "Disruption to the community's character [with co-location] is the introduction of additional rail facilities, i.e. LRT would be added to existing freight rail operations. With the additional tracks using a wider portion of the HCRRA corridor, the potential to alter historic properties and characteristics of the neighborhood . . . is introduced. The wider corridor with rail operations closer to residences and recreation areas decreases the opportunities for community cohesion" (3-58).

The comment that co-location has "the potential to alter historic properties and characteristics of the neighborhood" fails to recall the historic fact that as many as 14 tracks once occupied that section of the corridor. The historic characteristics of the neighborhood would not be altered at all, but rather, restored—slightly—in the form of one additional resurrected rail line. As described in Minneapolis And The Age of Railways by Don L. Hofsommer (copyright 2005 by Don L. Hofsommer, Published by the University of Minnesota Press) the Minneapolis & St. Louis (M&StL) railroad was operating its line from Minneapolis to Carver, which would have passed through what is now the Kenilworth Corridor, as early as 1871 (pages 36 and 37). At this time in history the MN&S line did not yet exist. The Kenilworth Corridor, then known as Kenwood Yard, continued to be used for mainline freight until the 1980s. The DEIS' description of the Kenilworth Corridor as "historic," without consideration of the factual history of the area, further demonstrates bias against co-location rather than serious study.

3.2.2.6 Discussion of neighborhood Cohesions ASSUMES that the 60 townhomes would need taking because of the assumption that the width of the Kenilworth corridor in 1/4 mile section is not wide enough for freight and light rail tracks. In fact, moving the bike trail in that same space would eliminate such a need. "With the co-location alternative, the largest disruption in community cohesion would be the acquisition of 60 housing units" (see Section 3.3).

There is absolutely no discussion of moving the bike trail instead of taking the 60 homes which artificially overstates the costs for co-location. Here is a simple diagram that shows how the bike trail can be re-directed which would cost almost nothing since the entire suggested trail is already a designated bike trail.



In the same section, namely, 3.2.2.6, "Neighborhoods and Community Cohesion—Freight Rail Re-Location Segment," the DEIS states, "The level of freight rail service through St. Louis Park is not anticipated to change, but would be redistributed to the MN&S Line (Figure 2.3-2). Since the MN&S is an active freight rail corridor and the relocation of the TC&W traffic to the MN&S would add only a small increase in freight rail traffic, significant impacts to community cohesion along the MN&S would not be anticipated" (60).

These statements are flatly incorrect. The relocation of freight will add a significant increase in freight traffic through densely populated residential areas with narrow ROW. Rerouted freight will pass within ½ mile of five schools—within 75 feet of the St. Louis Park Senior High School. In fact, according to the DEIS itself, freight traffic will increase by 788%.

Furthermore, community cohesion will be profoundly, negatively impacted by the increased noise and vibrations due to mile-long coal- and ethanol-carrying trains climbing a grade of .86%, maneuvering through three tight curves in which engineer sightlines are limited to as few as 178 feet. Six at-grade crossings will be blocked simultaneously as the longer rerouted trains travel along the MN&S. The MN&S has never serviced unit trains of coal or ethanol, nor have the trains been longer than 45 cars. Currently, the MN&S services one, 15-20-car train per day, Monday through Friday between 9 a.m. and 6 p.m.—it travels south and returns north once per day. The rerouted traffic will send an additional 258 cars per day, and the trains will effectively travel seven days a week, twenty-four hours per day. These numbers do not include any projected increases in freight traffic.

This DEIS does not seriously consider the detrimental impact on community cohesion for St. Louis Park. It does not include the noise and vibration studies needed for determining real impact as well as necessary mitigation; it does not include traffic counts at the six, at-grade crossings that will experience prolonged blocking due to the rerouted train; it does not include traffic studies that take into account the school bus traffic traveling between the two schools bisected by the MN&S—the St. Louis Park Senior High School and Park Spanish Immersion; it does not take into account the dangerous freight passing within 100 feet and above grade through densely-populated residential areas; and it does not take into account that trains carrying hazardous materials, going around tight corners, accelerating hard to climb the steep grade, or braking hard to travel down the steep grade, will cross on bridges over Highway 7 and Minnetonka Boulevard—two very busy roads—in a compromised position. The rerouted trains would ideally cross on bridges over busy highways/roadways going straight; this is not the case for the MN&S, and there are no derailment studies included in the DEIS that discuss the impacts of this reroute.

3.2.2.6 Quotes "a small increase in freight rail traffic, significant impacts to community cohesion along the MN&S would not be anticipated." A 788% increase is not small. The average train cars a day traveling the MN&S today is 28. The average daily train cars if the re-route would go forward would be 253 (per S.E.H. Study, April 2011 commissioned by the City of St. Louis Park). It goes on to dismiss other "community cohesion" issues such as:

A. The added freight rail bisects the high school campus, a high school with over 1300 students. This is the primary concern of most St. Louis Park residents. The tracks runs within 35 feet of the high school parking lot and 75 feet of the building itself. The school's main athletic field is across the tracks from the high school. Children need to cross the tracks very frequently. An entire analysis of this issue along should be in the DEIS. The dangers here are enormous regardless of any planned "whistle quiet" zone. This is particularly dangerous because of the curves of the track and the speed and weight of the trains to be re-routed. The TC&W has publicly stated, and experts agree, that if a child/children are on the tracks for whatever reason, a train WILL NOT BE ABLE TO STOP to avoid a tragedy. With today's slower, smaller, lighter traffic on that line, trains CAN stop. This is a core issue.

B. The traffic issues of blocking six at-grade auto/ped crossing including school busses entering/exiting the high school and the ripple effect of those issues because our school system "cycles" those buses from school to school.

C. The inherent danger of the longer, faster, heavier freight trains running near hundreds of homes, in some places on elevated tracks.

D. The noise, vibration issues for all residents and schools in the area.

Ironically, the DEIS states that "moving Freight rail service to the MN&S line will benefit the bus transit system by eliminating delays caused by freight rail operations. The removal of freight rail service from the Wooddale Avenue and Beltline Boulevard areas of St. Louis Park and the West Lake Street area of Minneapolis will make these areas more attractive for development/redevelopment, especially for housing" (60).

If moving freight out of an area will benefit that area, then it is certainly reasonable to assume that moving that same freight into another area will cause harm. The DEIS clearly states that "community cohesion along the MN&S would not be anticipated" (60). The document itself contradicts a fundamental issue that it purports to seriously study. This DEIS does not represent a legitimate look at co-location or re-location. It simply documents a wish by county officials to move freight traffic from its historical, logical, and safe location to a different, less-desirable location.

In section 3.2.2.7 titled "Summary of Potential Impacts by Build Alternative," the following is stated: "LRT 3A-1 (co-location alternative) has the potential for adverse community impacts because of the conflicts that could result from having an excess of activity confined to an area not originally intended for such an intense level of transportation. In this scenario a relatively narrow ROW corridor would be forced to accommodate a freight rail line, LRT, and a multi-use trail creating an even greater barrier to community cohesion in Segment A" (3-61).

Again, the assertion that the co-location area was "not originally intended for such an intense level of transportation" is ludicrous in light of the historical facts. The Kenilworth Corridor (where co-location can occur) was originally an intensively used rail route that contained 9 separate rail lines at its narrowest point, and 15 lines at its juncture with the BNSF. In fact, the bike trail is currently using an old rail bed; this could be used by the LRT line, and safety would not be compromised as a result. Additionally, at-grade crossings would not be blocked simultaneously with co-location, nor would the freight and LRT pass residential housing above-grade, nor would the lines pass five schools within ½ mile, nor would taxpayers needlessly spend an additional \$123 million.

The DEIS also states that "the addition of the Freight Rail Relocation to all of the alternatives above would have a positive impact to adjacent neighborhoods or community cohesion because removal of freight operations along Segment 4 would eliminate a barrier to community linkages" (3-61).

This sentence simply ignores the fact that relocation would profoundly impact community cohesion in St. Louis Park. If the train is rerouted, six at-grade crossings will be blocked simultaneously by unit trains—cutting off emergency vehicle routes; the St. Louis Park Senior High School's campus will be blocked by these same unit trains for 10-15 minutes at a time; the school's bus transportation system will be seriously impaired due to the blocked intersection between the high school and Park Spanish Immersion; residents will face the introduction of noise and vibrations never experienced before (and not studied) in St. Louis Park as a result of the intensive grade increase to get the trains from the CP line to the MN&S. There is not one single "positive impact to adjacent neighborhoods" along the MN&S, and the DEIS itself fails to mention how relocation is an "improvement."

In Table 3.2-2. "Summary of Neighborhood, Community Services, and Community Cohesion Impacts by Build Alternative," co-location is cited as incompatible because "Some neighborhoods are concerned about keeping freight rail and some neighborhoods about additional freight rail traffic" (3-67). What is missing from this table are the robust concerns that St. Louis Park city officials have expressed over a decade in the form of four different resolutions. In addition, St. Louis Park residents/neighborhoods have been extremely vocal. They have expressed their concerns in the following ways: Over 1500 people signed a petition requesting co-location rather than relocation; hundreds of residents attended and spoke at two separate listening sessions held by the City Council of St. Louis Park which Gail Dorfman, county commissioner, attended. Notably, Ms. Keisha Piehl of 6325 33rd St. West in St. Louis Park spoke directly to the question of community cohesion during the April 2012 listening session (http://www.stlouispark.org/webfiles/file/Comm_Dev/freight_comments.pdf).

St. Louis Park citizens, city council members, and the mayor attached extensive mitigation requests to the EAW before MNDOT vacated the document—much of that EAW is repeated in this DEIS, but the city's and residents' requests are not acknowledged; the Project Management Team assembled by Hennepin County included residents that represented each of the neighborhoods of St. Louis Park, and the representatives repeatedly voiced concerns about the engineering plans—those concerns were completely ignored. There are many more ways in which St. Louis Park neighborhoods voiced concerns (i.e. letters to the editor in the *Minneapolis Star Tribune* as well as other local newspapers, letters to city, county, state, and federal representatives, and so on). These concerns have been consistently ignored by Hennepin County officials and continue to be disregarded in this DEIS, but they must be included.

There is a core analytical flaw in section 3.2.2.8. It compares effects between section FRR and section A. However, it is flawed because the effects of segment "A" take into account the area north of Kenilworth corridor even though that area will be affected with or without the FRR. Therefore, this is not a reasonable conclusion. The conclusions should be drawn only from a comparison of the FRR vs. Segment A minus the area north of the point approximately at the planned Penn Station. In addition the parkland affected is overstated in the co-location alternative because in this portion entire parcels are counted while the actual amount of space affected by the freight train is nominal. Because the Cedar Lake Park is so large, it appears there is a potential large impact even though the actual area impacted is quite small.

Table 3.6-3. Visual Effects by Segment listed ZERO visual effects for the FRR because the actual Re-route is not examined, only the effects of the LRT. Even though it is clear that there will be major visual effects by the building of the ramp and the enormous increase of freight traffic in the relocation area.

3.3.3.3 Relocation plans assume purchasing of all of the town homes on the Kenilworth corridor as opposed to moving the bicycle trail. It also arbitrarily assumes the Co-location homes need taking but none of the Relocation home needs taking without any apparent analysis of how that is determined. i.e; # of feet from the tracks, etc.

In section 3.4.5.3 titled "Build Alternatives," the DEIS states that "No National Register listed or eligible architectural resources have been identified within Segment 3" (3-79) which is the co-location segment. However, further down this page, the DEIS states that because of "the construction of new bridge structures within the historic district[,] the design and footprint of these structures may affect the banks of the historic channel and may affect the district's overall feeling and setting" (3-79).

The language on this page suggests a direct contradiction. If there are not nationally registered resources in the corridor, why will the "historic channel" be affected? What determines "historic"? The language itself demonstrates bias against co-location and helps to explain the numerous, puzzling exclusions in the DEIS of the negative impacts related to relocation.

To be fair, the DEIS does acknowledge the following regarding relocating freight to the MN&S:

3.4.5.3 Build Alternatives: Freight Rail Relocation Segment

Architectural properties in Segment FRR, which are listed in or eligible for the National Register include two historic districts and two individual properties. See the summary table and map for Segment FRR in the tables in the Section 106 Consultation Package in Appendix H.

Potential long-term effects may occur at the following properties:

- Brownie and Cedar Lakes, including the connecting channel, part of the Grand Rounds historic district (potential effects of new track construction on the features and settings of lakes and channel)

Other potential effects to historic properties in Segment FRR relate to potential noise issues.

Three areas with archaeological potential, comprising 3 acres, were identified in the Supplemental Archaeological Phase 1A along Segment FRR. Any of these that are found eligible could experience impacts from construction. (3-81)

In spite of the acknowledged impacts to historical resources along the MN&S, the DEIS favors rerouting freight rather than co-locating because the "overall feeling and setting" of the Kenilworth Corridor may be impacted (3-79). It is not made clear by the DEIS how one determines "feeling and setting" or how one even defines these attributes. What is missing from this section is commentary on how the "overall feeling and setting" will be negatively impacted along the MN&S.

In Table 3.5-2: "Potential Direct Impacts to Parkland by Segment," the DEIS states that "no permanent impacts [are] anticipated" for the three parks along the reroute, namely Roxbury, Keystone, and Dakota (3-94). However, further down, the DEIS states that "construction footprints for the Freight Rail Relocation segment have not been developed, so acreage of temporary and long-term impacts have not been developed" (3-96). Any statement regarding impacts do not reflect reality when "construction footprints for the [FRR] segment have not been developed" (3-96). Nothing intelligent can be said about the impacts on these parks when the areas have not been studied.

Not surprisingly, the DEIS reveals that "conceptual engineering indicates that Segment A (co-location) would have a long term impact on approximately 0.88 acre. This includes a long term impact on approximately 0.81 acre in Cedar Lake Park, approximately 0.07 acre in Cedar Lake Parkway and approximately 0.01 acre in Lake of the Isles for widening the corridor to accommodate the freight rail line" (3-95). It is unclear why the corridor needs to be widened to accommodate the freight-rail line when the line already exists in the corridor, but the DEIS does not explain this mystery. In addition, as stated earlier, at its narrowest point, the corridor housed nine separate rail lines. The bike trail that now parallels the freight line is on the freight ROW; it is using an old rail bed. There is no need to widen an already wide corridor.

3.7 Safety:

A. No derailment study. merely a mention of "no recent derailments". There was at least one derailment on the MN&S within the last 20 years. And there was one derailment just two years ago of the actual trains that are to be relocated.

B. Only two schools are listed as being "nearby" the freight rail reroute. Why is the area studied simply "nearby" and not the ½ mile rule that is used in the rest of the DEIS. If that rule was used 6 schools would be listed. Only 2 parks are listed on the FRR using the same methodology. In fact, there are more.

C. At grade safety evaluation looks at HISTORY only when it recaps that no incidents have happened. However, this is an incorrect statement because the evaluation does not examine the new train traffic that will be realized.

D. The entire examination of properties list the "dwellings within 50 feet" versus "property within 50 feet". It is reasonable to assume that homeowners whose backyards and garages are within 50 feet of the tracks will experience a significant safety risk because that property is inhabited.

E. The schools are listed as merely "entities" versus people. Therefore, an incorrect comparison is done when considering people impacted. The high school alone contains over 1300 students. Other schools contain hundreds of students as well. These numbers should be included in safety hazards.

CHAPTER 4--ENVIRONMENTAL EFFECTS:

4.6 Air Quality, pages 66-76

MN&S Freight Rail Report from Appendix H part 1, pages 109-113

The conclusion reached in the air quality section excludes important criteria and flawed assumptions. The proposed action for the Freight Rail Relocation will result in significant increased exposure to a multiple health risk sources and decreased livability for residents.

Flawed Assumption: The DEIS states that 'freight relocation will not be a net increase in train operations but rather a relocation.' This overarching statement fails to consider that the relocation of freight is from a highly industrial land use to a high-density residential area with park and school facilities. Population density maps indicate that the majority of the area along the MN&S Sub is 1000-7500 with pockets of 7500+. In comparison, the area adjacent to the Bass Lake Spur has significantly less population density (Attachment Appendix 4).

Flawed Assumption: The relocation of freight is from the Bass Lake Spur with a straight, relatively flat track and larger ROW. The MN&S ROW is significantly smaller which means that the residents will be in closer contact to the pollution source.

Missing Information: The grade characteristics of the MN&S Spur will cause an increase in the amount of locomotive throttle needed. The necessary connection will introduce gradients that are not currently part of operational activities in St Louis Park: Wayzata Subdivision connection is 1.2% and Bass Lake Spur connection is 0.86%. TCWR commented on this aspect during the MN&S Rail Study EAW: greater grades will result in increased diesel emissions due to the need for more horsepower because of the increased grade (Supporting data A, page 4). There is no assessment for this fact.

Missing Information: The Freight Rail Re-Route design includes a siding track along the Wayzata Subdivision in St Louis Park, Minneapolis. The purpose of this siding to allow for the TCWR to wait for access to the shared trackage along Wayzata Subdivision, from approximately Penn Ave through the Twins Station congestion area. This area is shared with BNSF and Metro Transit NorthStar line. There is no discussion of how this idling of the locomotives will negatively impact air quality. Furthermore, once the the siding is in place it will be possible for not only TC&W trains to use the siding, but also BNSF trains. It is possible that the siding could be in use twenty-four hours a day, seven days a week, three-hundred-sixty-five days a year. There is no discussion about how this very possible increase in idling trains will affect air quality.

Flawed Assumption: page 4-76. It states that the queuing of vehicles when freight blocks an intersection will be similar with or without Freight Rail Reroute and would not impact air quality. This statement fails to consider the following: 1. Wooddale and Beltline Blvd are the roads in St Louis Park that would have freight removed. However, these intersections will still have significant congestion from SWLRT crossing and blockage 2. The re-routing of freight will be to an area that has more at-grade crossings (5 vs 2) and within closer proximity of each other. All five crossing on the MN&S are within 1.2 miles but the crossing on the Bass Lake Spur are approximately one mile apart. Motor vehicles will be idling significantly more while waiting at multiple at-grade crossings 3. The close proximity of the at grade crossing on the MN&S will have an accumulative impact. Trains of 20 or 50 cars will be block three intersection simultaneously. Trains of 80 or 100 cars will block all five intersections simultaneously (MN&S Report, Table 5 on page 105).

Inconsistent Statements: Page 4-72. The Freight Rail ReRoute is described as not regionally significant according to MnDot definitions. It is therefore not evaluated or accountable to air quality conformity, including CAAA requirement and Conformity Rules, 40 C.F.R 93. This application of being not significant is contradicted in other areas of the SWLRT DEIS. Including the finding in Chapter 1 of the SWLRT-DEIS that there is a "Need to Develop and Maintain a Balanced and Economically Competitive Multimodal Freight System "(1-10)

Action requested: The EPA has tightened the fine particulate regulations in December 2012. One possible source for soot pollution is diesel emissions which is a possible issue with the freight rail relocation. The locomotives that struggle with the increased grade changes will release an increased amount of diesel fumes. the air quality section should be revised and updated to reflect the tighter regulations.

Action requested: Halt any decision on the freight issue until further study is completed such that the missing information, flawed assumptions, and inconsistent statements can be answered. This secondary study needs to have a scope which the city, residents, and railroad company can agree on. Once the new studies are complete and the scope is decided, a computer generated simulation representing all of the new findings should be produced. This simulation will help residents and elected officials who are not engineers understand the impacts of the proposed reroute prior to making decisions.

4.7.7 Noise Impacts to the Freight Rail Reroute

Section 4.7.7, pages 99-104

MN&S Freight Rail Report from Appendix H part 1, pages 114-124

It is important to highlight the current existing traffic is during day hours, specifically from 9 a.m. to 4 p.m., on a Monday-Friday basis. With this situation, a resident with a traditional 9-5 job pattern would have very minimal exposure to the current freight. The proposed action will expand the hours of noise impact to 7AM through evening hours. In addition, the unit trains travel during the overnight hours whenever needed for business. Also, the days of service will increase to weekend usage with at least 6 days of service, if not everyday. This is significant because the current impacts to residents are limited to weekday hours with minimal impact on social, family, or neighborhood events.

It is also important to highlight that the information and hard data used to assess impacts SWLRT DEIS is a repurposing of the MN&S Freight Rail Study EAW. The EAW was in appeal process with both the City of St Louis Park and a residential group when the document was 'vacated'. It has been used in the SWLRT DEIS as the hard data, included in the Appendix H as a the MN&S Freight Rail Study. It is reasonable to state that the same issues that were being appealed with methodology, impact assessment, and environmental act violation exist in the SWLRT DEIS.

Comment on Section 4.7.7 regarding the field study, noise analysis

There is disagreement with the methodology used in the Noise Section in the MN&S report in the appendix. This report is the document used as the field work to evaluate the noise impacts for the Freight Rail Reroute in the SWLRT DEIS. The noise analysis is located in the MN&S Report on pages 114-124. The noise assessment is both missing important criteria and has flawed assumptions within the scope of the field work.

Missing Information: There is no noise assessment or field data gathered for the existing noise along the Bass Line Spur. This data is critical for the full understanding of the existing noise level of the TCWR traffic and how this level of noise compares to the noise measurement taken along the MN&S tracks.

Missing Information: The Bass Lake Spur to MN&S Spur connection will be a mile long structure that has a 0.86% grade change. The noise assessment in the MN&S Report does not discuss or evaluate how this new structure will impact noise. TC&W commented to this aspect- specifically stating that there will be increased and significant noise due to accelerating locomotives struggling to make the increased grades (Supporting data A, page 4). In addition, the City of St Louis Park Appeal to the MN&S Freight Rail Study EAW stated that the noise section did not address the noise created by additional locomotives needed to pull trains up the incline (Supporting data B, page 15).

Missing Information: The Bass Lake Spur to MN&S connection is a large and significant bridge structure with a tight curve. The noise assessment in the MN&S Report does not study or consider the impacts to the homes located on southeast corner (east of the MN&S Spur, south of the Bass Lake Spur). The residents will have an introduction of noise from a new source due to the additional locomotive throttle and curve squeal.

Missing Information: The MN&S Report and the noise assessment does not consider the grade needed to connect from the BNSF Wayzata Subdivision to the MN&S Spur. This is the area of the project that is known as the Iron Triangle. It is identified as a 1.2% grade on the MN&S Alignment Profile (Attachment Appendix 4). TC&W identified this missing information in their comment to the MN&S Freight Rail EAW (Supporting data A, page 4).

Missing Information: The MN&S Report does not assess the noise impacts to the residential homes near the Iron Triangle. The use of the Iron Triangle for the connection from the MN&S Spur and the BNSF Wayzata Subdivision includes changing the land use from an inactive to an active rail corridor. The adjacent residential homes are located at 50-100 ft distance from the proposed connection. In addition, this is an introduction of freight noise not current experienced by the community.

Missing Information: The Bass Lake Spur to MN&S Spur connection will include an eight degree curve. The field data in the MN&S Report does not evaluate the potential of this curve to be a noise source. Again, a comment by TC&W states that "the increased curvature creates additional friction, which amplifies the noise emissions including high frequency squealing and echoing" (Supporting data A, page 4). The City of St Louis Park also included the squealing wheel as a noise source in the appeal to the EAW (Supporting data B, page 15).

Missing information: The MN&S Report does not include assessment on the noise source of the stationary crossing signals and bells. It does not assess the noise generated from these stationary sources as either a solo intersection or as multiple intersection events. The characteristics of the MN&S sub includes 5 at grade crossing within close proximity. It is fact that multiple crossings will be blocked simultaneously with the re-routed freight causing all stationary sources of noise to be generated simultaneously. This characteristic will compound noise impact.

Missing Information: FTA Noise and Vibration Manual, Section 2 3.2.2: It is recommended that Lmax be provided in environmental documents to supplement and to help satisfy the full disclosure requirement of NEPA.

- The Lmax was not included in the noise section of the MN&S Report which would satisfy full disclosure.
- FTA Noise and Vibration Manual, Appendix F Computing Maximum Noise Level or Lmax for Single Train Passby (Attachment Appendix 4).
- The net change of Lmax will be significantly increased due to the increase in variables from the existing traffic to the proposed traffic. The variables expected to increase are speed (10 MPH to 25 MPH proposed), Length locos (2 locomotives current vs 4 locomotives for proposal to re-route) and Length cars (average current traffic is 20 cars vs 120 cars in the proposed rerouted traffic). This is a significant and important measurement that could be used to better understand the change in noise impacts.
- MN&S Freight Rail Study EAW Brief of Relators Appeal, Jami Ann LaPray, et al cites the lack of information on the Lmax as evidence that the noise study is inadequate. In detail, the appeal states that the use of Ldn is inadequate because it is an average noise level over 24 hours, not reflective of the noise impacts that a resident will actually hear (Supporting data C, page 23).

Flawed assumption: The noise section assumes that the re-routed freight will be able to travel at 25 MPH without consideration of the grade change of both the current MN&S profile and the new constructed interconnect structure.

Flawed assumption, improper analysis: The noise assessment was done with the current MN&S freight which has 2 locomotives and 10-30 cars. The freight traffic that will be rerouted will have trains that have up to 4 locomotives and 120 car length and it is projected to be a 788% increase as compared to the current freight. The noise assessment in the MN&S Report uses the current freight noise without consideration that the train profile will change, the amount of time of exposure to the noise will increase due to more trains per day with expanded hours of operation, and the duration per pass by will increase.

Missing information, improper analysis: Table 11 on the MN&S Report has a list of properties that are expected to have severe noise impacts. The distance to the impacted sites vary from 80 to 355 feet, with 273 out of the 327 total sites within 120 ft. In general, this analysis is improper because the impacts to the LRT sections are discussed as within half mile. The greatest distance discussed for freight is 355ft so the methodology for noise impact is not equally applied. Specifically, it is highly probable that expanding the impact footprint will increase the numbers for both moderate and severe impacts. Therefore, the number of sites with impacts is grossly underestimated.

Flawed assumption: There are currently no trains on the MN&S during night hours. The proposed re-routed freight will include unit trains at night. This is briefly discussed in the noise analysis but it was minimized and not properly described as a significant negative impact. The City of St Louis Park appeal asked that this noise source be considered a severe impact (Supporting data B, page 15).

Flawed assumption: The noise impact section for the FRR section describes that all severe noise impacts are a result of the train whistle at at-grade intersections. It is also a flawed assumption to state that a quiet zone will eliminate all severe noise impacts. Page 4-101. The assertion is not correct because the noise assessment within the MN&S Rail Report is missing data as described above.

Table 4.7-13 MN&S Relocation Noise Impacts: This table describes that there would be moderate noise impacts at 95 sites and severe noise impacts at 75 sites. This data is grossly underestimated. It is not possible to understand or evaluate the impacts because the field work and assessment had missing data and flawed assumptions as described above.

Figure 4.7.2- The figure does not include the noise sites for the Freight Rail Reroute. This is missing information and should be considered as an argument that the project proposer has not studied all sections equally or with due diligence.

Comments on the mitigation proposed for noise impacts

Federal guidelines:

FTA Noise and Vibration Manual 2 Section 3.2.4- Mitigation policy considerations--Before approving a construction grant--FTA must make a finding that ...ii the preservation and enhancement of the environment and the interest of the community in which a project is located were considered and iii no adverse environmental effect is likely to result from the project or no feasible and prudent alternative to the effect exist and all reasonable steps have been take to minimize the effect.

Reasonable steps have not been taken to minimize the effect. The only mitigation for noise is a Quiet Zone but after this mitigation, the level of noise impact is still moderate. Assuming that the assessment is valid and complete.

The noise mitigation section of the manual (section 3.2.5) state that moderate level noise should be further mitigated under certain circumstances/factors. There is a compelling argument for mitigation when a. large number of noise sensitive site affected b. net increase over existing noise levels c. community views. The NEPA compliance process provides the framework for hearing community concerns and then making a good faith effort to address these concerns.

The Freight Rail Relocation is within a high density residential community and within half mile of 5 schools. The MN&S tracks have a narrow Right of Way with many adjacent residential parcels at 50-100 ft. It is within reason to state and request that further mitigation should be part of this SWLRT DEIS due to FTA noise and vibration manual description (section 3.2.5).

A Quiet Zone is described as reasonable mitigation for the noise impacts for the FRR section. A quiet zone evaluation is done with the FRA, MNDot, and Rail companies. The evaluation of the possible improvements needed are based on vehicle traffic traditionally. In fact, the rules on how pedestrians and pedestrian safety should be treated is not clear. It is improper to consider and/or a design a quiet zone in FRR without proper weight on the high pedestrian use of the St Louis Park High School area. In addition, it is critical to note that the traffic analysis within the MN&S Report includes no data on pedestrian or bike traffic for the FRR section. The residents and communities requested this additional count information but were repeatedly ignored during the PMT meeting on the MN&S Study.

The real life situation is that the school is bookended by two blind curves, making it impossible for a rail conductor to view a dangerous situation in time to divert a disaster. The conductor has the right to blow their horn in situation that are considered hazardous, regardless of a quiet zone status. The characteristics of the MN&S have innate conditions with close populations of students, division of a school campus, and blind curves. It should be factored in the noise analysis that the railroad companies will continue to use whistles.

The proposal for a Quiet Zone was also included in the MN&S Freight Rail EAW. Both the Canadian Pacific Railway and TC&W Railroad commented in a negative manner during the comment phase. CP stated "designing and constructing the improvements needed for FRA requirements may be difficult- especially considering the site and geometrics of the corridor." Supporting document d. The comment by TC&W was that they "have safety concerns due to a number of factors: 1. increase in train size, speed, and frequency; 2. proximity to schools, businesses, and residential and 3. an increased number of at grade crossings" (Supporting document A, page 5).

Action requested: Halt any decision on the freight issue until further study is completed such that the missing information, flawed assumptions can be answered. This secondary study needs to have a scope which the city, residents, and railroad company can agree on. Once the new studies are complete and the scope is decided, a computer generated simulation representing all of the new findings should be produced. This simulation will help residents and elected officials who are not engineers understand the impacts of the proposed reroute prior to making decisions.

Action requested: SWLRT DEIS should include a diagram, discussion, and specifics of the quiet zone designs proposed. This is necessary prior to a decision on the freight issue in order to understand if a Quiet Zone is even feasible or realistic for the FRR.

Action requested: SWLRT DEIS should include a full list of mitigation that could be considered for both moderate and severe noise impacts for the FRR.

Action requested: SWLRT DEIS should include mitigation option if the implementation of a quiet zone is not plausible.

Action requested: The project management for the SWLRT should engage and include the EPA in the discussion of the noise impacts to the FRR. It should act in accordance to the Noise Control Act (1972) Pub.L. 92-574 (sec. 1). "The Congress declares that it is the policy of the United States to promote an environment for all Americans free from noise that jeopardizes their health or welfare." This interaction should include all stakeholders, including the City of St Louis Park, operating rail companies, and impacted residential groups.

Action requested: The project management should include consideration of the legal precedents for noise impacts and inverse condemnation. *Alevizos et al. v. Metropolitan Airport Commission* no 42871 on March 15, 1974 is an example. In this case: Inverse condemnation is described as "direct and substantial invasion of property rights of such a magnitude that the owner of the property is deprived of its practical enjoyment and it would be manifestly unfair to the owner to sustain thereby a definite and measurable loss in market value which the property-owning public in general does not suffer. To justify an award of damages, these invasions of property rights must be repeated, aggravated, must not be of an occasional nature, and there must be a reasonable probability that they will be continued into the future." Although the noise source in this lawsuit was airport based, it is reasonable to use the same guiding principles for the Freight Rail Re-Route section. The FRR, if implemented, is an introduction of a transit method which will have significant impacts to the communities.

source:<http://airportnoiselaw.org/cases/alevizo1.html>

4.8.4 Vibration Impacts to the MN&S Freight Rail Relocation, page 117
MN&S Freight Rail Report from Appendix H part 1, pages 124-130

It is important to highlight the current existing traffic is during day hours, specifically from 9AM to 4PM, on a Monday-Friday basis. With this situation, a resident with a traditional 9-5 job pattern would have very minimal exposure to the current freight. The proposed action will expand the hours of noise impact to 7AM through evening hours. In addition, the unit trains travel during the overnight hours whenever needed for business. Also, the days of service will increase to 7 day per week. This is significant because the current impacts to residents are limited to weekday hours with minimal impact on social, family, or neighborhood events. The neighborhoods were developed around a secondary infrequently used track. The re-routed freight will increase the tracks to a moderate use freight line.

It is also important to highlight that the information and hard data used to assess impacts SWLRT DEIS is a repurposing of the MN&S Freight Rail Study EAW. The EAW was in appeal process with both the City of St Louis Park and a residential group when the document was 'vacated'. It has been used in the SWLRT DEIS as the hard data, included in the Appendix H as a the MN&S Freight Rail Study. It is reasonable to state that the same issues that were being appealed with methodology, impact assessment, and environmental act violation exist in the SWLRT DEIS.

There is disagreement with the methodology used in the Vibration Section in the MN&S report in the appendix. This report is the document used as the field work to evaluate the vibration impacts for the Freight Rail Reroute in the SWLRT DEIS. The assessment is both missing important criteria, improper analysis, and flawed assumptions within the scope of the field work.

Missing Information: There is no vibration assessment or field data gathered for the existing vibration along the Bass Line Spur. This data is critical for the full understanding of the existing vibration level of the TCWR traffic and how this level of noise compares to the vibration measurement taken along the MN&S tracks. TC&W commented on this missing information during the comment phase for the MN&S Rail Study EAW (Supporting document A, page 4).

Missing Information: The Bass Lake Spur to MN&S Spur connection will be a mile long structure that has a 0.86% grade change. The vibration assessment in the MN&S Report does not discuss or evaluate how this new structure will impact vibration.

Missing Information: The Bass Lake Spur to MN&S connection is a large and significant bridge structure with a tight curve. The vibration assessment in the MN&S Report does not study or consider the impacts to the homes located on southeast corner (east of the MN&S Spur, south of the Bass Lake Spur). The residents will have an introduction of vibration from a new source which is missing for the scoping of the field study.

Missing Information: The MN&S Report and the vibration assessment does not consider the grade needed to connect from the BNSF Wayzata Subdivision to the MN&S Spur. This is the area of the project that is known as the Iron Triangle. It is identified as a 1.2% grade on the MN&S Alignment Profile (Attachment Appendix 4).

Improper analysis: The same impact guidelines were not used in the vibration impacts for the LRT and the Freight Relocation. For the MN&S Report, the locomotive events were considered infrequent and the rail car events was considered occasional. Appendix H, page 127. For the vibration impacts on the alternatives, the SWLRT DEIS describes the locomotive events to be infrequent also but the rail car events was described as heavy. Page 4-107, 108. The distance for heavy, frequent impacts are at distances of 150 ft. The DEIS statement and the MN&S Report statement do not support each other, conflicting data presented. In addition, the only impacts discussed was at 40 ft but the proper distance should be 150 ft. This improperly underestimates the number of sites which would have vibration impacts.

Missing information: The MN&S Report does not include any information on the proximity of the MN&S tracks to structures at adjacent parcels. The MN&S Report also does not discuss how the building of the connection in the Iron Triangle will introduce a vibration source to the adjacent residents.

Improper analysis: The field work and vibration measurements were established with two train passages: both with two locomotives, one with 6 cars and the other with 11 cars. The existing freight conditions on the MN&S are described in the MN&S Report as 2 locomotives, 10-30 cars. Based on this, the vibration measurements were taken with either below or at the low end of the current vibration conditions. It is improper to consider these measurement as representative of the existing vibration.

Improper analysis: The vibration impacts to the Freight Rail Relocation was evaluated with the current freight traffic. This is improper because the re-routed freight will be significantly different: increased locomotives from 2 to 4, increased rail cars from 20 to 120, increased of speed from 10 MPH to 25 MPH. The result of this error will be that the vibration impacts will not be accurate.

The City of St Louis Park commented on this in the appeal to the MN&S Freight Rail Study EAW: vibration analysis doesn't accurately reflect existing and proposed rail operations because the field work is based on existing short train (Supporting data B, page 16).

Improper analysis: An independent vibration study was done by a Lake Street business owner during the MN&S Freight Rail Study (Attachment Appendix 4). With consideration of the independent study, the vibration information within the SWLRT DEIS and the MN&S Report are improper due to 1. Measurements within the building were 84 VdB. According to the MN&S Rail Study, impacts for category 2 is 72 VdB for frequent events. The impacts specs for frequent events in category 3 is 75 VdB. The conclusion in the independent study is that vibration currently exceeds federal guidelines. 2. the independent measurements were taken within a 24 second time frame. The proposal to re-route traffic is expected to travel past a fixed point for 10 minutes. 3. The independent measurements were taken within a brick construction structure. In

comparison, vibrations have increased impacts within 'soft' construction which is typical of residential house construction. It is reasonable to state that the vibration within an adjacent residential structure would be greater at the same distance. 4. Note: The independent study was conducted on April 13, 2011. The MN&S Study measurements were taken in February 2011 during a year with record snow accumulations. It is possible that the MN&S Report Field study is improper because weather and normal winter ground conditions allowed for an erroneous low measurement. The MN&S Freight Rail Study EAW Brief of Relators Appeal, Jami Ann LaPray.... appealed on the independent study and the failure of the project management for the MN&S Report to address inconsistencies between the two field studies (Supporting data C, page 26).

Improper Analysis: The MN&S Report discusses the vibration impacts based on the vibration levels needed for property damage. It fails to discuss the level of vibration considered for human annoyance. The MN&S Freight Rail Study EAW Brief of Relators Appeal, Jami Ann LaPray.... appealed on this omission (Supporting data C, page 27).

Action requested: Halt any decision on the freight issue until further study is completed such that the missing information, flawed assumptions can be answered. This secondary study needs to have a scope which the city, residents, and railroad company can agree on. Once the new studies are complete and the scope is decided, a computer generated simulation representing all of the new findings should be produced. This simulation will help residents and elected officials who are not engineers understand the impacts of the proposed reroute prior to making decisions.

Action requested: the FTA noise and vibration manual points out that vibration control measures developed for rail transit systems are not effective for freight trains. Consideration of this information should be weighted within the discussion of impacts.

Action requested: SWLRT EIS should include a full list of mitigation that could be considered for both moderate and severe vibration impacts for the FRR.

4.9 Hazardous and Contaminated Material page 119-130

Missing information: Table 4.9-1 has sites listed for the Freight Rail Reroute section. Diagram 4.9-3 to 4.9-5 has the FRR located on the diagram but the sites are not diagrammed as expected. It is not possible to evaluate the impacts of hazardous material without knowing where the sites are located. Therefore, it is not possible to comment effectively

Missing information: Page 4-127. There is a brief description of the Golden Auto Site. The comments by Canadian Pacific during the MN&S Freight Rail EAW should be considered: Due to the possibility of disturbing contaminants at the Golden Auto National Lead Site, it is unlikely that CP would be interested in taking responsibility for construction or ownership of the new connection between the Bass Lake Spur and the MN&S. The City Of St Louis Park also documented concerns on this site in their appeal to the EAW: The proposed interconnect structure will be constructed between city maintained wells near the Golden Auto site that may be impacted by construction or vibration (Supporting data B, page 20).

Missing information: Highway 7 and Wooddale Ave Vapor Intrusion site is located on the Freight Rail Reroute section. The SWLRT DEIS does not describe this MPCA, EPA site in the Hazardous Material section or analyze how the introduction of longer, heavier trains with increased vibration will impact the pollution potential.

Improper Analysis: Table 4.9-6 lists Short Term Construction Costs of Hazmat/Contaminated Sites. It is improper for the cost of the FRR to be added to alternative 3C-1, 3C-2. Both of these routes have the LRT traveling in the Midtown Corridor which makes it possible for the freight to remain in the Kenilworth Corridor.

Missing information: The SWLRT DEIS fails to analyze the long term costs. In detail, the long term expense of building the Bass Lake Spur to MN&S Spur connection on contaminated soil or the Golden Auto National Lead site.

Action requested: Halt any decision on the freight issue until further study is completed such that the missing information, flawed assumptions can be answered. This secondary study needs to have a scope which the city, residents, and railroad company can agree on. Once the new studies are complete and the scope is decided, a computer generated simulation representing all of the new findings should be produced. This simulation will help residents and elected officials who are not engineers understand the impacts of the proposed re-route prior to making decisions.

CHAPTER 5 - ECONOMIC EFFECTS:

5.0 Economic Effects:

On September 2, 2011 the FTA mandated that the proposed freight rail reroute from the Bass Lake Spur to the MN&S Spur must be added to the SWLRT-DEIS (Letter from Marisol Simon, FTA to Susan Haigh, Met Council Safe in the Park - Chapter 5 Appendix – Document 1)

Because of this mandate addition of the proposed re-route must be included in the “study area” in a regular and consistent basis. Unfortunately, the inclusion of the proposed reroute in the analysis of this section is inconsistent. The inconsistency of the inclusion of the proposed re-route leads to inconsistent and incorrect conclusion about the cost of the SWLRT.

5.1 - Economic Conditions

Section 5.1 does not present any analysis, it is just cheerleading. Broad generalizations are made without substantiation. Terms such as “study area, market reaction and earning and output” are used, but the study area is not defined, which market is reacting is unclear and how earnings and output are determined is not explained (5-1).

In the last paragraph of this section the names of the resources used to determine output, earning and employment are given, but no links are supplied for reference. Furthermore, not only does the source used for the analysis of multipliers is the 1997 Benchmark Input-Output Table, not have a link, but it will also be over 20 years old by the time the SWLRT is complete (5-2). It seems irresponsible to base the cost of a multi-billion dollar project on decades old data.

Without links or data tables in the Appendix of the SWLRT-DEIS it is difficult if not impossible for the average resident to make substantive comments about the data tables in this sections. Due to the November 26, 2012 revelation (Correction Letter from HDR and updated table Safe in the Park - Chapter 5 Appendix – Document 2) about “typos” the need for reference materials is all the more important.

5.1.1 - Output, Earnings and Employment Effects from Capital expenditures

Capital cost estimates/constructions values are presented in year of expenditure (YOE) dollars. However, the year actually used for analysis in this document is not shared. Also, the YOE must change since the construction of the SWLRT will cover more than one year. Without hard data and a moving YOE substantive comment is impossible creating an analysis that is opaque and not transparent.

Table 5.1-1 - Summary of Capital Cost (in YOY dollars) by Build Alternative

The re-routing of freight trains from one area to another is not unique to St. Louis Park. Train rerouting has occurred throughout the United States, Canada and Western Europe. Multiple studies about the impacts of such re-routes exist. One item that consistently appears in all the studies (Property Valuation Articles and summary - Safety in the Park - Chapter 5 Appendix - Documents 3-8) is the negative impact of the re-routed freight trains on the community that is forced to accept the trains. Although the negative impacts on small business and the loss of property value in these cases can't be called a capital cost, the negative impacts are costs nonetheless.

Because the table 5.1-1 does not include the loss of property value and loss of small business revenue in the re-route area of LRT 3A (LPA - Re-Route) the true cost of LRT 3A (LPA- Re-Route) route and how it compares to the other LPA routes is not known (5-3).

5.1.1.2 Funding Sources

As with section 5.1 the names of the reference sources are given, but no links or actual data tables are provided. This lack of information puts the average resident who does not have a paid staff to help with their SWLT-DEIS comment at a disadvantage. Despite or perhaps because of the disadvantage, questions about the conclusions arise and are as follows:

- Final demand earnings--Are these earnings adjusted or disappear if a construction company or engineering firm from outside the Minneapolis—St.Paul-Bloomington Metropolitan Statistical Area (MSA) is chosen?
- The state participation dollars are considered "new" dollars, but the MSA is the biggest funding source for the state, so are they truly "new" dollars?
- When the number of jobs and earnings are calculated are the jobs lost to business takes or floundering small businesses in the study area figured into the final numbers?

5.2.1 Land Use

5.2.1.3 - It is unclear from the text of this section if the land use in the re-route area along the MN&S is included in the percentages given. If not, why not?

5.2.2 and 5.2.3 Short Term Effects and Mitigation

Although the titles of Table 5.2-2 and 5.2-3 include the words "Station Area" the text of 5.2.2 and 5.2.3 state that the tables will explain the short term effects and needed mitigation for the entire alignment of each LRT route (5-4 and 5-5). The text in each table also refers to the entire alignment of the LRT routes with the exception of the LRT 3A (LPA-reroute.) Because the MN&S Spur area is part of the LRT 3A (LPA-re-route) alignment it must be included in the analysis of the short term effects and needed mitigation . If the re-route portion of the LRT 3A (LPA-reroute) is not included in the analysis, the conclusion drawn will be incorrect.

The re-route of LRT 3A (LPA-re-route) appear to have been left out of the tables 5.2-2 and 5.2-3. Below are comments about short term effects and mitigation that need to be added to LRT 3A (LPA re-route) so it can be compared equally to the other LRT routes.

Table 5.5-2 - Short Term Effects

- Environmental Metric: Access Circulation - LRT 3A (LPA-reroute) **High**
 - Potential impacts to the CP along the MN&S Spur during construction of the new tracks eight feet east of the current track alignment. During regular track maintenance during the summer of 2012 there were anomalies in rail service.
 - Potential to impact access to homeowners whose properties are adjacent to the MN&S.
- Environmental Metric: Traffic - LRT 3A (LPA reroute) **Medium-High**
 - During construction temporary closures of at-grade crossings. Depending on the crossing that are closed and the duration of the closings there could be impacts to small businesses and access by emergency vehicles to homes.
 - The building of the new rail bridge over TH 7 will cause service interruptions to the CP. The rail companies commented in the EAW about service delays that could be a month or more during MN&S track reconstruction.
http://www.mnsrailstudy.org/key_documents

Table 5.2.3 - Mitigation

- Proposed Mitigation for Short-term Effects - LRT 3A (LPA-re-route) - Besides listed construction mitigation will the CP need a temporary bridge over TH7 or temporary trackage while a new berm is built and new trackage laid?

5.2.4 Long-Term Effects

Although the title of Table 5.2-4 includes the words "Station Area" the text of 5.2.4 states that the table will explain the long effects and needed mitigation for the entire alignment of each LRT route (5-8). The text in the table also refers to the entire alignment of the LRT routes with the exception of the LRT 3A(LPA reroute.) Because the MN&S Spur area is part of the LRT 3A (LPA reroute) alignment it must be included in the analysis of the long-term effects. If the re-route portion of the LRT 3A (LPA-reroute) is not included in the analysis, the conclusion drawn will be incorrect.

Table 5.2-4 - Long Term Effects - Environmental Metrics

- Environmental Metric: Consistency with Land Use Plans
 - LRT 3A (LPA - re-route)
 - Inconsistent with city vision which does not mention as desire for the freight rail to be moved from the Bass Lake Spur to the MN&S Spur
http://www.stlouispark.org/vision-st-louis-park/about-vision-st-louis-park.html?zoom_highlight=vision
 - Multiple St. Louis Park City resolutions that state the re-routing of freight is unacceptable (1996--City of St. Louis Park Resolution - 96-73 (Safety in the Park Chapter 1 Appendix- Document 1) 2001 City of St. Louis Park Resolution - 01-120 (Safety in the Park Chapter 1 Appendix - Document 2) 2010 City of St. Louis Park Resolution - 10-070
http://www.stlouispark.org/webfiles/file/freight_rail.pdf 2011 City of St. Louis Park Resolution 11-058
http://www.stlouispark.org/webfiles/file/community-dev/5-31-11_resolution_relating_to_freight_activity_in_slp.pdf)
 - LRT 3A-1 (LPA - Co-location)
 - The Minneapolis and Hennepin County Land Use plans do not predate the St. Louis Park City resolutions rejecting the freight rail reroute.
 - SEH Plan safer and less costly than Re-route
(http://www.stlouispark.org/webfiles/file/community-dev/techmemo_4.pdf.)
 - Issues with transit-oriented development are surmountable. The Cleveland trains pages 41 to 43 in the common corridors document clearly demonstrates feasibility and safety of running lrt and freight at grade, at high speeds, and without safety fences. Nearly 50 years without incident in this co-location corridor
<http://www.fra.dot.gov/downloads/research/ord0316.pdf>

- Environmental Metric: Displacement Parking/Access Regulations
 - LRT 3A (LPA - re-route)
 - Small Businesses in the re-route area are likely to experience negative impacts caused by blocked intersections, noise and vibration due to re-routed freight trains
 - Schools in the re-route area are likely to experience access issues due to longer more frequent freight trains
 - LRT 3A-1 (LPA - Co-location) - Access issues in the co-location area are similar to the access issues faced at Blake Rd. and on the proposed Bottineau Line. All are surmountable.

- Environmental Metric: Developmental Potential
 - LRT 3A (LPA - re-route) -
 - Potential development for Lake Street small businesses will be negatively impacted
 - Potential for homeowners to take part in St. Louis Park City Plans to upgrade their homes will be impacted by the negative implications of increased freight traffic on property values (<http://www.stlouispark.org/remodeling-incentives.html>)
 - LRT 3A-1 (LPA - Co-location) - No changes needed to text

5.2.5 Mitigation

The statement in section 5.2.5.3 "All Build Alternatives are anticipated to have some degree of positive effect on development potential for the local community and region. No mitigation is required" (5-22) might be true for the alignment areas near the SWLRT, but it is completely untrue about the alignment portion of LRT 3A (LPA - re-route) that includes the re-route. There are no benefits from the SWLRT that are great enough to override the negative impacts of the re-route.

CHAPTER 6 - TRANSPORTATION EFFECTS:

Section 6.2 Effects on Roadways

Table 6.2-1 lists all of the Build Alternatives which all include the FRR with the exception of 3A-1. All of these alternatives should be re-evaluated to determine whether the re-route is necessary or that extended co-location of light rail and freight rail can continue east of the MNS crossing.

6.2.2 Long-Term Effects

6.2.2.2 Physical Modifications to Existing Roadways

Missing are modifications for the Freight Rail Re-Route at grade crossings. No evaluation for circulation patterns for the proposed closing of 29th street. Evaluation of impacts of the proposed Whistle Quiet Zones at the MNS/Library Lane/Lake Street intersection and Dakota Ave are also missing. This section requires further study.

6.2.2.3 Operational Impacts at Intersections

According to the criteria for selecting crossings for evaluation, the second criteria is *"Intersections where a signal, roundabout, or stop sign controlling the roadway crossing the tracks was located within 600 feet of the LRT crossing."* MNS crossings at Walker Street, Library Lane, and Dakota all fall into this category and require LOS analysis. Additionally it should be noted that the Lake Street crossing lies within 600 feet of State Highway 7. A more thorough evaluation of the roadways in the vicinity of the MN&S tracks is clearly required. Cedar Lake Road???

Missing are factors for growth both for vehicle traffic and freight train traffic with regard to traffic impacts on the Freight Rail Re-route on the MN&S track at-grade crossings.

On page 6-38, in the queuing analysis for the freight rail re-route, the analysis of traffic delays refer to the afternoon school bus crossing at Library lane/Lake St. The delay was stated to be 3-4 minutes and involved queuing of 2 to 6 vehicles. We conducted our own traffic count over the course of three days this fall and made the following observation:

	DEIS Survey	Tue, 12/4/12	Wed, 12/5/12	Thu, 12/6/12
Blockage Time mm:ss)	03:00-04:00	02:01	02:09	02:18
Eastbound Lake St	6	9	6	10
Westbound Lake St	2	11	8	9
Southbound Library Ln	4	3	2	1

A brief interview with the police officer who routinely conducted the traffic stoppage stated that the traffic we observed was typical and that occasionally the eastbound Lake St. traffic backs up past Walker St. Extrapolating our counts using the train blockage times listed in the DEIS for the FRR we calculate queues greater than 120 cars (12.5 minutes worst case scenario) may be possible. The discrepancy noted in these observations warrant further study using accurate measurement tools and growth factors for both the vehicle and freight train traffic.

The evaluation using the school bus scenario explained on page 6-38 also completely misses the opportunity to analyze the effect a 12.5 minute delay would have on the afternoon school bus traffic between PSI and the High School. Delays of this magnitude would severely delay and complicate the scheduled bus movements for the rest of the afternoon. A thorough evaluation of both the morning and afternoon school bus traffic is needed to fully determine the impacts to the schools and community.

On page 6-39 during the analysis of Segment A of 3A-1 Alternative a 20 year growth factor of 1.12 were applied to the vehicle counts. This is not comparable to the method used on the FRR segment.

Section 6.2.4 Mitigation

The DEIS suggest the addition of street signage warning motorists of an approaching train to grade separated crossings. The plural on crossings is interesting because to our knowledge no additional grade separated crossings on the MN&S are proposed so only the current Minnetonka Blvd crossing would apply. The placement of these signs would be problematic in that they would need to be far from the affected sites in some cases and have no direct bearing on the local situation. For example, signs indicating train traffic for westbound Lake St traffic would need to be located at Hwy 100 in order to re-direct them onto Minnetonka Blvd. These signs would also have the unintended consequence of putting drivers unfamiliar with the neighborhood on local streets.

6.3 Effects on Other Transportation Facilities and Services

6.3.1 Existing Facilities

6.3.1.2 Freight Rail Operations

This section has a discussion of the current freight traffic on the four active rail lines in the study area. Due to the longevity of the decision being made regarding freight rail traffic, any evaluation that does not include predicted future growth of freight and /or commuter rail operations on both the MN&S and Kenilworth configurations seems very short sighted.

Section 6.3.1.4 Bicycle and Pedestrian Facilities

The bicycle and pedestrian trails are referred to as "interim-use trails." Alignments of the LRT and Freight rail tracks in the Kenilworth corridor should be considered with additional co-located configurations and alternate locations of the bicycle and pedestrian trails.

6.3.2 Long-Term Effects

6.3.2.2, Freight Rail Operations

Discussion of the freight rail track bed in the Bass Lake Spur corridor for the co-location alternative fails to recognize that these improvements would be necessary regardless of which alternative is used. Unless a southern interconnect to the MN&S is built and the Skunk Hollow switching wye is removed these tracks will be necessary to facilitate the use of the wye. This would include the bridge over Hwy 100. This cost must be included in the estimates for either the 3A or the 3A-1 alternatives.

CHAPTER 7 - SECTION 4(f) EVALUATION:

7.0 Section 4(f) Evaluation

Chapter 7.0 of the SWLRT DEIS includes an analysis of the potential use of federally protected properties for the various proposed routes of the project. This response specifically relates to Section 4(f) impacts to routes 3-A (LPA) and 3A-1 (co-location); the remaining routes are not included as a part of this comment. The comment is organized by route, using 3A as a basis for comparison. This comment surfaces omissions, inconsistencies, and route alternatives not included in the DEIS, but that must be addressed in further analysis by the design team and included in the subsequent FEIS.

Before analyzing and comparing Section 4(f) impacts to routes 3A and 3A-1, it is important to make clear that the bike and pedestrian trails currently within the HCRRA ROW are not protected via Section 4(f) rules and guidelines as stated in Section 7.4 on page 7-6 of the DEIS: *"The existing trails adjacent to Segments 1, 4, A and a portion of Segments C (the Cedar Lake LRT Regional Trail, Minnesota River Bluffs LRT Regional Trail, Kenilworth Trail, and Midtown Greenway) were all constructed on HCRAA property under temporary agreements between the HCRRA and the trail permittees. As documented in each trail's interim use agreement, HCRRA permitted these trails as temporary uses with the stipulation that they may be used until HCRRA develops the corridor for a LRT system or other permitted transportation use. Therefore these trails are not subject to protection as Section 4(f) property."*

Route 3A

Table 7.4-1 of the DEIS states that 0.00 acres of section 4(f) property is affected in Section A of the proposed route. The DEIS also states that a historic channel between Brownie Lake and Cedar Lakes may be affected by construction of this route. A calculation of the affected area is not included in Table 7.4-1, and it is not mentioned whether this affected area is considered a permanent or temporary use. This is an omission from the DEIS and an inconsistency between analysis and comparison of routes 3A and 3A-1. For contrast, the analysis of Route 3A-1 includes very detailed Section 4(f) area calculations, down to the hundredth of an acre, for bridge and other related construction at both Cedar Lake Parkway and Lake of the Isles. A revised DEIS or FEIS must address this omission and inconsistency by providing a calculation of the area impacted at the historic channel between Brownie Lake and Cedar Lake.

Section 7.4.1.4, page 7-20 of the DEIS explicitly states that land ownership along the segment from downtown Minneapolis to Cedar Lake Park is complicated and may need additional survey or a detailed title search to determine ownership of the underlying land. This is another omission. The U.S. Department of Transportation Federal Highway Administration's Office of Planning, Environment, and Realty Project Development and Environmental Review Section 4(f) Policy Paper dated July 2012, section 3.2, page 7 states:

"In making any finding of use involving Section 4(f) properties, it is necessary to have up to date right-of-way information and clearly defined property boundaries for the Section 4(f) properties. For publicly owned parks, recreation areas, and refuges, the boundary of the Section 4(f) resource is generally determined by the property ownership boundary. Up-to-date right-of-way records are needed to ensure that the ownership boundaries are accurately documented."

Without up-to-date property records and boundaries, an accurate representation of Section 4(f) property cannot be stated. The admitted complexity of property boundaries and incomplete understanding of these boundaries shall be rectified by including additional survey and title searches in a revised DEIS or the FEIS to provide a more accurate and transparent representation of Section 4(f) property impact for route 3A.

Table 7.4-1 of the DEIS states that 0.227 acres of Section 4(f) property within the Nine Mile Creek area is necessary for construction of route 3A. According to Chapter 7, Section 7.4.1.4, page 7-20 of the DEIS, the 0.227 acres of Section 4(f) area required for construction of route 3A is considered *de minimus*. This is an important figure as it sets precedent for analysis of the other routes considered for the project. These 0.227 acres of area shall be used as a basis for determining the *de minimus* quantity of Section 4(f) property for the remaining routes considered for this project. Taking this basis into consideration, the Section 4(f) property uses at Lake of the Isles of 0.01 acres, and at Cedar Lake Parkway of 0.07 acres (a total of 0.08 acres) for Route 3A-1 thus become immaterial or *de minimus*. Therefore the only material point of contention in discussing Section 4(f) property uses between routes 3A and 3A-1 is the 0.81 acres of Minneapolis Park Board property listed in the DEIS Table 7.4-1.

Route 3A-1

Taking into consideration the points made above regarding *de minimus* quantities of Section 4(f) property, the Section 4(f) uses at Cedar Lake Parkway and Lake of the Isles are negligible; the remaining 0.81 acres of Section 4(f) property use (Minneapolis Park Board property) is the only material quantity of land that should be analyzed for route 3A-1.

Section 7.4.1.5 of the DEIS discusses conceptual engineering as follows:

"Segment A of LRT 3A-1 (co-location alternative), which would co-locate freight rail, light rail and the commuter trail within this segment would necessitate additional expansion of ROW outside of the HCRRA-owned parcels into adjacent parkland. Section 4(f) uses could occur for the Cedar Lake Park, Cedar Lake Parkway and Lake of the Isles portions of the Minneapolis Chain of Lakes Regional Park for reconstruction of existing bridges, construction of new LRT tracks and realignment of the existing freight rail tracks. The conceptual engineering complete to date for the project identifies approximately 0.81 acres of permanent use of Cedar Lake Park for the location of the reconstruction of the freight rail track."

The DEIS then contradicts the above statement, two sentences later, with this statement:

"Construction limits have not been determined for the co-location segment, but it is likely that additional temporary uses of parkland will occur."

Without determining construction limits for the co-location segment, it is unclear how the figure 0.81 acres of Section 4(f) parkland use was calculated. The DEIS calls out this 0.81 acres of use, but it does not clearly delineate the boundaries of the park property that must be used. The only representation of the 0.81 acres is shown in a visual aid - Figure 7.4-6, page 7-16. From this graphic, it appears that the Section 4(f) use would occur in Section A of the route between the proposed 21st Street and Penn Avenue Station. The graphic only contains visual representations of where park land use may be required. No detailed engineering drawings containing plan views of construction limits or cross-sections are provided to demonstrate the required use of park land for route 3A-1. This is a critical omission from the DEIS; a revised DEIS or FEIS must clearly show the limits of construction causing the required use of Section 4(f) property within section A of this project. If the delineation of construction limits demonstrates that use of Section 4(f) park property is in fact required for Route 3A-1, alternative permutations of this same route must be given consideration as viable alternatives as outlined in the 1966 FHA Section 4(f) documents. Just because one configuration of route 3A-1 requires park land, does not imply that other configurations of the same route would also require temporary or permanent park land use. Alternative configurations of route 3A-1 that eliminate or minimize Section 4(f) property uses must be included in a revised DEIS or FEIS. From this point forward, this comment will focus on the portion of the project between Burnham Road and the proposed Penn Avenue station, as this is the area that the DEIS states Section 4(f) park land is required for construction of the project.

Again, a thorough representation of property boundaries and ownership along section A of routes 3A and 3A-1 is not included within the DEIS. The DEIS explicitly states this in Section 7.4.1.4, page 7-20 "Land ownership along section A is complicated and may need additional survey information to accurately represent property boundaries, etc..." Appendix 7A shows Hennepin County property boundaries and a representation that the existing freight rail tracks in the Kenilworth Corridor appear to be on Cedar Lake Park property. Appendix 7 C also shows how skewed the Hennepin County property boundaries are depicted in conceptual engineering drawings. Hennepin County produced a memorandum attempting to address the issue. The document is in Appendix H,, Part 1, page 50 of the DEIS. It is titled "Technical Memorandum" by Katie Walker, dated March 23, 2012. This memorandum outlines a problem with Hennepin County parcel data, and very generally dismisses the property boundary issues, additionally stating that the existing freight tracks through the Kenilworth Corridor are on HCRRA property and that survey quality data will be provided during preliminary and final design stages. This is not acceptable. Without accurate survey drawings the Section 4(f) analysis has absolutely no factual survey basis to stand on, rendering the analysis useless and arguably laughable. This is a major omission from the DEIS and project as a whole; accurate definition of property boundaries and ownership is a fundamental and absolutely essential piece of due diligence required for sound planning and design of any land development project.

Taking the above points into consideration and upon further investigation of property boundaries and ownership along Section A of route 3A-1, it is apparent that more property, and subsequently, various permutations of route 3A-1 are available for consideration in eliminating or minimizing Section 4(f) property use. Hennepin County property records show a ROW corridor owned by HCRRA where proposed LRT and trails would be located together. This corridor is generally 50 feet in width. If this corridor is considered as the only property available for construction of LRT, Freight Rail, Pedestrian and Bike trails, it is apparent that there is not enough width to accommodate all of these uses. A blatant and obvious omission from the analysis is the property directly adjacent to the east of this ROW corridors is owned by HCRRA and provides an additional 100 feet to 200+ feet of width to the corridor adjacent to Cedar Lake Park. The DEIS does state on page 7-21 that: "The majority of the land along Segment A through the Kenilworth Corridor by Cedar Lake Parkway belongs to the HCRRA. The additional parcels of property adjacent to the project corridor, owned by HCRRA, and that could be considered for additional configurations of route 3A-1 are recorded in Hennepin County property records and displayed on Hennepin County Property Records website. The parcels that must be included in additional configurations of route 3A-1 include PID 2902904410044, PID 3202924120046, PID 3202924120045, PID 3202924120005, and PID 320292413001. Please see Appendix 7 B for visual representations of these parcels in relation to Cedar Lake Park and the existing HCRRA ROW.

In summary the DEIS calls out 0.81 acres of Section 4(f) property as required for Co-location. This simply is not necessary. As outlined above and shown in appendix 7 of this DEIS comment document there is plenty of width from 21st St to Penn avenue to accommodate lrt, freight, and trails without using any parkland whatsoever. This is a major omission from the DEIS, and a blatant misrepresentation of facts that must be addressed in a revised DEIS or FEIS. With this said, use of Section 4(f) property becomes a non-issue for co-location, and this should be stated as such in the DEIS. Please see appendix 7 D for a discussion of legal aspects of Section 4(f) analysis as it relates to this project. A St. Louis Park resident, Mark Berg, discusses legal ramifications of Section 4(f) analysis on co-location of SWLRT and freight rail. Please consider his written letter as a companion document to this DEIS response. The analysis above combined with the legal aspects discussed by Mr. Berg demonstrate that the DEIS's 4(f) analysis is flawed and a new analysis must be undertaken by the project to rectify omissions, misrepresentation of facts, and ambiguities related to property boundaries, proposed project boundaries and overall section 4(f) property use.

CHAPTER 8 - FINANCIAL ANALYSIS:

8.0 - Financial Analysis

In September of 2011 the FTA mandated that the proposed freight rail reroute from the Bass Lake Spur to the MN&S Spur must be added to the SWLRT-DEIS (Letter from Marisol Simon, FTA to Susan Haigh, Met Council Safe in the Park - Chapter 5 Appendix – Document 1) Because of this mandate addition of the proposed re-route must be included in the “study area” in a regular and consistent basis. Unfortunately, the inclusion of the proposed reroute in the analysis of this section is inconsistent. The inconsistency of the inclusion of the proposed re-route leads to inconsistent and incorrect conclusion about the cost of the SWLRT.

In section 8.1.2 methodology a list of the resources used to determine the cost of the SWLRT project are given. No links or data tables are actually shared in the SWLRT-DEIS (8.1).

Without links or data tables in the Appendix of the SWLRT-DEIS it is difficult if not impossible for the average resident to make substantive comments about the data tables and information in this section. Due to the November 26, 2012 revelation (Correction Letter from HDR and updated table Safe in the Park - Chapter 5 Appendix – Document 2) about “typos” the need for reference materials is all the more important. In fact, the errors in this section coupled with the misrepresentations, inconsistencies, omitted information and other mistakes, bring the validity of the entire SWLRT-DEIS into question.

Are there any other “typos” in the DEIS? Claiming a \$100,000,000 “typo” conveniently narrows (but does not eliminate) the cost disadvantage of the HCRRA’s favored LRT 3A (LPA- Re-route) relative to the less expensive LRT 3A-1(LPA - co-location). How will the additional \$100,000,000 cost of the project be funded? The HCRRA’s “Corrected Table 8.1-1” shows the additional \$100,000,000 in “Professional Services”. (8-2) Presumably the numbers in Table 8.1-1 come from spreadsheets, and where in the supporting spreadsheets did the error occur? Were the underestimated Professional Services costs in civil engineering, or public relations or project accounting? Who entered the wrong number and how is the public to know that the numbers are now correct?

Table 8.1-1 - Cost estimate for build alternatives.

The re-routing of freight trains from one area to another is not unique to St. Louis Park. Train rerouting has occurred throughout the United States, Canada and Western Europe. Multiple studies about the impacts of such re-routes exist. One item that consistently appears in all the studies (Property Valuation Articles and summary - Safety in the Park - Chapter 5 Appendix – Documents 3-8) is the negative impact of the re-routed freight trains on the community that is forced to accept the trains. Although the negative impacts on small business and the loss of property value in these cases can’t be called a capital cost, the negative impacts are costs nonetheless. Furthermore, the slim cost margin between re-route and co-location seems inconsistent with the amount of building needed in each alignment.

Section 8.1.4.1: Federal Section 5309 New Starts. This section states, "The local project partners have assumed that the Southwest Transitway will be funded 50 percent with New Starts funding" (8-3). Justification for this assumption is not provided and a different assumption could just as easily be made that would fundamentally change the cost/benefits outcome of the project.

Section 8.1.4.4: Regional Railroad Authorities. As noted in this section, Regional Railroad Authorities exist "...for the specific purpose of providing for the planning, preservation, and improvement of rail service including passenger rail service and to provide for the preservation of abandoned rail right-of-way for future transportation uses" (8-4). (Contrary to this purpose, re-routing freight trains from the Kenilworth Corridor would sacrifice a relatively straight, flat, direct and efficient railroad route in order to preserve a bike path. If the purpose of "preservation of abandoned rail right-of-way for future transportation uses" had occurred as intended, the land for townhouses at the "pinch point" would never have been sold. HCRRA is not fulfilling the purpose for which it was intended.

8.2 - Operating Funding Strategy

Section 8.2.1: Operating and Maintenance Costs. This section states, "No freight rail operating and maintenance costs will be attributed to the project because HCRRA has no obligation to the freight railroads operating in the study area to reimburse either operating or maintenance costs" (8-5). The TC&W stated publicly during the PMT process that it would cost more for it to operate its trains along the re-route than on their present route through the Kenilworth Corridor and that it needed to have "economic equilibrium" before agreeing to the re-route. As made clear by Section 8.2.1, there is no provision in the DEIS to provide "economic equilibrium" to the TC&W. Leaving a critical stakeholder's needs unaddressed undermines the credibility of the DEIS. The HCRRA joins the TC&W and the CP in explicitly renouncing responsibility for maintenance of the new MN&S interconnects that would be necessitated by the re-route, leaving this ongoing economic requirement to become an open sore for future county/railroad relations. (http://www.mnsrailstudy.org/key_documents)

Section 8.2.2: Bus O&M Costs. This section states that bus operating and maintenance (O&M) costs vary with the level of service provided, and that, "Fixed costs do not change with the level of service..." while the same paragraph also states. "Therefore, the fixed costs are 20 percent of the total (O&M costs)" (8-5). However, if O&M costs vary with activity levels and fixed costs are 20 percent of total bus O&M costs, the fixed costs are not really fixed and may be understated in the DEIS.

Section 8.2.3: Light Rail Transit Operations and Maintenance Costs. This section states, "Variable costs of LRT are assumed to be 86 percent of the total cost with the fixed cost being 14 percent of the total" (8-5). Left unexplained is what items are included in fixed cost for LRT and why fixed costs for LRT are only 14% of total O&M costs when LRT has a much higher level of fixed assets to maintain (track and overhead power lines) than the bus alternative. If fixed costs for the bus alternative are only 20% of O&M and fixed costs for LRT are 16% of O&M, the ongoing fixed costs of maintaining the larger capital base required for LRT may be understated by the DEIS.

Table 8.2-3 . "system O&M costs for building alternatives" shows the cost for LRT 3A (LPA, re-route) and LRT 3A-1 (LPA, co-location) to have exactly the same operating costs. However, LRT 3A (LPA, re-route) needs to include the costs of maintenance for the two interconnects. According to the responses from the CP in the MN&S EAW (http://www.mnsrailstudy.org/key_documents), they have declined to be responsible to maintain the interconnect (8-7). Therefore, the cost of maintenance must fall on the SWLRT and be represented in the cost table.

Section 8.2.5.1: Fare Revenues. This section states, "Ridership is anticipated to grow along with increasing population and employment" (8-7 & 8-8). Unacknowledged in the DEIS is the growth of telecommuting which might reduce demand for transit in the future, leaving the SWLRT as underused as the Northstar commuter line.

The DEIS states, "In 2011, 26 percent of the total MVST (Motor Vehicle Sales Tax) revenues were dedicated to transit needs in the Twin Cities metropolitan area" (8-8). This percentage could go up or down in the future but without explaining why, the numbers in Table 8.2-4 show the percentage increasing to 26.47% in 2012 and the following years, a higher percentage than 21.7% to 26% range observed since 2009 (8-8). Left unexplained is which part of Minnesota will give up some of its share of MVST revenues to provide more to the metropolitan area.

Section 8.2.5.2: CTIB Operating Funding. As described in this section, the Counties Transit Improvement Board has agreed to provide a percentage of the operating assistance required for the SWLRT and other light rail projects as well as the Northstar commuter line (8-8). If Northstar continues to miss its budget targets how will CTIB continue to subsidize the SWLRT?

Section 8.2.5.5: State General Funding. This section states, "State funding for transit operations has grown over recent biennia" (8-9). The numbers provided show that state funding declined 32.45% in the most recent biennium and funding declined in two of the last four biennia. The DEIS takes an optimistic case for continued state funding.

Section 8.3: Strategy for Potential Funding Shortfalls. It is asserted in this section that, "Short term shortfalls are covered by the operating reserves. In the longer term, Metro Transit relies on the MVST growth and its fare policy." "The MVST revenues are projected to increase at a rate of 4.6 percent per year in the long run. This forecast is viewed as conservative for financial planning purposes as historical trended MVST receipts for the period of 1973 to 2008 averaged 5.7 percent" (8-9, 8-10). Assuming the above percentages indicate real growth rather than inflation-based growth, the 1973 to 2008 growth was calculated from a recession year to a year at the end of a financial bubble that may have artificially exaggerated growth. Normalized long-term growth in U.S. Gross Domestic Product is generally forecast in the 2% to 3% range, and Minnesota's gross domestic product is likely to be in the same range, but if MVST receipts increase at a faster 4.6 percent rate over the long term, eventually 100% of Minnesota's gross domestic product will be collected in MVST, an arithmetically unlikely outcome rendering the DEIS' long-term operating funding projections questionable.

Another source of operating funding noted in this section is higher fares, which admittedly reduce ridership. The DEIS states, "The state's commitment to transit in the Metro region may be regarded as an opportunity of financial risk management for operations" (8-10) which might be rephrased, "maybe they will bail us out." Also mentioned as sources of supplemental operating funding are "non-farebox revenue sources" which raises the question of why these potential sources haven't been previously developed.

CHAPTER 9 - INDIRECT EFFECTS AND CUMULATIVE IMPACTS:

As stated in the comment for Chapter 1 of this SWLRT-DEIS response the essential purpose of the National Environmental Protection Act (NEPA) is to ensure that environmental factors are weighted equally before an infrastructure project can be undertaken by a federal agency. The extent to which this SWLRT-DEIS does not fulfill the essential purpose of NEPA is particularly evident as the indirect and cumulative impacts of the SWLRT are discussed.

In September of 2011 the FTA mandated that the proposed freight rail reroute from the Bass Lake Spur to the MN&S Spur must be added to the SWLRT-DEIS (Letter from Marisol Simon, FTA to Susan Haigh, Met Council Safe in the Park - Chapter 5 Appendix – Document 1). Because of this mandate addition of the proposed re-route must be included in the “study area” in a regular and consistent basis. Unfortunately, the inclusion of the proposed reroute in the analysis of this section is inconsistent. The inconsistency of the inclusion of the proposed re-route leads to inconsistent and incorrect conclusion about the cost of the SWLRT.

In sections **9.1- 9.2** The methods used and criteria of indirect and cumulative impacts are defined. Section 9.1.12 - states that “ Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time” [40 C.F.R. § 1508.7] (9-1). On the next page of the SWLRT-DEIS section 9.2.2 states “Build Alternative and other actions, including past, present, and future, were identified and added to the direct effects of each alternative (as presented in Chapters 3, 4, 5, 6, and 7 of this Draft EIS) to arrive at the total potential cumulative impact” (9-2). What is left out of these sections is the fact that the re-route area of the SWLRT-DEIS has never been evaluated in respect to 40 C.F.R. § 1508.7 and that in Chapters 3, 4, 5, 6 and 7 of this DEIS the direct impacts of the re-route portion were not evaluated in a good faith effort.

9.2.3 Study Area Definition

Section 9.2.3.1 defines the area “½ mile around the station areas” (9-3) as the area for indirect impact while section 9.2.3.2 defines the cumulative impact area as the area “about one mile on each side of the Build Alternatives’ alignments” (9-3, 9-4). This is true for all of the SWLRT build options except for the MN&S re-route area. Despite being an official part of the SWLRT project, the area “about one mile on each side” of the MN&S re-route area has been left out of the evaluation of cumulative impacts. An argument can actually be made that not only should the MN&S re-route track area of study be a one mile radius, but in fact because the weight, vibration, noise, and other factors are greater for freight trains than light rail trains, an even broader area should be studied for the freight re-route area.

It must be pointed out that although segment A is part of the 3A(LPA - Re-route) the area from approximately Penn Station east to Downtown Minneapolis has not been included in the discussion of the re-route. However, that same area is considered part of the co-location discussion of 3A-1(LPA-Co-Location). This is thoroughly discussed in Chapter Two comments of this document.

9.3 - Existing Conditions and Development Trends

There are so many vague assertions in this section that it is difficult if not impossible for the average resident of Hennepin County to substantively comment on this section. It is asserted that the economy of the Southwest metro is vibrant and growing, but in Chapter one of this DEIS document errors were found in regard to the number of jobs near the SWLRT alignment. It stated that the information comes from the October 2008 Market assessment (9-4). However, using the search bar on this DEIS and a close scrutiny of Appendix H, it is impossible to find the 2008 Market assessment or the data about population, household, and employment as it relates to the re-route portion of the 3A (LPA-re-route)

The existing conditions and the impacts regarding the proposed reroute area were NOT covered in Chapters 3,4,5 and 6 of the SWLRT-DEIS. The conclusions drawn in section 9.3 about the proposed reroute area are at best under represented and at worst completely wrong.

9.4 - Reasonably Foreseeable Future Actions

The proposed new intersection at TH 7 and Louisiana in St. Louis Park seems to be missing. The St. Louis Park City Council voted unanimously on December 3, 2012 to move forward with the project.

9.5 Potential for Indirect Effects and/or Cumulative Impacts

Missing from the SWLRT-DEIS is a comprehensive look at the indirect and/or cumulative impacts on the proposed re-route area. Using the Report done for the City of St. Louis Park by Short, Elliot and Hendricson (SEH) http://www.stlouispark.org/webfiles/file/community-dev/techmemo_4.pdf

the responses to the MN&S EAW (http://www.mnsrailstudy.org/key_documents) and the Comments to Chapters 3,4, 5 and 6 from this document, a table detailing the indirect and/cumulative impacts is presented. For purposes of evaluating the indirect and cumulative impacts of the proposed re-route area, we define the area for both indirect and cumulative impacts as the area about one mile on either side of the re-route alignment beginning just east of Minnehaha Creek on the west and the point where the new alignment joins the BNSF near Cedar Lake in the east.

Indirect impacts are the things that can only be qualified, while the cumulative impacts are as defined in section 9.1.12: "Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time" [40 C.F.R. § 1508.7] (9-1).

Table 9.5-1. Resources with potential for indirect effects or cumulative impacts

NEPA TOPIC	POSSIBLE INDIRECT IMPACT TO RE-ROUTE AREA	POSSIBLE CUMULATIVE IMPACTS TO RE-ROUTE AREA
Land use and socioeconomics	Yes, Parks will be less attractive as noise and pollution from freight trains increases.	Yes, small businesses in the area will experience difficulty due to traffic conditions
Neighborhoods, community services and community cohesion	Yes, Loss of community pride after FRR is 'forced'. Areas around the MN&S will become blighted as homes suffer from effects of extreme vibration	Yes, Loss of property value will cause higher rate of foreclosure and rental vs ownership rates. Emergency vehicles will have difficulty moving about the re-route area, STEP will be impacted by noise and vibration. Gentrification will become impossible!
Acquisitions and displacements/relocations	Yes, homes will need to be taken to create a safer ROW or if not taken neighborhood blight will occur	Yes, removal of homes or decline in value of homes that are not taken will result in a lower tax base for St. Louis

		Park. Inverse condemnation due to loss of enjoyment from negative impacts.
Visual quality and aesthetics	Yes, garbage stuck in fencing needed to create the supposed whistle free zones will be an eyesore. The interconnect structure will be site for graffiti.	Yes, The interconnect structure needed to accomplish reroute will dwarf everything in the area and change the overall look of the community. Maintenance and upkeep will be neglected because ownership of interconnect is not clear.
Safety and security	Yes, the amount of hazardous material transported will increase with increased track usage. Increase usage will decrease the enjoyment of residential backyards, as this is used as a buffer zone for derailment.	Yes, safety concerns will be a factor in the housing and resale of the residents, leading to increased housing turnover, higher rental percentages. Concerns for students will be a factor in considering school facilities for families as they establish households.
Environmental justice	Yes, Students at St. Louis Park High and Peter Hobart (both schools have significant minority populations) will be impacted.	The FRR will decrease school morale and possibly increase destructive behavior as the community reflects on the significance of forcing the FRR. A 'Rondo' effect.
Air quality	Yes, laboring locomotives will spew diesel fumes, and vehicles on the roadways will spend more time idling while waiting for trains.	Yes. negative impacts to resident health from increase pollution exposure. Property maintenance, upkeep will increase due to the settling of pollution on structures.
Noise	yes, inverse condemnation, loss of property rights as residents can no longer enjoy their backyards. Lack of direct south connection may cause the FRR area to become a defacto switching yard.	Yes, introduction of a direct route will encourage more freight traffic, use of ports and yards will change which allow for more traffic also. Noise level, exposure are not stagnant but should be expected to increase.

Vibration	Yes- increased vibration will impact structure foundations and could increase radon exposure. Lack of direct south connection may cause the FRR area to become a defacto switching yard.	Yes, introduction of a direct route will encourage more freight traffic, use of ports and yards will change which allow for more traffic also. Vibration level, exposure are not stagnant but should be expected to increase.
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Economic effects	Yes, due to lower property values the tax base of St. Louis Park will no longer be ranked as one of the 100 best Cities in America	Yes, a lower tax base due to lower property values will raise taxes on the homes a distance from the tracks and will also result in fewer services for residents.
Station Area Development	No, Most of the re-route area is too far from a station to benefit.	No, Community works dollars will be spent on station areas and the re-route area will be left to flounder
Transit effects	Yes, The MTC bus that crosses the MN&S at Lake Street, Library Lane and Dakota Ave. could experience schedule problems due to trains in crossing.	Yes, because of problems with scheduling the busses could be removed from service leaving people who need the bus and make transfers in uptown or downtown in Minneapolis without transportation
Effects on roadways	Yes, side streets will be difficult to traverse because of queues of cars. Since these queues will be at random times people will not be able to effectively plan their day.	Yes, emergency vehicles will have difficulty traversing the area. People will suffer because of delayed response time. Because people will attempt to avoid the roads in the re-route area as much as possible, traffic on Minnetonka Boulevard will become even more congested.

9.6 Long-Term Effect

This section states that no mitigation is "needed, proposed or anticipated" for the MN&S spur. It is difficult to believe that a 788% increase in the number of rail cars moving on the MN&S spur will need no mitigation, yet that is what is proposed in section 9.6. The section even goes on to say that "Because the indirect effects and cumulative impacts (of SWLRT) are considered desirable and beneficial no mitigation is required." The benefits of Light rail will in no way ameliorate the negative impacts done by the re-routed freight. Light rail will not straighten tracks to save neighborhoods from derailments, it won't decrease noise and vibration or fix any other of the negative impacts caused by increased rail traffic.

As pointed out in the comments to Chapters 3, 4, 5 and 6, the negative impacts from moving freight traffic to the re-route area are extensive but these impacts are unaddressed by the SWLRT-DEIS which simply asserts in section 9.6 that no mitigation is needed for the freight rail re-route area. Should freight be re-routed from a former Chicago to Seattle mainline to tracks that were built to accommodate electric interurban trains, the mitigation needs will be extensive. Lists that include, but are not limited to all of the mitigation that will be needed in the MN&S re-route area, from just east of Minnehaha Creek to the junction of the new BNSF siding with the BNSF main line, can be found in the City of St. Louis Park comments and the SEH report. http://www.stlouispark.org/webfiles/file/community-dev/techmemo_4.pdf (SEH document); http://www.mnsrailstudy.org/key_documents EAW Comments. These lists are in no way definitive. No matter how much mitigation is done, the MN&S Spur will always be a retro fitted interurban carrying freight trains that belong on tracks built for mainline rail traffic.

9.7 - Greenhouse Gasses

Increased diesel fumes caused by locomotives laboring up the two steep interconnects, idling for long periods of time, perhaps making multiple trips through the neighborhoods will have a cumulative impact. The area around the MN&S re-route area will become intolerable because of the added pollutants. The community further afield will suffer indirectly because of the increase of smog.

CHAPTER 10 - ENVIRONMENTAL JUSTICE:

Improper Analysis: Section 10.3.1: The same methodology was not used in both identifying census blocks for the five alternatives and the Freight Rail Relocation. It is discussed that a half mile buffer was created but there is a footnote 2 on Page 10-2. The footnote clearly states that the area of impact for the Freight Rail Relocation was geographically narrower to ensure the analysis did not miss a minority population. First, it is poor process and suspect when a project doesn't use equal parameters. Second, it is not logical to state that a narrower impact area would help include more information. A narrower area can only leave a segment with lower impact due to less geographical area. And finally, it should also be considered that Hennepin County did not take serious consideration of the Sept 2011 letter by FTA. The letter requested that the Freight Rail and impacts be a part of the SWLRT. It is suspect that the information used in the SWLRT DEIS for the FRR environmental impacts was pulled from the MN&S Report (Located in Appendix H, Part 1). The MN&S Report is essentially the same information as the Minnesota State MN&S Freight Rail EAW which didn't include a half mile impact buffer because the scope of the state project would only consider adjacent properties. The fact that the area of impact is narrower for the FRR correlates the small scope of the original project.

Improper analysis: Table 10.3.1: The percentage of minority population impacts increases with the Co-Location option. Figure 10.3-2 with the LPA 3A indicates that there are pockets of high minority census blocks along the FRR, with the largest section in the Iron Triangle area of the FRR project. Co-Location would both eliminate these areas and is geographically smaller. Action requested to have the analysis of this percentage increase with co-location explained further.

Improper Analysis: There is a core analytical flaw in figures 10.3 when it describes the FRR and the Co-location area. It is flawed because the effects of segment "A" take into account the area north of Kenilworth corridor even though that area will be affected with or without the FRR. Therefore, this is an improper comparison. The figures should be divided as a.) FRR from the Interconnect structure to the BNSF siding. b.) Co-location section from West Lake to Penn Station area. c.) common area which is north and east of Penn Station to Target Field. Including the common area can only unfairly overestimate the impacts to the co-location segment.

Improper Analysis: It is important to highlight that the FRR segments have areas with high minority population. In comparison, the co-location area in Kennilworth Corridor have none. If the Re-Route section is chosen, the project will have a disproportionate negative impacts to minority in the freight decision- which is concern for the EPA and the principles of environmental justice and fair treatment. It is improper for the conclusion that the re-route is the environmentally preferred alternative for the freight. Maps of the FRR area vs co-location with minority populations (Attachment Appendix 10).

Missing from the environmental impacts for minority and low-income groups is an analysis of the demographics of the St Louis Park schools within half mile: Peter Hobart Elem., St Louis Park Senior High, and Park Spanish Immersion.

'A minority population means any readily identifiable group or groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed or transient persons such as migrant workers or Native Americans who will be similarly affected by a proposed DOT program, policy or activity.' FTA C 4703.1. The population of a school can be accurately described as a geographically dispersed people that gather for the purpose of education. In addition, the school board and each school administration has the liability of protecting and policing students while on campus, similar to the responsibilities of a local government.

School	Population	Percent Minority	High Minority Population Fit ¹	Percent Free and Reduced Meals
St Louis Park School District	4472	38.9%	yes	31.2%
Senior High	1381	38.4%	yes	32.9%
Peter Hobart Elementary	549	43.5%	yes	37.2 %
Park Spanish Immersion	513	26.5%	no	14%

¹ The percentage used to determine high minority population kit was 28.3%, Section 10.3.1.1

Source: slpschools.org- Fall 2012 Enrollment Comparison and Demographic information.
(<http://www.rschooldtoday.com/se3bin/clientgenie.cgi?butName=Fall%202012%20Enrollment%20Comparison%20and%20Demographic%20Information&cld=0&permission=3&username=>)

Missing Information: The percentage of free or reduced meals is significant for the St Louis Park School District, Senior High, and Peter Hobart. it is difficult to determine from the free/reduced meals if there is an impact to low income population because the criteria is not a match. However, this is information that the project should investigate further to prevent improper high impacts.

Improper Analysis: The LPA discusses that the adverse effects on environmental justice populations. The different segments and criteria (construction, transit service and accessibility, air quality, multimodal environment) reach a conclusion that there is no disproportionate high or adverse effects anticipated. This conclusion is improper because the populations of minorities in the community of the FRR segment, school populations minorities, and possible low income students at the schools are not considered. In addition, it is stated the LRT will provide benefits to the environmental population. The Freight Rail Re-Route section of the LPA will have no benefits to the impacted populations, only negative impacts. Therefore, no offset of negative impacts by the LRT benefit. The conclusion of the Environmental Justice for the LPA is incorrect and improper.

Action requested: Halt any decision on the freight issue until further study is completed such that the missing information, flawed assumptions can be answered. This secondary study needs to have a scope which the city, residents, and railroad company can agree on.

Action requested: Change the scope of the impact areas for the FRR and co-location segments to exclude the area that is north and east of the Penn Station.

Action requested: More weight should be given to the minority areas of the Freight Rail Re-Route because the impacts will be negative with no positive LRT offset.

Action requested: Include the minority and possibly low income populations of the impacted schools in the analysis.

CHAPTER 11 - EVALUATION OF ALTERNATIVES:

On November 29, 2011 Hennepin County Commissioner Gail Dorfman stated, "How do we explain co-location being added without people thinking that co-location is on the table in a serious way, promises were made going a long way back"

http://hennepinmn.granicus.com/MediaPlayer.php?view_id=10&clip_id=1459

Consequently, the comparison done on the proposed reroute of freight from the Bass Lake Spur to the MN&S Spur then from the MN&S to the BNSF Wayzata Subdivision and the co-location of the same freight trains was not done to ensure that the essential purpose of NEPA was fulfilled.

The purpose of this comment and our evaluation of each chapter is to show that the conclusion of the SWLRT-DEIS prepared by the HCRRA concerning the co-location or re-routing for freight trains is incorrect. We submit that based on our evaluation the conclusion that the re-route is preferable co-location should be re-evaluated.

- The inconsistencies and inaccurate information in Chapter 1 bring into doubt the need for the proposed reroute. The claims that the interconnects are part of the MnDOT State Freight Rail plan are unsubstantiated.
- The lack of public process discussed in Chapter 2 should bring into question the choice of Build Alternative 3A even being considered as an option much less chosen as the LPA
- The evaluations on impacts and indirect and cumulative impacts caused by the proposed reroute discussed in Chapters 3,4,5 , 6 and 9 do not fulfill the the purpose of each chapter.
- Chapters 7 and 10 of the SWLRT-DEIS fail to address the Federally mandated questions.
- The financial chapter 8 not only is suspect because of the "typo" found on November 26, 2012 but also because it does not discuss the ongoing maintenance cost associated with the building of two large pieces of infrastructure.
- The last Chapter 12, as with Chapter 2 spells out the lack of public process and the contempt with which the residents of St. Louis Park have been treated.

The following Table 11.1-1 is based on the table of the same number in the SWLRT-DEIS (11-2 to 11- 7). The information in this chart has been compiled to evaluate and compare the proposed reroute to co-location. The SWLRT-DEIS presents comparison tables for several aspects of the SWLRT but fails to provide a comparison table showing the attributes of the re-route and co-location. Using the table comparison format featured for other purposes in the SWLRT-DEIS, a reroute/co-location comparison table is presented below. Please note that only publicly available information is included in the table below, and that publicly available information does not include specifics of the SWLRT Light Rail alignment. All public documents used in this table are referenced in this SWLRT-DEIS Comment.

Table 11.1-1 Re-route Option/Co-Location Option

Goal and Evaluation Measure	Re-Route Option	Co-location Option
Traffic impacts - queue lengths (in vehicles) at freight rail at-grade crossings	Numbers for the re-route options looked at only one day in time.	Numbers looked at projected growth of area and traffic that impact on queue lengths.
Air Quality impacts	Higher emissions due to laboring diesel freight locomotives.	No change from emissions from diesel freight locomotives
Noise	Extreme increase not only because of increase in the number of trains, but also due to freight locomotive noise caused by steep grades of interconnects. Brake and wheel noise will also increase. Quiet Zone will not stop noise from trains	Noise from Freight trains will remain the same. The only increases in freight will cause by normal market factors.
Vibration	Extreme increase due to a 788% increase in rail cars	No, number of freight trains will remain consistent with current number
Hazardous Regulated materials	High - Potential to encounter more hazardous and regulated materials sites along the MN&S Spur and the BNSF Wayzata	
	Subdivision as well as with the construction of the interconnect at the contaminated Golden site.	
Construction Impacts	High - The building of two interconnects and moving tracks eight feet east above grade in close proximity to homes and businesses will be disruptive	Information in the DEIS is vague on the subject

Community Cohesion	Extreme impact	Impact caused by freight trains will not change, therefore, no impact
Property Acquisitions	At the very least the homes east of the MN&S between West Lake St. and Minnetonka Blvd. must be removed for safety reasons	Townhomes taken in the "pinch point" If they are removed a r-o-w wide enough for LRT, bicycles and freight will occur
Environmental Justice	St. Louis Park High School and Peter Hobart School both within ½ mile of the MN&S tracks have minority populations large enough to be considered a protected group	Impacts to minority groups caused by freight trains will not change. Freight trains already exist in the area.
Land use consistent with comprehensive plan	Yes	Yes, links in Chapter 3 are not conclusive.
Compatible with planned development	Yes	Yes, co-location occurs west of Louisiana Blvd. and on much of the Bottineau line, therefore LRT and development are compatible
Economic Effects	No, beneficial effects to the local economy	Yes, co-location occurs west of Louisiana Blvd. and on much of the Bottineau line, therefore LRT and development are compatible
Development Effects	No, beneficial effects to development	Yes, co-location occurs west of Louisiana Blvd. and on much of the Bottineau line, therefore LRT and development are compatible
Safe, efficient, and effective movement of freight throughout the region, state and nation	No, the proposed re-route is not safe, efficient or effective	Yes
Continuous flow of freight throughout the study area	Yes	Yes

Table 11.2-1 - Evaluation of Alternatives

	Re-route Option	Co-location Option
Improved Mobility	does not support goal - re-route area will be congested	supports goal - co-location occurs west of Louisiana Blvd. and on much of the Bottineau line, therefore LRT/ mobility issues are compatible
Provide a cost-effective, efficient travel option	supports goal	supports goal
Protect the environment	does not support goal - improper use of infrastructure is dangerous	supports goal, the co-location area was an active main line Freight rail yard for 110 years and then an active rail line. It has never been legally abandoned
preserve and protect the quality of the life in the study area and the region	does not support goal, improper use of infrastructure is dangerous	Supports goal, the co-location area was an active main line Freight rail yard for 110 year and then an active rail line. It has never been legally abandoned. Nothing about the freight changes
Supports economic development	Does not support goal, small businesses in the re-route area will be negatively impacted by the increased number of freight trains.	Supports goal, co-location occurs west of Louisiana Blvd. and on much of the Bottineau line, therefore LRT and development are compatible
supports economically competitive freight rail system	Does not support goal, re-route is unsafe, inefficient and ineffective	Supports goal
Overall performance	Supports goal, LRT will be able to proceed as hoped	Supports goal, LRT will be able to proceed as hoped

11.2.43 and 11.2.5 - LRT 3A (LPA- re-route) Compared to LRT 3-1 (LPA-Co-location)

In a September 2, 2011 letter the FTA informed the HCRRA that since the proposed freight rail reroute is a connected action to the SWLRT, it must be added to the SWLRT-DEIS (Letter from Marisol Simon, FTA to Susan Haigh, Met Council Safe in the Park - Chapter 5 Appendix – Document 1)

This letter also instructed the HCRRA to add co-location to the SWLRT- DEIS study. Since NEPA was written to ensure that environmental factors are weighted equally, it should be assumed that all factors concerning the re-route as part of SWLRT and co-location as part of SWLRT would be given the same scrutiny. In fact, statute 23 CFR Sec. 774.17 under NEPA, which contains a "test" for determining whether an alternative is "feasible and prudent," should have been applied equally to both the proposed reroute and co-location options. The lack of effort to do a true "feasible and prudent" analysis of the freight rail reroute as part of the SWLRT--DEIS is staggering.

Had the "test" from 23 CFR Sec. 774.17 been applied equally to the re-route portion of LRT 3A and the co-location portion of LRT 3A-1 the following would easily have been determined:
LRT 3A / LRT 3A-1 - "Test" 23 CFR Sec. 774.17

"Test" Category	LRT 3A - Re-route	LRT 3A-1 - Co-location
(i) It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;	Yes	No
(ii) It results in unacceptable safety or operational problems;	Yes, Safety issues include, but are not limited to, aggressive curves, excessive grade changes, multiple at grade crossing that are blocked simultaneously, narrow right of way. Operational issues include but are not limited to, locomotives pulling 100+ car trains up steep grades, more miles to St. Paul destination.	No, Safety issues caused by co-location of freight and LRT are surmountable. They are similar to problems at Blake Road on the SWLRT and most of the proposed Bottineau LRT line.

(iii) After reasonable mitigation, it still causes:	The City of St. Louis Park estimates a minimum of \$50 million needed for mitigation yet the reroute still causes:	Cost of mitigation for co-location has not been estimated, but since the issues are not unusual it is logical to think mitigation will take care of issues
(A) Severe social, economic, or environmental impacts;	Yes, Mitigation will not straighten tracks, lessen grade changes or move crossings or lessen the increase in heavy rail cars.	No, Impacts to communities will all be caused by LRT because mainline freight has been established in the area for over 100 year.
(B) Severe disruption to established communities;	Yes, The increase of 788% in the number of rail cars on the MN&S is excessive. The noise from the locomotives on the interconnects will be greater than any noise currently cause by freight trains, (a whistle-free zone will not solve noise issues) and the length of vehicle queues at grade crossing will be disabling	No, The number of rail cars in the area will not change. Any disruption will be cause by the addition of LRT.
(C) Severe disproportionate impacts to minority or low income populations;	Yes, Minority populations at two of the 6 area schools will be impacted.	No
(D) Severe impacts to environmental resources protected under other Federal statutes;	Yes, there is potential for additional water resource impacts along the MN&S Spur and the BNSF Wayzata Subdivision.	No, freight rail in this area will not change and therefore, any impact on the environment will be caused by LRT
(iv) It results in additional construction, maintenance, or operational costs of an extraordinary magnitude;	Yes, the building of the interconnects and new track needed will be very disruptive in the short term. Long term costs of the project also may be excessive since the railroads have not agreed to maintain the interconnects. Also, the cost to the CP during construction and the TC&W following	Yes, during construction of SWLRT there could be some additional costs however, once implemented co-location will be no different for freight traffic than what occurs today.

	implementation or the interconnect could be extensive	
(v) It causes other unique problems or unusual factors;	Yes, there is potential to encounter more hazardous and regulated materials sites along the MN&S Spur and the BNSF Wayzata Subdivision. There is also potential to encounter hazardous materials from the construction of the interconnect over the contaminated golden site.	No. The freight will not be any different than the freight today.
(vi) It involves multiple factors in paragraphs (3)(i) through (3)(v) of this definition, that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.	Yes, the cumulative impacts of the problems faced by the rerouting of the TC&W freight are unprecedented in their magnitude.	No. Although there will be some minor issues cause by the introduction of the SWLRT to the area, the problems are all not unusual to LRT and are surmountable.

Applying the "test" from 23 CFR Sec. 774.17 reveals that the proposed reroute in LRT 3A (LPA) is neither "feasible or prudent." Therefore, the use of 0.81 acres of Cedar Lake Park according to the Act of 1966 codified at 49 U.S.C. 303 and 23 U.S.C. 138 will not impede the building of SWLRT.

LRT 3A-1 (Co-location) best meets the Southwest Transitway project's Purpose and Need Statement as expressed by the goals of improving mobility, providing a cost-effective and efficient travel option, preserving the environment, protecting quality of life, supporting economic development, and developing and maintaining a balanced and economically competitive multimodal freight system. **In light of the facts presented in this SWLRT-DEIS response it is recommended that LRT 3A-1 (Co-location) be chosen as the only viable option for SWLRT.**

11.4 - Next Steps

Should, despite overwhelming evidence that LRT 3A-1 (LPA - co-location) is the option that best fits the needs of the SWLRT, LRT 3A (LPA - reroute) be chosen as the route for the SWLRT the next steps by Safety in the Park will include but not be limited to the following:

- A request for an independent investigation of “typos” in the SWLRT-DEIS and the time it took to find and correct the “errors”
- A request for an independent investigation as to the reason for the STB from being notified of the publication of the the SWLRT-DEIS and the time it took to find and correct the over-site.
- An appeal of the SWLRT-FEIS
- An effort to convince the City of St. Louis Park that municipal consent should be denied based on resolution that make it clear the City of St. Louis Park opposes the rerouting of freight trains from the CP's Bass Lake Spur to the CP's MN&S Spur if a viable option exists. (St. Louis Park City Resolutions, 1996--City of St. Louis Park Resolution - 96-73 [Appendix 1]; 2001 City of St. Louis Park Resolution - 01-120 [Appendix 1]; 2010 City of St. Louis Park Resolution - 10-070 http://www.stlouispark.org/webfiles/file/freight_rail.pdf; 2011 City of St. Louis Park Resolution 11-058 http://www.stlouispark.org/webfiles/file/community-dev/5-31-11_resolution_relating_to_freight_activity_in_slp.pdf).
- An effort will be made to convince the State of Minnesota not to fund SWLRT until further study is completed such that the missing information and flawed assumptions can be addressed. This secondary study needs to have a scope agreed upon by the city of St. Louis Park, Safety in the Park, and railroad companies. Furthermore, the secondary study must be conducted by a government agency and engineering firm not previously associated with the proposed re-route. Once the new study is completed, a computer-generated simulation representing all of the new findings should be produced. This simulation will help residents and elected officials who are not engineers understand the impacts of the proposed re-route prior to making decisions.

Document list for chapter 11

- 1996 - City of St. Louis Park Resolution - 96-73 (Appendix 1)
- 1999 - St. Louis Park Task Railroad Study
http://www.hennepin.us/files/HennepinUS/Housing%20Community%20Works%20and%20Transit/Regional%20Railroad%20Authority/Authority/Railroad_Study_March_1999.pdf
-
- 2001 City of St. Louis Park Resolution - 01-120 (Appendix 1)
- 2010 City of St. Louis Park Resolution - 10-070
http://www.stlouispark.org/webfiles/file/freight_rail.pdf
- Short Elliot Hendrickson Inc. (SEH) - Comparison of the MN&S route and the Kenilworth route - http://www.stlouispark.org/webfiles/file/community-dev/techmemo_4.pdf
- 2011 City of St. Louis Park Resolution 11-058
http://www.stlouispark.org/webfiles/file/community-dev/5-31-11_resolution_relating_to_freight_activity_in_slp.pdf
- Evaluation of Twin Cities and Western Railroad responses(EAW)
http://www.mnsrailstudy.org/key_documents

MnDot Finding of Facts and Conclusions

- c. City of St Louis Park appeal
- d. MN&S Freight Rail Study EAW Brief of Relators Appeal, Jami Ann LaPray, et al
- e. Office of Hennepin County letter, dated Dec. 19, 2011
- f. MnDot Dot Resolution, dated Dec. 20, 2011

CHAPTER 12 - PUBLIC AGENCY COORDINATION AND COMMENTS:

12.1.1

The statement is made that “the public and agency involvement process has been open and inclusive to provide the opportunity for interested parties to be involved in planning. Stakeholders had an opportunity to review and comment on the analysis and results at major milestones reached during the course of the study. The program was conducted in a manner consistent with National Environmental Policy Act (NEPA) and Section 106 regulations.” This statement is completely false considering the public concerned about the freight rail re-route issue.

NEPA 1500.2(d) states that the leading agency must “encourage and facilitate public involvement in decisions which affect the quality of the human environment.” This regulation was clearly ignored in regards to the potential freight rail re-route issue. Hennepin County did not “encourage and facilitate” public involvement concerning this issue. Hennepin County did not allow the “opportunity to review and comment on the analysis and results at major milestones reached” In fact, Hennepin County refused attempts for public comments and concerns regarding the freight rail issue at all of the outreach meetings prior to September 2, 2011. This included major milestone including the selection of the LPA. Because of the deliberate exclusion of the freight issue, the LPA selection process must be reopened and reexamined allowing public input to become part of the process.

12.1.1.2

CAC Process - After the proposed re-route was added to the SWLRT project Safety in the Park was added to the Community Advisory Committee of the SWLRT. The CAC group had a reputation of being well run, open minded and inclusive. Our wish was to explain that our opposition to the re-route is not (as has been heralded by the county) to be anti-LRT. We wanted it known that our concern is simply that our county and state governments are misusing a piece of infrastructure and in doing so creating an unlivable, unsafe environment for a significant segment of the population.

Instead of listening to our concerns, the leadership of the CAC committee took the highly unusual step of changing the CAC Charter that had just been accepted by the committee. The original charter allowed for alternate members to take part in meetings as long as the leadership was notified in advance of the alternates attendance. (Appendix 12.1.1.2) The new charter rescinded the rights of alternates. Making it impossible for residents to be adequately represented.

The Community Engagement Steering committee is a local coalition of community groups formed around the Corridors of Opportunity within the Minneapolis- St Paul metro area. This body has met with the staff of the SWLRT, in regards to the principles and strategies of the CAC meeting.

The following is a list of recommendations that were adopted in Spring 2012.

Based on lessons learned from community engagement on the Central Corridor, SWLRT, Gateway Corridor, and Bottineau, the Community Engagement Steering Committee makes these recommendations on the formation, structure, and process for Community Advisory Committees (CAC):

- a) CACs will be formed early in the transitway corridor planning process at the start of the scoping phase.
- b) The purpose of CACs will include being a resource and check point for community engagement throughout the transitway corridor and the adjacent communities. They will review and approve a corridor project community engagement plan.
- c) CACs will identify the community issues and assign problem solving teams that include community members and project staff.
- d) Community Advisory Committees will be a community driven body facilitated and provided staff support by corridor project staff.
- e) CAC membership will be selected by communities they represent along transitway corridors.
- f) CAC and Business Advisory Committees will meet together on a quarterly basis.
- g) The Community Engagement Steering committee will support transitway corridor project staff with connections to underrepresented groups along the transitway corridors such as contacts to:
 - Faith communities
 - Cultural communities
 - Place based groups
 - Communities of color
 - Small and Ethnic businesses
 - Community Engagement Steering Committee members
 - Disability community
 - New immigrant communities
 - Low-income communities
 - Students at high schools, community colleges
- h) The orientation for the CAC will include environmental justice, equitable development, and cultural awareness training in their orientation that includes a combined map identifying where the underrepresented communities (low income, communities of color, new immigrants, and disabled) live.
- i) CACs will have the ability to set their own agenda, pass motions, and make recommendations to the corridor policy advisory committee and the corridor management committee through their voting representative.

- j) CACs will elect a chairperson from their membership who represents a grassroots community along the transitway corridor
- k) A community representative will be elected to serve by the CAC on the transitway corridor policy advisory committee as a voting member.
- l) Construction Communication Committees should be set up at least one month in advance of construction, with representatives appointed by grassroots community groups.

The SWLRT CAC has not being conducted in good faith on some of the recommendations that were adopted. It should be considered that the recommendations were agreed upon but not acted upon or implemented in process.

1. The SWLRT CAC was expanded in April 2012. The BAC was formed also in August 2012. To date, the CAC and the BAC has not met, nor is it in the agenda for the near future. part f.
2. The CAC does not have representations for the minority group along the Freight Rail Re-route or students from the St Louis Park High School. There has been no active recruitment for these group by the SWLRT Staff. part g.
3. The CAC members have not been able to set the agenda, pass motions, or make recommendations to the policy advisory committee. If there is a voting representative, the members of the CAC are not aware of this ability, who is the voting member, or how this vote is conducted. part i.
4. There has been no election to establish a chairperson. part j.
5. There has been no election to establish a representative the Management Committee. part k
6. Community issues were identified in a "dot-mocracy" survey, however details of the survey were denied the CAC committee and no subcommittees have been established. part c
7. The CAC has not been included as a resource and check point for community engagement throughout the transitway corridor and the adjacent communities. They have not reviewed or approved a corridor project community engagement plan. part b

12.1.1.4

Table 12.1-1 lists meetings of Neighborhood, community and business groups where Southwest Transitway information was presented. The discussion of the freight issue was not allowed at any of these meetings.

12.1.1.5

Since the DEIS was launched, three additions of the Southwest Newsline were published and distributed. The freight issue was deliberately excluded from all three publications.

12.1.1.6

Table 12.1-2 lists community events where staff attended southwest materials were distributed. The opportunity to learn about the freight issue or discuss the freight issue was deliberately excluded from every one of these community events.

12.1.1.8

Information about the freight issue was deliberately excluded from the southwesttransitway.org website prior to Sept, 2011.

12.1.2

None of the articles on SW LRT listed in Table 12.1-4 included the freight issue. Table 12.1-5 lists media outlets contacted to run stories about the SW LRT project. None of the media outlets were contacted by project staff and asked to run a story about the freight issue.

12.1.3

Twenty-five public meetings and open houses were held at locations within the Southwest Transitway project corridor to provide information to affected and interested communities and parties. The primary purpose of these meetings was to inform of the public about the study's process and to give all interested parties an opportunity to provide input, comments, and suggestions regarding the study process and results. The opportunity to provide input, comments and suggestions regarding the freight issue was deliberately excluded from each and every one of these 25 meetings.

12.1.3.1

The scoping process is designed to inform the public, interest groups, affected tribes, and government agencies of the Draft EIS and to present the following items for comment:

1. Purpose and need for the project;
2. Alternatives to be studied; and
3. Potential social, economic, environmental, and transportation impacts to be evaluated.

The freight issue is the most controversial issue of the SW LRT project. The freight issue has the greatest potential social, economic and environments negative impacts yet it was not included during the vast majority of the SW LRT scoping process. The freight issue was deliberately excluded after multiple requests to include it in the scoping process. A specific and formal request from the City of St. Louis Park was made on October 14, 2008 to include the freight issue under the scope of the SWLRT DEIS. (Appendix 12.1.3.1a) The St. Louis Park Public Board of Education made a similar request on November 3, 2008. (See Appendix 12.1.1.3.1b) The NEPA Implementation Office of Enforcement and Compliance Assurance wrote a letter dated November 6, 2008 that stated the "impacts and contributions to the existing transportation network including freight/industrial, automotive, pedestrian, and bicycle modes should be fully presented in the DEIS".(Appendix 12.1.3.1c) Despite all of these requests, the freight issue was denied inclusion in the DEIS scope prior to Sept 2, 2011. The reason for this exclusion is unknown and not published in the DEIS.

12.1.3.2

The discussion of the freight issue was deliberately excluded from all three of the open houses held on May 18, 2010, May 19, 2010 and May 20, 2010.

12.1.5

The only opportunity the public was given by Hennepin County to discuss the freight rail re-route was at the PMT meetings discussed in section 12.1.5. However, any discussion of possible alternatives to the re-route (co-location) or the freight re-route's connection with SWLRT was strictly forbidden at these PMT meetings. In addition, the vast majority of PMT members and St. Louis Park community were not satisfied with the PMT process. The last PMT meeting included a public open house where over 100 St. Louis Park citizens attended and expressed their outrage regarding the PMT process. The comments made at the open house need to be part of the DEIS since the freight issue was excluded from all other opportunities for public input. The open house can be viewed at <http://vimeo.com/17945966>

In addition, Sue Sanger and Paul Omodt (St. Louis Park Council Members) wrote a letter to Hennepin County Commissioner Gail Dorfman and described the PMT as an “illegitimate and indefensible process” The complete letter can be found in the appendix. (Appendix 12.1.5a) Another letter was written by Ron Latz (State Senator), Steve Simon (State Representative) and Ryan Winker (State Representative) to Hennepin County Commissioner Mike Opat. (Appendix 12.1.5b) The letter was written because of the multitude of complaints made about the PMT process from their constituents. The letter asked that the residents of St. Louis Park receive fair treatment as Hennepin County makes a decision about a the possible re-route. They asked that fair studies and a transparent process. Despite these letters, Hennepin County did not change the way they treated St. Louis Park residents.

The following are comments made by PMT members to provide an overview of the severe shortcomings of the PMT process.

Kathryn Kottke (Bronx Park): “The ‘process’ was very frustrating because the questions I asked were not answered. In addition, during the open session residents were allowed to ask questions, but they were openly ignored; at some points, Jeanne Witzig, who facilitated the meetings, would simply respond, ‘Next?’ after residents had asked a question. Any discussions about SW LRT or possible alternatives to the reroute were not not allowed.

“Perhaps most frustrating was that we were asked to list our mitigation requests, but when the engineers had completed their work, they not only ignored every single mitigation request we had made, but they added mitigation we openly rejected such as a quiet zone by the high school and the closure of the 29th street at-grade crossing. Instead of making the reroute safer, Kimley-Horn planned for welded rails that would enable trains to run faster through a very narrow corridor.”

Karen Hroma (Birchwood Neighborhood): “The PMT meetings were held only so Hennepin County can check a box and claim that they gathered “public input”. The experience was frustrating and insulting. Several questions of mine went unanswered. None of the Birchwood residents’ mitigation requests were given consideration. In fact, quite the opposite happened. Although the Birchwood residents very specifically asked that the 29th Street intersection remain open, the PMT concluded that the 29th Street be closed and that is was considered “mitigation”. When the PMT wanted to discuss possible alternatives to the re-route we were told that this was not the appropriate time or venue to discuss.”

Jake Spano (Brooklawns Neighborhood Representative) and current St. Louis Park Council Member): “I do not support increasing freight rail traffic through St. Louis Park or the rerouting of freight rail traffic North through the city until it has been proven that there is no other viable route. To do this, we need objective, honest assessments and an acceptance of mitigation requests by the people of the St. Louis Park. What was presented during the Project Management Team (PMT) process was lacking in all three of these areas.”

Claudia Johnston (City of St. Louis Park Planning Commission): "PMT meetings were conducted to get input from cities, residents and businesses impacted by the SWLR and rerouting freight. The document that was produced from those meetings – the EAW – completely ignored the input of those stakeholders. Therefore the conclusion is that Hennepin County never had any serious intention of working with those stakeholders and used that process to complete one of their required goals which was to conduct public meetings. Hennepin County has continued to withhold information from public authorities like the Met Council, Regional Rail Authority and the FTA by producing documents like the EAW and the DEIS that contain false information."

Kandi Arries (Lenox Neighborhood): "I participated in the PMT as a concerned resident of Lenox neighborhood. The PMT was 'pitched' as a chance to problem solve and discuss issues openly. It became apparent though that the PMT was a poster child for government decisions that are made at the top, regardless of the input of the residents and the people impacted. Residents asked questions during the open forum but no answers were given. PMT members gave input to the consultant staff but responses were rare, if at all. Major changes were implemented by the county and the engineer- the lose of the southern connection and change of the cedar lake bike trail to a bridge. These changes were just implemented without the input of the members. The PMT was the forcing of the county wishes regardless of the resident concerns. Shameful."

Jeremy Anderson (Lenox Neighborhood): "I participated in the PMT meetings as a representative--along with Kandi Arries--of the Lenox neighborhood. Together, we solicited many pages of comments and suggestions for remediation, and submitted that information to the County. Everything we submitted was summarily ignored. At every turn, the County pretended that the changes THEY wanted were the ones which we had submitted, and that we had never submitted any suggestions. When questions were asked, the answer given by the representatives of the county was: 'this meeting is not to address that question.' -- it didn't matter WHAT the question was. My time was wasted, every citizen who attended had their time wasted, and the County wasted a significant amount of money on a consultant who did nothing other than look confused or defer to a representative of the county. I have never experienced anything so frustrating in my years of dealing with government at all levels. I have learned from this process that Hennepin County does what Hennepin County wishes, regardless of what the citizens say. I would expect government like this in a Monarchy, an Oligarchy, or some sort of despotic Dictatorship. Behavior such as this from a supposedly representative government is absurd, shameful, and should not in any way be encouraged. The irregularities around the EAW and DEIS are so massive, so coordinated and so mind-boggling as to suggest fraud and graft on a quite noticeable scale. The County has continually dodged funding questions, and whenever a number is suggested which looked unfavorable to the freight reroute, that number has magically been declared a typo at a later date. It is my suspicion that if the proposal were shown to violate several of Newton's Laws, that Hennepin County would declare that Newton had been incorrect in his fundamental discovery."

Lois Zander (Sorenson Neighborhood): "As a member of the PMT and representative of the Sorensen Neighborhood, I was able to see first hand how the public process was manipulated to make it look as though our neighborhood concerns were actually going to be considered in making a determination about the re-route. Prior to the meetings, PMT representatives were asked to get input from their neighborhoods regarding mitigation, should the reroute go through St Louis Park. In good faith, a neighborhood meeting was called and a list of concerns and possible mitigations was put together. This process put me in the position of getting our hopes up that our position would be heard, just to be dashed when exactly zero mitigations were revealed in the final document. I then needed to go back to my neighbors with this unhappy news and an explanation as to why I bothered them in the first place.

"During PMT meetings, faulty results were given as proof we needed no mitigation for vibration, noise and safety. For example: an "expert" took a reading next to the current small train as it passed along the MN&S. He had beautiful charts and graphs all proving the noise was below any level of concern and therefore did not need to be mitigated. This certainly does not represent the noise of the mile long 2 or 3 engine train which will be passing through our neighborhood and by our schools. The same ploy was used to prove to that vibration would not be a concern to our homes and schools. Do they take us for fools? This is a waste of taxpayer money and an insult to all of us who worked in good faith at our meetings.

"When we raised safety concerns about students being on the tracks going to the football field or to lunch, we were told the trains cannot stop and if someone were killed it would be their fault for trespassing. Students will still be at risk simply by walking across a sidewalk crossing and there they will not be trespassing.

"I was extremely disappointed to find that the SWLRT-DEIS was also a sham. Instead of a new study, the same faulty results were once again used to disprove our need for mitigation or co-location. Even though studies have clearly shown the MN&S is not suitable for the reroute and that co-location is a cheaper and more viable alternative, the powers that be inexplicably insist on going through on the MN&S in St Louis Park.

"We do not want this hideous reroute through the middle of our city for which we have worked so hard to gain model city status as a top 100 city in the country to live. We are very disappointed by this process, which took so much of our time and energy, and we will continue to fight this egregious 'mistake'."

Joe LaPray (Sorenson Neighborhood) and Jami LaPray (Safety in the Park): "Almost fifteen years ago we got involved in the effort to stop the proposed freight rail re-route. We started small, writing letters to our elected officials and commenting during the scoping of the SWLRT. Each time we commented we were ignored or told the relocation of freight will make someone else's life easier. We vowed to continue to work toward a resolution that would not cost us our safety and home.

"When the PMT was formed we both volunteered to take part. The idea that we might finally be heard was wonderful. We were told the PMT members would have input on the design of the proposed re-route. We believed that even if we did not get everything we wanted, at least our ideas would be part of the design and life would be better for all of St. Louis Park. From the beginning this was not the case. Questions we asked either went unanswered or if answered after weeks of waiting the answers were cursory. We were told during the August 26, 2010 PMT meeting where in the process mitigation would be discussed and considered. In good faith we worked hard to reach out to our neighbors and compile a list that was not frivolous (we wanted things like bushes and sound barriers) we submitted that list to Kimley-Horn the engineering firm writing the EAW. When the EAW was finally published the list we worked hard to compile was not even a footnote in the EAW document.

"Other information gleaned during the PMT process that is pertinent to our concern was also left out of the EAW document and subsequently left out of the SWLRT-DEIS. For Example: during one of the meetings, Joseph asked, Bob Suko General Manager of the TC&W Railroad a question about the ability of a loaded unit train to stop should an obstacle be in an intersection near the Dakota and Library Lane intersections. The answer was "no" they could not stop.

"In the end it can only be concluded that the PMT process was designed to fulfill the duty of government agency to hold public meetings. Nothing else came from the process."

Thom Miller (Safety in the Park): "The entire PMT process was clearly not designed for public input, but rather for the county 'check the box' that they had held public meetings. Each meeting included a rather heated exchange between the facilitators and members on the re-route issue because the facilitators tried to shut down any such discussion."

The DEIS fails to mention the 2011 April 17 and 28 freight re-route listening sessions that were held by the city of St. Louis Park. Hundreds of St. Louis Park residents voiced their opposition to the freight reroute. Those comments should be included as part of the DEIS. These comments are especially valuable considering the freight issue discussion was excluded from the DEIS scoping process. Video of the listening sessions can be found at <http://vimeo.com/23005381> and <http://vimeo.com/23047057>.

12.2.1

SATETEA-LU Section 6002 states:

“(1) PARTICIPATION- As early as practicable during the environmental review process, the lead agency shall provide an opportunity for involvement by participating agencies and the public in defining the purpose and need for a project.

“(4) ALTERNATIVES ANALYSIS-

“(A) PARTICIPATION- As early as practicable during the environmental review process, the lead agency shall provide an opportunity for involvement by participating agencies and the public in determining the range of alternatives to be considered for a project.

“(B) RANGE OF ALTERNATIVES- Following participation under paragraph (1), the lead agency shall determine the range of alternatives for consideration in any document which the lead agency is responsible for preparing for the project.

“(C) METHODOLOGIES- The lead agency also shall determine, in collaboration with participating agencies at appropriate times during the study process, the methodologies to be used and the level of detail required in the analysis of each alternative for a project.

“(D) PREFERRED ALTERNATIVE- At the discretion of the lead agency, the preferred alternative for a project, after being identified, may be developed to a higher level of detail than other alternatives in order to facilitate the development of mitigation measures or concurrent compliance with other applicable laws if the lead agency determines that the development of such higher level of detail will not prevent the lead agency from making an impartial decision as to whether to accept another alternative which is being considered in the environmental review process.”

Hennepin County purposely kept the freight issue out of the SW LRT scope despite multiple requests from the City of St. Louis Park, the City of St. Louis Park School Board and the public. They clearly were not following the SAFETEA-LU directive to involve the public and participating agencies as early as possible. In fact, they did quite the opposite. The reroute was purposely excluded from the SW LRT scope so that Hennepin County could keep its agenda to remove the freight from the Kenilworth Corridor. The preferred alternative was developed to a much higher level of detail than LRT 3A-1 (co-location). Hennepin County has made every effort to keep co-location off the table. By the time the FTA forced Hennepin County to include co-location in the scope of the DEIS, so much progress has been made on the SW LRT project that it is impossible for the Met Council to make an impartial decision on the reroute verses co-location. The Met Council is not seriously considering co-location because a vote on the LPA has already occurred. The LPA selection process must be reopened with the freight issue included in order for an impartial decision to be made.

12.2.2

The Section 106 review process is an integral component of the National Historic Preservation Act (NHPA) of 1966. Section 106 of the NHPA requires each federal agency to identify and assess the effects their actions will have on historic resources. The process requires each federal agency to consider public views and concerns about historic preservation issues when making final project decisions. The ultimate goal of Section 106 is to seek agreement among these participants regarding preservation matters arising during the review process. At the time that the Section 106 notification letters were sent out, the potential reroute of freight was not considered part of the SW LRT project. The Section 106 review process should be done with the potential reroute of freight included.

12.3.1

From the initiation of the Draft EIS process in the spring of 2008, Southwest Transitway project staff have been collecting public comments and filing a public comment database specifically designed for the project. Currently, this database contains more than 1,000 comments provided by approximately 250 commenter. The database excludes any comments regarding the freight issue because the freight issue was not part of the SW LRT scope prior to Sept, 2011. The LPA selection process must be redone with the freight issue included so that public input and an unbiased decision about the LPA can be obtained.

12.3.2

In this section the FTA and the Metropolitan Council state that they will continue to meet with interested parties and stakeholders throughout the NEPA process. This section describes Metropolitan Council developed Communications and Public Involvement Plan (CPIP) which recognizes the need to communicate with the public. The CPIP's goals are:

1. Develop, maintain and support broad public understanding and support of the project as an essential means to improve our transportation system and maintain regional competitiveness.
2. Build mutual trust between the Metropolitan Council, its partners and the public by creating transparency through information sharing and regular, clear, userfriendly, and two-way communication about the project with community members, residents, businesses and interested groups in the corridor.
3. Promote public input into the process by providing opportunities for early and continuing public participation and conversation between the Metropolitan Council and the public.
4. Maintain on-going communication with project partners and ensure that key messages are consistent, clear and responsive to changing needs.
5. Inform elected officials and funding partners of the project and status to ensure clear understanding of the project, timing and needs.
6. Provide timely public information and engagement to ensure that the project stays on schedule and avoids inflationary costs due to delays.

The Metropolitan Council has failed reaching any of these goals in regards to individuals concerned with the freight issue. Because the freight issue was excluded from the vast majority of the SW LRT scoping period, Safety in the Park has attempted to set up a conference call between the Met Council, the FTA and the Safety in the Park co-chairs. Safety in the Park believes that this conference call would not make up for the exclusion of the freight issue for the majority of the SW LRT scoping period but would be a small step towards helping the FTA and Met Council understand the public's concerns regarding the potential reroute. Safety in the Park is optimistic that a conference call can be set up in the near future.

APPENDIX H, PART 1:

MN&S Rail Study, March 13 (pages 64-189)

In September 2011, the FTA requested that the SWLRT DEIS include an analysis of the impacts of re-routing the TC&W freight traffic. The FTA also requested an analysis of the co-location of the freight rail with the LPA or 3A such that a full analysis of alternatives would be completed according to the NEPA regulations.

The MN&S Report is the information and data that was used in the analysis of the environmental impacts for the FRR sections.

It is important to note that the information contained within the report is the same data that was presented as the MN&S Freight Study Environmental Assessment Worksheet completed by the Minnesota Department of Transportation, dated May 12, 2011, with collaboration from the Hennepin County Regional Rail Authority. During the 30 day comment period, Safety in the Park!, the City of St Louis Park, local agencies, Canadian Pacific and TC&W Rail companies, and many residents and neighborhood associations commented on the impacts discussed, including a request for further study.

The Minnesota Department of Transportation released a Finding of Facts and Conclusions on June 30, 2011 which listed the projects as a Finding of No Significant Impacts and that the project did not warrant further study as an EIS. The City of St Louis Park and a group of impacted residents and businesses appealed this decision to the Minnesota Court of Appeals, following the guidelines established within the State of Minnesota.

The City Of St Louis Park appealed on the basis of: 1) that the MN&S freight rail project and SWLRT was a connected action; 2) failure to treat the freight rail project as a connected action eliminated the option of including an environmental analysis of co-locating the freight rail and light rail in the Kenilworth Corridor and 3) the MN&S freight rail project as a stand alone project has the potential for significant impacts, requiring an Environmental Impact Statement.

The impacted residents and businesses appealed on the basis that: 1) the EAW violated Minnesota Environmental Protection Act (MEPA) because it fails to consider the SWLRT as a connected and phased action; 2) MN&S Freight Rail Study analysis of Noise and Vibration, and mitigation, is inadequate and 3) the analysis of the project's impacts to safety was inadequate.

After the September 2011 FTA letter and during the appeal process, representatives from Hennepin County requested that the appeals would be dropped. (LaPray Response to the motion to dismiss Jan 10, 2012)

Within two weeks of the scheduled appeal court date, the Office of the Hennepin County Attorney issued a statement dated December 19, 2011 from the Hennepin County Regional Rail Authority that the MN&S Freight Rail Project no longer warranted a separate environmental analysis as a stand alone project. On December 20, the Minnesota Department of Transportation issued a statement proclaiming that MnDot 'vacates' the EAW for the Proposed Freight project. The action of 'vacating' the document was an unprecedented end to an Environmental Assessment Worksheet in Minnesota but it forced the appeal to be dropped because there was no environmental document to appeal. This is a violation of the trust of constituents that governing bodies will act in good faith and without a predetermined objective - an important right within government projects.

It is with this history that the MN&S Report included as supporting documentation for the freight rail reroute must be considered. The MN&S report is the same hard field data that was presented as the MN&S Freight Rail Project EAW. The MN&S report does not include anything significantly different even though the EAW project was in the steps for an appeal, requesting more study of the impacts. It has the same inaccuracies and NEPA, MEPA violations. The SWLRT DEIS usage of this as supporting evidence therefore can only include the same inaccuracies and environmental act violations, partly due to the fact that the request for additional study was ignored by Hennepin County. A significant part of the EAW appeal was the request that the project was studied to the level of an Environmental Impact Statement. This only highlights that the MN&S Report and the included field studies are not to the level of study of an EIS. Yet, this is the information simply inserted into the SWLRT DEIS as an equal study and evaluation.

In addition, the MN&S Report is dated as March 13, 2012 but it is not clear who the report was released to. The staff at the City of St Louis Park were not consulted which highlights that the report did not have full disclosure with impacted stakeholders.

Whenever possible- comments from the EAW or the appeals have been used in this response.

Source for the MN&S Freight Rail Study:

http://mnsrailstudy.org/yahoo_site_admin/assets/docs/FINAL_MNS_Freight_Rail_Study_EAW_05-12-2011.131184329.pdf

Source for the MnDot Finding of Facts and Conclusions

http://mnsrailstudy.org/yahoo_site_admin/assets/docs/MNS_Findings_of_Fact_June302011.187180927.pdf

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Southwest LRT DEIS Full Comments Submitted by ISAIAH

We respectfully submit these comments to the Southwest LRT DEIS on behalf of ISAIAH. ISAIAH is a coalition of 100 churches in the Twin Cities metro area and St. Cloud focused on racial and economic justice. We have been following development of the Southwest LRT project almost from its inception and have been working closely with the Harrison neighborhood and other organizations in North Minneapolis. Our comments will reflect our focus on racial equity and economic justice.

ISAIAH supports the 3A alignment for the Southwest LRT because of its great potential to connect environmental justice communities to opportunities in the form of jobs, education, cultural resources and other regional amenities. The 3A alignment will also be a catalyst for important redevelopment efforts in the Bassett Creek Valley, bringing jobs and affordable housing to those in Minneapolis who need them the most. Our comments will thus be focused on the 3A alignment proposal.

Harrison is an environmental justice community with 67% people of color and 37% of its residents below the poverty level.

Bassett Creek Valley is home to one of the largest publicly owned underutilized parcel of land remaining near downtown Minneapolis. This land has historically been underused by the city, currently housing a concrete crushing facility, an impound lot and various light industrial structures. It has long been an eyesore and barrier to development near Harrison and other environmental justice community.

It also provides a crucial as-yet-to-be-developed link between economically struggling North Minneapolis and wealthier neighborhoods immediately to the south. As a result of 3A locally preferred alternative decision for the Southwest Light Rail Line, Bassett Creek Valley will now include the Van White Station a key connecting point to opportunity for residents of North Minneapolis, making this area even more strategic as an area to redevelop.

For over a decade the Harrison Neighborhood Association along with the Bryn Mawr Neighborhood Association has been involved in creating the Bassett Creek Valley (BCV) Master Plan. Over 650 residents and other stakeholders participated in this effort. This process also led to a set of redevelopment principles that embody the community's values and wishes for a strong, sustainable, vibrant and attractive home. The Bassett Creek Valley Master Plan of 2006[1], which was approved by the Minneapolis City

Council on January 12th, 2007, calls for the redevelopment of Linden Yards East, West and the Impound Lot. These industrial use areas would be replaced with a mixed use development featuring a mix of housing densities and prices, retail and office spaces, green and open spaces, and other civic use spaces. The Bassett Creek Valley Master Plan was incorporated into the Minneapolis comprehensive plan approved by the Metropolitan Council.

Following the City Council adoption of the Bassett Creek Valley Master Plan, the city proceeded with a rezoning study intended to make the neighborhood's zoning consistent with the Plan's vision of mixed use, higher density redevelopment. These zoning conversions went into effect on February 15th of 2008, and brought the neighborhood properties down from 65% to 6.5% industrial use zoned. Two-thirds of all properties were rezoned. In addition to these zoning changes, the City of Minneapolis Comprehensive Plan then adopted the Bassett Creek Valley Master Plan and designated the Bassett Creek Valley area at Glenwood Avenue as a "growth center." [2]

Expected Redevelopment Outcomes Based on Bassett Creek Valley Master Plan:

- More than 3,000 housing units
- 2.5 million square feet of commercial space (office and retail)
- 40 acres of new open, green space
- 5000 to 6000 jobs

Development of the BCV Master Plan would revitalize the environmental justice community of the Harrison neighborhood and repair the decades of land use neglect and disinvestment at the Van White Station.

Section 1.4 Project Goals and Objectives

ISIAH supports SW LRT goals 1, 2 and 5, supporting economic development and new cost-effective, efficient travel options, particularly for residents of North Minneapolis.

The 3A alignment for SW LRT is an essential piece of the BCV Master Plan. The Van White and Penn Ave. stations are key connection points between economically depressed North Minneapolis and employment opportunities in the southwest Minneapolis suburbs. In addition, many students from North Minneapolis travel to schools along the route and the LRT service would greatly reduce travel time for them.

The Van White station is the center of the BCV Master Plan. The BCV Master Plan and the SW LRT will work in concert, bringing economic opportunity to North Minneapolis while boosting ridership on the LRT.

Section 3.1.2.4 Segment A [LRT 1A, LRT 3A (LPA), and LRT 3A-1 (co-location alternative)] Land Use

ISIAH calls attention to the incomplete land use analysis. The rezoning of Bassett Creek Valley was approved February 2008 by the city of Minneapolis. This rezoning should be included in the SWLRT DEIS 3.1.2.4 Segment A Land Use.

Section 6. 3.1.3 Land Use Plans

ISIAH has serious concerns about the Station Area Planning at the Van White Station – see the letter to the Minneapolis planning office sent by the Harrison Neighborhood Association (attached to comments submitted by the Harrison Neighborhood Association). To summarize the Harrison Neighborhood Association February 28th, 2011 letter addressed to Adele Hall, Hennepin County senior planner:

The Harrison community requests for station area design without a commuter rail layover facility were never met. The final document clearly advocates for the siting of rail storage at Van White Station. The final document misrepresents the formal Minneapolis city council position on the sale of Linden Yards East at the Van White Station. The city directed city staff to explore joint development strategies at Linden Yards East and report back to city council.

The Van White Station Area Plans illustrations are misleading for policy maker by representing a platform (plinth) that could accommodate development above and rail storage below. This is misleading because the key feasibility work has not been completed and does not include the environmental assessment of siting a passenger rail storage yard and maintenance facility at the Van White Station.

The Van White Station Area plan does not adequately assess Harrison neighborhood property owners, renters and business owners. The Bassett Creek Valley is home to over 170 businesses and over 150 homes all of which are in the ½ mile radius of the Van White Station. The accessibility of this station to pedestrians, bicycles and automobiles were limited to the future improvement of Van White Memorial Boulevard. Increasing the accessibility to the Van White State is critically important to our environmental justice communities access to jobs along the Southwest LRT.

ISIAH fully shares the concerns expressed by the Harrison Neighborhood Association. Destroying over a decade of active community participation in the areas' redevelopment would be a grave injustice.

3.1.5.1 Effects to Land Use and Socioeconomics; Segment A

ISIAH finds the Segment A description inadequate. It should include mention of the Bassett Creek Valley project area.

“The boundaries for the Bassett Creek Valley project area were established by the Minneapolis City Council in 1998. The Valley is a 230-acre, largely industrial area bound on the west by Cedar Lake Road, on the east by I-94, on the north by the Heritage Park redevelopment area and on the south by I-394.”[3]

The Van White station is at the center of the Bassett Creek Valley project. Because of its significant size and city of Minneapolis site control, this project area deserves mention in this section of the SWLRT DEIS.

Section 3.1.5.2 Operations and Maintenance Facility

ISIAH does not support locating the OMF at the Van White Blvd. Station site as this would be incompatible with the BCV Master Plan and would mortally wound neighborhood revitalization plans.

Section 5.1 Economic Conditions

Job linkage to North Minneapolis through the SW LRT corridor was highlighted as part of a SW LRT funding application by the Metropolitan Council to the Minnesota Department of Employment and Economic Development [4]. This point should be included in the description of the potential effects on the local economy.

Section 6.1.1 Methodology

In the Southwest Transitway Alternative Analysis Technical Memorandum #6 Travel Demand forecasting, the Van White Station is predicted to have an average weekday boarding of 600 riders by 2030. This ridership estimate is stated to be based on a version of the city of Minneapolis comprehensive plan that obviously does not include the Bassett Creek Valley Master Plan. Planners have stated repeatedly that the BCV Master Plan was not considered in ridership models. ISIAH would like to be assured that the SW LRT DEIS ridership model includes updated Van White Station ridership projections with the City of Minneapolis comprehensive plan adopted 10/2/09 which includes Bassett Creek Valley Master Plan. Again, this plan was approved by the Metropolitan Council and thus its effects on ridership should be modeled.

Section 9.4 Reasonably Foreseeable Future Actions

The Interchange need for a rail layover/maintenance facility will have an impact on the economic development potential at the Van White Station if such a facility is sited on Linden Yards East, the stated preferred site of Interchange project partners. ISIAH emphasizes once again that repeated requests for an environmental assessment of such a facility have gone unanswered by local agencies.

ISIAH is very concerned about potential segmentation issues. Community members have repeatedly been told that the rail layover/maintenance facility cannot be considered as part of the SW LRT EIS analysis, yet the potential for this facility could seriously compromise ridership and the effectiveness of economic development and improved land use around the SW LRT project.

Section 10.4 Public Involvement

ISIAH notes that none of the public hearing locations selected by Hennepin County and/or the Metropolitan Council was transit-accessible for people in Harrison and other North Minneapolis environmental justice communities who worked normal day shift hours. In fact, suggestions to hold hearings or meetings in North Minneapolis were met with resistance. This created enormous burdens on transit-dependent, environmental justice communities of North Minneapolis.

Section 12.1.1.2 Community Advisory Committee

ISIAH calls attention to the fact that the Harrison Neighborhood representative to the CAC was removed as an official representative after the project entered the preliminary engineering phase, being demoted to alternate status. There is currently no official Harrison Neighborhood representative on the CAC. Efforts to have this changed have so far been unsuccessful. No adequate explanation of why this change occurred has yet been offered.

APPENDIX H - Land Use and Socioeconomic Analysis Methodology

- Hennepin County Sustainable Development Strategy 2011
- Downtown Minneapolis Intermodal Station Siting and Feasibility Study
- The Interchange Environmental Assessment

Harrison Neighborhood Association has been told by Interchange (multi-modal station in downtown Minneapolis) project staff that Linden Yards East was the preferred site for the rail storage/layover facility that will accommodate the needs of the Interchange. The preference for this site is on page 53 of this submitted land use document. On June 22, 2011, HNA

sent a letter requesting a comprehensive environment justice analysis for the rail storage and maintenance facility (scoping) to FTA, EPA, MN Dept. of Transportation, Hennepin County, and city of Minneapolis. The FTA region 5 was the only responder.

In particular, a pending decision to locate the commuter train storage yard at Linden Yards East would substantially compromise the Bassett Creek Valley (BCV) Master Plan, by undermining the Master Plan strategy to use high intensity development in Linden Yards. This creates a threefold adverse impact. First, it effectively reduces or eliminates tax increment funding to finance redevelopment for the larger neighborhood. Second, it removes much of the potential to develop housing, both affordable and market rate. Third, it dramatically reduces the potential for Linden Yards to create a catalytic effect for the larger area.

The Minneapolis Plan for Sustainable Growth

ISIAH references page 1.24 in this comprehensive plan for the city of Minneapolis: "Bassett Creek Valley. Bassett Creek Valley is a designated Growth Center just outside of Downtown Minneapolis that is anticipated to experience intensive office and residential development. Guided by the approved Bassett Creek Valley Master Plan, and with large tracts of City-owned land that are available for development, the area is proposed to include a large new park along Bassett Creek, a neighborhood retail node at Glenwood Avenue and Van White Memorial Boulevard, and high-rise office and residential development along Interstate 394. Redevelopment priorities include ensuring affordable housing, creating living wage jobs, and promoting good design. The City is partnering with public and private entities to assist in this major redevelopment project."

Bassett Creek Valley Master Plan

ISIAH supports the Bassett Creek Valley Master Plan and its implementation.

Minnesota Department of Transportation Comprehensive Statewide Freight and Passenger Rail Plan

Minnesota Department of Transportation is the lead agency in the Chicago-Minneapolis/St. Paul Corridor Work. MNDOT has stated that their preferred location for high speed rail storage and maintenance facility is at Linden Yards East at the Van White Station. Harrison Neighborhood Association is still awaiting response to their correspondence requesting an environmental justice analysis for the proposed high speed rail storage and maintenance facility at Linden Yards East.

References

- [1] http://www.minneapolismn.gov/cped/planning/plans/cped_basset-creek
 - [2] "Revitalizing Bassett Creek Valley: Potential Costs and Opportunity Losses of Locating a Train Storage Facility in Linden Yards vs. Mixed-Use Development", December 2009 Prepared for the Harrison Neighborhood Association at the HHH Institute by J. Armstrong, K. Maudal Kuppe, P. Stewart, K. Wayne
 - [3] Bassett Creek Valley Master Plan Executive Summary, Hoisington Koegler Group, Inc. with: SRF Consulting, Braun Intertec, Biko Associates, Maxfield Research; January 12, 2007
 - [4] <http://www.positivelyminnesota.com/capgrantdocs/MET01.pdf>, page 12
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Southwest LRT DEIS Comments

I respectfully submit these comments on the Southwest LRT DEIS.

I support the 3A alignment for the Southwest LRT because of its great potential to connect environmental justice communities to opportunities in the form of jobs, education, cultural resources and other regional amenities. The 3A alignment will also be a catalyst for important redevelopment efforts in the Bassett Creek Valley, bringing jobs and affordable housing to an area of need.

Following are comments specific to sections in the DEIS.

Section 1.4 Project Goals and Objectives

I support SW LRT goals 1, 2 and 5, economic development and cost-effective, efficient travel options.

The 3A alignment for SW LRT is an essential piece of the Bassett Creek Valley (BCV) Master Plan. The Van White and Penn Ave. stations are key connection points between economically depressed North Minneapolis and employment opportunities in the southwest Minneapolis suburbs. In addition, many students from North Minneapolis travel to schools along the route and the LRT service would greatly reduce travel time for them.

The Van White station is the center of the BCV Master Plan. The BCV Master Plan and the SW LRT will work in concert, bringing economic opportunity while boosting ridership.

Section 3.1.2.4 Segment A [LRT 1A, LRT 3A (LPA), and LRT 3A-1 (co-location alternative)] Land Use

The rezoning of Bassett Creek Valley was approved February 2008 by the city of Minneapolis. This rezoning should be mentioned in this section.

Section 6. 3.1.3 Land Use Plans

I share the Harrison Neighborhood Association's concerns with the Van White station planning.

- The planning document clearly advocates for the siting of diesel commuter rail layover at Van White Station. The final document misrepresents the formal Minneapolis city council position on the sale of Linden Yards East. The city directed city staff to explore joint development strategies at Linden Yards East and report back to city council.
- The Van White Station Area Plans illustrations are misleading for policy maker by representing a platform (plinth) that could accommodate development above and rail below. This is misleading because the feasibility work has not been completed and there has been no environmental assessment of siting a rail layover/maintenance facility at the Van White Station.

- The Van White Station Area plan does not adequately assess Harrison neighborhood property owners, renters and business owners. The Bassett Creek Valley is home to over 170 businesses and over 150 homes all of which are in the ½ mile radius of the Van White Station. Increasing the accessibility to the Van White Station is critically important to provide these environmental justice communities access to jobs along the Southwest LRT.

3.1.5.1 Effects to Land Use and Socioeconomics; Segment A

The description is inadequate and should include mention of the Bassett Creek Valley project area. The Van White station is central to the Bassett Creek Valley project. Because of its significant size and city of Minneapolis site control, this project area deserves mention in this section.

Section 5.1 Economic Conditions

The Metropolitan Council highlighted job linkage to North Minneapolis through the SW LRT corridor in a SW LRT funding application to the Minnesota Department of Employment and Economic Development. This point should be included in the description of the effects on the local economy.

Section 6.1.1 Methodology

Ridership at the Van White station is underreported. It does not account for the Bassett Creek Valley Master Plan. The ridership model should use the City of Minneapolis comprehensive plan adopted 10/2/09 which includes Bassett Creek Valley Master Plan.

Section 9.4 Reasonably Foreseeable Future Actions

A rail layover/maintenance facility in Linden Yards East will have an impact on economic development at the Van White Station. Repeated requests for an environmental assessment of such a facility have gone unanswered by local agencies.

Community members have repeatedly been told that the rail layover/maintenance facility cannot be considered as part of the SW LRT EIS analysis, yet this facility could seriously compromise ridership and the effectiveness of economic development and improved land use around the SW LRT project.

Additional Comments

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Southwest LRT DEIS Comments

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The Van White station is the center of the BCV Master Plan. The BCV Master Plan and the SW LRT will work in concert, bringing economic opportunity while boosting ridership.

Section 3.1.2.4 Segment A [LRT 1A, LRT 3A (LPA), and LRT 3A-1 (co-location alternative)] Land Use

The rezoning of Bassett Creek Valley was approved February 2008 by the city of Minneapolis. This rezoning should be mentioned in this section.

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3.1.5.1 Effects to Land Use and Socioeconomics; Segment A

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Additional Comments

Name: Phyllis M. Hill

Address: 2422 Clinton Ave. South, Apt. E14, Mpls, MN 55404

Phone: Cell. 701. 8096

Southwest LRT DEIS Comments

I respectfully submit these comments on the Southwest LRT DEIS.

I support the 3A alignment for the Southwest LRT because of its great potential to connect environmental justice communities to opportunities in the form of jobs, education, cultural resources and other regional amenities. The 3A alignment will also be a catalyst for important redevelopment efforts in the Bassett Creek Valley, bringing jobs and affordable housing to an area of need.

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Additional Comments

Action requested: SWLRT DEIS should include a full list of mitigation that could be considered for both moderate and severe noise impacts for the FRR.

Action requested: SWLRT DEIS should include mitigation option if the implementation of a quiet zone is not plausible.

Action requested: The project management for the SWLRT should engage and include the EPA in the discussion of the noise impacts to the FRR. It should act in accordance to the Noise Control Act (1972) Pub.L. 92-574 (sec. 1). "The Congress declares that it is the policy of the United States to promote an environment for all Americans free from noise that jeopardizes their health or welfare." This interaction should include all stakeholders, including the City of St Louis Park, operating rail companies, and impacted residential groups.

Action requested: The project management should include consideration of the legal precedents for noise impacts and inverse condemnation. *Alevizos et al. v. Metropolitan Airport Commission* no 42871 on March 15, 1974 is an example. In this case: Inverse condemnation is described as "direct and substantial invasion of property rights of such a magnitude that the owner of the property is deprived of its practical enjoyment and it would be manifestly unfair to the owner to sustain thereby a definite and measurable loss in market value which the property-owning public in general does not suffer. To justify an award of damages, these invasions of property rights must be repeated, aggravated, must not be of an occasional nature, and there must be a reasonable probability that they will be continued into the future." Although the noise source in this lawsuit was airport based, it is reasonable to use the same guiding principles for the Freight Rail Re-Route section. The FRR, if implemented, is an introduction of a transit method which will have significant impacts to the communities.

source:<http://airportnoiselaw.org/cases/alevizo1.html>

Name: Sarah Gleason

Address: 271 Forbes Ave St. Paul MN 55102

Phone: 651-335-4507

Southwest LRT DEIS Comments

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Additional Comments

Name: Eric Howard

Address: 115 2nd ave. S. MPIS 55401

Phone: 9287011954

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Additional Comments

Name: Eleanor Glewwe

Address: 1083 Hague Ave St. Paul, MN 55104

Phone: 952-688-6699

Southwest LRT DEIS Comments

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Additional Comments

Name: Doran Schrantz
Address: 3936 3rd Ave-S Minneapolis MN 55406
Phone: 612-221-4911

Southwest LRT DEIS Comments

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Additional Comments

Name: David Mann
Address: 2024 28th Ave S Mpls, MN 55406
Phone: 612-288-0971

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Additional Comments

Name: *Rev Paul Slack*
Address: *9033 Loch Lomond Blvd*
Brooklyn Park MN 55443
Phone: *763-425-5062*

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Additional Comments

Name: Elaine D. Gaston

Address: 4556 18th Ave So Mpls, MN 55407

Phone: 612-722-6734

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Community members have repeatedly been told that the rail layover/maintenance facility cannot be considered as part of the SW LRT EIS analysis, yet this facility could seriously compromise ridership and the effectiveness of economic development and improved land use around the SW LRT project.

Additional Comments

Name: Nanna Eder
Address: 336 Apple Lane
Phone: 612-388-5913

Southwest LRT DEIS Comments

I respectfully submit these comments on the Southwest LRT DEIS.

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Section 1.4 Project Goals and Objectives

I support SW LRT goals 1, 2 and 5, economic development and cost-effective, efficient travel options.

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The Van White station is the center of the BCV Master Plan. The BCV Master Plan and the SW LRT will work in concert, bringing economic opportunity while boosting ridership.

Section 3.1.2.4 Segment A [LRT 1A, LRT 3A (LPA), and LRT 3A-1 (co-location alternative)] Land Use

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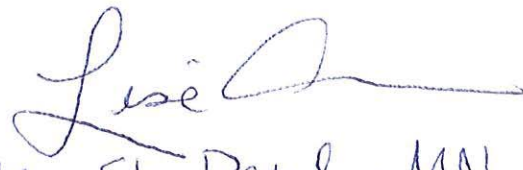
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Additional Comments

Name: **LISA Amman** 
Address: 1162 Thomas Ave, St Paul, MN 55104
Phone: 612 - 242 - 9032

Southwest LRT DEIS Comments

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Additional Comments

Name: Meghan Grossman

Address: 3540 38th Ave S. Mpls MN 55406

Phone: 612-724-9118

Southwest LRT DEIS Comments

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Additional Comments

Name: ANNE ATTEA

Address: 1723 BRIANT AVENUE, MPLS 55411

Phone: 612-424-6211

Southwest LRT DEIS Comments

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Additional Comments

Name: **Chuck MERTENS**
Address: 3473 Lake Johnson Blvd
Arden Hills MN 55122
Phone: (651) 631-9444

Southwest LRT DEIS Comments

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Additional Comments

Name: Irene Jensen
Address: 3815 Glendale Ter # 3 Nyls, MN 55910
Phone: 612-408-2005

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Additional Comments

Name: *Marie Braun*
Address: *4015 Upton Ave No., Mpls, MN 55412*
Phone: *612-522-1861*

Southwest LRT DEIS Comments

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Additional Comments

Name: BARBARA PALMER
Address: 5916 12th Ave. S.
Phone: 612-869-4517

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Additional Comments

Name:

Jim Brown

Address:

4015 Lytle Ave NW
Mpls, MN 55412

Phone:

612 522 1861

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Additional Comments

Name: Mary Slobig
Address: 4433 Garfield Ave S Mpls MN 55419
Phone: 612 926 8459

Southwest LRT DEIS Comments

I respectfully submit these comments on the Southwest LRT DEIS.

I support the 3A alignment for the Southwest LRT because of its great potential to connect environmental justice communities to opportunities in the form of jobs, education, cultural resources and other regional amenities. The 3A alignment will also be a catalyst for important redevelopment efforts in the Bassett Creek Valley, bringing jobs and affordable housing to an area of need.

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Additional Comments

Name: Brenda Dahlhelmer
Address: 2760 Lancaster Ln N
Plymouth MN 55441
Phone: 320-224-1672

Southwest LRT DEIS Comments

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Additional Comments

Name: Mary Ellen Vetter

Address: 7715 York Lane N Brooklyn Park

Phone: 763 561-1761

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Additional Comments

Name: Joanne Neptach

Address: 121 Washington Ave & #1517, Mpls. 55401

Phone: 612 333 2447

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Additional Comments

Name:

Agnes Namborian

Address:

6337 Orchard Ave No Bkln Ctr MN 55429

Phone:

763-533-8381

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Additional Comments

Name: Nathan Lind
Address: 3939 Standish Ave, Minneapolis, MN 55407
Phone: 612-724-8925

Southwest LRT DEIS Comments

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Additional Comments

Name: Paula Keller

Address: 3905 12th Ave. So. Minneapolis MN 55407

Phone: 612-822-9122

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Additional Comments

Name: Aneesa Parks
Address: 1500 Queen Ave N.
Phone: Mpls MN 55411
612. 588. 2402

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Community members have repeatedly been told that the rail layover/maintenance facility cannot be considered as part of the SW LRT EIS analysis, yet this facility could seriously compromise ridership and the effectiveness of economic development and improved land use around the SW LRT project.

Additional Comments

Name: Michele Smith

Address: 2521 Garfield Ave S #101

Phone: MPLS, MN 55405

612-804-7358

Southwest LRT DEIS Comments

I respectfully submit these comments on the Southwest LRT DEIS.

I support the 3A alignment for the Southwest LRT because of its great potential to connect environmental justice communities to opportunities in the form of jobs, education, cultural resources and other regional amenities. The 3A alignment will also be a catalyst for important redevelopment efforts in the Bassett Creek Valley, bringing jobs and affordable housing to an area of need.

Following are comments specific to sections in the DEIS.

Section 1.4 Project Goals and Objectives

I support SW LRT goals 1, 2 and 5, economic development and cost-effective, efficient travel options.

The 3A alignment for SW LRT is an essential piece of the Bassett Creek Valley (BCV) Master Plan. The Van White and Penn Ave. stations are key connection points between economically depressed North Minneapolis and employment opportunities in the southwest Minneapolis suburbs. In addition, many students from North Minneapolis travel to schools along the route and the LRT service would greatly reduce travel time for them.

The Van White station is the center of the BCV Master Plan. The BCV Master Plan and the SW LRT will work in concert, bringing economic opportunity while boosting ridership.

Section 3.1.2.4 Segment A [LRT 1A, LRT 3A (LPA), and LRT 3A-1 (co-location alternative)] Land Use

The rezoning of Bassett Creek Valley was approved February 2008 by the city of Minneapolis. This rezoning should be mentioned in this section.

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3.1.5.1 Effects to Land Use and Socioeconomics; Segment A

The description is inadequate and should include mention of the Bassett Creek Valley project area. The Van White station is central to the Bassett Creek Valley project. Because of its significant size and city of Minneapolis site control, this project area deserves mention in this section.

Section 5.1 Economic Conditions

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Section 6.1.1 Methodology

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Additional Comments

Name: ADAM LUBBERT

Address: 2521 GARFIELD AVE S #101 Minneapolis, MN 55405

Phone: 612-805-5428

Southwest LRT DEIS Comments

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Additional Comments

Name: Man, J. Walecha
Address: 1433 18th Street NW, New Brighton, MN 55112
Phone: 651-398-9161

Southwest LRT DEIS Comments

I respectfully submit these comments on the Southwest LRT DEIS.

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Additional Comments

Name: Mark Anderson

Address: 3905 12th Ave. S. Mpls. 55407

Phone: 612.822.9122

Southwest LRT DEIS Comments

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Additional Comments

Name: *Jacqueline Moen*
Address: *1631 Carl St #10 Shadelake, MN 55108*
Phone: *651.647.4570*

Southwest LRT DEIS Comments

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Additional Comments

Name:

Amy Blumenshine

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Address:

3156 Elliot Ave. S, Minneapolis, MN 55407

Phone:

(612) 822-6059

Southwest LRT DEIS Comments

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Additional Comments

Name: Laurie A. Eaton

Address: 1240 Wes Lane, Plymouth, MN 55441

Phone: 612-750-1818

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Additional Comments

Name: Nathan Troutman Blumenshine

Address: 3906 Grand Ave. S., Minneapolis, MN, 55409

Phone: 612-709-4375

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Additional Comments

Name: Mariken Wogstad-Hansen

Address: 45 University Ave SE, Unit 508, Minneapolis, MN 55414

Phone: 612-369-7918

Southwest LRT DEIS Comments

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Additional Comments

Name: Rachel A. Ackland

Address: 1 W. Lake St., #312, Minneapolis, MN 55408

Phone: 612-825-7436

Southwest LRT DEIS Comments

I respectfully submit these comments on the Southwest LRT DEIS.

I support the 3A alignment for the Southwest LRT because of its great potential to connect environmental justice communities to opportunities in the form of jobs, education, cultural resources and other regional amenities. The 3A alignment will also be a catalyst for important redevelopment efforts in the Bassett Creek Valley, bringing jobs and affordable housing to an area of need.

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The Van White station is the center of the BCV Master Plan. The BCV Master Plan and the SW LRT will work in concert, bringing economic opportunity while boosting ridership.

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Additional Comments

Name: David Scheir *David Scheir*
Address: 3200 10th Ave S.
mpls, MN 55407
Phone: 612-825-4368

Southwest LRT DEIS Comments

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Additional Comments

Name: Katherine Hagen

Address: 3700 Harriet Ave. Minneapolis, MN 55409

Phone: (920) 850-4639

Southwest LRT DEIS Comments

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Additional Comments

Name: Elena Geiger-Simpson

Address: 5034 35th Ave. S. Minneapolis, MN 55417

Phone: 612-581-5422.

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Additional Comments

Name: Megan Buckingham
Address: 1257 Juliet Ave
Saint Paul, MN 55105
Phone: 619-230-1282

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Additional Comments

I'm very concerned that this project consider both environmental and economic justice as it moves forward. Public transit ~~biting~~ needs to take into consideration the needs and voices of the community.

Thank you.

Meghan Buckingham

Name: Sonja Batalden

Address: 1477 Grantham Street, Saint Paul, MN 55108

Phone: 651-644-1972

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Additional Comments



December 16, 2012

Name: Michael Troutman

Address: 3156 Elliot Ave.

Phone: Minneapolis, MN 55407
612-822-6059

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Additional Comments

Sincerely,


Name: Wendy Lee Johnson
Address: 5800 Loring Lane
Golden Valley, MN 55422
Phone: 763-486-2235

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Additional Comments

Name: Bruce E. Pederson
Address: 2501 Pillsbury Avenue
Phone: Minneapolis, MN 55404-1202
612-870-0382

Southwest LRT DEIS Comments

I respectfully submit these comments on the Southwest LRT DEIS.

I support the 3A alignment for the Southwest LRT because of its great potential to connect environmental justice communities to opportunities in the form of jobs, education, cultural resources and other regional amenities. The 3A alignment will also be a catalyst for important redevelopment efforts in the Bassett Creek Valley, bringing jobs and affordable housing to an area of need.

Following are comments specific to sections in the DEIS.

Section 1.4 Project Goals and Objectives

I support SW LRT goals 1, 2 and 5, economic development and cost-effective, efficient travel options.

The 3A alignment for SW LRT is an essential piece of the Bassett Creek Valley (BCV) Master Plan. The Van White and Penn Ave. stations are key connection points between economically depressed North Minneapolis and employment opportunities in the southwest Minneapolis suburbs. In addition, many students from North Minneapolis travel to schools along the route and the LRT service would greatly reduce travel time for them.

The Van White station is the center of the BCV Master Plan. The BCV Master Plan and the SW LRT will work in concert, bringing economic opportunity while boosting ridership.

Section 3.1.2.4 Segment A [LRT 1A, LRT 3A (LPA), and LRT 3A-1 (co-location alternative)]

Land Use

The rezoning of Bassett Creek Valley was approved February 2008 by the city of Minneapolis. This rezoning should be mentioned in this section.

Section 6. 3.1.3 Land Use Plans

I share the Harrison Neighborhood Association's concerns with the Van White station planning.

- The planning document clearly advocates for the siting of diesel commuter rail layover at Van White Station. The final document misrepresents the formal Minneapolis city council position on the sale of Linden Yards East. The city directed city staff to explore joint development strategies at Linden Yards East and report back to city council.
- The Van White Station Area Plans illustrations are misleading for policy maker by representing a platform (plinth) that could accommodate development above and rail below. This is misleading because the feasibility work has not been completed and there has been no environmental assessment of siting a rail layover/maintenance facility at the Van White Station.

- The Van White Station Area plan does not adequately assess Harrison neighborhood property owners, renters and business owners. The Bassett Creek Valley is home to over 170 businesses and over 150 homes all of which are in the ½ mile radius of the Van White Station. Increasing the accessibility to the Van White Station is critically important to provide these environmental justice communities access to jobs along the Southwest LRT.

3.1.5.1 Effects to Land Use and Socioeconomics; Segment A

The description is inadequate and should include mention of the Bassett Creek Valley project area. The Van White station is central to the Bassett Creek Valley project. Because of its significant size and city of Minneapolis site control, this project area deserves mention in this section.

Section 5.1 Economic Conditions

The Metropolitan Council highlighted job linkage to North Minneapolis through the SW LRT corridor in a SW LRT funding application to the Minnesota Department of Employment and Economic Development. This point should be included in the description of the effects on the local economy.

Section 6.1.1 Methodology

Ridership at the Van White station is underreported. It does not account for the Bassett Creek Valley Master Plan. The ridership model should use the City of Minneapolis comprehensive plan adopted 10/2/09 which includes Bassett Creek Valley Master Plan.

Section 9.4 Reasonably Foreseeable Future Actions

A rail layover/maintenance facility in Linden Yards East will have an impact on economic development at the Van White Station. Repeated requests for an environmental assessment of such a facility have gone unanswered by local agencies.

Community members have repeatedly been told that the rail layover/maintenance facility cannot be considered as part of the SW LRT EIS analysis, yet this facility could seriously compromise ridership and the effectiveness of economic development and improved land use around the SW LRT project.

Additional Comments

Thanks for your attention to this.

Cordially,

Bruce E. Pederson



Dean Abbott
<abbot013@umn.edu>
01/02/2013 12:33 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject DEIS Response

31 December 2012

To:

Hennepin County Transit Department

Subject:

The current proposed plan for the Kenilworth corridor SWLRT line as it impacts the Calhoun Isles and ----- condominiums between Lake Street and Cedar Lake Parkway.

I am writing to express serious, real concerns about the following severely negative impacts the proposed LRT plan will have on my dwelling and the dwellings of others living in my neighborhood. As you read this please keep in mind that I am talking about our homes here.

Existing physical conditions at and between CI and -----.

The physical situation between CI and ----- is very tight. The scale is small and intimate. The proposed two LRT tracks will be 20 to 30 feet from dwellings on both sides as they pass through Calhoun Isles and ----- . This will create severe and unacceptable impact conditions relative to the following.

Noise impact

By your own data the 30 to 40 mph LRT will increase the noise level so that we will experience SEL noise levels of 114dB every 3 ½ minutes (17 times an hour) from 6 AM to 12 AM. The current ambient noise level is 44dB. It is higher only 2 to 3 times in 24 hours when freight trains traveling at 5 mph pass by. This single condition is bordering on inhumane and is unacceptable by any reasonable standard.

Visual impact.

The bridge and ramps up to it will create a major negative visual and noise impact in this extremely tight and small-scaled space.

Threading a new public amenity through tight, sensitive, easily disrupted city fabric conditions is a serious design situation. The above-mentioned impacts that would result from the current LRT plan are extreme and harsh by any humane design standard. They are real problems. They will seriously and negatively affect both the quiet quality of life in our residential neighborhood and the future property value of my home and other's homes. This is unacceptable.

Solution

Therefore I request that the proposed plan be modified to put the LRT tracks in a tunnel from the proposed Lake Street station to a point beyond the Cedar Lake Parkway crossing. The tunnel should be constructed with vibration and noise dampening techniques and materials.

The result of the solution

The Kenilworth bikeway/parkway will exist, untouched, on the tunnel deck. The noise and vibration problems will be fixed. The visual impact problems will be fixed. The safety problems will be fixed. The visual problems will be fixed. In addition, the Cedar Lake Parkway bridge, with its attendant visual and noise problems (Reference the monstrosity at Lake St and Minnehaha) will be fixed

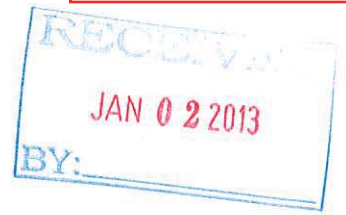
Dean Abbott

Calhoun Isles Condominiums

3151 Dean Ct. Unit 502

Minneapolis, MN 55416

Copies of this letter sent to government officials and Mpls television stations.



To: Hennepin County
Housing, Community Works and Transit
ATTN: Southwest Transitway

From: THE LAKES CITIHOMES

The Lakes CitiHomes consists of 83 townhouses. Many homeowners have resided here since they were constructed in 1984.

We will be substantially affected by both the LRT and the West Lake Station because of our extreme close proximity; both rails and station will be no more than a few hundred feet from our homes.

We have many valid concerns about preserving a quality of life here at the The Lakes. We have chosen to comment on what we feel are the most important issues described in the DEIS.

- 1) Preserving Pedestrian Access in the Neighborhood
- 2) Visual Quality and Aesthetics / Buffers & Barriers
- 3) Support of Freight Rail Re-Route
- 4) Neighborhood Opposition to Park & Ride

Thank you for your consideration,
THE LAKES CITIHOMES ASSOCIATION
3029 Lake Shore Drive
Minneapolis, MN 55416

1)

3.2.2.6 Neighborhoods and Community Cohesion

COMMENT: The infrequency of the current freight trains allow tracks to be easily crossed allowing residences north and west of the tracks to access parks, trails and retail businesses. The natural crossings and paths encourage pedestrian traffic in the area. Proposed LRT will run frequently and clearly alters the linkages within and among the neighborhoods. The Lakes CitiHomes' high - density residential housing will be adjacent to the West Lake Station as well as the proposed line. The casual walking connections need to be preserved for pedestrian connections to retail, activity centers, parks and open spaces. There is also great opportunity to add more natural crossings encouraging local rail riders to walk and bike to the West Lake Station, therefore reducing automobile traffic.

See attached photos:

2)

3.6 Visual Quality and Aesthetics

COMMENT: The Lakes CitiHomes will be heavily affected visually by the LRT and the West Lake Station. Station noise is also an obvious concern for homeowners. Deciduous vegetation, between our homes and the proposed rail line / West Lake Station, is marginal in the summer months and provides no visual barrier in the winter months. Much will likely be removed in construction. Excellent landscape design, including evergreens, land berms, shrubs etc. are crucial for preserving privacy both indoors and outdoors for homeowners. We urge engineers to employ high standards of design to preserve quality of life here at The Lakes CitiHomes. As stakeholders, we ask that our opinions be considered during the planning process.

See attached photos:

3)

Support of Freight Rail Re-Route

COMMENT: The Lakes Cithomes Association supports the freight rail re-route as the only practical option. It is unworkable for freight rail and light rail to share the Kenilworth corridor.

4)

6.2.2.4 Transit Station Access

Neighborhood Opposition to Park & Ride

COMMENT: While we understand the necessity for Park & Rides along the suburban stretches of the Southwest LRT corridor, we are baffled by the suggestion of placing one near the proposed West Lake Street Station in a destination neighborhood. The intersections in the vicinity of West Lake Street and Excelsior Boulevard are already oversaturated with automobile congestion. Encouraging even more car traffic into this extraordinarily dense neighborhood by building additional parking would only exacerbate the problem. It would also further worsen the air quality near one of Minneapolis' most scenic locations. And the increased traffic congestion would deter far more people from using the local businesses than if the station were to be accessed only by pedestrians and bicyclists.

Furthermore, a Park & Ride would negatively alter the cultural identity of the neighborhood. The many parks and trails, "green" businesses, and the forthcoming light rail transit itself all help mold West Calhoun into an ecologically progressive neighborhood. To build a Park & Ride here, which, it should be noted, the City of Minneapolis has a policy prohibiting within the city limits, would be a giant cultural step backwards. A Park & Ride built in a destination neighborhood such as this would largely be used by people wishing to visit the second most popular attraction in the entire state of Minnesota, Lake Calhoun, defeating the purpose of using the light rail to get here instead.

For the above reasons, a Park & Ride at the proposed West Lake Street station would be counterproductive to the sustainability of the neighborhood, the health of its residents, and the very vision of the Southwest Transitway project.



The LAKES CITHOMES
Proximity to Rails and Proposed West Lake Station





The map displays a residential neighborhood with the following features:

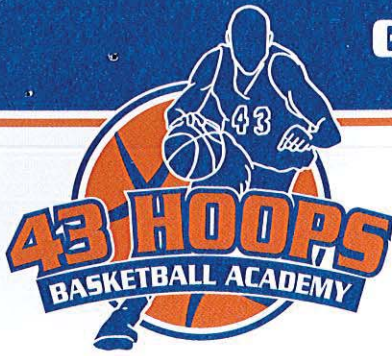
- Streets:** France Ave S, Ewing Ave S, Chowen Ave S, Abbott Ave S, Excelsior Blvd, Lake St W, Highway 7, and 31st St W.
- Shaded Areas:**
 - A large orange-shaded area labeled "THE LAKES" situated between Ewing Ave S and Chowen Ave S, near 31st St W.
 - Two yellow-shaded areas: one near the intersection of 31st St W and Ewing Ave S, and another near the intersection of 31st St W and Chowen Ave S.
- Other Labels:** "DREW", "CHOWEN", "LAKE SHORE DR", "L.A.", and various house numbers (e.g., 3823, 3012, 3029, 3028, 3001, 3711, 3701, 3002, 3013, 3022, 3016, 3100, 3655, 3421, 3040, 3054, 3120, 3100, 3130, 3400, 3404, 3121, 3140, 3129, 3113, 3811, 3810, 3814, 3822, 3050, 3028, 3029, 3012, 3013, 3016, 3100, 3655, 3421, 3040, 3054, 3120, 3100, 3130, 3400, 3404, 3121, 3140, 3129, 3113, 3811, 3810, 3814, 3822, 3050).

7/15/

THE LAKES CITHOMES ASSOCIATION
3029 Lake Shore Drive
Minneapolis, MN 55416



Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415



Get Your Game Right!

Comment #617



December 26, 2012

To: Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415
swcorridor@co.hennepin.mn.us

cc: Marisol Simon, Regional Administrator
Region V Federal Transit Administration
ATTN: Southwest Transitway
200 West Adams Street Suite 320
Chicago, Illinois 60606
marisol.simon@fta.dot.gov

The proposed Blake Station for the Southwest Corridor Light Rail is slated to be located at 1002 2nd St NE, the site currently occupied by 43 Hoops Basketball Academy. We believe, first of all, that this is not the most optimal site for a station intended to serve the surrounding community. Driving to this site from any major freeway or street would require the driver to make multiple turns onto 2nd Street, which is not a major thoroughfare. To improve convenience and reduce congestion, the more optimal location for this station would seem to be on the south side of the tracks, off Excelsior Boulevard (Hwy 3), which is a major thoroughfare.

The 43 Hoops Basketball Academy, moreover, has become an integral part of our local community. First, we bring a thriving business to the local economy. We serve the communities of Hopkins, Minnetonka, St Louis Park, Edina, and Eden Prairie, as well as many other neighboring communities within a 50-mile radius of Hopkins. We have developed successful programs for youth basketball, volleyball, baseball, and soccer. We have served thousands of young adults over the past five years, and for many of them the lessons taught at 43 Hoops have changed their lives. Additionally, we are located in the heart of the Blake Road Corridor, and since we opened in April of 2007, we have been an active member of the Blake Road Corridor Collaborative, a partnership of community and government organizations working to improve the quality of life in the neighborhood. We have thereby developed strong relationships with the Hopkins School District, Hopkins Community Ed, the City of Hopkins, and the Hopkins Police Department. There is no public community center in the area, and we have come to fill that role in many ways. To support the BRCC's mission, we have used our facility to host numerous community meetings, business fares, and even religious gatherings. We have awarded scholarships to area youths to attend our camps, clinics, and training. Last summer, we provided a space for youths and adults in the area to receive a hot lunch through the Hopkins School District. All of this we have done at **no cost**.

If it is deemed necessary to locate a station on the site occupied by 43 Hoops, we would encourage consideration of the following alternative: leave 43 Hoops as is, and utilize the

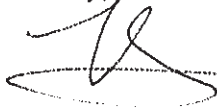
43 Hoops Basketball Academy

1002 Second St. NE, P.O. Box 157, Hopkins, MN 55343 Phone: 952-294-4667 Web: www.43hoops.com

parking stalls on the site (approximately 150) for LRT users. Our peak parking usage is limited to evenings and weekends, which would likely be off-peak for LRT users. There would be several advantages to this alternative. First, 43 Hoops, a major asset to the corridor, would be allowed to continue serving the community. Second, a significant number of parking stalls (150) would remain available for LRT users. Third, by sharing the site with 43 Hoops, the HCRRA would continue to receive rental income from 43 Hoops – over \$10,000 per month – guaranteeing income for LRT. Even if additional parking were deemed necessary at a later date, there would still be two viable alternatives: (1) secure additional parking on the south side of the tracks (off Excelsior Boulevard), or (2) secure additional parking on the north side, such as the site currently occupied by WH McCoy Gas Station.

We have seen many changes in the Blake Road Corridor over the past five years, most notably a decrease in crime, which we feel is in part a reflection of our commitment to provide the local youth with the opportunity to participate in healthy and productive activities. We recommend that 43 Hoops be allowed to continue serving the Corridor and creating an environment that benefits the local community.

Sincerely,



Tom Schuster
Partner and CFO
43 Hoops, LLC
1002 2nd St NE, Hopkins, MN 55343
tomschuster@43hoops.com

SS415184305 MINNEAPOLIS, MN 55415

Suite 400

701 4th Av. S.

ATTN: Southwest University

HELVOLD County Housing, (om. WKS: THURSDAY)



28 DEC 2012 PM 4 L

MINNEAPOLIS MN 554



43 Hoops Basketball Academy
1002 Second St. NE, P.O. Box 157
Hopkins, MN 55343





Comment #618

JAN 02 2013

BY:

December 27, 2012

Hennepin County Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

Re: Southwest Transitway's DEIS, West Lake Station

To Whom it may concern,

My partners and I own the Calhoun Village Shopping Center at 3266 W. Lake Street. Located at the intersection of Market Plaza Drive and W. Lake Street, just North of Excelsior Blvd. Calhoun Village is adjacent and contiguous to the proposed location of the Southwest Transitway's West Lake Station, near the Lake Street bridge. I want to mention the tremendous development opportunity within the Calhoun Village Property. There is the opportunity of building apartments on our back lot behind Barnes and Noble with an underground parking ramp. There is also vacant land behind our center and contiguous to the land underneath the Lake Street bridge. Thirdly, there is the possibility of building condominiums or apartments above our existing shopping center. I believe this development potential should be considered in determining the exact location of the West Lake Station. There has been discussion of locating the station further to the south and west of the Lake Street bridge. I believe the station should be located closer to Calhoun Village.

As mentioned in the comments from Businesses at The Edge of Lake Calhoun, I share their concerns regarding parking and the accommodation of vehicular traffic during and after the construction of the West Lake Station. We already have parking problems at Calhoun Village and have had to tow many cars, due to people parking in our lot and riding, walking or rollerblading around the lakes or the Greenway Corridor. Ingress and egress to and from Calhoun Village at the intersection of Market Plaza Drive and W. Lake Street can be very challenging during peak traffic hours. I am hopeful that the Southwest Transitway's West Lake Station can be designed and engineered such that the ridership will come from walkers, bikers, roller bladders and buses, in order to minimize the the problems associated with more vehicular traffic to the immediate area.

Sincerely,

Brad Pfaff

Greenway
Commercial
Properties

3208 West Lake St #85
Minneapolis, MN 55416

MINNEAPOLIS MN 55416

28 DEC 2012 PM 2 L

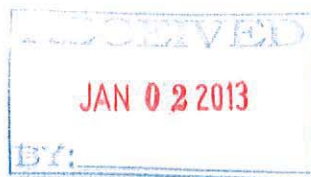


Hennepin County Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415



55415184300





Central Minnesota Vegetable Growers Association P.O. Box 2006, Inver Grove Heights, Mn. 55076
Office: 612-333-1737 Fax: 651-457-3319 www.mplsfarmersmarket.com

December 19, 2012

Housing Community Works & Transit
Atten: SW Transit Way
701 4th Avenue South
Suite 400
Minneapolis, Minnesota 55415

To whom this may concern,

On behalf of the Central Minnesota Vegetable Growers Association (CMVGA), thank you for the opportunity to comment on the SWLRT EIS.

A member-based, nonprofit association with over 200 members, the CMVGA is proud to operate the Municipal market of the city of Minneapolis, the Minneapolis Farmers Market, directly markets our fruits, vegetables and farmstead products to residents of the 13-county Metro area.

We appreciate the thoughtful, collaborative work that has gone into the EIS, and we look forward to continuing to work together.

Attached please find our comments and submit them into the final records. Thank You.

CMVGA Board Members:

Bonnie Dehn, President
Terry Picha, Vice President
Doug Harvey, Secretary
Xa Lor, Treasurer
Bill Brooks, Board Member
Dave Nathe, Board Member
Chang Vang, Board Member



Central Minnesota Vegetable Growers Association P.O.Box 2006, Inver Grove Heights, Mn. 55076
Office: 612-333-1737 Fax: 651-457-3319 www.mplsfarmersmarket.com

Motion of Support

Southwest Transitway Draft Environmental Impact Statement

The Minneapolis Farmers Market supports the SWLRT DEIS as is. The comprehensive process that produced it has resulted in a document that meets the stated goals and objectives of the project: improving mobility, providing cost-effective and efficient travel option, protecting the environment, preserving quality of life, and, supporting economic development.

A significant community asset since 1876, the Minneapolis Farmers Market is a vibrant retail market bustling with visitors seven days a week during the eight-month growing season and on winter weekends. The municipal market of the City of Minneapolis, it is the city's sole farmers market run by growers, the Central Minnesota Vegetable Growers Association (CMVGA), a non-profit association.

In 2012, the Market celebrated 75 years in this location, and its historic red sheds have become a landmark for both residents and tourists. Nationally recognized as one of the top ten farmers markets in the United States, it is a destination for the entire 13-county Metro area and serves up to 10,000 customers on any weekend.



2.1.3

The locally preferred route which sites Royalston Station on Royalston Avenue is ideally sited to provide access to the Minneapolis Farmers Market, Target Field, area residents, and the Downtown business district.

Issue: A proposed rerouting on Border Avenue.

Outcome: As Border Avenue is the actual eastern border of the Farmers Market, this reroute would significantly reduce access to the Market. With access and parking already challenging, the proposed reroute might necessitate relocating the entire Market.

Outcome: Customer access for up to 10,000 customers from Highway 55 to the Market would be lost. The sole remaining automotive access would be by already-clogged West Lyndale Avenue North.

Outcome: Vendor truck access from Highway 55 would be lost. Adding 200+ vendor trucks to the crush of vehicles already backed up on Lyndale Avenue North would bring traffic to a standstill.

Outcome: Without efficient access to Market sheds, vendors will not lease Market stalls. This will result in a loss of income for these small family farmers, as well as a loss of product for customers. Reducing access to fresh, local food is not compatible with the goals of Homegrown Minneapolis.

Outcome: Without vehicular access from Border Avenue, through-traffic within the market would cease, causing gridlock.



Customers would flee in droves, negatively affecting business.

Outcome: A hard-won increase in customer parking on Border Avenue, the result of two years of collaboration between CMVGA and the Minneapolis Traffic Engineering Department, would be lost. Without this close-in parking, customers are unable to carry standard purchases, which are heavy.

Outcome: An outreach program to households who use EBT to purchase fresh fruits and vegetables would end. Without close-in parking, this program, used by over 1000 low-income households a week, will not succeed. This is not compatible with the goals of Homegrown Minneapolis.

Outcome: The ability of CMVGA to rent parking lots for free customer parking would end.

Outcome: Handicapped parking would be reduced by 50%.

Outcome: Senior ride buses and shuttles would have no place to stop or park for unloading and loading, restricting access for senior citizens who shop the market daily.

Outcome: School tour buses would have nowhere to stop or park, seriously diminishing a thriving school education program.

Outcome: Safety would be compromised with trains running at the foot of the market. An increase in traffic control agents would be necessary to guarantee the safety of patrons. This would be a significant expense.

Outcome: A study by Center for Urban and Environmental



Studies found the market to be the most diverse public space in Minneapolis; one of the few remaining places where Minneapolitans from all walks of life cross paths. Restricting access would be a loss to the culture of Minneapolis, creating further divisions in an increasingly divided city.

Outcome: Noise pollution would rise to a level where vendors would be unable to communicate with customers. Any conversation would be difficult; for the 40% of growers who are Hmong, as well as the immigrant customers whose first language is not English, communication will be impossible. This would be an insurmountable handicap.

3.2

Issue: The Minneapolis Farmers Market is vital as both a regional and a community resource, providing food for the mind, body and soul of our communities.

Outcome: Recognize this within the EIS.

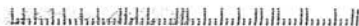


CENTRAL MINNESOTA
VEGETABLE GROWERS ASSOCIATION
P.O. Box 2006
Inver Grove Heights, MN 55076



Housing Community Works + Transit
atten: SW Transit Way
701 4th Avenue South
Suite 400
Minneapolis, Minnesota 55415

541531843



South West Station, LLC

South West Station Mgmt., LLC

Cheryl L. Boldon, Chief Manager

7887 Fuller Road, Suite 117

Eden Prairie, MN 55344

Tel (952) 934-4135 Fax (952) 934-4419

stmcompany@qwestoffice.net

Comment #621

December 19, 2012

Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenues South, Suite 400
Minneapolis, MN 55415

Re: Comments to the Southwest Transitway Draft Environmental Impact Statement (DEIS) regarding SouthWest Station

Dear Metropolitan Council, Hennepin County and The U.S. Department of Transportation, Federal Transit Administration's (FTA) Representatives:

Pursuant to the FTA Comment Period rules regarding the proposed Southwest Transitway Draft Environmental Impact Statement (DEIS), we respectfully offer the following comments by the December 31, 2012 deadline, which shall be made part of the permanent record for full consideration.

As Declarant of SouthWest Station Center Planned Unit Development (SouthWest Station) with cross easement rights, as Chief Manager of SouthWest Station, LLC, as Chief Manager of SouthWest Station Management, LLC and as trustee for the Janet C. Snyder Irrevocable Trust (a trust created for the benefit of Janet C. Snyder, a woman who was widowed and crippled when her car was hit head on by a drunk driver and as the owner of the retail strip in SouthWest Station), I am strongly opposed to the proposed LRT 3A line being selected.

In examining the DEIS, it became readily apparent that the 3A Locally Preferred Alternative (LPA) is the only alternative being given due consideration, as nearly all the data as presented supports that route. I, however, strongly disagree with interpretation of the data used for selecting 3A as the LPA. I believe using the freight line makes the most economic sense, is the simplest plan, and involves the least disruption to businesses. Throughout the DEIS, the plethora of SouthWest Station business disturbances and problems, including but not limited to: subsidence, vibrations, noise, aesthetics, elimination of parking, elimination of snow placement location, construction staging, construction debris, access, safety concerns, business economics, LRT created parking problems, inadequate needs assessment of LRT parking demands, and property acquisition, displacement, and relocation are extensive; but, the DEIS fails to mitigate or adequately address these significant business concerns. In my opinion, it makes no sense to deal with light rail at SouthWest Station at all. If the line ended prior to SouthWest Station, we could eliminate all of these issues.

SouthWest Station is confined on all sides by Prairie Center Drive to the East, Technology Drive to the South, Hwy. 5 to the North, and SouthWest Station condos to the West. Therefore, SouthWest Station does not have the ability to expand its borders in order to handle the current LRT 3A line parking ramp expansion as proposed. It should be noted that there is available, elevated land for construction of a parking ramp across Prairie Center Drive and at the Eden Prairie Center regional mall. Both of these options would not require a permit from the Corps of Engineers and neither site would be viewed as controversial. SouthWest Station, however, would require a wetland permit, and the proposed ramp expansion would be viewed as highly controversial. The wetlands permit will require adequate

alternatives comparisons, which as mentioned above, I do not feel have been properly completed. In addition, any future construction that involves movement of the soil or dewatering at or near SouthWest Station could cause serious structural damage to SouthWest Station buildings and sinking of the surface parking lots, according to a soil engineer. Therefore, SouthWest Station is not a viable option for a LRT stop or even just the LRT track itself.

Specifically, the LRT 3A LPA does not have adequate parking along much of the line, and it relies heavily on SouthWest Station to bear a significant percentage of the total parking burden in order to meet the parking requirements for federal funding. SouthWest Station cannot handle this unfair parking burden, as the ramp and surface lots are already FULL!

Page 3-57 of the DEIS for Segment 3 of the 3A (LPA) states that "some intersections may require partial or full redesign....much of the ROW required for the alignment of Segment 3, the stations, and proposed park-and-ride lots would need to be acquired...access to businesses may need to be rerouted to alternate streets. Access to SouthWest Station is currently via Technology Drive only and any redesign of the intersection of Prairie Center Drive and Technology Drive or of the entrance to SouthWest Station could dramatically affect access and therefore the viability of the businesses within the Center. Further, Page 3-65 of the DEIS, Section 3.3.4 Mitigation: "Short-term construction effects may be mitigated by...deliberate construction staging or phasing, signage, and signal control requirements..." We demand all forms of construction mitigation be applied to the areas in and around SouthWest Station, and we require detailed specifics well in advance of the Final Environmental Impact Statement in order to ascertain if adequate mitigation in all areas is taking place.

Section 5.2.2 Short Term Effects: "Short-term construction effects to adjacent land uses would primarily come in the form of short-term access/circulation and transportation impacts...Access to buildings may also be temporarily affected, depending on the location of entrance points. All necessary steps would be taken to ensure sufficient access to land uses and circulation is maintained during construction...Depending on the final alignment selected businesses and residences may experience accessibility impacts at certain times...requiring minor detours for through traffic...Appropriate notification and signage would be used to alert residents, businesses, and travelers to temporary closures or route detours." Page 5-16 Section 5.2.3 of the DEIS Mitigation would use Best Management Practices (BMP's). Short-term construction effects Page 3-37 (3.1.6.3) will be significant, regardless if they use BMP's. "Traffic impacts are anticipated to occur around construction staging areas, or where roads may be temporarily closed for construction of at-grade crossings...this may affect the number of people using area businesses directly affected by access or construction traffic issues." Unfortunately, the DEIS fails to specify where this supposed "staging area" will be. Also, I do not see how they can build at SouthWest Station without taking additional land by eminent domain for construction staging, and the mess created from the dust and debris will be significant and distasteful for the SouthWest Station restaurant patrons. Additionally, there is to be an underground crossing at SouthWest Station, so the street closure will be for a greater length of time and negatively impacting the businesses for an undetermined period of time. 3.1.7 Mitigation must require that they keep center open and accessible 100% of the time and that the roadways needed to properly access Technology Drive be unimpaired and fully accessible from both directions. Rerouting Prairie Center Drive customers to Mitchell road is unacceptable, as no one will go out of their way to take that route. They will just avoid SouthWest Station entirely and eat elsewhere. "Businesses and residences may experience difficulties with accessibility at certain times of the day during construction of the project, and minor detours for through traffic might be required. In general, these effects will not change the land use of the area during construction, but may affect the number of people using area businesses directly affected by access or construction traffic issues." Page 3-39 "Because the LRT is anticipated to result in long term benefits to land use and is planned for, no mitigation is necessary or proposed." This blatant lack of regard for area businesses will not be tolerated.

Page 5-19 shows "Environmental Metrics" of Long-Term effects Under 3A LRT (LPA): "Parking and access to businesses along this route are unlikely to be affected...Business parking is provided off site and is not anticipated to be affected by LRT project. Permanent access restrictions for business are not anticipated. 20 on-street and 11 off-street parking spaces will be eliminated." This is

completely erroneous and very important. SouthWest Station is losing 52% of its entire PUD parking field. SouthWest Station is losing over 180 total parking spaces for employees and patrons alike. Page 5-21 5.2.4 Mitigation and 5.2.5.2 Mitigation for Parking and Access. SouthWest Station cannot endure any short-term accessibility/construction impacts let alone long-term ones.

The proposed ramp has now been down-sized from a 1,000-car ramp to a 400-car ramp, but the taking of land by eminent domain remains unchanged. Page 4-131 "Minnesota State Constitution Article 1, section 13, deals with just compensation for private property taken, destroyed, or damaged for public use. Table 3.3-1 "Acquisitions include both partial and full parcels. According to federal law, if 10% or more of a parcel's land is taken by eminent domain, the entire parcel is deemed to be taken. Page 3-73 Section 3.3.5 "Any business displaced from property by the SouthWest Transitway would be compensated in accordance with provisions of the Uniform Act...Relocation benefits may be available to displaced businesses..." We expect SouthWest Station businesses to be relocated and all land, building, and business owners fully compensated.

The projections for LRT ridership are 28,000-30,000, yet the proposed parking comes nowhere near meeting these projected demands. Where does the county plan to put the remaining 25,000 cars that have nowhere to park? One cannot assume that people will rideshare. It does not happen now with the existing SouthWest Metro Transit Station (SWMT) bus ramp; it is one transit rider per parked vehicle. As such the methodology used for ridership (Page 6-1 Section 6.1.1) is flawed. We have a sprawling metro area, which if not the most sprawling of all the states is certainly in the top 3. As such, carpooling and higher density housing models from across the country do not accurately illustrate true parking demand. The Bus Park and Ride at SWMT used similarly flawed data, and was built into functional obsolescence from the moment it was constructed. This miscalculation has put an unfair demand and monitoring burden upon the owners of the surface parking lots at SouthWest Station. My concern is that this further erroneous underassessment will create even greater hardships for all SouthWest Station business, building, and land owners.

The proposed 400-car SouthWest Station ramp expansion would dramatically increase the number of cars going in and out of the ramp daily. As a result, an alternate route for entering and exiting would need to be found that would not require the use of SouthWest Station's entrance, which is private property. It is imperative that the models used to assess the number of parking spaces needed to adequately handle the estimated ridership must be re-evaluated. It was stated at the November 3, 2009 meeting that an additional 2,000-2500 parking spaces would need to be added to address ridership projections, yet this was not done; and, even if it had, it would still be completely inadequate based upon the actual LRT parking demand. We do not want the newly constructed ramp at SouthWest Station to be built into obsolescence from the day it is constructed.

As everyone should be aware by now, the SWMT ramp is full and overflow parkers are directed to St. Andrew's Church (half a mile away) and then shuttled back to SouthWest Station. In reality, many of these overflow riders never make it to St. Andrew's Church, because they find it easier to simply park on SouthWest Station's private surface parking lots immediately adjacent to the SWMT ramp. We have notified SWMT on numerous occasions regarding this serious problem but are told SWMT will not monitor where their patrons park. SWMT did, however, put up a sign, notifying patrons not to park on private property, as our numerous signs on site also state. Despite this signage, overflow bus riders continue to park on our surface lots.

It is well known that there is a huge parking shortage at SouthWest Station. In fact, the Metropolitan Council Profile on SouthWest Station actually states there is a "shortage of daytime parking on the site." As a result of the pre-existing shortage of available parking on the surface lots and in the ramp, we would expect LRT to self-monitor where its patrons are parking, especially during the prime daytime hours. Still, none of this will adequately address the parking issues facing SouthWest Station if LRT continues on its proposed course, unless full compensation is provided. If LRT comes to SouthWest Station, the poaching will dramatically increase, requiring additional monitoring and expense borne by SouthWest Station businesses.

Next, the City of Eden Prairie must enforce the city parking requirements against Santorini for the number of patrons' seats it has in its restaurant building. This huge restaurant facility barely has enough parking to meet the parking demands of its staff alone, which has only exacerbated an already difficult parking situation. Perplexingly, the City of Eden Prairie has threatened to invoke a new city ordinance, prohibiting the booting of violators if we do not allow Santorini's patrons and SWMT riders to continue poaching on SouthWest Station's private parking lots, hamstringing us from preserving for our use these precious parking spaces, despite the fact that neither Santorini nor SWMT pays one cent toward the cost of the land, real estate taxes, monitoring, maintenance or expenses of any kind related to these private parking spaces. Additionally, the SWMT pays nothing toward the expenses related to the entranceway leading to SWMT. Finally, the SWMT transit riders inhibit access to SouthWest Station businesses between 5:00p.m.-6:00p.m. nightly, as they are barreling out of the ramp after work, effectively squelching the dinner business. Subsequently, I asked the City of Eden Prairie to address the dangerous condition that existed when 900 cars sped out of the ramp at the same time, impeding the ability for the retail strip's patrons to access the restaurants. The City informed me that they do not get involved in private property issues. The truth is that it isn't private property, because the ramp is owned by the City of Eden Prairie, along with the Cities of Chanhassen and Chaska. Now, we are going to increase this dangerous condition by 50%. As a result, SouthWest Station will only be further harmed by the additional LRT park and ride traffic. In addition, at the time SouthWest Station was built, it was believed that some of the transit riders would actually patronize SouthWest Station businesses. Unfortunately, this has not happened.

The current Southwest LRT 3A plan shows a taking of Ruby Tuesday's PUD parking field but not its building. The logic of leaving the building behind with no surface parking defies all sensibilities and must immediately be corrected. Additionally, the plan shows an entire taking of the Anchor Bank parcel including building, land, and PUD parking. The combination of the Anchor Bank and Ruby Tuesday's taking by eminent domain is essentially an inverse condemnation of SouthWest Station in entirety.

Since SouthWest Station is a PUD and we collectively share each other's parking, there is a right of ownership conferred to each of us by this classification. If you take Anchor Bank's and/or Ruby Tuesday's parking fields by eminent domain, compensation must be paid not only to the titled landowner, but to all parcel owners within the SouthWest PUD. It was stated at the November 29, 2012 Public Meeting that the government is trying to keep acquisitions to a minimum. I found that ironic, as the proposed plan intends to harm so many SouthWest Station business and property owners with blatant disregard that I believe eminent domain must be used to acquire all SouthWest Station properties that are being negatively impacted by LRT.

In Appendix H-1 Page 355, it erroneously lists existing parking for Santorini by corporate name at 13000 Technology Drive, Eden Prairie, as 175 spaces, but in fact that parcel has only 49 regular parking spaces and 4 handicapped ones. I pointed out this mistake and only received a "Disclaimer" with no explanation, and on further questioning I received no response. Additionally, Anchor has 26 parking stalls, and Ruby Tuesday has 150 plus 6 handicapped ones. Anchor Bank, Ruby Tuesday, SouthWest Station, LLC and Culvers collectively share their parking fields. As such, the taking of Ruby Tuesday and Anchor Bank's parking lots create a myriad of problems for SouthWest Station, SouthWest Station, LLC and SouthWest Station Management, LLC.

The proposed 3A LRT plan arbitrarily and capriciously amputates 52% of SouthWest Station's parking field to build a 400-car parking ramp to meet the LRT 3A parking needs for not only the surrounding area but for the Eden Prairie regional mall. The remaining parking field remnant no longer satisfies SouthWest Station's parking needs and will result in decreased business for each owner and tenant. Further, we expect substitute surface parking to be returned to meet SouthWest Station parking demand. We believe the remaining parking field does not even meet city parking requirements for the remaining buildings' total seating and capacity.

The proposed, grossly enlarged ramp changes the entire functionality, character, atmosphere, aesthetics, visibility, and layout of SouthWest Station, making it no longer viable as a shopping center.

Section 3.6 Page 3-99 "Visual or aesthetic resources are defined as the natural and built features of the visible landscape... Visual resource or aesthetic impacts are defined in terms of the physical characteristics of a project, its potential visibility, and the extent to which the project could affect the quality of the existing scene or environment." As such, this is yet another reason for eminent domain.

At the July 22, 2009 meeting, I was also told there would be a provision for the first level of the newly expanded SWMT ramp to be used by SouthWest Station tenants and owners to meet their parking needs. Unfortunately, this is not a viable long-term solution, as the ramp will eventually fill up with LRT riders, and these temporary rights will once again be taken away (the SouthWest Station employees originally had rights to park in SWMT ramp until the ramp was full 100% of the time). Further, even if these rights are not temporary, the ramp will be filled with people commuting to work in the morning, and thus there will be no availability during the crunch time over the lunch hour. Finally, it is a proven fact that customers far prefer to park in surface parking spaces over parking in a ramp. Therefore, our tenants and owners will suffer greatly by this loss of surface parking. No rights conveyed through use of a parking ramp would mitigate any damage to the SouthWest Station. If we currently do not have adequate parking for the existing businesses, because of Santorini's and SWMT's riders' poaching, the overflow parking in Ruby Tuesday's lot, and the employee parking in Anchor Bank's lot, how are we going to survive with 52% less surface parking in the future? Obviously, we won't!

Furthermore, I was told at this meeting that there would be some retail put in on the first level of the SWMT ramp. This had better not be the case. The Southwest LRT plan also shows an addition of a bistro, the relocation of Ruby Tuesday, and/or the addition of newly created retail space on the first level of the proposed ramp expansion. I do not think it is appropriate for the government to be adding competition, increasing the parking demand on existing businesses, and/or taking away potential future users from the existing owners and tenants of the SouthWest Station PUD.

SouthWest Station can barely handle the customers' and employees' parking demand, so it cannot be further burdened by additional businesses regardless if there is some conveyance of supposed ramp parking spaces or not. If the plan is to bring in a developer, allowing yet another entity to assert its interests—interests that may not coincide with the interests of SouthWest Station, SWMT, or the SouthWest Transitway—we simply cannot allow that to happen. As Declarant of SouthWest Station, Chief Manager of SouthWest Station, LLC, Chief Manager of SouthWest Station Management, LLC, and Trustee of the Janet C. Snyder Irrevocable Trust, I must oppose yet another stumbling block hurled into the operation pathway of SouthWest Station Center.

Finally, at several of the past LRT meetings, it has been stated that "no one" wants to disrupt things around Eden Prairie Center, a large regional mall with a surfeit of unused, daily parking, resulting in Eden Prairie Center's proposed LRT parking demand being partly shifted onto SouthWest Station. Why does SouthWest Station have to bear the parking burden for a regional mall and a majority of the southwest corridor of the 3A line anyway?

The Janet C. Snyder Irrevocable Trust bought the retail strip at SouthWest Station in 2004 prior to any proposed LRT discussions. We paid 4.2 million dollars and have spent well over a half million dollars rebuilding the sewer and water system, without the financial support of the City of Eden Prairie, thus increasing our overall capital investment to 4.7 million. Now, we are facing a serious decrease in the retail strip's property value with this threatened condemnation of our much needed employee parking, overflow patron parking, and loss of our snow storage area at an additional estimated annual cost of \$50,000.00.

Every step of the way, we have vehemently opposed SouthWest Station as an LRT stop on the 3A LPA. Therefore, if the LRT 3A plan moves forward as proposed, we will demand that the inverse condemnation buyout include all parcel owners of SouthWest Station. Each parcel and building has a diminished future value as a result of LRT. A national expert has advised us the proposed SouthWest Station stop as part of the LRT 3A plan will have devastating and irreversible effects on SouthWest Station as a whole; and, the negative economic impact will be VERY GREAT. Further, we were told the center would be "destroyed" and would not survive the LRT plan as proposed.

Page 6-54 Section 6.3.2.1 Parking Spaces Eliminated: "Review of conceptual construction limits along Segment 3 indicates the ROW acquisition and building removal would eliminate approximately 200 associated parking spaces." I am assuming the bulk of this is from our joint parking lots under the Declaration. There is no parking provision for replacing these surface lost parking spaces. Of course, the DEIS shows a net gain of parking of 1950 spaces. Yet, these supposed additions do not benefit SouthWest Station land or business owners or their patrons. According to the DEIS Section 6.3.4 Mitigation Page 6-62 "Private parking associated with businesses may be reduced in some cases. Property owners would be compensated for loss of parking in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act. Where the eliminated parking spaces are associated with the displacement of a business or residence, no mitigation would be required." This clause refers to Anchor Bank's taking, but it is also a taking of parking rights given to SouthWest Station property owners under the Declaration. "Where eliminated spaces are associated with partial property taking acquisitions, mitigation could include replacing lost parking spaces on nearby property or could be determined in the final agreement with the property owner consistent with the requirements of the Uniform Relocations and Real Property Assistance Act of 1970, as amended." This clause refers to Ruby Tuesday's taking. However, there is no place on site to locate additional surface parking for employees or patrons.

The noise from construction and the vibrations from pounding in the piles will severely impact every single restaurant tenant/owners' sales for the duration of construction and long-term, as customers once gone will never return; the construction itself will be invasive and problematic, negatively affecting every single restaurant tenant/owner, as the large equipment and the workers' vehicles will extend onto our remaining reduced surface parking field; the increased parking ramp will have a disastrous effect on the entire center, as SouthWest Station's infrastructure cannot support another 400 cars entering and leaving the ramp in an hour and a half window each morning and evening, further reducing sales which will result in future tenant vacancies; the center will have no visibility on Hwy. 5 and reduced visibility on Prairie Center Drive, reducing rental rates and causing vacancies; the structural damage to Southwest Station buildings as a result of the heavy vibrations could be irreparable; and SouthWest Station will no longer be a viable shopping center with the 52% reduction in overall surface parking spaces. The vibrations show significant issues to SouthWest Station condo owners, so if SouthWest Station had been examined, the DEIS would have also shown that vibrations were an issue for SouthWest Station. As such, we expect the same consideration made to all businesses and landowners of SouthWest Station as are given to residential owners. We expect to see mitigation for vibration to businesses in the Final EIS, according to Section 4.8.6 Mitigation Page 4-118 "Detailed vibration analyses will be conducted during the Final EIS."

Noise Section 4.7 Page 4-76 relates to airborne noise. "Noise from bells, horns, wheel squeal, and wheel-rail interaction contribute to the projected noise impacts." It appears we are not deemed a "noise sensitive land use." Page 4-83 of the DEIS shows a Category 2 noise sensitive land use for the property between Mitchell Road and SouthWest Station; I believe this is for the SouthWest Station condos (Also see: Table 4.7-2 Sound exposure Levels, Table 4.7-3 LRT noise impact summary by alternative plan, and Table 4.7-5 Potential Noise impacts Segment 3A). As such, we expect mitigation to occur for all SouthWest Station land, building, and business owners, not just the condo owners directly adjacent.

With the significant sinking that has occurred at the SouthWest Station site in the past, we have grave concerns over the subsidence from disturbed subsoils from construction of the underground tunnel, the temporary dewatering associated with LRT construction, and the possible permanent dewatering of the tunnel as the ground water is at 8' but the construction excavation and tunnel will be at 26'. I would suggest that the light rail cross above grade so as not to interfere with traffic by crossing at grade. A geotechnical engineering firm must be hired to specifically deal with the subsidence issue and measure over several years the potential and actual damage to SouthWest Station due to the building of the LRT line and the proposed tunnel.

Page 4-1 Section 4.1 Geology and Ground Water. "...Shallow groundwater that would require a permanent water removal system (dewatering) during construction." This is being proposed for deep excavation for tunnel of Prairie Center Drive. Any deep cut will cause significant sinking of the entire

SouthWest Station site. It has proven true with every cut on site whether for sewer/water collapses or for street work. Clearly this site is subject to even more issues due to the supposed dry riverbed that lies beneath. The more water that is taken out of the soil and even disturbance to the soil itself, the more sinking impacts our site will experience. As such, significant compensation will be expected.

Page 4-13 "There are three areas of concern for shallow groundwater...associated wetland areas between Mitchell Road and SouthWest Station. Groundwater sensitivity Section 4.1.3.6 Page 4-19 "Segment 3: From Prairie Center Drive West approximately 2300 feet." Section 4.1.4.1 Soil erosion is a concern as the hill is quite steep behind Anchor Bank and they will be tunneling underground. 4.1.4.2 Page 4-21 "The Build Alternatives may have a long-term impact on groundwater if a permanent water removal system (dewatering) is required. **Permanent water removal is anticipated where the cut extends below the water table.** Section 4.1.5.1 Geology "Short-term impacts to soil resources are limited to those construction activities that would disturb unpaved or permeable surfaces."

"The Soil, Groundwater, and Dewatering Conditions information in Appendix H summarizes the anticipated side slopes for the major excavation...A table showing the need for excavation shoring is also shown in Appendix H...Construction activities may degrade soils through compaction and erosion. Groundwater 4.1.5.2 Page 4-22 "Water removal during construction is anticipated where a cut extends below the water table, and, in some cases, has been assigned a higher probability than permanent water removal because of the potential for over-excavation. Impacts relating to construction water removal would be temporary." Page 4-23 Table 4.1-4 Cut #2 Prairie Center Drive/TH5. "Several stations and cuts are located within areas of high sensitivity." Page 4-23 4.1.6.1 "During design, additional geotechnical data would be collected through soil borings, particularly in areas where stations excavations...are proposed."

Page 4-24 Section 4.1.6.2 Groundwater Potential Impacts mitigated by: "Limit the amount and duration of water removal activities. Design water removal systems to reduce impact to wetlands. Section 4.2 Water Resources Page 4-25 "Ecosystems are protected by Federal, state, and local laws because of their ecological and social functions and values. The primary federal regulations or statutes that apply to wetlands, flood plains...are the Clean Water Act (CWA) Section 404, the Endangered Species Act, The RHA, Executive Order #11988, and Department of Transportation Order 5650.2. State and local regulations that apply to these resources include the public water works permits, WCA, and local sensitive/critical area ordinance. Impacts to wetlands, floodplains, and other water bodies require permitting from various agencies...Other permits relating to stormwater management, erosion control, stream crossing, etc." See Table 4.2-1 Permitting Agencies and Page 4-31 Emergent Wetlands.

Page 4-32 Section 4.2.2.2 "Wetland impacts were defined as those areas where the proposed construction limits overlap an existing wetland feature, and would cause a change in the boundary of the wetland. Wetland delineations will be completed during Final Design; final design will also incorporate measures to reduce and avoid impacts to wetlands to the greatest extent feasible. Any impact to wetlands requires an approved delineated wetland boundary prior to permit application. The Section 404 and CWA permitting process will be followed, and appropriate mitigation."

Page 4-33 Floodplains 4.2.3.1 Segment 3 Purgatory Creek and 4.2.3.2 Page 4-33 NWI data indicate that the most common study area wetland types are shallow, freshwater emergent; but deep freshwater wetlands are also common. Page 4-33 Section 4.2.3.3 Long Term Effects: Based on that analysis...there are multiple potential impacts to wetlands and floodplains...specific BMP's and design parameters have not been determined. Page 4-41 Alternative LRT 3A (LPA) would impact .9 acres of wetlands.

Page 4-42 4.2.4 Short-Term Construction Effects: "construction activities...may generate sediment laden stormwater...this stormwater runoff...has the potential to affect water quality...BMP's would be used to minimize water quality impacts...the project would include construction of permanent BMP's such as stormwater ponds." See Page 4-43 Mitigation 4.2.5 of impacts to wetlands and Table 4.2-3 and Page 4-44 Summary of Surface Water Impacts.

Page 9-27 9.6.11.1 Trends related to Water resources: "Development...has led to the decline of wetlands because of drainage or filling. More recently, however, developments in suburban areas have

worked to retain wetland areas. For this reason, wetlands within the study area are most densely concentrated near the proposed western end of the Southwest Transitway, in the vicinity of Segments 1 and 3...The quality of water resources within the corridor has been negatively affected by previous development. Paving and construction for new developments throughout the region, including the study area continue to increase the volume of stormwater runoff by changing ground surfaces from a pervious to an impervious condition. Additionally, these same activities continue to negatively impact water quality because pollutants, deposited on impervious surfaces, are readily transported to receiving waters." Section 9.6.11.2 Anticipated indirect effects: "The anticipated development and redevelopment activities around station areas likely would involve temporary soil disturbance and possible increase in impervious surfaces, which could indirectly impact water resources." Section 6.6.11.4 Mitigation Page 9-28 "Permanent impacts to wetlands and floodplains will be mitigated according to applicable regulations and temporary and indirect impacts will be mitigated through construction BMP's. RFAAs would follow similar approaches mitigating direct and indirect impacts. No additional mitigation is necessary." A more thorough analysis of impacts at SouthWest Station must be completed and satisfactory mitigation provided.

Air Quality Page 4-76 Mitigation Section 4.6.6: "Temporary impacts from fugitive dust will be minimized or avoided using BMP's. These may include but are not limited to applying water to exposed soil, limiting the extent and duration of exposed soil, and limiting the amount of idle time for construction equipment." We expect the site kept clean from airborne dust and construction debris at all times without exception.

Finally, security issues at LRT stations around the country have greatly increased the number and severity of criminal activities for the neighboring business owners. It appears to me that the DEIS again makes no effort to assume responsibility for the creation of these problems and just adds something else for the landowners and businesses to deal with. Page 3-128 3.7.1.1 "...specific safety and security policies and procedures have not been developed for the Southwest Transitway." Section 9.6.8 Safety and security Page 9-25 does nothing to address the need for increased safety and security on site due to LRT as it makes the areas adjacent to LRT stops more dangerous. On site security by Southwest Transitway must be provided at SouthWest Station.

Hennepin County and the City of Eden Prairie want people to believe that the key stakeholders have had some say in the decision to make SouthWest Station a major LRT parking site, when the truth is, we have not. As one of the five original stakeholders brought in to discuss the LRT plan, not one of my many objections has been given due consideration. Worse yet, each revision has made the plan more problematic and intrusive for the existing owners at SouthWest Station. Additionally, when the City of Eden Prairie wanted to set up a business committee to examine LRT plans four years ago, I provided my business card but never heard from anyone.

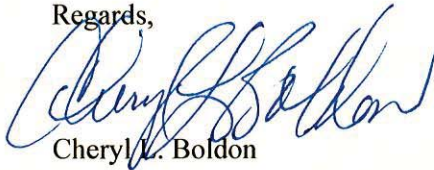
Page 9-14 to 9-17 Table 9.5-1 shows Resources with potential indirect effects or cumulative impacts. I believe what applies to us: Acquisitions and displacement/relocations, visual quality and aesthetics, safety and security, Geology and groundwater resources, Water resources, air quality, noise, vibration, economic effects, development effects, transit effects, and effects on roadways. Page 9-21 Section 9.6.4.4 Mitigation "All acquisitions associated with the proposed project (direct impacts) would be mitigated through applicable relocation assistance program...No other mitigation for indirect effects and cumulative impacts is proposed." Section 9.6.7.2 Page 9-24 Anticipated indirect effects: Changes to the visual character of the areas around the Southwest Transitway would occur." Section 9.6.7.3 "...SouthWest Transitway project will cumulatively change the views in the study area...and would not be considered adverse impacts (See Table 9.6-1). This assessment is flawed as is not addressing mitigation for direct effects, indirect effects and cumulative effects within the DEIS. SouthWest Station will be one of the hardest impacted sites along the line and yet appropriate mitigation has not been made nor has eminent domain been correctly applied.

Over 40% (\$10.52/square foot or \$147,963.00 for just the retail strip housing Caribou, Dickey's, Chipotle, Noodles, and the former D. Brians) of SouthWest Station, LLC's base rent is real estate taxes, and I was told this was the number one stumbling block for renting vacant space. As such, the

governmental agencies need to recognize where their annual budget dollars come from and respond accordingly by protecting property owners' interests throughout the DEIS and elsewhere. Given the burdensome nature of SouthWest Station real estate taxes, one has to ask why the DEIS specifically ignored SouthWest Station business disruptions and failed to adequately provide mitigation, if it provided any at all. If the LRT line did not go along Highway 5 at this point, removing the stop at SouthWest Station altogether, SouthWest Station would remain the vital and vibrant center it is today. There are significant issues and losses related to the detrimental short-term and long-term impacts and cumulative impacts of the proposed LRT on SouthWest Station known and unknown, seen and unforeseen, asserted and unasserted, alleged and unalleged, visible and invisible that supports an inverse condemnation of SouthWest Station.

Lastly, I'd like to point out that the 1A alignment should be the preferred alternative if given its due consideration. Its transit path has already been created with tax payer dollars, so taxing us twice to create a more expensive, less viable, and slower option seems unthinkable. Therefore, the LRT 3A alignment should be removed from further consideration. Alternatively, the line could end prior to SouthWest Station.

Regards,



Cheryl L. Boldon

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**The Residents of Calhoun Towers
3430 List Place
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December 17, 2012

Dear Hennepin County, Met Council and Elected Officials,

This letter is being sent to you from the residents of Calhoun Towers, occupying 107 units in the 22 story building in the West Calhoun Neighborhood of Minneapolis.

We are requesting that further investigation be done on the environmental impact of placing a Light Rail Station for the Southwest Light-Rail Transit line in the proposed "West Lake Station" location. Many of us are actually proponents of the Southwest Light-Rail Line. However, we have concerns specifically related to the increased traffic and parking congestion that will be created.

Over the past few years, we have noted a dramatic increase in traffic congestion, street litter and trash, parking congestion, annoyingly bright nighttime lighting and ever-present construction noise. The area is literally booming with residential and retail expansion, all crammed into a very tight geography.

With the completion of the new apartment tower being constructed on South Chowen Avenue for 180 new units residents, we are apprehensive about how quickly this neighborhood will have transformed from a quaint and attractive area to one that is overloaded with too many people and vehicles for the space available.

According to the Star Tribune, the Calhoun / Isles / Harriet parkway corridor is by far the most heavily used park system in the Metro area, drawing over 5 million visits annually. Also, the West Lake Street / Excelsior Boulevard/ Dean Parkway/ West Calhoun Parkway traffic corridor is the most highly used thoroughfare in Hennepin County with traffic counts of 39,000 cars daily. This area continues to become more and more congested with commuters and shoppers. The retail growth over the last several years has created far too few parking spaces to accommodate the people traffic it has drawn.

While we, as Calhoun Towers residents, do draw benefits from the retail convenience, we also are forced to live with disadvantages of simply too many people trying to park or drive in too small a space. To witness what we experience, we invite you to visit our building during afternoon rush hour... it is very difficult to pull out onto Excelsior Boulevard, if not impossible, and there isn't enough space to accommodate all of the turning and waiting at semaphores. It must be a concern for the area fire station as well.

We want to be advised and informed to any decisions made regarding the placement of the West Lake Station and the ultimate parking position and traffic flow the station will create.

Signed by the Residents of Calhoun Towers
(Signatures available upon request)
Email: calhounLRT@gmail.com

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December 28, 2012

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701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

Via Email and U.S. Mail

Re: Comments on the Draft EIS for the Southwest LRT Line on behalf of SFI Ltd.
Partnership 54 ("Owner") of the Claremont Apartments located 10745 Smetana Road,
Minnetonka, Minnesota; Our File No. 36,292-00

This Firm represents the Owner of the Claremont Apartments located immediately adjacent to the proposed route of the Southwest Transitway ("Southwest LRT"). This letter is written to submit specific technical comments and concerns regarding the proposed location of the Southwest LRT and to strongly urge public officials responsible for planning the Southwest LRT to consider an alternative route through the Opus Business Park to minimize the impact on public trails and sensitive multi-family residential housing.

I have enclosed the technical memorandum of Jerry Kavan, Project Manager for the Claremont Apartments, which details a number of negative impacts due to the placement of the Southwest LRT line approximately 90 feet from the Claremont Apartments. These impacts include a high level of noise, vibration, adverse light and similar impact, exacerbated due to the high frequency of trains proposed to run 21 hours per day, seven days per week.

The Owner of the Claremont Apartments has invested millions of dollars to upgrade the units, buildings and site which has greatly improved rental income from the property. The proposed route calls for construction of a double rail line directly adjacent to the Claremont Apartments. This location raises serious concerns for the quality of life of residents of these apartments, dramatic loss in rental income, and potential subterranean impact to the building structure.

Without repeating the attached technical memorandum, the operation of the Southwest LRT will create an almost constant impact on the Claremont Apartments, including visual impact from lighting in what is now a darkly forested area, noise from electric engines, train wheels, train horns and train cars from an estimated 2,324 train operations each week, and vibration in an area that has been identified in the 2009 preliminary environmental impact report with soil conditions that transmit vibrations stronger than "normal."

In conclusion, we strongly urge the public officials responsible for the Southwest LRT to pursue an alternative route through the Opus Business Park (as shown in Exhibit C in the attached Technical Memorandum). This route is much more appropriate than the route adjacent to the

Claremont Apartments given the employment base that resides there during daytime hours and the lack of nighttime noise and lighting impact on those land uses. This alternate route may well serve to minimize the substantial negative effects on both the public trail system and the Claremont Apartments. In short, the most costly alternative for this segment of the Southwest LRT is adjacent to the Claremont Apartments because of the real and considerable damages that construction and operation of the LRT line will cause to this sensitive residential land use.

We request the opportunity to meet with those responsible for construction and operation of the Southwest LRT line to discuss reasonable alternatives to the proposed route, as well as a substantial package of mitigative measures to address the impact identified in the DEIS and summarized in the attached technical memorandum.

Thank you.

Sincerely,



William C. Griffith, for
Larkin Hoffman Daly & Lindgren Ltd.

Direct Dial: 952-896-3290
Direct Fax: 952-842-1729
Email: wgriffith@larkinhoffman.com

Enclosure

cc: Members of the Metropolitan Council (by e-mail with enclosures)
Members of the Hennepin County Regional Railroad Authority (by e-mail with enclosures)
Members of the Minnetonka City Council (by e-mail with enclosures)
Elise Durbin, Community Development Supervisor, City of Minnetonka (by e-mail with enclosures)

Memorandum

To: SFI Ltd. Partnership 54

From: Jerry Kavan, Project Manager

Date: December 28, 2012

Re: Summary of Potential Negative Impact of Planned Southwest Light Rail Transit System on Claremont Apartments owned by SFI Ltd. Partnership 54 located 10745 Smetana Road, Minnetonka, Minnesota

General Information: (See Exhibit 'A')

The Claremont Apartments is a 330 unit apartment community which has recently undergone extensive building site and unit upgrades. The Owner has invested millions of dollars making significant improvements including the addition of washers and dryers in each unit, kitchen improvements, installation of a fire sprinkler system, hallway, lobby and elevator upgrades, site improvements and the construction of a high end Clubhouse complete with a large fitness center, an urban café and leasing office. It has been the goal to make this a premiere property within the Twin Cities. The higher rents achieved at the property has validated the capital improvements that ownership has made.

The Twin Cities area, under the direction of the Metropolitan Council and Metro Transit, with the Hennepin County Regional Railroad Authority (HCRRA) as the lead agency, will be constructing a Light Rail Transit System throughout the southwest portions of the metropolitan area starting at the far reaches in Eden Prairie and ending at the Target Center in downtown Minneapolis at a joint station with the existing light rail lines. The route is 15 miles long and includes 17 stations. The closest station to Claremont Apartments will be immediately south at Bren Road West, approximately 1/3 mile from the property. To the north of the Claremont the next station will be south of Excelsior and east of Shady Oak Road, roughly one mile from the property. No intermediate stations or access points will be allowed anywhere along the route.

The City of Minnetonka is a participating agency in the development of the LRT System and has an appointed contact person that has been working on this with the Metropolitan Council for over ten years, Elise Durbin. According to Ms. Durbin, the City has and will continue to conduct public discussions as the new information becomes available and as Preliminary Engineering reaches advanced levels, so that the citizens can be informed and have input before the design is finalized (although the route is now finalized). The City is concerned about the at-grade crossing at Smetana Road adjacent to the Claremont and has determined to

influence the design of this crossing to minimize impact to the neighboring properties as much as possible.

Timetable:

The Draft Environmental Impact Statement (DEIS) has been released to the public for review and comment. Comments are due December 31, 2012 from the public. Preliminary Engineering has begun, and will evolve in response to public comments. The goal is to begin construction in 2014 and start rail operations in 2018.

Route at the Claremont: (See Exhibit 'B')

The route has been established which places the double rail line directly behind the multifamily buildings at Claremont, within 90 feet of most of the buildings. This raises serious concerns for the quality of life for the residents of these apartments. There are five buildings at this community, each with three stories of apartments over a subterranean parking basement. Over half of the apartments at the Claremont face the existing trail to the southwest. The new Light Rail Transit System will be constructed next to this trail and therefore will directly impact all of these apartments on the trail side of the buildings. To exacerbate the impact, initial design information places the trail and LRT are at an elevation in line with the second floor of the three stories of apartments, meaning that sounds created by the passing trains will equally impact all floors and all units.

Operating Hours and Frequency of Trains Passing the Property:

The operational hours for the LRT are reported to be from 4 AM to 1 AM, twenty-one hours per day, 7 days per week. The train frequency EACH WAY will be every 7-1/2 minutes during peak times in the morning and evening (6:30 am to 9:30 am, and 3:30 pm to 7:30 pm), then every ten minutes between the peak hours and every half-hour outside of those times. This equals **332** train passings per day. Due to this high frequency, any visual, noise and vibration impacts from the LRT will have very serious impact on the Claremont.

Impact to the Claremont:

Following are types of impact identified in the initial review of the DEIS and elaboration on each. This is not intended to be a comprehensive list until further review by professional consultants can be obtained:

INTERIM IMPACTS:

1. Construction Disturbance: Directly behind all five buildings construction activities will impact the quality of life for 171 apartments including: tree removal, grading operations, soil compaction operations, and track installation throughout the construction period of over two years.
2. Loss of Tenants: The majority of the tenants facing the Trail selected their units for the peaceful, quiet and serene forest atmosphere outside their windows and will not renew their leases. In addition, they currently pay an increased rent versus the same unit on the opposite side of the building, called a 'View Premium'. Once construction starts tenants

will object to paying this extra cost. In addition to this loss savvy tenants will request a discount from the normal rate, since this side of the building will be less desirable now.

3. Transitional increase in vacancy rate: Tenants that leave because of the construction and the imminent Light Rail operations will not be easily or readily replaced. Transit-Oriented tenants that may desire this location for the transit proximity will not consider this property until the LRT is operational and even then would prefer a unit away from the rails. This increased vacancy period will span the years it will take for the LRT construction to be completed, likely from 2014 to 2018; this reduced occupancy will result in a significant drop in revenue.

PERMANENT IMPACTS:

1. Visual: (332 trains a day, 2,324 trains a week)
 - a. The LRT rails will be installed at roughly the second floor level of the three story buildings, therefore all units on all floors will have visual impact including the sight of trains frequently passing by the windows at roughly 90 feet away.
 - b. A second visual impact will be the headlamps of the trains sweeping the building windows at night as they pass through the curve in the tract to the southwest
 - c. Lights visible from inside the commuter rail cars passing by at night will impact all 171 units. Instead of dark forested areas outside their windows, there will be a regular pattern of the lighted cars passing right-to-left and left-to-right with only a three hour cessation in the middle of the night.
 - d. Perhaps the strongest 'visual' impact will be the psychology of the Tenants as they realize that hundreds of light rail passengers will be passing by each day and night directly outside their windows, with nothing better to do than stare at the apartment buildings, meaning that blinds or shades must be kept closed at all times.
2. Noise: (332 trains a day, 2,324 trains a week)
 - a. Sound of the electric engines as the multi-car train passes by the apartment windows at roughly 90 feet away.
 - b. Sound of the train wheels as the multi-car train passes by the apartment windows
 - c. Screech of the train wheels as the train enters the curve in the tracks directly southwest of the property within 180 feet of the nearest apartment windows
 - d. Train Horns blasting as each train approaches the at-grade crossing of Smetana Road at Feltl Road which will occur for both the northbound and the southbound trains. The horns will blast when the train is less than 100 feet away from two of our buildings for all northbound trains, and 650 feet away from all southbound trains. A typical train horn sound consists of a combination of four long and short blasts which lasts 20 to 25 seconds at a sound level of 99 decibels. During Peak Hours this will occur every seven and a half minutes. (NOTE: The City of Minnetonka currently has a 'Quiet Zone' ordinance in effect that requires operating train traffic within the city limits to avoid horns at all crossings that have been constructed to qualify for 'Quiet Zone' status. The City does not know if this LRT project or the Federal standards for LRT operations will be able to comply with the

ordinance as the at-grade crossing sits on the border between Hopkins and Minnetonka.)

- e. Train Horns as the Southbound LRT approaches Opus Station at the road crossing just north of the station will begin while the LRT is adjacent to the southernmost building on the property.
 - f. Train Horns as the Northbound LRT leaves Opus Station at the road crossing just north of the station with the horns pointing north directly at our buildings which will be approximately 1,100 feet north and will be audible inside the units in the first two southernmost buildings on the property, possibly more.
 - g. Warning Bell dinging as the railroad crossing gates at Smetana Road close every time a northbound or southbound train approaches. These gates are 520 feet from our nearest building and an average of 1,250 feet to all units. With the construction of the rail system all trees between this crossing and the buildings will be eliminated allowing a direct line for the noise. Warning Bells could be sounded the entire time the gates remain in the down position at a sound level of 88 decibels, which will be clearly audible within the units, even some of the units on the opposite side of the buildings from the tracks. This will occur every seven and a half minutes during Peak Hours.
 - h. Warning Bell dinging at the railroad crossing gates immediately south of the property at Bren Road every time a northbound or southbound train approaches or leaves Opus Station. These gates are 1,300 feet from our nearest building and an average of 1,850 feet to all units. With the construction of the rail system all trees between this crossing and the buildings will be eliminated allowing a direct line for the noise. Warning Bells could be sounded the entire time the gates remain in the down position at a sound level of 88 decibels, which will be clearly audible within the units, even some of the units on the opposite side of the buildings from the tracks.
 - i. I have yet to determine if there will be noise impact on the rest of the units within the community which are not located adjacent to the proposed line.
 - j.
3. Vibration: (332 trains a day, 2,324 trains a week)
- a. According to the Federal Transit Authority, Light Rail Transit Systems create unnatural vibrations that are well above the perception levels of human beings. The existing setting at the Claremont is devoid of vibration sources and the introduction of frequent periodic vibration generated by each passing train will be very noticeable to the residents as rumbling, window rattling, or floor movement.
 - b. The initial preliminary Environmental Impact report created in 2009 related to this specific LRT System states that the soils along the majority of the route are not 'normal' but instead calling them 'efficient' in terms of transmitting vibrations, which would make the vibration impacts stronger than normal.
 - c. It is unclear at this point if the vibrations could be sufficient to cause concern for the foundations and parking basement construction at the property. There is a potential for building damage in the long term from the high frequency of vibration impact.

4. Economics:

I would recommend that consultants be hired to determine the extensive, negative economic impact that the Claremont Apartments will suffer if the LRT system is located as proposed.

5. Recommendation for Alternative LRT Route through Opus Business Park

The DEIS identified an alternative route to the route through the public trail corridor and immediately adjacent to the Claremont Apartments. HCCRA, Met Council and Metro Transit should strongly consider an alternate route from Smetana Road southward to the Opus Station. This alternative would construct the LRT line along Feltl Road through part of the Opus Business Park avoiding sensitive public trails and multifamily residential housing. In public comments, the Claremont Apartments have been described as one of the most negatively affected land uses in Minnetonka. (Please see the attached Exhibit C showing the approximate path of this alternate route.) In any case, HCCRA, Met Council and Metro Transit should comply with the City's ordinances requiring a "quiet zone" in proximity to the Claremont Apartments.

Resources:

1. Metropolitan Council Website for the Southwest LRT System:
<http://www.metrocouncil.org/transportation/SW/SouthwestLRT.htm>
2. City of Minnetonka Website Document: Southwest Transit Way Station Area Planning Presentation:
http://www.eminnetonka.com/news_events/show_project.cfm?link_id=southwest_station_area_study&cat_link_id=Planning
3. Interview with Elise Durbin, Community Development Supervisor for the City of Minnetonka on May 14, 2012.
4. Interview with Matthew Murello, President of Lewis S. Goodfriend & Associates, Acoustical Consultant and DEIS Engineer of Record for the Hudson-Bergen LRT, a New Jersey 21 mile LRT adjacent to Manhattan. Interview occurred May 9, 2012.
5. Federal Transit Administration 'Transit Noise and Vibration Impact Assessment,' 2006.
6. Southwest LRT Technical Memorandum No. 9 ENVIRONMENTAL EVALUATION, September 9, 2009.
7. Southwest Transitway Draft Environmental Impact Statement, Approval Date of 9/25 and 26/2012 as prepared by USDOT, FTA and the HCCRA et al.

EXHIBIT 'A'
SOUTHWEST LIGHT RAIL TRANSIT SYSTEM ROUTE MAP IN MINNETONKA

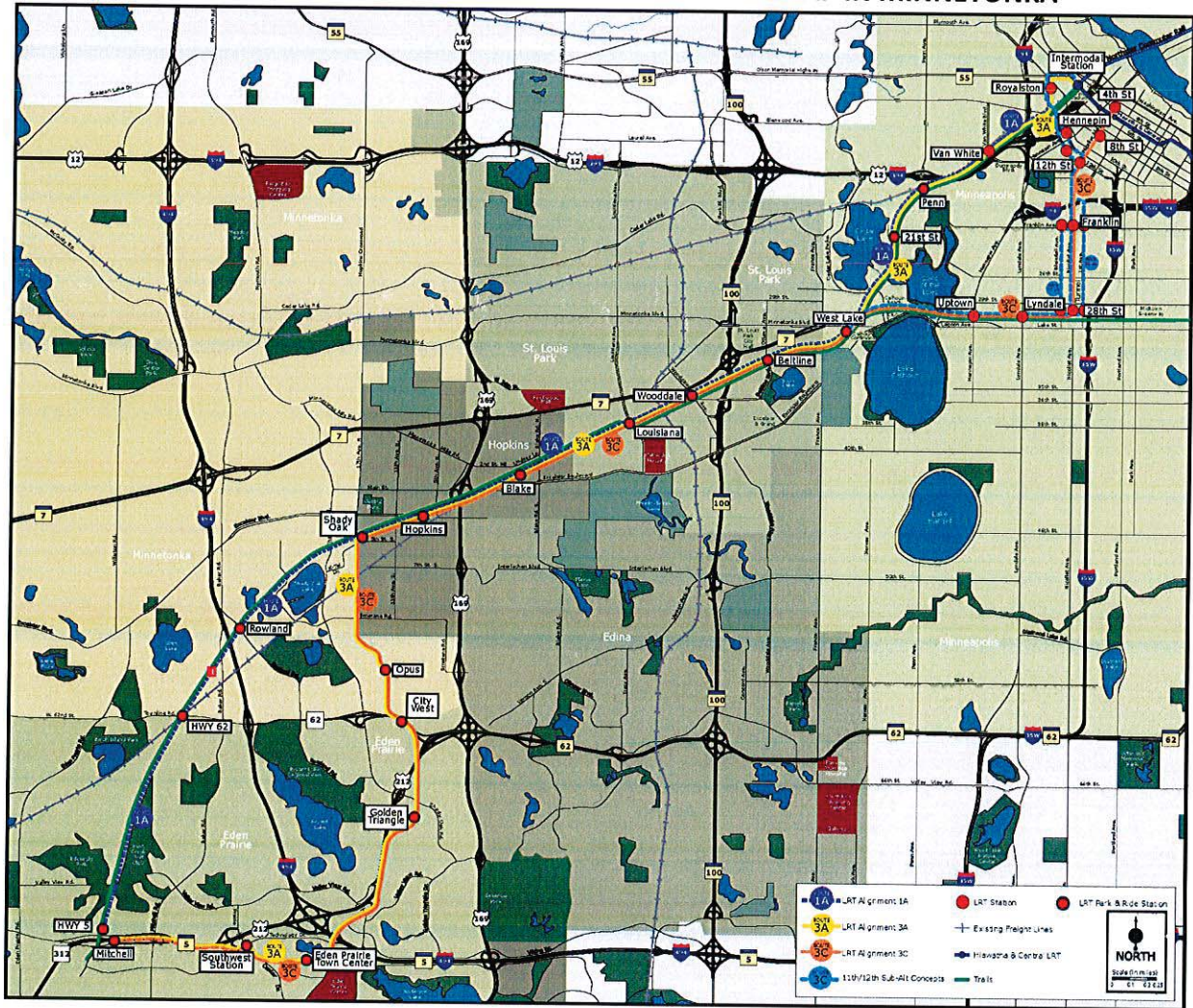


EXHIBIT 'B'
SOUTHWEST LIGHT RAIL TRANSIT SYSTEM ROUTE NEAR THE CLAREMONT
(Note: This will be a Two-Track System not single track as shown)

Southwest LRT Alignment Video



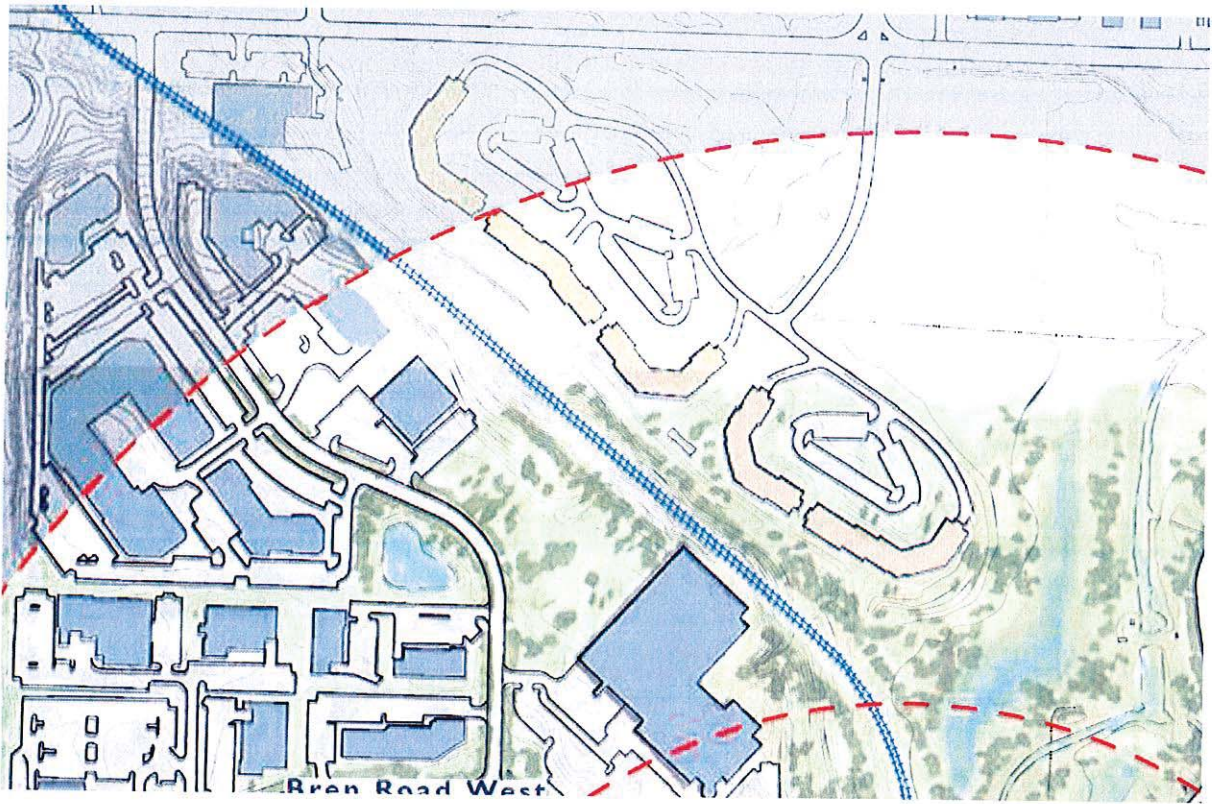


Exhibit C

Alternative Route through Opus Business Park



Larkin Hoffman
ATTORNEYS

Larkin Hoffman Daly & Lindgren Ltd.
1500 Wells Fargo Plaza
7900 Xerxes Avenue South
Minneapolis, Minnesota 55431-1194

Hennepin County Housing,
Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415



55415\$1B43 COB9



Bryn Mawr Neighborhood Association
452 Newton Avenue South
Minneapolis, MN 55405
www.bmna.org

December 19, 2012

Hennepin County
Housing, Community Works and Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415
swcorridor@co.hennepin.mn.us

Re: Bryn Mawr Neighborhood Association (BMNA) Comments on the Southwest Transitway Draft Environmental Impact Statement

Dear Project Manager:

The Bryn Mawr Neighborhood Association (BMNA) appreciates the opportunity to respond to the Draft Environmental Impact Statement (DEIS) for the Southwest Transitway project. The BMNA formed a committee to review the DEIS and present these findings. This committee held a public meeting to review what would be presented. Members of the committee also presented issues of concern at the Hennepin County public hearing held on November 13 and at the December BMNA Board Meeting on December 12.

The BMNA has a long record of supporting light rail and has been active in its support of the Southwest Transitway system. Bryn Mawr sees great potential benefits from light rail for Bryn Mawr and Minneapolis and strongly supports the Southwest Transitway project and the findings of the DEIS. We acknowledge the noise impact, construction challenges, access issues and potential increased vibrations. We look to mitigation in the design phase to manage these.

Bryn Mawr has four main points related to the DEIS –

- The BMNA has passed resolutions that strongly support Alternative 3A, the Locally Preferred Alternative – LPA.
- The BMNA strongly opposes Alternative 3A-1, the Co-Location Alternative for all the reasons cited in the DEIS.
- Without the development of the Penn Station to provide access to the light rail and the park systems, Bryn Mawr will be negatively impacted by the transitway project without any of the attending benefits realized.
- The BMNA supports two stations, Penn Avenue and Van White Boulevard, located within Bryn Mawr boundaries, with each station offering distinctly different benefits for the neighborhood.

Bryn Mawr actively participated on the Minneapolis Park and Recreation Board CAC and supports the submittal of the MPRB comments, particularly maintenance of access to and from parks such as Bryn Mawr Meadows. The BMNA supports activities of its bordering neighborhoods, Harrison and Kenwood, as they seek to have their concerns mitigated.

Bryn Mawr has been an active member of the Bassett Creek Valley Redevelopment Oversight Committee since 1997 and supports its plans for development in the Bassett Creek Valley and advocates for the Van White Boulevard station, as critical to potential development in the area. With the Harrison Neighborhood, the BMNA advocates for the improved mobility to the jobs and activity centers in the Minneapolis Business District, as well as along the length of the corridor for reverse-commute trips to the expanding suburban employment centers that the Van White and Penn stations provide.

The BMNA recognizes that the Bryn Mawr neighborhood will realize the benefits identified in the DEIS only if the Penn Station is built, including, but not limited to, improving mobility, efficient travel options, protecting quality of life, and preserving the environment. Consequently, the BMNA support is based on the description of the project as contained in the DEIS, which includes the development of the Penn station.

Our primary concern is with what is not strongly stated in the DEIS. The DEIS does not indicate that without the Penn station, Bryn Mawr would be negatively impacted and would receive few benefits of having light rail traverse our neighborhood.

Again, thank you for the opportunity to provide comments to the DEIS. We look forward to participating in the next steps of the project.

Sincerely,

A handwritten signature in black ink, appearing to read "Marlin Posschl", written over a horizontal line.

Marlin Posschl, President
Bryn Mawr Neighborhood Association
president@bmna.org
612 377-5662

Enclosure

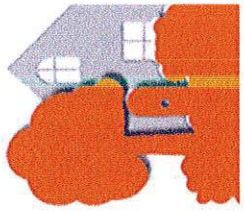


Bryn Mawr Neighborhood Association (BMNA)

Comments and Notes on the Southwest Transitway DEIS

December 2012

Introduction and Background	1	Page 9-35 9.6.22 – Station Area Development	11
Chapter 1: Purpose and Need for the Proposed Action	3	Chapter 10: Environmental Justice	11
Page 1-3 – 1.1 Overview of Proposed Action	3	BMNA – no comments to this chapter	11
Page 1-14 – 1.3.2.2 Limited Competitive, Reliable Transit Options and		Chapter 11: Evaluation of Alternatives	11
1.4 Project Goals and Objectives	3	BMNA – support for recommendation	11
Chapter 2: Alternatives Considered	3	Chapter 12: Public Agency Coordination & Comments	11
Page 2-31 – 2.3.3.2 – LRT 3A (Locally Preferred Alternative)	3	BMNA – no comments to this chapter	11
Page 2-52 – 2.3.3.9 Operations and Maintenance Facility	4		
Page 2-54 – Table 2.3-10 – Bus Service Changes	4		
Chapter 3: Social Effects	4		
Page 3-20 – 3.1.3 Land Use Plans	4		
Page 3-34 – 3.1.5.1 Effects to Land Use and Socioeconomics	5		
Page 3-37 – 3.1.5.2 Operations and Maintenance Facility	5		
Page 3-58 – 3.2.2.6 Neighborhoods and Community Cohesion	6		
Page 3-66 – 3.2.5 Summary	7		
Page 3-116 – 3.6.3.3 Build Alternatives	7		
Chapter 4: Environmental Effects	8		
Page 4-111 – 4.8.2.1 Vibration-Sensitive Land Uses	8		
Chapter 5: Economic Effects	9		
BMNA – General comment	9		
Chapter 6: Transportation Effects	9		
BMNA – no comments to this chapter	9		
Chapter 7: Section 4(f) Evaluation	9		
BMNA – no comments to this chapter	9		
Chapter 8: Financial Evaluation	9		
BMNA – no comments to this chapter	9		
Chapter 9: Indirect Effects and Cumulative Effects	9		
Page 9-4 – 9.4.1 Reasonably Foreseeable Future Action	10		
Page 9-23 – 9.6.6 Parklands and Recreation Areas	10		
Page 9-26 9.6.9 – Environmental Justice	10		



Bryn Mawr Neighborhood Association (BMNA) ***Comments and Notes on the Southwest Transitway DEIS***

December 2012

<i>DEIS Reference</i>		<i>BMNA Notes and Comments</i>
Introduction and Background		<ul style="list-style-type: none">• The BMNA has a long record of supporting light rail and has been active in its support of the Southwest Light Rail system.• Bryn Mawr has passed resolutions that strongly support Alternative 3A, the Locally Preferred Alternative – LPA.• The BMNA strongly opposes Alternative 3A-1, the Co-Location Alternative for all the reasons cited in the DEIS.• Bryn Mawr has actively participated on the Minneapolis Park and Recreation Board CAC and supports the submittal of the MPRB comments, particularly maintenance of access to and from parks such as Bryn Mawr Meadows.• The BMNA formed a committee to review the DEIS and present these findings. This committee held a public meeting to review what would be presented. Members of the committee also presented issues of concern at the Hennepin County public hearing held on November 13.• The BMNA sees great potential benefits from light rail for Bryn Mawr and Minneapolis and strongly supports the Southwest Transitway project.• The BMNA strongly supports the DEIS findings. We acknowledge the noise impact, construction challenges, access issues and potential increased vibrations. We look to mitigation in the design phase to manage these.• The BMNA supports two stations, Penn Avenue and Van White Boulevard, located within its boundaries, with each station offering distinctly different benefits for the neighborhood.• The BMNA also supports activities of its bordering neighborhoods, Harrison and Kenwood, as they seek to have their concerns mitigated.• The BMNA recognizes that the Bryn Mawr neighborhood will realize the benefits identified in the DEIS only if the Penn Station is built, including, but not limited to, improving mobility, efficient travel options, protecting quality of life, and preserving the environment. Consequently, the BMNA support is based on the description of the project as contained in the DEIS, which includes the development of the Penn station.

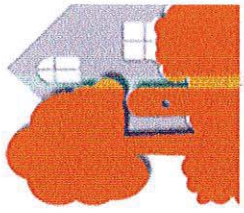


Bryn Mawr Neighborhood Association (BMNA)

Comments and Notes on the Southwest Transitway DEIS

December 2012

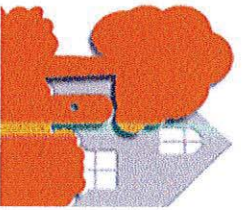
<i>DEIS Reference</i>	<i>BMNA Notes and Comments</i>
	<ul style="list-style-type: none">• Bryn Mawr strongly advocates for the Penn Station, not only for its own neighborhood benefit, but also on behalf of myriad riders who would use this station to access the Minneapolis Parks' Grand Rounds northern amenities. It is the one station on the Southwest Transitway line that brings riders into the Parks' Grand Rounds.• Without a Penn station, Bryn Mawr would realize few benefits of the Southwest Transitway. Without a Penn Avenue station, Bryn Mawr residents would lose the existing ready access to the Cedar Lake Regional Trail and Kenilworth Trail and the Minneapolis Parks' Grand Rounds.• A Penn station, as represented in the DEIS, provides access to broader transportation opportunities to downtown, the Metrodome, Target Field, Mall of America, the airport, St. Paul and both western and eastern suburbs, along with access to the park and lakes.• With no Penn Station, Bryn Mawr is more severely divided into a north and south neighborhood – the connectivities that currently exist within the neighborhood will be disrupted by the Southwest Transitway line and its safety features, if a station is not built at this location.• Our primary concern is with what is not strongly stated in the DEIS. The DEIS does not indicate that without the Penn station, Bryn Mawr would be negatively impacted and would receive few benefits of having light rail traverse our neighborhood.• Because the LPA will be a permanent investment, this new transit service, with its station at Penn Avenue, has the potential to positively influence economic development, consistent with community plans, such as a the Comprehensive Plan (1997), The Bryn Mawr Land Use Plan (2006) and the Capstone Project (2011). These are studies the BMNA conducted, as a neighborhood, which have looked at the development potentials of the Penn Station and the BMNA wants to be assured that their opportunities are not under-estimated.• The BMNA also supports the development of the Van White Station, based on the project description in the DEIS.• Bryn Mawr has been an active member of the Bassett Creek Valley Redevelopment



Bryn Mawr Neighborhood Association (BMNA) **Comments and Notes on the Southwest Transitway DEIS**

December 2012

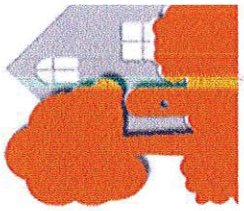
DEIS Reference	BMNA Notes and Comments
	<p>Oversight Committee since 1997 and supports its plans for development in the Bassett Creek Valley and advocates for the Van White Boulevard station, as critical to potential development in the area.</p> <ul style="list-style-type: none"> • With the Harrison Neighborhood, the BMNA advocates for the improved mobility to the jobs and activity centers in the Minneapolis Business District , as well as along the length of the corridor for reverse-commute trips to the expanding suburban employment centers that the Van White station provides. • A Van White Boulevard station, as represented in the DEIS, provides access to broaden transportation opportunities to downtown, the Metrodome, Target Field, Mall of America, the airport, St. Paul and both western and eastern suburbs, along with access to the park and lakes.
Chapter 1: Purpose and Need for the Proposed Action	
Page 1-3 – 1.1 Overview of Proposed Action	<ul style="list-style-type: none"> • In partnership with the Harrison neighborhood, the BMNA would like to add the proposed Bottineau line to the list of related transportation lines in paragraph 3.
Page 1-14 – 1.3.2.2 Limited Competitive, Reliable Transit Options and 1.4 Project Goals and Objectives	<ul style="list-style-type: none"> • Whenever possible, please use 2010 census data. • The BMNA strongly supports that the Southwest Transitway will bring a regional connectivity and travel time reliability that a high capacity transit line offers. • The BMNA strongly supports the Project Purposes, Goals and Objectives as outline in this chapter.
Chapter 2: Alternatives Considered	
Page 2-31 – 2.3.3.2 – LRT 3A (Locally Preferred	



Bryn Mawr Neighborhood Association (BMNA) ***Comments and Notes on the Southwest Transitway DEIS***

December 2012

<i>DEIS Reference</i>	<i>BMNA Notes and Comments</i>
Alternative)	
	<ul style="list-style-type: none"> • The BMNA strongly endorses the LPA, including Penn Avenue and Van White Boulevard stations. • Bryn Mawr strongly endorses the relocation of all freight rail traffic out of the Kenilworth Corridor. • Bryn Mawr strongly advocates that the Kenilworth Trail (with 450,000 trips per annum) be left intact in the Kenilworth Corridor, an outcome that is not possible if freight rail and SOUTHWEST TRANSITWAY co-locate in the Kenilworth Corridor
Page 2-52 – 2.3.3.9 Operations and Maintenance Facility	<ul style="list-style-type: none"> • The BMNA acknowledges concerns expressed by the Harrison Neighborhood for OFM site – Minneapolis 4 (centered on 5th Street North between 6th Avenue North and 10th Avenue North) and supports further documentation of remediation options to address those concerns before final site selection.
Page 2-54 – Table 2.3-10 – Bus Service Changes	<ul style="list-style-type: none"> • The DEIS does not identify the potential to integrate the LPA with the new Bottineau line. This section should reference the possibility of bus shuttle connection to this line and connection to Route 9. • The DEIS also does not acknowledge that there is no identified bus service to the Van White station to and from Bryn Mawr.
Chapter 3: Social Effects	
Page 3-20 – 3.1.3 Land Use Plans	<ul style="list-style-type: none"> • In conjunction with the University of Minnesota's Humphrey School of Public Affairs, the BMNA conducted a Capstone Project study of development opportunities near the Penn Station site. • The BMNA would like the Capstone Project document added as a study to the City



Bryn Mawr Neighborhood Association (BMNA) **Comments and Notes on the Southwest Transitway DEIS**

December 2012

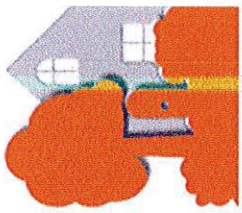
DEIS Reference	BMNA Notes and Comments
	<p>of Minneapolis section of Table 3.1-2 Summary of Local and Regional Comprehensive Plans and Studies.</p> <ul style="list-style-type: none"> A link for this study is - http://www.bmna.org/images/SWLRT_Bryn_Mawr_Small_Area_Plan_May_3_2011.pdf On November 14, 2010, the Cedar Lake Park Association and Bryn Mawr Neighborhood Association co-sponsored a Charette that looked at a number of features for the proposed Southwest Transitway, including the Penn Station. The BMNA would like the Charette document added as a study to the City of Minneapolis section of Table 3.1-2 Summary of Local and Regional Comprehensive Plans and Studies. A link for this document is – http://www.bmna.org/images/SWLRT_charrette_drawings_and_photos_11_10.pdf
<p>Page 3-34 – 3.1.5.1 Effects to Land Use and Socioeconomics</p>	<ul style="list-style-type: none"> The potential for development and the change in land use associated with the Penn Station are identified in the Capstone Project (2011) for that site. The potential for development and the change in land use associated with the Penn Station are also identified in Bryn Mawr's Land Use Plan (2006) accepted by the City of Minneapolis as a small area plan. The potential for development and the change in land use associated with the Van White Boulevard station are identified in the Bassett Creek Master Plan (2007) incorporated into the City of Minneapolis' Comprehensive Development Plan and approved by the Metropolitan Council. The BMNA stands in strong support of relocation of the TCW line to the MN&S line in St. Louis Park. The BMNA stands strongly in favor of the Kenilworth Trail being left intact at its current location in the Kenilworth Corridor. This off street trail is part of the first federal bicycle commuter route, joining the Cedar Trail that runs through a large segment of Bryn Mawr.
<p>Page 3-37 – 3.1.5.2 Operations and Maintenance</p>	



Bryn Mawr Neighborhood Association (BMNA) ***Comments and Notes on the Southwest Transitway DEIS***

December 2012

<i>DEIS Reference</i>	<i>BMNA Notes and Comments</i>
<p>Facility</p>	<ul style="list-style-type: none"> The BMNA acknowledges concerns expressed by the Harrison Neighborhood for OFM site – Minneapolis 4 (centered on 5th Street North between 6th Avenue North and 10th Avenue North) and supports further documentation of remediation options to address those concerns before final site selection.
<p>Page 3-58 – 3.2.2.6 Neighborhoods and Community Cohesion</p>	<ul style="list-style-type: none"> Bryn Mawr was greatly impacted with the building of Interstate 394 and has worked hard to maintain cohesion since it was implemented. We feel there may be the same kind of impact if a Penn Station is not built. The DEIS incorrectly states that “operation of Southwest Transitway service along Segment A is not anticipated to adversely affect community cohesion because Segment A is currently bisected by a freight rail line and adding light rail service does not alter the existing barrier” (3.2.2.6, p.3-58) Adding light rail service would introduce new barriers, such as fences and additional track. Bryn Mawr would be adversely affected by the Southwest Transitway line and experience a decrease in opportunity for community cohesion if no Penn Station is built. The DEIS also indicates that “light rail service would assist in providing a new rapid transit service enabling a more direct connection to downtown Minneapolis and the regional transit network.” (3.2.2.6, p3-58) This is true only if the Penn Station is built. Without the Penn Station, Bryn Mawr would experience little connection with the light rail network. The Van White Station, as currently conceived, offers little access for residential Bryn Mawr without creating connecting direct bus service. The BMNA would like the Segment A section to include comments on the impact to Bryn Mawr of not having the Penn Station. We are concerned that the current access to the parks and Bike Trail system will be curtailed by the need for safety barriers that would be erected. This would greatly limit neighborhood access to the light rail and current access to the commuter bike trail and lakes chain. Further, as stated in the Minneapolis Park and Recreation Board comments, Bryn



Bryn Mawr Neighborhood Association (BMNA) **Comments and Notes on the Southwest Transitway DEIS**

December 2012

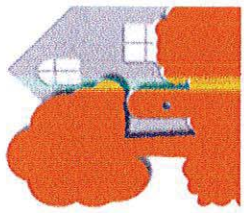
DEIS Reference	BMNA Notes and Comments
	<p>Mawr Meadows is a heavily used sports recreational park, with potential for significant usage of transit at the Penn Station by park users. Maintaining access to and from Bryn Mawr Meadows will encourage continued strong usage of the park.</p> <ul style="list-style-type: none"> The DEIS incorrectly focuses on distance to downtown Minneapolis as a benefit of both the Penn and Van White Stations. It does not focus sufficiently on the social effects of Southwest Transitway travel westward (reverse commuting) or on ridership that comes from all areas of the region to the "Chain of Lakes region, with connections to parks, trails, the lakes, and community amenities and attractions" (Page 3-50, DEIS), Central Corridor, Hiawatha line and to the Northstar. The social effects of stations at Penn Avenue and Van White Boulevard are immense. Using current transportation means, it takes upwards of two hours and three transfers to travel from Bryn Mawr and Harrison to jobs in the west. A station at Van White Boulevard and a station at Penn Avenue would drastically reduce travel time.
Page 3-66 – 3.2.5 Summary	<ul style="list-style-type: none"> A Penn Station would improve economic development. Table 3.2-2 only calls out Target Field station as having potential for development. The BMNA strongly believes that there are development opportunities at the Penn Station and that the Southwest Transitway will have tremendous leverage impact on development at the Van White station. Also, the BMNA believes that many of the metrics listed in Table 3.2-2 assume the building of the Penn Station. Without this station, Bryn Mawr is impacted in several of the metrics. Particularly the metric related to Community cohesion.
Page 3-116 – 3.6.3.3 Build Alternatives	



Bryn Mawr Neighborhood Association (BMNA) **Comments and Notes on the Southwest Transitway DEIS**

December 2012

DEIS Reference	BMNA Notes and Comments
	<ul style="list-style-type: none"> Bryn Mawr residents are active users of the Minneapolis bike trails, parks and lakes. As such, we have strong concerns about how the intersection of the Southwest Transitway with the Cedar Lake Parkway will be addressed. The BMNA has been an active participant in the Minneapolis Park and Recreation Board CAC and supports their findings related to the intersection of the Southwest Transitway with the Cedar Lake Parkway. The BMNA has concerns about the visual impact to the Grand Rounds if a fly-over is built. The fly-over does not seem to fit with the park nature of the area and alternatives should be considered. The interface of the freight train, motor vehicles, bicyclists and pedestrian is an area of concern as it exists today. The introduction of the light rail provides a great opportunity to do this right and not leap to design decisions without the involvement of interested parties, especially the Minneapolis Park and Recreation Board. The BMNA is also concerned that the flow of traffic during construction, particularly related to emergency vehicles, will need careful thought for mitigation. The BMNA recommends that this topic be added to the Segment A section for remediation consideration.
Chapter 4: Environmental Effects	
Page 4-111 – 4.8.2.1 Vibration-Sensitive Land Uses	
	<ul style="list-style-type: none"> While 4.8.2.1 addresses vibration-sensitive land uses, the vibration effects of the relocation of TC&W freight trains currently operating in the Kenilworth Corridor to the portion of the BNSF line west of Penn are not clear. A neighborhood concern has been raised that the BNSF line west of Penn is over moraine material and the additional TC&W trains may have an impact. This concern does not seem to be addressed in the DEIS. The BMNA asks that it be made clear in the FEIS whether or not there will be an impact on land adjacent to the BNSF line west of Penn.



Bryn Mawr Neighborhood Association (BMNA) Comments and Notes on the Southwest Transitway DEIS

December 2012

<i>DEIS Reference</i>	<i>BMNA Notes and Comments</i>
Page 9-35 9.6.22 – Station Area Development	<ul style="list-style-type: none">• The BMNA strongly supports the findings of the DEIS in this section. We see the Bryn Mawr neighborhood as linked in a broader network.• The BMNA also recognizes how important the Penn Station and Van White Station are to our participating in this network.
Chapter 10: Environmental Justice	
BMNA – no comments to this chapter	
Chapter 11: Evaluation of Alternatives	
BMNA – support for recommendation	<ul style="list-style-type: none">• The BMNA strongly supports the selection of Alternative 3A (LPA).• The BMNA strongly opposes the selection of Alternative 3A-1 (Co-location alternative).
Chapter 12: Public Agency Coordination & Comments	
BMNA – no comments to this chapter	



ATTN: Southwest Community

Postnet barcode



MINNEAPOLIS, MN 55415
701 Fourth Avenue South, Suite 400
Housing, Community Works and Transit
Hennepin County

Say Peterson
Bridget
240 Union St.
Mpls, MN 55405



SWcorridor/Hennepin
Sent by: Adele C
Hall/PW/Hennepin

01/16/2013 03:27 PM

To

cc

bcc

Subject Fw: Comments on the Draft EIS for the Southwest LRT Line
on behalf of SFI Ltd., Partnership 54 ("Owner") of the
Claremont Apartments located in Minnetonka, MN



"Kulsrud, Geri M."
<gkulsrud@larkinhoffma
n.com>

12/28/2012 04:32 PM

To: "HCWTmail@co.hennepin.mn.us" <HCWTmail@co.hennepin.mn.us>,
"susan.haigh@metc.state.mn.us" <susan.haigh@metc.state.mn.us>,
"roxanne.smith@metc.state.mn.us" <roxanne.smith@metc.state.mn.us>,
"lona.schreiber@metc.state.mn.us" <lona.schreiber@metc.state.mn.us>,
"jennifer.munt@metc.state.mn.us" <jennifer.munt@metc.state.mn.us>,
"gary.vaneyll@metc.state.mn.us" <gary.vaneyll@metc.state.mn.us>,
"steve.elkins@metc.state.mn.us" <steve.elkins@metc.state.mn.us>,
"mes.brimeyer@metc.state.mn.us" <mes.brimeyer@metc.state.mn.us>,
"gary.cunningham@metc.state.mn.us" <gary.cunningham@metc.state.mn.us>,
"adam.duininck@metc.state.mn.us" <adam.duininck@metc.state.mn.us>,
"edward.reynoso@metc.state.mn.us" <edward.reynoso@metc.state.mn.us>,
"john.doan@metc.state.mn.us" <john.doan@metc.state.mn.us>,
"sandy.rummel@metc.state.mn.us" <sandy.rummel@metc.state.mn.us>,
"harry.melander@metc.state.mn.us" <harry.melander@metc.state.mn.us>,
"richard.kramer@metc.state.mn.us" <richard.kramer@metc.state.mn.us>,
"jon.commers@metc.state.mn.us" <jon.commers@metc.state.mn.us>,
"steven.chavez@metc.state.mn.us" <steven.chavez@metc.state.mn.us>,
"wendy.wulff@metc.state.mn.us" <wendy.wulff@metc.state.mn.us>,
"mike.opat@co.hennepin.mn.us" <mike.opat@co.hennepin.mn.us>,
"commissioner.higgins@co.hennepin.mn.us" <commissioner.higgins@co.hennepin.mn.us>,
"gail.dorfman@co.hennepin.mn.us" <gail.dorfman@co.hennepin.mn.us>,
"commissioner.mclaughlin@co.hennepin.mn.us" <commissioner.mclaughlin@co.hennepin.mn.us>,
"randy.johnson@co.hennepin.mn.us" <randy.johnson@co.hennepin.mn.us>,
"jan.callison@co.hennepin.mn.us" <jan.callison@co.hennepin.mn.us>,
"jeff.r.johnson@co.hennepin.mn.us" <jeff.r.johnson@co.hennepin.mn.us>,
"tschneider@eminnetonka.com" <tschneider@eminnetonka.com>,
"dallendorf@eminnetonka.com" <dallendorf@eminnetonka.com>,
"pacomb@eminnetonka.com" <pacomb@eminnetonka.com>,
"bellingson@eminnetonka.com" <bellingson@eminnetonka.com>,
"twagner@eminnetonka.com" <twagner@eminnetonka.com>,
"bwiersum@eminnetonka.com" <bwiersum@eminnetonka.com>,
"jhiller@eminnetonka.com" <jhiller@eminnetonka.com>,
"edurbin@eminnetonka.com" <edurbin@eminnetonka.com>,

cc:

Subject: Comments on the Draft EIS for the Southwest LRT Line on behalf of SFI
Ltd., Partnership 54 ("Owner") of the Claremont Apartments located in



Minnetonka, MN

2 attachments



Letter to Hennepin County Housing, Community Works & Transit.pdf



Summary of Potential Negative Impact of Southwest LRT on Claremont Apartments, Minnetonka, MN.pdf

On behalf of Bill Griffith, attached please find the attached:

1. Letter to Hennepin County Housing, Community Works & Transit; and
2. Memorandum regarding Summary of Potential Negative Impact of Planned Southwest LRT Line on Claremont Apartments.

Please call if you have any questions.

Mary Carlson, for Geri Kulsrud
Legal Secretary

p | 952-896-3285

f | 952-896-3333

www.larkinhoffman.com



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December 28, 2012

Hennepin County Housing,
Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

Via Email and U.S. Mail

Re: Comments on the Draft EIS for the Southwest LRT Line on behalf of SFI Ltd.
Partnership 54 ("Owner") of the Claremont Apartments located 10745 Smetana Road,
Minnetonka, Minnesota; Our File No. 36,292-00

This Firm represents the Owner of the Claremont Apartments located immediately adjacent to the proposed route of the Southwest Transitway ("Southwest LRT"). This letter is written to submit specific technical comments and concerns regarding the proposed location of the Southwest LRT and to strongly urge public officials responsible for planning the Southwest LRT to consider an alternative route through the Opus Business Park to minimize the impact on public trails and sensitive multi-family residential housing.

I have enclosed the technical memorandum of Jerry Kavan, Project Manager for the Claremont Apartments, which details a number of negative impacts due to the placement of the Southwest LRT line approximately 90 feet from the Claremont Apartments. These impacts include a high level of noise, vibration, adverse light and similar impact, exacerbated due to the high frequency of trains proposed to run 21 hours per day, seven days per week.

The Owner of the Claremont Apartments has invested millions of dollars to upgrade the units, buildings and site which has greatly improved rental income from the property. The proposed route calls for construction of a double rail line directly adjacent to the Claremont Apartments. This location raises serious concerns for the quality of life of residents of these apartments, dramatic loss in rental income, and potential subterranean impact to the building structure.

Without repeating the attached technical memorandum, the operation of the Southwest LRT will create an almost constant impact on the Claremont Apartments, including visual impact from lighting in what is now a darkly forested area, noise from electric engines, train wheels, train horns and train cars from an estimated 2,324 train operations each week, and vibration in an area that has been identified in the 2009 preliminary environmental impact report with soil conditions that transmit vibrations stronger than "normal."

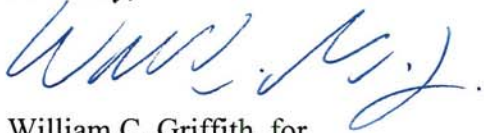
In conclusion, we strongly urge the public officials responsible for the Southwest LRT to pursue an alternative route through the Opus Business Park (as shown in Exhibit C in the attached Technical Memorandum). This route is much more appropriate than the route adjacent to the

Claremont Apartments given the employment base that resides there during daytime hours and the lack of nighttime noise and lighting impact on those land uses. This alternate route may well serve to minimize the substantial negative effects on both the public trail system and the Claremont Apartments. In short, the most costly alternative for this segment of the Southwest LRT is adjacent to the Claremont Apartments because of the real and considerable damages that construction and operation of the LRT line will cause to this sensitive residential land use.

We request the opportunity to meet with those responsible for construction and operation of the Southwest LRT line to discuss reasonable alternatives to the proposed route, as well as a substantial package of mitigative measures to address the impact identified in the DEIS and summarized in the attached technical memorandum.

Thank you.

Sincerely,



William C. Griffith, for
Larkin Hoffman Daly & Lindgren Ltd.

Direct Dial: 952-896-3290
Direct Fax: 952-842-1729
Email: wgriffith@larkinhoffman.com

Enclosure

cc: Members of the Metropolitan Council (by e-mail with enclosures)
Members of the Hennepin County Regional Railroad Authority (by e-mail with enclosures)
Members of the Minnetonka City Council (by e-mail with enclosures)
Elise Durbin, Community Development Supervisor, City of Minnetonka (by e-mail with enclosures)

Memorandum

To: SFI Ltd. Partnership 54

From: Jerry Kavan, Project Manager

Date: December 28, 2012

Re: Summary of Potential Negative Impact of Planned Southwest Light Rail Transit System on Claremont Apartments owned by SFI Ltd. Partnership 54 located 10745 Smetana Road, Minnetonka, Minnesota

General Information: (See Exhibit 'A')

The Claremont Apartments is a 330 unit apartment community which has recently undergone extensive building site and unit upgrades. The Owner has invested millions of dollars making significant improvements including the addition of washers and dryers in each unit, kitchen improvements, installation of a fire sprinkler system, hallway, lobby and elevator upgrades, site improvements and the construction of a high end Clubhouse complete with a large fitness center, an urban café and leasing office. It has been the goal to make this a premiere property within the Twin Cities. The higher rents achieved at the property has validated the capital improvements that ownership has made.

The Twin Cities area, under the direction of the Metropolitan Council and Metro Transit, with the Hennepin County Regional Railroad Authority (HCRRA) as the lead agency, will be constructing a Light Rail Transit System throughout the southwest portions of the metropolitan area starting at the far reaches in Eden Prairie and ending at the Target Center in downtown Minneapolis at a joint station with the existing light rail lines. The route is 15 miles long and includes 17 stations. The closest station to Claremont Apartments will be immediately south at Bren Road West, approximately 1/3 mile from the property. To the north of the Claremont the next station will be south of Excelsior and east of Shady Oak Road, roughly one mile from the property. No intermediate stations or access points will be allowed anywhere along the route.

The City of Minnetonka is a participating agency in the development of the LRT System and has an appointed contact person that has been working on this with the Metropolitan Council for over ten years, Elise Durbin. According to Ms. Durbin, the City has and will continue to conduct public discussions as the new information becomes available and as Preliminary Engineering reaches advanced levels, so that the citizens can be informed and have input before the design is finalized (although the route is now finalized). The City is concerned about the at-grade crossing at Smetana Road adjacent to the Claremont and has determined to

influence the design of this crossing to minimize impact to the neighboring properties as much as possible.

Timetable:

The Draft Environmental Impact Statement (DEIS) has been released to the public for review and comment. Comments are due December 31, 2012 from the public. Preliminary Engineering has begun, and will evolve in response to public comments. The goal is to begin construction in 2014 and start rail operations in 2018.

Route at the Claremont: (See Exhibit 'B')

The route has been established which places the double rail line directly behind the multifamily buildings at Claremont, within 90 feet of most of the buildings. This raises serious concerns for the quality of life for the residents of these apartments. There are five buildings at this community, each with three stories of apartments over a subterranean parking basement. Over half of the apartments at the Claremont face the existing trail to the southwest. The new Light Rail Transit System will be constructed next to this trail and therefore will directly impact all of these apartments on the trail side of the buildings. To exacerbate the impact, initial design information places the trail and LRT are at an elevation in line with the second floor of the three stories of apartments, meaning that sounds created by the passing trains will equally impact all floors and all units.

Operating Hours and Frequency of Trains Passing the Property:

The operational hours for the LRT are reported to be from 4 AM to 1 AM, twenty-one hours per day, 7 days per week. The train frequency EACH WAY will be every 7-1/2 minutes during peak times in the morning and evening (6:30 am to 9:30 am, and 3:30 pm to 7:30 pm), then every ten minutes between the peak hours and every half-hour outside of those times. This equals **332** train passings per day. Due to this high frequency, any visual, noise and vibration impacts from the LRT will have very serious impact on the Claremont.

Impact to the Claremont:

Following are types of impact identified in the initial review of the DEIS and elaboration on each. This is not intended to be a comprehensive list until further review by professional consultants can be obtained:

INTERIM IMPACTS:

1. Construction Disturbance: Directly behind all five buildings construction activities will impact the quality of life for 171 apartments including: tree removal, grading operations, soil compaction operations, and track installation throughout the construction period of over two years.
2. Loss of Tenants: The majority of the tenants facing the Trail selected their units for the peaceful, quiet and serene forest atmosphere outside their windows and will not renew their leases. In addition, they currently pay an increased rent versus the same unit on the opposite side of the building, called a 'View Premium'. Once construction starts tenants

will object to paying this extra cost. In addition to this loss savvy tenants will request a discount from the normal rate, since this side of the building will be less desirable now.

3. Transitional increase in vacancy rate: Tenants that leave because of the construction and the imminent Light Rail operations will not be easily or readily replaced. Transit-Oriented tenants that may desire this location for the transit proximity will not consider this property until the LRT is operational and even then would prefer a unit away from the rails. This increased vacancy period will span the years it will take for the LRT construction to be completed, likely from 2014 to 2018; this reduced occupancy will result in a significant drop in revenue.

PERMANENT IMPACTS:

1. Visual: (332 trains a day, 2,324 trains a week)
 - a. The LRT rails will be installed at roughly the second floor level of the three story buildings, therefore all units on all floors will have visual impact including the sight of trains frequently passing by the windows at roughly 90 feet away.
 - b. A second visual impact will be the headlamps of the trains sweeping the building windows at night as they pass through the curve in the tract to the southwest
 - c. Lights visible from inside the commuter rail cars passing by at night will impact all 171 units. Instead of dark forested areas outside their windows, there will be a regular pattern of the lighted cars passing right-to-left and left-to-right with only a three hour cessation in the middle of the night.
 - d. Perhaps the strongest 'visual' impact will be the psychology of the Tenants as they realize that hundreds of light rail passengers will be passing by each day and night directly outside their windows, with nothing better to do than stare at the apartment buildings, meaning that blinds or shades must be kept closed at all times.
2. Noise: (332 trains a day, 2,324 trains a week)
 - a. Sound of the electric engines as the multi-car train passes by the apartment windows at roughly 90 feet away.
 - b. Sound of the train wheels as the multi-car train passes by the apartment windows
 - c. Screech of the train wheels as the train enters the curve in the tracks directly southwest of the property within 180 feet of the nearest apartment windows
 - d. Train Horns blasting as each train approaches the at-grade crossing of Smetana Road at Feltl Road which will occur for both the northbound and the southbound trains. The horns will blast when the train is less than 100 feet away from two of our buildings for all northbound trains, and 650 feet away from all southbound trains. A typical train horn sound consists of a combination of four long and short blasts which lasts 20 to 25 seconds at a sound level of 99 decibels. During Peak Hours this will occur every seven and a half minutes. (NOTE: The City of Minnetonka currently has a 'Quiet Zone' ordinance in effect that requires operating train traffic within the city limits to avoid horns at all crossings that have been constructed to qualify for 'Quiet Zone' status. The City does not know if this LRT project or the Federal standards for LRT operations will be able to comply with the

ordinance as the at-grade crossing sits on the border between Hopkins and Minnetonka.)

- e. Train Horns as the Southbound LRT approaches Opus Station at the road crossing just north of the station will begin while the LRT is adjacent to the southernmost building on the property.
- f. Train Horns as the Northbound LRT leaves Opus Station at the road crossing just north of the station with the horns pointing north directly at our buildings which will be approximately 1,100 feet north and will be audible inside the units in the first two southernmost buildings on the property, possibly more.
- g. Warning Bell dinging as the railroad crossing gates at Smetana Road close every time a northbound or southbound train approaches. These gates are 520 feet from our nearest building and an average of 1,250 feet to all units. With the construction of the rail system all trees between this crossing and the buildings will be eliminated allowing a direct line for the noise. Warning Bells could be sounded the entire time the gates remain in the down position at a sound level of 88 decibels, which will be clearly audible within the units, even some of the units on the opposite side of the buildings from the tracks. This will occur every seven and a half minutes during Peak Hours.
- h. Warning Bell dinging at the railroad crossing gates immediately south of the property at Bren Road every time a northbound or southbound train approaches or leaves Opus Station. These gates are 1,300 feet from our nearest building and an average of 1,850 feet to all units. With the construction of the rail system all trees between this crossing and the buildings will be eliminated allowing a direct line for the noise. Warning Bells could be sounded the entire time the gates remain in the down position at a sound level of 88 decibels, which will be clearly audible within the units, even some of the units on the opposite side of the buildings from the tracks.
- i. I have yet to determine if there will be noise impact on the rest of the units within the community which are not located adjacent to the proposed line.

j.

3. Vibration: (332 trains a day, 2,324 trains a week)

- a. According to the Federal Transit Authority, Light Rail Transit Systems create unnatural vibrations that are well above the perception levels of human beings. The existing setting at the Claremont is devoid of vibration sources and the introduction of frequent periodic vibration generated by each passing train will be very noticeable to the residents as rumbling, window rattling, or floor movement.
- b. The initial preliminary Environmental Impact report created in 2009 related to this specific LRT System states that the soils along the majority of the route are not 'normal' but instead calling them 'efficient' in terms of transmitting vibrations, which would make the vibration impacts stronger than normal.
- c. It is unclear at this point if the vibrations could be sufficient to cause concern for the foundations and parking basement construction at the property. There is a potential for building damage in the long term from the high frequency of vibration impact.

4. Economics:

I would recommend that consultants be hired to determine the extensive, negative economic impact that the Claremont Apartments will suffer if the LRT system is located as proposed.

5. Recommendation for Alternative LRT Route through Opus Business Park

The DEIS identified an alternative route to the route through the public trail corridor and immediately adjacent to the Claremont Apartments. HCCRA, Met Council and Metro Transit should strongly consider an alternate route from Smetana Road southward to the Opus Station. This alternative would construct the LRT line along Feltl Road through part of the Opus Business Park avoiding sensitive public trails and multifamily residential housing. In public comments, the Claremont Apartments have been described as one of the most negatively affected land uses in Minnetonka. (Please see the attached Exhibit C showing the approximate path of this alternate route.) In any case, HCCRA, Met Council and Metro Transit should comply with the City's ordinances requiring a "quiet zone" in proximity to the Claremont Apartments.

Resources:

1. Metropolitan Council Website for the Southwest LRT System:
<http://www.metrocouncil.org/transportation/SW/SouthwestLRT.htm>
2. City of Minnetonka Website Document: Southwest Transit Way Station Area Planning Presentation:
http://www.eminnetonka.com/news_events/show_project.cfm?link_id=southwest_station_area_study&cat_link_id=Planning
3. Interview with Elise Durbin, Community Development Supervisor for the City of Minnetonka on May 14, 2012.
4. Interview with Matthew Murello, President of Lewis S. Goodfriend & Associates, Acoustical Consultant and DEIS Engineer of Record for the Hudson-Bergen LRT, a New Jersey 21 mile LRT adjacent to Manhattan. Interview occurred May 9, 2012.
5. Federal Transit Administration 'Transit Noise and Vibration Impact Assessment,' 2006.
6. Southwest LRT Technical Memorandum No. 9 ENVIRONMENTAL EVALUATION, September 9, 2009.
7. Southwest Transitway Draft Environmental Impact Statement, Approval Date of 9/25 and 26/2012 as prepared by USDOT, FTA and the HCCRA et al.

EXHIBIT 'A' **SOUTHWEST LIGHT RAIL TRANSIT SYSTEM ROUTE MAP IN MINNETONKA**

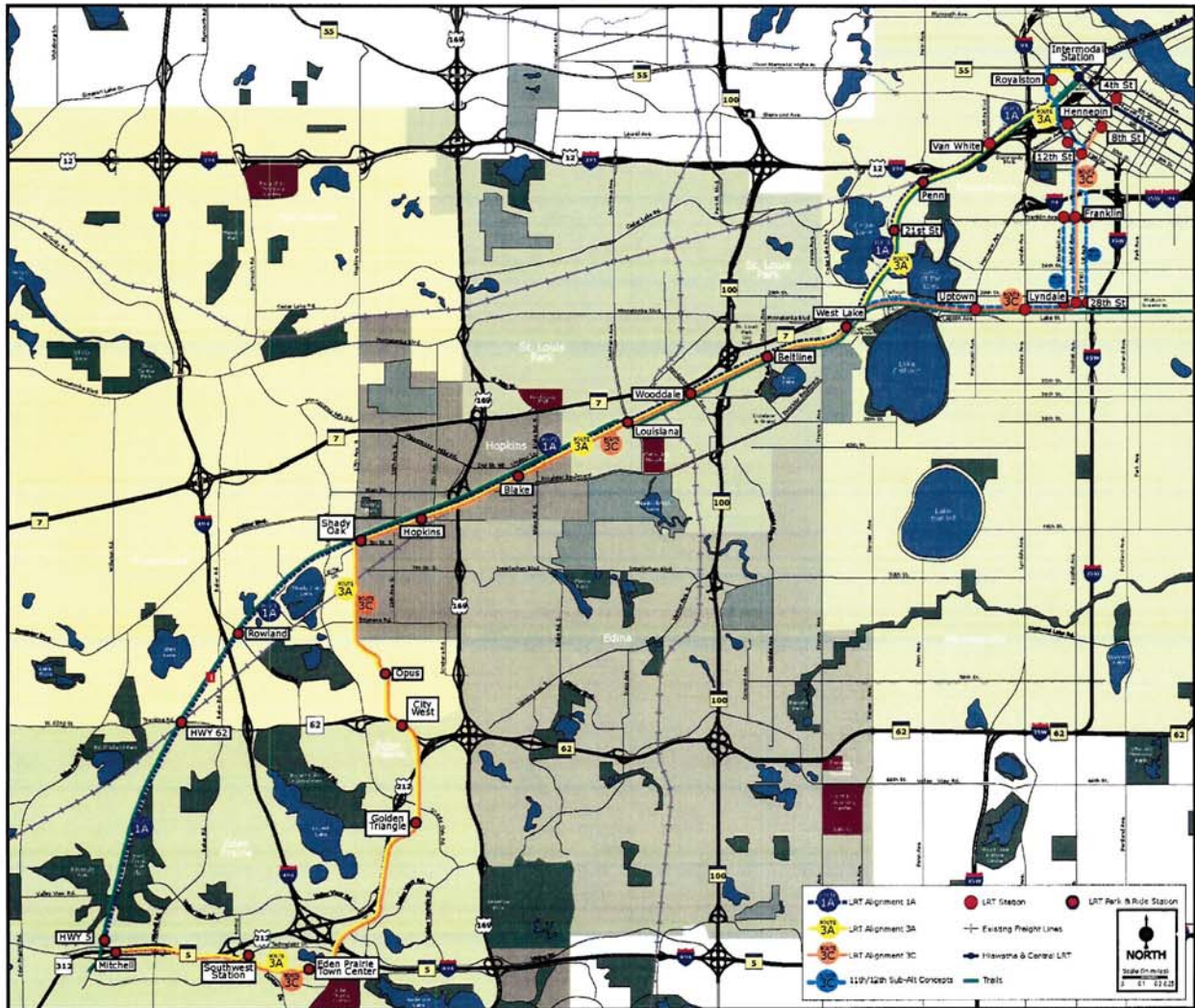


EXHIBIT 'B'
SOUTHWEST LIGHT RAIL TRANSIT SYSTEM ROUTE NEAR THE CLAREMONT
(Note: This will be a Two-Track System not single track as shown)

Southwest LRT Alignment Video



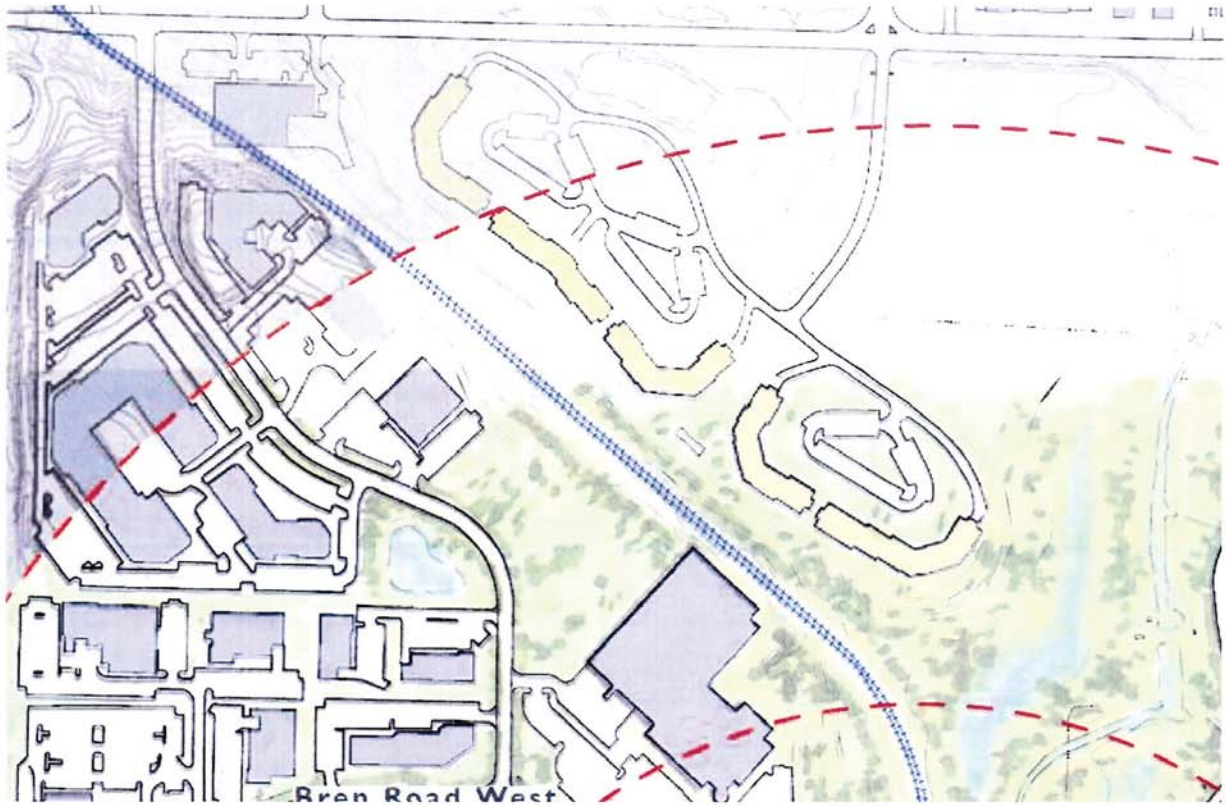


Exhibit C

Alternative Route through Opus Business Park





ADM – Benson Quinn
701 4th Avenue South – Suite 800
Minneapolis, MN 55415-1633
Ph. 612-340-5900
Fax: 612-335-2948

December 4, 2012

Dear Hennepin County, Housing, Community Works & Transit:

I am writing to you on behalf of ADM-Benson Quinn (ADM-BQ). ADM-BQ has been providing agricultural services in the form of grain origination, merchandising and transportation services to the country elevators and farmers in south central Minnesota since 1920. We have recently made a substantial investment at Brownnton, MN located on the TC&W in a greenfield grain storage and handling facility for origination of local grain production. This investment was made in partnership with United Farmers Coop.

We rely on grain origination from this region to feed ADM's export assets to supply destination markets across the globe. Rail is an integral part of this link from producer to export market. Minnesota has a long-lived, rich history of linking its farmer-producers to export markets. This linkage has become a vital part of the fabric of Minnesota's economy. A disruption to this transportation system will have an adverse effect on the agricultural economy of this region.

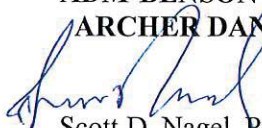
We have reviewed the design as recommended in the Southwest Transitway Draft Environmental Impact Statement (DEIS), which recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway (SWLRT). We further understand, based on information provided by TC&W, that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012, will result in increased costs for TC&W to operate its trains to and from ADM-BQ facilities. With increased competitive pressures and tightening margins, it is imperative that we continue to strive towards providing Minnesota's farming regions with the most cost-effective transportation system possible. It is critical that ADM-BQ retains the economical freight rail transportation option which is provided by TC&W. It is our understanding that TC&W has encouraged you to consider alternatives that would be less intrusive to the existing freight business and that several of these alternatives would be less costly and more conducive to serving the needs of all parties involved. Therefore, we could support the following alternatives to your recommended design:

- 1) Do engineering for the reroute that meets TC&W's engineering standards;
- 2) Co-locate the SWLRT with the current freight route;
- 3) Reroute freight back to the 29th Street Corridor, where the TC&W ran until 1998; or
- 4) Route the SWLRT up the MN&S rail line.

We are hopeful we can work together to find a solution that will yield a fair and economically viable result to benefit all parties affected. We are confident an alternative solution can be reached. We would be happy to participate in discussions towards this end.

Sincerely,

**ADM-BENSON QUINN, A DIVISION OF
ARCHER DANIELS MIDLAND COMPANY**


Scott D. Nagel, President

340 Michigan St. SE
P.O. Box 609
Hutchinson, MN 55350-0609



Phone: 320-587-2133
800-328-5189
Fax: 320-587-5816
www.agritradingcorp.com

November 28, 2012

Dear Hennepin County, Housing, Community Works & Transit

Attn: Southwest Transitway

We, the Agri Trading Corp. depend on the Twin Cities & Western Railroad Company (TC&W) for economical freight rail transportation. We, the Agri Trading Corp. understand that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway (SWLRT). We, the Agri Trading Corp. further understand, based on information provided by TC&W, that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012, will result in increased costs for TC&W to operate its trains to and from Agri Trading Corp.

It is important that Agri Trading Corp retain an economical freight rail transportation option which is provided by TC&W. The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

- 1) Do engineering for the reroute that meets TC&W's engineering standards,
- 2) Co-locate the SWLRT with the current freight route,
- 3) Reroute freight back to the 29th St Corridor, where TC&W ran until 1998, or
- 4) Route the SWLRT up the MN&S rail line

Therefore we recommend Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Since rural Minnesota provides a significant amount of exports from the State of Minnesota, and since having economical freight rail transportation is imperative to allow rural Minnesota to compete in the global marketplace, we recommend Hennepin County and the Met Council reject the freight rail design as recommended in the DEIS and arrive at an acceptable design, as we depend on economical freight rail transportation.

We, the Agri Trading Corp. oppose the freight rail relocation design recommendation in the DEIS based on information provided by the TC&W and recommend that the freight rail issues be resolved to preserve our economical freight rail transportation options.

Sincerely,

A handwritten signature in blue ink, appearing to read "Stephen Borstad".

Stephen Borstad
Agri Trading Corp.



BIRD ISLAND BEAN CO LLC

Common sense solutions for Central Minnesota's dry bean growers.

December 4, 2012

Dear Hennepin County, Housing, Community Works & Transit-Attn: Southwest Transit Way:

We, Bird Island Bean Co, LLC, depend on the Twin Cities & Western Railroad Company (TC&W) for economical freight rail transportation. We understand that the Southwest Transit Way Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transit Way (SWLRT). We, Bird Island Bean Co, LLC, further understand, based on the information provided by TC&W, that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased costs for TC&W to operate its trains to and from Bird Island Bean Co.

It is imperative that Bird Island Bean Co, LLC, retain an economical freight rail transportation option which is provided by TC&W. The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

- 1.) Do engineering for the reroute that meets TC&W's engineering standards,
- 2.) Co-locate the SWLRT with the current freight route,
- 3.) Reroute freight back to the 29th St. Corridor, where TC&W ran until 1998, or
- 4.) Route the SWLRT up the MN&S rail line.

Therefore we recommend Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Since rural Minnesota provides a significant amount of exports from the State of Minnesota, and since having economical freight rail transportation is vital to allow us in rural Minnesota to compete in the global marketplace, we respectfully request that Hennepin County and the Met Council reject the freight rail design as recommended in the DEIS and work to arrive at a acceptable design, as we depend on economical freight rail transportation.

We, Bird Island Bean Co, LLC oppose the freight rail relocation design recommendation in the DEIS based on information provided by the TC&W and recommend that the freight rail issues be resolved to preserve our economical freight rail transportation option.

Sincerely,
Larry Serbus

Curt Meyer

Larry Serbus, owner
Curt Meyer, owner
Bird Island Bean Co, LLC

320-365-3070 P.O. Box 249 | East Hwy 212 | Bird Island, MN 55310 www.bibcllc.com

BIRD ISLAND SOIL SERVICE CENTER INC.
511 OAK AVE
BIRD ISLAND, MN 55310
320-365-3655 or 800-369-2812

November 26, 2012

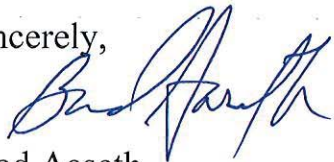
Dear Hennepin County, Housing Community Works & Transit – Attn:
Southwest Transitway:

Bird Island Soil Service Center depends on the Twin Cities & Western Railroad Company for economical freight rail transportation. Because the Southwest Transitway Draft Environmental Impact Statement recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway our rail freight will see increased costs.

We support light rail transportation, but not the current proposed route that will increase rail freight. We recommend that Hennepin County and others involved find a solution that keeps rail freight competitive. It makes no sense to us to use light rail to remove vehicles from the roadways just to add trucks, because to noncompetitive rates.

Bird Island Soil Service Center opposes the current freight rail relocation design and hope that a better solution can be found.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brad Aaseth", is written over the word "Sincerely,".

Brad Aaseth
General Manager



CENTRAL BI-PRODUCTS

590 West Park Road
P.O. Box 319
Redwood Falls, Minnesota 56283-0319

Phone: 507-637-2938
Fax: 507-637-5409
www.centralbi.com

December 3, 2012

Hennepin County, Housing, Community Works & Transit
Attn: Southwest Transitway

Dear Hennepin County, Housing, Community Works & Transit:

Central Bi-Products depends on the Twin Cities & Western Railroad Company (TC&W) for economical freight rail transportation. Central Bi-Products understands that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway (SWLRT). Central Bi-Products further understands, based on information provided by TC&W, that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased costs for TC&W to operate its trains to and from Central Bi-Products.

It is imperative that Central Bi-Products retain an economical freight rail transportation option which is provided by TC&W. The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

- 1.) Do engineering for the reroute that meets TC&W's engineering standards.
- 2.) Co-locate the SWLRT with the current freight route,
- 3.) Reroute freight back to the 29th St Corridor, where TC&W ran until 1998, or
- 4.) Route the SWLRT up the MN&S rail line.

Therefore, we recommend that Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Since rural Minnesota provides a significant amount of exports from the State of Minnesota, and since having economical freight rail transportation is imperative to allow rural Minnesota to compete in the global marketplace, we recommend that Hennepin County and the Met Council reject the freight rail design as recommended in the DEIS and arrive at an acceptable design as we depend on economical freight rail transportation.

Central Bi-Products opposes the freight rail relocation design recommendation in the DEIS based on information provided by the TC&W and recommends that the freight rail issues be resolved to preserve our economical freight rail transportation options.

Sincerely,
Central Bi-Products

Duane Anderson
Chief Operating Officer

11/27/12

Dear Hennepin County, Housing, Community Works & Transit – ATTN: Southwest Transitway:

We, the Central Bi-Products depend on the Twin Cities & Western Railroad Company (TC&W) for economical freight rail transportation. We, the Central Bi-Products understand that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway (SWLRT). We the Central Bi-Products further understand, based on information provided by TC&W, that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased costs for TC&W to operate its trains to and from Central Bi-Products.

It is imperative that Central Bi-Products retain an economical freight rail transportation option which is provided by TC&W. The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

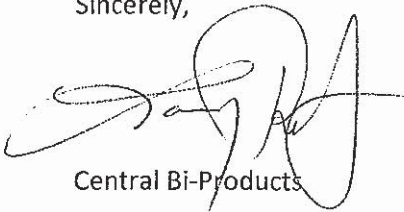
- 1.) Do engineering for the reroute that meets TC&W's engineering standards,
- 2.) Co-locate the SWLRT with the current freight route,
- 3.) Reroute freight back to the 29th St Corridor, where TC&W ran until 1998, or
- 4.) Route the SWLRT up the MN&S rail line

Therefore we recommend Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Since rural Minnesota provides a significant amount of exports from the State of Minnesota, and since having economical freight rail transportation is imperative to allow rural Minnesota to compete in the global marketplace, we recommend Hennepin County and the Met Council reject the freight rail design as recommended in the DEIS and arrive at an acceptable design, as we depend on economical freight rail transportation.

We, the Central Bi-Products oppose the freight rail relocation design recommendation in the DEIS based on information provided by the TC&W and recommend that the freight rail issues be resolved to preserve our economical freight rail transportation options.

Sincerely,

A handwritten signature in black ink, appearing to be "Central Bi-Products", written over a horizontal line.

Central Bi-Products

Clinton Co-op Farmers Elevator Association

Box 371
Clinton, Minnesota 56225

NOV 28, 2012

Phone: (320) 325-5404
Fax: (320) 325-5405

Dear Hennepin County, Housing, Community Works & Transit – ATTN: Southwest Transitway:

We, the Clinton Elevator depend on the Twin Cities & Western Railroad Company (TC&W) for economical freight rail transportation. We, the Clinton Elevator understand that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway (SWLRT). We the Clinton Elevator further understand, based on information provided by TC&W, that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased costs for TC&W to operate its trains to and from Clinton Elevator.

It is imperative that Clinton Elevator retain an economical freight rail transportation option which is provided by TC&W. The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

- 1.) Do engineering for the reroute that meets TC&W's engineering standards,
- 2.) Co-locate the SWLRT with the current freight route,
- 3.) Reroute freight back to the 29th St Corridor, where TC&W ran until 1998, or
- 4.) Route the SWLRT up the MN&S rail line

Therefore we recommend Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Since rural Minnesota provides a significant amount of exports from the State of Minnesota, and since having economical freight rail transportation is imperative to allow rural Minnesota to compete in the global marketplace, we recommend Hennepin County and the Met Council reject the freight rail design as recommended in the DEIS and arrive at an acceptable design, as we depend on economical freight rail transportation.

We, the Clinton Elevator oppose the freight rail relocation design recommendation in the DEIS based on information provided by the TC&W and recommend that the freight rail issues be resolved to preserve our economical freight rail transportation options.

Sincerely,

Ben Schumme, Manager

Clinton Elevator

Sandy Gillespie
Grain Buyer



CLOUD PEAK
ENERGY®

December 3, 2012

Dear Hennepin County Housing, Community Works & Transit – Attn: Southwest Transitway:

Cloud Peak Energy depends on Twin Cities & Western Railroad Company (TC&W) for economical freight transportation into Minnesota. We understand that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends relocation of the freight rail route used by TC&W to accommodate the Southwest Light Rail Transitway (SWLRT). We have been informed by TC&W that the recommended freight rail relocation design in the preferred alternative LRT3A as shown in the DEIS released on October 12, 2012 would result in increased costs for TC&W to operate its trains to and from our delivery points.

TC&W provides an economical freight transportation option for us to bring product to many areas of Minnesota. We fear that increased operational costs on TC&W related to this change will be passed on to our customers. This would limit the ability to economically bring product into many areas of Minnesota served by TC&W and its logistics chain, which would have a negative socio-economic impact on businesses and the regional economies in those areas, likely resulting in net negative economic impacts against the projected localized development surrounding alignment and station areas with the preferred alternative.

We understand that TC&W may have some solutions that work for both the SWLRT and TC&W's freight rail operations, some of which were alternatives considered under the DEIS. The potential solutions TC&W has described to us include (1) co-locating the SWLRT with the current freight route, (2) re-routing the freight back to the 29th Street corridor, where TC&W ran until 1998, (3) routing the SWLRT up the MN&S rail line or (4) engineering a re-route of the freight rail that meets TC&W's engineering standards. For the benefit of our customers and their communities in Minnesota, we respectfully ask that you consider alternative proposals provided by TC&W that can address concerns related to the SWLRT and still allow TC&W to continue operations in an economical manner.

Sincerely,

Cloud Peak Energy Resources LLC

By: 

Name: Jim Orchard

Title: Sr. Vice President, Marketing and Government Affairs

on behalf
of

12/3/2012



November 26, 2012

Dear Hennepin County, Housing, Community Works & Transit – Attn: Southwest Transitway:

We, Coop Country Farmers Elevator (CCFE) depend on the Twin Cities & Western Railroad Company (TC&W) for economical freight rail transportation. CCFE understands that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway (SWLRT). CCFE further understands, based on the information provided by TC&W, that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased costs for TC & W to operate its trains to and from CCFE.

It is imperative that CCFE retain an economical freight rail transportation option which is provided by TC&W. The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

- 1) Do engineering for the reroute that meets TC&W's engineering stands,
- 2) Co-locate the SWLRT with the current freight route,
- 3) Reroute freight back to the 29th St. Corridor, where TC&W ran until 1998, or
- 4) Route the SWLRT up the MN&S rail line

Therefore, we recommend Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Since rural Minnesota provides a significant amount of exports from the State of Minnesota, and since having economical freight rail transportation is imperative to allow rural Minnesota to compete in the global marketplace, we recommend Hennepin County and the Met Council reject the freight rail design as recommended in the DEIS and arrive at an acceptable design, as we depend on economical freight rail transportation.

CCFE opposes the freight rail relocation design recommendation in the DEIS based on information provided by the TC&W and recommend that the freight rail issues be resolved to preserve our economical freight rail transportation options.

Sincerely,

Craig Hebrink
President & CEO

Corona Grain & Feed

PO Box 107

Phone: 605-432-6206

Corona, SD 57227

Fax: 605-432-9282

November 27, 2012

Dear Hennepin County, Housing, Community Works & Transit – ATTN: Southwest Transitway:

We, The Corona Grain & Feed, depend on the Twin Cities & Western Railroad Company (TC&W) for economical freight rail transportation. We, the Corona Grain & Feed understand that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway (SWLRT). We, the Corona Grain & Feed further understand, based on information provided by TC&W, that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased costs for TC&W to operate its trains to and from Corona Grain & Feed.

It is imperative that Corona Grain & Feed retain an economical freight rail transportation option which is provided by TC&W. The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

- 1) Do engineering for the reroute that meets TC&W's engineering standards,
- 2) Co-locate the SWLRT with the current freight route,
- 3) Reroute freight back to the 29th St. Corridor, where TC&W ran until 1998, or
- 4) Route the SWLRT up the MN&S rail line

Therefore we recommend Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Sincere rural Minnesota provides a significant amount of exports from the State of Minnesota, and since having economical freight rail transportation is imperative to allow rural Minnesota to compete in the global marketplace, we recommend Hennepin County and the Met Council reject the freight rail design as recommended in the DEIS and arrive at an acceptable design, as we depend on economical freight rail transportation.

We, the Corona Grain & Feed oppose the freight rail relocation design recommendation in the DEIS based on information provided by the TC&W and recommend that the freight rail issues be resolved to preserve our economical freight rail transportation options.

Sincerely,



Jerry Settje, Manager

Corona Grain & Feed



November 27, 2012

Dear Hennepin County, Housing, Community Works & Transit-ATTN: Southwest Transitway

The Dairy Farmers of America Winthrop, MN dairy plant depends on the TC&W for providing our dairy plant with the lowest cost butter fat and other dairy ingredients we need to produce our finished goods butter oil. The Winthrop, MN butter oil is exported internationally to fifteen countries. The Winthrop plant also requires up to (7) seven truckloads per week of locally produced Renville sugar. Without the TC&W rail service our raw material costs would be 20% higher due to the higher costs of truck rates versus rail rates. Any higher rail rates jeopardize the future jobs of the sixty (60) employees working at the Winthrop, MN plant.

The Dairy Farmers of America Winthrop, MN plant understands that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the SWLT. We further understand, based on information provided by TC&W, that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased costs for the TC&W to operate its trains to and from the Dairy Farmers of America Winthrop, MN plant.

It is imperative that the Dairy Farmers of America Winthrop, MN plant retain an economical freight rail transportation option which is provided by the TC&W. The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

1. Do engineering for the reroute that meets TC&W's engineering standards
2. Co-locate the SWLRT with the current freight route
3. Reroute freight back to the 29th St Corridor, where TC&W ran until 1998 or
4. Route the SWLRT up the MN&S rail line

Therefore, we recommend Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Since rural Minnesota provides a significant amount of exports from the State of Minnesota we recommend Hennepin County and the Met Council reject the freight design as recommended in the DEIS and arrive at an acceptable design, as we depend on economical freight rail transportation.

The Dairy Farmers of America Winthrop, MN plant opposes the freight rail relocation design recommendation in the DEIS based on the information provided by the TC&W and recommend that the freight rail issues be resolved to preserve our economical freight rail transportation options.

Sincerely

A handwritten signature in black ink that reads 'Tom Otto'.

Tom Otto
Plant Manager

December 3, 2012



Dear Hennepin County, Housing, Community Works & Transit-ATTN: Southwest Transit:

We, Equity Elevator & Trading Co. depend on the Twin Cities & Western Railroad Company (TC&W) for economical freight rail transportation. We, the Equity Elevator & Trading Co. understand that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the South Light Rail Transitway (SWLRT). We the Equity Elevator & Trading Co. further understand, based on information provided by TC&W, that the recommended freight rail location design as shown in the DEIS released on October 12, 2012 will result in increased costs for TC&W to operate its trains to and from Equity Elevator & Trading Co..

It is imperative that Equity Elevator & Trading Co. retain an economical freight rail transportation option which is provided by TC&W. The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

- 1.) Do the engineering for the reroute that meets TC&W's engineering standards,
- 2.) Co-locate the SWLRT with current freight route,
- 3.) Reroute freight back to the 29th St Corridor, where TCW ran until 1998 or
- 4.) Route the SWLRT up to the MN&S

Therefore we recommend Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in DEIS. And work with the DEIS to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Since rural Minnesota provides a significant amount of exports from the State of Minnesota, and since having economical freight rail transportation is imperative to allow rural Minnesota to compete in the global marketplace, we recommend Hennepin County and the Met Council reject the freight rail design as recommended in the DEIS and arrive at an acceptable design, as we depend on economical freight rail transportation.

We, the Equity Elevator & Trading Co. oppose the freight rail relocation design recommendation in the DEIS based on information provided by TC&W and recommend that the freight rail issues be resolved to preserve our economical freight rail transportation options.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rodney Winter", is written over a horizontal line.

Rodney Winter, General Manager

Equity Elevator & Trading Company



Farmers Co-operative Elevator Co.

1972 510th Street
P.O. Box 59
Hanley Falls, MN 56245-0059
507-768-3448

Cottonwood	507-423-6235
Echo	507-925-4126
Ghent	507-428-3255
Granite Falls	320-564-3834
Minneota	507-872-6134
Minnesota Falls	320-564-3835
Montevideo	320-269-6531
Taunton	507-872-6161

December 3, 2012

Dear Hennepin County, Housing, Community Works & Transit – ATTN: Southwest Transitway:

The Farmers Co-operative Elevator Company of Hanley Falls (FCE) depends on the Twin Cities & Western Railroad Company (TC&W) for economical freight rail transportation. FCE understands that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway (SWLRT). We further understand, based on information provided by TC&W, that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased costs for TC&W to operate its trains to and from our locations at Montevideo, Granite Falls, Echo and Minnesota Falls.

It is imperative that FCE retain an economical freight rail transportation option which is provided by TC&W. The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

- 1.) Do engineering for the reroute that meets TC&W's engineering standards,
- 2.) Co-locate the SWLRT with the current freight route,
- 3.) Reroute freight back to the 29th St Corridor, where TC&W ran until 1998, or
- 4.) Route the SWLRT up the MN&S rail line

On behalf of our two thousand Patron/Owners, we recommend Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Since rural Minnesota provides a significant amount of exports from the State of Minnesota, and since having economical freight rail transportation is imperative to allow rural Minnesota to compete in the global marketplace, we recommend Hennepin County and the Met Council reject the freight rail design as recommended in the DEIS and arrive at an acceptable design, as we depend on economical freight rail transportation.

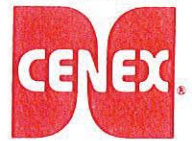
The Farmers Co-operative Elevator Company of Hanley Falls along with our Patron/Owners oppose the freight rail relocation design recommendation in the DEIS based on information provided by the TC&W and recommend that the freight rail issues be resolved to preserve our economical freight rail transportation options.

Sincerely,

Scott Dubbelde, General Manager

FARMERS UNION CO-OP OIL COMPANY

CENEX
MONTEVIDEO GRANITE FALLS



MONTEVIDEO, MINNESOTA 56265
Phone: (320) 269-8861
124 West Nichols Ave

GRANITE FALLS, MINNESOTA 56241
Agri Center: (320) 564-3833
C-Store: (320) 564-2525

December 3, 2012

Dear Hennepin County, Housing, Community Works & Transit – Attn: Southwest Transitway:

We, the Farmers Union Coop Oil Company depend on the Twins Cities & Western Railroad Company (TC&W) for economical freight rail transportation. We, the Farmers Union Coop Oil Company understand that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway (SWLRT). We, the Farmers Union Coop Oil Company further understand, based on information provided by TC&W, that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased costs for TC&W to operate its trains to and from Farmers Union Coop Oil Company.

It is imperative that Farmers Union Coop Oil Company retain an economical freight rail transportation option which is provided by TC&W. The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

- 1.) Do engineering for the reroute that meets TC&W's engineering standards,
- 2.) Co-locate the SWLRT with the current freight route,
- 3.) Reroute freight back to the 29th St Corridor, where TC&W ran until 1998, or
- 4.) Route the SWLRT up the MN&S rail line.

Therefore, we recommend Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

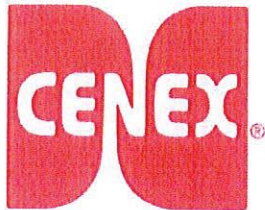
Since rural Minnesota provides a significant amount of exports from the State of Minnesota, and since having economical freight rail transportation is imperative to allow rural Minnesota to compete in the global marketplace, we recommend Hennepin County and the Met Council reject the freight rail design as recommended in the DEIS and arrive at an acceptable design, as we depend on economical freight rail transportation.

We, the Farmers Union Coop Oil Company oppose the freight rail relocation design recommendation in the DEIS based on information provided by the TC&W and recommend that the freight rail issues be resolved to preserve our economical freight rail transportation options.

Sincerely,

A handwritten signature in black ink, appearing to read "Glen C. Moe", written in a cursive style.

Glen C. Moe, General Manager
Farmers Union Coop Oil Company
124 W Nichols Ave
Montevideo, MN 56265



Farmers Cooperative Oil Company

P.O. Box 157
461 2nd Avenue West,
Echo, MN 56237-0157
Phone 507-925-4114 • Fax 507-925-4159

Belview C-Store
507-938-3069

Belview Electric
507-938-4133

Sacred Heart C-Store
320-765-2752

December 5, 2012

Dear Hennepin County, Housing, Community Works & Transit
Attn: Southwest Transitway:

We, the Farmers Coop Oil & Fertilizer depend on the Twin Cities & Western Railroad Company (TC&W) for economical freight rail transportation. We, the Farmers Coop Oil & Fertilizer understand that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway (SWLRT). We, the Farmers Coop Oil & Fertilizer further understand, based on information provided by TC&W, that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased costs for TC&W to operate its trains to and from Farmers Coop Oil & Fertilizer.

It is imperative that Farmers Coop Oil & Fertilizer retain an economical freight rail transportation option which is provided by TC&W. The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

1. Do engineering for the reroute that meets TC&W's engineering standards.
2. Co-locate the SWLRT with the current freight route,
3. Reroute freight back to the 29th St Corridor, where TC&W ran until 1998, or
4. Route the SWLRT up the MN&S rail line

Therefore, we recommend Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Since rural Minnesota provides a significant amount of exports from the State of Minnesota, and since having economical freight rail transportation is imperative to allow rural Minnesota to compete in the global marketplace, we recommend Hennepin County and the Met Council reject the freight rail design as recommended in the DEIS and arrive at an acceptable design, as we depend on economical freight rail transportation.

We, the Farmers Coop Oil & Fertilizer oppose the freight rail relocation design recommendation in the DEIS based on information provided by the TC&W and recommend that the freight rail issues be resolved to preserve our economical freight rail transportation options.

Sincerely,

Jon Ahrens
Farmers Coop Oil & Fertilizer

JA/dk



300 Highway 169 South, Suite 360
St Louis Park MN 55426-1119
952-852-2999 Phone, 952-852-2998 Fax

November 27, 2012

Dear Hennepin County, Housing, Community Works & Transit - Attn: Southwest Transitway:

FGDI depends on the Twin Cities & Western Railroad Company (TC&W) for economical freight rail transportation. We understand that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway (SWLRT). Based on information provided by the TC&W, the recommended freight rail relocation design as shown in the DEIS released October 12, 2012 will result in increased costs for TC&W to operate its trains.

It is very important that FGDI retain an economical freight rail transportation option as provided by the TC&W. The design recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your design would be:

1. Do engineering for the reroute that meets TC&W's engineering standards,
2. Co-locate the SWLRT with the current freight route,
3. Reroute freight back to the 29th Street corridor, where TC&W ran until 1998, or
4. Route the SWLRT up the MN&S rail line.

Rural Minnesota provides a significant amount of exports from the State of Minnesota and economical freight rail transportation is vital to allow rural Minnesota to compete in the global marketplace. Hennepin County and the MET Council should reject the freight rail design as recommended in the DEIS and arrive at an acceptable design.

We strongly urge Hennepin County and the MET Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Sincerely,

Bob Mortenson
Dwayne Meier
Dan Halverson
Beth Grashorn

FGDI A Division of Agrex Inc



Tech Service / Marketing Fax 320-562-2834
Phone 320-562-2413 • Toll Free 1-800-422-3649 • Fax 320-562-2125
www.formafeed.com

December 4, 2012

Hennepin County, Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

Dear Hennepin County, Housing, Community Works & Transit – Attn: Southwest Transitway:

Form-A-Feed, Inc is located in Stewart, MN and we rely on the Twin Cities & Western Railroad Company for economical freight rail transportation. We understand that the recommended freight rail relocation design as shown in the DEIS released October 12, 2012 will result in increased costs for TC & W to operate its trains to Stewart, MN. Several businesses in greater Minnesota rely on this railway to maintain a competitive edge in the market place and these changes will increase costs to our businesses.

It is important to Form-A-Feed to retain an economical freight rail transportation provided by TC & W. The design recommended in the DEIS will not help us maintain our competitiveness. After correspondence with TC & W we have alternatives to your recommended design:

- Do engineering for the reroute that meets TC & W's engineering standards
- Co-locate the SWLRT with the current freight rout
- Reroute freight back to the 29th St Corridor, where TC & W ran until 1998
- Route the SWLRT up the MN&S rail line

We recommend Hennepin County and the Met Council address TC & W's concerns over the design of the freight rail relocation and find a solution that is economical for all parties.

Rural Minnesota provides a significant amount of exports from the State of Minnesota and economical freight rail transportation is imperative to allow us to compete in the global marketplace. We oppose the freight rail relocation design recommendation and recommend that the freight rail issues be resolved to preserve an economical freight rail transportation options.

Sincerely,

A handwritten signature in black ink, appearing to read "Larry Schuette", with a long horizontal line extending to the right.

Larry Schuette
General Manager, Form-A-Feed, Inc



December 3, 2012

Dear Hennepin County, Housing, Community Works & Transit – ATTN: Southwest Transitway:

We, the Glacial Plains Coop, depend on the Twin Cities & Western Railroad Company (TC&W) for economical freight rail transportation. We, the Glacial Plains Coop, understand that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway (SWLRT). We, the Glacial Plains Coop, further understand, based on information provided by TC&W, that the recommended freight rail relocation design as shown in the DEIS released October 12, 2012 will result in increased costs for TC&W to operate its trains to and from Glacial Plains Coop.

It is imperative that Glacial Plains Coop retain an economical freight rail transportation option which is provided by TC&W. The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

1. Do engineering for the reroute that meets TC&W's engineering standards,
2. Co-locate the SWLRT with the current freight route,
3. Reroute freight back to the 29th St Corridor, where TC&W ran until 1998, or
4. Route the SWLRT up the MN&S rail line

Therefore we recommend Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Since rural Minnesota provides a significant amount of exports from the State of Minnesota, and since having economical freight rail transportation is imperative to allow rural Minnesota to compete in the global marketplace, we recommend Hennepin County and the Met Council reject the freight rail design as recommended in the DEIS and arrive at an acceptable design, as we depend on economical freight rail transportation.

We, the Glacial Plains Coop, oppose the freight rail relocation design recommendation in the DEIS based on the information provided by the TC&W and recommend that the freight rail issues be resolved to preserve our economical freight rail transportation options.

Sincerely,

Tom Traen

General Manager, Glacial Plains Cooperative

T 320-875-2811 ♦ F 320-875-2813 ♦ 543 Van Norman Ave. ♦ Murdock, MN 56271

Benson
(Station)
320-843-3999

(Energy)
320-842-5311

Benson
(Agronomy)
320-843-4820

Benson West
320-843-2563
320-843-3285

DeGraff
320-843-5364

Kerkhoven
320-264-3831

Milan
320-734-4435

Murdock
(Agronomy)
320-875-2810

Sunburg
320-366-3456



Glacial Plains Cooperative

Partners you can count on

www.glacialplains.com

November 27, 2012

Dear Hennepin County, Housing, Community Works & Transit:

Attention: Southwest Transitway

We at Glacial Plains Cooperative depend on the Twin Cities and Western Railroad Company (TC&W) for economical freight rail transportation. Glacial Plains Coop understands that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway (SWLRT). We also understand, based on information provided by TC&W, the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012, will result in increased costs for TC&W to operate trains to and from Glacial Plains Cooperative.

It is imperative that Glacial Plains Coop retain an economical freight rail transportation option which is provided by TC&W. The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

1. Do engineering for the reroute that meets TC&W's engineering standards.
2. Co-locate the SWLRT with the current freight route.
3. Reroute freight back to the 29th Street Corridor, where TC&W ran until 1998.
4. Route the SWLRT up the MN&S rail line.

We recommend Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Since rural Minnesota provides a significant amount of exports from the State to Minnesota, and since having economical freight rail transportation is imperative to allow rural Minnesota to compete in the global marketplace, we recommend Hennepin County and the Met Council reject the freight rail design as recommended in the DEIS and arrive at an acceptable design. Glacial Plains Cooperative depends on economical freight rail transportation.

Glacial Plains Cooperative opposes the freight rail relocation design recommendation in the DEIS based on information provided by the TC&W and recommend that the freight rail issues be resolved to preserve our economical freight rail transportation options.

Sincerely,

Lois Lovehaug
Glacial Plains Cooperative

T 320-875-2811 ♦ F 320-875-2813 ♦ 543 Van Norman Ave. ♦ Murdock, MN 56271

Benson (Station)	(Energy) 320-842-5311	Benson (Agronomy)	Benson West 320-843-2563	DeGraff 320-843-5364	Kerkhoven 320-264-3831	Milan 320-734-4435	Murdock (Agronomy)	Sunburg 320-366-3456
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GRANITE FALLS ENERGY, LLC

15045 HIGHWAY 23 SE • P.O. BOX 216 • GRANITE FALLS, MN • 56241-0216
PHONE: 320-564-3100 • FAX: 320-564-3190

11/26/2012

Dear Hennepin County, housing, Community Works and Transit- ATTN: Southwest Transitway:

Granite Falls Energy depends on the Twin Cities & Western Railroad Company for economical freight rail transportation. We at Granite Falls Energy understand that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the SWLRT. We further understand, based on information provided by the TC&W, that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased cost for the TC&W to provide trains to and from Granite Falls Energy.

It is imperative that Granite Falls Energy retains an economical freight rail option which is provided by the TC&W. The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

- 1) Do engineering for the reroute that meets TC&W's engineering standards,
- 2) Co-locate the SWLRT with the current freight route,
- 3) Reroute freight back to the 29th Street corridor, where TC&W ran until 1998, or
- 4) Route the SWLRT up to the MN&S rail line.

We recommend that Hennepin County and the Met Council address the TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Rural Minnesota in general, and Granite Falls Energy specifically, provide a significant amount of exports from the State of Minnesota and having economical freight rail transportation is imperative to allow us to compete in the global marketplace. Due to this we recommend that Hennepin County and the Met Council reject the freight rail design as recommended in the DEIS and arrive at an acceptable design.

Granite Falls Energy opposes the freight rail relocation design recommendation in the DEIS based on information provided by the TC&W and recommend that the freight rail issues be resolved to preserve our economical freight rail transportation options.

Sincerely,

Eric M Baukol
Granite Falls Energy, LLC

[Date] 11-26-12

Dear Hennepin County, Housing, Community Works & Transit – ATTN: Southwest Transitway:

We, the Hanley Falls Farmers Elevator depend on the Twin Cities & Western Railroad Company (TC&W) for economical freight rail transportation. We, the Hanley Falls Farmers Elevator understand that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway (SWLRT). We the Hanley Falls Farmers Elevator further understand, based on information provided by TC&W, that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased costs for TC&W to operate its trains to and from Hanley Falls Farmers Elevator.

It is imperative that Hanley Falls Farmers Elevator retain an economical freight rail transportation option which is provided by TC&W. The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

- 1.) Do engineering for the reroute that meets TC&W's engineering standards,
- 2.) Co-locate the SWLRT with the current freight route,
- 3.) Reroute freight back to the 29th St Corridor, where TC&W ran until 1998, or
- 4.) Route the SWLRT up the MN&S rail line

Therefore we recommend Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Since rural Minnesota provides a significant amount of exports from the State of Minnesota, and since having economical freight rail transportation is imperative to allow rural Minnesota to compete in the global marketplace, we recommend Hennepin County and the Met Council reject the freight rail design as recommended in the DEIS and arrive at an acceptable design, as we depend on economical freight rail transportation.

We, the Hanley Falls Farmers Elevator oppose the freight rail relocation design recommendation in the DEIS based on information provided by the TC&W and recommend that the freight rail issues be resolved to preserve our economical freight rail transportation options.

Sincerely,



[Name]

Hanley Falls Farmers Elevator

[Date] 11-26-12

Dear Hennepin County, Housing, Community Works & Transit – ATTN: Southwest Transitway:

We, the Hanley Falls Farmers Elevator depend on the Twin Cities & Western Railroad Company (TC&W) for economical freight rail transportation. We, the Hanley Falls Farmers Elevator understand that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway (SWLRT). We the Hanley Falls Farmers Elevator further understand, based on information provided by TC&W, that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased costs for TC&W to operate its trains to and from Hanley Falls Farmers Elevator.

It is imperative that Hanley Falls Farmers Elevator retain an economical freight rail transportation option which is provided by TC&W. The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

- 1.) Do engineering for the reroute that meets TC&W's engineering standards,
- 2.) Co-locate the SWLRT with the current freight route,
- 3.) Reroute freight back to the 29th St Corridor, where TC&W ran until 1998, or
- 4.) Route the SWLRT up the MN&S rail line

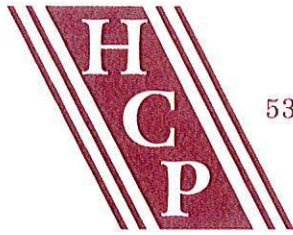
Therefore we recommend Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Since rural Minnesota provides a significant amount of exports from the State of Minnesota, and since having economical freight rail transportation is imperative to allow rural Minnesota to compete in the global marketplace, we recommend Hennepin County and the Met Council reject the freight rail design as recommended in the DEIS and arrive at an acceptable design, as we depend on economical freight rail transportation.

We, the Hanley Falls Farmers Elevator oppose the freight rail relocation design recommendation in the DEIS based on information provided by the TC&W and recommend that the freight rail issues be resolved to preserve our economical freight rail transportation options.

Sincerely,


[Name] Ben Hedtke
Hanley Falls Farmers Elevator



HEARTLAND CORN PRODUCTS

53331 State Hwy. 19 • P.O. Box A • Winthrop, MN 55396
Phone: 507-647-5000 • Fax: 507-647-5010

November 26, 2012

Hennepin County
Housing, Community Works & Transit
Attn: Southwest Transitway

Dear Southwest Transitway,

Heartland Corn Products ("Heartland"), a cooperative located in Sibley County, depends on Twin Cities & Western Railroad Company ("TC&W") for economical freight rail transportation. Heartland understands that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway (SWLRT). We further understand, based on information provided by TC&W, that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased costs for TC&W to operate its trains to and from Heartland.

It is imperative that Heartland retains an economical freight rail transportation option which is provided by TC&W. The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

- 1.) Do engineering for the reroute that meets TC&W's engineering standards,
- 2.) Co-locate the SWLRT with the current freight route,
- 3.) Reroute freight back to the 29th St Corridor, where TC&W ran until 1998, or
- 4.) Route the SWLRT up the MN&S rail line

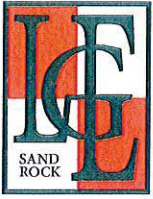
Therefore we recommend Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Since rural Minnesota provides a significant amount of exports from the State of Minnesota, and since having economical freight rail transportation is imperative to allow rural Minnesota to compete in the global marketplace, we recommend Hennepin County and the Met Council reject the freight rail design as recommended in the DEIS and arrive at an acceptable design, as we depend on economical freight rail transportation.

Heartland opposes the freight rail relocation design recommendation in the DEIS based on information provided by the TC&W and recommend that the freight rail issues be resolved to preserve our economical freight rail transportation options.

Sincerely,

Scott Blumhoefer
Vice President



L.G. EVERIST, INC.

ROCK SOLID SINCE 1876

300 S. PHILLIPS AVENUE, SUITE 200

P.O. BOX 5829

SIoux FALLS, SD 57117-5829

PHONE 605-334-5000 • FAX 605-334-3656

December 4, 2012

Hennepin County, Housing, Community Works & Transit

Attn: Southwest Transitway

L.G. Everist, Inc. (LGE) depends on the Twin Cities & Western Railroad Company (TC&W) for economical freight rail transportation. It is our understanding that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway (SWLRT). We further understand, based on information provided by TC&W, that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased costs for TC&W to operate its trains to and from LGE.

It is imperative that LGE retain an economical freight rail transportation option which is provided by TC&W. The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

1. Do engineering for the reroute that meets TC&W's engineering standards,
2. Co-locate the SWLRT with the current freight route,
3. Reroute freight back to the 29th St. Corridor, where TC&W ran until 1998, or
4. Route the SWLRT up the MN&S rail line.

LGE is asking and recommending that Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Since rural Minnesota provides a significant amount of exports from the State of Minnesota, and since having economical freight rail transportation is imperative to allow rural Minnesota to compete in the global marketplace, we recommend Hennepin County and the Met Council reject the freight rail design as recommended in the DEIS and arrive at an acceptable design. LGE depends on economical freight rail transportation and opposes the freight rail relocation design recommended in the Southwest Transitway DEIS.

Sincerely,

Rob Everist
President and CEO



L.G. EVERIST, INC.

ROCK SOLID SINCE 1876

300 S. PHILLIPS AVENUE, SUITE 200

P.O. BOX 5829

SIOUX FALLS, SD 57117-5829

PHONE 605-334-5000 • FAX 605-334-3656

December 4, 2012

Hennepin County, Housing, Community Works & Transit

Attn: Southwest Transitway

L.G. Everist, Inc. (LGE) depends on the Twin Cities & Western Railroad Company (TC&W) for economical freight rail transportation. It is our understanding that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway (SWLRT). We further understand, based on information provided by TC&W, that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased costs for TC&W to operate its trains to and from LGE.

It is imperative that LGE retain an economical freight rail transportation option which is provided by TC&W. The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

1. Do engineering for the reroute that meets TC&W's engineering standards,
2. Co-locate the SWLRT with the current freight route,
3. Reroute freight back to the 29th St. Corridor, where TC&W ran until 1998, or
4. Route the SWLRT up the MN&S rail line.

LGE is asking and recommending that Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Since rural Minnesota provides a significant amount of exports from the State of Minnesota, and since having economical freight rail transportation is imperative to allow rural Minnesota to compete in the global marketplace, we recommend Hennepin County and the Met Council reject the freight rail design as recommended in the DEIS and arrive at an acceptable design. LGE depends on economical freight rail transportation and opposes the freight rail relocation design recommended in the Southwest Transitway DEIS.

Sincerely,

Rick Everist
Chairman of the Board



THOMAS P. LOWE
Chairman

JAMES E. HURD
President

300 MORSE AVENUE • MAILING ADDRESS P.O. BOX 40 • EXCELSIOR, MN 55331 • TELEPHONE (952) 470-3600 • FAX (952) 470-3610

December 3, 2012

Dear Hennepin County, Housing, Community Works & Transit – ATTN: Southwest Transitway:

Lyman Lumber Company depends on the Twin Cities & Western Railroad Company (TC&W) for economical freight rail transportation. We understand that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway (SWLRT). We further understand, based on information provided by TC&W, that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased costs for TC&W to operate its trains to and from Lyman Lumber Company.

In the past 10 years, Lyman Lumber Company has received over 3800 rail cars and it is imperative that Lyman Lumber Company retain an economical freight rail transportation option which is provided by TC&W. Not having economical freight rail transportation would cause significant economic harm to our company. The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

1. Do engineering for the reroute that meets TW&W's engineering standards,
2. Co-locate the SWLRT with the current freight route,
3. Reroute freight back to the 29th St Corridor, where TC&W ran until 1998, or
4. Route the SWLRT up the MN&S rail line.

Therefore we recommend Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Since rural Minnesota provides a significant amount of exports from the State of Minnesota, and since having economical freight rail transportation is imperative to allow rural Minnesota to compete in the global market place, we recommend Hennepin County and the Met Council reject the freight rail design as recommended in the DEIS and arrive at an acceptable design, as we depend on economical freight rail transportation.

Lyman Lumber Company opposes the freight rail relocation design recommendation in the DEIS based on information provided by the TC&W and recommend that the freight rail issues be resolved to preserve our economical freight rail transportation options.

Sincerely,

Dale Carlson
President

Lyman Lumber Company



Meadowland Farmers Coop

P.O. BOX 338
LAMBERTON, MINNESOTA 56152
OFFICE 752-7352

Serving the Community Since 1905

November 26, 2012

Dear Hennepin County, Housing, Community Works & Transit – ATTN: Southwest Transitway:

We, the Meadowland Farmers Coop depend on the Twin Cities & Western Railroad Company (TC&W) for economical freight rail transportation. We, the Meadowland Farmers Coop understand that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway (SWLRT). We the Meadowland Farmers Coop further understand, based on information provided by TC&W, that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased costs for TC&W to operate its trains to and from Meadowland Farmers Coop.

It is imperative that Meadowland Farmers Coop retain an economical freight rail transportation option which is provided by TC&W. The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

- 1.) Do engineering for the reroute that meets TC&W's engineering standards,
- 2.) Co-locate the SWLRT with the current freight route,
- 3.) Reroute freight back to the 29th St Corridor, where TC&W ran until 1998, or
- 4.) Route the SWLRT up the MN&S rail line

Therefore we recommend Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Since rural Minnesota provides a significant amount of exports from the State of Minnesota, and since having economical freight rail transportation is imperative to allow rural Minnesota to compete in the global marketplace, we recommend Hennepin County and the Met Council reject the freight rail design as recommended in the DEIS and arrive at an acceptable design, as we depend on economical freight rail transportation.

We, the Meadowland Farmers Coop oppose the freight rail relocation design recommendation in the DEIS based on information provided by the TC&W and recommend that the freight rail issues be resolved to preserve our economical freight rail transportation options.

Sincerely,

Peter Valentin
Meadowland Farmers Coop



November 27, 2012

Dear Hennepin County, Housing, Community Works & Transit - ATTN: Southwest Transitway:

We at Midwest Asphalt Corporation depend on the Twin Cities & Western Railroad Company (TC&W) for economical freight transportation. We also understand that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway (SWLRT). Midwest Asphalt Corporation further understands, based on information provided by TC&W, that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased costs for TC&W to operate its trains to and from Midwest Asphalt facilities.

It is imperative that Midwest Asphalt Corporation retain an economical freight rail transportation option which is provided by TC&W. The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

- 1.) Do engineering for the reroute that meets TC&W's engineering standards,
- 2.) Co-locate the SWLRT with the current freight route,
- 3.) Reroute freight back to the 29th St. Corridor, where TC&W ran until 1998, or
- 4.) Route the SWLRT up the MN&S rail line

Therefore we recommend Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Since rural Minnesota provides a significant amount of exports from the State of Minnesota, and since having economical freight rail transportation is imperative to allow rural Minnesota to compete in the global marketplace, we recommend Hennepin County and Met Council reject the freight rail design as recommended in the DEIS and arrive at an acceptable design, as we depend on economical freight rail transportation.

Midwest Asphalt Corporation opposes the freight rail relocation design recommendation in the DEIS based on information provided by the TC&W and recommend that the freight rail issues be resolved to preserve our economical freight rail transportation options.

Sincerely,
MIDWEST ASPHALT CORPORATION

Blair B. Bury,
President



December 7, 2012

To: Hennepin County Housing, Community Works & Transit
(Southwest Transitway)

The Minnesota Grain and Feed Association, which represents the interests of over 300 grain elevator, feed mill and farm supply firms operating in Minnesota, wishes to go on record in opposition to the rail freight relocation design recommendation contained in the Draft Environmental Impact Statement (DEIS). It is obvious that the DEIS recommendation will have a negative impact on the Twin City & Western Railroad (TC&W) and ultimately on the cost of freight transportation being incurred by the numerous grain elevator and farm supply firms located on the TC&W.

Several elevators on the line have invested millions in upgrades to improve their train loading efficiency. These elevators now have the capability to compete in the domestic and international movement of grain via the TC&W. The rerouting of freight traffic to accommodate the SWLRT system as currently proposed, will add unnecessary costs to the infrastructure and will certainly have an adverse impact on all rail users, in terms of increased operational costs by the railroad, reduced travel times and safety concerns with the design recommendations. Again, we question much of the content in the DEIS and suggest going back to the drawing board, to come up with a better solution than the one being proposed.

Fortunately the EIS is a draft, since it is obvious that more attention needs to be given to the impacts on the operating freight railroad and its many users, who provide hundreds of jobs, pay the bulk of the taxes in many communities along the line, offering market access for thousands of farmers and economic stability for the region. Thank you for your consideration of our views on the DEIS.

Sincerely,

Bob Zelenka
Executive Director

November 28, 2012
[Date]

Dear Hennepin County, Housing, Community Works & Transit – ATTN: Southwest Transitway:

We, the Minnesota Valley Regional Rail Coalition depend on the Twin Cities & Western Railroad Company (TC&W) for economical freight rail transportation. We, the Minnesota Valley Regional Rail Coalition understand that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway (SWLRT). We further understand, based on information provided by TC&W, that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased costs for TC&W to operate its trains to and from .

It is imperative that Minnesota Valley Regional Rail Coalition retain an economical freight rail transportation option which is provided by TC&W. The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

- 1.) Do engineering for the reroute that meets TC&W's engineering standards,
- 2.) Co-locate the SWLRT with the current freight route,
- 3.) Reroute freight back to the 29th St Corridor, where TC&W ran until 1998, or
- 4.) Route the SWLRT up the MN&S rail line

Therefore we recommend Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Since rural Minnesota provides a significant amount of exports from the State of Minnesota, and since having economical freight rail transportation is imperative to allow rural Minnesota to compete in the global marketplace, we recommend Hennepin County and the Met Council reject the freight rail design as recommended in the DEIS and arrive at an acceptable design, as we depend on economical freight rail transportation.

We, the oppose the freight rail relocation design recommendation in the DEIS based on information provided by the TC&W and recommend that the freight rail issues be resolved to preserve our economical freight rail transportation options.

Sincerely,



[Name] *Chair*

Minnesota Valley Regional Rail Coalition



The Mosaic Company
12120 Lynn Ave
Savage, MN 55378
www.mosaicco.com

December 3, 2012

Hennepin County Housing, Community Works & Transit
Attn: Southwest Transitway

To Whom it Concerns:

As one of the largest companies headquartered in Minnesota, The Mosaic Company, is dedicated to responsibly serving our customers around the world. Farmers in 40 countries depend on our crop nutrients to increase their yields and feed a rapidly growing global population. Likewise, we depend on strong business partners, including Twin Cities & Western Railroad (TC&W), to remain competitive. By working together to serve our customers in south central Minnesota, we also strengthen their communities and their local economies.

The Draft Environmental Impact Statement for the Southwest Light Rail Transit System indicates that the project, as it is currently contemplated, could imperil our ability to serve this area.

Mosaic supports the project and the myriad benefits it provides for businesses and commuters all over the metro area – and for the health of our environment. However, we are concerned about the proposed freight rail route relocation, because its design would likely result in slower service and higher costs due to the need for extra locomotives and fuel to navigate the proposed route. (The current recommended design adds a significant climb up a steep grade by freight rail standards, as well as tight track curvature.)

Alternatives to your recommended design could include:

- Engineer the re-route so that it meets TC&W's engineering standards;
- Co-locate the SWLRT with the current freight route;
- Re-route freight back to the 29th Street Corridor, where TC&W ran until 1998; or
- Route the SWLRT up the Minneapolis, Northfield & Southern rail line.

Mosaic ships tens of thousands of tons of fertilizer into south central Minnesota by rail every year. This is an important supply route for Mosaic and our customers.

We are confident that an alternative design can serve all parties – while remaining true to our shared desire to enhance Minnesota's economic opportunities and preserve the environment. We encourage you to revisit your freight rail route design, and offer our support in this endeavor.

Sincerely,


Lisa Brickey
Warehouse Manager



December 4, 2012

Hennepin County Housing, Community Works & Transit Department
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415-1842

To Whom It May Concern:

We, RPMG Inc., depend on the Twin Cities & Western Railroad Company (TC&W) for economical freight rail transportation. We, RPMG Inc., understand that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway (SWLRT). We RPMG Inc., further understand, based on information provided by TC&W, that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased costs for TC&W to operate its trains to and from RPMG Inc.

It is imperative that RPMG Inc. retain an economical freight rail transportation option which is provided by TC&W. The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

- 1.) Do engineering for the reroute that meets TC&W's engineering standards;
- 2.) Co-locate the SWLRT with the current freight route,
- 3.) Reroute freight back to the 29th St Corridor, where TC&W ran until 1998, or
- 4.) Route the SWLRT up the MN&S rail line

Therefore we recommend Hennepin County and the Metropolitan Council (Met Council) address TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Since rural Minnesota provides a significant amount of exports from the State of Minnesota, and since having economical freight rail transportation is imperative to allow rural Minnesota to compete in the global marketplace, we recommend Hennepin County and the Met Council reject the freight rail design as recommended in the DEIS and arrive at an acceptable design, as we depend on economical freight rail transportation.

Hennepin County Housing, Community Works & Transit Department

Letter of Opposition

Page 2

December 4, 2012

We, RPMG Inc., oppose the freight rail relocation design recommendation in the DEIS based on information provided by the TC&W and recommend that the freight rail issues be resolved to preserve our economical freight rail transportation options.

Sincerely,

A handwritten signature in black ink that reads "Douglas E. Punke". The signature is written in a cursive style with a large, stylized 'D' at the beginning.

Douglas E. Punke, CEO
RPMG Inc.

cc: Jason Wojahn, Director of Logistics, RPMG Inc.

DEP:amo



Seneca Foods Corporation

Hennepin County Housing

Community Works and Transit

Attn: Southwest Transit way:

The Seneca Foods Glencoe Facility relies on the Twin Cities & Western Railroad Company (TC&W) for economical freight rail transportation. Seneca Foods understands that the Southwest Transit way Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transit way (SWLRT). Seneca Foods further understands, based on information provided by TC&W, that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased costs for TC&W to operate its trains to and from Seneca Foods.

It is imperative that Seneca Foods retain an economical freight rail transportation option which is provided by TC&W. The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

- 1) Do engineering for the reroute that meets TC&W's engineering standards,
- 2) Co-located the SWLRT with the current freight route,
- 3) Reroute freight back to the 29th St Corridor, where TC&W ran until 1998, or
- 4) Route the SWLRT up the MN&S rail line.

Therefore, we recommend Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Since rural Minnesota provides a significant amount of exports from the State of Minnesota, and since having economical freight rail transportation is imperative to allow rural Minnesota to compete in the global marketplace, we recommend Hennepin County and the Met Council reject the freight rail design as recommended in the DEIS and arrive at an acceptable design, as we depend on economical freight rail transportation.

Seneca Foods Corporation opposes the freight rail relocation design recommendation in the DEIS based on information provided by the TC&W and recommend that the freight rail issues be resolved to preserve our economical freight rail transportation options.

Sincerely,

Andy Slinden

Plant Manager - Glencoe



101 West 8th Street – Glencoe, Minnesota 55336
Phone (320) 864-3151 Fax (320) 864-5779



Seneca Foods Corporation

Vegetable Division

December 4, 2012

Hennepin County, Housing, Community Works and Transit

Attn: Southwest Transitway:

The Seneca Foods Arlington Facility relies on the Twin Cities & Western Railroad Company (TC&W) for economical freight rail transportation. Seneca Foods understands that the Southwest Transit way Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transit way (SWLRT). Seneca Foods further understands, based on information provided by TC&W, that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased costs for TC&W to operate its trains to and from Seneca Foods.

It is imperative that Seneca Foods retain an economical freight rail transportation option which is provided by TC&W. The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

- 1) Do engineering for the reroute that meets TC&W's engineering standards,
- 2) Co-located the SWLRT with the current freight route,
- 3) Reroute freight back to the 29th St Corridor, where TC&W ran until 1998, or
- 4) Route the SWLRT up the MN&S rail line.

Therefore, we recommend Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Since rural Minnesota provides a significant amount of exports from the State of Minnesota, and since having economical freight rail transportation is imperative to allow rural Minnesota to compete in the global marketplace, we recommend Hennepin County and the Met Council reject the freight rail design as recommended in the DEIS and arrive at an acceptable design, as we depend on economical freight rail transportation.

Seneca Foods Corporation opposes the freight rail relocation design recommendation in the DEIS based on information provided by the TC&W and recommend that the freight rail issues be resolved to preserve our economical freight rail transportation options.

Sincerely,

Rick Rose

Warehouse Manager

Seneca Plant

Arlington, Minnesota



Fairfax
PO Box E
Fairfax, MN 55332
507-426-8263

Gibbon
40 W. Park Drive
Gibbon, MN 55335
507-834-6534

Hector
PO Box 338
Hector, MN 55342
320-848-2273

Buffalo Lake
PO Box 99
Buffalo Lake, MN 55314
320-833-5321

Cosmos

Lake Lillian

Darwin

Stewart

Eden Valley

December 3, 2012

Dear Hennepin County, Housing, Community Works & Transit – ATTN: Southwest Transitway:

We, South Central Grain and Energy, depend on the Twin Cities & Western Railroad Company (TC&W) for economical freight rail transportation. We, South Central Grain and Energy, understand that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway (SWLRT). We, South Central Grain and Energy, further understand, based on information provided by TC&W, that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased costs for TC&W to operate its trains to and from South Central Grain and Energy.

It is imperative that South Central Grain and Energy retain an economical freight rail transportation option which is provided by TC&W. The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

- 1.) Do engineering for the reroute that meets TC&W's engineering standards,
- 2.) Co-locate the SWLRT with the current freight route,
- 3.) Reroute freight back to the 29th St Corridor, where TC&W ran until 1998, or
- 4.) Route the SWLRT up the MN&S rail line

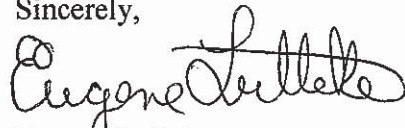
Therefore, we recommend Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Since rural Minnesota provides a significant amount of exports from the State of Minnesota and, since having economical freight rail transportation is imperative to allow rural Minnesota to compete in the global marketplace, we recommend Hennepin County and the Met Council reject the freight rail design as recommended in the DEIS and arrive at an acceptable design, as we depend on economical freight rail transportation.

South Central Grain and Energy is not opposed to the light rail project but we cannot have it happen at the expense of our farmer producers and South Central Grain and Energy. The current plan will cost our farmers millions and millions of dollars over the years.

We, South Central Grain and Energy, oppose the freight rail relocation design recommendation in the DEIS based on information provided by the TC&W and recommend that the freight rail issues be resolved to preserve our economical freight rail transportation options.

Sincerely,

A handwritten signature in black ink, appearing to read "Eugene Lutteke". The signature is fluid and cursive, with a large initial "E" and a stylized "L".

Eugene Lutteke
General Manager
South Central Grain and Energy



Southern Minnesota Beet Sugar Cooperative

P. O. Box 500, 83550 County Road 21, Renville, Minnesota 56284

November 27, 2012

Dear Hennepin County, Housing, Community Works & Transit – ATTN: Southwest Transitway:

My name is Kelvin Thompsen and I serve as President and CEO of Southern Minnesota Beet Sugar Cooperative (SMBSC). The cooperative is owned by 525 shareholders who produce 3.5 million tons of sugar beets from the nearly 120,000 acres in which they farm in West Central Minnesota. These same shareholders own the sugar factory, located in Renville, which processes their 3.5 million tons of sugar beets into more than 450,000 tons of pure white sugar and 300,000 tons of co-products including sugar beet pulp pellets, dried pulp shreds, pressed sugar beet pulp, betaine, raffinade and molasses. SMBSC employs 750 people and our annual payroll exceeds \$17 million annually. We estimate the total stimulus to the economy of West Central Minnesota which is generated by SMBSC is nearly three quarters of a billion dollars.

SMBSC and the 525 farm families depend on the Twin Cities & Western Railroad Company (TC&W) for economical freight rail transportation to ship a large portion of the 750,000 tons of finished product to our end use customers. SMBSC also relies heavily upon the TC&W Railroad Company for the inbound transportation of essential processing commodities such as coal, coke and lime rock required for the processing of sugar beets into pure, white sugar. SMBSC's inbound freight tonnage is nearly 300,000 tons. Economical rail transportation is key to SMBSC's sustainability today and for the future. SMBSC understands the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway (SWLRT). SMBSC further understands, based on information provided by TC&W, the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased costs for TC&W to operate its trains to and from SMBSC's factory located in Renville, Minnesota.

It is imperative that SMBSC retain the economical freight rail transportation option which is provided by TC&W. The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

- 1.) Do engineering for the reroute that meets TC&W's engineering standards,
- 2.) Co-locate the SWLRT with the current freight route,
- 3.) Reroute freight back to the 29th St Corridor, where TC&W ran until 1998, or
- 4.) Route the SWLRT up the MN&S rail line

SMBSC respectfully recommends Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Since rural Minnesota provides a significant amount of exports from the State of Minnesota, and since having economical freight rail transportation is imperative to allow rural Minnesota to compete in the global marketplace, we recommend Hennepin County and the Met Council reject the freight rail design as recommended in the DEIS and arrive at an acceptable design.

SMBSC opposes the freight rail relocation design recommendation in the DEIS based on information provided by the TC&W. SMBSC recommends the freight rail issues be resolved to preserve our economical freight rail transportation and the future sustainability of SMBSC and its 525 farm families.

Thank you for your consideration of this most important matter.

Sincerely,

A handwritten signature in blue ink that reads "Kelvin Thompson". The signature is fluid and cursive, with the first and last names being more prominent.

Kelvin Thompson
President and CEO



36327 US HWY 71
Redwood Falls, MN 56283
Toll Free: 888-783-7728
Email step@redred.com Fax: 507-644-2184

11-26-2012

Dear Hennepin County, Housing, Community Works & Transit
ATTN: Southwest Transitway

We, at Step Saver Inc depend on the TCWR for economical freight rail transportation. We at Step Saver Inc understand that that the DEIS recommends a relocation of the freight rail route to accommodate the Southwest light Rail Transitway. Step Saver Inc also understands that based on information provided by the TCWR that was released by the DEIS on 10-12-2012, that this will result in increased costs for the TCWR to operate its trains to deliver product for Step Saver Inc.

It is imperative that that Step Saver Inc retain an economical freight rail transportation option which is now provided by the TCWR. The design provided and recommended by the DEIS in not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommendation would be:

- 1.) Do engineering for the reroute that meets TCWR engineering standards,
- 2.) Co-locate the SWLRT with the current freight route,
- 3.) Reroute freight back to the 29th St corridor, where TCWR ran until 1998, or
- 4.) Route the SWLRT up the MN&S rail line.

Step Saver Inc recommends Hennepin County and the met Council address TCWR concerns over the design of the freight rail relocation shown in the DEIS, and work with TCWR to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Since rural Minnesota provides significant amount of exports from the state of MN, and since having economical freight rail transportation is imperative to allow rural MN to compete in the global marketplace, we recommend Hennepin County and the Met Council reject the freight rail design as recommended in the DEIS and arrive at an acceptable design, as we depend on economical freight rail transportation.

We, at Step Saver Inc oppose the freight rail relocation design recommendation in the EDIS base on the information provided by the TCWR and recommend that the freight rail issues be resolved to preserve our economical freight rail transportation options.

Sincerely

A handwritten signature in blue ink, appearing to read 'Chuck Steffl', is written over the word 'Sincerely'.

Chuck Steffl, President Step Saver Inc



December 3, 2012

Hennepin County, Housing, Community Works & Transit
ATTN: Southwest Transitway

Western Consolidated Cooperative depends on the Twin Cities & Western Railroad Company (TC&W) for economical freight rail transportation. We understand that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway (SWLRT). We further understand, based on information provided by TC&W, that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased costs for TC&W to operate its trains to and from Western Consolidated Cooperative.

It is imperative that Western Consolidated Cooperative retain an economical freight rail transportation option, as provided by TC&W and the design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design might be:

- 1) Engineer a reroute that meets TC&W's engineering standards,
- 2) Co-locate the SWLRT with the current freight route,
- 3) Reroute freight back to the 29th St Corridor where TC&W ran until 1998, or
- 4) Route the SWLRT up the MN&S rail line

We recommend that Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Rural Minnesota organizations like ours provide a significant amount of exports from the State of Minnesota and maintaining economical freight rail transportation is imperative in allowing us to remain competitive in the global marketplace. At this time, we strongly recommend that the Hennepin County and the Met Council **REJECT** the freight rail design as recommended in the DEIS and arrive at an acceptable design.

We oppose the freight rail relocation design recommendation in the DEIS and recommend that the freight rail issues be resolved to preserve our economical freight rail transportation options.

Sincerely,

Paul Mattson

Paul Mattson, Grain Division Manager
Western Consolidated Cooperative



your farm ... your community ... your co-op

December 3, 2012

Hennepin County, Housing, Community Works & Transit
ATTN: Southwest Transitway

Western Consolidated Cooperative depends on the Twin Cities & Western Railroad Company (TC&W) for economical freight rail transportation. We understand that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway (SWLRT). We further understand, based on information provided by TC&W, that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased costs for TC&W to operate its trains to and from Western Consolidated Cooperative.

It is imperative that Western Consolidated Cooperative retain an economical freight rail transportation option, as provided by TC&W and the design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design might be:

- 1) Engineer a reroute that meets TC&W's engineering standards,
- 2) Co-locate the SWLRT with the current freight route,
- 3) Reroute freight back to the 29th St Corridor where TC&W ran until 1998, or
- 4) Route the SWLRT up the MN&S rail line

We recommend that Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

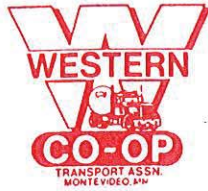
Rural Minnesota organizations like ours provide a significant amount of exports from the State of Minnesota and maintaining economical freight rail transportation is imperative in allowing us to remain competitive in the global marketplace. At this time, we strongly recommend that the Hennepin County and the Met Council **REJECT** the freight rail design as recommended in the DEIS and arrive at an acceptable design.

We oppose the freight rail relocation design recommendation in the DEIS and recommend that the freight rail issues be resolved to preserve our economical freight rail transportation options.

Sincerely,

Dean Isaacson

Dean Isaacson, General Manager
Western Consolidated Cooperative



Western Co-op Transport Association

BOX 327

MONTEVIDEO, MINNESOTA 56265

November 27, 2012

PHONE 320-269-5531

1-800-992-8817

Hennepin County, Housing, Community Works & Transit

Dear Southwest Transitway:

I've been following the Southwest Light Rail Transitway (SWLRT) with much interest. Our community is on Highway 212 in Western Minnesota, so I look forward to the day when we can jump on the light rail in Eden Prairie. Two of my sons are in business in Minneapolis and another attends the University of Minnesota, as my daughter did. There is much for you to consider - thus the reason for my letter.

I've seen that the SWLRT Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the SWLRT. Based on the information provided by Twin Cities & Western Railway (TC&W), the recommended freight rail relocation design as shown in the DEIS from October 12, 2012 will result in increased costs for TC&W to operate its trains to and from Western Minnesota.

Western Co-op Transport Association (WCTA) is a cooperative owned by 124 local grain, agronomy and energy cooperatives. We provide service to our members with over 300 semi trucks and trailers. Many of our member/owners are also shippers on the TCWR for their business. Economical rail service is vital to their survival. Our rail structure is as important to our communities as having schools, roads and a hospital.

When the Milwaukee Road sold off its land and track, Montevideo and other communities in our region worked to save the rail service. We fought to prevent our track from being torn out or paved over. It is imperative Western Minnesota retain an economical freight rail transportation option which is provided by TC&W - the only rail service in our communities.

The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

1. Do engineering for the reroute that meets TC&W's engineering standards
2. Co-locate the SWLRT with the current freight route
3. Reroute freight back to the 29th St corridor, where TC&W ran until 1998
4. Route the SWLRT up the MN&S rail line

Therefore, we recommend Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Light rail improves the quality of life for riders by giving them another choice. It would be ironical that by forcing the DEIS relocation on TCWR as outlined, those of us in Western Minnesota will have less choice by taking away the most economical freight transportation we have.

Thank-you for your consideration on this and your hard work,

Respectfully,

Dennis Brandon, General Manager



Monday, December 03, 2012

Dear Hennepin County, Housing, Community Works & Transit- ATTN: Southwest Transitway:

We, the Wheaton-Dumont Coop Elevator depend on the Twin Cities & Western Railroad Company (TC&W) for economical freight rail transportation. We, the Wheaton-Dumont Coop Elevator understand that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway (SWLRT). We the Wheaton-Dumont Coop Elevator further understand, based on information provided by TC&W, that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased costs for TC&W to operate its trains to and from Wheaton-Dumont Coop Elevator.

It is imperative that Wheaton-Dumont Coop Elevator retain an economical freight rail transportation option which is provided by TC&W. The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

- 1.) Do engineering for the reroute that meets TC&W's engineering standards,
- 2.) Co-locate the SWLRT with the current freight routes,
- 3.) Reroute freight back to the 29th St Corridor, where TC&W ran until 1998, or
- 4.) Route the SWLT up the MN&S rail line

Therefore we recommend Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Since rural Minnesota provides a significant amount of exports from the State of Minnesota, and since having economical freight rail transportation is imperative to allow rural Minnesota to compete in the global marketplace, we recommend Hennepin County and the Met Council reject the freight rail design as recommended in the DEIS and arrive at an acceptable design, as we depend on the economical freight rail transportation.

We, the Wheaton-Dumont Coop Elevator oppose the freight rail relocation design recommendation in the DEIS based on information provided by the TC&W and recommend that the freight rail issues be resolved to preserve our economical freight rail transportation options.

Sincerely,

Philip Deal
Wheaton-Dumont Coop Elevator

Britton 605-448-2261 • Campbell 218-630-5344 • Dumont 320-563-8020 • Dumont Ag 320-563-8822 • Hankinson 701-242-7543 • LaMars 701-474-5976
• Mantador 701-242-7022 • New Effington Ag 605-637-5241 • Sisseton Feed Store 605-698-3491 • Sisseton North 605-698-3221
• Sisseton South 605-698-3251 • Tenney 218-630-5556 • Wheaton 320-563-1130 • Wheaton Ag 320-563-8181



705 E. 4th Street; PO Box 461; Winthrop MN 55396
507-647-6600 or 866-998-3266
Fax: 507-647-6620

People....Pride....Purpose....
"Since 1915"

November 30, 2012

Dear Hennepin County, Housing, Community Works & Transit:

RE: SOUTHWEST TRANSITWAY

I am writing to you on behalf of the communities and members that own United Farmers Cooperative (UFC). We are a member owned cooperative that serves nearly 10,000 customers across a dozen communities in south central Minnesota. UFC has been in existence since 1915, providing necessary goods and services such as agricultural inputs, home heating and markets for grain.

In the past 20 years, UFC has invested over 60 million dollars of member owned capital in upgrading infrastructure to provide better access and markets for the farmers and consumers that we serve. Most of these facilities have been strategically located to effectively use rail service that is provided by Twin Cities & Western Railroad Company (TC&W). Just this past year, UFC and its members invested nearly 30 million dollars to build a world class grain handling facility near Brownton MN. This facility will significantly reduce the metro truck traffic while at the same time greatly enhancing marketing options for Minnesota's agricultural production.

UFC depends on the TC&W for economical freight rail transportation. UFC understands that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway (SWLRT). UFC further understands, based on information provided by TC&W, that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased costs for TC&W to operate its trains to and from UFC. These costs are not only monetary in nature but operationally challenging as well.

We fully understand and support the logic and efficiencies that you are hoping to gain on further expansion of the light railway. It follows the same logic that we have applied in locating our facilities along the rail. It is both economically and environmentally sound as well as significantly more efficient. However, we do not believe that it makes sense to address the transportation needs for the Twin Cities and metro area's at the expense of adversely affecting what we have built for the last several decades in rural Minnesota. In UFC's case, we even helped invest in rehabilitation of the railroad tracks known as the Minnesota Prairie Line. The access to competitive and reliable rail has meant great economic development in our small community and has added many jobs in addition to the economic gains for our Minnesota farmers.

It is our understanding that TC&W has encouraged you to look at several alternatives that would be less intrusive on the existing freight business and that several alternatives exist that would be less costly and more conducive to serving the needs of all parties in this situation. We are asking that Hennepin County and the Met Council meet with TC&W and work out a more mutually beneficial plan. I have spent considerable time looking at these options and I really believe a compromise that is fair and mutually respectful can be reached.

We would be happy to participate in these discussions if we can be of any assistance or relevance in this matter. The current proposal would put considerable economic and operational obstacles in place and needs to be reviewed and adjusted to be fair to all those that are affected. We hope that you will consider everyone's needs in this matter and work together for the solution.

Sincerely,

Jeff J. Nielsen
General Manager/CEO

OUR PURPOSE

To supply our customers with technology, products, and services in a manner that is extraordinary enough to add value to their lives.



705 E. 4th Street; PO Box 461; Winthrop MN 55396
507-647-6600 or 866-998-3266
Fax: 507-647-6620

People....Pride....Purpose....
"Since 1915"

November 30, 2012

Dear Hennepin County, Housing, Community Works & Transit:

RE: SOUTHWEST TRANSITWAY

I am writing to you today on behalf of the United Farmers Cooperative. We serve nearly 1300 agronomy customers across south central Minnesota.

In 2008 we invested 7 million dollars in building a state of the art fertilizer hub in Winthrop Minnesota, being Winthrop was in the center of our trade territory is was a great place to build being the TC&W rail line runs through town. As we were researching the perfect location for our plant we looked at options to build off rail lines to depend solely on truck service but after much research and finding out what the freight rates would be coming out of the Twin Cities we then began construction.

We understand that the Southwest Transitway Environmental Impact Statement recommends a relocation of the freight rail route to help the Southwest Light Rail Transitway. But we have invested heavily because of the rail line in Winthrop and depend on the TC&W to operate its trains to and from us. These plans being proposed will directly effect TC&W with a cost increase that will have to be passed down to UFC and its customers.

We fully understand what it is like to be looking at ways to improve efficiencies we do it every day. But I do not believe it makes sense to try and change the needs of the metro at the expense of all of us that have already spent large amount of money prior to your plans.

As we understand there are a few options that look to have some compromise, that would not directly effect the freight rates leaving the metro. Please meet with the TC&W to work the issues out so both parties can meet a mutual beneficial plan.

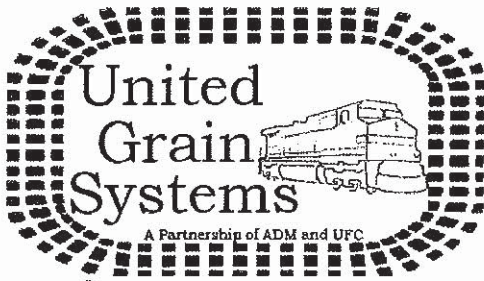
Any questions on what role UFC plays in supporting the agricultural business in South Central Minnesota please give us a call at 1-507-647-6600

Sincerely,

Butch Altman
Agronomy Manager

OUR PURPOSE

To supply our customers with technology, products, and services in a manner that is extraordinary enough to add value to their lives.



705 E. 4th Street; PO Box 461; Winthrop MN 55396
507-647-6601 or 866-792-5128
Fax: 507-647-6621

November 30, 2012

Dear Hennepin County, Housing, Community Works & Transit

Re: Southwest Transitway

I am writing on behalf of United Grain Systems, LLC. Our trade territory stretches east/west from Bird Island to the Twin Cities and north/south from St Cloud to New Ulm. We have six grain elevators and about 4,000 customers. Because of our location, our choices of rail service are limited to the TC&W Railroad.

In September of this year we opened a new \$30 million state of the art shuttle loading rail facility on the TC&W rail line outside of Brownton, MN. We did this for several reasons. The first being "the market" is telling us to do this. Second, it allows us to connect to markets we were previously not able to access. Third, we have been encouraged by MNDOT to do everything we can to get truck traffic out of the Twin Cities. This project offered us the efficiencies of moving bulk grain commodities and allowed us to decrease truck congestion and decrease emissions. We thought this was a winning situation for everyone involved.

We never dreamt that an extension of Light Rail would or could affect our investment. We are not against Light Rail, but those that are making decisions for that project need to be aware that those decisions are affecting businesses and people far from the Twin Cities. According to the TC&W Railroad, decisions made by Hennepin County and the Metropolitan Council will adversely affect our company and customers. They say this will result in increased costs which will be passed down to us shippers, which in turn we pass onto our farmer customers.

We do not intimately know the details of the track issues involved, but we know that there are reasonable alternatives offered to you by the TC&W Railroad. We urge you to seriously consider those recommendations and work with the TC&W to arrive at a solution that preserves continued economical freight rail transportation.

Sincerely,

James S Johnson
Director of Grain Marketing
United Grain Systems, LLC

MinnRail, Inc.

Dear Hennepin County, Housing, Community Works & Transit
Attention: Southwest Transitway

I am writing to you as President of the Shipper's Association, (MinnRail, Inc.), of the Minnesota Prairie Line Railroad. We are a group of businesses that joined together over 25 years ago to support the Minnesota Valley Regional Rail Authority, (MVRRA), in rehabbing this line. We were required to raise \$600,000, (10%), in order for MNDOT to loan the Authority money to bring the track back to a minimally "useable" condition.

MNDOT supports this line for 3 reasons. The first is they support rail and know it is an efficient means of transportation, especially with bulk commodities. Secondly, their hope is this rail will take some of the truck traffic off of our rural highways and therefore require less maintenance. And last, but maybe not least, any diversion of truck traffic from Twin Cities roads is of high priority for MNDOT.

The west end of our line in Hanley Falls is essentially a dead end, not connected to any other rail line. The east end of our line connects with the TC&W Railroad at Norwood Young America. Obviously we rely on the TC&W for access to our line and therefore are directly affected by your decisions on the Light Rail Line.

The Minnesota Prairie Line is owned by the five counties it runs through; Carver, Sibley, Renville, Redwood Falls, and Yellow Medicine. I stated above that the line was originally rehabbed to a minimal condition. Over the last 10 years the objective of the Authority and the Shipper's has been to replace the old "light" rail with standard heavy duty rail in order to haul normal freight weights and increase the speed from 8 mph to 25 mph. Today the upgrade has been completed to Highway 15 on the west side of Winthrop.

The funding for this upgrade has come from state bonding bills and federal grants. It has been supported by legislators from both sides of the aisle as they have seen supporting this rail line as a means to help development, encourage growth, and get trucks off roads.

When the rehab was initially started, there was minimal rail use on it as who would invest in rail facilities if they did not know the rail line would even exist? However, the Shipper's and the MVRRA had a shared vision of success and accumulated the necessary funds to do the original work.

Since that start, several companies have invested and made use of the existing rail even with its limitations. As I said earlier, the upgraded line has now reached Winthrop and businesses that have invested on that portion of the line are being rewarded with the benefits of good, efficient rail service.

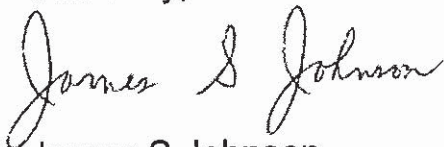
Today there is less activity on this line the further west you go, but with the success we have had, businesses and communities west of Winthrop are starting to get excited with the expectation that the upgrade will eventually make it to them and ultimately to Hanley Falls. Several companies are now considering investing on this line with that expectation. The western counties see it as a real resource to help grow their towns and counties.

The MVRRA, the 5 counties, all of the communities on the line, businesses that use the line, and their customers all have a vested interest in this line and a vision of having good rail service. We have seen great progress and anticipate successful completion someday.

Obviously we are concerned about any negative effects due to the Light Rail project. Based on information provided by TC&W, our understanding is that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased costs to operate trains. We also know they have supplied you with logical and practical alternatives. As Shipper's, we are very concerned about our investments in rail transportation and our continued competitiveness if rail freight expenses are adversely affected.

As the TC&W is the operator on our line and our link to the world, we support their recommendations. We believe a fair resolution can be found and trust that you will work for that goal. Our purpose is to make you aware that this is not just a "metro" decision and your decisions affect many more people and companies than you think. We ask that you carefully consider the proposals submitted by the TC&W.

Sincerely,

A handwritten signature in cursive script that reads "James S. Johnson".

James S Johnson
President, MinnRail Inc.

Director of Merchandising
United Grain Systems, LLC
Winthrop, MN



200 S MILL STREET PO BOX 481
REDWOD FALLS, MN 56283
WWW.RADC.ORG
JULIE@REDWOODFALLS.ORG
507-637-4004

December 18, 2012

Dear Hennepin County, Housing, Community Works & Transit – ATTN: Southwest Transitway:

We, the Redwood Area Development Corporation and the shippers in our county communities, depend on the Minnesota Prairie Line operated by Twin Cities & Western Railroad Company (TC&W) for economical freight rail transportation. We, the Redwood Area Development Corporation, understand that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway (SWLRT). We the Redwood Area Development Corporation, further understand, based on information provided by TC&W, that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased costs for TC&W to operate its trains to and from «Company».

It is imperative that our county businesses can rely on MPL/TC&W as an economical freight rail transportation option which is provided by TC&W. The design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation. Alternatives to your recommended design would be:

- 1.) Do engineering for the reroute that meets TC&W's engineering standards,
- 2.) Co-locate the SWLRT with the current freight route,
- 3.) Reroute freight back to the 29th St Corridor, where TC&W ran until 1998, or
- 4.) Route the SWLRT up the MN&S rail line

Therefore we recommend Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with the TC&W to arrive at a freight rail solution that preserves our existing economical freight rail transportation.

Since rural Minnesota provides a significant amount of exports from the State of Minnesota, and since having economical freight rail transportation is imperative to allow rural Minnesota to compete in the global marketplace, we recommend Hennepin County and the Met Council reject the freight rail design as recommended in the DEIS and arrive at an acceptable design, as we depend on economical freight rail transportation.

We, the Redwood Area Development Corporation, oppose the freight rail relocation design recommendation in the DEIS based on information provided by the TC&W and recommend that the freight rail issues be resolved to preserve our economical freight rail transportation options.

Sincerely,

Julie Rath, Economic Development Specialist
Redwood Area Development Corporation/Redwood County EDA

Mission Statement: Our primary focus is community and economic development for member communities including Job creation and strengthening or expanding existing businesses in the Redwood Area.

December 26 2012



Safety in the Park! represents these
1500 plus residents of St. Louis Park who
have signed the attached petition
supporting our goals.

St. Louis Park Freight Rail Petition

We are concerned about the proposed increase of heavy freight rail traffic on the north/south MN&S spur and the BNSF mainline in St. Louis Park. We understand that the MN&S spur was not intended and not designed to handle freight rail traffic of the density and frequency proposed by the Hennepin County Railroad Authority. We support the creation of light rail in our community.

We believe that if the freight rail traffic is increased to the levels proposed by the county (from approximately 40 cars daily to over 800 cars daily (as forecasted by the 1999 SLP railroad study), the following will be at stake:

- The safety of thousands of residents in St. Louis Park whose homes are within feet of tracks.
 - The safety of thousands of school children and staff at the St. Louis Park High school which is within feet of the tracks.
 - The safety of residents, visitors, and emergency personnel who will need to cross these tracks at any one of numerous at-grade auto and pedestrian crossings.
 - The livability of the area as pollutants of all types degrade the surrounding areas.
-

Therefore, by signing below, we respectfully demand that Hennepin County, the Minnesota Department of Transportation, and the City of St. Louis Park fairly evaluate the MN&S Route against all other viable routes on a fair and equal basis. We demand that this basis includes the costs for creating a railroad corridor similar in all safety attributes to the current Kenilworth corridor and the previous 29th Street corridor from where this traffic originated. We understand and demand that such a study include:

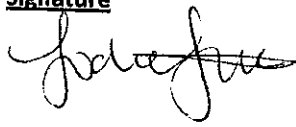
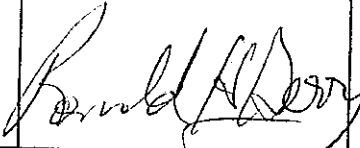

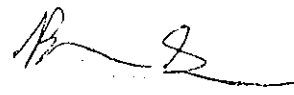
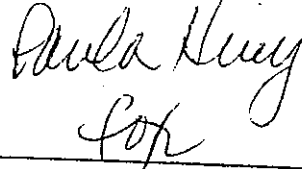

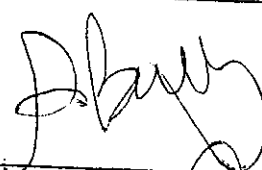
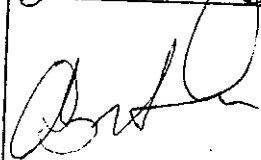
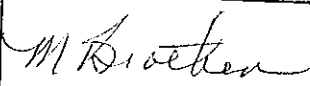
- The cost of purchasing homes on one or both sides of the existing tracks at fair market value to create a wide safety right-of-way, such as is the case at Kenilworth and 29th St.
- The cost of building over or under-passes for safe vehicle and pedestrian traffic resulting in a single grade level crossing per one mile of track, such as is the case at Kenilworth and 29th St.
- The cost of all remaining mitigation including, but not limited to, track enhancements, pollution control, landscaping, barriers, and the like.

Signed:

<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Email (optional)</u>
July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826	thom@two-rivers.net



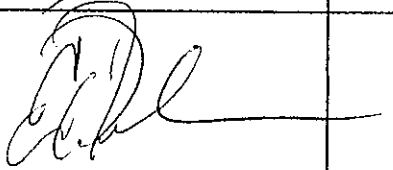

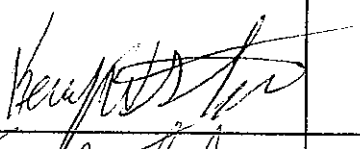
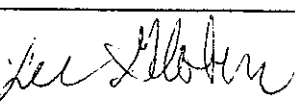
Safety in the Park Freight Rail Petition Signing Sheet

(please see the petition on the cover sheet for details on the petition and sending instructions)

<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Signature</u>	<u>Email (optional) If you would like more information on Safety in the Park.</u>
6.16.12	Jodie Flick	4813 Cedar Lake Rd. SLP, mn 55414			
6/16/12	Ron Berry	4100 Salem Ave SLP			
6/16/12	Austin Mack	5912 Cedar Lake Rd SLP, MN			
6/16/12	Brandy Schran	3204 Brunswick Ave. South			
6/16/12	Shae Mack	5912 Cedar Lake Rd SLP, 55414			
6/16/12	Paula Fox	2630 Alabama Ave SLP			
6/16/12	Natasha Martin	2951 Gettysburg Ave SLP			
6/16/12	Deb Brallinger	3614 Pennsylvania SLP			
6/16/12	Mark	1720 North St SLP/K			
6/16/12	Maion Brocken	7720 North St SLP.			

Safety in the Park Freight Rail Petition Signing Sheet

(please see the petition on the cover sheet for details on the petition and sending instructions)

Date	Name	Address	Phone (optional)	Signature	Email (optional) if you would like more information on Safety in the Park.
	JAKO	2524 XYLON AVE SOUTH	952-270-7154		
	Barr Thibe	913 N 4th St	507-514-2489		
	Ed PALVA	5300 W 35th ST SLP 55416 CENTER POINT	952-526-5200		
	BRENDA LITMAN	3301 Gettysburg Ave So SLP 55424		Brenda Litman	litma002@umn.edu
	Dan Kristensen	4400 Minnesota Ave Blvd. SLP. 55416			
	Kevin Westrup	3640 Rhode Island Ave S. St. Louis Park 55426			
	Frank Rutledge	4824 Park Commissioner St 31 of St Louis Park 55426		Frank Rutledge	
	Lee Globus	3602 Klappan Ave SLP, MN 55416			

Safety in the Park Freight Rail Petition Signing Sheet
(please see the petition on the cover sheet)

Date	Name	Address	Phone (optional)	Signature	Email (optional) if you would like more information on Safety in the Park.
8-6-10	Juanne Bachman	8200 W 33rd St.		Juanne Bachman	
8-9-10	Barbara Miller	8200 W 33rd St.		Barbara Miller	
8-9-10	Amy Birt	1653 Ottawa Ave St. Louis Park		Amy Birt	
8-9-10	Phyllis Deinema	8200 West 33rd St		Phyllis Deinema	
8-10-10	Millie Jarski	8200 West 33rd		Millie Jarski	
8-10-10	Marge Freier	8200 W 33rd St		Marge Freier	
8-10-10	Cindy Gray	2751 Aquila Ave S		Cindy Gray	
8-10-10	Annette Finnerud	8200 W 33rd St		Annette Finnerud	
8/10/10	Chester Finnerud	8200 W 33rd St		Chester Finnerud	
8/10/10	ELAINE FRIAU	8200 W 33RD ST		Elaine Friau	

— OVER →

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name <i>Lawrence H. Hly in</i>	Address <i>2644 Nakota Ave SE</i>	Signature <i>[Signature]</i>
Date	Phone (optional)	e-mail (optional)

Name <i>Erion Eckhart</i>	Address <i>8848 Jersey Ave SE</i>	Signature <i>[Signature]</i>
Date <i>10/12/10</i>	Phone (optional)	e-mail (optional)

Name <i>Darla Aman</i>	Address <i>2932 Jersey Ave SE</i>	Signature <i>[Signature]</i>
Date	Phone (optional)	e-mail (optional)


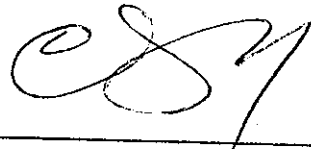

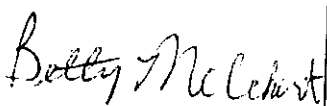


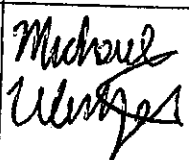
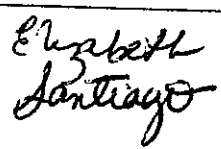
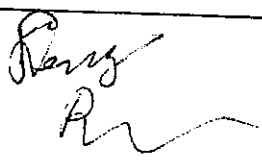
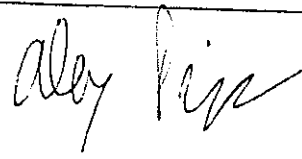
Name <i>Jan Vought</i>	Address <i>2624 Jersey Ave S</i>	Signature <i>[Signature]</i>
Date	Phone (optional)	e-mail (optional)

Name	Address	Signature
Date	Phone (optional)	e-mail (optional)

Name	Address	Signature
Date	Phone (optional)	e-mail (optional)

Name	Address	Signature
Date	Phone (optional)	e-mail (optional)

Safety in the Park Freight Rail Petition Signing Sheet
(please see the petition on the cover sheet for details on the petition and sending instructions)

Date	Name	Address	Phone (optional)	Signature	Email (optional) If you would like more information on Safety in the Park.
8/13/10	Julie Schunkle	3037 Plonde SLP			
8/13/10	Craig Truhland	3249 Gedgewood Ave S ST. LOUIS PARK			
8/13/10	Keisha Pichl	6325 33rd St. W St. Louis Park	(952) 925 1906		bkpichl@ usfamily.net
8/19/10	Betty Melchert	3252 EDGEWOOD ST. LOUIS PARK	952- 929-3584		happytonn @aol.com
8/19/10	Arthur Melchert	3252 EDGEWOOD ST LOUIS PARK	952 929-3584		
8/19/10	Lenen Brier	3240 Edgewood St Louis Park	952. 929- 0348		
9/12/10	Michael Wentzel	3253 Florida Ave. S. St. Louis Park	952 929 4165		
09/17/10	Elizabeth Santiago	3325 Brownlow Ave. S. St. Louis Park, MN 55426	952 693 1516		esantiago@ st.kate.edu
9/17/10	Cory Bozeman	2016 Louisiana Ave St. Louis Park 55426	612 963 6475		coryb1292 @yahoo.com
9/26	Alex Piper	3225 Edgewood Ave. SLP, MN 55426	952- 594-0268		Slpiper @yahoo.com

Safety in the Park Freight Rail Petition Signing Sheet

(please see the petition on the cover sheet for details on the petition and sending instructions)

<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Signature</u>	<u>Email (optional) If you would like more information on Safety in the Park.</u>
9/26	Lynda Enright	3824 Alabama Ave St. Louis Park		Lynda Enright	lenright@comcast.net
9/26	Colleen Krasen	3221 Dakota Ave St. Louis Park		C. Krasen	ckrasen@aol.com
9/29	Mary Chismos	3200 Florida Ave SD St. Louis Park		[Signature]	
9/29	Patrick Sweeney	3200 Florida Ave SD St. Louis Park		[Signature]	
10/6	Dan [unclear]	4175 Zachary Ave S.		Dan [unclear]	[unclear]
10/6	Jane [unclear]	4175 Zachary Ave S.		Jane [unclear]	

				<i>Lepakko</i>	
8/26/10	Nancy Lepakko	3371 Brownlow Ave SLP		Nancy Lepakko	
8/26/10	Lora Nalezny	3375 Brownlow SLP 55426		Lora Nalezny	
8/27/ 10	Nancy Lepakko	3371 Brownlow SLP		Nancy Lepakko	

Safety in the Park Freight Rail Petition Signing Sheet
 (please see the petition on the cover sheet for details on the petition and sending instructions)

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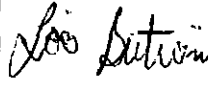

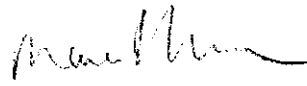

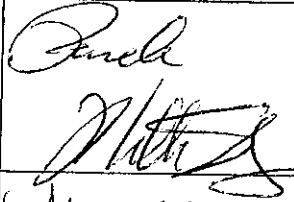
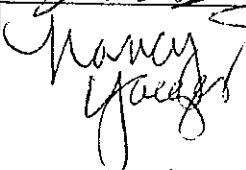

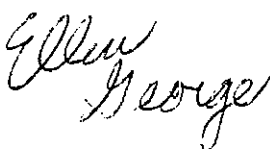
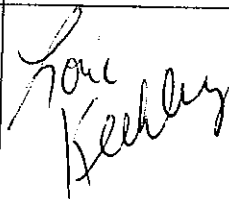
[illegible]

Date	Name	Address	Phone (optional)	Signature	Email (optional) if you receive mail, check information on Safety in the Park.
8/26/10	Erin Lapacko	5371 Brownlow Ave		Erin Lapacko	
8-26-10	Reid Lapacko	5371 Brownlow Ave St Louis Park, MN		Reid Lapacko	
8/26/10	Nancy Lapacko	3371 Brownlow Ave SLP		Nancy Lapacko	
8/26/10	Lois Nalezny	3375 Brownlow SLP 55426		Lois Nalezny	
8/27/ 10	Dee Lapacko	3371 Brownlow SLP		Dee Lapacko	

Safety In the Park Freight Rail Petition Signing Sheet

(please see the petition on the cover sheet for details on the petition and sending instructions)

in the Park Freight Rail Petition Signing Sheet
(please see the petition on the cover sheet for details on the petition and sending instructions)

Date	Name	Address	Phone (optional)	Signature	Email (optional) If you would like more information on Safety in the Park.
8/25/10	Kari Schwickering	4224 Brookside Ave SLP, 55416			
8/26/10	Lois Butwin	8700 Westmenard Ln SLP 55426			
8/26/10	Line Sue	2538 Taylor St Mpls 55418			
9/2/10	Marlee Nierstka	15717 Woodgate Rd NW Mpls 55345			
9/7/10	Alexandra Oppenhaus	5108 Euclid Ave Mpls 55410			
9/14/10	Pam Mullen-Schultz	3814 W. 32nd St. Mpls 55416			
9/14/10	Nancy Yager	4490 Brunswick SLP 55416			
9/14/10	Jeremy Riehl	4717 Grand Mpls 55414			
9/15/10	Ellen George	3044 Jersey Ave. S. St. Louis Park, MN 55426			
9/16/10	Lori Keekley	3741 Jopra Ave S St. Louis Park, MN 55416			

in the Park Freight Rail Petition Signing Sheet
(please see the petition on the cover sheet for details on the petition and sending instructions)

<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Signature</u>	<u>Email (optional) If you would like more information on Safety in the Park.</u>
9/16/10	Mary Quinn	6301 Hamilton St. St. Louis Park		Mary Quinn	
9/16/10	Kathy Weiss	3232 Dakota Ave. So. St. Louis Park		Kathy Weiss	
9/16/10	Jane Hurdacer	5141 Balmoral Ln Bloomington MN 55437		Jane Hurdacer	
9/17	Sharon Ingalls	2320 Gettysburg Ave St. Louis Park 55426		Sharon Ingalls	
9/21	Cory Lorentz	699 Lincoln Ave. St. Paul 55105		C Lorentz	
9/21	Barb Nelson	6657 Menimac Ln N Maple Grove MN 55311		Barb Nelson	
9/22	Bridgid Hopmann	4324 Coolidge Ave		Bridgid Hop	
9/24	Linda Tillou	5805 Concord Ave. So Edina 55424		Linda Tillou	
9/28	Judy Carlson	7409 Ridgeway Rd. Golden Valley 55427		Judy Carlson	

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	Steve Rasmussen	Address	6907 Eliot View Rd.	Signature	Steve Rasmussen
Date	09-25-10	Phone (optional)		e-mail (optional)	

Name	J. J. Walburn	Address	6823 E. 2nd Street St. J. P.	Signature	J. J. Walburn
Date	09-25-10	Phone (optional)		e-mail (optional)	

Name	Lori Morris	Address	7011 24th St. W. SLP	Signature	Lori Morris
Date	9-25-2010	Phone (optional)	952-920-1999	e-mail (optional)	

Name	Micah Morris	Address	7011 24th St. W. SLP	Signature	Micah Morris
Date	9-25-2010	Phone (optional)		e-mail (optional)	

Name	Sue Mor	Address	6836 W 23rd St	Signature	Sue Mor
Date	9-25-10	Phone (optional)	St. Louis Pl, MN	e-mail (optional)	

Name	Dan Ulspiegel	Address	6920 Eliot View Rd	Signature	Dan Ulspiegel
Date		Phone (optional)		e-mail (optional)	

Name	Sara Steh	Address	6920 Eliot View Rd	Signature	Sara Steh
Date		Phone (optional)		e-mail (optional)	

Safety in the Park Freight Rail Signing Sheet
(Please see the petition on the cover sheet)

Name	Betty Huff	Address	2317 Hampshire Ave. S. SLP	Signature	Betty L. Huff
Date	9-25-2010	Phone (optional)		e-mail (optional)	

Name	David Miller	Address	2317 Hampshire Av S SLP	Signature	David Miller
Date	9/25/2010	Phone (optional)		e-mail (optional)	

Name	Allen Dossens	Address	6520 Edist View Rd	Signature	Allen Dossens
Date	9/25/2010	Phone (optional)		e-mail (optional)	

Name	Thaddeus Morris	Address	7011 24th St W St. Louis Park MN	Signature	Thaddeus Morris
Date	9/25/10	Phone (optional)		e-mail (optional)	

Name	Margaret Heil	Address	16815 E 46th View Rd SLP	Signature	Margaret Heil
Date	9/25/2010	Phone (optional)	55426 952-545-3030	e-mail (optional)	Margaret Heil

Name	Alexa Hitchings	Address	4035 W 24th St.	Signature	Alexa Hitchings
Date	9/25/2010	Phone (optional)	St. Louis Park 55426	e-mail (optional)	(952) 546-0232

Name	Eric Hitchings	Address	7035 W 24th St	Signature	Eric Hitchings
Date	9/25/2010	Phone (optional)	St. Louis Park 55426	e-mail (optional)	(952) 546-0232

Safety in the Park Freight Rail Petition Signing Sheet
(please see the petition on the cover sheet)

<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Signature</u>	<u>Email (optional) if you would like more information on Safety in the Park.</u>
July 12, 2010 8-3	Thom Miller Sandy Kline	2900 Yosemite Av. S 3364 Zanthan	952-928-7826	Sandy Kline	thom@two-rivers.net
8-3	Julie Pelowitz	3360 Zanthan		Julie Pelowitz	
8-3	Lori Hyppa	3355 Zanthan	952-915-1820	Lori Hyppa	
8-3-10	Steven Fry	3363 Zanthan	952-285-5575	Steven Fry	
8/3/10	Lexie Olson	3364 ZANTHAN	952 927 7339	Lexie Olson	
8-3-10	Jennifer Anderson	3300 Zanthan Ave.	952-922-8505	Jennifer Anderson	
8-3-10	Martha Olson	3263 Zanthan	952-928-0341	Martha Olson	
8/3/10	Suzanne Ludwig	3263 Zanthan	952-928-0341	Suzanne Ludwig	
8/3/10	John Magnuson	3359 Zanthan	952-921-1989	John Magnuson	


Safety in the Park Freight Rail Petition Signing Sheet
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8/3/2010	JANICE LOFTUS	3341 ZARTHAN AV	952 925 1864	Janice Loftus	
July 12, 2010 2010-08-03	Thom Miller DARREN SWANER	2900 Yosemite Av. S 3333 ZARTHAN Ave. S.	952-928-7826 952.334.3208	Darwin Swager	thom@two-rivers.net
8/3/10	Emily Swager	3333 Zarthan Ave S.	952.334.3208	Emily Swager	
8/4/10	Bobbie Goldfarb	3344 Zarthan Ave S.	952 925 6668	Bobbie Goldfarb	
8/3/10	Edwin Worrell	3263 Zarthan Ave S.	612-207-5211	Edwin Worrell	
8/3/10	Carolyn Burns	3328 Zarthan Ave S	952-583-1207	Carolyn A. Burns	
8/3/10	Thomas Burns	3328 Zarthan Ave S	952.221.5101	Thomas H. Burns	Singcantate @ yahoo.com
8/3/10	Marlys Gregory	3345 Zarthan Ave S.	952-922-5600	Marlys Gregory	
8/4/10	DICK LOFTUS	3341 ZARTHAN AVS S	952 425-1864	Dick Loftus	

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(please see the petition on the cover sheet)

<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Signature</u>	<u>Email (optional) if you would like more information on Safety in the Park.</u>
July 12, 2010	Thom Miller	2900 Vasomite Av. S	952-928-7826		
8/3/10	Greg & Peggy & Dominick	3212 Alabama Ave S St. Louis Park, MN 55416	952-922-6710	Peggy Davis	gpdominick@comcast.com
8/3/10	Bruce & Sandy Peterson	3140 Alabama Ave S St. Louis Park, MN 55416	952-925-3457	Sandy Peterson	sibpeter45@comcast.net
8/3/10	Dave & Sarah Long	3024 Alabama Ave. S St. Louis Park, MN 55416		Sarah Long	
8/3/10	Jon & Kate Gjerde	3248 Alabama Ave SLP MN 55416	952-303-6317	Kate Gjerde	gjkate25@comcast.net
8-3-10	Steve Grede	3231 ALABAMA Ave S ST LOUIS PARK MN 55416	952-926-4434	Steve Grede	
8-3-10	Jim Lind	3148 ALABAMA Ave. S. ST. LOUIS PARK	952-929-6342	Jim Lind	
8/3/10	Carolyn Burke	3236 Alabama SLP Mn. 55416	952-393-9489	Carolyn Burke	Carolyn@carolynstfloral.com
8/13/10	Steve & Kristin Berns	3218 Alabama Ave SLP 55416	952-406-1923	Kristin Berns	

Safety In the Park Freight Rail Petition Signing Sheet
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<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Signature</u>	<u>Email (optional) If you would like more information on Safety in the Park.</u>
July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
8/3/10	PERKINS FAMILY Michael	6212 W 35th St S.L.P. MN 55416-2305	952 925- 4208		
08-03-2010	Anderson Charles	6312 W 35th St SLP 55416-2306	952 926 8089	Charles F Anderson	CEA.SONCOM @gmail.com
08-03-2010	Steele Calvin	6316 W. 35th St S.L.P. 55416-2306	952 928 8749	Calvin Steele	
8/3/2010	Arlene Jensen	6313 Hamilton St. Louis Park 55416	952 - 929 2517	Arlene Jensen	
8/3/10	Sandra Woessner	3456 Wooddale Ave S. St. Louis Park, MN 55416	763 - 391 - 7711	Sandra Woessner	SLWoessner@gmail.com
8/3/10	Laura LeMay	3456 Wooddale Ave. S St. Louis Park mn. 55416	612 - 327 - 8488	Laura LeMay	lulu lemay 08 @comcast.net
8/3/10	Marlene Touchberg	6308 W. 35th St. St. Louis Park MN 55416	952 - 920-2491	Marlene Touchberg	

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	David Boettcher	Address	7026 W. 24th St.	Signature	David E. Boettcher
Date	9-25-10	Phone (optional)		e-mail (optional)	

Name	Wilford Johnson	Address	7046 24th West	Signature	WJ
Date	9-25-10	Phone (optional)		e-mail (optional)	

Name	Dominic Herrera	Address	6519 Elbow Creek Rd.	Signature	Dominic Herrera
Date		Phone (optional)		e-mail (optional)	

Name		Address		Signature	
Date		Phone (optional)		e-mail (optional)	

Name		Address		Signature	
Date		Phone (optional)		e-mail (optional)	

Name		Address		Signature	
Date		Phone (optional)		e-mail (optional)	

Name		Address		Signature	
Date		Phone (optional)		e-mail (optional)	

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	BRAD HEIL	Address	6815 Eliot View Rd	Signature	Brad Heil
Date	9/25/10	Phone (optional)		e-mail (optional)	

Name	Tom Mooney	Address	4800 W 23rd St	Signature	Tom Mooney
Date		Phone (optional)		e-mail (optional)	

Name	Tom Sinehoff	Address	6620 Eliot View Rd.	Signature	Tom Sinehoff
Date	9/25/10	Phone (optional)		e-mail (optional)	

Name	Shoile Disc	Address	6700 Eliot View Rd	Signature	Shoile Disc
Date	9/25/10	Phone (optional)		e-mail (optional)	

Name	Sandy Beattichus	Address	7026 W. 24th St	Signature	Sandy Beattichus
Date	9/25/10	Phone (optional)		e-mail (optional)	

Name	Mary Buckle	Address	6600 E 11th View Rd	Signature	Mary Buckle
Date		Phone (optional)		e-mail (optional)	

Name		Address		Signature	
Date		Phone (optional)		e-mail (optional)	

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	Zeinab Baroud	Address	2660 Alabama Ave. S	Signature	Zeinab Baroud
Date	09/16/10	Phone (optional)		e-mail (optional)	

Name	Kari McSherry	Address	2921 Idaho Ave. S. SLP	Signature	Kari McSherry
Date	9/16/10	Phone (optional)		e-mail (optional)	

Name		Address		Signature	
Date		Phone (optional)		e-mail (optional)	

Name		Address		Signature	
Date		Phone (optional)		e-mail (optional)	

Name		Address		Signature	
Date		Phone (optional)		e-mail (optional)	

Name		Address		Signature	
Date		Phone (optional)		e-mail (optional)	

Name		Address		Signature	
Date		Phone (optional)		e-mail (optional)	

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	Jeffrey Bartl	Address	3259 ZARTHAN AVE	Signature	Jeffrey Bartl
Date	Oct. 3, 2010	Phone (optional)		e-mail (optional)	

Name	Pat Menke	Address	3223 Yosemite Ave	Signature	Pat Menke
Date	10/3/2010	Phone (optional)		e-mail (optional)	

Name	Mary Menke	Address	3240 Xenwood Ave S	Signature	Mary Menke
Date	10/3/2010	Phone (optional)		e-mail (optional)	

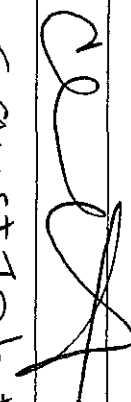
Name	Barb Barb	Address	3211 Ala South	Signature	
Date	10/3/10	Phone (optional)		e-mail (optional)	

Name	Kristine Rasch	Address	3201 Xenwood Ave S	Signature	Kristine Rasch
Date	10/3/10	Phone (optional)	9	e-mail (optional)	

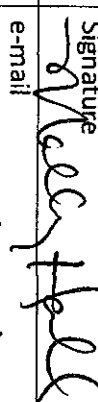
Name	Diane Rose	Address	3431 ZARTHAN AVE S.	Signature	Diane Rose
Date	10/3/10	Phone (optional)	612-581-6597	e-mail (optional)	

Name	Diane Dunlevy	Address	3431 ZARTHAN AVE S.	Signature	Diane M. U.
Date	10/3/2010	Phone (optional)	(612) 581-0809	e-mail (optional)	

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name Dave and Barbara Rust	Address 3227 Yosemite Ave S.	Signature 
Date 10-2-10	Phone (optional) 763-639-8808	e-mail (optional) cajust1@hotmail.com

Name Shannon & Mark Minick	Address 3316 Zethman Ave S.	Signature shumick
Date 10-2-10	Phone (optional)	e-mail (optional) tessapupai@yahoo.com

Name Molly & John Helle	Address 3217 Webster Ave S.	Signature 
Date 10-3-10	Phone (optional)	e-mail (optional) mollygeier@comcast.net

Name	Address	Signature
Date	Phone (optional)	e-mail (optional)

Name	Address	Signature
Date	Phone (optional)	e-mail (optional)

Name	Address	Signature
Date	Phone (optional)	e-mail (optional)

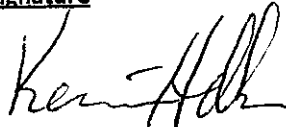



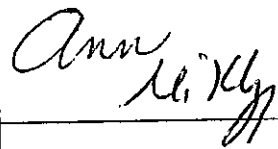
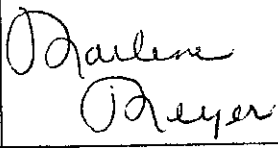
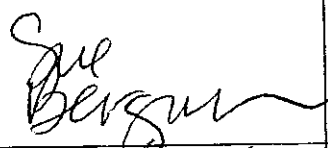



Name	Address	Signature
Date	Phone (optional)	e-mail (optional)

(please see the petition on the cover sheet for details on the petition and sending instructions)

[illegible]

Safety in the Park Freight Rail Petition Signing Sheet

(please see the petition on the cover sheet for details on the petition and sending instructions)

<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Signature</u>	<u>Email (optional) If you would like more information on Safety in the Park.</u>
8/3/10	Kevin Heller	3212 Georgia Ave S			
8/3/10	Dulcey Heller	3212 Georgia Ave S			dulceyh@gmail.com
8/3/10	Thaine Heller	3212 Georgia Ave S			
8/3/10	Bryce Heller	3212 Georgia Ave S			
8/3	Anne Miklya	3209 Georgia Ave S			
8/3/10	Marlene Meyer	3205 Georgia			
8/3/10	Sue Bergum	3217 Georgia			
8/3/10	Glenn Asmus	3210 Georgia			
8/3/10	Nathan Bohl	3253 Georgia Ave			
8/3/10	Shane Alsdorf	3216 Georgia Ave S			

Safety in the Park Freight Rail Petition Signing Sheet

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<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Signature</u>	<u>Email (optional) if you would like more information on Safety in the Park.</u>
8/12/10	Chris Schletty	3245 Florida Ave. S St Louis Park 55426			
8/12/10	Bill Hornsby	3248 Edgewood Ave S SLP 55426			
8/12/10	Kelly Snyder	8129 Idaho Ave. S. SLP, MN 55426			
8/12/10	Denise Tapia	3108 Hampshire Ave S. SLP, MN 55426			
8/12/10	Kris Gustafson	3204 Hampshire Ave S. SLP, MN 55426			
8/12/10	Susan Bergh	3245 Georgia Ave S SLP MN 55426			
8/12/10	Caroline Bergh	3245 Georgia Ave S SLP MN 55426			
8/12/10	Maureen Ruhland	3249 Georgia Ave SLP MN 55426			
8/12/10	Roy Wentzel	3253 Florida Ave S SLP 55426			

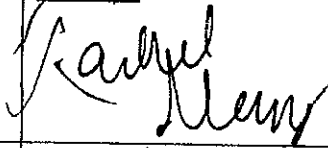
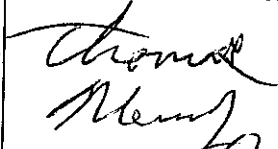
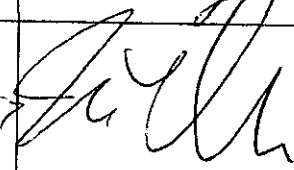
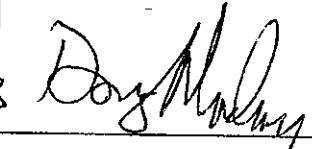
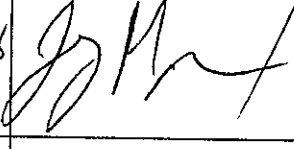


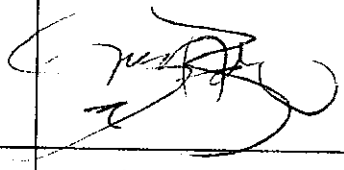

Safety in the Park Freight Rail Petition Signing Sheet
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<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Signature</u>	<u>Email (optional) If you would like more information on Safety in the Park.</u>
July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
Aug. 3, 2010	Scott Johnson	3248 Florida Ave S St. Louis Park, MN 55426	952-261-5232	Scott Johnson	
Aug 3 2010	Jerry Pasell	3229 Florida Ave SLP, MN 55426	952-920-2856	Jerry Pasell	
8/3/10	Bill James	3224 Florida Ave. S. SLP, MN 55426	952-924-0355	Bill James	
8/3/10	Tony Pasell	3229 FLORIDA AVE SLP MN 55426	952-920-2856	Tony Pasell	T. PASSELL @ AVIATION-HEALTH.COM
8/3/10	Bryan Hines	3232 Florida Ave S SLP MN 55426	612-257-9579	Bryan Hines	
8/3/10	Jane Schrank	3232 Florida Ave S SLP, MN 55426	612-996-0451	Jane Schrank	schrankj@comcast.net
8/3/10	Teresa Henniksen	3245 FLORIDA AVE S. SLP, MN 55426	612.237.2452	Teresa Henniksen	tereshenniksen@gmail.com
8/12/10	Todd Duncan	3249 Florida Ave SLP MN 55426	952-915-9599	Todd Duncan	

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<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Signature</u>	<u>Email (optional) If you would like more information on Safety in the Park.</u>
July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
7/31/10	Sue Wentzel	3253 Florida Ave So.	952-929-4165	Sue Wentzel	swentzel@innovativeos.com
7/31/10	GARY ASPNER	3230 EDGEMOOD AVE	952-929-4513	Gary f Aspen	
7/31/10	Laura Grenich	3221 Florida Ave S	612-695-5551	Laura Grenich	
7/31/10	Andrew Brust	3225 Florida Ave S.	(612) 741-6040	Andrew Brust	abrust74@yahoo.com
7/31/10	Deeey Seuss	3213 F Linck Ave S. St Louis Park, MN	612-281-4151	Deeey Seuss	Deeeyseuss@hotmail.com
7/31	James Mackay	3205 Florida Ave St. Louis Park	952-925-1311	James Mackay	
8/3	Marvey Rogn	3252 Haroldale Dr. SLP	952-929-8266	Marvey Rogn	
8/3	Jana Johnson	3248 Florida Ave S St Louis Park, MN 55420	952-239-2235	Jana B Johnson	

Safety in the Park Freight Rail Petition Signing Sheet
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Date	Name	Address	Phone (optional)	Signature	Email (optional) If you would like more information on Safety in the Park.
8/7/10	Rachel Merry	3300 Library Lane SLP, MN 55426	952 454 8587		
July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two- cross.net
8/3/10	Thomas Merry	3300 Library Lane	952-922- 2087		
8-3-10	Jason Vassar	3313 Library Ln	612.803.6257		
8/3/10	Darryl Maloney	3361 LIBRARY LN	952 922 0883		
2/3/10	Jeremy Meyer	3332 Idaho Ave. S SLP MN 55406	612-730-1238		
8/3/10	Jim Schell	3336 Idaho Ave SLP MN 55420	651-465- 6563		
8/3/10	GREG WAGNER	3366 LIBRARY LN. SLP, MN 55426	952- 922-4166		
8/3/10	SUSAN BUDIG	3337 Library Ln 55426-4210			
8-3-2010	Lacey Veenendaal	3318 LIBRARY LANE SLP, MN 55420	612 839. 9658		

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<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Signature</u>	<u>Email (optional) If you would like more information on Safety in the Park.</u>
July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
Aug 3	Carol Henderson	8200 W 33 rd St. SLP	612-978-6128	Carol Henderson	
8-3-10	Lloyd Hoffmann	3289 Library Lane	929-5126	Lloyd Hoffmann	
8-3-10	Alison Hoffmann	3289 Library Lane	929-5126	Alison Hoffmann	
8-3-10	Pat Sykes	34 th St SLP	952 567 1571	Pat Sykes	
AUG 08	FRAN SCHMIT	3370 LIBRARY LANE	952 929 9174	FM Schmit	
Aug 3-2010	Kathy Shapiro	3304 Library Lane	952 926-4738	Kathy Shapiro	
8/3/10	Laura (young) Wagner	3366 Library Ln	952 922 4166	Laura Wagner	
8/3/10	Ken Fried	3312 Library Ln St. Louis Park, MN 55425	952 926 1803	Ken Fried	KenFried@aol.com

Safety in the Park Freight Rail Petition Signing Sheet
(please see the petition on the cover sheet)

Date	Name	Address	Phone (optional)	Signature	Email (optional) If you would like more information on Safety in the Park.
July 12, 2010 8/3/10	Thom Miller Carole Becker	2900 Yosemite Av. S 3305 Library Ln SLP	952-928-7826	Carole Becker	thom@two-rivers.net carolebecker@gmail.com
8/3/10	JAKE GANDOLPH	3309 LIBRARY LN		fl An	
8/3/10	Katie Gandolph	3309 Library Ln.		Katie Gandolph	Ktboilermaker@gmail.com
8/4/10	Pam Kalpin	3286 Library		Pam Kalpin	kalpinpam@yahoo.com
8/4	thw Miguel/erks	3286 Library Ln		thw	Titus023@umn.edu
8/4	Robin Locky	3263 Library Ln		Robin Locky	getrobin@Hotmail.com
8/4	Gloria Ruff	3262 Library Ln.		Gloria Ruff	gloriaruff@comcast.net
8/4	MARY SCHMIT	3370 Library Ln		Mary Schmit	

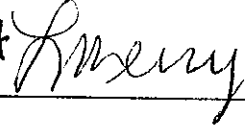

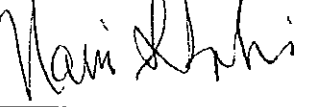

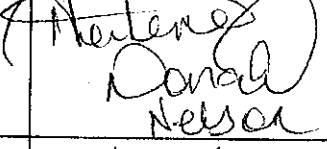
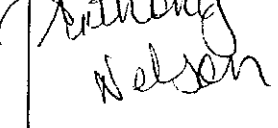
Safety in the Park Freight Rail Petition Signing Sheet
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<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Signature</u>	<u>Email (optional) If you would like more information on Safety in the Park.</u>
July 12, 2010 8/6 240	Thom Miller Gail Grieskow	2900 Yosemite Av. S 4820 R. Rd. Coon Rapids	952-928-7826 925-922-8225	Gail Grieskow	thom@two-rivers.net
8/4 2010	SYLVIA CUSTER	3258 LIBRARY LANE	952 929 3736	Sylvia Custer	
8/4	Jennifer Grohn	3300 Idaho Ave S.	952- 836- 1894	J Grohn	
8/4	Dora Zaidenweber	3308 Idaho Ave S.	952 929- 3137	Dora Zaidenweber	
8/6	Rosella Seiwert	4156 Salem SLP-55416	952 926-3097	Rosella Seiwert	
8/6	Cecilia Lipp	3821 Huntington ST. P 55416	952- 926-1435	Cecilia Lipp	
8/6	PAULINE BATTAGLIA	3535 Blenheim RD	952-920 8740	Pauline Battaglia	
8/6	Rita Welch	4117 Toledo Ave S	952-926- 5789	Rita M. Welch	

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July 12, 2010 Aug 6 2010	Thom Miller Margaret Knudson	2900 Yosemite Av. S 2705 Solado Ave S	952-928-7826 952-928-1580	Margaret Knudson	thom@two-rivers.net
Aug 6 2010	Margaret Schyn	4004 Solado Ave S	952-928-5814	Margaret Schyn	
8/6/10	James Deshane Deshe	4321 Brook Lane	952-920-4444	James Deshe	
8/6	Donna Battaglia	3535 Glenhurst SO	952-920-8740	Donna Battaglia	
8/6/10	Bruce Wecker	Facilities Mgr Most Holy Trinity 4017 Africa	612-670-3314	Bruce Wecker	BKwecker@CS2.Com
8/6	Marin Fox	3944 Colorado St. L. Park	952-924-1880	Marin Fox	
8/6	Jake Spino	3978 Dakota Ave SLP	952-922-9114	Jake Spino	radspike@gmail.com
8/6	Cate Marshall	"	"	Cate Marshall	"
8/6	Chris Wehman	3941 Dakota Av S SLP	612-965-0178	Christina Wehman	dragonflize@earthlink.net



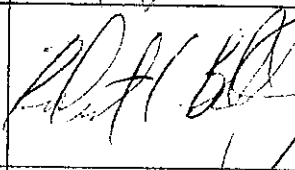
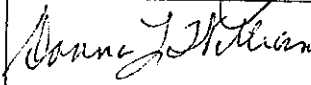
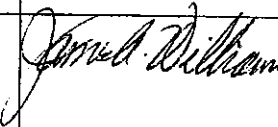
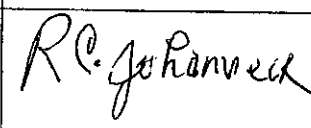
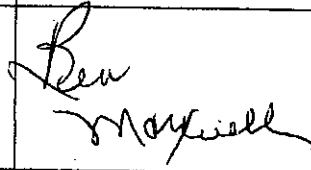
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8/3	Linda Merry	3300 Library Lane	952 922-2087		
July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
8/3/10	Rick Nelson	3363 Brownlow Av.	952 270 8031		
8/3/10	Naomi Skotheim	3317 Library Ln St. Louis Park MN 55426			
8/3/10	Tara Frady	3304 Brownlow Ave St. Louis Park 55426			
8/3/10	Renata Anderson	3312 Kahn Ave S St. Louis Park, MN 55426			
8/3/10	Hertene Nelson	3285 Library Lane St. Louis Park			
8/3/10	Anthony Nelson	3285 Library Lane St. Louis Park			

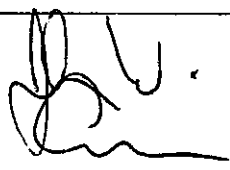
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July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
8/3/10	Nancy Hart Kramer	3365 Library Ln St Louis Park, MN 55426	952-928-8036	Nancy Hart Kramer	
8/3/10	Leigh R. Kramer	3365 Library Lane St. Louis Park 55426 MN	952-928-8036	Leigh R. Kramer	
8/3/10	Danae Googins Gail Miller	3380 Library Ln SLP 55426	(952) 926-6812	Danae Googins	goog001.gail@gmail.com
8/3/10	Dana Brown	3384 Library Ln SLP 55426		Dana Brown	
8/3/2010	Amanda Gardner	4600 W Lake St HLS SLP 55426	952 886-6965		
8/3/2010	Scott Storheim	3317 Library Ln SLP 55426	612-432-2660		
8/3/10	Greg Veenendaal	3318 Library Lane SLP 55426			
8/3/10	Heather Nelson	3313 Library Ln. SLP, MN 55426	612 298 2866		

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July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
8/6/10	DAVID NYBERG	3941 DAYTON A. S	651-341-6401		DAVIDNYBERG@comcast.com
8/6/10	Kelly Bellinger	4066 Brookside Ave S	952-927-8644		mccormack@comcast.net
8/6/10	BOB BELLINGER	4066 Brookside Ave. S.	952-927-8644		
8/7/10	Nanna Skelham	3740 Glenhurst St. Louis Park 55414	952-922-1164		ladon408@comcast.net
8/7/10	James William	3740 Glenhurst St. Louis Park, 55414	952-922-1164		ladon408@comcast.net
8/7/10	R.C. Johannock	2807 Idaho St. ST. LOUIS PARK 55426	952-929-6317		
8/7/10	Ben Maxwell	3663 Park St. St. Louis Park	952-929-5788		

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8-7-10	John W. Currin	4370 Woodlake SLP			
8/7/10	FRANK MOTZKO	4201 ZARTHAN ST L PK MM	952-929-6048	Frank motzko	
8/7/10	JOHN FLAHERTY	4387 Brook Ave St. Louis Pl	952-929-7586	John Flaherty	
8/7/10	MARGE MOTZKO	4201 ZARTHAN SLP.	952-929-6048	Marge Motzko	
8/10/10	Louise Kurzeka	3301 Libby Lane St Louis Pl MM	952-929-5653	Louise Kurzeka	

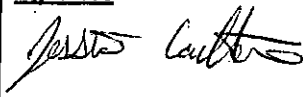

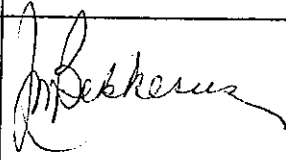

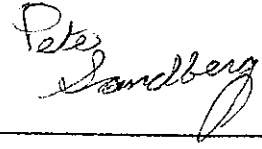

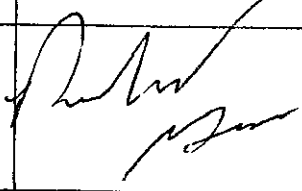
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8/5/10	Julie Landon	3000 Florida Ave. S.	952-421-8318	Julie Landon	
8/5/10	ELAINE WIENHOLD	3024 Florida Ave So		Elaine M. Wienhold	
8/5/10	TIM BERTHMAN	3053 Florida Ave. S.	952-421-9533	T. A. B.	
8/5/10	John Beckman	3033 Florida Ave S		John Beckman	
8/5/10		3032 Florida Ave S		Bryan Saperstein	
8/5/10	Erica Bisbey	3040 Florida Ave.		Erica Bisbey	
8/5/10	Chris Wallau	3029 Florida Ave S	612-554-3350	Chris Wallau	
8/5/10	Gerry Hartman	3021 Florida So	952-922-3827	Gerry Hartman	

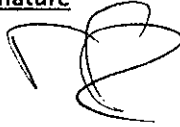
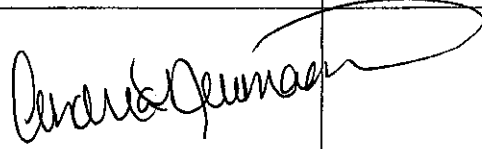
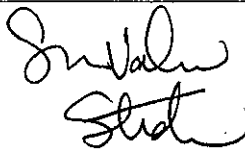

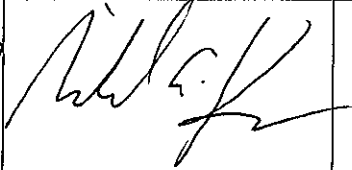

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07/16/05

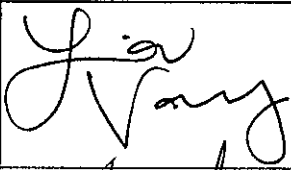
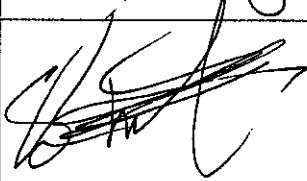


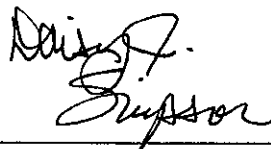
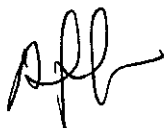

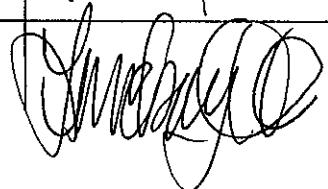
Date	Name	Address	Phone (optional)	Signature	Email (optional) if you would like more information on Safety in the Park.
8/3	Jessica Coulter	6201 W. 34th St. St. Louis Park			
8-3	Bill & Lynn Norkow	3350 Brunswick Ave SLP,			MANBRYNUISE AT YAHOO.COM
8/3	Judy Bekkerus	3375 Brunswick Ave So			jbekkerus65@G-mail.com
8/3	Marilyn Martineau	3366 Brunswick Ave. S.			
8/3	Pete Sandberg	3401 Brunswick Ave So			
8/3	Braden Jensen	3359 Brunswick Ave S			braden-jensen@ yahoo.com
8/3	Richard Seery	3359 Brunswick Ave S			Richseery@ yahoo.com

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8/3/2010	B. H. 215015	3045 Brunswick Ave			
8/3/10	Andrea Neumann	3213 Colorado Ave S			
8.3.10	Susan Valerie Stedman	6227 West 34th St. #15 SEP 55416	952.920.0845		valworkster@gmail.com
8.3.10	Rick Parlin	3364 Yosemite			
8/5/10	Mike Krueger	3101 Colorado Ave S	612-850-8277		
8/6/10	Judith Frey	3041 Brunswick Ave	612-850-1114		

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July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
8.3.10	Lisa Valley	2821 Georgia Ave S	612 387 3256		laricke@hotmail.com
8/3/10	Shawn Westphal	2817 Georgia Ave S.			SWESTPHAL@GMAIL
8/3/10	Emily Westphal	" "			millie13@gmail.com
8/3/2010	R.T. Wright	2840 Georgia Ave S.	612-559-2617		Ben BAKER3@YAHOO.COM
8-3-10	Daisy Simpson	2805 Georgia Ave S.			
8-3-10	Lesty Jaramilla	2818 Georgia Ave			
8-3-10	Todd Hurst	2812 Georgia Ave			
8-3-10	Wendy Topp	2820 Georgia Ave			

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July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
8/8/2010	Wing Chan-Zachek	6108 Minnetonka Blvd.	952-922-9165	Wing Chan-Zachek	
8-8-10	Shelly Silke	2944 Blackstone Ave. S	928 9255	Shelly Silke	
8-8-10	BCHIR MOE	2944 BLACKSTONE AVE SLP	612 828-0169	BCHIR MOE	
8/9/10	Andrew Downey Kaiser	2526 Kipling Ave. S SLP 55416	952 926-4494	Andrew Downey Kaiser	
8/9/10	Aileen Dalleg	6104 Minnetonka Blvd SLP MN 55416	612 483-0886	Aileen Dalleg	
8/9/10	Shawna Dorholt	2748 Blackstone Ave. St. Louis Park MN 55416	952 926-0026	Shawna Dorholt	
8/9/10	Karen Hrom	2752 Blackstone St. Louis Park	952 807-6772	Karen Hrom	
8/9/10	AS Smith	2752 Blackstone St Ave	952 922-8266	AS Smith	

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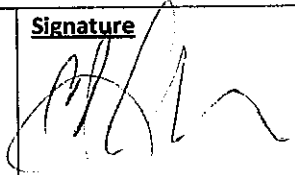


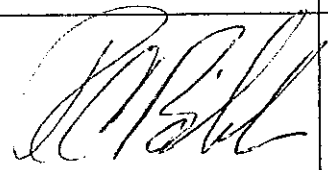
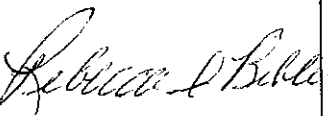
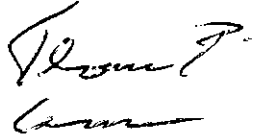


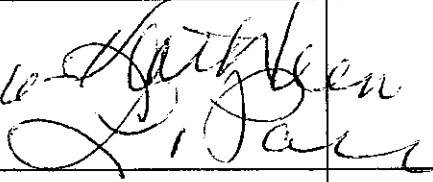
<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Signature</u>	<u>Email (optional) If you would like more information on Safety in the Park.</u>
8/17/10	Linda Bigley	4101 Colorado Ave So.	612-418-2588	Linda Bigley	
July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826	Thom Miller	thom@two-rivers.net
8/17/10	JACLYN MARY	4100 BRUNSWICK AVE. S.	952-484-4631	Jaclyn Mary	
7/29/10	Lori Kohlrahe	3081 Zarthau Ave S		Lori Kohlrahe	
08/05/10	Lynn Bottge	3350 Yosemite Ave S	952-928-0841	Lynn Bottge	l.bottge@comcast.net
8/07/10	Shelly Johnson	3087 Zarthau	952-927-4881	Shelly Johnson	usrsxj@comcast.net
8/17/10	June Curran	4087 Colorado Ave S.	952-922-6431	June Curran	
8/17/10	Nancy Pascoe	4090 Colorado	952-929-8210	Nancy Pascoe	
8/17/2010	Sue CARSON	4087 Colorado	952-922-6431	Sue Carson	
8/17	Stephen Pascoe	4090 Colorado	952-929-8210	Stephen Pascoe	

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July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
8/5/10	Mark Christensen	3100 Brunswick Ave S. SLP, MN 55416	612 220 4393	M. Christensen	
8/5/10	PATRICE DEISING	3001 Brunswick Ave S SLP MN 55416	952-922-8507	Patrice Deising	
8/5/10	Bethany + Scott Weingart	3025 Brunswick Ave S. St. Louis Park MN 55416	612 388 6236	Becky Weingart	
8/5	Kimberly Gebel	3041 Brunswick Ave S. St. Louis Park 55416	612 952 5813	K. Gebel	
8/5	Meghan Conrad	3005 Colorado Aves SLP 55416	612 281 5213	Meghan Conrad	
8/5	Dustin Reed	3036 Brunswick Ave S 55416	763 350 0604	Dustin Reed	
8/5	John Boline	3030 Brunswick			

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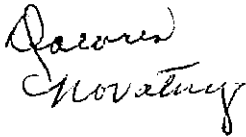
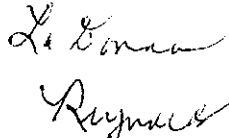

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Date	Name	Address	Phone (optional)	Signature	Email (optional) If you would like more information on Safety in the Park.
8/5/10	Chris Anderson	3010 BRUNSWICK ST LOUIS PARK 55416	952-920-9733		
8/5/10	Alto Spitz	3000 Brunswick Ave ST. LOUIS, MO	952-813-3316		
8/5	Gary Bertone	3015 BRUNSWICK SLP	952-429-1235		
8/6	Rollin Bible	6420 134 STW AV, MN	952-432-1987		
8/6	Rebecca Bible	6420 134 th Appl Valley	952-432-1982		
8/6	Tom Cronan	3035 BRUNSWICK Ave So ST LOUIS PARK	612-616-1005		
8/6	SARA BIBLE	3014 BRUNSWICK AVE. ST. LOUIS PK.	952-929-9423		
8/8	Brady Bessman	3021 Brunswick Ave ST. LOUIS PARK	612-224-8686		
8/10	Fawn Kathleen	3024 Brunswick ST LOUIS PARK MN 55416	952-926-2386		

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July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
8/3/10	TARA HOUEN	3225 BLACKSTONE AVE S. SLP, MN	952-929-9303	Tara Houg	
8/3/10	Judy LAUSEN	3207 Blackstone Ave S St Louis Park 55416	952-929-6369	Judy Lausen	
8/3/10	Sue Erickson	3260 Blackstone Ave S SLP 55416	952-922-0425	Sue Erickson	
8/3/10	Alice Auer	3219 Blackstone Ave. St L.P. 55416	952-929-2256	Alice E. Auer	
8/3/10	mike Auer	3219 Blackstone SLP 55416		Michael Auer	
	Cliff Sumpter	3237 Blackstone SLP 55416		Cliffon Sumpter Sr	
8/3/10	Mike Erickson	3260 Blackstone Ave South SLP MN. 55416	952-922-0425	Mike Erickson	
8/3/10	Devon Sumpter	3237 Blackstone St. Louis Park	(952) 405-8952	Devon Sumpter	

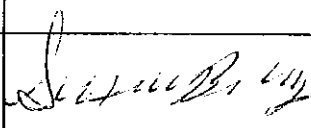
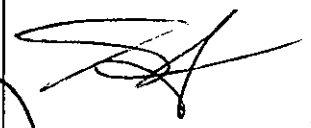


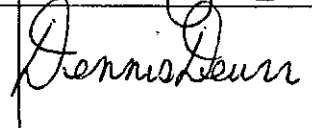


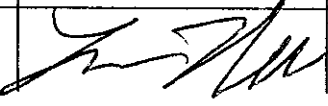
Safety in the Park Freight Rail Petition Signing Sheet
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<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Signature</u>	<u>Email (optional) If you would like more information on Safety in the Park.</u>
July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
Aug. 5 2010	Jerry Gretch	3231 Blackstone Av. S. Saint Louis Park MN. 55416			thom@two-rivers.net jerrygswood@yahoo.com
Aug 2010	Debra Novak	3340 ALABAMA ST LOUIS PARK MN 55416			
Aug 8 2010	LaDonna Reynolds	3320 Albane St. Louis Park 55416			
8/3/10	Anna Vogel	3328 Alabama Ave. SL, MN 55416			


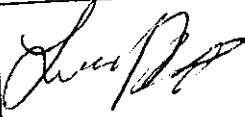
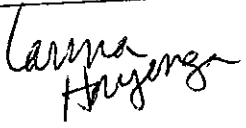
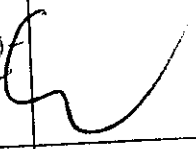

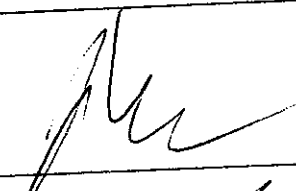
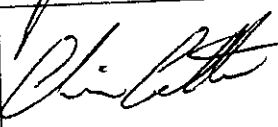

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July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
7/30/2010	Bill DONLON JR	2729 BRUNSWICK	952-929-5402	Bill Donlon Jr.	
7/30/10	Raymond W. Pierz	2721 Brunswick Ave S	952-929-9551	Raymond W. Pierz	
7/30/10	BRAD ARMSTRONG	2716 BRUNSWICK Ave S. SLP MN	952-929-7682	Brad Armstrong	WISGUY50@Q.COM
7/30/10	Fane Martinson	2736 Brunswick SLP MN	952-929-4857	Fane Martinson	
7/30/10	Mel Martinson	2736 Brunswick SLP MN	952-929-4857	Mel Martinson	
7/30/10	Mrs. ERV OSTEADUR	2131 Brunswick Av. S. SLP	952-929-0074	Mrs. ERV OSTEADUR	
7/30/10	Pat Krups	2728 Brunswick Av S SLP	952-926-5255	Pat Krups	patsyslpe@yahoo.com
7/30/10	Kelly Krups	" "	" "	Kelly Krups	


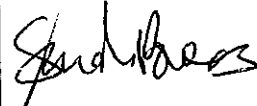
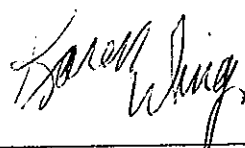


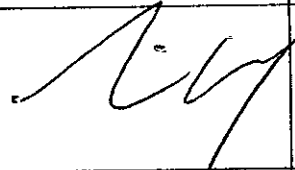
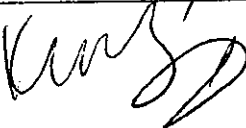
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July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
7/30/2010	Mark & Suzanne Buckrosky	2717 Brunswick Ave S	952-240-4356		
7/30/10	Romeo Azar	2713 Brunswick Ave S	612-961-2197		
7/30/10	Dick & Lois Gibbs	2704 Brunswick Ave S			
7/30/10	Tami Arguin	2716 Brunswick Ave S			
8/1/10	Dennis Deuel	2720 Brunswick Ave S			
8-1-10	Sharon M'pherson	2720 Brunswick Ave S			
8/1/10	Rachele Ollhoff	2832 Brunswick Ave S			
8/1/10	Lyc Nelson	2832 Brunswick Ave S			

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July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
2/8/10	Richard Chase	2708 Brunswick Ave S	952-926-1903		schase@nwcomputer.com
8/2/10	Trisha Peltz	2721 Brunswick Ave S St. Louis Park MN	952 484 3694		quicksilver@gmail.com
8/2/10	Chad & Carma Haysen	2700 Brunswick St. Louis Park	952-925 1308		
8/2	Martha Haysen	2756 Brunswick Ave S 55416	952-920-7805		
8/2/10	Mariah Bailey	2745 Brunswick Ave S 55416	952-486-8788		mariah.bailey@gmail.com
8/2/10	John Bailey	2745 Brunswick Ave S 55414	952-486-8788		
8/3/10	CHRIS CATTOOR	2705 Yosemite Ave S 55416	612-810-3597		chris.cattoor@gmail.com
8/3/10	Emily Schreisman	I	I		wa.



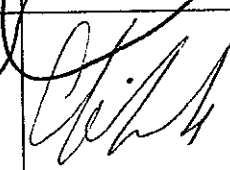

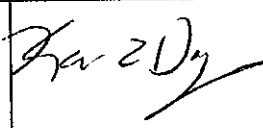
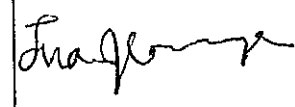
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July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
7/30/10	Dick Kripps	2728 Brunswick Ave SLP	952-926-5255	Dick Kripps	
7/30/10	Aaron Smith	2732 Brunswick Ave S	612-328-6748		asmith1622@hotmail.com
7/30/10	Sarah Powers	2741 Brunswick Ave. S. St Louis Park, MN 55416	612-655-2098		atomicpower3@hotmail.com
7/30/10	Karen Wing	2725 Brunswick Ave. S. St Louis Park, MN 55416	952-235-2434		
8/1/10	Michele + Chris Maurer	2748 Brunswick SLP MN	952-928-8458		michele.maurer@genmills.com
8/1/10	Damien Herman	2740 Brunswick Ave S	952-210-2193		damienh5@hotmail.com
8/1/10	Nick Evansoff	2752 Brunswick Ave SLP 55416	832-549-3839		njevansoff@hotmail.com
8/1/10	Kim Evansoff	2752 Brunswick Ave SLP, MN 55416	832-549-3839		



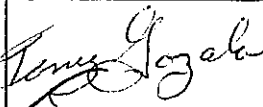
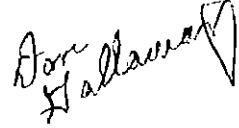
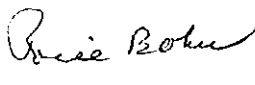
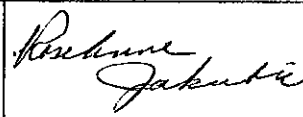
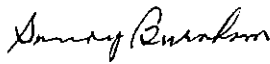
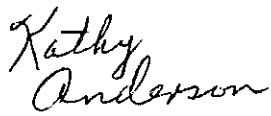
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July 12, 2010 8	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
8/04	Marcie Hopkins	3663 PARK Center Blvd ST LOUIS PARK	952-922-2272	Marcie Hopkins	RH 7575 @AOL.Com
8-4	Lorrie Kocemba	284 Cavell SLP		Lorrie Kocemba	
8/4	Mary Ann O'Heara	2857 Cavell SLP, MN		Mary Ann O'Heara	
8/4	Emil Jakubik	2940 FLORIDA AVE S SLP	952-924-5816	Emil Jakubik	
8/4	Richard Gusten	3258 LIBRARY	952-929-2726	Richard Gusten	
8/4	GENE SCHURMAN	2836 OREGON AVE ST LOUIS PK	952-929-2024	Gene Schurman	
8/4	BETTY SCHURMAN	2836 Oregon Ave St Louis, Pk MN	952-929-2024	Betty Schurman	

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July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
7/30/10	Mr. & Mrs. Kevin/Kuennel	2733 Brunswick Ave S.	651 270 5645		Kevin. Kuennel @udpi.com
8-1-10	Barb Daly	2749 Brunswick Ave S.	952-922 0009		
8/1/10	Kelli Winkler	2757 Brunswick Ave S.	952 913 6547		
8/1/10	Christen Winkler	2757 Brunswick Ave S.	952 715 0168		
8/1/10	Amber Beitlich	3233 Colorado Ave S.	952 544 6853		
8/1/2010	Karen Daly	2749 Brunswick St Louis Park, MN 55416	952-426-5129		Daly K3 @ Nationwide.com
8/1/2010	Linde Courney	2744 Brunswick St Louis Park	952 922-0815		



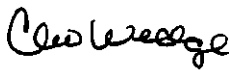


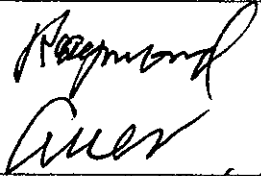
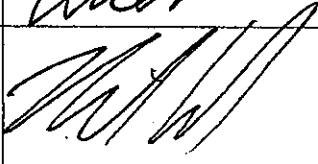
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July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
AUG 4 2010	TOM EIDEM	3211 DENVER LN	952-935 5978		
8/4	Jim Burt	3000 RALEIGH	9298047		
8/4	Tony Gogala	3300 Louisiana and St. L. P.	952 939 0720		
8/4	Don Hallaway	4320 BROADSIDE AVE S. L. P.	952 7292493		
8/4	R. Boku	3633 Park Center Blvd. ST. L. P.	952 929-4686		
8/4	Rochanne Jakubiec	2940 Florida Ave. 55426	952 926-5046		
8-4	SANDY BURNHAM	298200 W 33 AveS 55426	952-933 9573		
8/4	KATHY ANDERSON	2615 ZARTHAN Ave. Se.	952-920-2239		

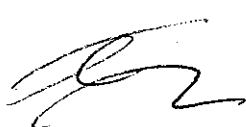
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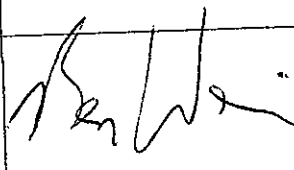
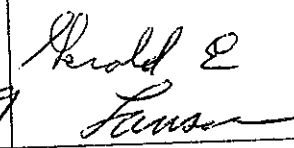
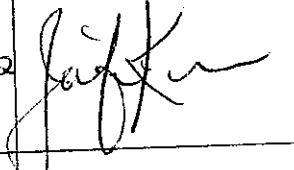

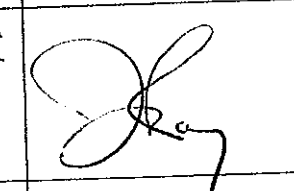
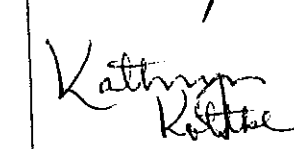
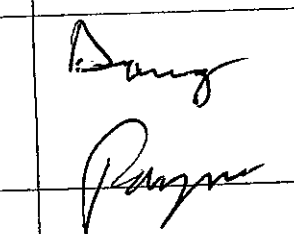
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July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
7/29/10	Katy Carlson	3222 Brunswick Ave S.			
7/28/10	Trent Seum	3275 Xenwood Ave			
7/28/2010	Cleo Wedge	3085 Zanthan Ave S	952-932-2769		
7/28/10	Rachel Raz	3031 Alabama Ave SLP 55416			rraz@usfamily.net
	Kent Morton	3233 Kentwood Ave 55426			
7/28/10	RAY ALLER	3219 BLACKSTONE 55416			
7/28	Mike Hoag	3225 Blackstone Ave	612-245-8558		

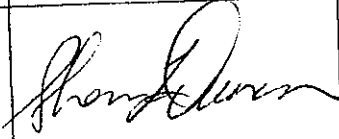
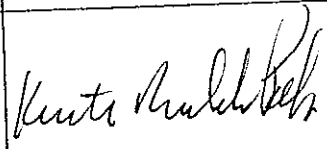
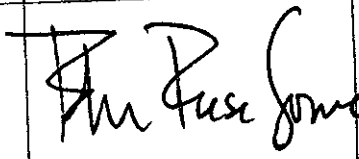

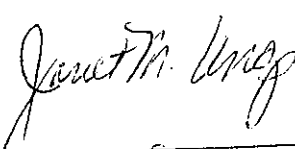
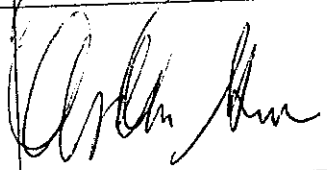
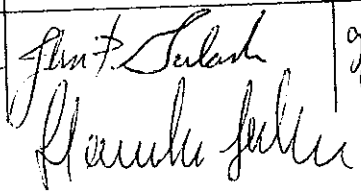
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July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
	Elizabeth Estelma	3121 Paley Dr	952-929-7922		CRJ7972 E.g.mash. com
	Elizabeth Estelma	3384 Liberty Lane	612-408-2079	Elizabeth Estelma	estelma1955 @comcast.net
July 25 2010	Kami LaPray	3256 Blackstone SLP 55416		Kami (Ann) LaPray	
	THOM MILLER	2900 YOSEMITE AV. S.			




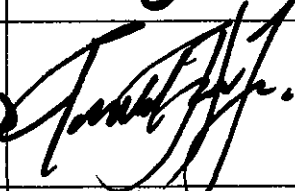
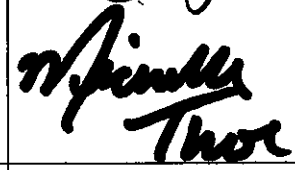

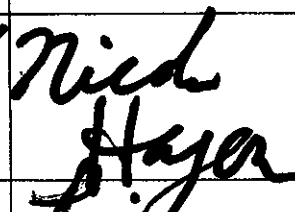

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July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
7-28-10	BEN WEISER	2817 ZACHAN AVE. SLP, MN 55416	952-928-0305		
7/28/10	JERRY LAUSEN	3207 BACKSTONE SLP MN 55416	952-929-629		
7/28/10	Jennifer Kiss	2812 Alabama Ave S SLP 55416	612-293-9152		
7/28/10	Margaret Ray	2817 Zachan Ave S SLP 55416	952-928-0305		
7/28/10	Jeff Ray	3233 Florida Ave	952-928-9321		
7/28/10	Kathryn Kettner	2712 Brunswick Avenue S.	952-920-8363		
7/28	Dan Payne	3049 Florida Ave. S	952-929		

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July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
7/28/10	Sharon Duncan	3249 Florida Ave. S	952-915-9599		Toddshawnduncan@aol.com
7/28/10	Kristi Rudelius-Palmer	4820 OLD CEDAR LAKE ROAD ST LOUIS PARK, MN 55416	952-381-0305		KRP@umw.edu
7/28/10	Robin Reese Sowe	5916 Hamilton ST LOUIS PK 55416	952-927-4063		
7/28/10	Molly Sowe	5916 Hamilton St. Louis Park MN 55416	952 927 4063	Molly Sowe	
7/28	Jay Tramb	2901 Blackstone Ave S. St. Louis Pk 55416	952 437-3019		
7/28/2010	Janet Ung	2554 Alabama Ave S. St. Louis Park 55416			
7/28/2010	Nicholas Sengdarn Gue	2701 Brunswick Ave S SLP, 55416.			Svannavong@yahoo.com nicholasagruet@hotmail.com
28 July 2010	John & Stana Gerlach	3341 LIBRARY LN ST LOUIS, MN 55426	612.868.9652		gerlachjohn@hotmail.com

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July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
8/3/2010	Angela + Robert Parker	2910 Hampshire Ave S.	952.924.9283		
8/3/10	Jim Thoe	2925 Hampshire Ave S	952-926-3196		
8/3/10	Terri Jarvi	2933 Hampshire Ave S	952-818-4070		
8/3/10	Ron Jarvi	2933 Hampshire Ave S	612-384-4510		
8/3/10	Michelle Thoe	2925 Hampshire Ave S.			
8/3/10	Nicky + Paul Marso	2905 Hampshire Ave S.	952-223-4168		
8/3/10	Nicole Hayer	6818 MTKA Blvd	952 928 8050		
8/13/10	Lisa Tower	2912 Hampshire Ave S SLP			

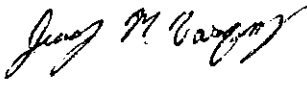

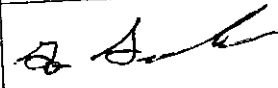
Safety in the Park Freight Rail Petition Signing Sheet
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[illegible]

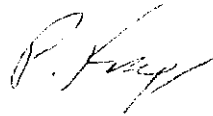
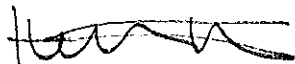

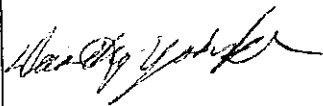


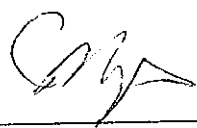
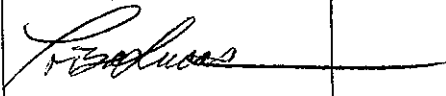
Safety in the Park Freight Rail Petition Signing Sheet
(please see the petition on the cover sheet)

<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Signature</u>	<u>Email (optional) if you would like more information on Safety in the Park.</u>
July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
8/3/10	Annie Doughty	2807 Xenwood Ave.	952-929-9163	Annie Doughty	aedoughty@aol.com
8/3/10	Julia Davis	2810 Xenwood Ave S 55416	(952) 920-2895	Julia Davis	juliadavis@visi.com
8/3/10	TOM GOTTESMAN	2810 XENWOOD 55416	952-920-2895	Tom Gottesman	tgottesman@visi.com
8/3/10	STUART "BUD" STORM	2829 XENWOOD 55416	952-929-8053	Stuart Storm	stuartmays@mon.com
8/3/10	Linda Lott	2816 Xenwood Ave 55416	952-836-0067	Linda Lott	lottminne@aol.com
8/3/10	Linda Lott	2816 Xenwood Ave S.	952-836-0067		" "
8/3/10	MARY STORM	2829 XENWOOD AVE S.	952-929-8053	MARY STORM	

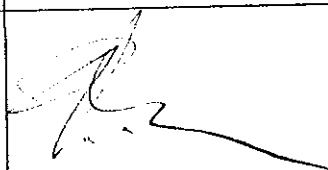

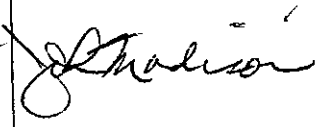
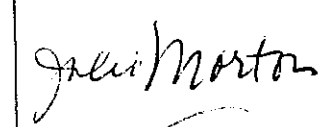
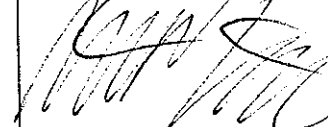

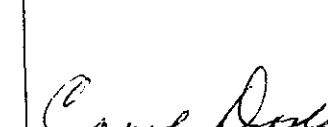

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<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Signature</u>	<u>Email (optional) If you would like more information on Safety in the Park.</u>
July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
7/28/10	Jerry Vasquez	3351 Brunswick Ave.	952-926-2921		
7/28/10	Terri Spencer	3351 Brunswick Ave South	952-926-2921	Terri Spencer	tmajmv@msn.com
7/28/10	Karen Hroma	2752 Blackstone	952-807-6772		already on 1.57
7/28/10	Gres Suchanek	2140 Blackstone Ave SLP	612-701-3736		

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July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
7-25-10	Patrick Krueger	2740 Brunswick Ave. S.			
7-28-10	Helene Herbst	2717 Alabama Ave.			
7/28/10	Julia Brenckman	3312 Colorado Ave. S			
7/28/10	Dorothy Johnke	3111 Colorado			
7/28/10	Don Johnke	3111 Colorado			
7/28/2010	JEFF MYERS	2933 BRUNSWICK AVE. S.	952-607-7377		
7/28/2010	CHARLENE MYERS	2933 BRUNSWICK AVE. S.	952-607-7377 952-607-7377		
28 July 10	Trisa Lucas	2725 Brunswick Ave. S.			

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<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Signature</u>	<u>Email (optional) If you would like more information on Safety in the Park.</u>
July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
	Martha Bradshaw	2725 Blackstone	952-922 2511		Igbllickz@yahoo.com
	Claudia Johnston	3931 Joppa Ave	952 922 1334		
	John Madison	3931 Joppa Ave S	952 922-1324		
	Julie Morrison	3233 Kentucky Ave S.	952-929-4924		Julie Morrison juliesmorton@
	Matt Hawk	3450 Brunswick Ave S	763 834-5515		
	Alex EAKINS	3450 Brunswick Ave S	763 639 8415		
	Carol DONLON	2729 Brunswick	952 929-5462		
	Wm. DONLON	2729 BRUNSWICK	952 929-5462		

DONE

<u>Phone (optional)</u>	<u>Signature</u>

[illegible]

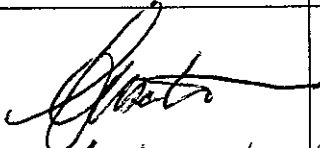
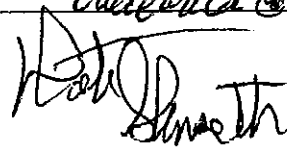


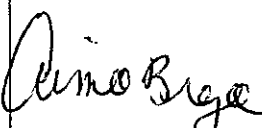
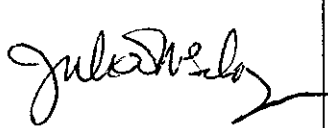

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July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
8/3/10	Susan melbye	2757 Florida Ave S	952-239-0379	Susan melbye	susannmelbye@edinarealty.com
8/3/10	Kay Wolfe	2740 Florida Ave S		Kay Wolfe	kaycomm@e.com
8/3/10	Jane Howell	2745 Georgia Ave S		Jane Howell	
8/3	Shirley Sora	2816 Georgia		Shirley Sora	
8/3/10	Tom Zempel MORA	2824 Georgia AVE S.		Tom Zempel MORA	
8/3/10	Brenda Anderson	2808 Florida		Brenda Anderson	
8/3/10	Dawn Fish	2801 Florida	651-247-5884	Dawn Fish	dawnfish@umn.edu
8/3/10	Brian Hartmann	2812 Florida	410 803 0273	Brian Hartmann	BHARTMAN@BLACKHOLE.COM

Safety in the Park Freight Rail Petition Signing Sheet
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<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Signature</u>	<u>Email (optional) If you would like more information on Safety in the Park.</u>
July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
8/3/10	Angela Anderson	3208 Dakota Ave. S	(952) 836-0540	Angela Rina Anderson	
8/3/10	John Tadewald	3148 Dakota Ave S.	612 735-1203	John Tadewald	
8/3/10	Erica Scott	3205 Edgewood Ave. S	651-245-9395	Erica Scott	
8/3/10	Kristen Stevens	3221 Edgewood Ave S.	612 702 8975	Krista Stevens	
8/3/10	Josh Pettersen	3221 Edgewood Ave S	612 702 8975	Josh Pettersen	
8-3-10	Graham Meglun	3200 DAKOTA Ave Saint Louis Park MN 55416	612 760-3083	Graham Meglun	K6 Natives @ BlackBerry.com
8/3/10	Tony Engstrom	3200 Edgewood Ave SLP MN 55426	612-382-0119	Tony Engstrom	
8/3/10	Michael Scott	3205 Edgewood Ave S. St Louis Park, MN 55426	651-245-9227	Michael Scott	

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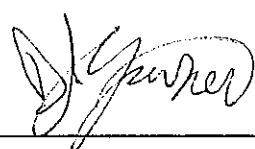
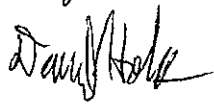

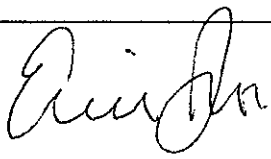

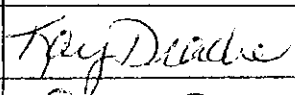
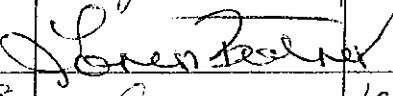
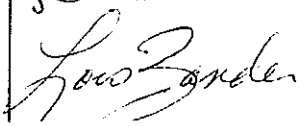
<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Signature</u>	<u>Email (optional) If you would like more information on Safety in the Park.</u>
July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
AUG 03 2010	SARAH TADEWALL	3148 DAKOTA AVE S	612-840-8780		YES. tadevall@earthlink.net
8/3/2010	DALE STENSEN	3153 EDGEWOOD AVE S	952-926-8100		
8/3/10	Ken Fairchild	3200 DAKOTA AVE	612-720-3293		fairken@aol.com
8/3	ERIC PIPER	3225 EDGEWOOD	952-285-6490		YES
8/3/10	Aimee Bressee	3218 Edgewood	952-922-8433		
8/3/10	Julia Schmeltzer	3209 Edgewood Ave S	952-915-9526		
8/3/10	Wade Schmeltzer	3209 Edgewood Ave South	952-915-9526		

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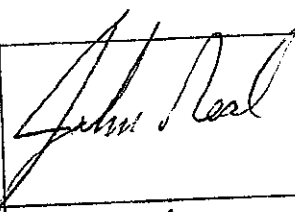
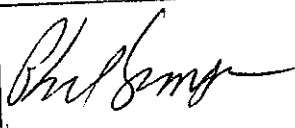
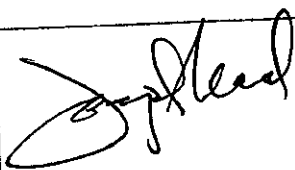

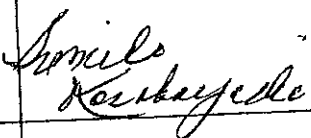
<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Signature</u>	<u>Email (optional) if you would like more information on Safety in the Park.</u>
July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
8/3/10	Mary Woodford	3156 Dakota Ave. S SLP	952-406-1678	Mary Woodford	marwood08@comcast.net
8/3/10	Kate Yockey	3240 Edgewood Ave. S SLP	763-222-5309	Kate Yockey	kate.yockey@yahoo.com
8/3/10	Ryan Cassem	3204 Edgewood Ave S SLP		Ryan Cassem	
8/3/10	Kristen Piper	3225 Edgewood Ave SLP, MN 55426	952-285-6496	Kristen Piper	
8/3/10	Kevin Lantry	3237 Edgewood Ave SLP, MN		Kevin Lantry	
8/3/10	Michelle Heyde	3225 Edgewood Ave SLP, MN		Michelle Heyde	
8/3/10	Kim Anne	3129 Edgewood Ave SLP, MN		Kim Anne	

Sorensen Neighborhood
Block Club
NNO

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July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
AUG 3 2010	DANIEL KRISTE	3109 ZARTHAN	952-928-0512		
Aug 3 2010	Kari Dixon	3127 Zarthan			
11	DAN YARNER	3119 ZARTHAN	952-240-9700		dyarnes@yahoo.com
8/3/10	David Hobbs	3000 Zarthan Ave	612-709-0133		davidkhobbs@gmail.com
8/3/10	Eve Ober	3000 Zarthan Ave.	612-251-1149		oberve@gmail.com
8/3/10	Erica Johnson	3124 Zarthan Ave.	(952) 239-6431		ericaaj4@gmail.com
8/3/10	Heidi Kunkashmidt	3124 Zarthan Ave	(612) 247-1507		haheokak@yahoo.com
8/7/10	KAY DRACHE	3067 ZARTHAN AVE S	952-926-7975		
8/7/10	Loren Botner	3067 ZARTHAN AVES	952-926-7975		
8/8/10	Lois Zander	3109 Zarthan Ave So	952-928-0542		lois218@yahoo.com

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July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
08/24/10	Sowitha Wickramasinghe	7005 W 23 rd St	952-506-5613		
8-24-10	JOHN NEAL	7001 WEST 23 ST.	(612) 250-6035		
8/24/10	Phil Simpson	7020 W 23RD	952 405 8277		
8-25-10	JOSEPH NEAL	6915 W. 23 RD ST.	612 382-5266		
8/25/10	JOE D. NEAL	6915 W 23 RD ST	952 545 7544		
8/25/10	Sumiko Kobayashi	6901 W. 23 rd St.	952-546-4958		


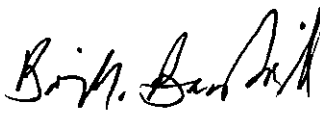
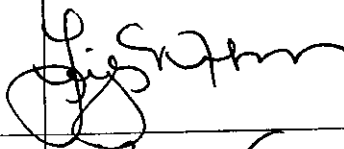

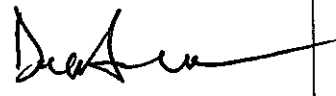

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July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
8-3-10	Fredrick Schilling	2300 Parklands	952-920-2221	Fredrick Schilling	
8-3-10	HARRY SANDY LERNER	2215 N. Willow LN	952-927-9923	Sandra Lerner	
8-3-10	Ken Vollen	2210 Parklands Mpls Mn 55416	952-926-6603		
8.3.10	RICH ROSENBERG	2220 PARKLANDS RD MPLS. MN 55416	952.922.9005	R. Rosenberg	
8/26/10	Amy Earle	2628 Florida S. 55426	952-929-6943	Amy Earle	
8/26/10	Richard Earle	2628 Florida Av SLP 55426	952-929-6943	Richard Earle	

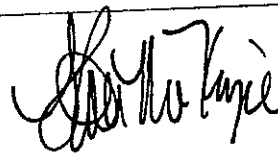
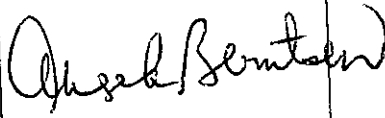
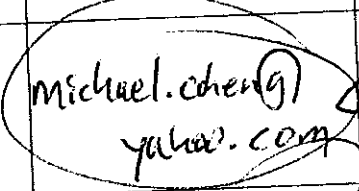



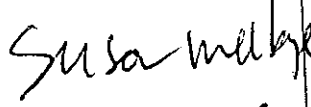
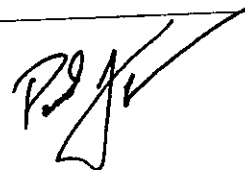
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<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Signature</u>	<u>Email (optional) if you would like more information on Safety in the Park.</u>
8/19/2010	Sebastiao Okere	2749 Louisiana Ave. St. Louis Park MN 55426			
8/19/10	Brian Barnett-Divella	2805 Edgewood Ave. S. SLP 55426			
8/19/2010	Leigh Nelson	2853 Edgewood Ave. S. SLP 55426			lnelson2@msri.com
8/19/2010	Brian Nelson	2853 Edgewood Ave. S. SLP 55426			
8/19/2010	Deb Wuerker	2813 Hampshire Ave S SLP mn 55426			
8/19/10	Sue Sanger	4717 W. 28th St SLP 55416			

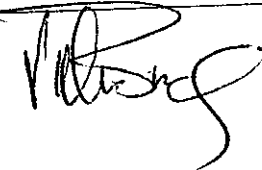

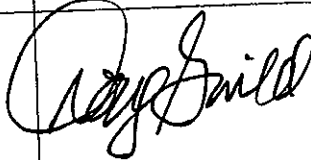

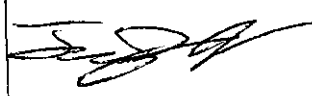


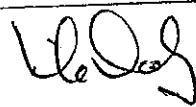
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Date	Name	Address	Phone (optional)	Signature	Email (optional) If you would like more information on Safety in the Park.
8-19-10	Katy Carlson Ancker	2837 Brunswick Ave E SLP	612-423-5842		elle4katya@msn.com
8-19-10	Ty Carlson	2837 Brunswick Ave S	612-242-6597		TCarlson3@Hotmail.com
8-19-2010	Michael Kottke	2712 Brunswick Ave South SLP	952-920-8363		
8-19-10	Gerald Wache	2670 Dakota Ave S SLP	952-927-8392		
8-19-10	Nuru Ba'th	2650 Dakota Ave S SLP	612-986-5869		
8/19	Berice	2650 Dakota Ave S SLP	952-927-8392		
8/19	Joyce Kautz	2841 JERSEY S SLP	952-929-8106		
8/14	Evelyn Torma	2601 Georgian Ave S.	952-929-7483		
8/19	Anne Rusley	2636 Hampshire Ave S. SLP 55426	—		
8/19	ERIK RUSLEY	2636 HAMPSHIRE AVE S. SLP MN 55426			

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Date	Name	Address	Phone (optional)	Signature	Email (optional) If you would like more information on Safety in the Park.
July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
* is it loose 7/28/10	Shannon McKenzie	3244 Brunswick Ave SLP	952 929 0977		underdogrescue@petml.com
7/28/10	Angela Berntsen	2840 Alabama Ave S SLP	952-221-1409		angela-berntsen@earthlink.net
7/28/10	Michael Miller Cohn	2226 Oregon CT SLP 55126			michael.cohn@yaho.com → M
7/28	Kari Pot	7918 Leolia Lake Rd			
7/28	AL BOYCE	3208 EDGEMOOD AVE SO.	952-927-8968		alboyce@comcast.net
7/28	Kevin Terry	5200 Hampshire Ave So	952-920-9792		jterry2@comcast.net
7/28	Susan Melbye	2757 Florida	952-239-0379		Susan melbye@edina.realty.com
7/28	Paul Jacobs	2729 Blackstone	952-922-1699		pjacobs@expresspoint.com

Safety in the Park Freight Rail Petition Signing Sheet
(please see the petition on the cover sheet)

<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Signature</u>	<u>Email (optional) If you would like more information on Safety in the Park.</u>
July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
7/28	Valerie Barth	3259 ZARTHAN AVE S.	952-393-1218		
7/28/10	Margaret Courtney	3131 ZARTHAN AVE S	952-929-4502		
7/28/10	Doug Gould	7100 WEST 2ND ST, SLP, MN 55426	952-546-0645		dougild@ustfamily.net
7/28/10	VLADO KECMAN	2814 BLACKSTONE AVE SLP MN 55416	952-920-9833		
7/28/10	Jeremy Anderson	3208 Dakota Ave S St Louis Park, MN 55416	952 836 0540		jeremy@angelar.com
7/28/10	Brian Zachen	6108 Minnetonka Blvd. St. Louis Park, MN 55416	952-922-9165		
7/28/10	ZINAIDA KECMAN	2814 Blackstone SLP, MN 55416	952-920-9833		
7/28/10	Mike Daly	2749 BRUNSWICK AVE S	952-922-0009		

Safety in the Park Freight Rail Petition Signing Sheet
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July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
7/20/10	Ray Rivers	3125 Florida St	952-929-3930		
7/20/10	Bernie Kaiser	3224 ALABAMA	952-929-7664	Bernie Kaiser	
7/28/10	JOEL CLIFER	4300 CEDAR LAKE RD.	952-927-4819	J. H. Clifer	glatter @ 4.com
7/28/10	Joanne Stone	3325 Alabama Avenue South	952.925.9774	Joanne Stone	
"	TECCA WARD	3120 Florida Ave S.	952-920-1765	Tecca Ward	
7/28/10	David Long	3024 Alabama Ave	452 922 1766	David Long	
7/28/10	Paul Olfelt	2206 Parklands Lane	952 922 1735	Paul Olfelt	

Safety in the Park Freight Rail Petition Signing Sheet
(please see the petition on the cover sheet)

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Safety in the Park Freight Rail Petition Signing Sheet
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[illegible]


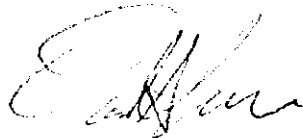
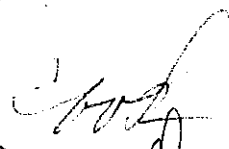
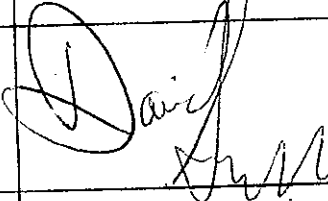
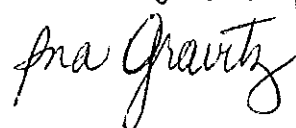
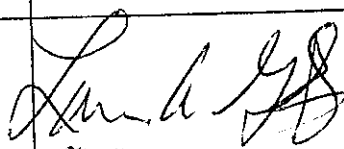
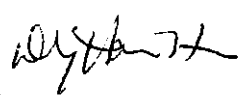
Safety in the Park Freight Rail Petition Signing Sheet
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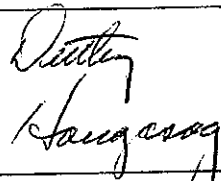
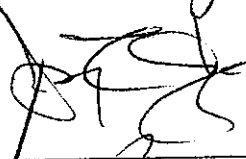
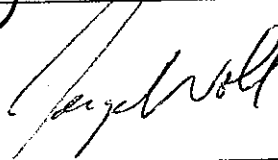
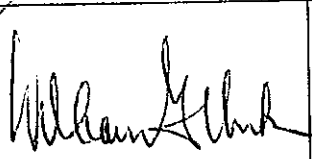
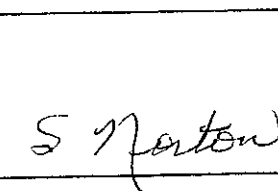

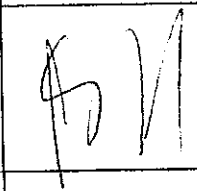
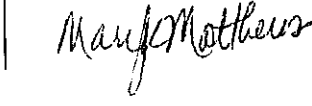
Safety in the Park Freight Rail Petition Signing Sheet
(please see the petition on the cover sheet)

<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Signature</u>	<u>Email (optional) if you would like more information on Safety in the Park.</u>
July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
8/3/10	Amy Fokuo	2816 Zanthan Ave S	952-807-3428	Amy Fokuo	amyfokuo@gmail.com
8/3/10	Mark Berg	2805 Zanthan Ave S	952-426-0904	Mark Berg	bergbeltrande@hotmail.com
8/3/10	Renee Beltrande	2805 Zanthan Ave S	952-426-0904	Renee Beltrande	bergbeltrande@hotmail.com
8/3/10	Duncan Anderson	2813 Zanthan Ave S.	952-496-8567	Duncan Anderson	dunkandis@aol.com
8/3/10	Mary Henderson	2813 Zanthan Ave S & P	952-546-0900	Mary Henderson	
8/3/10	JACK Trump	2829 Zanthan Ave S.	952-920-7851	Jack Trump	jacktrump@earthlink.net
8/3/10	Sandra Trump	2829 Zanthan Ave St. Louis Park, MN	952-920-7851	Sandra Trump	
8-2-10	Margaret Johnson	2846 Zanthan Ave St. Louis Park, mn 55416	952-926-0550	Margaret L. Johnson	mcpheejohnson@govil.com

Safety in the Park Freight Rail Petition Signing Sheet
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<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Signature</u>	<u>Email (optional) if you would like more information on Safety in the Park.</u>
July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
8-15-10	Jerry Lerner	2215 N. WILLOW LN.	952-927-9923		
8-15-10	Danny Lerner	2215 N. willow lane	952-927-9923		
8-15-10	Steve Park	4010 Hawthorn Rd	952-928-7846		
8/15	David Jepsen	4001 Forest Rd. St. Louis Park MN	612-723-2003		
8/15	Ana Gravity	2337 France Ave St. Louis Park MN			
8/15	Larry GRAYITZ	2337 FRANCE AVES. ST LOUIS PARK MN 55416	952-285-8491		
8/15	Debra Hamilton	2300 Parklands Rd St Louis Park MN 55416	952-928-2221		

Safety in the Park Freight Rail Petition Signing Sheet
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Date	Name	Address	Phone (optional)	Signature	Email (optional) If you would like more information on Safety in the Park.
July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
8/15	DENTLEY HAUGESLAG	4116 CEDAR LAKE ROAD	952 920 2186		dentleyhaugeslag@comcast.net
8/15	Lynne Carpenter	4610 Highway Rd	952-928 9846		lcarper1@att.net
8/15	Jayson Wold	4213 Cedar Lake Rd SLP	952-922-1166		jaysonwold@gmail.com
8/15	Bill Norton	4112 Forest Ln	952-925 1778		QSRwiz@aol.com
8/15	Sup Norton	4112 Forest Ln	952-925-1778		slpnort@aol.com
8/15	Aaron Brosam	4316 Cedar Lake Rd			
8/15	Jim Matthews	3901 W. 24th St. L.P.	952-926-4828		
8/15	Mary Matthews	3901 W 24th St St Louis Park	952-926-4828		

Safety in the Park Freight Rail Petition Signing Sheet
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<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Signature</u>	<u>Email (optional) If you would like more information on Safety in the Park.</u>
July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		
	SPAD Petrus	1113 Forest Rd	926-3-71	<i>[Signature]</i>	MHS Extreme Hotmail LCC
	Joyce Prudden	2318 Parkwoods Rd	926- 1458	<i>[Signature]</i>	
	Carol Nelson	4107 Forest Rd	952- 925- 0482	<i>[Signature]</i>	
	Peg Magill	4300 Forest Rd SLP	952- 422- 6746	<i>[Signature]</i>	
	Frank Magill	4300 Forest Rd SLP	952- 922- 6746	<i>[Signature]</i>	
	Robertson Gordon	4007 Forest Rd St. Louis Park	952 905 6136	<i>[Signature]</i>	
	Robertson Lois	4007 Forest Rd St. Louis Park	952 905 6136	<i>[Signature]</i>	
	Lydea Roth- Lauke	4006 Cedarwood St Louis Park	952- 927- 4746	<i>[Signature]</i>	

Date	Name	Address	Phone (optional)	Signature	Email (optional) If you would like more information on Safety in the Park.
8/17	TED Kroeten	3221 Dakota S. SLP 55416	952 215 1861	T. W. Kroeten	
8/17	Susie Manea	3240 Dakota Ave S. SLP, MN 55416	952 221 8957	Susie Manea	
8-17	Jack Caton	6311 W. 33rd St SLP, 55416	952 - 929-2529	Jack Caton	
8/17	Debbie Caton	6311 W. 33rd St SLP, MN 55416	952 - 929-2529	Debbie Caton	
8/17	Charles Marshon	6312 W 33rd St SLP MN 55416	929 4967	Charles Marshon	
8/17	Lauren Hunger	3236 Dakota Ave S SLP MN 55416	507. 210. 8454	Lauren Hunger	
8/17	Kelsey Luehrs	3236 Dakota Ave South SLP, MN 55416		Kelsey Luehrs	
8/17	Alfonso Z.	6324 W 33rd St St Louis Park 55416	952/922- 83-61	Alfonso Z.	
8/17	Judith Kahn	3228 Dakota Ave SLP 55416	952- 920- 4468	Judith Kahn	
8-17	Chris Pierce	3309 Dakota SLP 55416	952- 926 3766	Chris Pierce	

Safety in the Park Freight Rail Petition Signing Sheet

(please see the petition on the cover sheet for details on the petition and sending instructions)

St. Louis Park Freight Rail Petition

We are concerned about the proposed increase of heavy freight rail traffic on the north/south MN&S spur and the BNSF mainline in St. Louis Park. We understand that the MN&S spur was not intended and not designed to handle freight rail traffic of the density and frequency proposed by the Hennepin County Railroad Authority. We support the creation of light rail in our community.

We believe that if the freight rail traffic is increased to the levels proposed by the county (from approximately 40 cars daily to over 800 cars daily (as forecasted by the 1999 SLP railroad study), the following will be at stake:

- The safety of thousands of residents in St. Louis Park whose homes are within feet of tracks.
- The safety of thousands of school children and staff at the St. Louis Park High school which is within feet of the tracks.
- The safety of residents, visitors, and emergency personnel who will need to cross these tracks at any one of numerous at-grade auto and pedestrian crossings.
- The livability of the area as pollutants of all types degrade the surrounding areas.

Therefore, by signing below, we respectfully demand that Hennepin County, the Minnesota Department of Transportation, and the City of St. Louis Park fairly evaluate the MN&S Route against all other viable routes on a fair and equal basis. We demand that this basis includes the costs for creating a railroad corridor similar in all safety attributes to the current Kenilworth corridor and the previous 29th Street corridor from where this traffic originated. We understand and demand that such a study include:

- The cost of purchasing homes on one or both sides of the existing tracks at fair market value to create a wide safety right-of-way, such as is the case at Kenilworth and 29th St.
- The cost of building over or under-passes for safe vehicle and pedestrian traffic resulting in a single grade level crossing per one mile of track, such as is the case at Kenilworth and 29th St.
- The cost of all remaining mitigation including, but not limited to, track enhancements, pollution control, landscaping, barriers, and the like.

Signed:

Jean Edin *Robert W Edin*

<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Email (optional)</u>
August 11, 2010	Jean Edin	3045 Louisiana Ave S	952-920-9454	
August 11, 2010	Robert Edin	3045 Louisiana Ave S	952-920-9454	

Safety in the Park Freight Rail Petition Signing Sheet
(please see the petition on the cover sheet for details on the petition and sending instructions)

Phone (optional)	Signature
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Phone (optional)	Signature
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Safety in the Park Freight Rail Petition Signing Sheet
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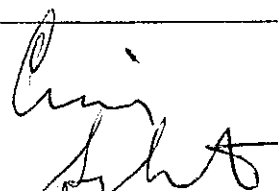
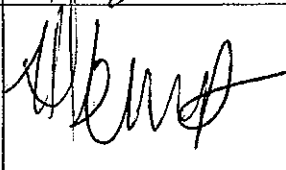





Done

Date	Name	Address	Phone (optional)	Signature	Email (optional) if you would like more information on Safety in the Park.
8/7/10	Rachel Merry	3300 Library Lane SLP, MN 55426	952 454 8587	<i>Rachel Merry</i>	
July 12, 2010 8/3/10	Thom Miller Thomas Merry	2900 Yosemite Av. S 3300 Library Lane	952-928-7826 952-922-2087	Thom Miller <i>Thomas Merry</i>	thom@two-sters.net
8-3-10	Jason New	5313 Library Ln	612 803.6257	<i>Jason New</i>	
8/3/10	Dan Maloney	3361 Library Ln	952 922 6883	<i>Dan Maloney</i>	
8/3/10	Jeremy Meyer	3332 Idaho Ave. S SLP MN 55426	612-730-1238	<i>Jeremy Meyer</i>	
8/3/10	Jon Schell	3336 Idaho Ave SLP MN 55420	651-485-6563	<i>Jon Schell</i>	
8/3/10	GREG WAGNER	3366 LIBRARY LN. SLP, MN 55426	952-922-4166	<i>Greg Wagner</i>	
8/3/10	SUSAN BUDIG	3337 Library Ln 55426-4210		<i>Susan Budig</i>	
8-3-2010	Lacey Veendum	3318 Library Lane SLP, MN 55420	612 839 9658	<i>Lacey Veendum</i>	

Safety in the Park Freight Rail Petition Signing Sheet
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<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Signature</u>	<u>Email (optional) If you would like more information on Safety in the Park.</u>
July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
Aug. 3 rd 2010	Nancy Bahnson	3313 Alabama Ave. S.	952-929-5921	MBahn	bahnsons@cpinternet.com
8-3-10	Steve Johnson	3317 Alabama Ave. S.	952-920-6210	Steve Johnson	johnson.steve@stpschools.org
8-3-10	Carol Johnson	3317 Alabama Ave. S.	952-920-6210	Carol Johnson	
8/3	Tish Lera	3334 Alabama Ave S	952-929-6564	Tish Lera	
8/3/10	Jennifer Pochland	5910 W. 34th St.	952-285-8007	J Pochland	jenpochland@gmail.com
8/3/10	Amy Graves	3353 Alabama St.	952-922-4809	Amy Graves	
8/3/10	Jeff Graves	3353 Alabama St. S.	952-922-4809	J. Graves	
8/3/10	Waldie Schipper	3312 Alabama Ave STH PK	952-925-1800	Waldie Schipper	home

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July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
8/3/10	Craig Sylvester	3334 ALABAMA	612-710-4745		CLEESALES @COMCAST.NET
8/3/10	Heather Kemp	3341 Alabama SLP	952-929-1885		heather.kemp74@gmail.com
8/3/10	Justin Kemp	3341 Alabama SLP	952-929-1885		just-a-kemp@hotmail.com
8/3/10	Rob Weiler	3360 Alabama Ave SLP	952-926-1901		trelipe@yahoo.com?
8/3/10	Rebecca Weiler	3360 Alabama Ave SLP	952-926-1901		annlarivier@yahoo.com
8/3/10	Betty Rockwell	3321 Alabama Ave.	952-929-7188		bettyrockwell@comcast.net
8/3/10	Matt Rockwell	3321 Alabama Ave S.	952-929-7188		mrockwell@cs.ssu.edu

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	Terri-Ann Tignor	Address	4316 Wooddale Ave. S.E. PMD 55424	Signature	
Date	9/17/10	Phone	(optional)	e-mail	terri.tignor@att.net
				(optional)	

Name	JEANETTE WATKINS	Address	5812 GOODPAST AVE	Signature	
Date	9-18-10	Phone	(optional) 952-261-8609	e-mail	jeanette.watkins@att.net
				(optional)	jeanette.watkins@yahoo.com

Name	Bryan Dehart	Address	1600 Janssen Ave S	Signature	
Date	9/18/10	Phone	(optional) 612-385-7482	e-mail	
				(optional)	

Name	Salemi Aiki	Address	3834 Huntington Ave	Signature	
Date	9/18/10	Phone	(optional) 952-920-1720	e-mail	salemi.aiki@att.net
				(optional)	

Name	Paula Kallis	Address	3537 Utah Ave S.	Signature	
Date	9-18-10	Phone	(optional)	e-mail	paalakallis@att.net
				(optional)	

Name	Sharonne Romero	Address	2913 Xenwood Ave S.	Signature	
Date	9/18/10	Phone	(optional)	e-mail	sharonneromero@comcast.net
				(optional)	

Name	Jennifer Erdmann	Address	9837 Georgia Ave	Signature	
Date	9/18/10	Phone	(optional)	e-mail	jaleerdmann@hotmail.com
				(optional)	

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	Chris Lussier	Address	2835 Edgewood Ave S	Signature	Chris Lussier
Date	9/16/10	Phone (optional)		e-mail (optional)	

Name	Kris Schacherer	Address	4321 Brownbelle Ave	Signature	Kris Schacherer
Date	9/16/10	Phone (optional)		e-mail (optional)	Kschacherer@comcast.net

Name	Jennifer Savage	Address	4231 Yosemite Ave S	Signature	Jennifer Savage
Date	9/16/10	Phone (optional)		e-mail (optional)	

Name	Mike Schwetkey	Address	4224 Brookside Ave SW	Signature	Mike Schwetkey
Date	9/16/10	Phone (optional)	952-926-1111	e-mail (optional)	

Name	Jennifer Campbell	Address	7710 W Leno St St Louis	Signature	Jennifer Campbell
Date	9/16/10	Phone (optional)		e-mail (optional)	

Name	Jean Johnston	Address	2032 Virginia Ave S, SLP	Signature	Jean Johnston
Date	9/16/10	Phone (optional)		e-mail (optional)	

Name	Tania Rodriguez	Address	2716 Toledo Ave S	Signature	
Date	9/16/2010	Phone (optional)	612-600-3914	e-mail (optional)	

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	KATE WATASAK	Address	2021 WEBSTER AVE S	Signature	[Signature]
Date	9/16/10	Phone (optional)		e-mail (optional)	

Name	Martha Thompson	Address	9430 W LHSJ ST 1	Signature	[Signature]
Date		Phone (optional)		e-mail (optional)	

Name	Michael Brown	Address	233 6th Ave Hopkins MN	Signature	[Signature]
Date	9/16/10	Phone (optional)		e-mail (optional)	

Name	Chasid Brown	Address	233 6th Ave N Hopkins	Signature	[Signature]
Date	9/16/10	Phone (optional)		e-mail (optional)	

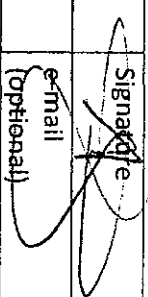
Name	Mae Vathens	Address	2736 Dakota Ave S, SLP	Signature	[Signature]
Date	9/16/10	Phone (optional)		e-mail (optional)	

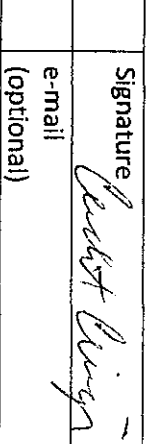
Name	Britt Hanson	Address	3244 Yosemite Av S SLP	Signature	[Signature]
Date		Phone (optional)		e-mail (optional)	

Name	Karen Savatir	Address	4015 Cedarwood Rd SLP	Signature	[Signature]
Date		Phone (optional)		e-mail (optional)	

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

✓

Name	Mike Daugherty	Address	2936 Dakota Ave S	Signature	
Date	9/14/10	Phone (optional)	952 285 5778	e-mail (optional)	

Name	Robert Cingi	Address	7659 14th St W	Signature	
Date	9/14/10	Phone (optional)		e-mail (optional)	

Name	John Doe	Address	3406 Roseville Ave S	Signature	
Date	11/1/2010	Phone (optional)	952-544-1709	e-mail (optional)	

Name	Esie Johnson	Address	2913 Kentucky Ave S	Signature	
Date	9/14/2010	Phone (optional)	952-926-4604	e-mail (optional)	

Name		Address		Signature	
Date		Phone (optional)		e-mail (optional)	

Name		Address		Signature	
Date		Phone (optional)		e-mail (optional)	

Name		Address		Signature	
Date		Phone (optional)		e-mail (optional)	

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	Lucia Attis	Address	2201 Purnon Ave SLP 4450	Signature	Lucia Attis
Date	9/14/10	Phone (optional)		e-mail (optional)	

Name	Robert Casey	Address	3305 Alabama Ave	Signature	Robert Casey
Date		Phone (optional)		e-mail (optional)	

Name	Wes Foner	Address	7912 W 26th St	Signature	Wes Foner
Date	9/14/10	Phone (optional)	952-544-6474	e-mail (optional)	


Name	Kelly Kreifels	Address	2817 Alabama Ave S	Signature	Kelly Kreifels
Date	9/14/10	Phone (optional)		e-mail (optional)	


Name	Shannon Daugherty	Address	2936 Dakota Ave S	Signature	Shannon Daugherty
Date	9/14/10	Phone (optional)		e-mail (optional)	


Name	Elly Craig	Address	7659 14th St W St. Louis	Signature	Elly Craig
Date	9/14/10	Phone (optional)		e-mail (optional)	


Name	Andruszewska	Address	3055 Quebec St Rm 5542	Signature	Andruszewska
Date	9/14/10	Phone (optional)		e-mail (optional)	


Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)


Name	Jason Walcott	Address	4832 W 4th Lane	Signature	
Date	9/14/2010	Phone (optional)		e-mail (optional)	


Name	Kathryn DeForge	Address	2009 Virginia Ave S	Signature	
Date	9/14/2010	Phone (optional)		e-mail (optional)	

Name	Tom Swear	Address	3725 HUNTINGTON AVE	Signature	
Date	9/14/2010	Phone (optional)		e-mail (optional)	

Name	Andrea Smith	Address	3725 Huntington Ave	Signature	
Date	9/14/2010	Phone (optional)		e-mail (optional)	

Name	Nicole Davis	Address	3414 Texas	Signature	
Date	9/14/10	Phone (optional)		e-mail (optional)	

Name	Ken Salberg	Address	6320 Oxford St	Signature	
Date	9/14/10	Phone (optional)		e-mail (optional)	

Name	Charlene Myers	Address	2933 Bismarck Ave S.	Signature	
Date	9/14/10	Phone (optional)		e-mail (optional)	

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	BARBARA CHANTRE	Address	4249 WITCA AVE S.	Signature	BARBARA CHANTRE
Date	9-14-10	Phone (optional)	810 5574	e-mail (optional)	

Name	STACY CARVILLE	Address	3321 Huntington Ave S, SLP	Signature	
Date	9-14-10	Phone (optional)		e-mail (optional)	

Name	SEADYNE MILLER	Address	92410 W. 22nd Lane SLP	Signature	SEADYNE MILLER
Date	9.14.10	Phone (optional)		e-mail (optional)	seadyne.miller@slp.com

Name	MARI STEIN	Address	3309 FIVE AVE SE	Signature	MARI STEIN
Date	9-14-2010	Phone (optional)	952-925-5254	e-mail (optional)	mari.stein26@gmail.com

Name	AINE DAWKSON	Address	2745 Aquila Ave S	Signature	AINE DAWKSON
Date	9-14-10	Phone (optional)	952 512 1219	e-mail (optional)	

Name	SARAH COHMAN	Address	3009 Louisiana Ave. S.	Signature	SARAH COHMAN
Date	9/14/10	Phone (optional)		e-mail (optional)	

Name	ANTHONY CHLBECK	Address	3409 Sunter Ave S.	Signature	ANTHONY CHLBECK
Date	9-14-10	Phone (optional)		e-mail (optional)	

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	Maja Salmon	Address	3300 Decatur Lane	Signature	Maja Salmon
Date	9/14/10	E-mail (optional)	maja@thesalmonfamily.com	Phone (optional)	

Name	CHRIS FRANK	Address	2634 ZINNAN AVE	Signature	Chris Frank
Date	9/14/10	E-mail (optional)		Phone (optional)	

Name	Mike Fries	Address	2407 Hampshire St.	Signature	Mike Fries
Date	9/14/10	E-mail (optional)		Phone (optional)	


Name	Suzanne Guiden	Address	3733 Oregon Av So.	Signature	Suzanne Guiden
Date	9/14/10	E-mail (optional)		Phone (optional)	

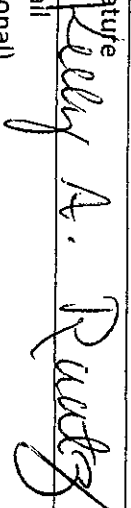
Name	Mughan Jordan Frie	Address	5511 Knox Ave S. Minneapolis	Signature	Mughan Frie
Date		E-mail (optional)		Phone (optional)	

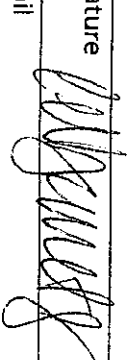
Name	Katherine Neestey	Address	7750 Victoria Way, SLP 55426	Signature	Katherine Neestey
Date	9/14/10	E-mail (optional)		Phone (optional)	


Name	Arup Jones	Address	7445 Oak Park Vill. Dr. Hg	Signature	Arup Jones
Date	9/14/10	E-mail (optional)		Phone (optional)	


Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	David Rantz	Address	2325 Sumter Ave S	Signature	
Date	9/14/2010	Phone (optional)		e-mail (optional)	


Name	Reedy Rantz	Address	2325 Sumter Av S.	Signature	
Date	9/14/2010	Phone (optional)		e-mail (optional)	

Name	Carolea Mcmetz	Address	2121 Idaho Ave S	Signature	
Date	9/14/2010	Phone (optional)	952 920 6782	e-mail (optional)	


Name	Paul Davie	Address	11	Signature	
Date	9/14/2010	Phone (optional)	11	e-mail (optional)	


Name	Martin Gurney	Address	2745 Alabama Ave S.	Signature	
Date	9/14/10	Phone (optional)	952 900-8022	e-mail (optional)	MSBT2@hotmail.com

Name	McCarn	Address		Signature	
Date	9/14/10	Phone (optional)		e-mail (optional)	


Name	Rosene Medler	Address	4305 Princeton Ave.	Signature	
Date	9/14/10	Phone (optional)	822	e-mail (optional)	rmmedler@aol.com

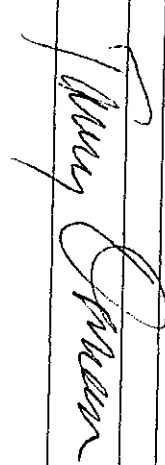
Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)


Name	Sarah Bille	Address	2424 Kenwood Ave	Signature	
Date	9-14	Phone (optional)		e-mail (optional)	

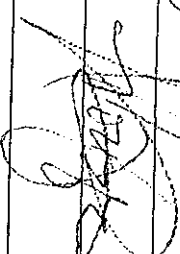
Name	Miriam Gustafson	Address	4124 W 28th St	Signature	
Date	9.14.10	Phone (optional)		e-mail (optional)	

Name	Kathryn Ellinger	Address		Signature	
Date	9-14-10	Phone (optional)		e-mail (optional)	


Name	Loaree Holder	Address	2550 Xanwood Ave S.	Signature	
Date	9-14-10	Phone (optional)		e-mail (optional)	

Name	Timmy Osman	Address	2800 Vernon Ave S	Signature	
Date	9-14-10	Phone (optional)		e-mail (optional)	

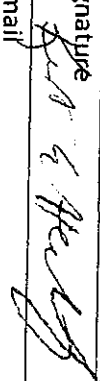
Name	Wleen Coffin	Address	3700 FRANCE AVE S.	Signature	
Date	9-14-10	Phone (optional)		e-mail (optional)	


Name	Andrea Bonarara	Address	4525 Vallacher Ave	Signature	
Date	9-14-10	Phone (optional)	952.925.0471	e-mail (optional)	


Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

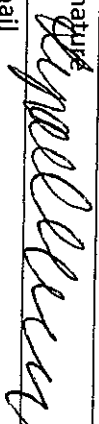
Name	Sindee Kuehler	Address	3322 Library Ln	Signature	
Date	9/14/10	Phone (optional)	952/922-5306	e-mail (optional)	Sindee.jones@gmail.com

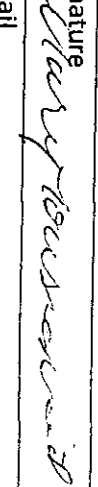
Name	Virginie Jensen	Address	8601 Westmead Ln, S5426	Signature	V. Jensen
Date	9/14/10	Phone (optional)	(612) 7336603	e-mail (optional)	

Name	Kirsten Hrenkoff	Address	7714 Edgemoor Dr.	Signature	
Date	9/14/10	Phone (optional)		e-mail (optional)	

Name	Steve Dimeopoulos	Address	5600 Camerata Blvd. Apt 247	Signature	
Date	9/14/10	Phone (optional)		e-mail (optional)	

Name	Lerna Levine	Address	2832 Kentucky Ave S	Signature	
Date	9/14/10	Phone (optional)	952 230 3613	e-mail (optional)	

Name	Lynn Davenport	Address	4371 Wadsworth Ave S.	Signature	
Date	9/14/10	Phone (optional)		e-mail (optional)	

Name	Mary Tousignant	Address	2732 Inglewood Ave S	Signature	
Date	9-14-10	Phone (optional)		e-mail (optional)	

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	Sean Miller	Address	55419 James Ave So Mpls, Mn	Signature	Sean Miller
Date	9-7-10	E-mail (optional)		Phone (optional)	

Name	Heidi Cosgrove	Address	8354 Kinglee Rd.	Signature	Heidi Cosgrove
Date	9-7-10	E-mail (optional)	Bloomington 55438	Phone (optional)	952-928-6132

Name	Rob Metz	Address	Principal at HS	Signature	Rob Metz
Date	9/7/10	E-mail (optional)		Phone (optional)	

Name	Katherine Hansen	Address	9104 Cedarlark Rd S	Signature	Katherine Hansen
Date	9/7/10	E-mail (optional)	kath.hansen@msn.com	Phone (optional)	952-593-5233

Name	Ben Cleveland	Address	4209 Alabama Ave S.	Signature	Ben Cleveland
Date	9/7/10	E-mail (optional)		Phone (optional)	

Name	Sean Edwards	Address	9301 W. 23rd St, SLD	Signature	Sean Edwards
Date	9-7-10	E-mail (optional)	seddy1@comcast.net	Phone (optional)	

Name		Address		Signature	
Date		E-mail (optional)		Phone (optional)	

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	9-1-10	Address	8105 W 34th St	Signature	<i>[Signature]</i>
Date		E-mail (optional)		Phone (optional)	952-933-7088
Sarah Gardner					

Name	Ken Gardner	Address	8105 W 34th St	Signature	<i>[Signature]</i>
Date	9-7-10	E-mail (optional)		Phone (optional)	952-933-7088

Name	Marta Werner	Address	3917 Plymouth Rd.	Signature	<i>[Signature]</i>
Date	9-7-10	E-mail (optional)		Phone (optional)	

Name	<i>[Signature]</i>	Address	3920 Lynn Ave S.	Signature	<i>[Signature]</i>
Date	9-7-10	E-mail (optional)		Phone (optional)	

Name	Andrea Tshikamba	Address	7520 Walker St.	Signature	<i>[Signature]</i>
Date	9-7-10	E-mail (optional)		Phone (optional)	

Name	Paul Tshikamba	Address	7520 Walker St.	Signature	<i>[Signature]</i>
Date	9-7-10	E-mail (optional)		Phone (optional)	

Name	Ann Baker	Address	2317 Humboldt Av. SW	Signature	<i>[Signature]</i>
Date	9-7-10	E-mail (optional)		Phone (optional)	

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	Shirley Walner	Address	2811 Princeton ave S.	55416	Signature	Shirley Walner
Date	07 Sep 2010	E-mail (optional)			Phone (optional)	

Name	Kris Henged	Address	4821 West 41st Street		Signature	Kris Henged
Date	9/7/10	E-mail (optional)			Phone (optional)	

Name	Khada Quick	Address	7500 Hwy 7 #4105, St Louis Park		Signature	Khada Quick
Date	9-7-10	E-mail (optional)			Phone (optional)	



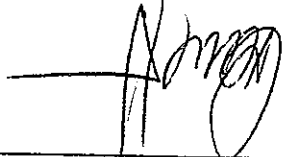



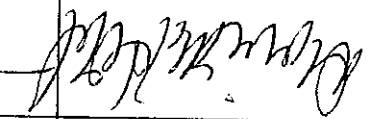
Name	Pawn Egebroaten	Address	4301 Yosemite Ave So	St Louis Park MN 55430	Signature	Pawn Egebroaten
Date	9-7-10	E-mail (optional)			Phone (optional)	

Name	Dan Murray	Address	1469 Idaho Ave S.	St Louis Park	Signature	Dan Murray
Date	9-7-10	E-mail (optional)			Phone (optional)	

Name	LARRY SHAPIRO	Address	1801 WESTWOOD HILLS DR, SLP		Signature	Larry Shapiro
Date	9/9/10	E-mail (optional)			Phone (optional)	

Name	Tom Johnson	Address	4701 46th Lane		Signature	Tom Johnson
Date	9/7/10	E-mail (optional)	Tom@RAILMET.COM		Phone (optional)	

Safety in the Park Freight Rail Petition Signing Sheet
(please see the petition on the cover sheet)

Date	Name	Address	Phone (optional)	Signature	Email (optional) if you would like more information on Safety in the Park.
July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
Sept 7, 2010	Keith Beckstrom	1649 Virginia Ave. S	952-541-9588		
	Barbara Cunningham	8106 Virginia Ct. S	952-546-4672		
11	Don Miller	5217 Miller St	612-232-7039		
	David Scott	2220 Cape Court			
	Gray Wearden	2732 Monterey Ave			
11	Don Weinstein	3732 Monterey Ave. S.			
	Diane Holst	4444 Alabama St, MA			

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	RACHEL SHOGGER	Address	3115 Georgia	Signature	Rachel Shogger
Date	9-16-10	Phone (optional)		e-mail (optional)	

Name	Kirk Shogger	Address	3115 Georgia Ave S	Signature	Kirk Shogger
Date	9-16-10	Phone (optional)		e-mail (optional)	

Name	Nancy Woodern	Address	2724 Utica Ave. S.	Signature	Nancy Woodern
Date	9/16/10	Phone (optional)	952-925-5136	e-mail (optional)	

Name	(Ind) ad	Address	2724 Utica Ave. S., St Louis MO	Signature	(Ind) ad
Date	9/16/10	Phone (optional)		e-mail (optional)	

Name	Martha Olson	Address	3263 Zarthman Ave S	Signature	Martha Olson
Date	9/16/10	Phone (optional)	952-928-0341	e-mail (optional)	MarthaOlson@comcast.net

Name	Edwin Wornell	Address	3263 Zarthman Ave S.	Signature	Edwin Wornell
Date	9/16/2010	Phone (optional)	952-928-0341	e-mail (optional)	edwin.wornell@gmail.com

Name	SHANN REICUTZ	Address	3360 ZARTHMAN AVE S	Signature	Shann Reicutz
Date		Phone (optional)	9	e-mail (optional)	

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name <i>Eveline Haag</i>	Address <i>2937 Brunswick Ave So</i>	Signature <i>Eveline Haag</i>
Date <i>9-17-10</i>	Phone (optional)	e-mail (optional)

Name <i>Ahmed Korum</i>	Address <i>5709 Wallace St 53416</i>	Signature <i>Ahmed Korum</i>
Date	Phone (optional)	e-mail (optional)

Name <i>Julia Schmeizer</i>	Address <i>3209 Edgewood Ave S 53426</i>	Signature <i>Julia Schmeizer</i>
Date <i>9.16.10</i>	Phone (optional)	e-mail (optional)

Name <i>Debbie M</i>	Address <i>8054 Victoria Way</i>	Signature <i>Debbie M</i>
Date <i>Sept 16 2010</i>	Phone (optional)	e-mail (optional)

Name <i>Mark Lindstrom</i>	Address <i>6625 Cedar Lake Rd</i>	Signature <i>Mark Lindstrom</i>
Date	Phone (optional)	e-mail (optional)

Name <i>Myria Moberg</i>	Address <i>5413 W. 25 1/2 St.</i>	Signature <i>Myria Moberg</i>
Date <i>9-16-10</i>	Phone (optional)	e-mail (optional)

Name <i>Debbie Korte</i>	Address <i>2921 Kentucky Ave So. 518</i>	Signature <i>Debbie Korte</i>
Date <i>9/16/10</i>	Phone (optional)	e-mail (optional)

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	Resalba Simon	Address	2700 Rhoda Island Ave S.	Signature	<i>Resalba Simon</i>
Date	09-16-10	Phone (optional)	612 269 9889	e-mail (optional)	

Name	Wendy Knoll	Address	2836 Maryland Ave S	Signature	<i>Wendy Knoll</i>
Date	9/16/10	Phone (optional)		e-mail (optional)	

Name	David Pranda	Address	3230 Brunswick Ave S	Signature	<i>David Pranda</i>
Date		Phone (optional)		e-mail (optional)	

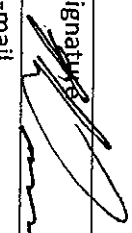
Name	Larisa Pearce	Address	1357 Hampshire Ave S.	Signature	<i>Larisa Pearce</i>
Date		Phone (optional)		e-mail (optional)	


Name	Patricia Muelly	Address	1830 White Oak St	Signature	<i>Patricia Muelly</i>
Date		Phone (optional)		e-mail (optional)	

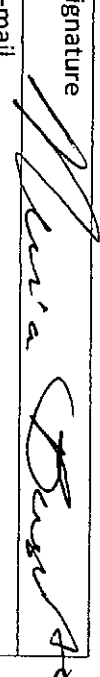
Name	Abonza Belks	Address	1824 James Av N	Signature	<i>Abonza Belks</i>
Date	9/16/10	Phone (optional)		e-mail (optional)	


Name	David Chum	Address	7116 W 235th	Signature	<i>David Chum</i>
Date	9-16-10	Phone (optional)	90	e-mail (optional)	


Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)


Name	Roll Trossa	Address	3212 Hampshire Ave S.	Signature	
Date	9/16/10	Phone (optional)	252-222-5871	e-mail (optional)	


Name	Lea Cleveland	Address	3212 Hampshire	Signature	
Date	9/16/10	Phone (optional)	952-929-5871	e-mail (optional)	

Name	Maria Basulto	Address	8216 W 31st St.	Signature	
Date	9/16/10	Phone (optional)	(218) 329-8469	e-mail (optional)	

Name	Harina Chavez	Address	Same as above	Signature	
Date	9/16/10	Phone (optional)		e-mail (optional)	

Name	Tara Thrasher	Address	2721 Dakota Ave S	Signature	
Date		Phone (optional)		e-mail (optional)	

Name	Julie Howard	Address	4505 W 36 1/2 St S 3416	Signature	
Date	9/16/10	Phone (optional)	(503) 548-7176	e-mail (optional)	

Name	Scott Nelson	Address	3251 60th Ave S #301	Signature	
Date	9-16-10	Phone (optional)		e-mail (optional)	

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	Kelley Christian	Address	2840 HAMPSHIRE Ave	Signature	Kelley Christian
Date	9/11	E-mail (optional)		Phone (optional)	

Name	Denise O'Leary	Address	7116 W. 23rd St	Signature	Denise O'Leary
Date	9/16/10	E-mail (optional)		Phone (optional)	

Name	Jenifer Johnson	Address	6600 Hamilton St	Signature	Jenifer Johnson
Date	9/16/10	E-mail (optional)		Phone (optional)	


Name	Ellen Davis	Address	2310 Sumter Ave S, SLD	Signature	Ellen Davis
Date	9/16/10	E-mail (optional)		Phone (optional)	

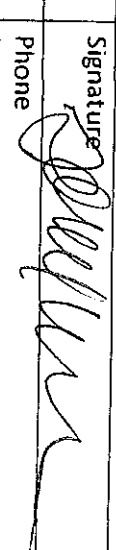
Name	Kristin McNelly	Address	1648 Alabama Ave S.	Signature	Kristin McNelly
Date	9/16/10	E-mail (optional)		Phone (optional)	

Name	Cindy Kraemer	Address	2624 Zorthon Ave S	Signature	Cindy Kraemer
Date	9/16/10	E-mail (optional)		Phone (optional)	

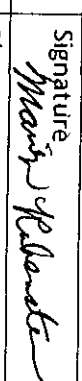
Name	Amy Cassman	Address	6506 Cedar Lake Rd	Signature	Amy Cassman
Date	9/16/10	E-mail (optional)		Phone (optional)	


Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)


Name	Adriaen Thompson	Address	2044 Vernon Ave. S.	Signature	
Date	9/16/10	E-mail (optional)		Phone (optional)	763/4432024

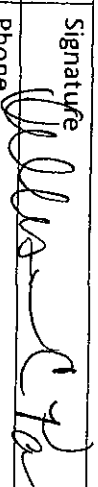
Name	Conya Christianson	Address	2840 Hampshire Ave S	Signature	
Date	9/16/10	E-mail (optional)		Phone (optional)	

Name	MELVIN RUBENSTEIN	Address	7116 W 23RD ST	Signature	
Date	9/16/10	E-mail (optional)		Phone (optional)	

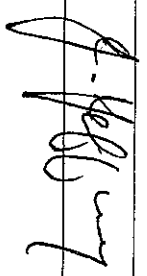
Name	Marilyn Rubenstein	Address	7116 W 23rd St	Signature	
Date	9/16/10	E-mail (optional)		Phone (optional)	


Name	Karen Hein	Address	3233 Xenwood	Signature	
Date	9/16/10	E-mail (optional)	thein@comcast.net	Phone (optional)	952-915-1802


Name	Kevin Knighten	Address	3042 Alabama Ave S.	Signature	
Date	9/16/10	E-mail (optional)		Phone (optional)	


Name	Allison Palmer	Address	2833 Kentucky Ave S	Signature	
Date	9/16/10	E-mail (optional)		Phone (optional)	

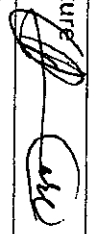
Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)


Name	JARAM JEFFREY	Address	1623 Louisiana Ave	Signature	
Date	9-16-10	E-mail (optional)		Phone (optional)	

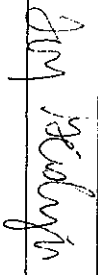
Name	Lanie Funk Jones	Address	3500 Idaho Ave N	Signature	
Date	9-16-10	E-mail (optional)		Phone (optional)	

Name	Tami Weirman	Address	2955 Yosemite Ave S	Signature	
Date	9-16-10	E-mail (optional)		Phone (optional)	

Name	William A. Westford Christi Westford	Address	2704 Louisiana CT #4	Signature	
Date	9-16-10	E-mail (optional)		Phone (optional)	

Name	Osman Myre	Address	2724 Blackstone Ave	Signature	
Date	9-16-2010	E-mail (optional)		Phone (optional)	

Name	Susan Boss	Address	2909 Xenowood	Signature	
Date	9-16-2010	E-mail (optional)		Phone (optional)	

Name	Jim McLaughlin	Address	2833 Louisiana Ave. SE 53426	Signature	
Date	9-16-10	E-mail (optional)		Phone (optional)	

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	Parcel Pinceri	Address	1851 Hampshire Ave S #325	Signature	JP
Date	9/16/10	Phone (optional)	9525440447	e-mail (optional)	

Name	Shane Link	Address	1131 Servite Ave S.	Signature	Shane Link
Date		Phone (optional)		e-mail (optional)	

Name	Joan M. West	Address	2000 Drew Ave. S.	Signature	Joan M. West
Date		Phone (optional)		e-mail (optional)	joan@welcometohellb.com

Name	Eric Guse	Address	2604 Zerkow Ave S	Signature	Eric Guse
Date		Phone (optional)		e-mail (optional)	

Name	Bart Gundersen	Address	2733 Virginia Ave N SE	Signature	Bart Gundersen
Date	9-16-10	Phone (optional)		e-mail (optional)	

Name		Address		Signature	
Date		Phone (optional)		e-mail (optional)	

Name		Address		Signature	
Date		Phone (optional)		e-mail (optional)	

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	Beth Martinez	Address	3637 Highland Ave S	Signature	Beth Martinez
Date	10/11/10	Phone (optional)	952 926 0660	e-mail (optional)	bethamartinez@gmail.com

Name	Carlos Siguenza	Address	4057 Utica Ave S	Signature	
Date	10/11/2010	Phone (optional)	952-925-5156	e-mail (optional)	carlos@thesiguenzas.com

Name	Paul Schindler	Address	2541 Yukon Ave	Signature	Paul Schindler
Date		Phone (optional)	952 417-9768	e-mail (optional)	us.schindler@gmail.com

Name	John Hazel	Address	2524 Zimard Ave S	Signature	John Hazel
Date	10/11/10	Phone (optional)		e-mail (optional)	

Name	TEAR4 LUE	Address	6320 W 35TH ST	Signature	TEAR4 LUE
Date	10/11/10	Phone (optional)	952 836 7746	e-mail (optional)	

Name	Scott Bernsten	Address	2840 Alhambra Ave S	Signature	Scott Bernsten
Date	10-1-10	Phone (optional)	952 221 5058	e-mail (optional)	

Name	James Fairman	Address	2624 Yosemite Ave S	Signature	James Fairman
Date	10.1.10	Phone (optional)		e-mail (optional)	

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	Charlotte Roman	Address	4400 Franklin Ave	Signature	Charlotte Roman
Date	12/1/10	Phone (optional)		e-mail (optional)	CharlotteRoman@exsoneck.com

Name	Don Roman	Address	2400 SEVENTH AVE W	Signature	Don Roman
Date		Phone (optional)		e-mail (optional)	Don@donroman.com

Name	Bob Robinson	Address	2854 Creeper Ave South St. Louis	Signature	Bob Robinson
Date		Phone (optional)		e-mail (optional)	

Name	Jeff Davis	Address	2713 Nakota Ave S	Signature	Jeff Davis
Date		Phone (optional)		e-mail (optional)	

Name	Grace Hylke	Address	10801 Wood Lake Street	Signature	Grace Hylke
Date		Phone (optional)		e-mail (optional)	

Name	Carl A	Address	2505 Kennard Ave S	Signature	Carl A
Date	10/1/10	Phone (optional)		e-mail (optional)	

Name	Steven Brady	Address	3340 E. Highway 81	Signature	Steven Brady
Date		Phone (optional)	218 218 3330	e-mail (optional)	

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	KEISHA OLSON	Address	2905 Xenwood Ave. S. SLP	Signature	<i>Keisha Olson</i>
Date	10/1/10	Phone (optional)	952 928 8913	e-mail (optional)	

Name	Timothy V. Hays	Address	3820 Edgewood Ave. S.	Signature	<i>Timothy V. Hays</i>
Date	10-1-10	Phone (optional)		e-mail (optional)	

Name	Modette Broz	Address	3220 Edgewood Ave. So.	Signature	<i>Modette Broz</i>
Date	10/1/10	Phone (optional)		e-mail (optional)	

Name	TERA GORCULITZ	Address	2909 IDAHO AVE. So	Signature	<i>Tera Gorcultz</i>
Date	10/1/10	Phone (optional)	952-929-6069	e-mail (optional)	teragorculitz@comcast.net

Name	DANIEL RAETHLE	Address	4612 CEDARWOOD RD	Signature	<i>Daniel Raethle</i>
Date	10/1/10	Phone (optional)	952-924-9437	e-mail (optional)	

Name	Susan Gunderson	Address	4612 Cedarwood Road	Signature	<i>Susan Gunderson</i>
Date	10/1/10	Phone (optional)		e-mail (optional)	

Name	David Alen	Address	3721 Glenhurst Ave	Signature	<i>David Alen</i>
Date	10/1/10	Phone (optional)		e-mail (optional)	Smithglenk@comcast.net

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	Chris Recknagel	Address	9108 73 rd St. SLR	Signature	[Signature]
Date	10/1/10	Phone (optional)	752-925-4961	e-mail (optional)	recknagel@yahoo.com

Name	Carleton Hitchcock	Address	7009 W. 26 th Street SLR	Signature	[Signature]
Date	10/1/10	Phone (optional)		e-mail (optional)	

Name	Mark SNELL	Address	2614 Xenwood Ave South	Signature	[Signature]
Date	10/1/10	Phone (optional)	612-369-2125	e-mail (optional)	


Name	Dianne Barbucke	Address	8800 Westward Lane	Signature	[Signature]
Date	10/1/10	Phone (optional)		e-mail (optional)	

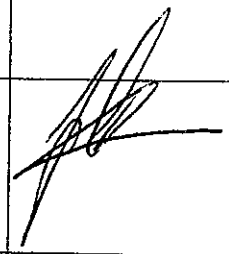
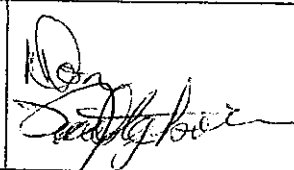
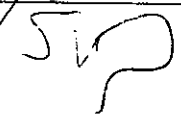
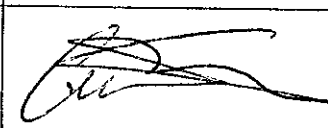
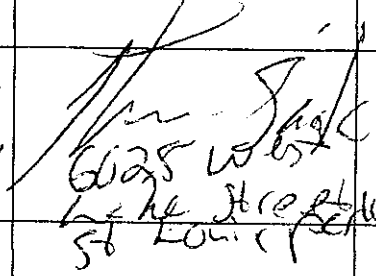
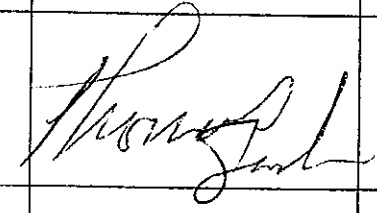

Name	Tommy Engelen	Address		Signature	
Date	10-01-2010	Phone (optional)		e-mail (optional)	

Name	[Signature]	Address	409 Roberts Island	Signature	[Signature]
Date	10/1/10	Phone (optional)		e-mail (optional)	


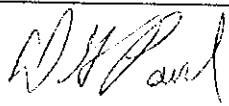


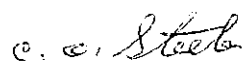


Name	Susan Jordan	Address	2653 Xenwood Ave S	Signature	[Signature]
Date	10-1-10	Phone (optional)		e-mail (optional)	

Safety in the Park Freight Rail Petition Signing Sheet
(please see the petition on the cover sheet)

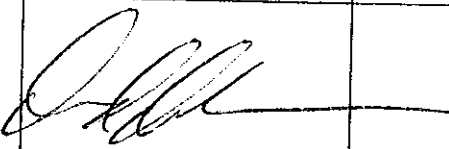
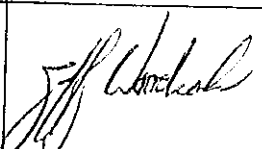

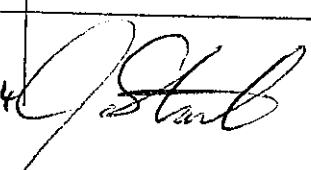
8/26/10 

<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Signature</u>	<u>Email (optional) If you would like more information on Safety in the Park.</u>
July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
8/14	John Hitzman	2730 Ottawa Ave S SLP			
8/14	Don Naartgeborn	5025 W 23rd St. SLP			
8/14	Sam Westring	3232 X Wood Ave SLP			
8-14	Alvin Milavetz	2291 Copeland MHTS NW			
8/19	MEL MARTINDALE	2736 Blumhard A. So SLP		Mel Martindale	
8/19	Tom Sack	 6125 West Lake Street St. Louis Park			
8/24	MARC SHAPIRO	3304 Library Lane St. Louis Park, MN 55426		Marc Shapiro	
8/24	CHARLES PERAZZINI	2825 R.I. So. 55426			




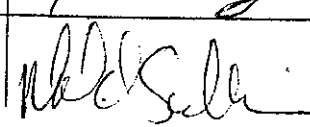
Safety in the Park Freight Rail Petition Signing Sheet
(please see the petition on the cover sheet)

<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Signature</u>	<u>Email (optional) if you would like more information on Safety in the Park.</u>
July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
8/10/10	Dawn Braun	EDINA, MN	952-922-4792		
8/10/10	Don Paul	St Louis Park 6528 W Lake	952 855-6623		TLCTD@YAHOO.COM
8-10-10	David Rubel	3627 Ruess Island St. Louis Park	952-900-3111		
8/10/10	Rob Eidem	Eden Prairie, MN	952-947-4077		
8/13/10	Carl Steele	6316 W 35 th St St. Louis Park	952-929-7749		
8/13/10	Kerith Lee	2820 Colorado Ave S.	(952) 232-8520		Kerithlee@yahoo.com
8/13/10	Howey Miller	2920 W. Lake St L. PK	952-9322		

Safety in the Park Freight Rail Petition Signing Sheet
(please see the petition on the cover sheet)

<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Signature</u>	<u>Email (optional) If you would like more information on Safety in the Park.</u>
July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
Aug. 7, 2010	Ellen Staib	3255 Zarthan Ave. S.	(952) 926-0131	Ellen Staib	
8/7 2010	DAVID DEUBAH	3408 QUEBEC AVE ST. LOUIS PARK, MN 55426	612 723 8042		
8/7	Kris Kelley	3128 Georgia Ave St. Louis Park, MN 55426	952-924-9102	Kris Kelley	
8/10	Jeff Wadsworth	5117 BEDFORD AVE 55436	952-922-5542		
8/10	HAROLD HANSON	6884 LANGFORD DRIVE EDINA	952-936-2154		
8/10	Tom Jensen	1123 TIFFANY Eagan, MN	651 456-9760	Thomas Jensen	
8/10	Michelle Lee	6528 W. Lake	952-836-0116	Mr. Lee	
8/10	JOHN STARK	2170 RIDGE DR ST. LOUIS PARK 55416	952-831-6874		

Safety in the Park Freight Rail Petition Signing Sheet
(please see the petition on the cover sheet)

<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Phone (optional)</u>	<u>Signature</u>	<u>Email (optional) if you would like more information on Safety in the Park.</u>
July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
8-5-10	Robert Johnson	2621 Kentucky ave. S. St Louis Park, Mn 55426	952-929-5570	Robert D. Johnson	
5/14/10	KIERON BREWER	8011 25TH STREET W SLP			
5/6/2010	Eric Gierke	3305 Yosemite St. Louis Park, Mn.	926-3891	Eric Gierke	
6 Aug 10	SCOTT CARLSON	3240 Georgia Ave S.		Scott Carlson	
7/6/10	Ron Foxworth	3937 Zarthman Ave S			
7/5/10	Jim Greenfield	2900 Louisiana			
8/1/10	HARRY KELLEY	3128 GEORGIA AVE S.	952 924 9702	Harry Kelley	
8/25/10	M.A. SULLIVAN	P.O. Box 26152 MPLS MN 55426			

Safety in the Park Freight Rail Petition Signing Sheet
(please see the petition on the cover sheet)

Date	Name	Address	Phone (optional)	Signature	Email (optional) If you would like more information on Safety in the Park.
July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
8-4-10	RON LECKIE	MONTES BARBERS 6528 W. LAKE ST ST. LOUIS PK 55426	952-922-9384	Ron Leckie	—
8/4/10	Bryan Lee	The Hearing Store 6528 W. Lake St St. Louis Park, MN 55426	952-836-0116	Bryan Lee	thehearingstore@gmail.com
8/4/10	Monte Kolodge	MONTES BARBERS 6528 W. Lake St ST PK 55426	952-922-9384	Monte Kolodge	www.Earnings50@yahoo.com
8/4	John Adams	CAR CLEANS 6528 W. Lake St SLP	952-929-1758		
8/4	Devin Snyder	3129 Idaho Ave. S. SLP, MN 55426	952-960-3642		—
8/4/10	AL Lieberman	6520 W. Lake St. St. Louis Park MN 55426	952-929-0888	AL Lieberman	al@smc.com
8/4/10	Kathleen Bernard	6528 W Lake St SLP, MN 55426	952-922-2323		

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	Bain Resnick	Address	3335 Olive Lane N.	Signature	Paul Resnick
Date	9.7.10	E-mail (optional)	Bainresnick@hotmail.com	Phone (optional)	

Name	João Bicklinha	Address	3992 Colorado Ave S	Signature	João Bicklinha
Date	Sept 7, 2010	E-mail (optional)		Phone (optional)	

Name	Kelsey Goodlund	Address	3351 420 Girard St Edina, MN 55435	Signature	Kelsey Goodlund
Date	9-7-2010	E-mail (optional)		Phone (optional)	

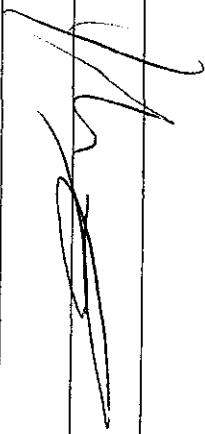
Name	Joan Kuenzi	Address	3945 Ottawa Ave. S, SLP	Signature	Joan Kuenzi
Date	9-7-2010	E-mail (optional)		Phone (optional)	

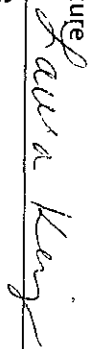
Name	Russ Kuenzi	Address	3945 Ottawa Ave. S, SLP	Signature	Russ Kuenzi
Date	9-7-2010	E-mail (optional)		Phone (optional)	


Name	Janes Rowlin	Address	2804 France. Av. S.	Signature	Janes Rowlin
Date	9-7-2010	E-mail (optional)	Jrowlin@comcast.net	Phone (optional)	952-925-3701


Name	Kelly K	Address	3920 Lynn Ave	Signature	Kelly K
Date	9-7-10	E-mail (optional)	Klonlikeuse@hotmail.com	Phone (optional)	952-926-7476

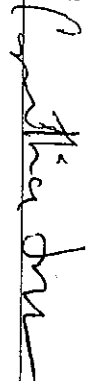
Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)


Name	John Batelag	Address	23171 items sold Ave S, #4	Signature	
Date	9/7/2010	E-mail (optional)	slpca@cox.org	Phone (optional)	


Name	Laura King	Address	5233 Janos Ave S	Signature	
Date	9/7/10	E-mail (optional)	King.laurae@schools.org	Phone (optional)	

Name	Ellen Levin	Address	3670 Bethsburg S. #70	Signature	
Date	9/7/10	E-mail (optional)	elefonte44@msn.com	Phone (optional)	

Name	Bob Braden	Address	4701 4th Lane, SLP, MN	Signature	
Date	9/7/10	E-mail (optional)		Phone (optional)	

Name	Cynthia Jones	Address	9025 W. 34th St SLP, MN	Signature	
Date	9/7/10	E-mail (optional)		Phone (optional)	

Name	Mark Jorgensen	Address	5808 Stuart Ave	Signature	
Date		E-mail (optional)		Phone (optional)	612-532-3325

Name	Jon Bucka	Address	2901 Quincy Ave S 55916	Signature	
Date	9/7/10	E-mail (optional)		Phone (optional)	

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	Address	Signature
Red Hergen	4036 W Sunny Slope	Red Hergen
Date	E-mail (optional)	Phone (optional)
9/9/10		

Name	Address	Signature
Eduna, MN		Eduna, MN
Date	E-mail (optional)	Phone (optional)
9/10/10		

Name	Address	Signature
Date	E-mail (optional)	Phone (optional)

Name	Address	Signature
Date	E-mail (optional)	Phone (optional)

Name	Address	Signature
Date	E-mail (optional)	Phone (optional)

Name	Address	Signature
Date	E-mail (optional)	Phone (optional)

Name	Address	Signature
Date	E-mail (optional)	Phone (optional)

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	Renee Seyne	Address	2220 Capetown Place	Signature	MAKIN 55305 Renee Seyne
Date	9/11/10	E-mail (optional)		Phone (optional)	

Name	STEVE SCHUTTE	Address	3728 CACONADO AVE S SEP	Signature	
Date	9/7/10	E-mail (optional)	sschutte@junco.com	Phone (optional)	612 376 6512

Name	Terry Bentley	Address	3341 Nylan Ave S.	Signature	
Date	9/7/10	E-mail (optional)	tbentley	Phone (optional)	


Name	Laura Bigirindanyi	Address	4235 BROOKSIDE AVE S.	Signature	Laura Bigirindanyi
Date	9/7/10	E-mail (optional)		Phone (optional)	


Name	John Olsoski	Address	2919 Varnum Ave So	Signature	
Date	9/7/10	E-mail (optional)		Phone (optional)	

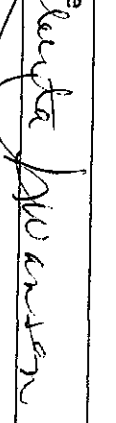
Name	Laura Smith	Address	4145 ZARTHAN AVE S.	Signature	Laura Smith
Date	9-7-2010	E-mail (optional)		Phone (optional)	

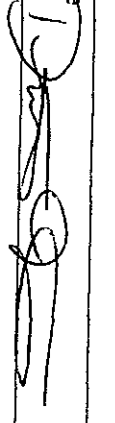
Name	Katie Siff	Address	4000 SUNSET BLVD	Signature	Katie Siff
Date	9/7/10	E-mail (optional)		Phone (optional)	


Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)


Name	Tim Tammisen	Address	8427 Westwoodland Ln, St. Louis	Signature	
Date	9/7/2010	E-mail (optional)		Phone (optional)	

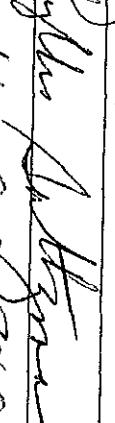
Name	Garnie Tammisen	Address	8427 Westwoodland Ln, St. Louis	Signature	
Date	9/7/2010	E-mail (optional)		Phone (optional)	

Name	Roberta Swanson	Address	5001 W. 40th St. SLU	Signature	
Date	9-7-10	E-mail (optional)		Phone (optional)	

Name	Printia Darcy	Address	365 E. 43rd St. MFLS, mo	Signature	
Date	9-7-10	E-mail (optional)		Phone (optional)	

Name	Jane Fisher	Address	2925 Montenegro Ave. SLU	Signature	
Date	9-7-10	E-mail (optional)		Phone (optional)	

Name	William Green	Address	148 1st St SE	Signature	
Date	9-7-10	E-mail (optional)		Phone (optional)	

Name	William Green	Address	5301 Lamar Ave S	Signature	
Date	Sept 7, 2010	E-mail (optional)	saftzmann@comcast.net	Phone (optional)	612-938-9788

com

Date	Name	Address	Phone (optional)	Signature	Email (optional) if you would like more information on safety in the Park.
July 12, 2010	Thom Miller	2900 Yosemite Av. S	952-928-7826		thom@two-rivers.net
8/3/10	Fileen Lipschultz	3925 Decker Ave SO.	952-927-4148	Eileen Lipschultz	
8-5-10	David Cormier	3924 Colorado Ave S	952 9267362	David Cormier	

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	laurea Truett	Address	2712 Dakota Ave	Signature	laurea Truett
Date	9/14/10	E-mail (optional)		Phone (optional)	

Name	Elizabeth Soble	Address	2608 Georgia Ave S.	Signature	Elizabeth Soble
Date	9-14-10	E-mail (optional)	St Louis Park mn	Phone (optional)	

Name	Amel Graves	Address	3353 Alabama Ave S	Signature	Amel Graves
Date	9-14-10	E-mail (optional)	SLP	Phone (optional)	

Name	Miriam Delorme	Address	1445 Kentucky Ave S. SLP 55416	Signature	Miriam Delorme
Date	9-14-10	E-mail (optional)		Phone (optional)	

Name	Jaime Winstead	Address	2225 BRUNSWICK AVES.	Signature	Jaime Winstead
Date	9-14-10	E-mail (optional)	Winstead@yahoo.com	Phone (optional)	

Name	Erion Sney	Address	3037 Edgewood Ave S.	Signature	Erion Sney
Date	9-14-10	E-mail (optional)		Phone (optional)	

Name	Carlene Jones	Address		Signature	Carlene Jones
Date	9/14	E-mail (optional)		Phone (optional)	

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	Mary Enger	Address	2628 Kentucky Ave S	Signature	Mary E. Enger
Date	9-14-10	E-mail (optional)		Phone (optional)	

Name	Allie O'Donnell	Address	1441 Jersey Ave. S	Signature	Allie O'Donnell
Date	9-14-10	E-mail (optional)		Phone (optional)	

Name	Patrick O'Donnell	Address	1441 Jersey Ave S.	Signature	Patrick O'Donnell
Date	9/14/10	E-mail (optional)		Phone (optional)	

Name	Mandy Teigland	Address	3124 Florida Ave N	Signature	Mandy Teigland
Date	9/14/10	E-mail (optional)		Phone (optional)	

Name	Elizabeth Brown	Address	2705 Jersey Ave	Signature	Elizabeth Brown
Date	9-14-10	E-mail (optional)		Phone (optional)	

Name	Elanna Kaufman	Address	3334 Zorhan Ave S	Signature	Elanna Kaufman
Date	9/14/10	E-mail (optional)		Phone (optional)	

Name	Elina Scott-Sutter	Address	2952 Colorado Ave. S.	Signature	Elina Scott-Sutter
Date	9-14-10	E-mail (optional)	scottsutter@gmail.com	Phone (optional)	

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name <i>John Peterson</i>	Address	Signature
Date 9/14/10	E-mail (optional)	Phone (optional)

Name <i>Martin Lang</i>	Address 10320 45th Ave N. Crystal MN 55120	Signature
Date 9/14/10	E-mail (optional)	Phone (optional)

Name <i>Don Randall</i>	Address 10320 45th Ave N.	Signature
Date	E-mail (optional) <i>Rand55@aol.com</i>	Phone (optional)

Name <i>Abdi Haii Ali</i>	Address 3000 Hwy 100 S Apt H212	Signature <i>Abdi Haii Ali</i>
Date	E-mail (optional)	Phone (optional)

Name <i>Mundy Hen</i>	Address 3351 Library Ln St. Louis Park	Signature <i>Mundy Hen</i>
Date	E-mail (optional) <i>Mundyhen@live.com</i>	Phone (optional)

Name <i>Kai Hauka</i>	Address 3328 Yosemite Ave S	Signature <i>Kai Hauka</i>
Date 09/14/2010	E-mail (optional)	Phone (optional)

Name <i>Amey Halder</i>	Address 3328 Yosemite Ave S.	Signature <i>Amey Halder</i>
Date 9/14/2010	E-mail (optional)	Phone (optional)

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	Kalee Johannes	Address	3241 Hampshire Ave S.	Signature	Kalee Johannes
Date	9/14/2010	E-mail	(optional)	Phone	(optional)

Name	Thomas Ashby	Address	4045 Cedar Lake Rd	Signature	Thomas Ashby
Date	9-14-10	E-mail	(optional)	Phone	(optional)

Name	Finlay Donesky	Address	2810 Vernon Ave S.	Signature	Finlay Donesky
Date	9-14-2010	E-mail	(optional)	Phone	(optional)

Name	Angela Smith	Address	10840 Rockford Rd #205 Plymouth	Signature	Angela Smith
Date	9/14/10	E-mail	(optional)	Phone	(optional)

Name	Johnny Dand	Address	2629 Hampshire Ave S.	Signature	Johnny Dand
Date	9/14/10	E-mail	(optional)	Phone	(optional)

Name	Alice Bass	Address	2921 Chover Ave S	Signature	Alice Bass
Date	9/14/10	E-mail	(optional)	Phone	(optional)

Name	Jesse Muhle	Address	4215 Duane Ave S	Signature	Jesse Muhle
Date		E-mail	(optional)	Phone	(optional)

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	REBECCA WATL	Address	6509 MANTA BLVD	Signature	Rebecca Wall
Date	9/14/2010	E-mail (optional)		Phone (optional)	

Name	DANIEL HUSE	Address	2556 GEORGIA AVE SW	Signature	[Signature]
Date	14 SEP 10	E-mail (optional)		Phone (optional)	

Name	Minky Harnie	Address	1409 Tennyson Ave N	Signature	[Signature]
Date		E-mail (optional)		Phone (optional)	

Name	Melissa Gaido	Address	3032 Kentucky Ave	Signature	Melissa Gaido
Date	9-14-10	E-mail (optional)		Phone (optional)	

Name	Nata Gaido	Address	3032 Kentucky Ave	Signature	[Signature]
Date	9-14-10	E-mail (optional)		Phone (optional)	

Name	PEARCE BUNTING	Address	3108 Jersey Ave S	Signature	Pearce Bunting
Date	9-14-10	E-mail (optional)	cagboy@yahoo.com	Phone (optional)	

Name	Steph Hallen	Address	3108 Jersey Ave	Signature	Steph Hallen
Date	9/14/10	E-mail (optional)		Phone (optional)	

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	Judy Alexander		Address		Signature
Date	9/14/10	E-mail (optional)			Phone (optional)

Name	Jenny Sout		Address		Signature
Date	9-14-10	E-mail (optional)			Phone (optional)

Name	Alexandra Skye		Address	2056 Hampshire Ave	Signature
Date	9-14-10	E-mail (optional)		Hamden 55426	Phone (optional)


Name	Jeff Graves		Address	3352 Wilson Ave S, SLP, MN 55416	Signature
Date	9-14-10	E-mail (optional)			Phone (optional)


Name	Rutha Funtz		Address	4580	Signature
Date	9.14.10	E-mail (optional)			Phone (optional)


Name	BRYAN BEVELL		Address	2837 Yosemite Ave S	Signature
Date	9-14-10	E-mail (optional)		bkbvelli@gmail.com	Phone (optional)


Name	Henny Vandenberg		Address	5901 25th St W	Signature
Date	9-14-10	E-mail (optional)		hagusa@hotmail.com	Phone (optional)


Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)


Name	Darren Koells	Address	2933 Blackstone Ave	Signature	
Date	9/14/10	E-mail (optional)	dkoells@msn.com	Phone (optional)	


Name	Carmel Dolinar	Address	2849 Blackstone Ave	Signature	
Date	9/14/10	E-mail (optional)	Cjdolinar@comcast.net	Phone (optional)	

Name	Kari Slade	Address	2601 Kentucky Ave S	Signature	
Date	9/14/10	E-mail (optional)	Kari.slade@mpls.k12.mn.us	Phone (optional)	

Name	Mark Slade	Address	2601 Kentucky Ave S	Signature	
Date	9/14/10	E-mail (optional)	markslade@yahoo.com	Phone (optional)	952-285-6032

Name	Stacy Hines	Address	14410 Woodruff Rd	Signature	
Date	9/14/10	E-mail (optional)		Phone (optional)	952 544 8063

Name	Heath Hines	Address	14410 Woodruff Rd	Signature	
Date	9/14/10	E-mail (optional)		Phone (optional)	952-544-6063

Name	Christopher Taber	Address	2920 Georgia Ave S	Signature	
Date	9/14/10	E-mail (optional)	ctaber@hotmail.com	Phone (optional)	

Safety in the Park Freight Rail Signing Sheet
(please see the petition on the cover sheet)

Name	Jenny Muehlhausen	Address	2101 Glenhurst Rd, SLP, MN 55416	Signature	Jenny Muehlhausen
Date	9.14.10	E-mail (optional)		Phone (optional)	

Name	Mike Weinmann	Address	2655 YOSEMITE AVE S	Signature	Mike Weinmann
Date	9/14/10	E-mail (optional)	mweinmann@earthlink.net	Phone (optional)	

Name	Jennifer Laux	Address	3104 Georgia Ave S.	Signature	Jennifer A. Laux
Date	9/14/10	E-mail (optional)	jenslaux@yahoo.com	Phone (optional)	

Name	Jennifer Hedges	Address	4106 Highway Rd SLP	Signature	Jennifer Hedges
Date	9/14/10	E-mail (optional)		Phone (optional)	

Name	Jennifer Kleinhaus	Address	2640 Jersey Ave. So.	Signature	Jennifer Kleinhaus
Date	9/14/10	E-mail (optional)		Phone (optional)	

Name	Kirsten Anderson	Address	2229 Kentucky Ave. S.	Signature	Kirsten Anderson
Date	9/14/10	E-mail (optional)		Phone (optional)	

Name		Address		Signature	
Date		E-mail (optional)		Phone (optional)	

Thom Miller

From: safetyinthepark <jacki@photovolt.com>
Sent: Tuesday, November 13, 2012 11:56 AM
To: thom@two-rivers.net
Subject: New Online Petition

FullName
Jacqueline Di Gregorio

Email
jacki@photovolt.com

Address
55416

Thom Miller

From: safetyinthepark <Ann.c.hildreth@gmail.com>
Sent: Tuesday, November 13, 2012 11:27 AM
To: thom@two-rivers.net
Subject: New Online Petition

FullName
Ann Hildreth

Email
Ann.c.hildreth@gmail.com

Address
3350 Brunswick Ave Saint Louis Park, MN 55416

Thom Miller

From: safetyinthepark <marcie@xenwood.com>
Sent: Tuesday, November 13, 2012 9:39 AM
To: thom@two-rivers.net
Subject: New Online Petition

FullName
Marcie Pietrs

Email
marcie@xenwood.com

Address
4121 Xenwood Ave S, St Louis Pk, MN 55416

Thom Miller

From: safetyinthepark <hollyma@hotmail.com>
Sent: Monday, November 12, 2012 12:54 PM
To: thom@two-rivers.net
Subject: New Online Petition

FullName
Holly Mahling

Email
hollyma@hotmail.com

Address
6304 West 35th St., St. Louis Park, MN 55416

Thom Miller

From: safetyinthepark <judy.o.wells@gmail.com>
Sent: Monday, November 12, 2012 12:55 PM
To: thom@two-rivers.net
Subject: New Online Petition

FullName
Judy Wells

Email
judy.o.wells@gmail.com

Address
3379 Brunswick Ave S, St Louis Park, MN, 55416

Thom Miller

From: safetyinthepark <rebeccaphelan@hotmail.com>
Sent: Monday, November 12, 2012 7:41 AM
To: thom@two-rivers.net
Subject: New Online Petition

FullName
Rebecca Phelan

Email
rebeccaphelan@hotmail.com

Address
3944 Joppa Ave South St Louis Park, MN 55416

Thom Miller

From: safetyinthepark <leynia@comcast.net>
Sent: Sunday, November 11, 2012 2:16 PM
To: thom@two-rivers.net
Subject: New Online Petition

FullName
Ellen Lipschultz

Email
leynia@comcast.net

Address
3925 Dakota Ave S; St Louis Park, MN 55416

Thom Miller

From: safetyinthepark <lynnestobbe@gmail.com>
Sent: Saturday, November 10, 2012 2:33 PM
To: thom@two-rivers.net
Subject: New Online Petition

FullName
Lynne Stobbe

Email
lynnestobbe@gmail.com

Address
3056 Dakota Ave. S., St.Louis Park, MN. 55416

Thom Miller

From: safetyinthepark <ljbloomquist@gmail.com>
Sent: Thursday, November 08, 2012 4:42 PM
To: thom@two-rivers.net
Subject: New Online Petition

FullName
Leilani Bloomquist

Email
ljbloomquist@gmail.com

Address
2170 Ridge Drive #31, St Louis Park, MN 55416

Thom Miller

From: safetyinthepark <lukefisu@yahoo.com>
Sent: Wednesday, November 07, 2012 9:51 AM
To: thom@two-rivers.net
Subject: New Online Petition

FullName
Dr. Luke Foster

Email
lukefisu@yahoo.com

Address
4045 Brookside Avenue, St. Louis Park, MN 55416

Thom Miller

From: safetyinthepark <linda0962@yahoo.com>
Sent: Tuesday, November 06, 2012 9:44 PM
To: thom@two-rivers.net
Subject: New Online Petition

FullName
Linda Roetzer

Email
linda0962@yahoo.com

Address
2817 Brunswick Ave. S. St. Louis park Mn 55416

Thom Miller

From: safetyinthe park <jon.gjerde@spps.org>
Sent: Saturday, November 03, 2012 12:22 PM
To: thom@two-rivers.net
Subject: New Online Petition

FullName
Jon Gjerde
Email

jon.gjerde@spps.org

Address
3248 Alabama Ave South St. Louis Park, MN 55416

Thom Miller

From: safetyinthe park <aarontsmith10@hotmail.com>
Sent: Saturday, November 03, 2012 8:52 AM
To: thom@two-rivers.net
Subject: New Online Petition

FullName
aaron smith
Email

aarontsmith10@hotmail.com

Address
2732 Brunswick Ave. S. St. Louis Park, MN 55416

Thom Miller

From: safetyinthe park <aarontsmith10@hotmail.com>
Sent: Saturday, November 03, 2012 8:52 AM
To: thom@two-rivers.net
Subject: New Online Petition

FullName
aaron smith

Email

aarontsmith10@hotmail.com

Address
2732 Brunswick Ave. S. St. Louis Park, MN 55416

Thom Miller

From: safetyinthe park <ehauglid@gmail.com>
Sent: Sunday, October 28, 2012 9:00 PM
To: thom@two-rivers.net
Subject: New Online Petition

FullName
Erik Hauglid

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ehauglid@gmail.com

Address
2854 Blackstone Ave, St Louis Park MN 55416

Thom Miller

From: safetyinthepark <barney@carlsonfields.com>
Sent: Sunday, May 15, 2011 9:44 PM
To: thom@two-rivers.net
Subject: New Online Petition

FullName
Nancy Ritzman

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barney@carlsonfields.com

Address
4150 Xenwood Ave S, St Louis Park, MN 55416

Thom Miller

From: safetyinthepark <brianwinters83@yahoo.com>
Sent: Tuesday, July 31, 2012 8:38 PM
To: thom@two-rivers.net
Subject: New Online Petition

FullName
Michael Pliner

Email
brianwinters83@yahoo.com

Address
2752 Alabama ave s

Thom Miller

From: safetyinthepark <Rnshrews@comcast.net>
Sent: Tuesday, July 19, 2011 8:18 PM
To: thom@two-rivers.net
Subject: New Online Petition

FullName
Robert shrewsbury

Email
Rnshrews@comcast.net

Address
2912 Brunswick ave s st louis park mn 55416

Thom Miller

From: safetyinthepark <kimberlyevanoff@yahoo.com>
Sent: Monday, April 04, 2011 1:38 PM
To: thom@two-rivers.net
Subject: New Online Petition

FullName
Kimberly Evanoff

Email
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Address
2752 Brunswick Ave S

Thom Miller

From: safetyinthepark <celeste.haynes@gmail.com>
Sent: Sunday, January 23, 2011 6:37 PM
To: thom@two-rivers.net
Subject: New Online Petition

FullName
Celeste Gaspard

Email
celeste.haynes@gmail.com

Address
6210 Hamilton St. St. Louis Park, MN 55416

Thom Miller

From: safetyinthepark <apmerrill@gmail.com>
Sent: Tuesday, January 11, 2011 10:49 AM
To: thom@two-rivers.net
Subject: New Online Petition

FullName
Andrew Merrill

Email
apmerrill@gmail.com

Address

Thom Miller

From: safetyinthepark <renata.anderson@yahoo.com>
Sent: Monday, January 10, 2011 2:45 PM
To: thom@two-rivers.net
Subject: New Online Petition

FullName

Renata Anderson

Email

renata.anderson@yahoo.com

Address

3312 Idaho Ave S, St. Louis Park, MN 55426

Thom Miller

From: safetyinthepark <lisasrobinson@msn.com>
Sent: Friday, December 17, 2010 10:02 AM
To: thom@two-rivers.net
Subject: New Online Petition

FullName
Lisa Robinson

Email
lisasrobinson@msn.com

Address
2575 Vernon Ave

Thom Miller

From: safetyinthepark <goodygoodyms@live.com>
Sent: Thursday, December 16, 2010 3:27 PM
To: thom@two-rivers.net
Subject: New Online Petition

FullName
deborah martineau

Email
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Address
2400 nevada ave s

Thom Miller

From: safetyinthepark <svannavong@yahoo.com>
Sent: Thursday, August 23, 2012 11:43 PM
To: thom@two-rivers.net
Subject: New Online Petition

FullName
Sengdara Grue

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svannavong@yahoo.com

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