Southwest LRT (METRO Green Line Extension) Project

Supplemental Draft EIS Comments

Public Comments at the Minneapolis Public Hearing, June 18, 2015

July 2015
In re: Public Hearings on Southwest Green Line LRT Extension

TRANSCRIPT OF PROCEEDINGS

The following is the transcript of proceedings, taken before Rebekah J. Bishop, Notary Public, Registered Professional Reporter, Certified Realtime Reporter, at Dunwoody Institute, 818 Dunwoody Boulevard, Minneapolis, Minnesota 55403, commencing at 6:04 p.m. on June 18, 2015.
APPEARANCES

Metropolitan Council:

Adam Duininck
Steve Elkins
Sandy Rummel
Gail Dorfman
Jennifer Munt
Cara Letofsky
Wendy Wulff
Gary Cunningham
Harry Melander
PROCEDINGS

MR. DUININCK: All right. Everybody, we're going to get started here in a minute, so if you could find a seat.

All right. Good evening, everybody. Thank you so much for being here. Welcome to the public hearing on the supplemental draft environmental impact statement for Southwest LRT. The hearing tonight is hosted by the Metropolitan Council.

We have a number of council members up front here joining me. I think I'll start by introducing them on the far left and kind of working this way:

Council Member Steve Elkins, Council Member Sandy Rummel, Council Member Gail Dorfman, Council Member Jennifer Munt, Council Member Cara Letofsky, and Council Member Wendy Wulff. So thank you to them for being here and being here to listen.

There's also been a handful of elected officials that have either been here and left or are here; I just want to say hello to them: Commissioner Marion Greene, Commissioner Linda Higgins, and Representative Frank Hornstein. So thanks for being here tonight. And Park Board Commissioner Anita Tabb, too.

So I think what we'll do, as in the way of a
format, we have a quick little presentation that Nani
Jacobson from the Southwest Project Office will walk
through that will cover how we got to where we are
today and the environmental impact statement process
and some next steps. So I'll turn it over to her for a
few moments to give a presentation before we start with
the -- the public hearing portion.

    Go ahead, Nani.

(Per request, presentation not reported.)

MR. DUININCK: Thank you, Nani.

So if you would like to testify and haven't
signed up already, there's sign-up sheets in the back.
We have a full sheet here; I'm sure there will be --
they're coming in and signing up as we go. Please sign
in, and we'll call you up in the order in which you've
signed up.

And I just want to make sure that everyone
knows this is your opportunity to testify to the Met
Council. We're here to listen tonight; we're not going
to answer questions or have a discussion, but, rather,
you just come to the microphone and give your
testimony.

A number of us were here beforehand, and I'm
sure we'll hang around afterwards, too, if there are
other questions either related to the project in
general outside, kind of, the scope of the Supplemental DEIS.

Individuals have to up two minutes to give their presentation tonight. If you're representing a group or organization, you can speak for up to three. We'll have somebody keeping time here. We'll try to keep people as close to on-time as best we can. There will be little one minute and 30 second reminders when your time is getting close to be up.

And let's see here. I will call -- I think what I'll do is I'll call out two names, so that way, the person who knows that they're next can get ready to speak.

And with that, we will just jump right in. The first person on my list -- and I'll do my best to pronounce names; don't hold it against me if I mispronounce it -- Russel Palma, and the second person is Representative Frank Hornstein.

MR. PALMA: Hello, I live in the Calhoun Isles condominiums. These historic grain silo buildings lie closest to the Southwest LRT along its entire route, with the proposed shallow tunnel coming within two to three feet of the building's foundation. I am concerned about Southwest LRT's impact on the building's integrity and liveability issues once the
light rail is up and running regularly.

The SDEIS identified that there are 36 ground-born noise impacts on our condos and leaves mitigation plans for the final EIS. In the push to cut costs, I worry that mitigation plans could be curtailed or eliminated.

I know that in the building of the Green Line at the University of Minnesota and Minnesota Public Radio, the light rail lines were built in such a way so as to minimize vibration effects. Although these efforts have not been completely successful, we respectfully ask that our homes be given equal consideration.

If the residents of the Calhoun Isles condominiums are asked to sacrifice by having the Southwest LRT operating within feet of our building and to put up with two years of construction noise, congestion, and inconvenience in our backyard, I ask that the Met Council and the City of Minneapolis at least do everything within their power to mitigate the long-term effects on our homes.

Thank you.

MR. DUININCK: Thank you very much. And you did a very good job of this, but I was asked to remind people to just speak slowly and clearly. We're trying
to type down and take for the record everything that's said tonight, so just -- if I could just ask folks to do that. And, also, make sure to state your name when you come up to give your remarks.

Representative Frank Hornstein, and next is Sara Brenner.

REPRESENTATIVE HORNSTEIN: Thank you very much, Mr. Chair and Met Council members.

I am Representative Frank Hornstein, and I represent District 61A and the Minnesota House of Representatives. And I apologize, I'm going to have to run out; there was a long, scheduled forum on freight rail safety issues in Northeast Minneapolis that I'm speaking at, and that actually is very much related to the comments I want to make tonight.

I've been working very hard over the last year and a half on the issue of freight rail safety, particularly as it relates to the transportation of Bakken crude oil, and more recently, ethanol.

Thanks to citizens in my district who brought to my attention the dangers of ethanol also being very, very important for the State to address, we were able to update some of the oil transportation safety legislation that we passed last year to include ethanol and other hazardous materials.
The reason I bring up ethanol is that this is a really very, very dangerous item that is being now transported through the Kenilworth corridor. When co-location was foisted on the City of Minneapolis, it was pointed out was not part of the original plan and one of the three areas that needed to be examined in the supplemental EIS.

This issue was very much not as much on the public radar as it is now. We have had many accidents involving Bakken crude oil, and several involving ethanol, just over the last year and a half, including an ethanol train that exploded and burned and landed, eventually, in the Mississippi River not too far away from here in Dubuque, Iowa. So the dangers of transporting oil and ethanol are real, and, unfortunately, were not addressed in any meaningful way in the Supplemental DEIS.

And I would implore you and urge you to take this issue very, very seriously. In fact, in the section of the DEIS under Potential Freight Rail Impacts, the issue is completely glossed over. In fact, under -- it talks about the Met Council having the freight rail operations coordinations plan whose purpose is to minimize impacts on freight owners and operators. I would urge you to look at minimizing the
impacts on our residents and our people here.

In terms of emergency response plans, there's really nothing in this document that talks about how first responders would respond to a -- a catastrophic event involving an ethanol train explosion, if that were to occur.

We have many issues with the freight rail industry in terms of disclosure of hazardous materials; that needs to be addressed.

What are the impacts during construction?

You're right in the Supplemental DEIS that there would not -- freight rail operations during construction would not be obstructed, disturbed, or slowed. That is a very, very significant concern when there is all kinds of activities around construction. And at a minimum, I would implore you to not be having hazardous materials coming through this corridor during construction.

I think that rerouting is a real issue, and perhaps these ethanol trains should be rerouted. We're not saying in St. Louis Park, but maybe there's some other options that need to be explored in terms of eventually rerouting freight out of this corridor, because, again, co-location was not part of the original deal. And now that it's being foisted on us,
I think there's a myriad of safety issues that need to be addressed.

And, finally, you say in the DEIS that no long-term impacts of freight rail are -- because of freight rail are anticipated, and, therefore, no mitigation measures have been identified.

And, again, we -- I would implore you to look at safety measures in terms of negotiating very, very assertively with the rail industry about what safety measures they can take.

And I can tell you, in our discussions with the freight rail industry at the legislature, I'm very concerned that, unless really pressed, you won't -- we will not see the types of mitigation and public disclosure and right-to-know issues that need to be addressed because, you know, the -- I bring up right-to-know because, you know, in conclusion, I will say that we have 20,274 residents in this co-located area within a half mile of the -- of the track. And this has been known now as the blast zone.

Citizens across the country who are dealing with hazardous substances going by rail through their neighborhoods are referring to the areas a half mile from their house as "the blast zone."

The State has identified 326,000 Minnesotans
that live in the blast zones for oil trains -- Bakken oil trains, and we have 20,000 here in Minneapolis; 3,000 businesses; 54,000 employees; 11,148 households. All of these people need to be assured and need much more assertive work done at the public sector level with the rail industry in terms of mitigating impacts and assuring public safety.

So please, you know, in the intervening time that you have to address these issues and update your SDEIS, we need to have much more information in this document concerning freight rail safety.

Thank you so much for your time, and I appreciate your attention.

MR. DUININCK: Thank you very much, Representative Hornstein.

Next is Sara Brenner followed by Shawn Smith.

MS. BRENNER: Sarah Brenner from Minneapolis.

The SDEIS is a remarkable document, more for what it doesn't include than what it does. It was triggered by the substantial design change of co-location and the necessity of a tunnel through Kenilworth, yet the SDEIS makes no mention of the considerable safety concerns triggered by co-location.

No consideration is given to the fact that TC&W carries hazardous cargo, including ethanol, fuel
oil, distiller's oil, and hydrous ammonia, propane, and fertilizer. Any of these, in a case of derailment, could cause incredible destruction, in some cases, near feet from some people's home.

During construction, the risks will greatly increase. Construction, by its nature, will interrupt freight service and freight infrastructure. During construction, there will be a 35- to 40-foot wide and a 25- to 35-foot deep tunnel that runs mere feet from the freight and at a time where there will be no crash walls.

The geometry of the corridor at the pinchpoint is 57-feet and a 35- to 40-foot-wide pit dug for the tunnel to be 17- to 22-feet for the freight train and a buffer to the red town homes. That means that ethanol trains, called "bomb trains," will be perched on the edge of construction pit mere feet from the edge.

If there were to be a dilemma, those cars would fall into the construction pits in a domino-like fashion; yet, there's nothing in the SDEIS that even mentions risks of running daily ethanol unit trains that can contain 10,000 tons of ethanol purchased perched immediately adjacent to a deep pit prior to putting in a crash wall. Am I missing something? Did
anyone consider this?

   Additionally, during construction, there
would be no access for the firefighting equipment in
case of derailment. If this project is to move
forward, minimally during construction, all hazmat must
be routed out of Kenilworth. Awareness of the danger
of oil and ethanol trains has come into citizens'
consciousness.

Thank you.

MR. DUININCK: Thank you very much.

Shawn Smith followed by Art Higinbotham.

MR. SMITH: Good evening, Met Council
members. My name is Shawn Smith, and I live at 2420
West 24th Street in the Kenwood neighborhood.

There's two things I want to talk about in
the SDEIS, due to limited time; the first is cost. And
in the SDEIS, I don't think we feel very confident in
the cost that's expressed. The Blue Line went from 400
million to 715 million. The Green Line went from 840
to about a billion.

What will Southwest rail really, really cost
us? Because in the SDEIS, we still don't know what the
cost-cutting will be, and we also don't know if it's a
valid document because we don't know what is coming out
of what's in the SDEIS within the corridor.
I'm also here because Kenwood residents have been continually and actively engaged in this process with little responsiveness from the Met Council. And why do I feel that way? Well, that's issue No. 2, is co-location.

We somehow ended up right back where we didn't want to be, and SDIS with co-location, frankly, we're pretty freaked out about it. So 25-feet -- I actually brought a tape measure, but I don't think I need it -- basically is from where I'm standing to the back of the room. That's center rail to center rail.

This is the distance of the separation of the two lines, because we didn't move freight rail -- or should I call it ethanol rail -- you cut the north tunnel so that now puts them at-grade, which we didn't want, and the absolute co-location deal breaker, which was brought upon us by a historic flip-flop by our mayor.

If there is a derailment, the space that separates the tunnage of ethanol from high-voltage wires is a potential catastrophe, and we really ask -- we urge you to please relook at this line. Please relook at this alignment, the cost, and the danger. Please reconsider this route.

Thank you.
MR. DUININCK: Thank you much.

Art Higinbotham and followed by Bob Brockway.

MR. HIGINBOTHAM: Good evening, panel members.

I am a former resident of 3431 Saint Louis Avenue. I moved to St. Paul in light of the co-location proposal for Southwest Light Rail. I moved because I share with Representative Hornstein the feeling that co-location of freight rail and light rail, whether during construction or on a permanent basis, is a severe personal threat. And I have to say I feel sorry for those who remain in the corridor if this proposal proceeds.

I've looked through the executive summary of the DIS -- SDIS, and I find that it's not very specific, which means that we're down to the final DIS to get specific input of the citizenry to the proposals.

One example: The tunnels proposed for the Kenilworth corridor will generate a bit of noise. They'll have 90-decibel fans to pump air out of the tunnels. And I lived a hundred feet from the tracks; that would have been a serious disturbance to reside there and live with that.

But the overriding factor, as Representative
Hornstein pointed out, is the potential for a
derailment and explosion of the magnitude that killed
47 people in Lac-Migantic, Quebec two years ago and 24
derailments in the past year.

Thank you.

MR. DUININCK: Thank you very much.

Bob Brockway and then John Shorrock.

MR. BROCKWAY: My name is Bob Brockway, and I
live in the Calhoun Isles highrise. And I'm concerned
about the effects of the LRT vibration on our condo
complex and the home housing and the townhomes there.

The EIS discusses vibration, but only for an
at-grade train with a magnitude scale beginning at
50-feet minimum distance. In our case, the train will
be in a tunnel where the ground transfers vibration
much stronger than in air, and the distance between our
foundation and the tunnel wall is less than four feet.
The EIS does not come close to recognize the potential
vibration problems with our condo complex. The
mitigation must be extraordinary to avoid liveability
problems.

The noise levels discussed in the EIS do not
address the fact that noise is amplified the higher the
resident, as is -- as in a highrise. The noise
generated by the LRT while running, as well as the
bells when entering the West Lake Street station, could be extreme.

Thank you for listening.

MR. DUININCK: Thank you very much.

John Smorock (phonetic) -- Shorrock, thanks.

And next is Angela Erdrich.

MR. SHORROCK: I'm John Shorrock, and I live at Calhoun Isles.

I support totally what Representative Hornstein was saying. There's a micro level; the trains actually stop in the corridor for hours on a time waiting for lights. Gas trains and electric 700-volt wires don't go -- just don't mix, and so the probability of catastrophe is very, very high when the rail is built.

There's also a huge catastrophe possibility during construction, so none of these issues are raised in the SDIS at all. And to us who are living right there, within a few feet of the line, these are very important issues and should be studied to the micro level. Just have the trains standing there for hours, and a gas train leaks gas. You know, they're not perfect; just like gas in the car, it leaks.

So I'm really asking you to look at this in great detail. Thank you.
MR. DUININCK: Thank you very much.

Next is Angela Erdrich followed by Richard Adair.

MS. ERDRICH: Hello, my name is Angela Erdrich, and I live in Kenwood. I live about six blocks from where -- from the Kenilworth corridor, so not close enough to hear or see it when the line is built.

But my main interest in this has really been -- stems back to when I moved here in 2009 and someone sent me on an Earth Day clean-up trip, and I went into Cedar Lake park, fell in love with it, feel like it's a really beautiful, special, natural place that is quite unusual to have such a large, expansive, peaceful, green space right in the middle of the city.

I wanted to say I'm a pediatrician; I've always worked in a public health setting. And I want to thank Representative Hornstein for bringing up these safety issues.

And I just want to add one thing about the ethanol trains, is that they are presently -- they travel underneath the Twins stadium, which is amazing to me. Maybe people don't want to look at that, but it's actually happening right now, and it's highly flammable -- or anhydrous ammonia also travels under
From a public health viewpoint, we don't talk about car accidents because -- we try to call them "car crashes" because on a population basis, they're somewhat preventible, and I hope you see your important role in preventing future environmental disaster by planning this to the best of your ability to prevent the -- the problems associated with co-location of these rails running so close together with hazardous material.

I also want to say, as a bleeding heart liberal, you don't often hear these stories about cooperation and sharing and breaking out, but I want to thank Bob Carney, because he's a Republican who, most recently, did an awesome job investigating and tracking down unused money and having it repurposed for -- for the Metro Transit uses.

And he's done a lot for equity to have that money used for immediate needs rather than using it as leverage to enlist people as the face of this program. He's -- what he's done is really going to serve people. He found $30 million that is going to be used for good purposes.

Thank you.

MR. DUININCK: Thank you.
Richard Adair, and next is Amity Foster.

MR. ADAIR: My name is Richard Adair; I live in the Bryn Mawr neighborhood in Minneapolis.

And I'm -- I come to the mic this evening to thank the Met Council and the staffers for all the hard work that you put in on creating the SDIS. It's really a big document, and I think the quality of the work is very high.

I'm going to talk about something slightly different, the hazards of not building this line. And I -- I appreciate the concerns that have been raised by many friends of mine who are here this evening, and I think they're legitimate. And particularly the concern about transporting hazardous materials during construction, I can really get that.

But I think we need to take the long view. Starting in 1908, the first Model T Ford came off the production line in Detroit. Since that time, we've gotten used to getting around by car. And part of the reason for that is that we have -- this has been subsidized in an enormous way by the federal government building a huge system of roads and bridges.

Now we're realizing that getting anywhere we want to go using the internal combustion engine is just not going to work; it's going to damage our planet.
And some of us would like to live more compactly and to take transit, and the reason for that is not because it's a trendy lifestyle choice, but because we care about the generations who come after us. And I would urge you to take that perspective.

Thank you.

MR. DUININCK: Thank you very much.

Amity Foster, and next is Mary Pattock.

MS. FOSTER: Hello, my name is Amity Foster; I live at 1605 Second Street Northeast in Northeast Minneapolis. I also work at ISAIAH -- ISAIAH, a faith-based community organizing group.

I'm glad that the environmental studies is being done, but part of a healthy environment includes the access to jobs for people in North Minneapolis. I want you to -- I'm here to encourage you to keep the Penn station on the Southwest light rail line. It will give people access to jobs; it will make their community more healthy and more environmentally safe.

I would also encourage you to consider -- to keep thinking about building in the bus lines that we need in North Minneapolis to connect to Penn and to connect to the Southwest light rail so that Minneapolis can get better overall.

Thank you.
MR. DUININCK: Thank you very much.

Next is Mary Pattock, followed by George Puzak.

MS. PATTOCK: Thank you. My name is Mary Pattock; I live at 2782 Dean Parkway.

And I want to talk about the noise and vibration issues that we found in the SDEIS. We find it misleading and deficient in several ways. First of all, as Ms. Jacobson pointed out earlier, the whole point of the SDEIS is to evaluate the effects of the changes that have been proposed from 2012 until now.

Therefore, the baseline data should have represented the noise and vibration levels of 2012, which did not include a freight train. But the DEIS -- SDEIS does use freight train noise as its base level, and so it has the effect minimizing and falsely representing how much more noise and vibration there would be now compared to 2012.

Secondly, the SDEIS doesn't measure the impacts on residences closer than 45 feet from the LRT tracks, but the homes most impacted are only 31 feet away. They need attention, too.

Finally, the SDEIS ignores the impact of construction. Last month, impact pile driving on the Tryg site, restaurant site near the West Lake station,
caused serious damage to the Loop Calhoun condominiums and other buildings. There was so much damage that the project had to be halted, and the pilings had to be pulled out since going forward was deemed to be, quote, "catastrophic."

But the pile driving for Southwest LRT tunnel would take place as close and closer to these buildings and others. The SDEIS ignores this problem and gives no hint of what kind of remediation there would -- there should be.

MR. DUININCK: Thank you very much.

Next is George Puzak followed by Susu Jeffrey.

MR. PUZAK: Good evening. I'm George Puzak; I live at 1780 Girard Avenue South, Minneapolis.

As I was walking in, I was fortunate to find these earmuffs. And they say Met Council, and I thought, "Great, you'll be able to hear us." And my teenage son reminded me and said, "Dad, just because they can hear you doesn't mean they're listening."

Even if cost surprises and lawsuits don't torpedo Southwest LRT, a fundamental flaw should. Hennepin County's failure to include freight rail in the project's scoping process required by the National Environmental Policy Act, NEPA, scoping is the first
step in the environment -- environmental review. It identifies the issues, alternatives, locations, and modes of transport to be studied in the transit project's environmental impact statement.

But Hennepin County, in both its 2009 scoping report and 2010 locally preferred alternative, failed to include freight rail as part of the Southwest LRT. Five cities then voted on this faulty plan.

Compounding the problem, in the summer of 2014, the Met Council imposed yet another fundamentally different plan. This time, using municipal consent, the five cities supported this, but the plan omitted freight rail from the project. All these decisions were made before the draft and the updated supplemental were in place.

Contrary to law, Met Council has limited the choice of reasonable alternatives and alignments, reduce in costs, studying freight rail in the Supplemental DEIS, and reopening municipal consent are not sufficient remedies.

There are two remedies: One, move freight rail out of the corridor then build your plan that's been studied, or, two, reopen the scoping process and include freight transport in there, and then maybe there will be another alternative.
Thank you.

MR. DUININCK: Thank you.

Next is Susu Jeffrey and followed by Nancy Green.

MS. JEFFREY: Chair people, thank you for your time. I'm Susu Jeffrey; I'm speaking today for friends of Coldwater. I do live in the blast zone; I've lived in Bryn Mawr for nearly 30 years.

I remember when this project started with the PR, and it was an equity project. And now that equity has descended into busing people south on Penn Avenue and then east to Royalston -- a proposed Royalston station. With all of the racial problems that we're experiencing lately, I find that a horrible plan, an awful use of language, and I reject that equity argument.

I think that the tunnel with its 55-foot deep solid steel walls along about 2,800 feet is going to really mess up the lakes, and I think we're talking about losing the chain. The last time I swam across Cedar Lake at sunset, I couldn't see my fingernails at the end of my hands.

So what is this really about? It's about development, and with development, we have a choice. Uptown or Hidden Beach? Hmm, come on folks. Uptown is
a venue; it's famous; it's alive. People want to go
there, and you want them to go two miles away to Hidden
Beach? You are really going to bring in a bunch of
people in that housing area in Hidden Beach?

I see that as a real police problem, just as
this cantilevered artifice down 900 steps to the Bryn
Mawr station at Penn Avenue. I -- it will require
full-time security. It's just waiting for people to be
hurt, so I say Uptown. Think -- rethink this. Start
with Uptown.

Thank you.

MR. DUININCK: Thank you.

Next is Nancy Green followed by Claire

Ruebeck.

MS. GREEN: I also live in this Calhoun Isles
association, and I live in the townhomes, which we are
now referring to our area as the pinchpoint. This
planned construction of a shallow tunnel scares us, and
unfortunately, we have little trust in the process for
the following reasons:

The structural aspects of our condo towers
are unknown, as they were built a hundred years ago as
green terminals, and we do not have blueprints of the
foundation to give to the Met Council engineers,

despite the hours and hours of searching we have done.
With only 40 percent of the engineering complete, we do not feel there's sufficient studies to provide us, the homeowners, with the needed information to feel safe, confident, as the construction will occur inches, not feet, inches from our homes.

Noise and vibration studies have not been done on our property as we've requested, and we do not feel confident that the current studies accurately reflect what the effect will be on our property and, specifically, the upper floors of that building.

Because we in Calhoun Isles are asked to sacrifice our safety, our current lifestyle, along with two years of construction noise, congestion, and inconvenience, we ask the Met Council and the City of Minneapolis to do at least everything they can within their power to reroute and assure us the needed safety net required.

Thank you.

MR. DUININCK: Thank you.

Next is Claire Ruebeck, followed by Bob Carney.

MS. RUEBECK: Hello, I'm Claire Ruebeck, and I live in Minneapolis. And thank you having this hearing today; I think it's important that you do digest what the citizens are saying.
I just want to highlight a couple of things that struck me as I thoroughly studied the SDIS. There are many things I heard tonight that I had intended to say, and so I'm doing my best to not repeat.

The first thing I want to comment on is that the SDIS states that one of three justifications for the need of the Southwest LRT is to develop and maintain a balanced and economical multimodal freight system. I would like further explanation as to why now we have a transit system planned, but the focus -- one of three -- the focus is now to justify a robust freight system. I could not find any further explanation in the SDIS.

New point: The National Transportation's safety board has concluded that ethanol is as dangerous as oil, and ethanol actively runs in that corridor, as we've heard tonight. People don't want to think about it; I don't want to think about it. I live there; it's scary. I imagine you don't want to think about it.

The railroad that hauls it would prefer not to haul it, but federal regulations require they haul it. And there's no stopping it. It's as dangerous as the oil that we're reading about in the newspapers and that Senator Franken just wrote an eloquent essay on, and we need to treat it as such.
And, finally, I was surprised to find in the SDIS that the Met Council has requested the FRA, the Federal Railroad Administration, to advocate its jurisdiction in this corridor where freight rail will remain, and now we will introduce light rail. The FRA must oversee this dangerous situation.

Thank you.

MR. DUININCK: Thank you.

Next is Bob Carney, followed by Sandi Larson.

MR. CARNEY: Hi, Bob "Again" Carney, Jr., I'm a registered lobbyist for We the People, an informal association.

I have been reporting since May 20th on the decision of the legislature to eliminate $30 million that had been appropriated for Southwest Light Rail. The current total for the State right now is $15 million.

I have a video online at YouTube talking briefly with Chair Duininck about this yesterday, and essentially, I asked him, "Where are you going to come up with $300 million?" And that is the 150 State money that's missing, because Speaker Daudt told me at the special session there's no more money coming in from the legislature to Southwest Light Rail. And Chair Kelly, in presenting it to the House, said, "We don't
want to throw good money after that." These are just
facts.

Now, you have to clarify that this
$300 million includes 150 matching money. Chair
Duininck essentially said that, "Well, you know, if
that money is not available, we're going to have to try
to find it somewhere else."

So I want you all to know we're not three --
$341 million off right now; we're $641 million off.
This is a totally unacceptable situation. We need to
freeze spending on this thing and go back to the
drawing board and to rescope this process and look at
alternatives.

There is an additional $67.3 million that has
been allocated to be disburse -- dispensed by the CTIB,
another $10 million, $400,000 of that has been spent by
Hennepin County. There's $67.3 million more that could
get spent this year unless we shut this thing down and
take a look at it.

And you've got to keep in mind that if this
ing thing keeps going on and we spend more and more and
more money, we start arguing that we've spent so much
money that we can't stop now. That takes away a
reasonable alternative, and the reasonable alternative
is no-build, to take a look at other options and
1. rescope it.

2. Thank you.

3. MR. DUININCK: Thank you.

4. Next is Sandi Larson, followed by Cathy --

5. and I apologize on the last name -- Deikman or Deilkman.

6. MS. LARSON: Good evening. My name is Sandi Larson, and I live at 2800 Dean Parkway in the blast zone.

7. As a result of co-location, the current design calls for that south tunnel to run from just south of the Kenilworth lagoon to just north of the Lake Street station. The SDEIS, nor any of the supplemental documents or technical drawings, addresses the fact that there is an existing sewer main that runs and crosses the proposed location of the south tunnel, and that will need to be removed and relocated.

8. That force main was just installed in 2013, and it runs underneath the railroad tracks and the Kenilworth trail between Depot Street and West 28th Street, which is right next to Parkside and park -- a fourth Minneapolis park.

9. And the force main consists of a five-foot-wide casing pipe that's the top of the casing pipe is 17-feet below ground level, and the bottom of
the casing pipe is 22-feet below, and then two 18-inch
force main sewer pipes run through that.

    The south tunnel construction plan indicates
the construction pit on the diagram over there to be
done to a depth of approximately 35 feet in that very
location, and the drawings don't include anything about
the existing sewer force main that's there, and it's in
the path of the tunnel.

    So that force main needs to be relocated
and -- and put somewhere else. There are going to be a
lot of costs associated with this, removing and
relocating it, reengineering lift stations if it has to
go deeper below the tunnel, remediations of the park if
there is any damage, cost of road work at 28th Street
and Depot, cost of potential damage, cost of
mitigation, noise, and vibration.

    And I'm just requesting that you please be
transparent and address this removal and
installation -- reinstallation of the sewer force main
line in the design of the project as well as all the
associated costs.

    Thank you.

    MR. DUININCK: Thank you very much.

    Next is Cathy -- is it -- Deekman (phonetic)?

    I'm sorry.
MS. DEIKMAN: It's Dikeman (phonetic.)

MR. DUININCK: Deikman. Thank you.

And Stuart Chazin is next.

MS. DEIKMAN: I'm a resident of Minneapolis, and others have spoken regarding very important omissions and risks that were not described in the SDEIS, so I'm not going to repeat those.

I'm speaking to you today because of the risk posed to the Minneapolis Chain of Lakes by category issue. I strongly question the land use designation of the Kenilworth channel as category 3. The SDEIS designates the grassy banks of the channel as falling within the most noise-sensitive category, category 1. However, the channel itself is not included in that most sensitive designation, but instead, it's classified as institutional land use.

The SDIS states that the grassy area on the banks of the lagoon fall within category 1 due to the passive and noise-sensitive recreational activities that occur there where quietude is an essential feature of the park.

The designation of category 1 versus 3 for the channel appears to hinge excessively on one word, "passive." However, quietude is equally and very clearly an essential feature of the Kenilworth channel.
itself, and everyone knows this. And the activities
that occur there, though peaceful, very peaceful,
they're not passive, include canoers and cross country
skiers gliding serenely on the water or ice while those
on the grassy banks look on.

Most significantly, the consequences of
placing the Kenilworth channel at category 3 is that
both the obligation to mitigate impacts is lowered, and
the threshold to establish severe impact is higher and
harder to reach.

Had the Kenilworth channel been accurately
designated at category 1, then the channel would have
been only one DBA below severe impact. The difference
in obligation on this work project office to mitigate
the severe versus moderate impacts is critical.

Thank you.

MR. DUININCK: Thank you.

Stuart Chazin, and next is Jeanette Colby.

MR. CHAZIN: Hi. Thank you for having me.

My name is Stuart Chazin; I represent the Kenilworth
preservation group. Before I go forward, I just want
to thank Mark Furman and the staff for doing this
difficult work that they have been doing, so thank you.

What I would like to ask is -- I'm confused
why we're spending $1.685 billion or $2 billion to do
this -- this line when the numbers aren't there. The governor originally said that he wanted to add the Mitchell Road if this light rail is going to be done, now we're talking about getting rid of the Mitchell Road and maybe one or two other stations. You're talking about getting rid of one or two other stations in Minneapolis -- in North Minneapolis.

If we cut those out, where's the ridership? The purpose of this LRT from day one, from what I understand, is getting people from Minneapolis to Eden Prairie, and Eden Prairie to Minneapolis. But if we're cutting out these three to five stations, the ridership, the numbers, are not there. I'm confused.

Even in your numbers, the new numbers that you have given for the three stations in North Minneapolis, ridership has gone down.

Don't I get three minutes? KPG. "Groups will get three minutes."

Ridership has gone down at those three stations, so, really, there is no ridership in North Minneapolis because they -- there is no residents. They have to take a bus from the other side of 55 to get to the three stations, and so there's nothing there; there's no ridership there.

At the 21st Street station, you're saying
there's 1,500 people that will be riding that every single day. Tell me where they're coming from, Franklin Avenue? They're going to take that bus five miles, three miles, whatever it is, and people from North Minneapolis where you're saying you're trying to benefit them from, there's only 300 at one station, 300 at another station, and approximately 300 at another station? That makes no sense.

There is no ridership at 21st station, and you have it. There is no ridership at the three stations in North Minneapolis. And if you cut out the two stations -- or three stations in Eden Prairie, where does it benefit? You're going to take a bus to the stations? That defeats the purpose.

Why are we spending $1.685 billion of our money for a project that doesn't make sense anymore? I never thought it made sense in the first place why it wasn't going through the Uptown, but it does not make sense now.

I'm in favor of light rail. I'm in favor to go where there are ridership; there isn't. The population is in -- the population of -- it doesn't matter where it is, it's just not where you guys are building it.

I guess I'll leave it at that. Thank you for
your time. Have a good night.

MR. DUININCK: Thank you.

Jeanette Colby and next is Camille Burke.

MS. COLBY: Good evening, Chair Duininck and council members.

I want to say that I am incredibly impressed with some of the points that have been raised tonight and the way that they've been raised, and I hope that you all are hearing them and taking good note. I'm going to say -- I'm going to echo some of the things that have been said. And I'm just going to say something a little bit differently, and I hope that you can hear that, too.

The -- the LPA that was selected for this route and approved by all five municipalities was based on the alternatives analysis that said that in order to make way for the LRT, the freight rail needed to be moved. The alternatives analysis was kind of the fundamental document for this project.

We didn't -- that didn't happen; there was a new vote from municipal consent, and this SDIS is supposed to cover those areas that weren't covered in the previous DEIS that was based on the -- on the alternatives analysis.

But what we're doing now is we're taking a
temporary situation that was supposed to go away and making it permanent. We're making -- so in -- in a sense, it's a new project. We're taking something that was supposed to be gone and making it permanent. We're spending hundreds of millions -- tens of millions of dollars anyway to do that.

I was just at a meeting yesterday looking at the freight bridge that's going to go over the channel, and that's a big, heavy bridge that's going to cost a lot of money; it's a permanent fixture.

So the SDIS needs to assume a basis of no freight for all impacts, including noise, safety, and visual impacts. And just on the visual impacts, I'm going to speak to a detail here: The SDIS is much different from the DEIS. And the SDIS has the nerve, I'm sorry to say, that there will be not a substantial impact in the area of the Kenilworth corridor where we will have co-location at grade.

The Canton area is the -- the tracks, all the noise and visual mess is considered by a consultant in Colorado looking at Google Earth and some photos as not significant. So I would strongly contest that finding in the DEIS.

But just to reiterate: We need to assume a basis of no freight for all aspects, including noise,
safety, which many other people have spoken to, and
visual impacts.

        Thank you.

MR. DUININCK: Thank you.

Camille -- Camille Burke followed by Kathy
Low.

MP-21 MS. BURKE: Camille Burke; I live at 2400
Thomas Lane. I'm in the blast zone as well.

        I have three primary concerns. The first one
concerns the freight bridge that's being built. It's
my understanding that it will be 50-feet from where the
current track is going.

        As I walk that path, right now, the track is
quite close to homes. I've, in a joking way, say it
looks like it's going to be going on someone's deck. I
think that that is something that I'm not sure that you
really realize, and I would encourage you to walk that
and see where that 50-feet, that new freight train
track is going to go. It will double the size of the
current bridge that's on the channel right now, and
that's a very, very large environmental statement.

        My second point: This is an old railroad
that is an old railroad yard. It is contaminated,
contaminated, contaminated, and you all know that. How
far down is it contaminated? That's one thing I'm
concerned about: When you dig that 50-foot tunnel, are you going to be disturbing all of that old railroad bad contamination, and is that going to effect our ground water? Is it going to affect the water of Cedar Lake and Lake of the Isles and our whole chain of lakes?

And my third point: The Green Line and the Blue Line, the revenue costs rights now are 30 percent or less of the cost to operate it. What is -- what allowances -- and I learned that from St. Paul Pioneer Press.

What allowances are you planning on to make this financially viable, particularly when it's real clear we're not going to have the ridership? I'm concerned about that because that means I, as the taxpayer, have to do pay that, and I don't want to do that.

Thank you.

MR. DUININCK: Thank you.

Kathy Low followed by Michael Wilson.

MS. LOW: Hi, Kathy Low, Minneapolis. Thank, you commissioners and Sophia.

Despite the 2011 report by Hennepin County stating that there was 20 years of understanding that freight rail would be removed from the Kenilworth corridor regardless of LRT or any other project,
despite the City of Minneapolis' stance against co-location, despite your own DEIS conclusion that recommended against co-location, despite the fact that fitting light and freight rail into this narrow corridor will require massive tunnel portals, crash walls, large cement structures and bridges, and removal of vegetation, despite your own conclusion that this plan will have an adverse effect on the lagoon and the Grand Rounds Historic District, despite your legal obligation to avoid or minimize harm under Section 4F law, you make the literally incredible statement in the SDIS that the LPA, with their attention of freight rail in the Kenilworth corridor is the project's environmentally-preferred alternative and would result in less harm to Section 4F protected properties.

I think that most people can recognize that's not credible. Your process has permanently diminished my trust in government.

MR. DUININCK: Next is Michael Wilson, followed by Eric Larsson.

MR. WILSON: Good evening -- excuse me -- my name is Michael Wilson; I live at 3439 St. Louis Avenue, and I represent the 57 property owners of Cedar Lake Shores Townhome Association.

One thing I would like to talk about first
is -- the railroad corridor was just brought up a few moments ago -- St. Paul and Pacific Railroad first put railroad tracks through this corridor in 1864. We've had 151 years of heavy freight rail running through this corridor, with the exception of 12 years from 1986 through 1998 when the Twin Cities and Western began running freight again through the -- the Kenilworth corridor on a temporary basis.

So 150 years of running freight through the corridor. I'm concerned about contamination from a railroad of use of that corridor. I'm also very concerned about contamination at the former Cedar Lake yards at the north end of the Kenilworth corridor. You can check your -- your Hill and Lake Press tomorrow for more information on contamination of the Cedar Lake yards that has only began to be touched on in the Supplemental DEIS.

So far, you have done a phase 1 ESA and discovered that there is considerable pollution and ground water contamination, but all the SDIS does is list things that are typically found in former rail yards, typically found in former and -- and active rail corridors, including extensive arsinic poisoning. I'm very concerned that the Supplemental DEIS has only began to touch on these issues.
Second thing I'm concerned about, before I get specifically to the townhomes, is the residents of Cedar Isles deemed neighborhood have been asked to bear a heavy cost for having co-location go through our neighborhood, yet, we are being almost barred from using the West Lake Street station. Your cost cuts, the 50 cost cuts which you have advanced, include eliminating vertical circulation to the West Lake Street station -- no, three minutes.

Okay. Then I'll go on from that to talk about the tunnel which others have done very eloquently. We're talking about vibrating down sheet pilings, which may or may not work, but what I'm concerned about is that this is just humorous to think that you can build that tunnel inches away from the Cedar Isles towers and only a few feet away from the Cedar Lake Shores Townhome Association.

The SDIS does not talk about the ventilating machines that are going to be at either end of the tunnel. They won't be running all the time, but they will be tested. The SDIS does not talk specifically about the piston effect of trains entering the tunnel and pushing air the other direction traveling 45 miles an hour through the tunnel. It doesn't talk about those things which directly affect us in our townhomes.
I learned when I was growing up that when you get it wrong, say so. I think that putting both freight and light rail through the corridor, you've gotten it wrong. I wish you'd go back to the drawing board.

Thank you.

MR. DUININCK: Thank you.

Next is Eric Larsson followed by Doug Peterson.

MR. LARSSON: Hello, I'm Eric Larsson of 2440 West 24th Street, also in the blast zone. We are told that the dangers of co-location can be managed, yet the NTSB has been forced to investigate one ethanol explosion per year since 2006. Each time, it finds unpreventable causes that will be exacerbated by this into alignment, and yet the SDIS does not mention these risks or the necessary abatement procedures.

Here is a representative timeline from an event in Cherry Valley, Illinois in 2009. This train departed from an ethanol plant in Tara, Iowa on its way through Illinois with 75 tank cars loaded with over 2 million gallons of denatured fuel ethanol, which is typical of what travels through the Kenilworth.

A half hour earlier, the train dispatcher had received two weather reports warning of severe flash
flooding, yet he did not advise the train crew as per the manual of the railroad. At 7:16, the train crew requested and received clearance to proceed into Illinois, still receiving no warning of the weather.

At 7:35, the first of several citizens started calling 911 warning of the washing out of the tracks. At 8:16, the 911 center began calling the emergency call center for the railroad, and the call center, in turn, started making repeated calls to the local train dispatcher, whose phone was busy.

At 8:17, when the train was 30 miles from the wash-out, they again requested a proceed signal, which they received with no weather warning. When the train did cross the wash-out, the -- both the engineer and conductor were sitting in front, did not see the wash-out. The only reason they knew that it happened was because the automatic brakes were applied. They had to get out and walk back 58 cars to see the explosion.

They also were not warned that there was an underground natural gas pipeline, and they were not warned that the -- and the investigators, sorry, were not warned of what the contents of the train were until three hours later.

Thank you.
MR. DUININCK: Thank you.

Next is Doug Peterson, followed by Arlene --

I apologize, I can't spell the last name. It starts

with an "F," I believe.

MR. PETERSON: My name is Doug Peterson; 3315

St. Paul Avenue. I'm a cack (phonetic) representative

of CIDNA. I've got two concerns which -- I've got lots

and lots of concerns, but most of them have been

approached by other speakers.

One of the concerns is the sewer line that

has gone from Depot Street to twenty -- 28th Avenue

that was put in in 2013. I talked to the head of

the -- or at least the PR person for that particular

project. This was a Met Council project.

And I asked him how deep that was going to be

and what was going to be happening in the event that

there was going to be a tunnel in there, and he said,

"Well, there's -- the top of it would be 27 feet below

the surface, and it would be able to be" -- I've got

three minutes; cack (phonetic) representative from

CIDNA.

The person from the Met Council, the PR

person, said that things could be taken care of; it

could be raised or lowered, or whatever. At that same

time in January or February in 2013, I talked to Mark
Furman. He wasn't aware of any possibility of any shallow tunnel or any other kind of a tunnel.

Now, as was stated earlier, there was nothing in the SDIS about the sewer and what's going to happen. There has been talk amongst -- or from some representatives of the State or the -- the council that they don't know whether or not the tunnel is going to go above the sewer or below the sewer.

I'm concerned that the engineers are going to wait until they get up close to that and then find out, "Oh, boy, this is going to cost a whole lot of money. Maybe we better run just right on top, co-location."

The other concern that I have is the pile driving and the retaining walls that are going to be going into the corridor there by -- by my house. The Tryg restaurant teardown and Trammell Crow installation of -- or construction of a new building there was stopped because of the damage done by pile driving to nearby buildings.

We've got -- our neighbors are four feet away from the tunnel. There's going to be pile driving. There's going to be retaining walls. Has any of that been considered, and has anybody talked to Trammell Crow about what the problems are going to be and what the costs are going to be and what the resolutions are.
going to be?

I'm concerned that this is going to be one more bait-and-switch type of thing where you finally get to that area, and you say, "Oh, this is too expensive. We're going to have to have co-location here, too."

Thank you.

MR. DUININCK: Thank you.

Next is Arlene Fried followed by Mathews Hollinshead.

MS. FRIED: My name is Arlene Fried. I live in south Bryn Mawr, and I have rollerbladed along the trail; that's one of my relationships with the trail. I'm also a co-founder of an organization called Park Watch, which has been around for about 10 years now, and we can meet concerns about park board issues. We have a wonderful new superintendent; however, we did not when we started.

I have multiple reservations about Southwest LRT and also about the construction process. Many of these have been mentioned here already, so I don't have to mention them. So I'll just say I want to mention a special concern about the negative effects of dewatering on Cedar Lake.

Thank you.
MR. DUININCK: Thank you.

Mathews Hollinshead followed by Captain Jack Sparrow.

MR. HOLLINSHEAD: I'm Mathews Hollinshead; I live in St. Paul. I'm also a conservation chair this year for North Star Chapter, but I'm speaking personally tonight.

If you take $5,000, which is a very conservative estimate, of the cost of maintaining a car for one year -- I've seen studies that say $9,000 is a better average estimate -- multiply it by perhaps 500,000 motor vehicles in the Twin Cities, you get $2.5 billion per year for rolling stock alone for our highway system for individual drivers who own motor cars.

The entire budget of this stance now at $1.9 billion, and it's at least a 50-year life cycle, I would suggest to those who argue about the money that we get rid of some highways and get rid of some of the expense forced on people who drive who have no choice but to spend this $5,000 or $9,000 or whatever it is per year on their cars to get to jobs, to get to hospitals, to get to daycare, to get to grocery stores. The Twin Cities made a tragic mistake in past decades getting rid of a rail transit system and not building a
new one.

I would also like to say something on oil trains and ethanol trains. I agree, they shouldn't be in our cities. They shouldn't be on this line. I hope the Met Council can acquire some power over freight rail lines.

It's high time that we, like other advanced countries, did our own control planning and regulation of these privatized transportation companies which don't operate the same way in other developed countries.

I'll submit the rest of my comments in writing. Thank you.

MR. DUININCK: Thank you very much.

Up next is Captain Jack Sparrow; second --

followed by Sally Rousse.

CAPTAIN JACK SPARROW: Hey, I'm Captain Jack Sparrow; I live at 3522 Bloomington Avenue South, and I'm a candidate for State Senate, District 62.

At the last municipal consent hearing, I referred to SWLRT as a billion-dollar boondoggle, but that was really wrong. It's really -- to do it right, it's going to be a multi-billion-dollar boondoggle, made cheaper by eliminating certain stations that were used in the argument that we're going to be providing
equity for people.

But if we're going to be eliminating stations, if we're going to be making involvement shorter than it was before, I think we're taking away many of the benefits to -- to people.

The flaws of the SDEIS are obvious. The internal analysis says that the south -- Southwest connects with the Blue Line. It connects with the Green Line. How much did you pay for this study?

I listened to a recorded interview with the president of the western -- Twin Cities & Western Railroad, and I'm going to talk about the ethanol and the oil and other chemicals that are being hauled. But according to Mr. Wegner, any chemical can be hauled on this -- on this -- on this railroad; it's required by federal law. They may not want to haul, it but they have to.

Chlorine -- and chlorine, of course, was used as a -- a poisonous gas in World War I, and more recently, in Iraq. So I think we have to be concerned about all the chemicals that might possibly, potentially be transported along that route.

Another point I wanted to make is it turns out that the Green Line was built more with development in mind than with actual ridership and efficiency and
speed. Now, it turns out that people can ride a bicycle faster than they can travel down the Green Line -- on the Green Line. And so I think it's important that we not -- thank you.

MR. DUININCK: Next is Sally Rousse -- Roose (phonetic), sorry if I'm mispronouncing that -- followed by Peter Wagenius.

MS. ROUSSE: Hi, I'm Sally Rousse; I live in Bryn Mawr.

I want you to return to the drawing board. I think this route was number 29. I'd like you to at least look at the other ones.

And two main points to make: One, it's unsafe to the environment, the water and the soil; that was made clear. It's unsafe to the people in cars and skis and bikes and on foot.

The railroad -- last time I was at one of these meetings, the railroad announced they were changing the safety distance. It was 24-feet, and, boom, it was 12-feet. Suddenly, it was 12-feet, like, a train could tip over, and it would be okay if it was only 12-feet from another anything; it used to be 24.

Number two, abating these unsafe, unhealthy issues, will be prohibitively expensive, and I think you know that. And I hope that you are looking at
other routes, the other 28 routes that were considered before this one, parallel to your considering costs for this one.

I agree with the thousands of others who reject co-location. A tunnel is still co-location, and we demand that you return to looking at other routes.

I also, since I have a little bit of time left, want to just -- 60 -- 30 seconds left, just want to say that when you refer to the bike path and the people who use it, it's really condescending to only call it recreational. For a lot of people, this is essential to how they get to work, and that should be folded into it.

Thank you.

MR. DUININCK: Thank you.

Next is Peter Wagenius, and he's the last one to have signed up.

MR. WAGENIUS: Thank you, Mr. Chair, and thank you Met Council members for your willingness to hold this hearing. Mayor Hodges -- I work for Mayor Hodges, and -- and she would like to extend her thanks to everybody here, the citizens present for their remarkable politeness and thoughtful comments in the face of this project's transformation from what it was premised to be into a totally different project than it
is today.

I will share this experience with Mayor Hodges as a refreshing tonic compared to the collective amnesia which permeates the conversation that takes place at the Corridor Management Committee.

At the CMC, they are saying it is time now for the burdens of this cost-cutting to be shared equitably among the five cities along the line, as if the burdens of this project have been shared equitably up to this point.

At those meetings, there is no recognition whatsoever that the burden of freight fell 100 percent on one city. At those meetings, there was no recognition that this project was planned to be and promised to be totally different than it is today with freight relocated from the corridor. This is beyond dispute. Whether or not St. Louis Park acknowledges their -- their promise, the fact that Hennepin County promised to reroute the freight is not disputed.

Mr. Colby and Mr. Puzak -- Ms. Colby and Mr. Puzak are absolutely right about their origin, the root cause of all these challenges. Southwest LRT has been a project devoid of accountability.

Why did the federal government have to force the project to incorporate freight issue into the
project's scope and budget? Did anyone ever think there was going to be a solution to the freight problem which was free, which did not cost money? How much more has it cost the project and the residents of Minneapolis because the first issue wasn't dealt with 5, 10, 15, 17 years ago?

If neither of the government agencies responsible for this situation are willing to tell the community, "Let the City of Minneapolis do it," you are right to be angry and frustrated. You are right, and your politeness in the face of this is entirely amazing. This is the opposite of what you were told this project was going to be.

So if no one else can say it, I'm sorry.

MR. DUININCK: Thank you -- thank you, Peter, and thanks, everyone. With that, the public hearing is done for the evening, so thanks, everyone, for being here. We really appreciate the feedback. We'll be hanging around afterwards if you want to talk with us about this project. Thanks. Bye.

(Proceedings concluded at 7:25 p.m.)
STATE OF MINNESOTA )
: ss CERTIFICATE
COUNTY OF ANOKA )

BE IT KNOWN that I, Rebekah J. Bishop, took the foregoing transcript of proceedings;

That the foregoing transcript of proceedings is a true record of the testimony given;

That I am not related to any of the parties hereto, nor an employee of them, nor interested in the outcome of the action;

That the cost of the original has been charged to the party who noticed the transcript of proceedings, and that all parties who ordered copies have been charged at the same rate for such copies;

WITNESS MY HAND AND SEAL this 25th day of June, 2015.

________________________________
Rebekah J. Bishop, RPR, CRR
Notary Public
My Commission Expires 1/31/2020
Date 6/18/15

Comment: one last piece -

I moved to Minneapolis 30 months ago. A SWLRT planning meeting was my first civic meeting. I was so excited to be asked about planning. Sigh. Name:

This "process" has been such a disappointment.

I have lost any trust in Met Council. Lies upon lies upon lies. FL Rides/Equity train - all gone -

Need I say more - but there is more.

Be honest about what you are doing. You are not saving the environment. You are not getting people to jobs. Be honest about what you are doing & who is paying you what to do it. That's called transparency in government.

Met council may make me vote Republican - Sigh.
Date       June 18, 2015

Comment: The freight crossing at 21st Street (by planned 21st St. Station) is currently a quiet zone. Since trains will be stopping there this should remain as a quiet zone (no bells & whistles). This is currently a quiet area that is directly next to a public park. The SDEIS suggest this will have a severe noise impact—this needs to be mitigated.

Finally, co-location of freight rail & light rail raises many safety concerns to nearby residents when one considers the hazardous materials carried by freight rail. This needs to be addressed and is not considered by the SDEIS.

Mike Farrar / Mascon Collins

2515 W. 21st St.
Date 6/18/15

Comment: Keep our lakes safe & clean.
We never agreed to co-location in the neighborhoods directly near SW LRT and we now need transparency and honesty around the "right to know". We need to know much more about safety and plans for construction not mentioned in the study. We're already dealt with bait and switch on many items to this team; please reevaluate. The costs are huge on every level. RECONSIDER. Cars don't come off highway soon enough w/ SW LRT - Study is misrepresentative deficient, not credible.

- We need Peace State!
- This area near the lakes is EVERYONE'S BACK YARD

Get people there safely with safety for the lakes, bicyclists, pedestrians, animals as well. That's real equity.
Oh, wait. We already have that. IMPROVE it. MAKE IT WORK FOR LESS MONEY, MAKE IT BETTER!
Date: 6/18/15

Comment:

1. How deep is contamination of Kenilworth Yard segment? Old RR field much contamination.
2. What is plant cost to mitigate groundwater safe?
3. How will costs be covered? Since they neither revenue or green line, generate 15% revenue to cover 30% of expense.

4. Maintenance costs will be increased if you short change the costs to build. This is occurring with current line in St. Paul. Now, corners are too sharp & wearing out wheels too quickly.

5. My Council made mistake 45 years ago by not closing bridge over Highway 61. Why do we citizens now have to pay for their mistake. Fix this project which will not work!
Date: 6/18/15

Comment: Where to start? I have filled out a number of these cards so far. No end. Last year, you railroaded concerns w/ the “equity train” which was a clear lie at the time & even more now. We were told that Eden Prairie people would use it - now, they they take the bus. 1/2 people now prefer the bus. North Minneapolis people now are going to take the bus to Target Field. Who is riding this train?

If N. Minnis riders go to Target Field, why wouldn’t Franklin Ave riders do the same? And once at Target Field, why not take the Eden Prairie Bus? It’s Faster & Actually Goes to the Mall - where it’s jobs are? Seriously - why are you building this? It makes no sense financially or environmentally - even with additional costs & Environmental impacts. One more time - PLEASE = Someone = Stop This - No riders = No need. The numbers do not add up.

Beyond that the plan is ABSURD! Inches from a grain elevator, inches from people’s homes, piers will be driven 60 ft + a 50 ft deep tunnel built. WHAT? Any engineer who believes that will not cause significant issues, should be fired. Would you do the same next to your homes? - Would you? And who will be responsible for those?

Most Important - The Lakes. 50 ft deep tunnel next to Cedar Lake below the water table? And then through the existing rail track pollution? This will destroy the Lakes. Who will be responsible for the destruction of the Lakes? Who wants that as a legacy? That is the legacy for you all - build a train no one rides to destroy the lakes & people’s homes. Unbelievable. Stop This.
1. Please return to the drawing board this route was way down on the list - 29th? Please look at the other routes - ones that will be safe, healthier, economically beneficial, equitable, racially & class beneficial. THIS ROUTE IS BAD. Explore: Hoyt, West End, North/Northeast, Brownie Lake.

2. Soil, groundwater, water will be prohibitively expensive to abate.
Date: June 18, 2015

Comment: No alternatives (other routes) in SDEIS. The original LPA was with no colocations, so it seems a serious alternatives analysis should also have been generated. The only option is to either move the freight or reopen the scoping process looking at REAL alternatives.
Date: June 18, 13

Comment: Liability - Who carries it in case of catastrophic loss in case of derailment associated with colocation. TC+H only carries liability on its train infrastructure and rolling stock, but what happens if there is a derailment that causes catastrophic loss of life and property?
Date: June 18, 2015

Comment: There is no substitute to freight safety on the LRT, including running the train through the tunnel along a construction pit where freight consists of hazardous cargo including ethanol, propane, fertilizers, anhydrous ammonia, fuel oil. No crash walls will exist during construction. At a minimum, ALL hazmat should be moved out of the corridor at least during construction.
Comment Card

Date: June 18, 2015

Comment: The project assumed freight would be gone so SEIS needs to base all topic areas (noise, visual impacts, safety,...) from the base perspective of no freight since freight will now change from temporary status to permanent status.
Date: July 18, 2015

Comment: No access for fire safety equipment during construction. No fire safety plan or public evacuation plan through Kendworth.
Comment:
Hennepin County’s Scoping report original did not take into account freight.
Date: June 18, 15

Comment: TC+W is a Class III RR whose infrastructure is currently poor. There are rotted ties, missing railroad spikes, grade crossing pot holes, places where bridges do not appear to be structurally sound. Colocation of LRT + RR seems unwise. Infrastructure is not necessarily the sexy project, and long term infrastructure continues to not be maintained. Because the colocation of LRT + freight gets rid of the freight as promised.
Date: 6/18/15

Comment: Once again the Met Council has failed to address the real issues around the SW LRT— it is in the wrong place, going where there are no riders and will never be any riders. Minneapolis is in danger of becoming a laughing stock for this $2B folly. You still aren’t listening—only pretending to.
Date: June 18, 2015

Comment: Terribly worried about current plans:

1. Preservation of Greenway
   a. Water table impact when damaged
   b. Noise from construction & trains
   c. Vibrations from construction & trains
   d. Crowds of cars with no parking

2. Damage to property & property value

3. Safety hazard of oil freight cars
Date: 6/18/15  
I am a resident of Colburn Dale.

Comment: I have great concerns and fears for the safety of residents, riders and the structure in the Kendall section. The risks to the area from possible accidents seem too great to not review the proposed route and the junction of freight rail and light rail.
Date June 18, 2015

Comment: I live in the Calhoun-Isles Condominiums, whose foundation
is within 2-3 feet of the proposed shallow tunnel. I am concerned
about both the construction impact on my home, as well as the
liveability of my home once SWLRT is up and running. The
SDEIS identified 36 Ground-Borne Noise Impacts on our
condos and mitigation plans are left for the final EIS.

In the push to reduce costs, I worry that mitigation will be
curtailed or eliminated. For the Green Line at UM and
MPR, rails were installed in such a way as to reduce
vibration. These efforts have not been totally successful,
which adds to my concerns. Residents of Calhoun-Isles
are being asked to sacrifice by having SWLRT
operating in our backyard. I respectfully request that
all efforts be made to mitigate the long term effects
on our homes.
June 18, 2015

I live in the Calhoun Isles high rise and am concerned about the effects of LRT vibration on our condo complex and town houses. The EIS discusses vibration but only for an at grade train and with the magnitude scale beginning at 50 feet minimum distance. In our case the train will be in a tunnel where ground transfers vibration much stronger than in air and the distance between our foundation and the tunnel wall is less than four feet. The EIS does not come close to recognizing the potential vibration problems with our condo complex. The mitigation must be extraordinary to avoid livability problems.

The noise levels discussed in the EIS do not address the fact that noise is amplified the higher the resident, as with the high rise. The noise generated by the LRT while running as well as the bells when entering the West Lake Street station could be extreme.

Robert Brockway
3145 Dean Court # 904
Minneapolis, MN 55416

rmbrockway@comcast.net
612-920-3441
Light Rail Oppositional Statement

To Whom It May Concern:

I am a condo owner at Calhoun Isles Condominiums. The proposed Light Rail route is of grave concern for me for the following reasons:

1. The potential and likelihood of compromise to the structural integrity of the High Rise buildings both during and after construction. My condo is directly adjoining Kenilworth Trail. When freight rail trains pass, by my windows vibrate, cupboards shake and even dishes rattle. The proposed construction may come within 2 feet of the current pilings for the condos.

2. The livability factors during construction. Again, as my unit faces and is adjoining the proposed route, the noise disruption is likely to immediately devalue my property and the enjoyment of my property which I have heard could last up to 4 years.

3. The market value of my property will be directly impacted if trains are frequently passing by. Many residents have undersold their properties in order to sell before the property is not sellable due to construction. Property values have dropped.

4. The environmental concerns are numerous. Cutting of trees, destroying habitat, destruction of the pristine bicycle/walking/recreational route (one of the best in the country), interference of and potential contamination of wetlands and water in and around the lakes are also of concern.

Thank you for your attention.

Jan Search
Resident Calhoun Isles Condominiums