Metropolitan Council

St. Louis Park City Hall, 5005 Minnetonka Blvd., St. Louis Park, MN 55416

Meeting of the Southwest Corridor Management Committee

March 12, 2014

Members Present	Susan Haigh, Chair	Matt Look	Terry Schneider
	Brian Lamb	~~Gail Dorfman~~	Robert Ellis (Alt)
	Cheryl Youakim	Peter Wagenius (Alt)	James Brimeyer
	Peter McLaughlin	Scott McBride	Jan Callison
	Linda Higgins	Will Roach	Jake Spano (Alt)
Members Absent	Jeff Jacobs	Keith Bogut	Betsy Hodges
	Nancy Tyra-Lukens	James Hovland	Bill James

1. CALL TO ORDER

Chair Susan Haigh called the March 12, 2014 meeting of the Southwest Corridor Management Committee to order at 9:05 a.m. at the Beth El Synagogue. Chair Haigh requested the following changes to the agenda: 1) defer the Resolution Thanking Commissioner Dorfman to the April 2, 2014 meeting because she wasn't able to attend this morning, and 2) change the order of today's agenda to have the Railroad/Shippers' Comments first. Chair requested that committee members and others sitting in today introduce themselves.

2. APPROVAL OF MINUTES

Chair Haigh presented the February 20, 2014 Southwest Corridor Management Committee meeting minutes for approval. There were no comments or discussion on the minutes and the motion for approval was granted.

3. RAILROAD/SHIPPPERS' COMMENTS

Mr. Dave Long, Vice President of Marketing & Sales for TC&W, gave an introduction. The following shippers gave comments on the impact of freight rail on their business:

Scott Blumhoefer - Heartland Corn Products
Bill Doysher - Farmers Cooperative Elevator Company
Brad Kohls - South Central Grain & Energy
Tim Liester - Lyman Lumber Co.
Travis Magoon - Equity Elevator & Trading Co.
Jeff Nielsen - United Farmers Cooperative
Jeff Manderscheid - United Farmers Cooperative
Jim Abraham - United Farmers Cooperative
Roger Price – United Farmers Cooperative
Kelvin Thompson – Southern Minnesota Beet Sugar Cooperative
Larry Schuette – Form-A-Feed
Brent Woolf – Consolidated Grain & Barge
Chuck Steffl – Step Saver, Inc.

Met Council Member James Brimeyer asked Mr. Long if when they look at routing, have they calculated speed and safety? Mr. Long replied that he can't answer that directly, but the benefit they have as a relatively small rail carrier is they have options to connect to 4 large carriers which they can use in different circumstances in different markets. Having the flexibility to do that safely and efficiently is very important – we offer the best alternatives possible.

Mr. Jake Spano commented that heavy wheeled traffic on rural roads in greater Minnesota has cost implications for MnDOT.

4. OCTOBER CMC PROJECT SCOPE AND BUDGET RECAP

Mr. Jim Alexander gave a recap of the CMC Scope and Budget recommendation adopted at the October 9, 2013 meeting. On September 4, 2013 the CMC voted to recommend to the Met Council the Comp Plan Alignment in Eden Prairie, with the station just north of Singletree and ending at SouthWest Station. The CMC also voted to recommend removal of the Deep Bore LRT Tunnel from consideration. On September 11 the CMC voted to recommend Hopkins Site 9A for the OMF location. At the October 9 meeting the CMC voted to recommend the Shallow LRT Tunnels through the Kenilworth Corridor. The recommended Scope and Budget came to an overall budget of $1.553B.

5. RESOLUTION OF SUPPORT – DOWNTOWN HOPKINS STATION CMAQ FUNDING REQUEST

Mr. Craig Lamothe gave an update. An earlier action by the CMC on September 11, 2013 recommended to the Met Council that Site 9A in Hopkins was the preferred Operations & Maintenance Facility location, but also as part of that action the CMC directed Met Council staff to continue working with Hopkins city staff to focus specifically on issues relating to accepting the OMF as it relates to tax base, employment, and redevelopment opportunities. Since October SPO staff have been meeting roughly 2 times per month with City of Hopkins staff focusing on what is in the base LRT project as it relates to the 3 stations and the OMF site, and more specifically focusing on actions for future opportunities by both the Met Council and the city.

Mr. Lamothe introduced Ms. Kersten Elverum, Director of Planning and Development for the City of Hopkins. Ms. Elverum thanked the CMC for entertaining this resolution today – as it will send a message of of showing support for the project and also begin to close the gap between what Hopkins is potentially losing in tax base and what they would like to see developed in Hopkins. She also thanked project staff. This proposal will be able to create a win-win situation, providing parking at a very desirable location for LRT riders, coupled with the ability to see some opening day development that, if done right, would be immediately coming onto our tax rolls and offset the loss from the OMF. They think it's a very viable solution to our problem and would appreciate your support today.

Mr. Lamothe said the proposal is to put a Park & Ride at the Downtown Hopkins Station. The locally preferred alternative (LPA) had a Park & Ride at the Downtown Hopkins Station where the Civic Plaza is. We are bringing back some of the spaces that we pushed to Shady Oak and Blake. Pulling them back to the Downtown Hopkins Station has many benefits, including a better situation for the redevelopment opportunities at both Shady Oak and Blake by removing about 100 spaces of surface parking, about an acre, on Excelsior Blvd. at Shady Oak which can then be made available for redevelopment. In addition, we have interest in Blake Road Station by a housing developer but we have such a large Park & Ride there that it's eating up a lot of available space for that potential housing project. Lowering the footprint of the Park & Ride at Blake helps the situation. We are using the budgetary savings from Shady Oak and Blake and putting them back into this proposal at Downtown Hopkins, but there is a gap. That's what this funding request is for – the $7M of CMAQ matched by a

20% local match of $1.75M is to bridge the gap for the additional property acquired on the north side of Excelsior and build structured parking at this location. With those funds and the reallocation of funds from the other 2 stations we have the ability to move this project forward in Downtown Hopkins. These are 2017 federal funds, so they would be available in late 2016. An application is due to Council on April 11 and we will know by May 21 if we are awarded these funds. It's perfect timing from a design process perspective.

Met Council Member Brimeyer asked Mr. Lamothe to explain CMAQ. Mr. Lamothe said it is Congestion Mitigation and Air Quality funds. These are federal highway funds that are allocated to the region and are doled out every other year. It's normally a competitive process, but this is a one-time only. They are taking proposals of worthy projects that are ready to go and will spread those funds out to 2-4 of those projects.

Council Member Spano asked if, aside from the local match, are there any other administrative or funding requirements that have to go along with that. Mr. Lamothe said nothing different from what we are already doing on the project. Since it's federal funds, we're already obligated to follow all the rules for accepting federal new starts funds and the federal highway fund requirements are very similar.

Council Member Cheryl Youakim thanked the Hopkins city staff, Ms. Elevrum specifically and the project office staff for working to help mitigate some of the losses Hopkins is having with the OMF. She would appreciate the CMC's support of the resolution.

Ms. Youakim moved that the Southwest CMC Resolution be adopted. The motion was seconded by Mayor Schneider. Chair Haigh asked for discussion. Commissioner Peter McLaughlin asked for more description of the Civic Plaza bike pad and what the source of local funds are. Ms. Elverum replied that they aren't sure of the source of local funds – they have put in an application to Hennepin County TOD program. They have limited resources in their development account and will be looking at other sources of revenue to meet the local match. For the bike facilities at the plaza, they are imagining possibly bike rental, bike storage, perhaps maintenance, looking at examples like Santa Monica's bike facility, either being in the Park & Ride facility or as a stand-alone. The location at a trailhead is an ideal place to have a higher level of service for bike commuters and recreational bikers. Commissioner McLaughlin asked how much of the parking is Park & Ride and how much is to support the redevelopment. Ms. Elverum replied that until they have a development they won't know how the parking will be shared. The base project includes 240 spaces for Park & Ride – that doesn't include any private parking. They think that with the roughly an acre and ½ they will develop they will be able to construct approximately 100 housing units and would also like to pursue the idea of a hotel on the site.

Commissioner Linda Higgins asked, with moving parking spaces from the other stations, how would this affect the other stops? Mr. Lamothe replied that by shifting 100 spaces from Shady Oak and about 140 from Blake Road we are able to have a better situation for redevelopment opportunities. 100 surface spaces at Shady Oak will free up about an acre along Excelsior Blvd. that could be immediately available for redevelopment. By lowering the parking count at Blake Road we're exploring potentially having an integrated facility with residential on top of the Park & Ride. Chair Haigh said that this exactly the sort of Transit Oriented Development change we would like to make on this project. A lot of time has been spent on the part of the city and project staffs to make sure we are maximizing the development potential around these station areas. It's a positive sign, especially recognizing the City of Hopkins' willingness to accept the OMF in their community.

Commissioner Matt Look asked if it is correct that by taking the OMF Hopkins is asking for the support of this resolution. Chair Haigh replied that the discussion we've had over the past year was recognition

that for Hopkins to continue to benefit and grow tax base, this type of development will help them to do that. Commissioner Look said that it's important that we consider a universal OMF as it relates to Hiawatha, Southwest and Bottineau as opposed to building independent OMFs for each line. Chair Haigh asked Mr. Brian Lamb if he could provide some perspective. Mr. Lamb said that the funding for each of these transitways are independently allocated so the certainty for this line or the next line are independent decisions. For our planning purposes, it's not available to us to consider building a super-size facility. We have modified the Hiawatha facility so we can take on major maintenance associated with 4 line system and the satellite facilities would be available for routine maintenance and storage. To the extent that we can make some modifications we have made them and to the extent that there is a long term funding stream it will also open up potential opportunities for maximizing the use of each facility. Mayor Terry Schneider said he echos that. We have had numerous discussions on the operational efficiencies of how we get the trains from one point to another and the employees to run those trains at it. The idea that they have optimized the usage of the various OMFs around the system is critical, not trying to do a universal storage and maintenance facility that would require significantly increased operating costs to get it to work. He trusts staff for looking at how they manage overall system facilities, not just keeping our initial costs as low as possible but more importantly keeping our long term operating costs under control.

Council Member Youakim said that they are not exactly excited about having the OMF and never have been, but they also recognize the need to be regional partners and get this project done. While these CMAQ dollars obviously aren't guaranteed, at least they will know about them by the end of May and it starts the process to be where we need to be to make sure we're not taking on a new burden in Hopkins.

There were no furthers questions or discussion on the resolution. The motion carried unanimously.

6. Southwest Station – Accommodating Bus and Rail Service

Mr. Lamothe reported that in the late 2013 timeframe, Southwest Transit Authority, along with the partner cities of Chaska, Chanhassen, Eden Prairie, and along with Carver County passed a resolution for a preference of staying in the Southwest Station, along with concerns about how this will work. Through a series of design workshops and meetings with Eden Prairie staff and Southwest Transit staff work was done on to look at the designs of the station. The preferred design option is different than the LPA concept. Mr. Lamothe went over concept #4 and the revised concept #5, which now has the switch located tucked in behind the ramp. This new design will change the curve and have one crossover versus two. The crossover in concept #4 had the signal bungalow in the parking area. It is now tucked in the ramp. We can also preserve Anchor Bank with either concept #4 or #5, along with a longer curve, which will allow for less wheel squeal. The headlight wash will also be less intrusive. The new concept has a side platform station. The previous concept had LRT coming in at a tight curve, behind the ramp.

The maps were shown for the two concepts. The kiss and ride lot today supports a 1,000 space ramp and is overcrowded. With the new concept, we provide 30 additional spaces and a dedicated lane next to the platform underneath the ramp for drop off. The platform is underneath and covered from the elements. We can now separate the bus vehicles, have adequate space for storing bus vehicles, and provide a gate for feeder buses. The side platform can also allow passengers to connect right to bus boarding area. There would be one platform, which is doubled in size, for both rail and bus.

This concept was brought to the Southwest Transit Board in both January and February and they endorsed this as their preferred design. The one con to this design is that the only way to go further west is along Technology Drive.

Mayor Schneider asked if this concept has any cost implications. Mr. Lamothe said the budget for extending the line further to the west called for $75 - 80MM, which this is consistent with. This new concept will not impact the retail property, but it does require relocation of Southwest Transit headquarters, which they are in agreement with. It does not add the cost of going further to the west.

Chair Haigh asked how many parking spaces the ramp in Concept #5 would have. Mr. Lamothe stated it would have a smaller ramp by about 600 spaces.

Councilmember Spano asked what Eden Prairie thinks of this concept. Mr. Robert Ellis stated that Eden Prairie has been very engaged in these design alternatives and shared this concept with local businesses. There is a lot of support for this new concept, which is a significant improvement.

Commissioner Jan Callison thanked the parties to find a way to resolve this issue. Chair Haigh also thanked Southwest Transit and the city of Eden Prairie for their efforts on this as well.

6. Responses to February 20 CMC Meeting

Mr. Alexander said the SPO staff has talked with city and county staff on the two options, both MN&S North and the Kenilworth corridor shallow tunnel. The additional item of development was added to the comparisons. For safety, as was stated at the previous CMC meeting, in the Kenilworth corridor there are 4 freight rail at grade crossings for existing and proposed, and for the MN&S North option there were 6 at grade crossings, which would be brought down to 2 with the option. For LRT at grade crossings, the Kenilworth option would have two LRT at-grade crossings and the MN&S North option would have 3 LRT only at-grade crossings. A map of the at-grade crossings was shown.

Mr. Peter Wagenius stated that the original TranSystems' proposal reported a total reduction of 10 at-grade crossings. Is the reduction described in the slides? Mr. Alexander stated that there are 6 crossings from Louisiana to the Iron Triangle that are there today. Under TranSystems' design, it might be that some were counted twice when crossing the tracks. West Lake may be counted twice as it crosses two tracks. By the high school, Dakota Avenue would stay open as will Library Lane. Two crossings would remain. Walker would be closed off.

Mr. Wagenius said the distinction needs to be made by the stations where freight would be entirely gone. That would dramatically increase the safety feature. The City of Minneapolis is sympathetic for businesses to have safe, reasonable access to get their products, although Minneapolis doesn't feel the shippers are in jeopardy. The real issues of safety are the tradeoffs between connectivity and safety. The opportunity to free up LRT stations that have pedestrians crossing LRT tracks and freight tracks is what needs to be taken seriously.

Councilmember Spano stated that for safety, with the TranSystems' plan that would take some high school property for a through route, there will be more traffic by the kids. He asked if the items are captured with the elevation of the trains at 10' - 20' near the Xcel substation, along with the reverse curves and longer trains. Mr. Alexander said the MN&S North proposal is to extend the parking lot over to Library. West Lake traffic would then cross over the tracks with gates on either side and a new roadway connecting the network. A frontage road going under both tracks would be a new connection.

Chair Haigh asked about the parking lot at the high school. Mr. Alexander showed where the parking lot is today. What is suggested with MN&S North, the lot would be impacted and would be extended out to Library.

Commissioner Callison asked about the impact of the Xcel power substation. Mr. Alexander said staff met with Xcel staff , along with Mr. Jim Terry, and they reviewed the proposed MN&S North option. Xcel provided comment on the draft report stating that more studies would need to be done if this option is chosen, as some impacts to their facilities would happen. A bridge structure would be built over the Xcel property.

Mayor Schneider asked if the on/off ramp at Lake and TH 7 would be disconnected? Mr. Alexander said that there is construction at Louisiana and the connection at Lake St. from TH 7would go away with the construction.

Councilmember Spano mentioned there are several businesses on West Lake Street, and if the access is taken, what would be the impact to those businesses? Mr. Alexander stated that if this option moves forward, a full traffic analysis would need to be done. The proposal is that Library and Dakota would stay open.

Mr. Alexander stated that the high school would be the only school building within 150' of freight tracks with the MN&S North option. The Metropolitan Open School would be relocated, so is not counted. The number of property impacts or relocations would be 6 residential, 7 private businesses and 1 school with the MN &S North option.

Mr. Wagenius mentioned the Brunswick option has up to 30 properties taken. How many businesses in total is SWLRT taking? Mr. Alexander said depending on the options, with the Kenilworth shallow tunnel, it is projected just under 50 total businesses; with MN&S North it is just under 60 for relocation of businesses. For Brunswick Central, there were 14 businesses and a number of residential.

Mr. Alexander went over the unaccounted costs in the MN&S North concept. He said staff met with city and county staff and reviewed these numbers, which includes the common elements. The unaccounted cost item were also shared with Mr. Terry. Mr. Alexander went over the unaccounted costs in the MN&S North concept, which include: additional retaining walls - $2- 3M; additional right of way - $12 - 15MM; Bass Lake Spur/Kenilworth freight track removal - $1M; and the North Cedar Lake Trail Bridge - $5 - $6M. The Xcel substation impacts are not included in these figures.

Councilmember Spano asked if the relocation alternative that has the tracks moved slightly east to align with the Minnetonka Bridge, are the property acquisitions to move the train closer in the analysis? Also, is the mitigation of contaminated ground soils included? Mr. Alexander said the MN&S North stays in the right of way. There are a couple of homes at the Minnetonka Bridge and 27th to allow the roadway to go underneath the tracks. We have done work with identifying contaminants, which will be further studied in Phase II ESA, but no costs have been identified in the MN&S North estimate.

Commissioner McLaughlin asked about the Xcel substation cost. Mr. Alexander said at this time we do not know what the cost would be. Xcel has advised that more study is needed. If the MN&S North concept moves forward, Xcel will study this further and let us know the number.

Commissioner McLaughlin asked if these estimates were briefed with the city and county, and are there major disagreements with either the city or county on these estimates. Mr. Alexander said the costs were reviewed with both cities and county staff, but not the unaccounted costs at this time.

Councilmember Spano said there are some items around developable land and cost implications that St. Louis Park feels should be included but are not in the estimate. Councilmember Spano can provide these items to CMC.

Commissioner McLaughlin said looking at the charts and hearing the presentation, both options seem basically a push. He asked if after the additional comments, does St. Louis Park still feel this is a push? Councilmember Spano said there are acquisitions and mitigations that St. Louis Park feels should be included in the cost, especially around property. If ROW isn't used, there should be walls or slopes included. He can pull the dollar amount, but at this time doesn't have it.

Mr. Wagenius said Mr. Terry's estimate for safety features said $15 - $20M. This slide says $5 - $10M for Kenilworth. This is a big gap. Mr. Alexander stated we don't have the basis for Mr. Terry's number. The $5 - $10M accounts for the CTS component, guardrail and wrought iron fencing, which are the three safety elements identified in TranSystems' estimate on the MN&S North option. We feel, based on our understanding of TranSystems' comments, that we are capturing the TranSystems suggested safety elements for the Kenilworth route in the cost estimate .

Chair Haigh mentioned it sounds like a couple perspectives from St. Louis Park and Minneapolis that would add some additional costs to the estimates, along with the Xcel substation. Other than these, it seems like the cost estimates make sense.

Mr. Alexander went over the operating cost considerations. Some calculations were done and the tunnel systems would be approximately $200 - $300K per year for the O&M costs. For the MN&S North option, it would be approximately $150 -$ 200K per year for the maintenance costs associated with the bridges and retaining structures. Mr. Alexander showed maps of the 120 car train at both the Kenilworth option and the MN&S North option. With the MN&S North option, TC&W would have to stage their trains. On average there is one 120 car train per day, or approximately 5 – 6 per week. Other than that there are shorter trains on there. Maps were also shown with a 25 car train in these areas. Mr. Alexander noted that there is a .3 mile difference, with the MN&S North being slightly longer than the Kenilworth option.

CM Youakim asked to see a graphic before April 2 for the stacking of trains in the Hopkins/Minnetonka area and the length of the trains that would be sitting there.

Mr. Wagenius stated he doesn't understand the point of these slides. The city feels the scope of work for the freight rail study, which was completed by TranSystems should be taken seriously. They are a nationally recognized firm and Met Council should take seriously their recommendations. Since the Met Council hired TranSystems, they should either accept what TranSystems came up with as being correct, or state that they are wrong. Instead we have the question is it right or wrong? Does the Met Council stand by the scope of work and their consultant or not? Was the AREMA standard met and is it good enough or not?

Mr. Alexander stated that back in 2013, we felt the prior relocation designs addressed AREMA standards. We looked at the MN&S route and looked at the concerns that TC&W came up with. We came up with a design that we felt worked. What we learned is that railroads have their own criteria, which may be above and beyond the AREMA standard. This has to do with their business model and their risk of what they're willing to operate with. Staff met with city staff on the scope of work to identify alternative routes. We asked TranSystems to look at this and they came up with the alternative route. CP says more study needs to be done. TC&W, through their consultant, has concerns with the design.

Councilmember Spano asked whether the railroad standards were a part of the scope of work? Mr. Alexander stated that we did ask TranSystems to meet with the railroads to address their concerns, so this was supposed to be factored into the analysis.

Mr. Wagenius asked if the decision is being made by public entities or are the railroads given veto power? The city is expecting Met Council staff to accept the report from this reputable firm of TranSystems. Met Council should weigh in and say they met the standard we set, or TranSystems is wrong and the standard was not met.

Commissioner McLaughlin said the STB has a legal structure in place for this. He understands the frustration but there are structures and processes with the STB.

Chair Haigh added that much has changed in the last 15 years, when we began looking at this project, with both the freight rail business and our understanding of who governs freight.

Mr. Alexander went over developable land. We worked with development staff from the county and held discussion with staff from both cities. The net impact of the Kenilworth option is a reduction of 2 acres of developable land. The net impact of the MN&S North option is, with taking freight out, there is an addition of approximately 3 acres of developable land. This is a complex matter, and can be looked at differently depending who is reviewing it.

Councilmember Spano mentioned the developable land, an additional 3 acres of land is contingent upon a lot of assumptions that CP will allow us access. West Lake street businesses access also needs to be looked at.

Mr. Wagenius stated that with the developed land, we should not subtract amenities that already exist, like our chain of lakes and trail systems. Rerouting freight adds value to SWLRT project itself, and the shallow tunnel does not. Based on experience, freight and power lines exposure makes a huge difference regarding development. West Lake, Beltline and Wooddale Stations being free of having freight nearby would be most successful and have the greatest economic development potential. There are studies out there that show our return on investment by this.

Chair Haigh said if there are additional community considerations that haven't been identified here, she asked CMC members to let us know.

8. Shallow Tunnel Update

Mr. Alexander stated that the Minneapolis Park Board passed a resolution on Feb. 5, 2014 that requested the Council to conduct a detailed engineering feasibility study and cost comparison of tunneling under the Kenilworth Channel as part of the shallow LRT tunnel option. Images were shown of the proposed two tunnels. One concept is to have one long tunnel of 5,800 feet that goes under the channel. This would have LRT below the channel. We also looked at an option preserving 21st Street Station. This would be done by shortening the tunnel under the channel to 3,100 feet.

Mr. Alexander showed slides where cut-and-cover shallow tunnel projects were done. One in St. Louis, Missouri; one north of Washington DC; one in Vienna, Austria; and one in Winnipeg Canada. The one in Vienna is virtually identical to the one we are proposing. The water gets taken out of the cell and the tunnel is then built.

The access to the channel would have to be blocked during construction, which would be approximately one year of construction. Once built, the channel could be passed through both during winter and

summer. It would take an additional one year of construction, which would bring revenue service into 2019. Additional costs would bring us to an increase of $60 - $85M for the longer tunnel. For the shorter tunnel, it would be an additional $30 - $40 M. If this path is decided, these costs would also need to be refined.

Mr. Wagenius asked what is the next step with this information. Mr. Alexander stated that we met with our core staff and we would recommend pursuing this to see if there is merit to it. On the surface of it, there is good potential, but we do need to be aware that there are impacts to scope and budget for this.

9. Surface Transportation Board Staff Meeting Update

Mr. Mark Fuhrmann reported that we reached out to STB staff, Mr. Brian O'Boyle, who agreed to come out to Minnesota for a two day meeting. One meeting was held with staff of SPO, Minneapolis, St. Louis Park and Hennepin County. The next meeting was with agency staff and policy makers. Mr. Fuhrmann gave a brief summary of the meetings.

Mr. Fuhrmann stated that about 15 years ago there was a traffic rights agreement between Hennepin County and the then Soo Line (now CP Rail) and TC&W. With this agreement, if the railroad voluntarily decides to discontinue their service, STB staff said the discontinuance would be a process through STB and would take approximately 60 days.

Adverse discontinuance is a situation where the freight rail company does not agree to vacate and move their services out of Kenilworth. If this happens, HCRRA as the host and track owner, could make an application for a discontinuance. Through doing this, and if there is push back from the railroads, it is then adjudicated through the State legal system, rather than federal STB. STB staff are unable to speculate how long this process would take, but it usually is roughly a year or so.

Commissioner Look stated that with this shorter tunnel that was presented, CTIB would need to fund a portion of this. He feels uncomfortable with additional costs. From CTIB standpoint, we advance money for studies, and this put money at risk for the other projects in line. To jeopardize the amount of money put into SWLRT at this point, he is a little less reluctant to go ahead and study these things if we get to the same juncture as before. He said he is an advocate for co-locating at grade.

Councilmember Spano was also at the STB meeting, and noted two things that stuck with him - one is there is a very high threshold for an alternate route for freight rail if it is proposed to happen. Also, Hennepin County owns a portion, but not all of Kenilworth corridor. If Hennepin County found violation and went to STB, the CP would also have to file a motion with its business partner TC&W.

10. Communication / Outreach Update

<u>BAC Report</u>

Mr. Will Roach reported the committee has been talking a lot on transit oriented development. This past meeting they had Mr. Mark Wegner from TC&W in attendance who talked to them about his company's history and shared his opinion of the reroute along with his concerns around safety with the double S curves. BAC sent Gov. Dayton a letter applauding the pause and for the opportunity to revisit the 3 topics.

<u>CAC Report</u>

Councilmember Jennifer Munt reported that the CAC met and had a lengthy discussion on the side by side comparisons of the routes. They reviewed the water study results and freight study results. The CAC would like to hear from Mr. Wegner and are expecting to hear from him at their next meeting.

Chair Haigh asked for an update on the public comments. Ms. Sam O'Connell reported that 325+ comments have been received. These were from the town hall meetings along with written comments and email comments. Outreach staff are currently in the process of compiling these comments and should have them posted on line by the end of the week.

Chair Haigh asked the CMC members if they feel it necessary to meet again on March 26, along with the April 2 meeting. Chair Haigh will not be able to attend, but she could get someone to chair if held. At this point, all the public comments will be in, and the final reports will be prepared. Commissioner McLaughlin and Mayor Schneider both said they feel an additional meeting would be helpful, and also two hours may not be long enough to get what is needed. Mr. Wagenius asked how the under the channel tunnel fits in? Chair Haigh reported Minneapolis Park Board staff will be met with to get their feedback prior to the March 26 meeting. Mr. Fuhrmann reported he will also be presenting at CTIB on 3/19, which will then help the discussion on 3/26. With the majority feeling like an additional meeting should be held, Chair Haigh said there will be a CMC meeting on 3/26, along with one on 4/2.

The meeting was adjourned at 11:30 a.m.

Respectfully submitted,

Dawn Hoffner, Recording Secretary