

Comments typed verbatim from audio recording during community discussion session.

16:38 – One thing I would like to see that is different is the level of specificity for the studies for the Kenilworth corridor is incredible. They counted all those Buckthorn trees and I don't even know what the diameter was, but I can't image that it was great. But our 4F property, that goes along the line, that hasn't been studied at all. The noise and vibration along the line hasn't been studied at all for this reroute. I would like to see you actually study the reroute in a way, with a level of specificity, with the level of care that the Kenilworth Corridor is being studied.

17:25 – I am Diane and I lived in Stuttgart Germany 30 some years ago. I was a student and in the winter is was so nice to go down these sloping ramps with nice pavers, beautiful and there was an underground world under Stuttgart and I had hours between classes because I was student, and I could take any spoke from this rail system, light rail type system, anywhere I wanted to go, kill time. See the, go up onto the surface if I wanted to. Stuttgart is a cold State, northern State, we are a cold northern State and I think we should explore more underground service level environment. There is not enough discussion about the deep tunnel option, like we are so afraid that it will cost a little bit more money so we don't even want to touch that golden calf of money. But I was at that other meeting in Minneapolis and there were six table topics and two thirds of those report backs mentioned that we need to look at the deep tunnel option. The only big sign that was there was for the deep bore tunnel one and I am glad that his is there again tonight. So let's start experimenting and it only going to be \$150 million extra, which is only 10%, that isn't bad. The economy is improving, we have a surplus in our state. And for the safety and satisfaction of the citizenry in our State, I don't see why we can't do this. For oil we have these huge public private outlays, we have for on land drilling, deep water drilling, pipelines, fracking, we go spend money like drunken sailors. So \$150 million, it is like tidings for the good of humanity. Please lets, for the citizen, safety satisfaction let's go deep bore tunnel.

19:44 – Hi, I am Brad. I am a lifelong St. Louis Park resident. My concerns are mostly safety and I wonder if people have really thought about the fact that there is, well first of all there is permanent loss of home, permanent loss of business. But then they are talking about raising the trains 20 feet in the air, which seems a little scary. Especially even though they are taking curves out. They are not taking all the curves out. If you people haven't noticed, there was another train derailment on Wednesday, so that is four now in a very short amount of time. Also there is a 40-50 foot difference between the elevated train on the berm and the tracks that they meet up with, which means additional noise, which means additional costs and don't believe the railway isn't going to come back and ask for subsidies for a fuel allotment because there in business to make money. They are not in business, well, enough said I guess. So we need to think about that. Plus the fact the derailments said they evacuated people five miles away. Well there is a derailment you are basically evacuating the City of St. Louis Park if there is a derailment. So we need to think about that, this is our city. I have lived here my whole life. Please don't make me wonder if it was worth it or not.

21:34 – Hi, I am also a resident in St. Louis and like the person in back safety is also my primary concern. So the derailment that was in Casselton North Dakota, I have family there. That is a town of 23,000 people. Are schools have more people than that in St. Louis Park. I mean we wouldn't be able evacuate if something like that happened here. We are a town of what? 50,000 people? So then my next comment is addressed to the council in general. You up in front because you are new to this process. What this process has become is political pandering and anybody who lives in St. Louis Park knows what I am talking about. And I want the Council, and I want the Governor to take heed. And I want them to

understand what the definition of political pandering is. I know they do. It is basically a reaction and right now you guys are catering to the political elite, high donors of Kenwood. And I am sorry, bike trails are not as important as the safety of our community, as the safety of our schools. You, we don't want this track going down in between our two schools. We don't want to have a playground disappeared. Are you guys going to build us new schools? I don't think so. And the fact that you were brought in here, in the front of the room. I thinking how more much is this costing us? How much more is the Council going to spend money and try to skew information to go the way you guys want to do? And then I also want to remind the Council, you guys aren't elected and you sure do not pay attention to what we as citizens want and I really think it is time for the Metropolitan Council to be disbanded.

23:49 – I live in the Birchwood neighborhood in St. Louis Park and I am an electrical engineer. I am one of the people that keeps the lights on. I am familiar with engineering studies and what I would like to request of the process that is coming up is an engineering study, which we have not seen to date, regardless of the labels that have been produced. An engineering study produces equivalent solutions and then prices them and looks at externalities and defines all of those issues. That I would like to see done with the relocate, freight rail relocate work by the new consultant, who hopefully are comprised of engineers. So, you know, we are looking for something that is equivalent to the freight rail, heavy freight rail that is in St. Louis Park, which is represented by the Bass Lake Spur, running parallel to Highway 7, with regard to the railroad issues and community issues, most particularly safety issues. And I notice on your handouts, listing safety issues as proximity to schools and homes and so forth. But the technical issues include grade and curves and elevations are not listed in the safety category. Those are the things that we are concerned about with regards to safety. So essentially what we are looking for as a result out of this study is a new alternative, if people are going to pursue this freight relocate business that is at grade or below grade. That has similar distances to homes and business. Similar curves and nothing more severe with curves and grades and elevations than the Bass Lake Spur. It is sitting there. You can look at it. You can define it. And you can say this is our set of parameters that is a equivalent freight rail solutions to this corridor or to the Kenilworth corridor. It would be my expectation to see that detailed out in the next study. And if it is not then no engineering study has been done.

26:14 – Hi, I am Thom Miller with Safety in the Park and I represent some of the people here in these comments not all of them certainly. But for the group Safety in the Park, we want to say that we disagree with the very premise of this study because it is not being done in an even applicable form. What is happening right now is there are very inexpensive, very safe alternatives in the Kenilworth Corridor that aren't being study. There being thrown out because they are unpopular politically with people in Minneapolis neighborhood. We understand that it is unpopular and if the Governor's intent is to step backwards and look at all the alternatives then we should truly look at all of the alternatives. Not just the ones that are politically popular. So what we are down to now is a reroute set of choices, rerouting through St. Louis Park that are going to be invariably unsafe, that are going to be invariably expensive, while on the other hand were are throwing out things like moving the bike trail, or not even moving the bike trail, but keeping all three modes of transportation at grade. For something like 1/6 of the price of rerouting through St. Louis Park. So we would ask and we would demand that the Met Council and the new consultant step back and truly look at all the alternatives. And if not all the alternatives then none of the alternatives. It got, we can't have it both ways.

27:50 – My name is Stuart Chazin, I am the Chair of the Kenilworth Preservation Group and for the last year, year and a half, over a year, we have been fighting for a win-win situation. Where we have been fighting for a deep tunnel through Kenilworth Corridor. And keeping freight in Minneapolis so I want you people in St. Louis Park to know that there are people on your side that think an 18 foot berm through

the city is acceptable, it is not. Also the price of the deep tunnel is a guess. The Met Council hasn't even done any research on it or any studies on it. They still have not done any studies on it. They saying it is about 320 million dollars to build the Deep Tunnel through Kenilworth Corridor. We disagree with that number. There are, they have not done the study number one, if you, they are saying the cost to do relocate through St. Louis Park of \$220 million. We believe we can get the Deep Bore Tunnel built for between 200 and 260 million dollars. Or even close to 200 million dollar deep tunnel combination with the shallow tunnel. So there are ways to make it a win-win for Minneapolis and St. Louis Park. Also the Star Tribune and other originations are saying it is about money and politicians, political stance, talking to the Governor. It is not. If you look at the demographics of the people who are fighting to keep the Deep Tunnel and to preserve the Kenilworth Corridor, along with the bike trails and preserve the houses....Lost what I was saying. What was I saying? Demographic, thank you. There is yes, Kenilworth Corridor, you think Kenwood. We are not Kenwood, we are Cedar, Minneapolis, if you look at the demographics, income, we are not high income there. You just, there is a lot of rich people, there is not. And we are not talking about a Kenilworth Corridor, we are talking about the 300 million people that use Kenilworth Corridor. I mean they call it a park. St. Louis Park doesn't want a berm, we don't disagree. I have been trying to get St. Louis Park and other organizations to a win-win solution. To work together to get the Deep Tunnel build and keep the freight out of St. Louis Park. If anybody is in agreement to keep the freight out of St. Louis Park come work with me because we are fighting for that to, for the Deep Tunnel. If you want more information, to contact me it is Stuart Chazin, or it is Kenilworth...just do it Stuart Chazin at the Chazin Group and I will get you more information and number of how we think the light rail, the deep tunnel can be build closer to 200 million dollars.

30:36 – Hi, my name is Susan and I live in St. Louis Park. To the point about the Met Council, obviously in St. Louis Park we feel like we are not being listened to and we keep hearing reroute, reroute, reroute and unsafe options put on the table. And to your point and if they are not listening to you, who are you listening to?

31:11 – Hello, my name is Rod Berg. I have a townhouse right, that backs up to the Greenway and I am an avid cyclist. So I want to bring those two points of view here. I think if we, if we look at this route and if we had enough space in the existing plan to have everything in the Kenilworth Corridor, freight rail tracks, two LRT tracks and a biking, hiking, walking path then we wouldn't be having these meetings. It would be a non-issue. But the reason we are here is that in the Kenilworth Corridor there are some pinch points that don't allow all those four paths to coexist. So as a cyclist and as someone who would like to see this built sooner rather than later for a reasonable amount of money. I don't see why we can't elevate the bike path in those areas where the pinch points, for a modest amount of money. As a cyclist, I have no issue with it. So let's do that and get this thing done now, instead of 200 million, \$300 million. Not only is the cost more but the amount of disruption and time and construction noise and dust is going to be horrible. So let's elevate the path like we did at the Sabo bridge. It will be great. Thank you.

32:45 – Thank you, I am Joe LaPray. I have lived in St. Louis Park my whole life. The one thing I would like to see done differently this time is respect. We have been working on this for four year, we have been coming to these meetings, hiring babysitters, giving up family time to make our position heard. We've talked about safety, we were ignored. No one said it was safe, they just said acted like it didn't matter. So we would like to have some respect. About a year ago the railroad came and said Safety in the Park is right, it isn't safe. And that changed the whole game. What I want to know is, when is TranSystems going to come out with their report? And when is the railroad's opinion of TranSystems findings going to be

made public so we don't have to go to a bunch of meetings that turnout to be irrelevant because the railroads aren't going to accept is anyways. Thank you.

33:36 – I rise to speak on behalf of Minnesota nice. I am from West Calhoun and I would like you to know that the main concern on the Minneapolis side of this has never been the freight rail and getting the freight rail out of there. There has been a lot more concern, from my experience of it all, about how many trains, how many light rail trains a day would come through a day, very close to houses and how safe is access going to be to the West Lake Station when you have people having to come in from so many different directions. So I think there has been more contentiousness between St. Louis Park and Minneapolis then there needs to be. Ok. So let's be nice. Thanks you. But let's also say what we think.

34:37 – Hi my name is Meg McCormick and I am a 28 year resident of St. Louis Park. I am a block captain and I am a board member of the Lenox Neighborhood Association so I have been involved with the community for quite a while. What I would like to see going forward that I have not seen in the past is transparency. I want to see an objective score card for all of the options, and I mean all of the options, not just the relocation options. I want those based on safety and technical viability, and thank you to the engineer for explaining what that really means, environmental impact and cost. And I want names as to what score a person gave. I get to see that from my elected officials. I want to see that from the Met Council. Thank you.

35:45 – Hi my name is Dick Magreeno. I am a little nervous. I used to live in St. Louis Park, I live in Minneapolis now. I have a quick and easy suggestions that we can do going forward. My friend and I actually took the bus to this meeting and the bus stop out in front of this building is not shoveled. There is about a foot ½ of snow and a soil ice bank out there. I think it is a little disappointing that we, like the entire line that we are talking about right now, we did not considered actual transit users when planning it and so I hope moving forward that is something that we can do.

36:20 – Hi, I am Frank Freedman. I am a resident of St. Louis Park. Besides safety, I want to talk to a boarder issue of something of like you to concern. Because whenever you put an option and that option involves rerouting freight, I would wish you to look at how that affects on the entire St. Louis Park. The quality of live. The pride of living. The educational system. So I am asking you to take a more global approach. If you look at reroute what will you really do to our city? I have some concerns. Thank you.

37:37 – I think my response comes more to your first question, what would we like to see. I would like to see that we go back the LPA and look for different alignment through the Kenilworth Corridor for the LRT and I think that as long as we are taking a step back, I definitely think this is the time to do that. There are very few riders that will get one in Minneapolis, so it is not the best route. Mayor Rybak, at the time he voted for it, only voted for it because he said that he thought the freight rail would be moved. So in light of that, I prefer actually we go back to the LPA and we start over and we go through a much more populace area of Minneapolis so we can really capitalize on as many possible riders who can ride this line and makes this line a success. Thank you.

39:04 – Thanks. I am Bill Comrardy and I am from Minneapolis. One thing, I brought this up in our meet on Tuesday when I was in Minneapolis. I believe that climate change is a real thing and I so believe peak oil is a real thing and I would like to have those consideration a part of any, any infrastructure project. I think in our area we have Met Council as a regional body that can help with that on the scale that we need to look at this things, which is regional and is 50 or 100 year considerations. If people aren't

understanding what the consideration of peak oil is, we might look at this plan right now and say, we got 4.00 dollar a gallon gas. What would 8.00 dollar a gallon or 12.00 dollar a gallon gas do to this plan?

40:07 – Hi, I am Aaron and I am from Minneapolis and I also sit on the CAC for this line. Part of what I have been doing, in addition to reading all of these reports and stuff, is actually talking to a lot of people and I want, people are talking about the global view of this, I want to address that as well. In talking to a lot of people I have heard them say, on one side or the other, it is either, we need to route it in the other guys place or we don't need light rail at all. And I just want to say to people that are possibly thinking that way that this isn't a choice between the light rail and having things the way they are now. It is between having the light rail for perhaps 4 million people that will be living here in 2050 and being able to, to have a city that is actually livable. You know, we were, we got fresh start money from Feds, we are the tops of their priority list and we are in a situation now where we need to move this and I want to see the elected official get behind this. I also want to see, I would prefer, not like I am telling you what to do, it would be my preference that we all get behind this and solve this issue in a way that gets it done before the Feds lose patience with us.

41:54 – Hi, I am Lee and I am from Minneapolis and I think that the people in the affected areas should be able to vote on this. Like they do in other countries. Either up or down so that we the people have an actual say in the process.

42:22 – Good evening everyone. My name is Kelly and I am a St. Louis Park resident. I just want to say that, start off by saying that I am so frustrated that we keep having these conversations. I feel that as a St. Louis Park resident I have not been heard, even though I spoke up at these meeting because we keep having these conversations. To have people lose their homes and business that they have work so hard for to save ground water or to not have a cyclist have to go somewhere else. I cycle on that trail all the time, it is ok, I am fine with going somewhere else with my bike. It sounds like we can have all three in the same place anyways, like we were about to vote on and have before Governor Dayton stepped in and rerouted our decision. I would also like to say that from our elected officials, I have emailed pretty much everyone. I have called, I am borderline harassing some people I would have to say. For those that have responded, thank you, it does mean a lot to have a response. To Governor Dayton's Office if there is anyone from his office here. I have emailed several times, requested the response, haven't heard anything from him, justifying why he made his decision. What I have heard in his press releases it just a bunch of bull in my opinion and I would like an honest response. I have also email Rybak's office several time and while I understand that he is no longer the Mayor, it is still an issues that deserve a response. So from our elected officials I would like to hear your actual honest opinions that mean something and actually listen to us and respond back to us because we do matter. One other point in terms of the first question, I haven't seen a study that takes into account the homes and businesses, the values and the loss of tax payer base because I am a young professional. I have options where to move and I don't have children in the school system yet. But that is a big consideration for me in the next five years of my life. If it means sending my kids to schools with freight rail traffic next to it and I have other options, I am probably going to chose that other options and so St. Louis Park is going to start losing taxpaying dollars and citizens that obey the laws and contribute positively to society.

44:50 – Hi, my name is Arie. I am a senior at the St. Louis Park senior high school. One of the things that I feel that is not being addressed is involving the high schoolers in this issue. I'm one of editors of our school news paper and I have been covering this for about a year and a half now. To be honest a lot of the students don't really know why they should care or how it would impact them. When all honestly it would have a huge impact on the school. As it is already there are trains that pass by the school and

already cause a lot of vibration and disruption to classes all the way up to the third floor. With a berm that is 18 feet higher, we would have even louder and even more disruption part of class and I think that is a huge problem. So overall I would request that we make more of an effort, that the students at the high school are really given an opportunity to understand the issue and how it would impact them and be able to give feedback. Thank you.

45:54 – Hi, my name is Olivia. I just graduated from the high school in 2012. I agree with Arie. I mean, I think, honestly I am not going to lie I don't really know a whole lot about it and a bunch of people were like, ah, this girl talking, she doesn't know anything. But, I ya, I live and have lived for all my life, I just turned 20, on West Lake Street. The green stucco house by the roller garden. Ya? Yup ok. (Someone in the crowd: the one with the bulls eye on it?) Ya, exactly ok. And I just know that I am honestly, I am not sure what would affect my house, but something would happen and I agree about the high school. I remember that sometimes during class, the trains would happen and the teachers would just have to sometimes stop class. Which of course I liked because I didn't like school, so I was like, ya trains! But in general for the school it is really not great and it is super load and really annoying, even for someone that didn't like school. It gets really annoying. So my first job, most of you probably don't know, I think it is in Boston Square, like where Park Yogurt just opened, near there. There is a tiny dry cleaners called Care Cleaners. I worked there for three year and I know for a fact that that business would get whipped out. He, Glen, the guy that owns it is super nice, kind of. I mean, and he has been there for I think over 30 years, he has a lot of people that are super dedicated to him. I worked there for three years. It was a great first job. I do not want to see him loss that business because it is literally his life. He would crazy if he had to be home all the time. Like I am not even kidding, it keeps his sane, as wearied as he is, it was one of the best jobs I have ever had. Ok, I guess that it is.

48:16 – Hi, I am also a resident of St. Louis Park. I just want to make a comment first because this has to do with elected and, but just appointed officials and this has been a very contentious issue and we all know that. I am going to say something that is probably not very popular. We need this Metropolitan Council, the reason I say this, I used to work at the Governor's Office back in the 90s. And I can't tell you how many times I had to take a call or listen to someone talk about how these people are not elected, we need to get rid of them. And I fully understand that we live in a democracy and we want our voices heard and we want to have people accountable for that and the Council is really only accountable to the Governor. So but, on the same hand if you try to image the Twin Cities in trying to do especially transportation planning, without having a body to oversee that all together. Could you image, the Twin Cities really is a collection of small towns when you think about it. It is not like other metro areas around the nation with a hug, one city and some little suburbs around the ring. This is a collection of little cities and you have to have Metropolitan Council that can plan those things and be somewhat independent of what the politicians are saying. So that is my little defense of the Metropolitan Council. Now, having said that the Metropolitan Council and the Governor's Office needs to hear from the community on this issue. This is a part of it, this whole discussion is a part of that. I am just going to repeat something that has been brought up many times, this 20 foot high berm thing that is going to go through St. Louis Park because I see that as physically, emotionally, economically as a device thing that is going to split St. Louis Park in two. Like a Berlin Wall and since we are talking about politics I am just going to say it: ich bin ein St. Louis Parker. (*Translation: I am a St. Louis Parker*)

50:20 – Sherman Kirkim from Minneapolis. The park north of Cedar Lake was bought by citizens, some of them lived around that area and given to the Park Board. It is very hard to think about giving up park land in a Metro area like this. We just don't get a chance, we had a chance to buy that land and give it to the Park Board, we should not give up park land easily. People that make light of taking a different

bicycle path, look there should not be a rerouting of freight rail, the people of St. Louis Park should not put up with it. They should jump on the Deep Bore Tunnel, spend the \$150 million and you get a big chunk of park land and you have Minneapolis and St. Louis Park pulling together. Ya it is going to cost you some money. About a quarter of what the Vikings Stadium and I never go to Vikings game, I like watching on the TV. But look cost money, save the park land, don't move the freight rail, help Minneapolis come on board. Let's get this guys to look at the alternative of the Deep Bore Tunnel. Thank you.

51:37 – Thank you, my name is Wendy Skinner and I am a pretty long time, since 1965 resident of St. Louis Park. For all the public officials I would say please be brave, be courageous, get a backbone, and in this process from what I am hearing tonight, number one is the reroute a viable option or not a viable option per engineering standards. That is one thing that I would like to see from now on. Secondly, why are even here tonight? I thought it was because of some non-verbal agreement over a decade ago. That no one can come up with written proof of and now, but, now it doesn't seem to be on the table and frankly I don't think it should. But why are we even considering a reroute when, even if it is viable in St. Louis Park, when the more obviously viable solution would be through Kenwood. I have to agree to disagree, I really grateful for the last plan was for the shallow tunnel because Hennepin County's funding for this belongs to all of us. I don't think other transportation projects should be compromised. I think doing a shallow tunnel is a hug compromise, versus doing what I prefer, but I am willing to give to do collocation on the surface. So I just thank everyone for being here.

53:24 – Hi everybody, my name is Andrew and I live in the East Isles neighborhood of Minneapolis. I can see some of my State Representatives here, Senator Dibble here, Representative Hornstein in the back. I have been following this issue even since it has been seriously considered. I just finished my Urban Studies degree at the University of Minnesota so I have really been paying attention to this. And while I would say that I really want my elected officials to really pay attention to going forward is really considering the transit users, people that will actually be using these transit options going forward. My friend Nick mentioned that we both took the bus here and it was not a very pleasant experience because the bus stop was not shoveled we had to climb over a snow bank. It is really disappointing to see, living in Uptown, our transit service in Uptown is pretty bad, especially during rush hour. You take a bus upwards of 25 minutes to ½ hour to get Downtown from Uptown, during rush hour on a bus that is packed to crush load capacity and is really going forward, really consider, consider the transit users as really at this point seeing this alignment skipping the densest part of this area through Uptown. Not serve the most transit users. Now I am not necessarily advocating that we reopen the Alternatives Analysis because I don't think, I am not convinced that we will get a better outcome by doing that. But in the future those questions need to be raised and the actual transit users need to be considered going forward on these decisions.

55:12 – My name is George Carlson, I live in Minneapolis. I used to live in Eden Prairie at the other end of the line. I live near Downtown now and I just want to put in the plug for the line. I think we really need it. It is immensely important to the Twin Cities' future and the State of Minnesota's future. But what I really want to address is the bike paths. The fellow back there had it right, we can move those bike paths around so that we are not interfering with the Kenilworth Corridor at all by raising them up. I would say we could go along the eastern shore of Cedar Lake. Apparently according to and article in the Minneapolis Star Tribune a month or so ago, the land in front of the houses on Cedar Lake is actually park land. We could put the bike path right along Cedar Lake all the way down to Cedar Lake parkway and then we could go along the streets from there down to where we intersect the Greenway and the rest of the route out to St. Louis Park and so on. I am against rerouting the freight that sounds like a real

boondoggle and I know everyone here is against it and I am against it too. I am against spending money on tunnels because I don't think we need to spend money on tunnels. Anybody who says that it is just a little bit and so one well we are talking about this \$200 million for a Deep Bore Tunnel, that is what the proponents say, other have said \$320 million and back last summer they were saying \$400 million. I wrote a letter to the new paper last summer and it said this is like a Viking Stadium without any fans, we are going to spend the same amount of money as we did for the Viking Stadium just to put a tunnel to appease a few people who live on a railroad Right of Way that is not that much of park land, just a way for bikers to get through. There is not as many people walking there. I think the Met Council should look at what the bikers really want and I have read every article on this for the last year and I have read all the comments on Star Tribune.com and virtually all the bikers that have comments have said the same thing I am saying and what the fellow there has been saying, just give a way to get through there, we don't have to have a big wide thoroughfare for bikes, we can go through city streets, maybe put a bridge here or there. It will be alright. Don't blame the bicyclists for spending \$300, \$400, \$500 million dollars.

58:13 – Hi, my name is Cindy. I live in St. Louis Park and we have lived here, I don't even know how long, a long time. Anyway, what I would like to say to the elected officials is don't give up on this. You are hearing don't put it here, don't put it there, don't do it this way, don't do it this way. Do it. Just please do it. In all our travels, every good city has good mass transit system and we don't. And our highways are clogged and our, if I want to get around I have to drive. I don't want to have to drive everywhere I want to go. I want to be able to hop of the train and go. Like I can any other big city in this country. So please don't give up elected officials. I don't know how you are going to do it, just do it. Thanks.

59:19 – Hi my name is Margaret and I live in Minneapolis and I have been going to these meetings for a long time. Ever since the Met Council got involved I have been to all the meetings and at every single meeting there has also been short of a ground swell of support, saying don't, go back to the drawing board and don't put this the Southwest Light Rail through the Kenilworth Corridor. No one has listened to that. When I look at the comparison in this document that was handed out, it say the only good reason for rerouting it would be ridership. Well I thought that was the point of public transit. I don't know what I am missing on that. The freight rail reroute, I don't think anyone in Minneapolis is in favor of it. I think it is a red herring and the reason that there are no engineering studies have been done is that nobody means to do this. This is just a way of making sure that there, everybody should agree that it all should go through the Kenilworth Corridor. So I think that is what is going on.

1:00:43 – Hi, I am Angela, 12 year resident of St. Louis Park. This feels like deja vu, I have been at this meetings countless times, I have been in this room about this countless times. But I am going to say it again. I am here as a parent of a 10 year old child. There is all this talk, think about the future, think about the future, yes. That is what I am thinking about, that is what I am talking about. The future of St. Louis Park and I would like to know how many people are going to move to a city where there is a freight trail through the football stadium? How many people? Come on move to St. Louis Park, you can have a train go right through your football field, or we will put it up on a berm next to the kids here. That would be great. Or are you going to move away right? If we want to have people move into St. Louis Park and have it be a livable city we have to have good schools. We have to have school that people want to come to and right now I think St. Louis Park has a great academic reputation. Please don't put a freight train though our school. Really, it doesn't make sense.

1:02:15 – We are talking about money and a lot of figures here. I just want to throw one more at you: 874 dollars. Any guesses? It is actually want I have spent on babysitting the last four years, showing up at meetings like this. And I wouldn't mind doing it if I actually thought my voice was heard. But I am

confident that all it is so that Met Council can put a check in a box for quote unquote public input. But, (*mic cuts out*) hello, we aren't the only ones not being heard. A few months back the IRT sat in a room with a ton of engineers the City of Minneapolis, the City of St. Louis Park and really importantly the railroad companies. They came up with six viable alternatives in Kenwood. These alternatives are the most logical, there cheapest, we have heard from the bikers that it works for them, it works for TC&W and it's a \$100 million cheaper. I have no idea why we are not pursuing these alternatives. I kind of been told that the governor, this is the governor's decision, that is completely false. What the governor said was to look at all options. But we're only looking at all options in St. Louis Park and again like Angela before me I have put in hundreds of hours into this. I deserve, we all deserve a clear honest and transparent answer to why these other options aren't on the table when these options in St. Louis Park that are ridiculously unsafe and even unviable with the railroad company said they are. I don't think we should move forward with this meeting until we get that answer.

1:04:30 – Good evening, my name is George. I live in Minneapolis. I became involved in this issue in 1985 when I purchased property adjacent to the Kenilworth freight rail line. All the way along this process has been driven by Eden Prairie and the business interests out there that want to develop along the line. Route 1A that was studied was to cost 864 million dollars, in 2006 the Bear Path community, the gated community in Eden Prairie, single family residential just like us, said no we don't want it through our residential area, we want a dog leg to go through by United Healthcare and Mitchell Road and everything else out there. So the decision makers said ok we'll add 300 million to the cost. So the project went from 900 million to 1.2 billion. Now we have a shallow tunnel on the table for 1.5 billion, I'm ok with that except your destroying a corridor that is irreplaceable. All throughout our region, you Met Council members know it, we are trying to preserve these corridors, whether it's the river first corridor in Minneapolis, the lid over 94 in on 26th Avenue North, the lid over Lake Street, there's many new trails the Met Council is putting in all over the region. We need to preserve the open space for future generations. The difference in cost between the shallow tunnel and deep tunnel is approximately 150 million dollars. The state of Minnesota cost is ten percent of that, fifteen million dollars. The Hennepin County cost of that difference, the 150 million dollars is ten percent, fifteen million dollars. The County Improvement Transit Board, CTIB, they're thirty percent, that's forty-five million dollars. Those figures all include a thirty percent contingency. So Mr. Chazin was right, the numbers are inflated. The contingency money does not need to be spent, it can be given back. You know CTIB, the County Transit Improvement Board complains they don't want to spend so much money on Southwest, that may be true, except how many of you here supported 700 million dollars for a highway bridge over to western Wisconsin that sucks the life blood out of eastern Minnesota and drains our economy. We needed a bridge over the St. Croix but we are all paying that 700 million dollars for that bridge. It's ok for everybody to chip in to do this project correctly and if we can't do this one correctly please continue to push the pause button and elevate the importance of the Bottineau Light Rail line so we can keep our region moving forward. Thank you.

1:07:50 – My name is Louise Cruzika and I'm a lifelong resident of St. Louis Park. I have two comments I want to make. First, in regard to the metrics when I look under community impacts and the measurements to be property acquisition and impacts on community cohesion, I want to know how you are going to measure that. I want that to be very transparent because clearly community cohesion is not something that you easily measure in dollars and cents. When I think about people who would lose their homes with a railroad built next to them, when they never bought their home with a railroad right next to them, that's a pretty big thing to look at in terms of impact. So I'm very curious as to what that's going to be and I think that the Council needs to be very clear about what that metric is. The other thing I would like to comment in terms of what I expect from elected officials and from non-elected officials as

well is that there be no interference or steering of outcomes as we have seen by many elected officials previous to this. A lot of the contentiousness that people in St. Louis Park feel falls back to the PMT study process which clearly had some influence in it in terms of the outcome. It wasn't an honest study and it wasn't an honest outcome. And so I think it's really clear to everyone that's an elected official here, please don't try to create the outcome of the process let the process say what it truthfully is.

1:10:00 – Hi, my name is Jami LaPray and as many of you know I'm one of the co-chairs of Safety in the Park. And one of the questions that I get from residents regularly is where does our city council stand on this latest round of reroute studies and I always say well they've signed a couple of resolutions but I got to thinking, the last time that resolution was signed was in 2010. We have a number of new City Council members since then. So the one thing I would like to see from our City Council is for them to publicly reassure the residents of St. Louis Park that they will deny municipal consent as long as there is a viable option in Minneapolis for the freight rail. That includes those options that have been put on the shelf, whether it's moving the bike trail or whatever it is. There are viable options and I would like to hear from each of our city council members, very shortly, they all know my email address, and I will be glad to send it out to the public what their stand is on municipal consent should there be reroute option on the table. Thank you. The mayor as well.

1:11:45 – Hi, I'm Kim Lin Boey from Eden Prairie, Minnesota. In all this planning I agree with the two gentleman upfront we need to consider the actual transit user. Here we are with all this heartbreak over reroutes, berms, and tunnels and all the cost of it. And I wonder how many of us in the room are actual regular public transport users and how many would truly use the Southwest Light Rail line. I live in Eden Prairie and I work downtown Minneapolis. I use public transit every day, I ride Southwest Transit bus service. The county has put in a lot of effort to creating bus rapid transit. I'm not convinced that we really need Southwest Light Rail. It's an inflexible option, extremely expensive. If people stop going to the suburbs to live and they don't all work in downtown, I don't see what point of Southwest transit is. We're projecting out to 2030 2040 2050 and we don't know if this solution is what is called for in the future. As a Southwest Transit bus rider it takes me 35 minutes to ride in rush hour traffic from Eden Prairie Southwest Station right by the mall and it drops me off one block away from my office downtown. Looking at the light rail plans, first of all there's seventeen stops, suppose the bus stops for one minute at every stop that's seventeen minutes that I would be sitting doing nothing, no moving forward, how is this helping me. It further drops me off at Target Field. Downtown is several blocks long it's not just at Target Field. I would be adding a ten minute walk at the beginning and end of my commute downtown. And you know with everybody in the Southwest area that rides the bus, walking that extra commute, we would be flooding the skyways. So I just don't see this is really helpful. It's not going to improve my commute at all. So why are we building it. Is it just so we can have a fancy train system and say we have a fancy train system. You know if you're retired and live in Minneapolis are you really going to be taking the train out to Eden Prairie. What's the point. This is mainly about commuters. I totally agree that congestion is a problem and that it's something we need to look at. I'm not opposed to public transport per se. But when we've already spent money and time and effort putting together these other systems that are working quite well, why do we need to then pour in all the money and effort, have all this heartbreak and have communities pit one against the other to put in a completely inflexible solution that we can't fix later on.

1:15:00 – I think the most important metric has already been talked about tonight which is the quality of life one. This is the, our little area here is the only area that the Metro Council has shifted a cannon towards and said we're going to destroy you for the good of the Twin Cities. And we said we need a Metro Council to make these decisions, the reason we want to have local input is that we don't want to

be destroyed. We don't want to be the one at the mouth of the cannon. It's absolutely insane to rip a big rail line, it's not like we're giving up our city for some modern improvement, we're giving up our city to put 1930s technology through it to have trains rumble by. And we're just sort of the fall guy in this and the reason people resent the Met Council here is that we feel like we've been targeted to be destroyed for the good of the area. It's like that Vietnam city that we said we had to destroy it to save it. I don't think anybody here is against the idea of transportation but that it's a foregone conclusion and the only way to do that is to rip our city in half is what everybody resents. We need a solution that doesn't tear down forty some homes, that rips a big gash through this city. We have to not leap into this, the fellow over there saying there's Federal money we need it now we have to rip your city apart in order to get moving. This is just an unviable situation everybody thinks and having it done to us is the reason we want to have local uprising and not a Met Council steamroller.

1:17:10 – Hi, my name is Vicki. I live in north Minneapolis and if I had a button or a sign to hold up tonight it would say you can't get there from here. We are the ridership, my neighborhood we have a twenty-two percent unemployment rate. We are transit dependant, we need this line, we need to get to jobs, we need to get to educational opportunities. I really hope everybody can get together and come up with a solution. We need to move this forward now.

1:17:50 – My name is Al Bois. I'm a sixteen year old, I wish, sixteen year resident of St. Louis Park. With regard to metrics I have a few points. On safety considerations something that I don't hear mentioned very often is how much longer is it going to take for medical, fire, and EMS to get to our homes when these at-grade crossings are put in. How much longer is it going to take for us to get to the hospital. These are big safety considerations for me, my wife has MS and that's a big concern. In community impact metrics we've talked a little about lower property value and who's going to want to live in our city with these giant twenty foot berms through our city. Something that's on the flip side of that, if people don't want to live in our city and property values drop, who is going to want to live in our city. People who can afford those properties, we are probably looking at higher crime rates in our city. So let's put some money in this for more police protection for St. Louis Park if we're going to do this to. Also, lower quality of life as crime rates go up and property values decline and people take less care of their properties because they're not worth as much anymore. Inability to conduct classes has been mentioned, I count five schools along the route, where as these trains rumble by twenty feet high, whose going to be able to pay attention to what is going on in their classes. Two more things quick, excuse me, one more, something that's the first time I've seen this in all the meetings I've attended on the subject, we're doing studies now on vegetation. I like trees, I'm a boy scout, I love trees but if I have to pick between trees and the safety of the people in St. Louis Park there's no question about how I'm going to decide.

1:19:41 – Hi, I'm Eva, thirty year resident of St. Louis Park. What the gentleman just mentioned for our public safety, we have three north-south routes that take us through St. Louis Park, two of them are highways. We have three or four east-west routes. We've got two east-west bound trains running between our two fire stations, so really Louisiana's our only route. We've got to worry about the trains going east-west blocking us, now if we run a train going north and south with at-grade crossings, Cedar Lake Road, if we need to get to that part of town we're blocked. Up on Wayzata Boulevard frontage road we're blocked. The other thing is, someone mentioned we're small towns, St. Louis Park is a small town, we've got one high school, we can't move it. You can move bike trails but you can't move our high school. You can't move Central Community Center. You know, we can't run a freight train north-south in St. Louis Park.

1:21:05 – My name is Kathryn Kottke and it occurs to me listening to everybody that even Minneapolis thinks this reroute shouldn't happen. So I want to go back to the other question, I can think of a thousand things that we should consider in the scope of rerouting the train, but nobody thinks the reroute should happen so I think elected officials should take it off of the table. We shouldn't be talking about the reroute anymore.

1:21:35 – Hello, my name is Chris Caspart, I wasn't planning on speaking tonight. I'm now living in Golden Valley and I want to let you know that this gentleman had a great idea over here. First of all I just want to explain I believe in co-location not relocation. Second, the bike trail, right along Cedar Lake is public property, those houses, it's inaccessible to us, the public, Cedar Lake is. If we had a bike lane going on along that way in front of those bigger houses we would now have access to Cedar Lake, the public would. We would have greater options to do fun things on water or on the bike trail. And I think that's a great idea, that would really make way for more co-location and a minimal strip to get it off that way. Not very far away and more scenic. It's a win-win. Thank you.

1:22:35 – Hi my name is Dick Adair. I live near the Kenilworth Corridor in Minneapolis and I have grand children, a first grader and a third grader, at PSI elementary school next to where the berms would go. So it's easy for me to see this from both sides. I'm speaking tonight for a group of people who can't be here because they haven't been born yet. Our children, grandchildren and great grandchildren. The metric I would ask, that I have heard several people say we don't need the Southwest Light Rail line, I would like to ask for information about two metrics. If we don't build this line how many extra individual automobile commutes will result and what is the effect of that on global warming and what is the effect of that on the average commute time for people getting to school or work in the Twin Cities let say forty years from now. Thank you.

1:23:44 – Jersey, St. Louis Park. Community impacts, question number three, what do you think St. Louis Park would need for this reroute. I don't even think that's a question they shouldn't be talking about a reroute. Thirty years planning this thing, at the last minute come up with we're going to cut these trains through your city. If St. Louis Park gets the reroute I vote the City Council says the hell with the LRT.

1:24:16 – Hi my name is Mark Christenson, resident of St. Louis Park and I have two metrics to look at. The first is the costs of being under prepared, so I think the recent derailments have proven it happens and to put 20 foot berms through our city it will happen and just like Katrina was under prepared look at the results of that. The costs to prevent flooding in New Orleans would have been much less than what their dealing with right now for disastrous events that happen. The second metric is to look at the couple thousand that are impacted by a tunnel, deep tunnel, I'm all for that. Do whatever it takes to keep it in the Kenilworth Corridor, but look at the metrics of the couple thousand that are impacted versus the tens of thousands of people in St. Louis Park that are impacted. And I just want to say real quick and I made some notes, when the LPA was done, we were told that the freight rail and LPA, the light rail, were separate in order to do the light rail. If the truth was told from the beginning then SLP, that SLP would get the freight rail, we would have been against the LPA and vice versa for Minneapolis. I don't think we'd ever want to be in this situation, so again Met Council under preparing for that, so if everyone was given inaccurate information because of this mismanagement and there is more mismanagement with these additional reports that are costing lots of money and for these meetings and everyone's time. We know there are six viable routes and many at only double digit costs, so this should not be an SLP, a St. Louis Park issue right now. Thank you.

1:26:00 – St. Louis Park people who are very polite in this meeting are under the illusion that they are being listened to. This is full of the same group of people who have been lying to us and treating us like garbage for over four and a half years. Why did we never have a serious study of mitigation, the cost of mitigation and who would pay for it. You are not serious about treating us properly and getting our input. And why the starry eyes about SW, Southwest Light Rail, it's not good in and of itself, it is only good if it is done correctly, doesn't waste taxpayer money and doesn't destroy St. Louis Park. This reroute should be taken off the table and most of the public doesn't even know it's an option to reroute the bike path or elevate it. It's been shut out of the conversation in the Star Tribune and I think quite intentionally and it's disgusting. And I think you need to address it. Thank you.

1:27:13 – Hi, can you hear me, my name is Jerry Johnson from St. Paul. Going back to metrics, geometrics, let me say something positive. What you have here in the southwest corridor is a geometric diagonal, 100 to 200 foot clear Right of Way that goes well through the suburbs. It begs to be a transportation corridor, it's what it has been and a recreational corridor and it's what it should be. Don't mess it up, the prevailing transportation network in this entire part of town is an east-west north-south square grid. And this cuts right through it, it holds so much potential that it's kind of sad to see this thing languish for as long as it has. Whatever you all plan to do with it. Second, metrics, economics are metrics, of all the things that have been done and undone in this entire process it seems to me that the Met Council not only owes every decision maker, transportation decision maker in this entire area the same deep dive analysis of some of the low cost at-grade co-location options that have been talked about and presented. I think the Met Council owes everybody in this room and everybody in these communities the same deep dive, as uncomfortable as those numbers may end up being. So, step back, pick one of those lower cost co-location options and let's see how it stacks up and compares to some of these tunnels and what not. Then let's give area decision makers the opportunity to allocate the funds and allocate the differentials the way they see fit. Third, in terms of process, this all begs for a more agile and more comprehensive transportation planning process. This appears to have gone on for five years. In the mean time there are other options that deserve to be moved along with the same intensity and the same depth as co-location versus relocation. Because if it had, you've heard all sorts of options that are probably very viable and if you are that much closer to turning shovels and to going to the Feds and wherever for money I think you'd be better off and I think this meeting would have been had three or four years ago. Finally, when it comes to the tunnels, don't take chances with the lakes. I have to believe just about everyone in this room would one of the worst possible things you could do is to somehow screw up the lakes around here by undertaking a civil engineering project. Personally, I suspect if the Minneapolis St. Louis Railroad, when they built their infrastructure in this part of town a hundred years ago, they didn't screw up Cedar Lake or Lake of the Isles, it's hard to believe anybody else could with a tunnel but why take the risk.

1:30:43 – My name is Lee Nelson and I am the parent of four children who are currently in the St. Louis Park school district. One of the things when we're talking about metrics that I'm concerned about, I have three children that are going to be attending and are attending PSI, their playground will be removed for the reroute of the freight and when I was driving today with my son in the car and I told him I was going to another light rail meeting he asked are they going to take my playground away. What is our answer for the children's playground system and their safety. They are children and this is part of our community. The people who live in St. Louis Park have invested and made the commitment to want to stay in this community and watch it grow and raise their children and it has been left up to St. Louis Park as far as my understanding is that the school district and the city itself is to be responsible for wherever our children are going to play or have recess or have outdoor activities and of course not to mention the berm you know that will be outside of their school and the impact of a derailment. As our community

wants to have its integrity and keep growing and thriving into the future, our children and their school system is the future. And to have a train run constantly and continually between the high school and PSI is unacceptable. People will be leaving our community and our community will no longer thrive because they will not want to make that commitment. St. Louis Park passed three referendums during our voting season this year and most people do not have children that go to the schools in this community anymore but they think that paying tax payer money to help improve our schools and keep people staying in the system and to have our children have the education is worth it and we need to say that a reroute through St. Louis Park is unacceptable at this point.

1:33:10 – Hi, my name is Tom Pearson, I’ve lived in St. Louis Park for about thirty years and I am a liberal. That’s right. Liberal’s love big government investment in infrastructure projects that will benefit the masses right. And light rail in particular represents all things good and green and righteous, but after being to several of these meetings and considering several bad options we’re being asked to choose from, I must say my light rail fever is cured. I just don’t believe it anymore that this is necessarily the best mass transit solution for our city. I really liked what the young lady from Eden Prairie said, the bus rider, she’s the people we should be listening to right now. Thank you.

1:34:20 – I’m Susu, I’m from Bryn Mawr neighborhood. I think that we have a lot in common by saying this is not a good plan and there’s lots of reasons tunnels, and bike trails, and trees and so on, but a really interesting fact that maybe hasn’t been talked about is the fact that people are moving back into the city. There is no longer this exodus out of the core, it’s apparently now a fact that now as we’ve seen this climb back into the city for about twenty years. So the statistics are coming in, this is an old kind of plan, but the new reality is, you know, they’re going to rip out the freeways from the central city’s corridors and put in residential stuff. So maybe we should think kind of forward instead of backwards.

1:35:30 – Hi, my name is Frank, three points, I haven’t heard anybody suggest in anyway and this includes the Minneapolis folks, that the relocate would be a good idea. I haven’t heard anyone say that. Number two, I’m a cyclist, as far as I’m concerned my position has been addressed a number of times, elevate the bike trail that creates room. And my third point is I think we should hire all those people who worked on Chris Christie’s team in New Jersey they can help us.

1:36:07 – My name is Renee Beltrand. I live in St. Louis Park. I ride the bus everyday to downtown Minneapolis and riding the bus is great. I couldn’t agree more that rerouting freight track into St. Louis Park should be off the table completely, it’s absurd to think of putting a two-story berm cutting through the middle of our city. It’s not safe for our children. It’s not safe for our adults. It’s not safe. I really like the comments from the woman from Eden Prairie about whether this is necessary and I keep hearing allusions to we need to be big city transport. I lived in Boston for almost twenty years, both in the city and in the suburbs, and it’s not a straight comparison. We can’t say that light rail is the same thing, it’s multi layered in Boston. There are local buses, there are express buses, there is subway some of which comes above ground and turns into what you might call light rail, and there’s commuter rail which runs on heavy rail shares the same track as freight and commuter rail takes people from the far reaches of the suburbs and exurbs and takes them only during rush hour times downtown. It doesn’t need to run constantly like our light rail line going to the airport runs constantly because people are always going to the airport. But most people start work at approximately the same time, most people leave work at approximately the same time. And I complete appreciate that north Minneapolis needs more service. There’s Southwest buses that the woman from Eden Prairie rides, why aren’t there north buses that people in north Minneapolis can ride in comfort downtown that go express from a limited number of spots and then express downtown? Is that happening, do they have wifi access like the Lakeville buses

have, where can we put our money instead of boring a tunnel that might potentially run our lakes? How much, if we spread that around to buses, how much would that help? Are there other solutions and I would really like to hear people talking about Uptown more cause there's high density, people are moving back into the city and that's where the population concentration is, those are the people that need the services.

1:38:40 – Hi, I'm Margaret Rog, I've lived here about twenty years. I have gone back and forth with getting ready to say something tonight and like about the metrics and various things. And I almost feel like it's a form of torture to have to continue to restate these things and engage in this conversation again and again. And so, excuse me, I'm emotional about this, but the question was asked earlier what are we asking of our legislators and what are we asking of our leaders and I would say let St. Louis Park rest. You know we, it is, the evidence is so clear that this is not a decision that is not going to go forward, doesn't make sense, its, for all the reasons that have been stated tonight and there are people in this room, not me, that have worked a thousand, for years on this issue and it's such an insult to them to continue to have to be ready to say ok we did the right thing we worked so hard. It's like that movie mouse trap where that guy comes back to life and it's all over again and it's not right. It's not right to put our citizens through this year after year and so everybody has said it and I will say it again, please continue studying the issue that's important but take St. Louis Park out of the equation so we can rest.

1:40:10 – Hi, my name is Dave Senzer, I'm actually an engineer and I work at Medtronic. I often calculate impact of safety and on these metrics you have listed under safety it has no impact in regards to people. I think that's a metric that should be a safety metric rather than proximity of tracks. When you have at-grade crossings we'll have pedestrians killed. How many or injured? That's a calculation and it's engineering work, it's a number that can be achieved and figured out cause you already have some data having Jesse Ventura's light rail train. So, that safety consideration should be added to this. I think another pieces that's really missing and we're hearing about schools and things like that, but we don't have any numbers or metrics here on this study relative to how many people are going which way, so where's the metric on, I hear the statement on this is going to north Minneapolis, well Target Field's not exactly north Minneapolis. We certainly aren't going to the area where we have twenty-two percent unemployment to go on this. So what are the number of people who are in the twenty percent unemployment going to Eden Prairie and vice versa that's not a metric here either. So I'm not sure where that comes into play. I think the other aspect in regards to water resources, as we change the surface topology the amount of water infiltration that goes on will change. So the run-off that goes to our lakes, I don't see that, you have a lake water quality or something like that, it talks about water quality but I'm not sure how that's measured exactly going forward because it talks about existing conditions but not go forward conditions. And as we talk about relocating here or there, how does that impact the water quality going forward. I think that would be a useful metric. Thank you.

1:42:10 – Hello, my name is Lynn Carper, I've been involved with the various iterations of the railroad task force since 1993. There's been various types of meetings with representatives of various communities within St. Louis Park to find ways to mitigate issues we had with the railroads in the various areas we have, switching, late night traffic, trains coming through the community. I participated in what has been called the PMT, the project management team with Kimley-Horn and what that was, it was in itself a sham. We were brought together to help decide what was going to happen with freight trains in St. Louis Park. We were given one option and that was to plan the freight rail going through St. Louis Park. We presented all of our options for mitigation and when it came back we asked for a certain clear area of homes adjacent to the tracks so that when the train did derail it was not going to crush our garages, our homes and our children. In my community, I asked for various things to protect my

community, I'm up in the northeast corner, what came out of the DEIS was an orange safety fence to protect the protected turtles from going onto the railroad track. This was a sham, we may ask for mitigation, they will not give us any mitigation what so ever. We will be complicit in our own destruction. This is a Sophie's choice, what I say about freight rail relocation is not now not ever.

1:44:20 – I'm Tori Conny, I've lived in St. Louis Park for thirteen years and I'm speaking on behalf of other parents of kids in elementary schools, especially PSI and the high school, two kids as does Stephanie here, but the other metric I would like to be looked at is that we have a ten square mile city and we have 51 parks in the city that we all use a lot. So what is the impact on the parks as well with the daily exhaust and environmental damage and when something goes wrong?

1:45:00 – I thought of something during the meeting as the 16 year old older man over there spoke. And it reminded me of that phrase you hope for the best but you have to prepare for the worst. And it occurred to me that there could be a worst case scenario that some higher ups somewhere are wanting to just kind of push on us and because the language is similar, is everyone aware of the TPP, the Trans Pacific Partnership that the White House really wants to push through this week with what is called Fast Track. The White House could say we're just going to do this fast track and Congress will just get an up or down vote and this is kind of being slipped through while people aren't really aware of it. And it could be there's a grand plan. The TPP would up end almost all labor and environmental rules that we've developed in our country over the last two hundred years and corporations could sue local citizens for if we object to something, they could say you have to pay us for possible profits we might lose and a three member tribunal of corporates on a world level would decide everything. And its really a bad plan and so I think a scheme they might have is they want, this would let cheap labor come in from all over the world and and but I'm just saying this is very important and cheap housing they'll need it, even our Somalians in the city need cheap housing and for those campuses out in southwest have a nice theater and people could live closer to those campuses. Call the White House, [Facilitator interrupts] see because there are objections this is kind of related. [Facilitator asks that comments relate specifically to line]

1:47:05 – My name is Patty Schmitz and I live in Minneapolis and my comment is just partly around the choice of this alignment through the city it really would have never been chosen had the city of Minneapolis believed that the freight was going to continue in the corridor. And in following up to what this individual said talking about his fear about the freight trains crashing on to homes and what not, we've got it in that corridor ten-twelve feet from homes, so I am totally sympathetic to it. And what seems clear to me is that the Southwest Light Rail alignment hasn't been built, I know it has been planned and money has been spent. But it hasn't been built, it completely skips dense areas in the city and so I don't want the freight to be rerouted in St. Louis Park but I do want consideration of a different alignment from point to point.

1:48:25 – My name is David Lott and I live in the Birchwood neighborhood and I just want to say that I think you did a pretty good job facilitating this, this is a pretty contentious issue for our community. I'm curious based on what you've heard here tonight if you don't think it might be helpful to facilitate one of the Met Council members talking about why some of the other possible routes aren't on the table and the reroute is?

[Facilitator]- first of all we have about five minutes remaining so that's challenging in and of itself, [Member of the public- we want an answer] ok, tonight was really about hearing from you and that doesn't mean that, first of all I don't have the answers. That doesn't mean we don't want to answer

those questions. I think a better way to think about this is to think about the meetings after the reports come out and to be thinking about ways to design those meetings such that we can have some Q&A and have that interaction and get feedback in a different way.

[Member of the public]- Potentially can we have that going forward which we haven't had with the Met Council that would be fantastic.

[Member of the public]- We got Met Council here, I'm willing to stay

[Crowd] [Multiple people speaking]

[Member of the public]- How about some accountability here?

[Facilitator]- I don't think it's something that we can do tonight but it is something we will take into account and that feedback we will take into account.

[Crowd] [Multiple people speaking]

[Member of the public] This is your one chance to you know bring some transparency, honesty and that what were asking. So many people in this room want that question answered, we got the Met Council here, how long can answering that question take.

[Crowd] [Multiple people speaking]

1:51:35 – My name is Henry and I live in St. Louis Park and an option on the reroute which ties directly into what has just been said, an option that has been taken off the table, is I just can't help thinking why has there been no consideration to rerouting the freight back to the Midtown Greenway, its original route. All it needs is a bridge over Hiawatha everything else is there.

[Facilitator] In response to the questions you all have raised that we have a dialogue now, the way that we have formatted this even is that we have specifically asked decision makers not to engage in a back and forth because we wanted to design this as a way to get feedback from you. There will be an opportunity to answer those questions and we are committed to doing that and doing it spontaneously at the end of the night without really having the opportunity to think through an appropriate structure for that just seems like it might not be productive for that. That's the way we're going to go for tonight. Please feel free to put your comments on comment cards. We also have an evaluation that I believe is circulating and we would love to have you feedback on that, honest and straight forward feedback on that. Most of all before you all walk out on me, I want to personally thank you for participating in this event tonight. I know it was tough and I want to thank you for being here.