



Southwest LRT (METRO Green Line Extension) Project
Supplemental Draft EIS Comments

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

July 2015

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A P P E A R A N C E S

Metropolitan Council:

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

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1 P R O C E E D I N G S

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

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

10 We have a number of council members up front
11 here joining me. I think I'll start by introducing
12 them on the far left and kind of working this way:
13 Council Member Steve Elkins, Council Member Sandy
14 Rummel, Council Member Gail Dorfman, Council Member
15 Jennifer Munt, Council Member Cara Letofsky, and
16 Council Member Wendy Wulff. So thank you to them for
17 being here and being here to listen.

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

25 So I think what we'll do, as in the way of a

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1 format, we have a quick little presentation that Nani
2 Jacobson from the Southwest Project Office will walk
3 through that will cover how we got to where we are
4 today and the environmental impact statement process
5 and some next steps. So I'll turn it over to her for a
6 few moments to give a presentation before we start with
7 the -- the public hearing portion.

8 Go ahead, Nani.

9 (Per request, presentation not reported.)

10 MR. DUININCK: Thank you, Nani.

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

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

23 A number of us were here beforehand, and I'm
24 sure we'll hang around afterwards, too, if there are
25 other questions either related to the project in

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1 general outside, kind of, the scope of the Supplemental
2 DEIS.

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

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

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

19 MP-01 MR. PALMA: Hello, I live in the Calhoun
20 Isles condominiums. These historic grain silo
21 buildings lie closest to the Southwest LRT along its
22 entire route, with the proposed shallow tunnel coming
23 within two to three feet of the building's foundation.
24 I am concerned about Southwest LRT's impact on the
25 building's integrity and liveability issues once the

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1 light rail is up and running regularly.

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

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

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

22 Thank you.

23 MR. DUININCK: Thank you very much. And you
24 did a very good job of this, but I was asked to remind
25 people to just speak slowly and clearly. We're trying

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1 to type down and take for the record everything that's
2 said tonight, so just -- if I could just ask folks to
3 do that. And, also, make sure to state your name when
4 you come up to give your remarks.

5 MP-02 Representative Frank Hornstein, and next is
6 Sara Brenner.

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

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

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

20 Thanks to citizens in my district who brought
21 to my attention the dangers of ethanol also being very,
22 very important for the State to address, we were able
23 to update some of the oil transportation safety
24 legislation that we passed last year to include ethanol
25 and other hazardous materials.

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1 The reason I bring up ethanol is that this is
2 a really very, very dangerous item that is being now
3 transported through the Kenilworth corridor. When
4 co-location was foisted on the City of Minneapolis, it
5 was pointed out was not part of the original plan and
6 one of the three areas that needed to be examined in
7 the supplemental EIS.

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

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

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1 impacts on our residents and our people here.

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

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

10 What are the impacts during construction?
11 You're right in the Supplemental DEIS that there would
12 not -- freight rail operations during construction
13 would not be obstructed, disturbed, or slowed. That is
14 a very, very significant concern when there is all
15 kinds of activities around construction. And at a
16 minimum, I would implore you to not be having hazardous
17 materials coming through this corridor during
18 construction.

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

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1 I think there's a myriad of safety issues that need to
2 be addressed.

3 And, finally, you say in the DEIS that no
4 longterm impacts of freight rail are -- because of
5 freight rail are anticipated, and, therefore, no
6 mitigation measures have been identified.

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

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

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

25 The State has identified 326,000 Minnesotans

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

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

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

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

16 Next is Sara Brenner followed by Shawn Smith.

17 MP-03 MS. BRENNER: Sarah Brenner from Minneapolis.

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

24 No consideration is given to the fact that
25 TC&W carries hazardous cargo, including ethanol, fuel

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1 oil, distiller's oil, and hydrous ammonia, propane, and
2 fertilizer. Any of these, in a case of derailment,
3 could cause incredible destruction, in some cases, near
4 feet from some people's home.

5 During construction, the risks will greatly
6 increase. Construction, by its nature, will interrupt
7 freight service and freight infrastructure. During
8 construction, there will be a 35- to 40-foot wide and a
9 25- to 35-foot deep tunnel that runs mere feet from the
10 freight and at a time where there will be no crash
11 walls.

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

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

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1 anyone consider this?

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

9 Thank you.

10 MR. DUININCK: Thank you very much.

11 Shawn Smith followed by Art Higinbotham.

12 MP-04 MR. SMITH: Good evening, Met Council
13 members. My name is Shawn Smith, and I live at 2420
14 West 24th Street in the Kenwood neighborhood.

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

21 What will Southwest rail really, really cost
22 us? Because in the SDEIS, we still don't know what the
23 cost-cutting will be, and we also don't know if it's a
24 valid document because we don't know what is coming out
25 of what's in the SDEIS within the corridor.

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1 I'm also here because Kenwood residents have
2 been continually and actively engaged in this process
3 with little responsiveness from the Met Council. And
4 why do I feel that way? Well, that's issue No. 2, is
5 co-location.

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

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

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

25 Thank you.

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1 MR. DUININCK: Thank you much.

2 Art Higinbotham and followed by Bob Brockway.

3 **MP-05** MR. HIGINBOTHAM: Good evening, panel
4 members.

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

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

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

25 But the overriding factor, as Representative

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1 Hornstein pointed out, is the potential for a
2 derailment and explosion of the magnitude that killed
3 47 people in Lac-Migantic, Quebec two years ago and 24
4 derailments in the past year.

5 Thank you.

6 MR. DUININCK: Thank you very much.

7 Bob Brockway and then John Shorrocks.

8 MP-06

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

12 The EIS discusses vibration, but only for an
13 at-grade train with a magnitude scale beginning at
14 50-foot minimum distance. In our case, the train will
15 be in a tunnel where the ground transfers vibration
16 much stronger than in air, and the distance between our
17 foundation and the tunnel wall is less than four feet.
18 The EIS does not come close to recognize the potential
19 vibration problems with our condo complex. The
20 mitigation must be extraordinary to avoid liveability
21 problems.

22 The noise levels discussed in the EIS do not
23 address the fact that noise is amplified the higher the
24 resident, as is -- as in a highrise. The noise
25 generated by the LRT while running, as well as the

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1 bells when entering the West Lake Street station, could
2 be extreme.

3 Thank you for listening.

4 MR. DUININCK: Thank you very much.

5 John Smorock (phonetic) -- Shorrocks, thanks.

6 And next is Angela Erdreich.

7 MP-07 MR. SHORROCK: I'm John Shorrocks, and I live
8 at Calhoun Isles.

9 I support totally what Representative
10 Hornstein was saying. There's a micro level; the
11 trains actually stop in the corridor for hours on a
12 time waiting for lights. Gas trains and electric
13 700-volt wires don't go -- just don't mix, and so the
14 probability of catastrophe is very, very high when the
15 rail is built.

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

24 So I'm really asking you to look at this in
25 great detail. Thank you.

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1 MR. DUININCK: Thank you very much.

2 Next is Angela Erdrich followed by Richard

3 Adair.

4 MP-08 MS. ERDRICH: Hello, my name is Angela
5 Erdrich, and I live in Kenwood. I live about six
6 blocks from where -- from the Kenilworth corridor, so
7 not close enough to hear or see it when the line is
8 built.

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

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

20 And I just want to add one thing about the
21 ethanol trains, is that they are presently -- they
22 travel underneath the Twins stadium, which is amazing
23 to me. Maybe people don't want to look at that, but
24 it's actually happening right now, and it's highly
25 flammable -- or anhydrous ammonia also travels under

1 there.

2 From a public health viewpoint, we don't talk
3 about car accidents because -- we try to call them "car
4 crashes" because on a population basis, they're
5 somewhat preventible, and I hope you see your important
6 role in preventing future environmental disaster by
7 planning this to the best of your ability to prevent
8 the -- the problems associated with co-location of
9 these rails running so close together with hazardous
10 material.

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

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

24 Thank you.

25 MR. DUININCK: Thank you.

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1 Richard Adair, and next is Amity Foster.

2 MP-09 MR. ADAIR: My name is Richard Adair; I live
3 in the Bryn Mawr neighborhood in Minneapolis.

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

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

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

23 Now we're realizing that getting anywhere we
24 want to go using the internal combustion engine is just
25 not going to work; it's going to damage our planet.

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1 And some of us would like to live more compactly and to
2 take transit, and the reason for that is not because
3 it's a trendy lifestyle choice, but because we care
4 about the generations who come after us. And I would
5 urge you to take that perspective.

6 Thank you.

7 MR. DUININCK: Thank you very much.

8 Amity Foster, and next is Mary Pattock.

9 MP-10 MS. FOSTER: Hello, my name is Amity Foster;
10 I live at 1605 Second Street Northeast in Northeast
11 Minneapolis. I also work at ISALAH -- ISALAH, a
12 faith-based community organizing group.

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

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

25 Thank you.

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1 MR. DUININCK: Thank you very much.

2 Next is Mary Pattock, followed by George
3 Puzak.

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

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

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

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

23 Finally, the SDEIS ignores the impact of
24 construction. Last month, impact pile driving on the
25 Tryg site, restaurant site near the West Lake station,

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1 caused serious damage to the Loop Calhoun condominiums
2 and other buildings. There was so much damage that the
3 project had to be halted, and the pilings had to be
4 pulled out since going forward was deemed to be, quote,
5 "catastrophic."

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

11 MR. DUININCK: Thank you very much.

12 Next is George Puzak followed by Susu
13 Jeffrey.

14 MP-12 MR. PUZAK: Good evening. I'm George Puzak;
15 I live at 1780 Girard Avenue South, Minneapolis.

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

21 Even if cost surprises and lawsuits don't
22 torpedo Southwest LRT, a fundamental flaw should.
23 Hennepin County's failure to include freight rail in
24 the project's scoping process required by the National
25 Environmental Policy Act, NEPA, scoping is the first

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1 step in the environment -- environmental review. It
2 identifies the issues, alternatives, locations, and
3 modes of transport to be studied in the transit
4 project's environmental impact statement.

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

9 Compounding the problem, in the summer of
10 2014, the Met Council imposed yet another fundamentally
11 different plan. This time, using municipal consent,
12 the five cities supported this, but the plan omitted
13 freight rail from the project. All these decisions
14 were made before the draft and the updated supplemental
15 were in place.

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

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

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1 Thank you.

2 MR. DUININCK: Thank you.

3 Next is Susu Jeffrey and followed by Nancy
4 Green.

5 **MP-13**

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

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

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

24 So what is this really about? It's about
25 development, and with development, we have a choice.
Uptown or Hidden Beach? Hmm, come on folks. Uptown is

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1 a venue; it's famous; it's alive. People want to go
2 there, and you want them to go two miles away to Hidden
3 Beach? You are really going to bring in a bunch of
4 people in that housing area in Hidden Beach?

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

11 Thank you.

12 MR. DUININCK: Thank you.

13 Next is Nancy Green followed by Claire
14 Ruebeck.

15 MP-14 MS. GREEN: I also live in this Calhoun Isles
16 association, and I live in the townhomes, which we are
17 now referring to our area as the pinchpoint. This
18 planned construction of a shallow tunnel scares us, and
19 unfortunately, we have little trust in the process for
20 the following reasons:

21 The structural aspects of our condo towers
22 are unknown, as they were built a hundred years ago as
23 green terminals, and we do not have blueprints of the
24 foundation to give to the Met Council engineers,
25 despite the hours and hours of searching we have done.

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1 With only 40 percent of the engineering
2 complete, we do not feel there's sufficient studies to
3 provide us, the homeowners, with the needed information
4 to feel safe, confident, as the construction will occur
5 inches, not feet, inches from our homes.

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

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

18 Thank you.

19 MR. DUININCK: Thank you.

20 Next is Claire Ruebeck, followed by Bob
21 Carney.

22 MP-15 MS. RUEBECK: Hello, I'm Claire Ruebeck, and
23 I live in Minneapolis. And thank you having this
24 hearing today; I think it's important that you do
25 digest what the citizens are saying.

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1 I just want to highlight a couple of things
2 that struck me as I thoroughly studied the SDIS. There
3 are many things I heard tonight that I had intended to
4 say, and so I'm doing my best to not repeat.

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

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

20 The railroad that hauls it would prefer not
21 to haul it, but federal regulations require they haul
22 it. And there's no stopping it. It's as dangerous as
23 the oil that we're reading about in the newspapers and
24 that Senator Franken just wrote an eloquent essay on,
25 and we need to treat it as such.

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1 And, finally, I was surprised to find in the
2 SDIS that the Met Council has requested the FRA, the
3 Federal Railroad Administration, to advocate its
4 jurisdiction in this corridor where freight rail will
5 remain, and now we will introduce light rail. The FRA
6 must oversee this dangerous situation.

7 Thank you.

8 MR. DUININCK: Thank you.

9 Next is Bob Carney, followed by Sandi Larson.

10 MP-16 MR. CARNEY: Hi, Bob "Again" Carney, Jr., I'm
11 a registered lobbyist for We the People, an informal
12 association.

13 I have been reporting since May 20th on the
14 decision of the legislature to eliminate \$30 million
15 that had been appropriated for Southwest Light Rail.
16 The current total for the State right now is
17 \$15 million.

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

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1 want to throw good money after that." These are just
2 facts.

3 Now, you have to clarify that this
4 \$300 million includes 150 matching money. Chair
5 Duininck essentially said that, "Well, you know, if
6 that money is not available, we're going to have to try
7 to find it somewhere else."

8 So I want you all to know we're not three --
9 \$341 million off right now; we're \$641 million off.
10 This is a totally unacceptable situation. We need to
11 freeze spending on this thing and go back to the
12 drawing board and to rescope this process and look at
13 alternatives.

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

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

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1 rescope it.

2 Thank you.

3 MR. DUININCK: Thank you.

4 Next is Sandi Larson, followed by Cathy --
5 and I apologize on the last name -- Deikman or
6 Deilkman.

7 MP-17 MS. LARSON: Good evening. My name is Sandi
8 Larson, and I live at 2800 Dean Parkway in the blast
9 zone.

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

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

23 And the force main consists of a
24 five-foot-wide casing pipe that's the top of the casing
25 pipe is 17-feet below ground level, and the bottom of

1 the casing pipe is 22-feet below, and then two 18-inch
2 force main sewer pipes run through that.

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

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

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

22 Thank you.

23 MR. DUININCK: Thank you very much.

24 Next is Cathy -- is it -- Deekman (phonetic)?
25 I'm sorry.

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MP-18

1 MS. DEIKMAN: It's Dikeman (phonetic.)

2 MR. DUININCK: Deikman. Thank you.

3 And Stuart Chazin is next.

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

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

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

22 The designation of category 1 versus 3 for
23 the channel appears to hinge excessively on one word,
24 "passive." However, quietude is equally and very
25 clearly an essential feature of the Kenilworth channel

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1 itself, and everyone knows this. And the activities
2 that occur there, though peaceful, very peaceful,
3 they're not passive, include canoers and cross country
4 skiers gliding serenely on the water or ice while those
5 on the grassy banks look on.

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

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

16 Thank you.

17 MR. DUININCK: Thank you.

18 Stuart Chazin, and next is Jeanette Colby.

19 MP-19 MR. CHAZIN: Hi. Thank you for having me.

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

24 What I would like to ask is -- I'm confused
25 why we're spending \$1.685 billion or \$2 billion to do

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1 this -- this line when the numbers aren't there. The
2 governor originally said that he wanted to add the
3 Mitchell Road if this light rail is going to be done,
4 now we're talking about getting rid of the Mitchell
5 Road and maybe one or two other stations. You're
6 talking about getting rid of one or two other stations
7 in Minneapolis -- in North Minneapolis.

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

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

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

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

25 At the 21st Street station, you're saying

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

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

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

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

25 I guess I'll leave it at that. Thank you for

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1 your time. Have a good night.

2 MR. DUININCK: Thank you.

3 Jeanette Colby and next is Camille Burke.

4 MP-20 MS. COLBY: Good evening, Chair Duininck and
5 council members.

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

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

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

25 But what we're doing now is we're taking a

1 temporary situation that was supposed to go away and
2 making it permanent. We're making -- so in -- in a
3 sense, it's a new project. We're taking something that
4 was supposed to be gone and making it permanent. We're
5 spending hundreds of million -- tens of millions of
6 dollars anyway to do that.

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

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

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

24 But just to reiterate: We need to assume a
25 basis of no freight for all aspects, including noise,

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1 safety, which many other people have spoken to, and
2 visual impacts.

3 Thank you.

4 MR. DUININCK: Thank you.

5 Camille -- Camille Burke followed by Kathy
6 Low.

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

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

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

22 My second point: This is an old railroad
23 that is an old railroad yard. It is contaminated,
24 contaminated, contaminated, and you all know that. How
25 far down is it contaminated? That's one thing I'm

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1 concerned about: When you dig that 50-foot tunnel, are
2 you going to be disturbing all of that old railroad bad
3 contamination, and is that going to effect our ground
4 water? Is it going to affect the water of Cedar Lake
5 and Lake of the Isles and our whole chain of lakes?

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

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

17 Thank you.

18 MR. DUININCK: Thank you.

19 Kathy Low followed by Michael Wilson.

20 MP-22 MS. LOW: Hi, Kathy Low, Minneapolis. Thank,
21 you commissioners and Sophia.

22 Despite the 2011 report by Hennepin County
23 stating that there was 20 years of understanding that
24 freight rail would be removed from the Kenilworth
25 corridor regardless of LRT or any other project,

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1 despite the City of Minneapolis' stance against
2 co-location, despite your own DEIS conclusion that
3 recommended against co-location, despite the fact that
4 fitting light and freight rail into this narrow
5 corridor will require massive tunnel portals, crash
6 walls, large cement structures and bridges, and removal
7 of vegetation, despite your own conclusion that this
8 plan will have an adverse effect on the lagoon and the
9 Grand Rounds Historic District, despite your legal
10 obligation to avoid or minimize harm under Section 4F
11 law, you make the literally incredible statement in the
12 SDIS that the LPA, with their attention of freight rail
13 in the Kenilworth corridor is the project's
14 environmentally-preferred alternative and would result
15 in less harm to Section 4F protected properties.

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

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

21 MP-23 MR. WILSON: Good evening -- excuse me -- my
22 name is Michael Wilson; I live at 3439 St. Louis
23 Avenue, and I represent the 57 property owners of Cedar
24 Lake Shores Townhome Association.

25 One thing I would like to talk about first

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1 is -- the railroad corridor was just brought up a few
2 moments ago -- St. Paul and Pacific Railroad first put
3 railroad tracks through this corridor in 1864. We've
4 had 151 years of heavy freight rail running through
5 this corridor, with the exception of 12 years from 1986
6 through 1998 when the Twin Cities and Western began
7 running freight again through the -- the Kenilworth
8 corridor on a temporary basis.

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

18 So far, you have done a phase 1 ESA and
19 discovered that there is considerable pollution and
20 ground water contamination, but all the SDIS does is
21 list things that are typically found in former rail
22 yards, typically found in former and -- and active rail
23 corridors, including extensive arsenic poisoning. I'm
24 very concerned that the Supplemental DEIS has only
25 begun to touch on these issues.

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1 Second thing I'm concerned about, before I
2 get specifically to the townhomes, is the residents of
3 Cedar Isles deemed neighborhood have been asked to bear
4 a heavy cost for having co-location go through our
5 neighborhood, yet, we are being almost barred from
6 using the West Lake Street station. Your cost cuts,
7 the 50 cost cuts which you have advanced, include
8 eliminating vertical circulation to the West Lake
9 Street station -- no, three minutes.

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

18 The SDIS does not talk about the ventilating
19 machines that are going to be at either end of the
20 tunnel. They won't be running all the time, but they
21 will be tested. The SDIS does not talk specifically
22 about the piston effect of trains entering the tunnel
23 and pushing air the other direction traveling 45 miles
24 an hour through the tunnel. It doesn't talk about
25 those things which directly affect us in our townhomes.

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1 I learned when I was growing up that when you
2 get it wrong, say so. I think that putting both
3 freight and light rail through the corridor, you've
4 gotten it wrong. I wish you'd go back to the drawing
5 board.

6 Thank you.

7 MR. DUININCK: Thank you.

8 Next is Eric Larsson followed by Doug
9 Peterson.

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

18 Here is a representative timeline from an
19 event in Cherry Valley, Illinois in 2009. This train
20 departed from an ethanol plant in Tara, Iowa on its way
21 through Illinois with 75 tank cars loaded with over
22 2 million gallons of denatured fuel ethanol, which is
23 typical of what travels through the Kenilworth.

24 A half hour earlier, the train dispatcher had
25 received two weather reports warning of severe flash

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1 flooding, yet he did not advise the train crew as per
2 the manual of the railroad. At 7:16, the train crew
3 requested and received clearance to proceed into
4 Illinois, still receiving no warning of the weather.

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

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

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

25 Thank you.

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1 MR. DUININCK: Thank you.

2 Next is Doug Peterson, followed by Arlene --
3 I apologize, I can't spell the last name. It starts
4 with an "F," I believe.

5 MP-25 MR. PETERSON: My name is Doug Peterson; 3315
6 St. Paul Avenue. I'm a cack (phonetic) representative
7 of CIDNA. I've got two concerns which -- I've got lots
8 and lots of concerns, but most of them have been
9 approached by other speakers.

10 One of the concerns is the sewer line that
11 has gone from Depot Street to twenty -- 28th Avenue
12 that was put in in 2013. I talked to the head of
13 the -- or at least the PR person for that particular
14 project. This was a Met Council project.

15 And I asked him how deep that was going to be
16 and what was going to be happening in the event that
17 there was going to be a tunnel in there, and he said,
18 "Well, there's -- the top of it would be 27 feet below
19 the surface, and it would be able to be" -- I've got
20 three minutes; cack (phonetic) representative from
21 CIDNA.

22 The person from the Met Council, the PR
23 person, said that things could be taken care of; it
24 could be raised or lowered, or whatever. At that same
25 time in January or February in 2013, I talked to Mark

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1 Furman. He wasn't aware of any possibility of any
2 shallow tunnel or any other kind of a tunnel.

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

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

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

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

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1 going to be?

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

7 Thank you.

8 MR. DUININCK: Thank you.

9 Next is Arlene Fried followed by Mathews
10 Hollinshead.

11 MP-26 MS. FRIED: My name is Arlene Fried. I live
12 in south Bryn Mawr, and I have rollerbladed along the
13 trail; that's one of my relationships with the trail.
14 I'm also a co-founder of an organization called Park
15 Watch, which has been around for about 10 years now,
16 and we can meet concerns about park board issues. We
17 have a wonderful new superintendent; however, we did
18 not when we started.

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

25 Thank you.

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1 MR. DUININCK: Thank you.

2 Mathews Hollinshead followed by Captain Jack
3 Sparrow.

4 **MP-27** MR. HOLLINSHEAD: I'm Mathews Hollinshead; I
5 live in St. Paul. I'm also a conservation chair this
6 year for North Star Chapter, but I'm speaking
7 personally tonight.

8 If you take \$5,000, which is a very
9 conservative estimate, of the cost of maintaining a car
10 for one year -- I've seen studies that say \$9,000 is a
11 better average estimate -- multiply it by perhaps
12 500,000 motor vehicles in the Twin Cities, you get
13 \$2.5 billion per year for rolling stock alone for our
14 highway system for individual drivers who own motor
15 cars.

16 The entire budget of this stance now at
17 \$1.9 billion, and it's at least a 50-year life cycle, I
18 would suggest to those who argue about the money that
19 we get rid of some highways and get rid of some of the
20 expense forced on people who drive who have no choice
21 but to spend this \$5,000 or \$9,000 or whatever it is
22 per year on their cars to get to jobs, to get to
23 hospitals, to get to daycare, to get to grocery stores.
24 The Twin Cities made a tragic mistake in past decades
25 getting rid of a rail transit system and not building a

Public Hearing - 6/18/2015
Southwest Green Line LRT Extension

1 new one.

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

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

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

14 MR. DUININCK: Thank you very much.

15 Up next is Captain Jack Sparrow; second --
16 followed by Sally Rouse.

17 **MP-28** CAPTAIN JACK SPARROW: Hey, I'm Captain Jack
18 Sparrow; I live at 3522 Bloomington Avenue South, and
19 I'm a candidate for State Senate, District 62.

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

Public Hearing - 6/18/2015
Southwest Green Line LRT Extension

1 equity for people.

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

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

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

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

23 Another point I wanted to make is it turns
24 out that the Green Line was built more with development
25 in mind than with actual ridership and efficiency and

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Southwest Green Line LRT Extension

1 speed. Now, it turns out that people can ride a
2 bicycle faster than they can travel down the Green
3 Line -- on the Green Line. And so I think it's
4 important that we not -- thank you.

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

8 MP-29 MS. ROUSSE: Hi, I'm Sally Rouse; I live in
9 Bryn Mawr.

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

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

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

23 Number two, abating these unsafe, unhealthy
24 issues, will be prohibitively expensive, and I think
25 you know that. And I hope that you are looking at

Public Hearing - 6/18/2015
Southwest Green Line LRT Extension

1 other routes, the other 28 routes that were considered
2 before this one, parallel to your considering costs for
3 this one.

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

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

14 Thank you.

15 MR. DUININCK: Thank you.

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

18 MP-30 MR. WAGENIUS: Thank you, Mr. Chair, and
19 thank you Met Council members for your willingness to
20 hold this hearing. Mayor Hodges -- I work for Mayor
21 Hodges, and -- and she would like to extend her thanks
22 to everybody here, the citizens present for their
23 remarkable politeness and thoughtful comments in the
24 face of this project's transformation from what it was
25 premised to be into a totally different project than it

Public Hearing - 6/18/2015
Southwest Green Line LRT Extension

1 is today.

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

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

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

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

24 Why did the federal government have to force
25 the project to incorporate freight issue into the

Public Hearing - 6/18/2015
Southwest Green Line LRT Extension

1 project's scope and budget? Did anyone ever think
2 there was going to be a solution to the freight problem
3 which was free, which did not cost money? How much
4 more has it cost the project and the residents of
5 Minneapolis because the first issue wasn't dealt with
6 5, 10, 15, 17 years ago?

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

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

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

21 (Proceedings concluded at 7:25 p.m.)

22

23

24

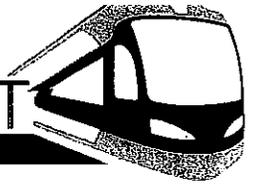
25

Comment Card

MPCC-01

SOUTHWEST

Green Line LRT Extension



Date 6/18/15

Comment: one last piece -

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

This "process" has been such a ~~s~~ disappointment.

I have lost any ^{& all} trust in Met Council. Lies upon

Lies upon Lies. EP Riders / Equity train - all gone -

Need I say more - but there is more.

Be Honest about what you are doing. you are

not saving the environment. You are not getting

people to jobs. Be honest about what you are

doing & who is paying you what to do it.

That's called transparency in government.

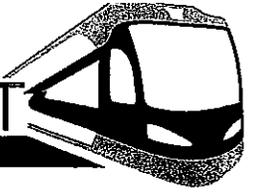
Met Council may make me vote Republican - Sigh.

Comment Card

MPCC-02

SOUTHWEST

Green Line LRT Extension



Date June 18, 2015

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

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

Mike Farrar / Marrow Collins

2515 W. 21st St.

Comment Card

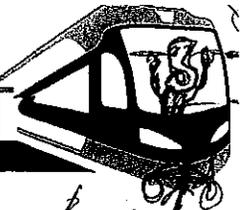
MP 03

MPCC-03

DE-WATERING
WILL HAUNT YOU!

SOUTHWEST

Green Line LRT Extension



Date

6/18/15

Comment:

Keep our lakes safe & clean.
We never agreed to co-location in

the neighborhoods directly near SWCRT and

we now need transparency and honesty around the

'Right to Know' We need to know much more

about safety and plans for construction not

mentioned in the Study. We're already dealt with

bait and switch on many levels for this train, please

reconsider. The costs are huge on every level. RETHINK.

- Cars don't come off highway soon enough w/ SWCRT

- STUDY IS MISLEADING & deficient & Not Credible

- We need Peer State!

- This area near the lakes is EVERYONE'S

BACK

YARD

Get people here safely, with safety for

the lakes, bicyclists, pedestrians, animals,

as well. That's real equity.

Oh, wait. We already have that. IMPROVE it.

MAKE IT WORK FOR LESS MONEY, MAKE IT BETTER.

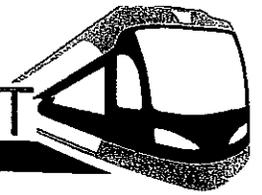
Comment Card

MP-04

MPCC-04

SOUTHWEST

Green Line LRT Extension



Date

6/18/15

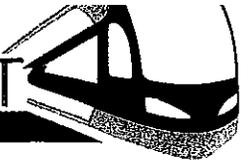
Comment:

① How deep is contamination of Kenilworth segment? Old RR ^{yard} ~~field~~ of much contamination what is plan & cost to mitigate so ground water ~~is~~ safe.

② How will costs be covered? Since they neither blue or green lines generate enough revenue to cover 30% of expense.

③ Maintenance costs will be increased if you short charge the costs to build. This is occurring with ~~the~~ current line in St. Paul Now! Corners are too sharp & wearing out wheels too quickly.

④ Met Council made mistake 25 years ago by not bldg bridge over Hawthorne Ave. Why do we citizens now have to pay for this mistake with this project which will NOT work! ~~is~~



Date 6/18/15

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

If N. Mpls riders go to Target Field, why wouldn't Franklin Ave riders do the same? And once at Target Field, why not take the Eden Prairie BUS? It's faster & actually goes to the Mall - where the Jobs are? Seriously - why are you building this? It makes no sense financially or environmentally - even w/ additional costs & environmental impacts.

One more time - PLEASE - someone - stop this -
No riders = No need. The numbers do not add up!

Beyond that the plan is ABSURD! Inches from a grain elevator, inches from people's homes, piles will be driven 65ft + a 50ft deep tunnel built. WHAT! Any engineer who believes that will not cause significant issues, should be fired. Would you do the same next to your homes? - Would you? And who will be responsible for that sector

Most Important - The Lakes. 50ft deep tunnel next to Cedar Lake, below the water table? And then through the existing rail track pollution? This will destroy the Lakes. Who will be responsible for the destruction of the Lakes? Who wants that as a legacy? That is the legacy for you all - Build a train no one rides & destroy the Lakes & people's homes. Unbelievable. Stop This.

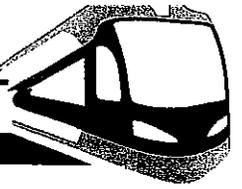
Comment Card

MP-06

MPCC-06

SOUTHWEST

Green Line LRT Extension



Date

6/18/15

Comment:

1. Please return to the Drawing board

this route was way down on the list - 29th?

Please look at the other routes — ones that will be safe, healthier, economically beneficially equitable; racially + class beneficial.

THIS ROUTE is BAD. explore ^{Hwy} 100,
West End, North/Northeast, Brownie Lake

2. Soil, groundwater, water will be prohibitively expensive to abate.

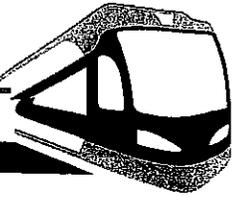
Comment Card

MP-07

MPCC-07

SOUTHWEST

Green Line LRT Extension



Date June 18, 2015

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

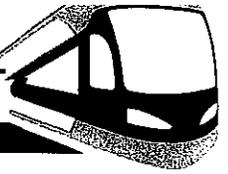
Comment Card

MP-08

MPCC-08

SOUTHWEST

Green Line LRT Extension



Date June 8, 13

Comment: Liability - who carries it in case of
catastrophic loss in case of derailment associated
with colocation. TC & W only carries liability
on its train infrastructure and rolling
stock but what happens if there is a derailment
that causes catastrophic loss of life and property

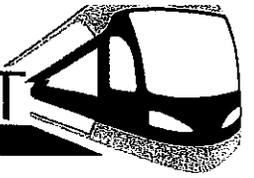
Comment Card

MP-09

MPCC-09

SOUTHWEST

Green Line LRT Extension



Date June 18, 2015

Comment: There is no substance to ~~the~~ freight
Safety in the SOEIS, including running the ^{tunnel} Trausa
along a construction pit where freight carries
hazardous cargo including ethanol, propane, fertilizers,
anhydrous ammonia + fuel oil. No crash walls will exist
during construction. At a minimum ALL hazmat should
be moved out of the corridor at least during construction.

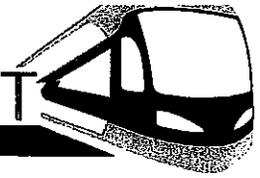
Comment Card

MP-10

MPCC-10

SOUTHWEST

Green Line LRT Extension



Date June 18, 2015

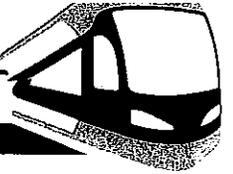
Comment: The ^{original} project assumed freight would be gone
So LDEIS needs to base all ~~other~~ topic areas
(noise, visual impacts, safety, ...) from the
base perspective of no freight since freight
will be now change from temporary status
to permanent status.

Comment Card

~~MP-11~~

MPCC-11

SOUTHWEST
Green Line LRT Extension



Date July 18, 2015

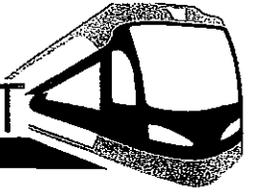
Comment: No access for fire safety equipment during construction. No fire safety plan or public evacuation plan through Kendworth

Comment Card

MP-12

MPCC-12

SOUTHWEST
Green Line LRT Extension



Date _____

Comment: _____

*Hennepin County's
Bearing report original did not take
into account freight.*

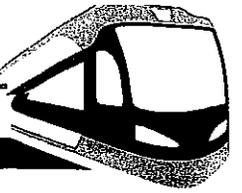
Comment Card

MP-13

MPCC-13

SOUTHWEST

Green Line LRT Extension



Date June 18, 15

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

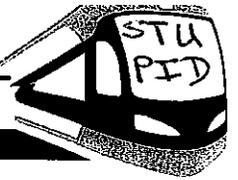
Comment Card

MP-14

MPCC-14

SOUTHWEST

Green Line LRT Extension



Date 6/18/15

FOLLY

Comment: Once again the Met Council has failed
To address the real issues around the SWLRT
- it is in the wrong place - going where there are
no riders - and will never be any riders.
Minneapolis is in danger of becoming a
laughing stock for this \$2B folly.
You still aren't listening - only pretending to.

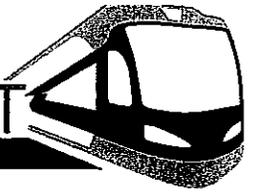
Comment Card

MP-15

MPCC-15

SOUTHWEST

Green Line LRT Extension



Date

June 18, 2015

Comment:

Terribly worried about current ~~plans~~ ^{plans}:

1. Desecration of Greenway
 - a. water table impact when damaged
 - b. noise from construction & trains
 - c. vibrations from construction & trains
 - d. crowds & cars with no parking for those who take train
2. Damage to property & property value
3. Safety hazard of oil ^{petroleum} freight cars

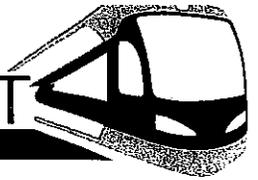
Comment Card

MP-16

MPCC-16

SOUTHWEST

Green Line LRT Extension



Date 6/18/15 I am a resident of Calhoun Isles

Comment: I have great concerns and fears for the safety of
residents, visitors and the structures in the Kentworth section -

The risks to the area from possible accidents seems too great
to not review the proposed route and the juncture of freight rails
and Light Rail -

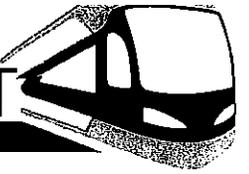
Comment Card

MPCC-17

MP-17

SOUTHWEST

Green Line LRT Extension



Date June 18, 2015

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

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

June 18, 2015

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

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

Robert Brockway
3145 Dean Court # 904
Minneapolis, MN 55416

rmbrockway@comcast.net
612-920-3441

Light Rail Oppositional Statement

To Whom It May Concern:

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

1. The potential and likelihood of compromise to the structural integrity of the High Rise buildings both during and after construction. My condo is directly adjoining Kenilworth Trail. When freight rail trains pass, by my windows vibrate, cupboards shake and even dishes rattle. The proposed construction may come within 2 feet of the current pilings for the condos.
2. The livability factors during construction.. Again, as my unit faces and is adjoining the proposed route, the noise disruption is likely to immediately devalue my property and the enjoyment of my property which I have heard could last up to 4 years.
3. The market value of my property will be directly impacted if trains are frequently passing by. Many residents have undersold their properties in order to sell before the property is not sellable due to construction. Property values have dropped.
4. The environmental concerns are numerous. Cutting of trees, destroying habitat, destruction of the pristine bicycle/walking/recreational route (one of the best in the country), interference of and potential contamination of wetlands and water in and around the lakes are also of concern.

Thank you for your attention.

Jan Search
Resident Calhoun Isles Condominiums

3151 Dean Court #105
Minneapolis MN 55416