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

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

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

Steve Smith
-----Original Message-----
From: arthur higinbotham
Sent: Wednesday, May 18, 2016 11:44 AM
To: Fuhrmann, Mark
Cc: Catherine M. Walker <catherine.walker@hennepin.us>
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.

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> From: peter.mclaughlin@co.hennepin.mn.us
> 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: metc@public.govdelivery.com
>> To: metc@public.govdelivery.com
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.
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,
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. 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
* Hopkins City Hall: 1010 First Street South, Hopkins, MN 55343
* Hopkins Public Library: 22 Eleventh Avenue North, Hopkins, MN
* 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 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
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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An oil dereliction on Berilworth with colocation
of lightning and
electricity is a
possible and
unpredictable

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

[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.
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
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