



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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**Southwest Green Line LRT Extension**

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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 Erdrich.

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

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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

21                           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

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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

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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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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

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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

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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

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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

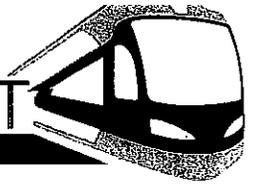


# Comment Card

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 <sup>& all</sup> 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.

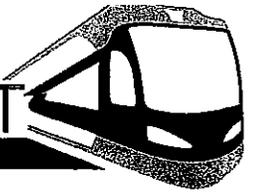
Met Council may make me vote Republican - Sigh.

# Comment Card

MPCC-02

SOUTHWEST

Green Line LRT Extension



Date June 18, 2015

Comment: The freight crossing at 21<sup>st</sup> Street (by  
planned 21<sup>st</sup> 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. 21<sup>st</sup> St.

# Comment Card

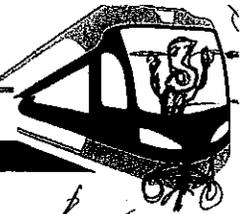
MP 03

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.

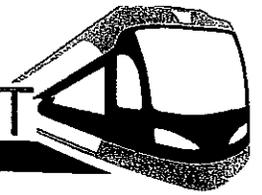
# Comment Card

MP-04

MPCC-04

SOUTHWEST

Green Line LRT Extension



Date

6/18/15

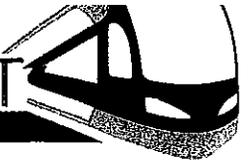
Comment:

① How deep is contamination of Kenilworth segment? Old RR <sup>yard</sup> ~~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 <sup>want</sup> 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 would 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?

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.

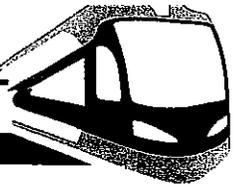
# Comment Card

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 - 29<sup>th</sup>?

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

THIS ROUTE is BAD. explore  <sup>Hwy</sup> 100,  
West End, North/Northeast, Brownie Lake

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

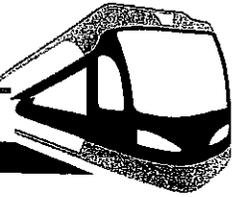
# Comment Card

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

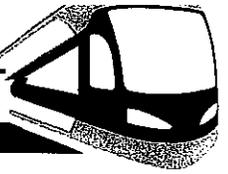
# Comment Card

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

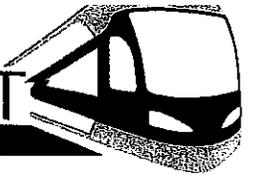
# Comment Card

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 <sup>tunnel</sup> ~~trava~~  
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.

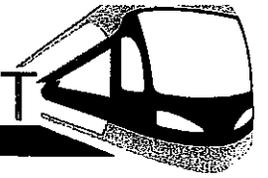
# Comment Card

MP-10

MPCC-10

SOUTHWEST

Green Line LRT Extension



Date June 18, 2015

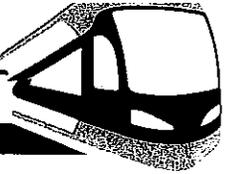
Comment: The <sup>original</sup> project assumed freight would be gone  
So LDEIS needs to base all ~~other~~ topic areas  
(noise, visual impacts, safety, ... ) from the  
base perspective of no freight since freight  
will be now change from temporary status  
to permanent status.

# Comment Card

~~MP-11~~

MPCC-11

**SOUTHWEST**  
Green Line LRT Extension



Date July 18, 2015

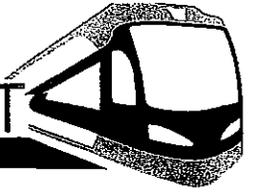
Comment: No access for fire safety equipment during construction. No fire safety plan or public evacuation plan through Kendworth

# Comment Card

MP-12

MPCC-12

**SOUTHWEST**  
Green Line LRT Extension



Date \_\_\_\_\_

Comment: \_\_\_\_\_

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

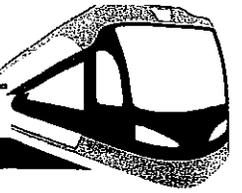
# Comment Card

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, <sup>of maintenance</sup> is not necessarily the sexy project. and long term <sup>improvement of</sup> infrastructure continues to not be maintained. Reassess the colocation of LRT + freight. Get rid of the freight as promised.

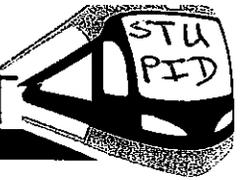
# Comment Card

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.

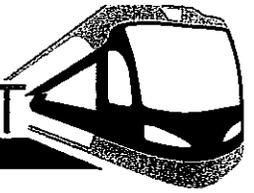
# Comment Card

MP-15

MPCC-15

SOUTHWEST

Green Line LRT Extension



Date

June 18, 2015

Comment:

Terribly worried about current ~~plans~~ <sup>plans</sup>:

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 <sup>petroleum</sup> freight cars

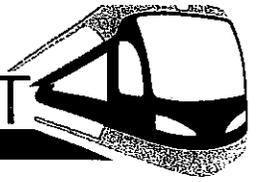
# Comment Card

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 -

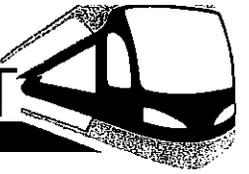
# Comment Card

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](mailto: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