

From: [KIM and KENNY](#)
To: [swlrt](#)
Subject: EIS
Date: Friday, May 13, 2016 12:27:31 PM

Project Title: Final Environmental Impact Statement (FEIS) for the Southwest Light Rail Transit (LRT)
(METRO Green Line Extension) Project

Please mail me a hard copy of this project.

Thank you

Kim Ramey

[REDACTED]

[REDACTED]

From: [Richard Adair](#)
To: [swlrt](#)
Subject: comments on FEIS
Date: Saturday, May 14, 2016 12:28:00 PM

May 13, 2016

Ms. Nani Jacobson, Assistant Director, Environmental and Agreements
Metro Transit – Southwest LRT Project Office
6465 Wayzata Blvd., Suite 500
St. Louis Park, MN 55426

Dear Ms Jacobson:

I would like to comment on sections 3.5, 3.6, and 3.11 of the FEIS.

3.5 (Cultural) and 3.6 (Park and Rec):

I am a frequent user of the parkland near the Kenilworth Lagoon. I bike and walk over the Kenilworth Trail bridge, and ski and paddle underneath it.

I think the new bridges will be a major IMPROVEMENT over the current rail bridge, for several reasons: 1) the multiple log pilings in the center of the lagoon cause thin ice for skiers, such as participants in the City of Lakes Loppet, whereas the proposed new concrete bridge supports will be to the side, allowing thicker ice to form in the center of the channel; 2) the smell of creosote and the thought that it may be leaching into the city lakes is off-putting for those of us with an environmental mind-set; 3) this area is in no way wilderness, but rather an urban park where one paddles or skis under the nearby Burnham Rd bridge, under the rail and trail bridges, sees the beautiful nearby homes and the city skyline across Lake of the Isles, and enjoys an opportunity to exercise in the city. An upgrade to a modern bridge architecture would be entirely in keeping with this ambience. Cities change and adapt; this is expected and welcome.

3.11 (Air quality and Greenhouse Gases)

The statements about reduction in greenhouse gas emissions in this section are general and not quantitative. 11 million trips are predicted on this line by 2040 (estimated from 34,000 trips per weekday), resulting in a major reduction in automobile greenhouse gas emissions. I think this section understates the strongly positive impact this line will have in changing human behavior in the fight against global warming.

Richard Adair


From: [Karen Lee Rosar](#)
To: [swlrt](#)
Subject: SWLRT: Comment on the Final EIS
Date: Monday, May 16, 2016 9:49:49 AM

Greetings

I support the SWLRT Final EIS. I fully support the project and request that you proceed to build the Green Line Extension without any further delay.

Thank you,

Karen Lee Rosar



From: [Eric Ecklund](#)
To: [swlrt](#)
Subject: State funding
Date: Thursday, May 19, 2016 10:24:12 AM

With the state's share of \$135 million for Southwest Light Rail funding becoming less likely as the legislative session nears an end, is there a plan to achieve this funding from other sources in order to get the federal government's share of the funding for this project? I am concerned, but not surprised, by the lack of progress in our state government to fund transportation projects including the Southwest Light Rail.

From: [Doug Ellingson](#)
To: [swlrt](#)
Cc: [REDACTED]
Subject: Funding SWLRT
Date: Thursday, May 19, 2016 2:53:41 PM

The Koch brothers/ALEC obstruction campaign is waging its usual war against rail transit and it continues to win through having control of the Minnesota House. We cannot allow the SWLRT transit project to fail because of the Koch brothers. Certificates of Participation funding worked in Denver and it will probably be necessary for us.

Doug Ellingson

[REDACTED]
[REDACTED]

From: [Bill Weber](#)
To: [swlrt](#)
Cc: ["Ryan Norman"](#)
Subject: Wooddale Station
Date: Thursday, May 19, 2016 3:26:58 PM

I want to verify that going North on Wooddale Avenue, there is not a way to turn East (left) onto the Minnesota 7 Service Road?

Thanks,

Bill Weber

From: [Bill Weber](#)
To: [swlrt](#)
Cc: ["Ryan Norman"](#)
Subject: Wooddale Station
Date: Thursday, May 19, 2016 3:40:23 PM

I want to verify that going North on Wooddale Avenue, there is not a way to turn West (left) onto the Minnesota 7 Service Road?

Thanks,

Bill Weber

From: [Steve Smith](#)
To: [swlrt](#)
Subject: LRT Environmental impact statement
Date: Wednesday, May 25, 2016 10:35:27 AM

As a resident of Eden Prairie I am against the SWLRT.

There is not need to build a train over our lakes, wetlands and neighborhoods.

Please save the 2 billion dollars and save our clean water.

Steve Smith

[REDACTED]

[REDACTED]

[REDACTED]

From: Jacobson, Nani
To: swlrt
Subject: FW: Notice of Availability - Southwest LRT Final Environmental Impact Statement
Date: Friday, May 27, 2016 2:15:10 PM

-----Original Message-----

From: Fuhrmann, Mark
Sent: Wednesday, May 18, 2016 12:05 PM
To: Jacobson, Nani <Nani.Jacobson@metrotransit.org>
Cc: Alexander, Jim <Jim.Alexander@metrotransit.org>
Subject: FW: Notice of Availability - Southwest LRT Final Environmental Impact Statement
FYI

-----Original Message-----

From: arthur higinbotham [REDACTED]
Sent: Wednesday, May 18, 2016 11:44 AM
To: Fuhrmann, Mark <Mark.Fuhrmann@metrotransit.org>
Cc: Catherine M. Walker <catherine.walker@hennepin.us>; [REDACTED] Subject: FW: Notice of Availability - Southwest LRT Final Environmental Impact Statement

Please be sure to disclose the e-mails between Katie Walker and her consultant on the ridership basis for the SWLRT. In a meeting with her before the locally preferred alternative was chosen, she made available figures on ridership which she then withdrew under questioning. Thanks.

> From: [REDACTED]
> To: peter.mclaughlin@co.hennepin.mn.us
> Subject: FW: Notice of Availability - Southwest LRT Final
> Environmental Impact Statement
> Date: Tue, 17 May 2016 22:56:46 +0000

>
> Why don't you let this project go to sleep?

>
> -----

>> From: [REDACTED]
>> To: metc@public.govdelivery.com

>> CC: rep.kurt.daudt@house.mn

>> Subject: RE: Notice of Availability - Southwest LRT Final

>> Environmental Impact Statement

>> Date: Tue, 17 May 2016 22:31:35 +0000

>>

>> The Lakes and Parks Alliance has been granted a judge's order to make the Met Council's procedural information available within 15 days.

>>

>>

>> It is important that the Met Council comply because detail on environmental, ridership, safety and cost concerns are obscured by the generalities in the final EIS. Revelation of the detail will show that the SW alternatives analysis was distorted by the intentional campaign of misinformation provided to the public. The Legislature should take this lack of integrity into account when considering state funding for the most expensive and environmentally destructive project.

>>

>> _____

>>> Subject: Notice of Availability - Southwest LRT Final Environmental

>>> Impact Statement

>>> Date: Fri, 13 May 2016 08:02:25 -0500

>>> To: [REDACTED]

>>> From: METC@public.govdelivery.com

>>>

>>> The Metropolitan Council (Council) and the Federal Transit

>>> Administration (FTA) issued a Final Environmental Impact Statement

>>> (Final EIS) [SWLRT header Blank] Southwest LRT Final Environmental

>>> Impact Statement – Notice of Availability

>>>

>>> Project Title: Final Environmental Impact Statement (FEIS) for the

>>> Southwest Light Rail Transit (LRT) (METRO Green Line Extension)

>>> Project

>>>

>>> Description: The Metropolitan Council (Council) and the Federal

>>> Transit Administration (FTA) issued a Final Environmental Impact

>>> Statement (Final EIS), Final Section 4(f) Evaluation, and Section

>>> 106 Memorandum of Agreement for the Southwest LRT Project (METRO
>>> Green Line Extension). The Southwest LRT Project is approximately
>>> 14.5 miles of new double-track proposed as an extension of the METRO
>>> Green Line (Central Corridor LRT). It will operate from downtown >>> Minneapolis through the communities of St.
Louis Park, Hopkins, >>> Minnetonka, and Eden Prairie, passing in close proximity to Edina.

>>> Based on findings from the Project's Alternatives Analysis and input >>> received from the public and agencies , the
Council identified the

>>> Project's Locally Preferred Alternative (LPA) on May 26, 2010. The >>> LPA was incorporated within two of the seven
alternatives evaluated >>> in the Draft EIS published on October 12, 2012: LRT 3A (relocation)

>>> and LRT 3A-1 (co-location).

>>>

>>> After publication of the Draft EIS, the Council undertook a process
>>> to develop and evaluate potential adjustments to LRT 3A and LRT 3A-1
>>> based on comments received on the Draft EIS. FTA and the Council
>>> determined that some of the design adjustments in the cities of Eden Prairie, St.
>>> Louis Park, and Minneapolis; and the proposed operations and
>>> maintenance facility in Hopkins had the potential to result in new
>>> adverse impacts. Those design adjustments were evaluated in a
>>> Supplemental Draft Environmental Impact Statement (SDEIS) and Draft
>>> Section 4(f) Evaluation Update, published on May 22, 2015.

>>>

>>> The Final EIS documents the following:

>>>

>>> * purpose and need for the Project;

>>> * alternatives considered;

>>> * anticipated impacts that will result from implementing the
>>> Project, including avoidance, minimization, and mitigation measures;

>>> * description of the Project's public involvement and agency
>>> coordination;

>>> * Project's proposed finance plan;

>>> * comments received during the Draft EIS, Supplemental Draft EIS,
>>> and Amended Draft Section 4(f) Evaluation public comment periods;

>>> and,

>>> * responses to comments.

>>>

>>> Comments on the adequacy of the Final EIS may be submitted in

>>> writing to Nani Jacobson (contact information below) through June 13, 2016.

>>> Following the review period and consideration of the comments

>>> received on the adequacy of the FEIS, a Federal Record of Decision

>>> and Minnesota State Adequacy Determination are anticipated. The

>>> Record of Decision and Adequacy Determination will document the

>>> Council's and FTA's final decision regarding the environmental phase of the Project.

>>>

>>> Document Availability: The Final EIS; including the Section 4(f)

>>> Evaluation, Section 106 Memorandum of Agreement, and all appendices;

>>> is available online at

>>> www.metrocouncil.org/swlrt/feis<<http://links.govdelivery.com:80/track?type=click&enid=ZWFzPTEmbWFpbGluZ2lkPTlwMTYwNTEzLjU4OTkwNjgxJm1lc3NhZ2VpZD1NREltUFJELUJVTCoYMDE2MDUxMy41ODk5MDY4MSZkYXRhYmFzZWlkPTEwMDEmc2VyaWFsPTE3MDU0MzZmXmVtYWlsaWQ9YWhpZ2luYm90aGFtQG1zbi5jb20mdXNlcmkPWFOaWdpbmJvdGhhbUBtc24uY29tJmZsPSZleHRyYT1NdWx0aXZhcmlhdGVJZD0mJiY=&&&100&&&http://www.metrocouncil.org/swlrt/feis>>.

>>>

>>> The Final EIS is available at the locations listed below.

>>>

>>> * Eden Prairie City Hall: 8080 Mitchell Road, Eden Prairie, MN 55344 >>> * Eden Prairie Public Library: 565 Prairie Center Drive, Eden

>>> Prairie, MN 55344

>>> * Minnetonka City Hall: 14600 Minnetonka Blvd., Minnetonka, MN 55345 >>> * Minnetonka Public Library: 17524 Excelsior Blvd., Minnetonka, MN >>> 55345

>>> * Hopkins City Hall: 1010 First Street South, Hopkins, MN 55343

>>> * Hopkins Public Library: 22 Eleventh Avenue North, Hopkins, MN

>>> 55343

>>> * Edina City Hall: 4801 West 50th Street, Edina, MN 55424

>>> * St. Louis Park City Hall: 5005 Minnetonka Blvd., St. Louis Park,

>>> MN 55416

>>> * St. Louis Park Public Library: 3240 Library Lane, St. Louis Park,

>>> MN 55426

>>> * Southwest LRT Project Office: 6465 Wayzata Blvd., Suite 500, St. >>> Louis Park, MN 55426

>>> * Minneapolis City Hall: City Engineer's Office, 350 South Fifth

>>> Street, Room 203, Minneapolis, MN 55414

>>> * Minneapolis Central Library: 300 Nicollet Mall, Minneapolis, MN

>>> * Walker Public Library: 2880 Hennepin Avenue, Minneapolis, MN 55408 >>> * Linden Hills Public Library: 2900 West 43rd Street, Minneapolis,

>>> MN 55410

>>> * Sumner Public Library: 611 Van White Memorial Blvd., Minneapolis, >>> MN 55411

>>> * Franklin Public Library: 1314 East Franklin Avenue, Minneapolis,

>>> MN 55404

>>> * Metropolitan Council Library: 390 Robert Street North, St. Paul,

>>> MN 55101

>>> * Minnesota Department of Transportation Library: 395 John Ireland >>> Blvd., St. Paul, MN 55155

>>> * Minnesota Legislative Reference Library: 645 State Office

>>> Building, 100 Rev. Dr. Martin Luther King, Jr. Blvd., St. Paul, MN

>>> 55155

>>>

>>> To request special accommodations, contact Dan Pfeiffer, Southwest >>> LRT Assistant Public Involvement Manager, at 612-373-3897 or

>>> Daniel.pfeiffer@metrotransit.org<mailto:Daniel.pfeiffer@metrotransit >>> .org> at least ten days prior to the end of the comment period.

>>>

>>> Responsible Governmental Unit: Metropolitan Council

>>>

>>> Contact Person:

>>>

>>> Ms. Nani Jacobson, Assistant Director, Environmental and Agreements >>> Metro Transit - Southwest LRT Project Office

>>> 6465 Wayzata Blvd., Suite 500

>>> St. Louis Park, MN 55426

>>> Email: SWLRT@metrotransit.org <mailto:SWLRT@metrotransit.org> >>>

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From: [REDACTED]
To: [swlrt](#)
Subject: Re: Kenilworth Area
Date: Sunday, June 12, 2016 9:44:18 PM

I'm a rail expert & took pictures from the early 1970's on. For nearly a century there was plenty of "clatter in the corridor",with all the rail cars & tracks.

John

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A recipe for disaster

G-13-16

An oil derailment
on Benilworth
with collocation
of light rail +
electricity is a
possibility +
unpredictable.

As long as there is
this possibility, the
Met Council
should not allow
collocation.

Arlene Freed

[REDACTED]

1) Noise comment: severe & moderate impacts on homes due to wayside bell. Proactive work should be done to see if volumes can be lowered and still deliver on safety.

From: [strandra](#)
To: [swlrt](#)
Subject: SWLRT error
Date: Monday, June 13, 2016 11:28:00 PM

Hi,

The issue now is State funding BUT the most important issue is flooding. I've read the many pages in the engineering study of the proposed tunnel to learn that it does not prevent or insure puncturing of the water canal that links Cedar Lake to Lake of the Isles. This tunnel soil is soft, movable sand. It shifts and drifts. None of this appears in the engineering study. The proposed 35 foot deep tunnel runs along the Kenilworth corridor beginning at the curve that intersects two trails: Midtown Greenway and Kenilworth. The tunnel ends 40' from the canal. In the report/study, no information exists about a barrier that would prevent a puncture or leak even after the deep rails and electric overhead conduits are installed.

My point is that the excavation of the tunnel could accidentally but predictably puncture the canal thereby draining 4 lakes. That's right - 4: Brownie, Cedar, Isles and Calhoun. They are directly connected.

If you think that \$1.8 billion is a big number, try paying for accidental flooding of 20 square miles. Think this is hyperbole? If you read the engineering report, you'll see glaring gaps in facts or even estimates.

You also may ask, what's my stake in this? NIMBY yes, I live in along the proposed tunnel route and have sold my place as the property values continue to drop.

A final bit of logic may help: if you run two passenger trains underneath a heavy freight line often carrying oil, would you want to ride in the tunnel?

Pending evacuee,

Bob Strandquist

From: [Nance Duffy](#)
To: [swlr](#)
Subject: comment on final EIS
Date: Tuesday, June 14, 2016 12:14:22 AM

The impact loss of trees, water quality and quiet in the Kenilworth Trail and the Cedar, Calhoun and Isles neighborhoods makes this route a dishonorable choice. The noise and light pollution will destroy a dark beautiful contemplative place that must be preserved.
Transit is not served by poor design. The coexistence of LRT and Rail in the area is a foolish gamble.

Nance Duffy

