

#1

From: matt muyres <[REDACTED]>
Sent: Tuesday, February 27, 2018 9:38 AM
To: swlrt <swlrt@metrotransit.org>
Subject: LRT Environmental Terrorism

I hope you dont mind that we catalog, **document** and publish all environmental destruction, eminent domain and the **widespread** loss of open spaces left....?

Ill give you the link soon...

You guys are stuffing an aprt complex near the cedar lake regional trail...no room for it...UNLESS...you cut down **trees**....thats always the development mantra.

Good luck,
Matt

Ms. Kelcie Campbell, Environmental Project Manager
Metro Transit - Southwest LRT Project Office
6465 Wayzata Blvd., Suite 500
St. Louis Park, MN 55426
Email: SWLRT@metrotransit.org



#2

From: Richard Adair <[REDACTED]>
Sent: Tuesday, February 27, 2018 3:06 PM
To: swlrt <swlrt@metrotransit.org>; Ginis, Sophia <Sophia.Ginis@metrotransit.org>
Subject: comments on SEA/Amended Draft Section 4(f) Evaluation

Comments on the SWLRT Supplemental Environmental Assessment/Amended Draft Section 4(f) Evaluation

From: Richard Adair, [REDACTED]

Note: I am a resident of the Bryn Mawr neighborhood and a long-term observer of the SWLRT project who has attended most of the public meetings over the last 10 years. Most of my comments are directed to the portions of SWLRT near my neighborhood where I feel I have useful information to offer.

Section 1.2. Purpose and Need

Since the publication of the Final EIS, the following factors have increased the need for this project:

- a. Increased traffic congestion, especially severe during road construction and after even minor snowfalls.
- b. A growing residential population in downtown Minneapolis.
- c. Increasing racial disparities in the Twin Cities in income, home ownership, transit dependence, and incarceration. Racial tension has increased following two highly publicized killings of black men by police. In the 2017 Minneapolis mayoral election all candidates listed race relations and economic disparity as primary concerns. Several advocated investing in transit to provide access to better-paying jobs across the metro area as a major tool to address this problem. Objective evidence recently published from a large Harvard sociological study supports this approach (<http://www.nytimes.com/2015/05/07/upshot/transportation-emerges-as-crucial-to-escaping-poverty.html>).
- d. Advancing signs of global warming and climate change, with calls for local governments to take the leadership in decreasing carbon emissions (for example, by increasing transit use and decreasing automobile dependence).

Section 1.3. Project Description. Figure 1-1 uses outdated names for the Bassett Creek Valley and Bryn Mawr stations.

Section 2.6. Modification F: Cedar Lake LRT Regional Trail Detour. I am an avid cyclist who is familiar with all these trails. I think the detours described will be quite workable, especially substituting the North Cedar Lake Trail to get from Hopkins to downtown. I frequently ride both the north and south arms of the Cedar Lake Trail, and they take about the same time.

Section 2.7. Modification G Bryn Mawr Meadows—Trail Mitigation. The proposed detour of N-S bicycle traffic after removal of the spiral Luce Line Trail bridge at the east end of Bryn Mawr Meadows (before completion of the new bridge to the Bassett Creek Valley Station) is workable. But I would suggest a more direct and less expensive detour allowing eastbound Luce Line riders to access the Cedar Lake Trail: leave the Luce Line Trail by

turning left at Cedar Lake Rd, right on 2nd Av N, right on the Van White Trail. Second Av is smooth with very little traffic and currently used by experienced bicyclists for this reason. Cedar Lake Road was repaved in 2016. Striped bicycle lanes on these roads would suffice.

Section 3.82. Neighborhood and Community. I don't believe the idea that the CPB would be a "perceived barrier" between neighborhoods is widely shared. I think the opposite is true—that the overpass allowing pedestrians and bicycles to access the Bryn Mawr station will provide a new and safer connection between the Bryn Mawr and Harrison neighborhoods to the north and the Kenwood and Cedar-Isle-Dean neighborhoods to the south. Instead of scrambling down the bank south of Penn Ave and illegally crossing active rail lines at grade, one will be able to cross the BNSF and TC&W rail lines on a skyway, take the elevator down to the Bryn Mawr station and head off on the nearby trails.

In any case, I feel that the function of the CPB (to save lives during a derailment) outweighs such psychological considerations. Trains travel at high speeds in this area.

Section 3.85. Visual quality and Aesthetics. The visual impact of the CPB from Bryn Mawr Station and from Bryn Mawr Meadows will be very small and mitigated by plantings, including vines as requested by the neighborhood and various working groups, as well as varying heights of the CPB related to use of earthen berms in some places. In fact, the visual appeal of a view across the valley between the Kenwood and Bryn Mawr bluffs will be improved greatly by having LRT in this area instead of piles of concrete and other items being recycled.

Section 3.88. Ecosystems. Wildlife especially deer do move between Cedar lake and Bryn Mawr meadows, as judged by their tracks in the mud and snow under the I 394 bridge in the vicinity of a paved bicycle path just east of Penn Ave. These animals will still be able to move under I 394 in this area by crossing the light rail and BNSF tracks west of the Bryn Mawr station and following the vegetated bluff line until they encounter this bicycle path. In other words, they can make an "end run" around the CPB, which ends east of the Bryn Mawr station. My observations independently support the Supplement Environmental Assessment's findings.

Section 4.4.3. Potential Impacts to the StPM&M/GN Historic District. I've lived in Minneapolis for 28 years without thinking much about the history of the railroad lines and switchyards west of downtown Minneapolis, other than noticing the massive limestone blocks in old retaining walls near Target Field. Then I discovered the interpretive panels with old photographs along the Cedar Lake Trail under the Cedar Lake Parkway bridge, and those near the Stone Arch bridge downtown. I began to understand how Minneapolis grew as a milling destination for grain from the vast prairies west of here. I could also see how the geography of the city lakes and bluffs restricted railroad use to certain corridors including Kenilworth. If these are examples of 4 (f) mitigation, I can imagine passenger rail riders experiencing something similar--learning about railroad history in interpretive panels while waiting for a train, and then riding downtown along the historic rail route and looking at the bluffs rising on either side.

Section 4.4.5 Avoidance Alternatives Analysis. I attended almost all the early meetings in which alternative routes 3C and others were discussed in great detail before the locally preferred option was selected. This was a wide-ranging and wide-open discussion, sometimes quite heated, especially at the well-attended meetings in St. Louis Park and Minneapolis. I think objective people present at these meetings would reject the assertion that project staff predetermined the result. Staff did bring a sense of reality (cost and

ridership estimates) and transit principles (trains for long hops, buses for short hops) to the table. There is no new information to add except possibly increased ridership on 3A associated with bus rapid transit in North Minneapolis. A major question was “could the TC & W be induced to relocate?” Even though an independent analysis suggested by the governor found this was feasible, the railroad declined to move or abandon its operations. Many people living near the Kenilworth corridor said they wanted to protect the park-like nature of this area but seemed to discount its long history as an active rail corridor, or that Hennepin County purchased right of way decades ago with the explicit purpose of using it for light rail.

Many people at these meetings also discussed the value of access to SWLRT at the Royalston, Bassett Creek Valley, and Bryn Mawr stations for low-income people living in North Minneapolis. (Royalston will serve as the transfer point between the Green Line LRT and the C Line BRT.) Many advocated for keeping costs and taxes down by using an available and publicly owned diagonal piece of real estate leading directly downtown, and against squeezing a rail line through a built-up urban neighborhood with existing bus service. Disruption of historically significant areas by route 3C was considered equal or greater than with route 3A.

I think it’s very important that we honor the testimony of all the people who came to those meetings and the process whereby the locally preferred option was selected.

5.1 Public engagement. As noted in the supplement, the Bryn Maw Neighborhood Association has consistently and strongly supported this project.

#3

From: Sweiger, Cindy <[REDACTED]>

Sent: Wednesday, March 14, 2018 9:29 AM

To: swlrt <swlrt@metrotransit.org>

Subject: SWLR Opus Area

Where can I view an exact map that lists the specific route? What roads will it follow and what wet lands will be affected by the construction and traffic of the actual LR?

You may say it's quiet and won't disturb the wildlife, but I disagree. It will disturb me even when I am on the trails.

Thank you.

Cindy



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

MAR 19 2018

REPLY TO THE ATTENTION OF:

Marisol R. Simon
Regional Administrator
Federal Transit Administration
200 West Adams Street, Suite 320
Chicago, Illinois 60606

Mark Fuhrmann
Program Director, Rail New Starts
Metropolitan Council
390 Roberts Street North
St. Paul, Minnesota 55101-1805

Re: Supplemental Environmental Assessment – Southwest Light Rail Transit (SWLRT),
Hennepin County, Minnesota.

Dear Ms. Simon and Mr. Fuhrmann:

The U.S. Environmental Protection Agency (EPA) reviewed the Federal Transit Administration's (FTA) February 16, 2018, Supplemental Environmental Assessment (SEA) for the Metropolitan Council's (Council) Southwest (METRO Green Line) Light Rail Transit (SWLRT) Project. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality regulations (40 CFR Parts 1500-1508), and our NEPA review authority under Section 309 of the Clean Air Act.

The SEA identifies design modifications made to the Project since publication of the 2016 Final Environmental Impact Statement (FEIS), Record of Decision (ROD), and state Adequacy Determination (AD). The focus of the SEA is on whether the modifications affect the environmental impacts and/or mitigation measures, as identified in the FEIS, ROD and state AD.

The SEA addresses the following project modifications:

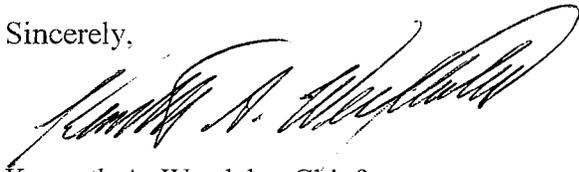
- Parking impact near Opus Station (Minnetonka),
- Minnehaha Creek Headwall Modification (St. Louis Park),
- 31st Street Realignment (Minneapolis),
- Grand Rounds Historic District – Kenilworth Lagoon Works Progress Administration
Rustic Style Retaining Walls Rehabilitation and Landscaping (Minneapolis),
- Right-of-Way Adjustment near 21st Street Station (Minneapolis),
- Cedar Lake LRT Regional Trail Detour (St. Louis Park),

- Bryn Mawr Meadows – Trail Detour (Minneapolis),
- BNSF Negotiation Modifications (corridor protection elements including a proposed barrier between freight rail and light rail tracks in Minneapolis),
- Water Service to Sharing and Caring Hands (Minneapolis); and,
- Five New Potential Construction Laydown Sites (St. Louis Park and Minneapolis).

Based on our review of the SEA, EPA has no additional comments regarding the proposed Southwest LRT project.

EPA requests one hard copy of the FTA final amended environmental decision document for the proposed changes to the Southwest LRT project, when it is available. If you have any questions regarding this letter, please contact Virginia Laszewski of my staff at 312/886-7501 or at laszewski.virginia@epa.gov.

Sincerely,



Kenneth A. Westlake, Chief
NEPA Implementation Section
Office of Enforcement and Compliance Assurance

Cc (email): Reginald Arkell, FTA, Chicago Office, Reginald.Arkell@dot.gov

#5

From: Hedlund Dik <[REDACTED]>
Sent: Thursday, March 22, 2018 6:08 PM
To: swlrt <swlrt@metrotransit.org>
Subject: SW Light Rail

This Southwest light rail is the most ridiculous idea ever fostered by the city of Minneapolis. This corridor is the most pristine area of Minneapolis with walking/biking trails through wooded terrain in the prime lakes area. What were they thinking? Is the almighty dollar worth disrupting this beautiful respite putting 250 trains a day through this gorgeous parkland? Idiocy!!

Dik Hedlund
[REDACTED]
Minneapolis, 55405

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SOUTHWEST LIGHT RAIL TRANSIT
PUBLIC MEETING

Held on March 22, 2018, at 6:00 p.m.
at Dunwoody College of Technology, McNamara
Center, 818 Dunwoody Boulevard, Minneapolis,
Minnesota.

Reported by: Rachel C. Graham

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A P P E A R A N C E S

Gail Dorfman, Cara Letofsky - Met Council
Marion Greene - County Commissioner

T E S T I M O N Y

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Frank Hornstein.....	20

1 MS. DORFMAN: I will call up Art
2 Higinbotham.

3 MR. HIGINBOTHAM: I have a copy of
4 my remarks here, to whom do I submit those?
5 Thank you. I'm going to turn this (indicating)
6 this way, because my remarks are directed to
7 the people as voters as much as they are to the
8 Met Council.

9 My name is Arthur Higinbotham. I'm
10 a former 24-year resident of Cedar Lake Shores
11 Townhome Association, and past chair of the
12 Cedar-Isles-Dean Neighborhood Association.
13 Two years ago I moved to St. Paul to be closer
14 to my family, as well as to escape the terrible
15 consequences of the Met Council proceeding with
16 co-location of the Southwest LRT, and frankly
17 on the Kenilworth corridor.

18 Those who remain in the
19 neighborhood will witness the destruction of
20 thousands of trees along the corridor.
21 Construction of unsightly walls separating the
22 light freight and Light Rail from the
23 pedestrian and bike path that's used by over
24 half a million Minnesotans every year.

25 And, also, unknown contamination of

1 our chain of lakes by contamination from the
2 LRT. More significantly, these neighbors will
3 run the risk of having the 14-story Calhoun
4 Isles Condominium grain elevator collapse into
5 the LRT tunnel during construction, due to
6 vibration caused by digging the tunnel less
7 than two feet from the base of the foundation
8 of the grain elevator.

9 Lastly and most important is the
10 threat of derailment and explosion of tankers
11 carrying flammable ethanol and high volatility
12 Bakken crude in the corridor, right over the
13 LRT tunnel, which will contain 18,000 volt
14 overhead power lines, incinerating everyone in
15 the tunnel, and trains, and destroying many
16 homes in the neighborhood.

17 The catastrophes west of Fargo, and
18 Lac-Mégantic in Quebec, and scores of other
19 locations across the United States demonstrate
20 that this is a real possibility with the
21 current design.

22 The St. Louis Park alternative for
23 the LRT was undoubtedly flawed, but the Met
24 Council has failed to open up the docket to
25 consider other alternatives. One of those

1 would be to run the LRT down the Midtown
2 Greenway, a much highly, densely populated
3 area, and becoming evermore so, to the I35
4 corridor and down 3rd Avenue to 5th Street,
5 where it would join the Hiawatha and the St.
6 Paul lines.

7 This alternative, which was pointed
8 out long ago in this discussion, would serve
9 much more of downtown Minneapolis than the
10 current one, which runs north of the downtown
11 area and loops around the Target Center.

12 Another option is to run the
13 Southwest LRT down the BNSF corridor to the
14 vibrant Westend of St. Louis Park to Eden
15 Prairie along Louisiana Avenue. Unfortunately,
16 we have not had any interest in looking at
17 these options, which would avoid serious
18 problems for people in the city of Minneapolis.
19 Thank you very much for your time.

20 MS. DORFMAN: Thank you, Art.
21 We'll make sure that the entirety of your
22 remarks are documented. Next is Barry Schade.

23 MR. SCHADE: I'm Barry Schade, and
24 I live in Bryn Mawr, where I'm part of the Bryn
25 Mawr Neighborhood Association Board. And I've

1 been involved with this project on behalf of
2 the neighborhood since I was a young man, it
3 seems like.

4 I think our main concern is that
5 the project move forward. I think that
6 reflects, by and large, the attitude of the
7 neighborhood. It's certainly not a unanimous
8 one, we never have a 100 percent consent on
9 anything. But, by far, the common response
10 from the neighborhood is that we want to see
11 this project built soon.

12 The Bryn Mawr Neighborhood
13 Association's past resolution has been in
14 support of the project over the years. And
15 from the beginning, our concern hasn't been
16 about the project itself, except to the degree
17 that it would interfere with our access to the
18 trails.

19 That has been our arch concern over
20 the years, of whether our use of the trails
21 would be interfered with by the construction,
22 the operation of this project.

23 Quite frankly, the last minute
24 addition of a crash wall really gave us
25 heartburn. It raised a number of questions, it

1 was a big surprise, and we saw all kinds of
2 things that were unanswered at that point.

3 On October 10th of this past year,
4 we passed a resolution petitioning the Met
5 Council to prepare an EA work -- environmental
6 assessment worksheet before adding the crash
7 wall. And I just want to report today that
8 it's my assessment that the SEA that we're
9 considering today addresses the issues to be
10 raised in that resolution last October.

11 The neighborhood also had the
12 opportunity of participating in the Light Rail
13 Bassett Creek Valley Working Group that was set
14 up primarily to look at the aesthetics of the
15 crash wall.

16 In the process of doing that, we
17 also looked at a number of other issues related
18 to the wall. But on December 19th, we issued a
19 report confirming that the aesthetics of the
20 wall were being adequately addressed, and
21 raised concerns about the need for
22 environmental review, which I believe the SEA
23 provides that kind of review.

24 The Bryn Mawr Neighborhood
25 Association, I guess that is overwhelmingly in

1 support of the project, concerns I hear are
2 mainly when is it going to get done.

3 But I want to, again, confirm that
4 access to the trails is a lingering concern
5 that we'll be paying attention to during the
6 years of construction, and when the project is
7 operational. Thank you.

8 MS. DORFMAN: Thank you very much,
9 Barry. Jake Werner.

10 MR. WERNER: I'm afraid I won't be
11 done in three minutes. I'm not representing
12 any neighborhood organization. My name is Jake
13 Werner. I live on the west side of Cedar Lake,
14 I've been over there for about 26 years now.

15 I'm going to call this the
16 contentious, litigious bridge at Kenilworth
17 Lagoon. I believe the Met Council and
18 Southwest Light Rail has a unique opportunity
19 to offer an olive branch, if you will, to the
20 communities impacted by the Light Rail project.

21 This opportunity is to provide or
22 initiate a longstanding, never realized plan of
23 Theodore Wirth, which would enhance the
24 recreational ambiance and convenience of the
25 area through Kenilworth Channel.

1 Just a bit of history. Theodore
2 Wirth acquired the shoreland around Cedar Lake
3 and the parkland through the Kenilworth Channel
4 in 1933. His intent was to render the entire
5 shoreland of Cedar Lake available to the
6 public, like the other city lakes.

7 He also intended to connect Cedar
8 Lake to Lake of the Isles through the
9 Kenilworth Channel, not only by water, but also
10 for pedestrians to walk along the channel. The
11 park board owns approximately 40 feet on the
12 south side of the channel. And in some cases,
13 175 to 200 feet north on the side of the
14 channel.

15 What happened? The Great
16 Depression, which stopped any improvements from
17 occurring. And following that, World War II.
18 After these events, Wirth had retired, and the
19 plans for Cedar were never acted on.

20 In 1997, the Wirth plans surfaced
21 again. The entire Chain of Lakes were being
22 renovated. The park board hired a consulting
23 firm, Michael Van Valkenburgh and Associates, a
24 world-renowned landscape architect firm out of
25 Boston, Massachusetts.

1 Van Valkenburgh made separate plans
2 for each of the Chain of Lakes. His Cedar lake
3 plan echoed the original Wirth plan. A path, a
4 pedestrian path around the lake, the entire
5 lake, and ped paths through the Kenilworth
6 Channel, linking up to Lake of the Isles.

7 We can see the value of this
8 pedestrian linkage at the channel from Isles to
9 Calhoun. It has a great recreational feel, and
10 it provides park users with a safe and pleasant
11 connection to the lakes.

12 So when the old bridge is torn
13 down -- a bridge, by the way, that Theodore
14 Wirth intensely disliked and wanted torn down
15 at the earliest opportunity -- when it's torn
16 down as part of the construction process, the
17 pedestrian access could/should be included in
18 the construction process.

19 Let's not miss the opportunity to
20 incorporate this great enhancement to the area.
21 It would be a safe and scenic passageway to
22 each lake, and avoid the horrible, dangerous
23 Cedar Lake Parkway/Dean Parkway connection.
24 The Kenilworth bike trail, I can remember when
25 there was no bike trail there, just a cow path

1 surrounded by vegetation -- weeds, actually.

2 The construction of the temporary
3 bike path really showed how starved people were
4 for some sort of a connection through this
5 area. I believe the previous speaker said over
6 500,000 people, and that's correct. It became
7 not only a bike commuter trail, but even more a
8 recreational trail for residents and regional
9 bikers.

10 I believe the lack of pathways
11 around Cedar Lake certainly enhanced the
12 recreational value of the Kenilworth bike
13 trail, because it was some access. And, of
14 course, the connection of the Midtown Greenway
15 and the Cedar Lake bike trail.

16 It also supports, by the way, the
17 Met Council's initiatives for regional parks
18 and trails. Their access -- 2,040 plans for
19 regional parks. The construction of the new
20 bridge is a perfect opportunity to initiate
21 this outstanding landscape design of a
22 pedestrian passageway through the channel to
23 link up with Lake of the Isles. Thank you.

24 MS. DORFMAN: Thank you very much,
25 Jake. Next on my list is David Rhude. While

1 David's coming up, I will note that we've been
2 joined by State Representative Frank Hornstein.
3 And also former State Representative and
4 Speaker of the House, Margaret Kelliher, is
5 here. Thank you both.

6 MR. RHUDE: Thanks for having me.
7 My name is David Rhude. I live just south of
8 Cedar Lake, CIDNA, here in Minneapolis. I'm
9 not as eloquent as the previous three speakers,
10 sorry.

11 Couple things. Speaking of the,
12 what we call the connector piece, the waterway
13 between Lake of the Isles and Cedar.
14 Obviously, during some of the construction,
15 it's probably going to need to be closed, but I
16 haven't heard how much. I've heard rumors that
17 it could be closed for years.

18 Not only are there a lot of
19 paddlers, the rare swimmer and fish that go
20 through there, but cross-country skiers and
21 walkers through the winter. The City of Lakes
22 Loppet, um -- it's just, I hope it's considered
23 a big deal -- passes through there, and it
24 would be a shame if we couldn't ski through
25 there in the wintertime. So that passageway,

1 what kind of timetable, and what kind of
2 closures might happen, I have heard nothing
3 except some bad rumors.

4 I'm also a bicyclist. I've talked
5 with some of the staff. There's some pretty
6 dodgy bicycle interaction points, particularly
7 the Van White Road. If people are traveling
8 sort of south on that road, the vehicles really
9 hit a high speed.

10 With the changes, they're going to
11 probably expect most of the bicyclists to now
12 not going under the bridge, but be at grade.
13 And I expect there's going to be some real
14 serious problems there. So keep the bicyclists
15 in mind. Thank you.

16 MS. DORFMAN: Thank you very much.
17 Next, I have Gary Kehrberger. And then
18 Jeanette Colby after Gary. Gary Kehrberger?
19 Jeanette, do you want to come up, and then
20 we'll try Gary again after.

21 MS. COLBY: Hello, everyone.
22 Marion and Gail, thank you for having me. I
23 haven't planned any remarks, but I was kind of
24 surprised to hear the presenter, who I haven't
25 become familiar with yet, say that most of the

1 changes are to the areas in Minneapolis, and
2 she said there's no particular reason for that,
3 but that's what the fact is.

4 Well, actually, there is a
5 particular reason for that, and it's
6 co-location. Co-location, which we've talked a
7 lot about, and is the consequence of poor
8 initial planning and scoping at the beginning
9 of this whole process.

10 We are going to spend tens of
11 millions of dollars to accommodate co-location,
12 hundreds of millions. This wall is a concern
13 in that it costs \$20 million. That's a lot of
14 taxpayer dollars that we should really be
15 spending on transit. This isn't transit.

16 Additionally, I just wanted to say
17 that the presence of this wall and the failed
18 negotiations with TCNW, which we read about in
19 the newspaper yesterday, or was it today,
20 raised even greater questions about safety in
21 the rest of the corridor than we had already
22 expressed when we testified regarding the final
23 EIS.

24 So I think -- I know there are
25 factors that contribute to the idea that we are

1 safer in a narrower area in Kenilworth, even
2 without a wall, related to the curvature of the
3 rail and so forth, and the related speed
4 limits. But it's hard for me to take seriously
5 what the Met Council is telling us when we know
6 that the industry experts, TCNW and BNSF, are
7 so deeply concerned about the potential
8 liabilities of co-location.

9 I and my neighbors don't want to be
10 victims of some more mistakes. Thank you very
11 much.

12 MS. DORFMAN: Thank you so much,
13 Jeanette. Next is Benjamin Hertzfel.

14 MR. HERTZEL: Hi. I've been told
15 I'm hostile, so sorry if I'm hostile. My focus
16 is actually really, really narrow on this; I'm
17 not a part of the larger scheme that everybody
18 else is talking about.

19 The environmental impact that I
20 think we're talking about here doesn't really
21 seem to take the environment that you're
22 putting in into account. I'm speaking
23 specifically of the drawings that I've seen
24 here that include birch trees, which are not
25 native to this part of the state.

1 It's lazy and shopping-mall
2 planting to put them in. It's incredibly
3 stupid. They don't grow here. You can plant
4 them and they will live for a while, but not
5 very well. They're a northern tree. In the
6 past 30 years, our northern forests have moved
7 farther and farther north, which means birch
8 trees are going to grow here with more and more
9 difficulty, and you're going to waste money
10 putting them in.

11 Also, there's no diversity. None.
12 You have alders and you have birch. And that's
13 it. You have a clump and grass and a clump and
14 grass. It looks like a shopping mall. It's
15 ridiculous. It's absolutely ridiculous. And I
16 don't believe the people that put it together
17 are qualified to do this kind of stuff.

18 You should be putting in a large
19 variety of trees. You need diversity if you
20 want these to succeed. You need spruce trees.
21 You need things where the birds are going to
22 go. You're going to need willows in the wet
23 areas. You're going to need hickory. You need
24 shrubs.

25 You can't put in a clump of birch,

1 mow the lawn, and a clump of alder, and think
2 it's going to succeed. It will not succeed.
3 It's also going to be really ugly. You plant
4 the wall with these vines, and they die in the
5 winter. Now you have a concrete wall covered
6 with dead vines. Why are you doing that?

7 You should be planting spruce trees
8 along the walls that will give cover
9 year-round. They grow, they last, they'll live
10 200 years, they're provide habitat, and you
11 will not waste your money. Thank you.

12 MS. DORFMAN: Thank you very much.
13 We'll go back to Gary Kehrberger. Those are
14 all the names that I have. Is there anyone
15 else who would like to address us tonight and
16 comment? Margaret.

17 MS. KELLIHER: Margaret Anderson
18 Kelliher, I live in the Bryn Mawr neighborhood.
19 I did sit on the project looking at the
20 treatment of the wall. So, first, I want to
21 echo what Barry Schade said; that for a long
22 time our neighborhood has been supportive of
23 Light Rail. There's no doubt about that. We
24 do see Light Rail as a value.

25 I do also want to echo what

1 Jeanette Colby said. The reason we're all
2 sitting here, and a little teeth on the edge,
3 is because of the co-location issue. And then,
4 frankly, what I would say was really a huge
5 mistake at the end of this, and that is a
6 nontransparent negotiation with a failed
7 decision on a wall.

8 When we came to the committee, one
9 of the surprising things was there was -- and I
10 want to compliment the staff, I think they did
11 a very nice job. It is not their fault that at
12 the negotiation table something was agreed to.
13 They did a nice job of walking us through this.

14 But the reality here is it cuts off
15 access in many, many different ways. It cuts
16 off access for our wildlife. It cuts off
17 access for humans. If one of the big goals is
18 to connect north and south Minneapolis, which
19 we live in the space between, this will not do
20 it now.

21 And we have no ability to impact
22 the design of this wall. I ask, why can't it
23 look like James J. Hill's great design? That
24 seems to have stood the test of time. Big
25 arches, open arches.

1 Believe me, if this train derails,
2 the freight train, we don't have a shot at
3 living with a fiery -- whatever. This wall is
4 not going to save the people. But what could
5 save this project is if you would go back and
6 put some pressure on the railroad about the
7 actual design of the wall at this point.

8 I really have given up on thinking
9 that we're naive enough to look at a new route,
10 and all of those things. That'd be naive. But
11 you could do something, yet. And that is go
12 back to the negotiating table.

13 There is no reason this wall has to
14 extend as far out into the trail area as it
15 does today. It could stop. There's a reason
16 why it needs to be closer by Catholic Charities
17 and others.

18 And like I said, nontransparent
19 negotiation that shows up one day with the
20 power of the railroad and the power of
21 government was really something that is a
22 disappointment in this.

23 So I think the committee worked
24 hard to make this -- give the suggestions that
25 we did. But, honestly, the access for

1 pedestrians, bikers, everything else has really
2 been diminished by this decision.

3 MS. DORFMAN: Thank you.

4 Representative Hornstein.

5 MR. HORNSTEIN: Thank you so much,
6 Council Member Dorfman and members. Well,
7 Speaker Kelliher really inspired me and got me
8 going, in terms of wanting to just make a
9 couple brief comments. And I want to echo,
10 also, what Ms. Colby said.

11 I am very concerned about these
12 negotiations with the freight rail industry.
13 And it's an industry. They're behind closed
14 doors. They have tremendous impact on our
15 community. I just want to relate a story to
16 you that happened last night at the
17 legislature.

18 In an amendment to the
19 Transportation Bill, we're asking the freight
20 rail industry just to fund two additional rail
21 inspectors. Two inspectors. Minnesota has
22 more track and less inspectors than many states
23 in the country. This is a way to prevent
24 accidents from happening.

25 The railroad industry lobbied very

1 hard, and this amendment never really saw the
2 light of day. But that's what's happening
3 every day at the Capitol. And I was very, very
4 frustrated that we have -- now in state law,
5 that railroad companies don't have to pay
6 liability in this corridor in case of an
7 accident.

8 So I want to echo what Speaker
9 Kelliher said, because I would like to see a
10 much more transparent negotiation, and start
11 from scratch because we're not getting
12 information. And what we are getting is very
13 unsettling.

14 So I just wanted to say that on the
15 record. And thank all of you for coming. And
16 I appreciate the fact that we now do have a
17 document that we can react to and comment on.
18 And I believe Madame Chair said until April
19 9th, so the public can weigh in until
20 April 9th. Thank you very much.

21 MS. DORFMAN: Thanks, Frank. Is
22 there anyone else who would like to make some
23 public testimony tonight? Again, staff are
24 going to stay, if you want to ask questions.
25 Rachel, our court reporter, is happy to take

1 testimony as well. And then you can write
2 comments on cards and leave them, too.

3 So if there's nobody else who would
4 like to testify, we'll close this. Thank you
5 again for taking the time and being here
6 tonight. We look forward to hearing and
7 reading your comments. And, again, look for
8 them being posted on the southwestlrt.org site
9 with comments, too. So thank you, again.

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STATE OF MINNESOTA:
:
COUNTY OF HENNEPIN: CERTIFICATE

BE IT KNOWN, that I, Rachel Graham, transcribed the proceedings, and that the transcription is a true and accurate record of the testimonies given to the best of my ability.

WITNESS MY HAND AND SEAL THIS 28th DAY OF March, 2018.

Rachel Graham
Notary Public

COMMENTS TO MET COUNCIL ON SWLRT

My name is Arthur Higinbotham. I am a former 24 year resident of Cedar Lake Shores townhomes and past Chair of the Cedar Isles Dean Neighborhood Association. Two years ago I moved to St. Paul to be closer to family as well as to escape the terrible consequences of the Met Council proceeding with colocation of the SWLRT and freight rail on the Kenilworth corridor. Those who remain in the neighborhood will witness the destruction of thousands of trees along the corridor, construction of unsightly walls separating freight and light rail from the bike/pedestrian corridor used by half a million Minnesotans every year, and unknown contamination of our chain of lakes by the LRT. More significantly, they will run the risk that the 14 story Calhoun Isles condominium grain elevator will collapse into the LRT tunnel during construction due to vibration caused by digging the SWLRT tunnel less than 2 feet from the base of the grain elevator tower. Lastly, and most important, is the threat of derailment and explosion of tankers carrying flammable ethanol and high volatility Bakken crude oil in the corridor, right over the LRT tunnel which will contain 18,000 volt overhead power lines, incinerating everyone in trains in the tunnel and destroying many homes in the neighborhood. The catastrophes west of Fargo, Lake Megantic in Quebec, and scores of other locations demonstrate that this is a real possibility. The decision by Judge John Tunheim to throw out the suit brought by the Minneapolis Lakes and Parks Alliance, which challenged the legality of the Hennepin County Commissioners and the Metropolitan Council decision to restrict the route consideration to the colocation proposal, which was not on the table when the project was initiated, was made in error. The St. Louis Park alternative for the LRT was undoubtedly flawed, but the Met Council failed to open other alternatives which would be less dangerous and better serve the community. One such proposal is to run the SWLRT down the Midtown Greenway to the I35W corridor, following that corridor down 3rd Av. To 5th St., where it would link to existing Hiawatha and St. Paul light rail lines in a smooth curve under the Hennepin County building plaza; this would serve the Convention Center, Orchestra Hall, St. Thomas University, the theater district, the Allina and Children's Hospital complexes, and major businesses in the southwest part of downtown. Another option is to run the SWLRT through the BNSF corridor to the vibrant west end of St. Louis Park and thence to Eden Prairie along Louisiana Avenue. Competent leaders would send the project back to the drawing board to consider these. Instead, we have political appointees instead of transportation experts managing this project. While I have no time for the moral lassitude and abhorrent policies of the Trump administration, I deplore the positions of our state and local officials in managing this project. As a lifelong Democrat, I will be forced to vote for a Republican governor this fall, whether it be Tim Pawlenty, Jeff Johnson or Kurt Daud to stop this project.

March 22, 2018

Comment Card

Date 3-22-2018

^{We are}
Comment: HAPPY TO FINALLY SEE SOME ACTION ON
PUBLIC TRANSIT IN THIS AREA. WE'VE LIVED IN SLP
FOR 21 YRS AND ARE NOW SHOPPING FOR A HOUSE IN
MPLS. NEAR THE GREEN LINE. WE ^{LITERALLY} CAN'T WAIT FOR
THIS ROUTE TO BE COMPLETED.

Tim + Heidi Hermes
ST LOUIS PARK 55426

Comment Card



Date 3/22/18

Comment: I Believe there are many better things
we could do with this money. We are destroying
a park land that can never be replaced.

Comment Card



Date 3/22/18

Comment: liability → capped at \$3 million, who is going to pay the rest? This is nothing!

danger → why only wall for BNSF? what about co-location w/ freight south of that?

parking in neighborhoods → 21st St station

SWLRT should not be built. Waste of \$ and dangerous to those who live in area.

Comment Card



Date 3-22-18

Comment: THANK YOU FOR THE WORK
AND OUTREACH ON THE SUPPLEMENTAL
ASSESSMENT, IT'S IMPORTANT THAT THIS
PROJECT GO FORWARD.

#19

From: Pansch, Joshua (DOT) <josh.pansch@state.mn.us>

Sent: Friday, March 23, 2018 8:17 AM

To: swlrt <swlrt@metrotransit.org>

Cc: Kelly, Brian (DOT) <brian.kelly@state.mn.us>; Shekur, Hailu (DOT) <hailu.shekur@state.mn.us>; Craig, E (DOT) <buck.craig@state.mn.us>; Nelson, Douglas (DOT) <douglas.nelson@state.mn.us>; Junge, Jason (DOT) <jason.junge@state.mn.us>; Gina Mitteco <Gina.Mitteco@state.mn.us>; Muhic, P Cameron (DOT) <cameron.muhic@state.mn.us>; Tag, Aaron E (DOT) <aaron.tag@state.mn.us>; Crockett, April (DOT) <april.crockett@state.mn.us>; Jacobson, Nancy (DOT) <nancy.l.jacobson@state.mn.us>; Nelson, Blake (DOT) <blake.nelson@state.mn.us>; Nietfeld, Joseph (DOT) <joe.nietfeld@state.mn.us>; Sherman, Tod (DOT) <tod.sherman@state.mn.us>; Scheffing, Karen (DOT) <karen.scheffing@state.mn.us>; Wiltgen, Jennifer (DOT) <jennifer.wiltgen@state.mn.us>; Pansch, Joshua (DOT) <josh.pansch@state.mn.us>; Wilson, Ryan (DOT) <ryan.wilson@state.mn.us>

Subject: EA18-001 SWLRT Supplemental Environmental Assessment

Thank you for the opportunity to review the Supplemental Environmental Assessment report for the Southwest Light Rail. Attached are MnDOT's comments.

Please let me know if you have any questions

Thanks,
Josh

Josh Pansch, Senior Planner
MnDOT Metro District
1500 W. County Road B-2
Roseville, MN 55113
(651) 234-7795
josh.pansch@state.mn.us

March 23rd, 2018

Ms. Kelcie Campbell
Southwest LRT Project Office
6465 Wayzata Boulevard, Suite 500
St. Louis Park, MN 55426

SUBJECT: SWLRT Supplemental Environmental Assessment
MnDOT Review # EA18-001
LRT from Minneapolis to Eden Prairie
Hennepin County

Dear Ms. Kelcie Campbell,

Thank you for the opportunity to review the Supplemental Environmental Assessment (Supplemental EA) for the Southwest Light Rail (SWLRT). Please note that MnDOT's review of this Supplemental EA does not constitute a specific approval. As plans are refined, we would like the opportunity to meet with our partners and to review the updated information. MnDOT's staff has reviewed the document and has the following comments:

Design:

The corridor protection barrier in Section H is the section of most concern in the Supplemental EA. As these plans are general in nature, the Bridge group will need to approve of adding any structural features next to MnDOT bridges.

For questions on these comments, please contact Joe Nietfeld at 651-755-9881 or joe.nietfeld@state.mn.us

Bike/Pedestrian:

Please ensure that detours are thoroughly posted so that bicyclists and pedestrians can easily find their way to and through the detours.

For questions on these comments, please contact Cameron Muhic at 651-234-7797 or cameron.muhic@state.mn.us of MnDOT's bike/pedestrian team.

Permits:

Any use of or work within or affecting MnDOT right-of-way requires a permit. Permit forms are available from MnDOT's utility website at: <http://www.dot.state.mn.us/utility/index.html>

An equal opportunity employer

Please include one set of plans formatted to 11X17 with each permit application. Please submit/send all permit applications and 11X17 plan sets to: metropermitapps.dot@state.mn.us

Please direct any questions regarding permit requirements to Buck Craig (651-234-7911) of MnDOT's Metro Permits Section.

Review Submittal Options:

MnDOT's goal is to complete the review of plans within 30 days. Submittals sent in electronically can usually be turned around faster. There are four submittal options. Please submit either:

1. One (1) electronic pdf version of the plans. MnDOT can accept the plans via e-mail at metrodevreviews.dot@state.mn.us provided that each separate e-mail is under 20 megabytes.
2. Three (3) sets of full size plans. Although submitting seven sets of full size plans will expedite the review process. Plans can be sent to:

MnDOT – Metro District Planning Section
Development Reviews Coordinator
1500 West County Road B-2
Roseville, MN 55113

3. One (1) compact disc.
4. Plans can also be submitted to MnDOT's External FTP Site. Please send files to: <ftp://ftp2.dot.state.mn.us/pub/incoming/MetroWatersEdge/Planning> Internet Explorer doesn't work using ftp so please use an FTP Client or your Windows Explorer (My Computer). Also, please send a note to metrodevreviews.dot@state.mn.us indicating that the plans have been submitted on the FTP site.

If you have any questions concerning this review, please contact me at (651) 234-7795.

Sincerely,



Josh Pansch
Senior Planner

Copy sent via E-Mail:

Buck Craig, Permits
Nancy Jacobson, Design
Hailu Shekur, Water Resources
Brian Kelly, Water Resources
Douglas Nelson, Right of Way
Jason Junge, Traffic
Gina Mitteco, Multimodal Planning

Cameron Muhic, Multimodal Planning
Aaron Tag, Area Engineer
April Crockett, Area Manager
Ryan Wilson, Transit
Blake Nelson, Materials and Road Research
Joe Nietfeld, Transit Office
Russell Owen, Metropolitan Council

#20

From: [REDACTED]
Sent: Saturday, March 24, 2018 2:46 PM
To: swlRt <swlRt@metrotransit.org>
Subject: light rail extension public comment

The LRT extensions are critical for much-needed access because Minneapolis-St. Paul has high taxes and high rents, and LRT extensions would allow the many people who cannot afford to have a car or pay M-SP costs to access living wage M-SP jobs in city, county, and state government. LRT also would allow for M-SP residents who need to live in M-SP for services like medical care to be able to access suburban jobs, as many companies have relocated their headquarters outside of M-SP. There is also a substantial need to reduce our ecological footprint and ease traffic congestion, both of which LRT does better than any other form of transportation. Please accept this as a resounding letter of support for LRT extensions.

Thanks you very much for your work to extend LRT,

Trina Porte
[REDACTED]
Minneapolis MN 55414

[Constant Fatigue Is A Warning Sign – Here's The Simple Fix](http://thirdpartyoffers.juno.com/TGL3132/5ab6ab4c434e92b4c6921st01duc)
[gundrymd.com](http://thirdpartyoffers.juno.com/TGL3132/5ab6ab4c434e92b4c6921st01duc)
<http://thirdpartyoffers.juno.com/TGL3132/5ab6ab4c434e92b4c6921st01duc>

Sponsored Links 

#21

From: Tegdesch, Elizabeth (MPCA) <elizabeth.tegdesch@state.mn.us>
Sent: Tuesday, April 03, 2018 8:16 AM
To: swlrt <swlrt@metrotransit.org>
Cc: Kromar, Karen (MPCA) <karen.kromar@state.mn.us>; Card, Dan (MPCA) <dan.card@state.mn.us>; Innocent Eyoh <Innocent.Eyoh@state.mn.us>; McDill, Teresa (MPCA) <teresa.mcdill@state.mn.us>
Subject: MPCA Comment Letter - Southwest Light Rail Transit

Attached are the Minnesota Pollution Control Agency's comments on the Southwest Light Rail Transit Supplemental Environmental Assessment Worksheet. A paper copy will follow by U.S. mail.

Please acknowledge receipt of this comment letter to Karen Kromar at Karen.kromar@state.mn.us

Thank you.

Elizabeth Tegdesch
Environmental Review and EQB Support
Minnesota Pollution Control Agency
520 Lafayette Road N
St. Paul, MN 55155 / 651-757-2100
elizabeth.tegdesch@state.mn.us

NOTICE: This email (including attachments) is covered by the Electronic Communications Privacy Act, 18 U.S.C. 2510-2521. This email may be confidential and may be legally privileged. If you are not the intended recipient, you are hereby notified that any retention, dissemination, distribution, or copying of this communication is strictly prohibited. Please reply back to the sender that you have received this message in error, then delete it. Thank you.

April 3, 2018

Kelcie Campbell
Environmental Project Manager
Metropolitan Council Southwest LRT Project Office
Park Place West Building, Suite 500
6465 Wayzata Boulevard
St. Louis Park, MN 55426

Re: Southwest Light Rail Transit Supplemental Environmental Assessment

Dear Kelcie Campbell:

Thank you for the opportunity to review and comment on the Supplemental Environmental Assessment (EA) for the Southwest Light Rail Transit project (Project) in Hennepin County, Minnesota. The Project consists of a new light rail line extending from downtown Minneapolis to Eden Prairie. Regarding matters for which the Minnesota Pollution Control Agency (MPCA) has regulatory responsibility or other interests, the MPCA staff has the following comments for your consideration.

Air Quality (Item 16)

The MPCA has concluded that the implementation of many of the administrative plan changes and technical modifications outlined in the Supplemental EA will not result in any significant air quality impacts. However, general air quality comments include:

- Construction of the proposed Project may cause increased concentrations of dust and air pollutants. When roads are closed or operating with reduced capacity, detoured traffic would result in increased traffic on parallel roadways near the Project area. Increased emissions would also be produced by construction equipment, and fine particulates can enter air from exposed earthen materials. The MPCA recommends that the Metropolitan Council (Met Council) implement best management practices during construction to control dust and manage equipment. Traffic control measures should be developed in subsequent stages of the Project to address detours and traffic flow.
- The MPCA looks forward to the Met Council achieving its commitments to prioritizing the use of clean diesel equipment at its construction sites. Met Council's investment directions show ambitious plans involving major construction efforts. All construction work relies on the extensive use of heavy duty diesel engines. Older diesel equipment from before 2007 emits extremely high levels of harmful air pollutants. As most, if not all, transitway work is carried out in close proximity to where Minnesotans live, commute, work, and recreate, people's exposure to heavy duty diesel emissions can be a health risk.
- The MPCA hopes the Met Council will move ahead soon with implementing its commitment to develop and employ model contract language including vehicle and equipment emission standards that would either require or give additional bid points for companies that agree to using newer, cleaner diesel trucks and equipment. With Project plans spanning for a few years, the contract language should provide for ongoing updates as diesel engines continue to improve their emission standards.

Kelcie Campbell

Page 2

April 3, 2018

We appreciate the opportunity to review this Project. Please provide your specific responses to our comments and notice of decision on the need for an Environmental Impact Statement. Please be aware that this letter does not constitute approval by the MPCA of any or all elements of the Project for the purpose of pending or future permit action(s) by the MPCA. Ultimately, it is the responsibility of the Project proposer to secure any required permits and to comply with any requisite permit conditions. If you have any questions concerning our review of this Supplemental EA, please contact me by email at Karen.kromar@state.mn.us or by telephone at 651-757-2508.

Sincerely,



Karen Kromar
Project Manager
Environmental Review Unit
Resource Management and Assistance Division

KK:bt

cc: Dan Card, MPCA, St. Paul
Innocent Eyoh, MPCA, St. Paul
Teresa McDill, MPCA, St. Paul
Ken Westlake, USEPA

#22

From: Horton, Becky (DNR) <becky.horton@state.mn.us>
Sent: Thursday, April 05, 2018 10:55 AM
To: swlrt <swlrt@metrotransit.org>
Cc: Joyal, Lisa (DNR) <lisa.joyal@state.mn.us>
Subject: Supplemental Environmental Assessment (Supplemental EA)/Amended Draft Section 4(f) Evaluation for the METRO

Hi Kelcie,

The DNR does not have comments on the Supplemental Environmental Assessment (Supplemental EA)/Amended Draft Section 4(f) Evaluation for the METRO Green Line Extension Project. However, we'd like to remind the Project Proposers to conduct a new NHIS review prior to any start of construction for this project. NHIS reviews are considered valid for one year, as new information is often gathered. The last NHIS review we have on record is from 2015. Information regarding obtaining an NHIS review and or concurrence can be obtained on the [DNR's website](#), or by contacting Lisa Joyal (lisa.joyal@state.mn.us).

Sincerely,

Becky

Rebecca Horton

Region Environmental Assessment Ecologist | Ecological and Water Resources

Minnesota Department of Natural Resources

1200 Warner Road

St. Paul, MN 55404

Phone: 651-259-5755

Fax: 651-772-7977

Email: becky.horton@state.mn.us

mndnr.gov



#23

2018-04-07 16:24:12

Edith Black



Minneapolis MN 55405 United States

Resident of:

Minneapolis

Comments relate to:

Letter timing

Comments:

Representatives Hornstein and Dibble: How pathetic is this to send out a letter with only two days to comment on the issues involved. (Dated 4/4, delivered to homes Friday, 4/6, comments accepted until 4/9, with the offices closed on the weekend.)

This is another egregious example of how this entire highly flawed project has been handled from its inception.

A stated goal of the Minneapolis section of the project has been to ""serve the people of Minneapolis."" Yet, 75% of the line goes through basically unpopulated areas of the city, with stations serving only a very small number of Minneapolis citizens.

Representatives Hornstein and Dibble, how, in conscience, can you support this segment of the project which does not serve the people of Minneapolis in its denser population areas?

Look at the 40+ apartments that have been built along the Greenway in the past 5 years, with more coming on? Nothing, nothing, can be built along the SWLRT projected route that traverses the 4 miles of woodlands and grasslands along the Kenilworth corridor, the Bryn Mawr ballfields, and on to downtown.

Rerouting could accomplish the goal of reaching the populated areas of Minneapolis via several of the alternative routes.

I urge you to oppose this project along it's present projected route through the Kenilworth corridor.

Edith S. Black

#24

2018-04-07 16:40:22

Bruce Jarvis



Minneapolis MN 55405

Resident of:

Minneapolis

Comments relate to:

BNSF agreement modifications (corridor protection elements including a barrier between freight rail and light rail tracks in Minneapolis, pursuant to an agreement between the Metropolitan Council and BNSF Railway).

Comments:

In response to a letter from Representative Hornstein and Senator Dibble,

I have read the part of the Supplemental Environmental Assessment, p. 78, that pertains to the barrier wall. I note that it is now to be 1 foot higher on the freight rail side and that ""visible height on LRT side will vary."" [vague]

I am concerned about noise deflection from freight trains into the park and neighborhoods north of 394 and from LRT into neighborhood to the south of the tracks.

We live a bit northwest of the proposed Bryn Mawr station. We hear freight trains now as it is without any wall to bounce the sound.

I remain opposed to the current route and barrier wall for this reason.

Bruce Jarvis

Bryn Mawr

#25

2018-04-08 22:03:04

David Klopp



Golden Valley MN 55416

Resident of:

Another part of Hennepin County

Comments relate to:

Safety of project

Comments:

Hello Met Council,

The Minnesota legislature has FULLY FUNDED every light rail project that the Met Council has proposed. The Hiawatha line, Central Corridor and Northstar.

But NOT the Southwest Light Rail. There must be a good reason why so many at the Capitol have said NO to the SWLRT.

SAFETY

It is just plain STUPID to Co-locate a high voltage LRT next to a heavy freight rail where the primary freight is a class 3 flammable liquid such as oil and ethanol

The railroads all know this and this is why they are requiring a massive "BLAST WALL"

The railroads also have in the negotiations an insurance clause, Relieving them of financial burden in the event of an Accident. It will most likely be not if, but when an accident occurs

The BLAST/CRASH wall does not cover the other eight miles of Co-location.

This is area of St. Louis Park, Hopkins, Minneapolis, Minnetonka.

CHAIN OF LAKES AFFECTED

The groundwater is poorly mentioned in the report and the hydrology is lacking completely.

ALL GROUNDWATER IN HENNEPIN COUNTY DRAINS EAST TOWARDS MISSISSIPPI RIVER

Excavating a "cut and cover tunnel" will be a mistake.

Flooded basements and expensive pumping will occur next to Cedar Lake.

Look at how the neighbors at Lake Nokomis are having trouble.

A BAD ROUTE FOR LRT

This route does little to help people move in the city or a business prosper

33 acres of urban forest will be lost. Poor choice to locate in a park.

Parks are not able to be developed and must be protected.

COST

The cost of this project is crazy for Hennepin County Taxpayers. And with the Railroads getting a ""FINANCIAL PASS"" when a rail disaster occurs in the corridor.

BEST IDEA

Put the train where the people are. This is not in Cedar Lake Park.

#26

From: Darby, Valincia <valincia_darby@ios.doi.gov>
Sent: Monday, April 09, 2018 10:51 AM
To: swlrt <swlrt@metrotransit.org>
Subject: Fwd: DOI Comments- Southwest Light Rail Transit Project, Minnesota

Please see the following email and attached comments.

----- Forwarded message -----

From: **Darby, Valincia** <valincia_darby@ios.doi.gov>
Date: Mon, Apr 9, 2018 at 10:37 AM
Subject: DOI Comments- Southwest Light Rail Transit Project, Minnesota
To: swlrt@metrotransit.org, jason.ciavarella@dot.gov, Marisol.simon@fta.dot.gov
Cc: Tokey Boswell <tokey_boswell@nps.gov>

Greetings,

The Department of the Interior's comments on the subject project are attached. If there are questions please contact this office at (215) 597-5378.

Best Regards,

Valincia



United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904

IN REPLY REFER TO:

April 9, 2018

9043.1
ER 18/0096

Marisol Simon
Regional Administrator, Region V
Federal Transit Administration
200 W. Adams Street, Suite 320
Chicago, Illinois 60606

Dear Ms. Simon:

The Department of the Interior (Department) has reviewed the Supplemental Environmental Assessment and Amended Section 4(f) Evaluation (document) for the Southwest Light Rail Transit project in and around Minneapolis, Minnesota (project). The project sponsor is the Metropolitan Council, and the Federal Transit Administration (FTA) is the lead federal agency for the project. The document considers effects under Section 4(f) of the Department of Transportation Act of 1966 (codified at 49 U.S.C. 303) associated with the project. The Department offers the following comments and recommendations for your consideration:

Section 4(f) Comments

Section 4(f) impacts associated with this project were previously evaluated in the Southwest Light Rail Transit Final Environmental Impact Statement (Final EIS), Record of Decision (ROD), and Adequacy Determination in 2016. This document evaluates additional impacts as a result of the project's advancement into final engineering. The updated project designs present a new impact on the St. Paul, Minneapolis & Manitoba Railroad/Great Northern Railway (StPM&M/GN) Historic District under Section 4(f).

The StPM&M/GN Historic District is an approximately 205-mile-long linear historic district that extends from northeast Minneapolis, west through Minneapolis and its several suburbs, and westward across Minnesota to the state border with North Dakota. Project impacts to the Historic District were previously assessed as a Section 4(f) use with a de minimis impact, with a no adverse effect finding under Section 106 of the National Historic Preservation Act.

Design modifications to the project as described in the Final EIS are required by Burlington Northern Santa Fe (BNSF), for safe and appropriate operations within the rail corridor. The portion of the historic district impacted by project modifications is an approximately two-mile-long segment in Minneapolis beginning roughly at 7th Street North and extending west of Cedar Lake Junction. In the approximately two-mile-long segment of the Project modifications, the historic StPM&M/GN right-of-way is adjacent to and shares the physical space in the railroad corridor with the Minneapolis & St. Louis Railway. The land area of the railroad corridor that was jointly used by the StPM&M/GN and the M&StL will be utilized for the proposed project.

The FTA has determined that the project, with modifications required by BNSF, would result in a Section 4(f) direct use of the StPM&M/GN Historic District, and that the use would be an adverse effect under Section 106 of the National Historic Preservation Act. The FTA has determined that there is no feasible and prudent alternative that would avoid a use of this Section 4(f) resource. In addition, the FTA has determined in accordance with 23 CFR Part 774.17 that all possible planning to minimize harm has been conducted and implemented. Further, FTA and the Council have determined that the alternative that would result in the least overall harm to this historic resource is the existing project alignment, with the proposed project modifications designed in accordance with the Secretary of Interior's Standards to the extent feasible.

The Department's review concurs with the FTA determinations. The FTA, Metropolitan Council and Minnesota State Historic Preservation Officer (SHPO) have executed a Memorandum of Agreement (MOA) formalizing measures to mitigate effects to the historic property. The Department therefore has no objection to the 4(f) evaluation and concurs with measures to mitigate the adverse effects of the project.

The Department has a continuing interest in working with the FTA to ensure impacts to resources of concern are adequately addressed. For issues concerning Section 4(f) resources, please contact Tokey Boswell, Chief, Planning and Compliance Division, Midwest Regional Office, National Park Service, 601 Riverfront Drive, Omaha, Nebraska 68102, or by telephone at 402-661-1534.

We appreciate the opportunity to provide these comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Lindy Nelson", with a long horizontal flourish extending to the right.

Lindy Nelson
Regional Environmental Officer

#27

2018-04-09 23:37:44

Judy kahm



st. Louis park Minnesota 55416

Resident of:

St. Louis Park

Comments relate to:

BNSF agreement modifications (corridor protection elements including a barrier between freight rail and light rail tracks in Minneapolis, pursuant to an agreement between the Metropolitan Council and BNSF Railway).

Comments:

I understand the reason for the wall but feel it will have a very negative impact on our neighborhood. It will cut off people from the bike/walking trails or having access to the ball park from the trail and destroy the visual openness of the area. It will no doubt be a target for graffiti as well.

#28

2018-04-09 22:36:18

Kyla Wahlstrom



Minneapolis Minnesota 55405 United States

Resident of:

Minneapolis

Comments relate to:

Grand Rounds Historic District: Kenilworth Lagoon Works Progress Administration (WPA) rustic style retaining walls rehabilitation and landscaping (Minneapolis)

Right-of-way adjustment near West 21st Street Station (Minneapolis)

BNSF agreement modifications (corridor protection elements including a barrier between freight rail and light rail tracks in Minneapolis, pursuant to an agreement between the Metropolitan Council and BNSF Railway).

Comments:

After reading the 109 page document, I still do not see any clear explanation of how the LRT trains and the BNSF freight trains will be sufficiently separated at the ""pinch point"", in the area from the Lake St. station to the 21st St. station, in the case of a catastrophic fire resulting from an electric spark igniting a BNSF rail car carrying oil or gas. There is no room for error or even an estimate of a miniscule percentage of such an occurrence. And once the landscape is forever changed by the construction of the SWLRT, without those concerns for safety being directly AND COMPLETELY addressed, this project should not go forward.

Beyond the safety concerns which seem to be either overlooked or ignored, there are no descriptions of how the 21st St. station will be accommodated within an existing neighborhood. The estimate of ridership using that station is incomprehensible--the Metro Transit buses which go past my house every day are mostly empty, and several years ago Metro Transit cut back service in our area to only 3 hours in the morning rush hour and 3 hours in the evening rush hour. The money being wasted to build that station is a sad substantiation of the adage: ""Garbage in, garbage out."" The ""garbage numbers"" of estimated riders using the 21st St. station will result in spending ""garbage money"" to build an LRT station that is a waste of resources and a blight on a neighborhood for a station that will not be used, but by a few.

I support the benefits of light rail, but the route of the SWLRT as it is now does NOTHING to support the high density housing that is emerging all over the Uptown area. The LRT needs to go through Uptown to capture all of the new residents that are, and will be, living there in increasingly dense housing. If we can keep those thousands of cars off the streets by providing light rail service to downtown and out to the suburbs, then the LRT has done its job. The 3C-1 and 3C-2 alternatives address the concerns of the needs where housing is dense, but get hardly a mention in the SEA. Yes, making a change to those

alternatives will cost more in the short run to build, but the long-term FOREVER benefits strongly outweigh the current route through the Kenilworth Corridor. The current plan is incredibly short-sighted.

Finally, the loss of the ""gem of our city--our beautiful chain of lakes and trails"" will be a regret forever once the LRT is built. This is a ""forever decision"". The loss of income to Minneapolis in the form of high real estate taxes currently collected on homes near Cedar Lake and Lake of the Isles will never recover once the LRT is built and the resulting outcome is that the large homes will fall in price. I do not see any reference to this loss of income nor the interruption of the ideal of the chain of lakes anywhere in the SEA document. This is a huge failing on the part of the Met Council and the persons who crafted only a partial report of outcomes in the SEA.

#29

2018-04-09 21:14:12

Susu Jeffrey



Resident of:

Minneapolis

Comments relate to:

Minnehaha Creek headwall modifications (St. Louis Park)

Grand Rounds Historic District: Kenilworth Lagoon Works Progress Administration (WPA) rustic style retaining walls rehabilitation and landscaping (Minneapolis)

BNSF agreement modifications (corridor protection elements including a barrier between freight rail and light rail tracks in Minneapolis, pursuant to an agreement between the Metropolitan Council and BNSF Railway).

Bryn Mawr Meadows trail mitigation (Minneapolis)

Comments:

Mass transit like the proposed SWLRT should be scoped to service populated areas, in this case Uptown or the Northside. SWLRT was designed to avoid populated areas according to the G.W. Bush priorities under which it was planned.

The various wall discussions fail to address safety concerns of the idea of co-locating electric and ethanol trains.

Hennepin County residents could be bankrupted by the unbalanced agreements foisted upon appointed deciders who repeatedly put LRTs in parkland.

The tunnel is a theory that works only on paper. How it would harm the top of the Chain of Lakes and the clean Minneapolis reputation and tourist draw has never been addressed.

SWLRT is too expensive, environmentally poorly planned, does not serve the people of the largest city in the state, and has been rejected by the state legislature as a worthy investment.

#30

2018-04-09 16:53:24

George Puzak



Minneapolis MN 55403 United States

Resident of:

Minneapolis

Comments relate to:

BNSF agreement modifications (corridor protection elements including a barrier between freight rail and light rail tracks in Minneapolis, pursuant to an agreement between the Metropolitan Council and BNSF Railway).

Failure to include commuter rail and freight rail in SWLRT initial scoping

Comments:

Dear staff of FTA and Met Council and elected officials,

I am writing to comment on the SWLRT Supplemental Environmental Assessment (SEA).

The SEA was triggered when Burlington Northern Santa Fe (BNSF) demanded that the Met Council build and pay for a 1.4 mile-long, 10-foot tall concrete barrier protection wall separating SWLRT from BNSF freight rail. In addition, BNSF demanded that Northstar Commuter Rail be included in the project. More specifically BNSF is demanding that storage tracks for Northstar Commuter Rail be moved at least 1,800 feet west onto property directly above Bassett's Creek Tunnel; the impact of storing commuter rail cars on top of Bassett's Creek Tunnel was never studied or commented on and the tunnel will need to be re-built to accommodate the weight of Northstar's commuter rail cars.

Even though the National Environmental Policy Act (NEPA) requires that all affected modes of transport be included in a project's initial scoping document, neither Northstar commuter rail nor freight rail were included in SWLRT's 2009 initial scoping document. Since these two modes were omitted from initial scoping, the public's legal right to comment on and shape the initial project was obstructed. The SEA is insufficient to address these omissions because the public is limited to commenting on a continually-changing plan that includes new modes of transport, rather than shaping the plan when all modes are included from a project's beginning.

The impacts of the newly proposed barrier wall and of the commuter rail car storage on top of Bassett's Creek Tunnel have not been sufficiently studied. For example, the wall will affect the free flow of wildlife from Theodore Wirth Park and Bassett's Creek valley to the Chain of Lakes. The wall will also cause noise from freight rail and LRT to reverberate off the concrete barrier wall. These effects must be thoroughly studied in a supplemental EIS.

For all these reasons, the FTA should order that the Met Council re-open scoping to include all modes of transport in this project—light rail transit, freight rail, and commuter rail. Neither the effects of the barrier wall nor the impacts on Bassett's Creek were ever included in the Draft EIS, the Supplemental EIS

or the Final EIS. At a minimum, the FTA should require that the Met Council complete a supplemental environmental impact statement (SEIS) for SWLRT.

#31

From: Frank Hornstein <rep.frank.hornstein@house.mn>
Sent: Monday, April 09, 2018 4:57 PM
To: swlrt <swlrt@metrotransit.org>
Cc: fhornstein@msn.com; scottd@senate.mn
Subject: Re: Supplemental Environmental Assessment (SEA)/Amended Draft Section 4(f) Evaluation

Attn. Kelcie Campbell
Environmental Project Coordinator

Re: Supplemental Environmental Assessment (SEA)/Amended Draft
Section 4(f) Evaluation

Our comments concerning the document pertain to:

- 1) On-going concerns regarding transparency in the Met Council's negotiations with BNSF and other freight rail companies (pg. 76),
- 2) Lack of specificity in how the Council will mitigate impacts on historical features in the study area (pp. 55-56),
- 3) Need for additional information addressing visual impacts of the proposed barrier wall (pg. 102),
- 4) Need to address the relationship between the CPB wall and broader freight rail safety concerns.

1. Public Engagement Regarding Freight Rail Agreements

In section 4.4.1 of the Supplemental Evaluation, the Met Council states, that "On August 16, 2017 the Council authorized negotiation of agreements with BNSF related to portions of a 1.4 mile-long segment of BNSF's subdivision in Minneapolis." (page 76). As a result of these negotiations, the corridor protection barrier (CPB) wall was agreed to by both parties without prior public notification or engagement. The Wall constituted a major new element that met the criteria for additional environmental review. In a letter to Chair Alene Tchuromoff dated September 20th, 2017, Senator Scott Dibble, Representative Frank Hornstein, Mayor Betsey Hodges, and several members of the Minneapolis City Council formally requested that the Council prepare a Supplemental EAW for the project. In response, the Met Council denied the request, and instead forwarded a post ROD Environmental Review to the FTA.

It was only after the Federal Transit Administration ordered the Council to conduct a supplemental environmental review in late 2017, that the report was prepared.

The process by which the Met Council entered into negotiations and the resultant wall proposal lacked sufficient public engagement and transparency. While the community has been engaged in assisting with the scoping and public review of the SEA, per the requirements of the Minnesota Environmental Policy Act (MEPA), the Council remains engaged in additional on-going discussions and negotiations with freight rail companies that could have profound community impacts, including but not limited to environmental sound pollution because of 10 foot concrete wall freight train noise, denial of access of foot and bike traffic to current transportation modes of the Cedar Lake Trail and barriers to connections between north and south Minneapolis.

The Metropolitan Council, in a final SEA, needs to address a more comprehensive strategy to more fully engage with the community and public stakeholders regarding on-going negotiations with freight rail companies, particularly as related to the safety of freight rail in a co-located corridor with light rail transit.

2. The lack of specificity in mitigating impacts on cultural and historical features

In Section 3.8.4, pertaining to Cultural Features (page 55) and 3.8.5 concerning Visual Quality and Aesthetics (page 56), the Council acknowledges the need for additional work and study on these issues. The document, however, lacks specificity on how these on-going issues will be addressed.

Regarding cultural resources, the Council states, "the introduction of CPB wall to the historic district and removal of historic retaining walls will both directly and indirectly alter characteristics of the historic property that qualify it for inclusion in the NRHP in a manner that would diminish the integrity of the property's design, setting, feeling and association." (page 55)

While acknowledging these potential major issues regarding the NRHP, the council proposes, unspecified "design changes" per FTA directive, "to help

minimize adverse effects" While this appears to be a positive step toward mitigating these issues, more specific information must be made available for public scrutiny.

Similarly, regarding visual quality and aesthetics, the Council admits that removal of the historical walls, "will create visual elements that diminish the integrity of...significant historic features" and proposes a "mitigation plan to resolve adverse effects" As is the case with the cultural features section, the visual quality and aesthetics section should also include more specific information on the measures the Council intends to take regarding mitigating these impacts

The Metropolitan Council, in a final SEA, needs to specify how it plans to mitigate impacts on cultural and historical features.

3. Visual impacts

The draft SEA concludes that the "Project change will result in a moderate degree of visual impact", and proposes mitigation, "through the Section 106 review process and public outreach" (page 106). Given the potential for "moderate" impacts, the Council needs to address how will address this issue beyond a review process and public outreach.

Visual impacts of a 10-foot concrete barrier wall will be an assault on the landscape and the current relative movement of people from one part of Minneapolis to the other. The Met Council should work with the public and BNSF to shorten the crash wall length, back to Interstate 94 where the corridor is narrow and truly needs some protection.

The Metropolitan Council, in a final SEA needs to specify how it will address visual impacts in the Section 106 review process and how it will engage the public in that effort

4. Larger concerns regarding freight rail safety in a co-located LRT corridor

We have expressed serious concerns regarding co-location of freight rail and light rail in the Kenilworth corridor, Bryn Mawr Meadows and Downtown Minneapolis. Our reservations regarding co-location are informed, in part, by the actions and activities of the freight rail industry regarding rail safety in the legislative arena, and the industry's heavy

lobbying of the legislature to largely absolve itself of liability in the event that a freight rail accident causes serious damage in a light rail corridor.

Furthermore, the industry has resisted legislative efforts to require additional rail inspectors, greater public transparency and scrutiny of safety measures, and requirements for stronger coordination with first responders. The SEA largely ignores these concerns, and does not specify how a CPB will enhance rail safety and why a similar CPB is not required in other parts of this co-located alignment. Freight rail in the area includes large unit trains, that at times involve trains with up to 100 tanker cars carrying highly flammable and dangerous cargoes including Bakken oil, and ethanol.

The Metropolitan Council, in a final SEA, must specify the kinds of rail accidents and scenarios that the CPB is intended to mitigate, and how the CPB will prevent or reduce damage from a worse case freight rail scenario in the corridor. A revised SEA must address the need for the wall, under these scenarios, and specify the public costs of the project.

Thank you for your consideration

Sincerely,
Margaret Anderson Kelliher
Bryn Mawr Resident and member of the Bassett Creek Valley Working Group

Scott Dibble
State Senator, District 61

Frank Hornstein
State Representative, District 61A

Frank Hornstein
State Representative (61A)
243 State Office Building
100 Rev Dr Martin Luther King Jr Blvd
St. Paul, MN 55155
Phone: 651.296.9281
www.house.mn/61a

Claire Steven, Legislative Assistant

claire.steven@house.mn

651.296.5408

(email for the quickest response)

April 17, 2018

Mr. Jim Alexander
Project Director
Green Line Extension (Southwest LRT) Project Office
6465 Wayzata Blvd., Suite 500
St. Louis Park, MN | 55426

**RE: SWLRT Supplemental Environmental Assessment (SEA)
Formal Comments**

Dear Mr. Alexander,

The City of Minneapolis appreciates the ability to comment on the Supplemental Environmental Assessment (SEA) for the Southwest LRT Corridor (Green Line Extension) project. The attached comments were presented to the Transportation and Public Works Committee of the Minneapolis City Council on March 27, 2018 and were approved by the full City Council on April 13, 2018. Please contact me if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Paul D. Miller".

Paul D. Miller - Project Manager
PW Transportation Planning & Programming
309 2nd Ave. S., Room 300
Minneapolis, MN. 55401-1390
(612) 673-3603

Attachment

**Southwest Light Rail Transit (Green Line Extension)
Supplemental Environmental Assessment (SEA)/Amended Draft Section 4(f) Evaluation
City of Minneapolis, Department of Public Works
Staff Comments**

Preface to Staff Comments:

The City of Minneapolis continues to support the Southwest LRT project contingent on adherence to the Memoranda of Understanding reached between the City of Minneapolis and Met Council and between the City of Minneapolis and Hennepin County, both of which were adopted on August 29, 2014.

The purpose of the SEA/Amended Draft Section 4(F) Evaluation is to evaluate modifications to the Green Line Extension Project since the publication of the Final Environmental Impact Statement (FEIS), Record of Decision (ROD), and Determination of Adequacy in 2016. Ten (10) specific modifications were identified as subjects of the SEA, listed as follows:

- Modification A. Parcel 322A Parking Impact near Opus Station (Minnetonka)**
- Modification B. Minnehaha Creek Headwall (Hopkins/St. Louis Park)**
- Modification C. 31st Street Realignment (Minneapolis)**
- Modification D. Grand Rounds Historic District: Kenilworth Lagoon Works Progress Administration (WPA) Rustic Style Retaining Walls Rehabilitation and Landscaping (Minneapolis)**
- Modification E. Right-of-Way Adjustment near West 21st Street Station (Minneapolis)**
- Modification F. Cedar Lake LRT Regional Trail Detour (St. Louis Park/Minneapolis)**
- Modification G. Bryn Mawr Meadows Trail Mitigation (Minneapolis)**
- Modification H. BNSF Negotiation Modifications (Minneapolis).**
- Modification I. Water service to Sharing and Caring Hands (Minneapolis)**
- Modification J. New potential construction laydown areas (St. Louis Park/Minneapolis)**

Public Works Staff Comments:

City of Minneapolis, Department of Public Works comments pertaining to the SEA/Amended Draft Section 4(f) modifications are as follows:

Modification A. Parcel 322A Parking Impact near Opus Station (Minnetonka)

- No Comment – this modification takes place completely within the City of Minnetonka.

Modification B. Minnehaha Creek Headwall (Hopkins/St. Louis Park)

- No comment – this modification takes place completely within the Cities of Hopkins and St. Louis Park.

Modification C. 31st Street Realignment (Minneapolis)

- The 31st Street Realignment had previously been included in the final plans with the full cooperation of the City of Minneapolis Public Works Department and the Community Planning & Economic Development Department (CPED), including design input, plan review and overall approval. The original intent was to maximize the potential for future development opportunity.

Modification C is considered a further refinement to the street realignment based upon an actual development (the Calhoun Towers) that is currently moving through the City's Development Review process. These changes to the street realignment are being proposed in full cooperation with the City (Public Works and CPED) including design review and approval, and will eventually be reflected in the overall construction plans for GREEN LINE EXTENSION; no further comment is necessary.

Modification D. Grand Rounds Historic District: Kenilworth Lagoon Works Progress Administration (WPA) Rustic Style Retaining Walls Rehabilitation and Landscaping (Minneapolis)

- This change was included in the final design package with the full cooperation of the City (Public Works Department) including design review and approval; no further comment is necessary.

Modification E. Right-of-Way Adjustment near West 21st Street Station (Minneapolis)

- This change was included in the final design package with the full cooperation of the City (Public Works Department) including design review and approval; no further comment is necessary.

Modification F. Cedar Lake LRT Regional Trail Detour (St. Louis Park/Minneapolis)

- This change was included in the final design package with the full cooperation of the City (Public Works Department) including design review and approval; no further comment is necessary.

Modification G. Bryn Mawr Meadows Trail Mitigation (Minneapolis)

- This change was included in the final design package with the full cooperation of the City (Public Works Department) including design review and approval; no further comment is necessary.

Modification H. BNSF Negotiation Modifications (Minneapolis)

- Public Works - Overarching comments

As a result of the negotiations between the Met Council and the BNSF, a new 1,830 foot long Northstar Commuter Rail tail track, and a new freight corridor protection barrier (CPB) between the LRT tracks and the BNSF freight tracks for 5,582 feet starting at the I-94 bridges and ending at the Bryn Mawr Station, has been proposed

The Public Works Departments outlined these impacts along with identification of requirements for mitigation in two (2) letters to the Metropolitan Council in August of 2017. The letters are attached herein as part of the City's comments on the SEA.

In Section 2.8 (page 24) and in Section 4.4 (page 78) of the SEA it is stated that *"The CPB is being added to the Project because BNSF requires corridor protection between light rail tracks and BNSF's Wayzata Subdivision freight rail tracks when they run side by side."* These statements imply that the CPB is to be designed and located between the proposed LRT tracks and the existing BNSF freight rail track. However, the actual design of the CPB is based upon a BNSF freight rail track that does not actually exist at this time. The design criterion for the CPB (location, height, and width) is based upon the proposed location of a second main line freight rail track desired to be built by the BNSF in the future. This distinction is not identified in the SEA.

Section 4.4.4 describes the "avoidance alternatives" to the CPB that were discussed as part of the negotiations between the Metropolitan Council and the BNSF. One possible "avoidance alternative" that was either never discussed during negotiations or not included in Section 4.4.4 was the option of delaying construction of the CPB to a point in the future that coincided with actual planning and construction of a future second freight rail track by the BNSF. If this option (or a variation thereof) was discussed, the Public Works Department requests that the SEA should include a summary of this discussion.

The addition of the CPB to the Project as a result of the negotiations between the Met Council and the BNSF, and the subsequent expenditure of public funds for the design and construction of a CPB based upon the proposed future location of a second BNSF main line track is not supported by the Public Works Department.

At a minimum, the Public Works Department feels that the SEA should include a narrative describing the design criteria for the CPB as it relates to a future second BNSF freight rail track and include a discussion describing the conditions under which a future freight rail track could actually be built.

- Public Works - Water Treatment & Distribution Services (WT&DS):
 1. WT&DS does not agree with the SEA as it relates to the Corridor Protection Barrier (CPB) and Utility Impacts and mitigation because of the following reasons:
 - a. The CPB crosses two (2) existing watermains; a 24" diameter watermain located just east of the I-394 Bridge crossing adjacent to Bryn Mawr

Meadows, and a 36" diameter watermain located west of the I-94 Bridge crossing.

- b. Utility impacts listed in Table 3-13 on page 53 of the SEA are identified as "None", and in Section 3.8.10 "Utilities" it is stated that "The CPB will need foundations consisting of drilled shafts placed every approximately 7 to 15 feet depending on soil conditions. Any utilities that the CPB will cross have been surveyed, and the drilled shafts will be placed to avoid impacts to the utilities. Therefore, this Project modification does not alter the mitigation measures identified in the Final EIS for utilities."
2. WT&DS will require that additional mitigation in the form of replacing that part of the water main under the CPB and concrete encasement be required at each of the watermain crossing points. Concrete encasement design details shall be included in the plans with the full cooperation of the City (Public Works Department) including design review and approval.
- Public Works – Surface Waters & Sewers (SW&S):
 1. SW&S does not agree with the SEA as it relates to the Corridor Protection Barrier (CPB) and Utility Impacts and mitigation because of the following reasons:
 - a. Section 3.3.6 – The previous reviewed plans did not include relocation of the storm sewer pipe adjacent to 31st St and Minneapolis Public Works – Surface Water & Sewers (MPLS PW-SWS) has not been notified of a proposed relocation. Verify if this is now proposed and if so coordinate with MPLS PW-SWS.
 - b. Section 3.8.7.2 – In addition to BCWMC approval, coordination with the City of Minneapolis for modifications to the previously reviewed plans and modeling will be required. The project will be required to demonstrate it is still meeting City of Minneapolis stormwater management requirements with the proposed modifications.
 2. The following comments relate to the impacts of the Northstar Commuter Rail tail track to the Bassett Creel Tunnel. The Public Works Departments outlined these impacts along with identification of requirements for mitigation in a letter to the Metropolitan Council dated August 11, 2017. The letter is attached as part of the City's comments on the SEA.

SW&S does not agree with the SEA as it relates to the Northstar Commuter Rail tail track and Utility Impacts and mitigation because of the following reasons:

- a. Section 3.8.10 – Sentence 4 should be revised to reflect the following: The City continues to work with the Council to evaluate whether the concrete and soils surrounding the tunnel are sufficient to support additional loading. As the owner and operator of the tunnel, the City continues to have concern about potential long term impacts to the tunnel and alignment that ensures

sufficient access to the tunnel into the future. In ongoing work with the Metropolitan Council, the City has stated there is a need for an extensive monitoring plan in place that will ensure the integrity of the tunnel by performing frequent inspections during construction. This may include 18 external monitoring points along with an interior inspection of the tunnel utilizing crack gauges and photometric documentation of its condition pre-construction, post-construction and during construction of the Green Line Extension.

- **Public Works – Safety & Security:**

1. Public Works does not agree with the SEA as it relates to the Corridor Protection Barrier (CPB) and mitigation for Safety and Security because of the following reasons:

- a. Within Table 3-13, Safety and Security impacts are identified as “None”.

However, in the fall of 2017 the Metropolitan Council conducted a series of site tours of the BNSF corridor. During those tours, Public Works staff, elected officials and other stakeholders noted that the construction of the CPB at specific locations adjacent to the Cedar Lake Bike Trail would create a tunnel-like effect resulting in serious safety and security problems. At locations such as the I-394 and I-94 freeway under-bridge spaces the lack of adequate security lighting would be exacerbated by the CPB. Safety and security measures need to be addressed by the SEA and proper Crime Prevention through Environmental Design (CPTED) measures should be included in the Project as mitigation.

- b. Section 3.8.13 – states that, “The CPB Project modification is designed for safety purposes to keep a derailed freight train from colliding with a light rail train.” This statement is included in the document without further discussion. However, it is the understanding of the Public Works Department that the inclusion of the CPB in the Project is based upon relatively new railroad safety requirements. The specific railroad requirements are not identified in the document nor does the document include supporting documentation that describes the CPB’s actual ability to prevent the prescribed derailment collision.

At a minimum, the Public Works Department feels that the SEA should include a narrative describing the design criteria for the CPB as it relates to Safety & Security and include by reference (or Appendix) the BNSF design guidelines.

Modification I. Water service to Sharing and Caring Hands (Minneapolis)

- This change was included in the final design package with the full cooperation of the City (Public Works Department) including design review and approval; no further comment is necessary.

Modification J. New potential construction laydown areas (St. Louis Park/Minneapolis)

1. These areas were previously identified as part of the final design package submitted to the City. It is the understanding of the City of Minneapolis that identification of possible “laydown areas” does not imply an obligation or commitment by the City or any property owner for potential use of these “areas” by the Metropolitan Council (or its Contractor).
2. Section 3.10 – Laydown Areas #4 & 5 are located with the 100-year floodplain based on updated modeling completed recently by both the City of Minneapolis and Bassett Creek Watershed Management Commission. Potential impacts related to this should be evaluated.

August 11, 2017

Brian Lamb
General Manager, Metro Transit
Fred T. Heywood Office Building and Garage
560 Sixth Avenue North
Minneapolis, MN 55411-4398

Subject:*Requirements for the Bassett Creek Tunnel and Cedar Lake Trail*

Dear Mr. Lamb,

Minneapolis Public Works has been informed that as part of the Southwest Light Rail Transit project (SWLRT), additional tail track to serve the North Star Commuter Rail will be constructed in the vicinity of the I-94 bridge and Target Field (see Attachment A). Construction of the tail track will affect the Bassett Creek Tunnel and the Cedar Lake Trail, which are both owned by the City of Minneapolis and exist by easement on property owned by other agencies, and will require sufficient and timely responsive action by the Metropolitan Council and SWLRT project office.

This letter outlines the minimum technical requirements of the Metropolitan Council and SWLRT project office when performing work affecting these two City assets. Metropolitan Council and the SWLRT project office will adhere to the following minimum standards and specifications. Public Works has prepared this on short notice and without final engineering or construction plans. As such, additional measures related to these two assets may be required at any time during the engineering and construction process, as additional information is available.

Protection of the Bassett Creek Tunnel

In early 2017, the City retained Brierley Associates to analyze the Bassett Creek Tunnel ("Tunnel") for surcharge loading associated with potential future re-alignment of the BNSF tail track. Brierley looked at potential static and dynamic loads, considered soil properties, condition of the Tunnel roof and side walls, and depth of overburden. Brierley concluded that the Tunnel roof would experience too much shear stress at the interior wall separating the box culverts with the addition of the train surcharge loads. They also concluded that, both under current and additional loads, the Tunnel exceeds the concrete cracking limits in critical locations. The report recommends a series of core samples to verify assumptions, further evaluate the impacts of additional loads, and to thoroughly understand mitigation measures necessary to maintain the structural integrity of the Tunnel.

Based on the Brierley report recommendations and understanding that the Met Council intends to build BNSF a North Star tail track, the City is requiring that additional analysis be performed on the Tunnel in the area affected by the tail track to minimize the risk of premature deterioration, reduction in the service life, and structural failure. The additional analysis should, at minimum, include a review of the 2014 Barr Engineering Inspection Report, the 2017 Brierley Loading Analysis, and a requisite field work and follow up as detailed below:

- In concert with the City of Minneapolis, develop a coring plan specifying location, pattern and frequency.
- Obtain core samples of the tunnel roof for testing.
- Visually inspect, probe and/or sound to identify and determine the extent of voids outside the liner.
- Photograph and geographically record locations of core and sounding locations.
- Analyze cores for Unconfined Compressive Strength (UCS).
- Calculate static loads using updated UCS values.
- Calculate dynamic loads analysis using updated probing data (Brierley conservatively assumed soil/liner rigidity in their Dynamic FEA analysis).

In coordination with the Department of Public Works and Division of Surface Water and Sewer, the Metropolitan Council must hire a structural engineering consultant to update the static and dynamic load calculations based on the above data and prepare a technical report. The report should at a minimum:

- Recommend structural and non-structural repairs necessary to maintain structural integrity. For example ground modification (increase soil/liner rigidity and prevention of ground loss and groundwater infiltration), internal bracing, structural grout, crack injection, CIPP, slip forming or slip lining, etc.
- Provide a concept for manhole relocation and removal with considerations for loading and unloading stresses associated with new connections.
- Consider possible alternatives for future Tunnel rehabilitation, upgrades and access given alignment of new tail track.

The consultant should submit the technical report to Public Works for review, comment and approval. Following approval of the technical report the consultant should develop a conceptual design to mitigate risks based on the findings of the technical report. Following Public Works review and approval of the conceptual plan, the consultant should develop construction plans and specifications in regular consultation with Public Works. The final construction design should be completed in parallel with the development of a monitoring plan (crack extensometers or other) for the City to use over time to ensure efficient Tunnel maintenance and operation.

As the owner and operator of the Tunnel, the City is foremost interested in the structural integrity and long term service of the Tunnel. Consistent with the easement agreement between the City and Hennepin County Regional Railroad Authority ("HCRRA") (see attached Exhibit B), BNSF, the Metropolitan Council, and any additional project partners must obtain permission from the City to complete the additional analysis and implement mitigation measures. The analysis, design, and implementation of mitigation measures for the Tunnel in relationship to tail track will be done with

written permission from the City. At the time written permission is granted, additional contractual agreements may be necessary to outline the terms of any work performed on the site.

Reconstruction of the Cedar Lake Trail

If portions of the Cedar Lake Trail require reconstruction as a result of construction of the North Star trail track, the redesign of the trail shall be completed in full coordination with the City. The trail should not be divided and should be reconstructed in a similar fashion as the existing trail. The Metropolitan Council and SWLRT project office must fully analyze avoiding the construction of a divided trail. Regardless of whether the trail must split around an obstruction or not, the City views the proposed new alignment of the trail as less favorable than the current alignment of the trail from both a trail user and trail owner perspective. Thus, the design of the trail along the new alignment must include measures to mitigate the new alignment with respect to users of the trail in addition to meeting or exceeding the City's minimum specifications for trail construction. The City's minimum specifications include:

- Minimum trail width of 14 feet
- Minimum easement width of 18 feet
- Minimum pavement design of 6 inches of class 5 material with 3 inches of bituminous
- Signing and lighting to guide users along new the alignment safely
- Standards are modified accordingly if the trail is divided.

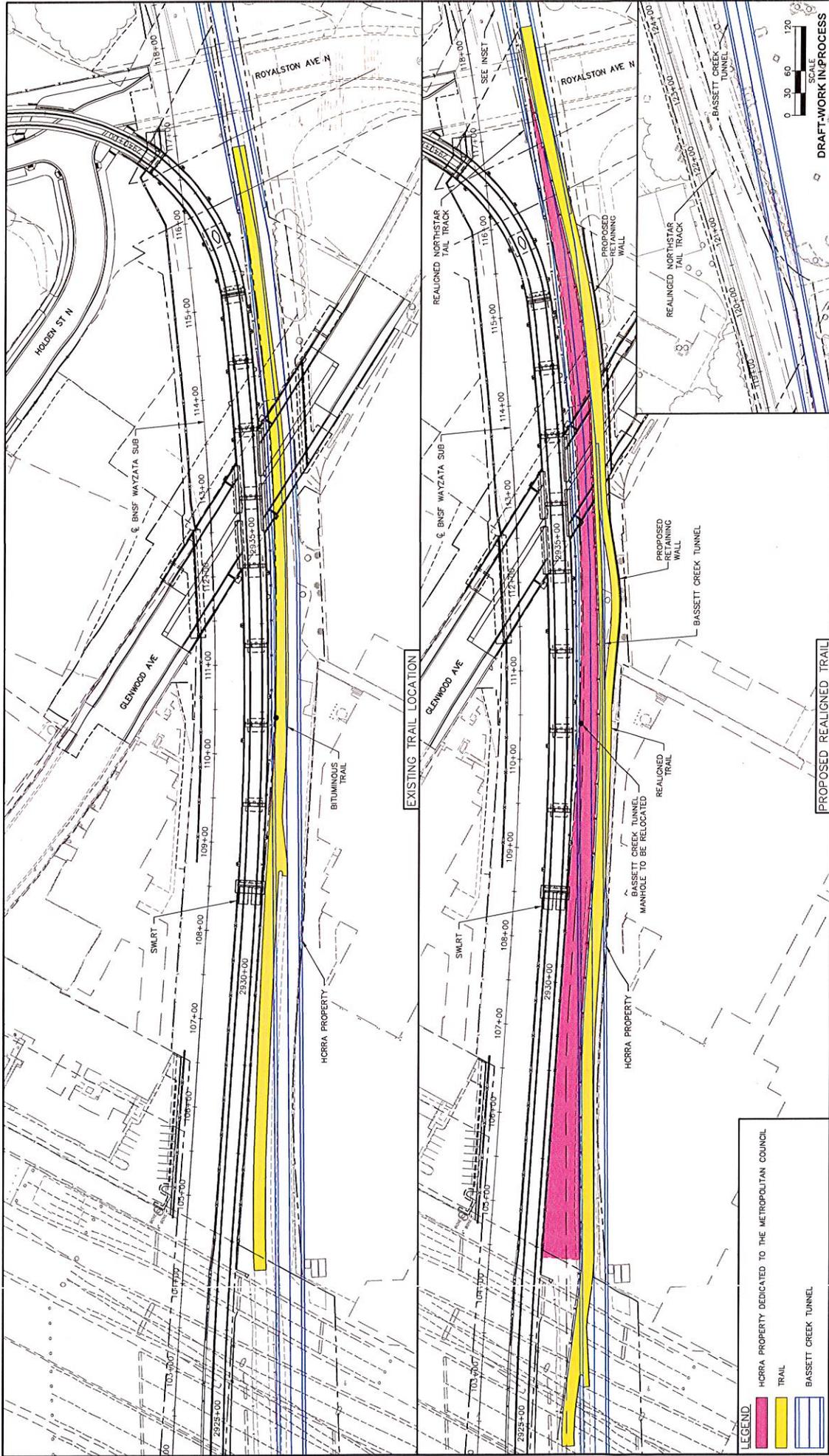
The City has the authority to review all design elements of the realigned trail and make final approvals. The Met Council will need to provide the City with the revised easement documents as part of this work, in accordance with these requirements. Additional contractual agreements may be necessary to outline the terms of any work performed on the site.

Any and all cost associated with requirements outlined for the Basset Creek Tunnel and the Cedar Lake Trail, or any subsequent requirements, will be borne by the Metropolitan Council.

Sincerely,


Robin Hutcheson
Director of Public Works

cc: Lisa Cerney, City Engineer



LEGEND

	HARRA PROPERTY DEDICATED TO THE METROPOLITAN COUNCIL
	TRAIL
	BASSETT CREEK TUNNEL

PROPOSED REALIGNED TRAIL

08/07/2017



DRAFT-WORK IN-PROCESS



SOUTHWEST LIGHT RAIL
 EXISTING TRAIL DESIGN AND
 PROPOSED TRAIL DESIGN WITH REALIGNED NORTHSTAR TAIL TRACK

5787804

7522

APPROVED BY CITY COUNCIL

TRANSFER ENTERED
DEPT. OF PROPERTY TAX & PUBLIC RECORDS

JAN 25 1991
City Clerk

JUN 18 1991

UNDERGROUND STORM SEWER TUNNEL
EASEMENT AGREEMENT

HENNEPIN COUNTY MINN.
BY _____ DEPUTY

THIS AGREEMENT is made this 25th day of JANUARY, 1991,
by and between HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY, a
political subdivision and local government unit, under the laws
of the State of Minnesota ("GRANTOR"), and the City of Minneapo-
lis, a Minnesota municipal corporation ("GRANTEE").

1. GRANTOR, in consideration of the sum of One Dollar
(\$1.00) and other good and valuable consideration to GRANTOR from
GRANTEE, receipt of which is acknowledged, grants to GRANTEE, its
successors and assigns, forever, a perpetual 50-foot easement at
all times to lay, construct, inspect, protect, operate, maintain,
alter, relocate, replace, substitute, remove, patrol and other-
wise affect an underground storm sewer tunnel and appurtenances
thereto in the City of Minneapolis, County of Hennepin, State of
Minnesota, over, under, across and through the real property
described on the attached Exhibit A (the "Subject Property").
Said permanent easement is legally described on the attached
Exhibit B.

2. GRANTOR also grants to GRANTEE a temporary construction
easement over, under, across, and through the Subject Property
for use by GRANTEE, its representatives, agents, assignees, and
contractors as a work area and service road, including the right
to move, store, and remove equipment and supplies, and erect and
remove temporary structures on the land and to perform any other

work necessary and incident to the construction of the Bassett Creek Flood Control Project. Said temporary easement shall expire on September 30, 1992.

3. The easements granted herein are subject to existing easements for public roads and highways, public utilities, railroads and pipelines. The easements granted herein are expressly subject to the rights and interests of the Chicago and North Western Transportation Company as recited in that certain deed dated May 1, 1984 and filed of record in the Office of the Hennepin County Recorder on September 26, 1984 as Document No. 4928955.

4. This grant of easements shall include the right of GRANTEE to ingress and egress to and from GRANTOR's (or it's successors and assigns) property, including the Subject Property, for the purpose of excavating, laying, constructing, inspecting, protecting, operating, maintaining, altering, relocating, repairing, replacing, substituting, and removing the property of GRANTEE, together with the privilege of temporarily placing tools, equipment, material, and dirt on the abutting property for the above-listed purposes. GRANTEE also shall have the right to place signs and markers, subject to the approval of GRANTOR, on the property to protect the interest of the public or property owner or to notify them of GRANTEE's easement.

5. GRANTOR agrees that it will not interfere with GRANTEE's operation of the underground storm sewer tunnel or GRANTEE's easement rights.

6. GRANTEE agrees to bury the underground storm sewer tunnel at the depths as indicated on U.S. Army Corps of Engineers Drawings Stage IV M-34.3-P-64/40 through M-34.3-P-64/43, copies of which have been provided to Grantor by Grantee. GRANTEE shall at all times exercise due care and diligence to avoid injury or damage to buildings, and other personal property of the GRANTOR.

7. GRANTEE agrees that at all times it will indemnify and hold harmless GRANTOR against all claims, demands, actions or causes of action arising or growing out of any loss or damage to property or injury to or death of person which may be due in any manner to the installation, use, maintenance, repair, or presence of said underground storm sewer tunnel and will pay to GRANTOR the full amount of any loss or damage which GRANTOR may sustain, incur or become liable for on account thereof.

8. The terms and provisions of this instrument shall run with the land and shall extend to and be binding upon GRANTOR, its successors, and assigns.

IN WITNESS WHEREOF, the undersigned have signed this Easement Agreement on behalf of the parties.

GRANTOR

HENNEPIN COUNTY REGIONAL
RAILROAD AUTHORITY

By Mark Andrew
Chairman, Board of Commissioners

Upon proper execution,
this agreement will be
legally valid and binding.

Gene Klau
Assistant County Attorney
Date: 12-19-90

Approved as to execution:

Gene Klau
Assistant County Attorney
Date: 3-5-91

GRANTEE

CITY OF MINNEAPOLIS

By: [Signature]
Its Mayor

By: [Signature]
Its Assistant City Clerk

By: [Signature]
Its City Finance Officer

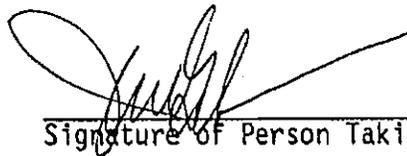
Approved as to form:

[Signature]
Floyd B. Olson
Deputy City Attorney

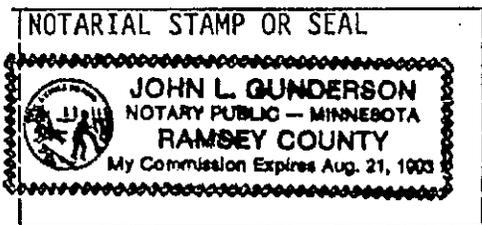
A:1201EA03.I48

STATE OF
MINNESOTA }
COUNTY OF HENNEPIN }

The foregoing was acknowledged before me this 7th day of FEBRUARY,
1991, by DONALD FRASER, STEVEN RISTUBEN, AND MELVIN WENDORT,
the Mayor, City Clerk and Finance Officer respectively of the City of
Minneapolis, a municipal corporation, under the laws of The State of Minnesota,
on behalf of the corporation.
ASSISTANT



Signature of Person Taking Acknowledgment



This instrument was drafted by:

Holmes & Graven
470 Pillsbury Center
Minneapolis, MN 55402

EXHIBIT A

Description of Subject Property

That part of the Southwest 1/4 of Section 22, Township 29 North, Range 24 West of the Fourth Principal Meridian, bounded and described as follows: Beginning at the intersection of the West line of 11th Street North with a line running from the Southwest corner of Lot 13, Block 3, Camp and Walker's Addition to Minneapolis, to a point on the West line of Lot 2 in Block 3 of Wilson Bell and Wagner's Addition to Minneapolis distant 28 feet Southeasterly measured at right angles from the Southeasterly right-of-way line of the Burlington Northern Railroad Company; thence Southwesterly along last described line to the West line of said Lot 2; thence Southwesterly parallel with said Southeasterly right-of-way line to a point on the East line of Lot 9 in Block 3 of said Wilson Bell and Wagner's Addition; thence South along said East line to a point 65 feet North from the Southeast corner of said Lot 9; thence Southwesterly to a point on the West line of said Lot 9 distant 30 feet North from Southwest corner of said Lot 9; thence North along said West line to a point distant 28 feet Southeasterly measured at right angles from the Southeasterly right-of-way line of the Burlington Northern Railroad Company; thence Southwesterly parallel with said Southeasterly right-of-way line to a point on the Southerly line of Glenwood (formerly Western) Avenue; thence Easterly along said Southerly line to a point on the Northerly extension of the West line of Lot 3 in Lawrence and Fuller's Addition; thence South along said Northerly extension to the Northwest corner of said Lot 3; thence East along the North line of said Lot 3 to a point distant 20 feet West from the Northeast corner of said Lot 3; thence Southwesterly to a point on the West line of said Lot 3 distant 68 feet Southeasterly measured radially from said Southeasterly right-of-way line of the Burlington Northern Railroad Company; thence Southwesterly parallel with said Southeasterly right-of-way line to its intersection with a line drawn North-easterly from the Southwest corner of Lot 6 in Lawrence and Fuller's Addition and passing through a point on the East line of said Lot 6 distant 68 feet North from the Southeast corner of Lot 6; thence Southwesterly to the Southwest corner of said Lot 6; thence North 0 degrees 08 minutes West (assumed bearing) along the West line of said Lot 6 a distance of 66 feet (more or less) to a point distant 276.05 feet North 0 degrees 08 minutes West from a point on the North line of Lot 20, Auditor's Subdivision No. 31; thence South 65 degrees 29 minutes West a distance of 274.81 feet; thence South 58 degrees, 12 minutes West a distance of 6.25 feet; thence South 66 degrees 20 minutes West a distance of 161.23 feet; thence Southwesterly 120.25 feet along a tangential curve to the left having a radius of 883.34 feet; thence South 58 degrees 32 minutes West a distance of 134 feet, more or less, to a point on the Easterly right-of-way line of Interstate Highway No. 94; thence Northerly along said Easterly right-of-way line to a point on the Southeasterly right-of-way line of said

Burlington Northern Railroad Company; thence Northeasterly along said Southeasterly right-of-way line to a point on the West line of 11th Street North; thence South to beginning;

ALSO

That part of the Southeast 1/4 of Section 21 and of the North 1/2 of Section 28, Township 29 North, Range 24 West of the Fourth Principal Meridian bounded and described as follows: Commencing at the Northeast corner of Lot 1 of Block 1 in Groveland Addition to Minneapolis; thence North along the Northerly extension of the East line of said Lot 1 a distance of 15 feet; thence West at right angles a distance of 20 feet to the point of beginning of the tract of land herein described; thence continuing Westerly along the last described course a distance of 29.95 feet; thence Southwesterly deflecting left 31 degrees 10 minutes a distance of 149.5 feet; thence Southwesterly deflecting to the right 01 degrees 59 minutes a distance of 148.5 feet; thence Southwesterly to a point on the North line of Linden Avenue distant 252.41 feet Westerly from the intersection of said North line with the center line of vacated Aldrich Avenue North; thence Westerly along said North line of Linden Avenue to a point distant 28 feet Southeasterly measured at right angles from the Southeasterly right-of-way line of the Burlington Northern Railroad Company; thence Southwesterly parallel with said Southeasterly right-of-way line to a point on the West line of Bryant Avenue North; thence Southerly along said West line to a point on the South line of vacated Linden Avenue; thence Westerly along said South line of vacated Linden Avenue to a point distant 53 feet Southeasterly measured at right angles from the Southeasterly right-of-way line of said Burlington Northern Railroad Company; thence Southwesterly parallel with said Southeasterly right-of-way line to a point on the East line of Colfax Avenue North; thence Southerly along said East line to a point distant 65.5 feet Southeasterly measured at right angles from said Southeasterly right-of-way line; thence Southwesterly parallel with said Southeasterly right-of-way line to a point on the North line of Hawthorne Avenue; thence Southwesterly to the Northeast corner of Lot 12 of Block 41 in Groveland Addition to Minneapolis; thence Southwesterly to a point on the North line of Lot 11 in said Block 41 distant 62 feet Easterly from the Northwest corner of said Lot 11; thence Southwesterly to the Southwest corner of said Lot 11; thence Northerly along the West line of said Lot 11 to a point distant 28 feet Southeasterly measured at right angles from said Southeasterly right-of-way line; thence Southwesterly parallel with said Southeasterly right-of-way line to a point on the West line of Dupont Avenue North; thence Southerly along said West line to a point distant 65.5 feet Southeasterly measured at right angles from said Southeasterly right-of-way line; thence Southwesterly parallel with said Southeasterly right-of-way line to a point on the North line of Laurel Avenue; thence Westerly along said North line to a point distant 28 feet Southeasterly measured at right angles from said Southeasterly right-of-way line; thence Southwesterly parallel with said Southeasterly right-of-way line to a

point on the South line of said Laurel Avenue; thence Easterly along said South line to a point distant 14.73 feet East from the Northwest corner of Block 44 in Groveland Addition to Minneapolis; thence Southwesterly 489 feet to a point on the West line of said Groveland Addition distant 16.8 feet South from the North line of Ontario Avenue; thence Southwesterly to a point on the North line of Lot 3 in Block 3 of Spring Lake Addition to Minneapolis, distant 40 feet West from the Northeast corner of said Lot 3; thence Southwesterly to a point on the West line of said Spring Lake Addition distant 6.2 feet South from its intersection with the Westerly extension of the North line of Lot 15 in Block 3 of said Spring Lake Addition; thence Southwesterly a distance of 250 feet to a point distant 75 feet Southeasterly measured radially from the center line of the St. Paul, Minneapolis & Manitoba Railway as originally located; thence Southwesterly parallel with said center line to the South line of Government Lot 5 of Section 28, Township 29, Range 24; thence Westerly along said South line to a point distant 22 feet Southeasterly measured radially from said center line of the St. Paul, Minneapolis & Manitoba Railway as originally located; thence Northeasterly parallel with said center line to a point distant 90 feet Northeasterly measured along said parallel line from the West line of Groveland Addition to Minneapolis; thence Northeasterly a distance of 245 feet more or less to a point distant 50 feet Southeasterly measured at right angles from said center line and distant 358 feet Northeasterly measured parallel with said center line from the West line of said Groveland Addition; thence Southwesterly parallel with said center line to its intersection with the Southeasterly right-of-way line of the Burlington Northern Railroad Company; thence Northeasterly along said right-of-way line to a point distant 20 feet West measured at right angles from the Northerly extension of the East line of Lot 1 of Block 1 in said Groveland Addition; thence Southerly parallel with said Northerly extension to the point of beginning;

ALSO

The right of way of the Chicago and North Western Transportation Company in the Southeast Quarter of the Southeast Quarter of Section 21, the Southwest Quarter of the Southwest Quarter of Section 22, and the Northeast Quarter of the Northeast Quarter of Section 28, all in Township 29 North, Range 24 West, Hennepin County, Minnesota, which lies Westerly of a line run parallel with and distant 345 feet Easterly of the East line of Lyndale Avenue North and Easterly of a line run parallel with and distant 20 feet Westerly of the West line of said Lyndale Avenue North.

EXHIBIT B

Description of Easement

Those portions of the Subject Property, located in Township 29 North, Range 24 West, Hennepin County, Minnesota, described as follows:

A permanent easement for underground storm sewer tunnel purposes over, under, across, and through that part of the Subject Property lying a distance of 25 feet on each side of the following described centerline: Commencing at the most easterly corner of Block 85, Hoag's Addition to Minneapolis, Hennepin County, Minnesota having established grid coordinates of (x) 2187652.72, (y) 723666.31 of the Minnesota Coordinate System of 1927, South Zone; thence North 45 degrees 19 minutes 06 seconds West, along the Northeasterly line of said Block 85 (bearings based on grid meridian of said South Zone) a ground distance of 281.55 feet; thence North 80 degrees 09 minutes 16 seconds East 69.89 feet to the point of beginning of the line to be described having grid coordinates of (x) 2187521.41, (y) 723876.21, said South Zone; thence South 80 degrees 09 minutes 16 seconds West 311.77 feet; thence 63.06 feet Southwesterly along a tangential curve concave to the southeast having a central angle of 36 degrees 07 minutes 44 seconds and a radius of 100 feet; thence South 44 degrees 01 minute 32 seconds West, tangent to said curve, 449.02 feet; thence South 42 degrees 14 minutes 12 seconds West 626.62 feet; thence Southwesterly 13.71 feet along a tangential curve concave to the Northwest having a central angle of 7 degrees 51 minutes 21 seconds and a radius of 100.00 feet; thence South 50 degrees 05 minutes 33 seconds West, tangent to said curve, 939.76 feet; thence Southwesterly 11.50 feet along a tangential curve concave to the Northwest having a central angle of 6 degrees 35 minutes 16 seconds and a radius of 100.00 feet; thence South 56 degrees 40 minutes 49 seconds West, tangent to said curve, 351.30 feet; thence Southwesterly 7.75 feet along a tangential curve concave to the Northwest having a central angle of 4 degrees 26 minutes 34 seconds and a radius of 100.00 feet; thence South 61 degrees 07 minutes 23 seconds West, tangent to said curve, 1871.35 feet; thence Northwest-erly 139.89 feet along a tangential curve concave to the north having a central angle of 80 degrees 08 minutes 58 seconds and a radius of 100.00 feet and there terminating.

August 14, 2017

Brian Lamb
General Manager, Metro Transit
Fred T. Heywood Office Building and Garage
560 Sixth Avenue North
Minneapolis, MN 55411-4398

Subject:*Questions Regarding Proposed Barrier Wall*

Dear Mr. Lamb,

Last week I submitted a letter to you with the City's requirements for the Bassett Creek Tunnel and the Cedar Lake Trail associated with any actions taken by the Metropolitan Council that may affect these City assets.

We understand that a barrier wall is being considered for inclusion between light rail and freight rail in the same vicinity as the above mentioned assets, on property the City does not own. During the development of the SWLRT project, City staff has consistently maintained the position that barrier walls would be a detriment to the project and to the community. Considerable attention on the part of our teams has been devoted to the minimization and mitigation of any proposed walls. As such, Public Works is seeking answers to the following questions regarding the proposed wall:

Can you confirm that a barrier wall is proposed, and in what exact geographic location?
What is the purpose of the wall?
What other options have been considered?
Who is requiring the wall?
Would it be included in SWLRT project costs? Who would cover the cost?
How much does it cost?
How would the City of Minneapolis be engaged in further discussion and design of the proposed wall?
How has the community been informed and engaged in decisions related to the addition of a wall to the SWLRT project? How would they be involved if this moves forward?
Have there been any engineering studies to justify the presence of the wall?
How are the environmental impacts of the wall being analyzed?
Does the consideration of this wall have implications for any future transit project that Met Council is considering?

If this proposed barrier wall is included in the SWLRT project, Public Works would like additional answers to these questions:

Will the wall have any impact on the Cedar lake Trail?
How will the presence of the wall be mitigated for trail users and adjacent neighborhoods?
How will the presence of the wall impact viewshed, and how will it be mitigated?
How long will the wall be?
How tall will the wall be?
How thick will the wall be?
What materials will be used to construct the wall?
How will you design it in such a way that it fits within the surrounding context of this portion of the SWLT project?

Similar to discussion that occurred during project development, the City will expect to have a robust forum in which we may represent the concerns of our communities appropriately, and can continue to ask critical questions of the project team.

Sincerely,



Robin Hutcheson
Director of Public Works

cc: Lisa Cerney, City Engineer