

**CHRONOLOGIC SUMMARY
OF
CITY'S FILES**

1. **5/6/96:** Resolution 96-73. The SLP City Council says that they are opposed to any additional traffic coming through the SLP north-south line as a result of the 29th St. corridor.
2. **9/5/96:** Interoffice Memo from Scott Reed, MnDOT Hydrogeologist (779-5103) to Michael Spielmann, Consultant Design Engineer – Metro Division, regarding proposed New Milwaukee Junction – National Lead Site Action Plan. Memo includes a 6 step action plan developed by Braun Intertec for the site with an estimated range of time for each task.
3. **9/12/96:** Railroad rerouting proposal. On 9/12/96, City sponsored a neighborhood informational meeting focused on rerouting trains either through SLP or Kenwood. Ken Stevens attended and Reps of CP Rail and TCW were also present. Neighborhood reps (instituted the Task Force) got together to develop a strategy at 10/8/96 mtg
4. **10/4/96:** Letter to a neighborhood leader from MnDOT Commissioner's office. MnDOT's stance on requests of task force. Especially noteworthy is the statement that the removal of all tracks east of the new South Milwaukee Junction would not be possible since they are being used to serve CEPRO and Goodyear Tire.
5. **10/9/96:** Letter to Dee Long from Mark Andrews saying that he had received a copy of a letter from Richard Stehr of MnDOT saying that the timeline for the SLP connection was at least 2 years. Mark goes on to say that an Elmwood Neighborhood newsletter said that the County will be deciding in November on whether or not to construct the SLP spur track. He says this is not true because the County is waiting for the environmental assessment before taking up the matter. Mark says that the County attorney tells him that the County cannot purchase the Superfund site unilaterally and he recommends that the railroads purchase the site; however, he says if RR's are unwilling to buy, MnDOT should purchase.
6. **10/16/96:** Petition written by Lake Forest Neighborhood Association requesting only one of two options to be considered in RR rerouting. The first was continued use of the 29th St Corridor, construction of the new southerly connection, removal of "Y" in SLP move Edgebrook switching to Hopkins industrial area, no construction of northerly connection. The second was to route all traffic through the Kenwood neighborhood with the same conditions as the first option.
7. **10/17/96:** Letter to Senator Allan Spear and Representative Dee Long from Mark Andrew. Mr. Andrew was upset that he received a letter from a St. Louis Park neighborhood leader who told him that delisting the Golden Site may take up to two years and that he strenuously objected to trains through the Kenwood corridor and urged Dee Long and Allan Spear to write legislation that would prevent trains from entering the corridor.
8. **10/28/96:** City staff forwards residents requests to council to support several alternatives developed by the residents.
9. **11/18/96:** Resolution 96-175. The SLP City Council adopted this resolution to rescind the 96-73 Resolution and to adopt a resolution expressing support to the SLP neighborhoods and their identification of acceptable alternatives to the construction of proposed railroad routes. This resolution also included the goal statement of the Task Force and a list of 4 options for routing traffic.
10. **1/97:** Elmwood Neighborhood Newsletter: "Railroad Resolution Moves Train Traffic to Kenwood" says that the City has accepted a proposal from the neighborhood task force to eliminate switching in SLP with no increase in train traffic. Neighborhood leader said that the proposal offered several different alternatives to accomplish this, but the most likely scenario will be to route much of the excess traffic through Kenwood.

11. 1/24/97: City of Mpls adopts resolution opposing reintroduction of rail traffic to the Kenilworth Corridor in South Mpls.
12. 1/30/97: Memo to SLP neighborhood representatives from Gail Dorfman regarding railroad construction alternatives. Mayor writes: Dee Long is intending to pass legislation and invited all interested parties from MnDOT, PCA, CP Rail, Mpls, HCRRA, etc., but SLP was not invited. Mayor and State Senator Steve Kelly attended anyway, and presented the SLP point of view. Option #3 was discussed in with both neighborhoods sharing the burden of the traffic. Dee Long said that she was not receptive to train traffic through Kenwood even on a temporary basis.
13. 2/3/97: Letter from Dee Long to Mark Andrew: Dee says that she had proposed new legislation in response to earlier Andrews letter, but then he stated opposition to her new legislation at the meeting. She is unclear on expectations and asks for advice.
14. 2/6/97: A revision to proposed legislation that would maintain the 29th Street Corridor for future use as an LRT corridor.
15. 2/12/97 Neighborhood leaders, Mayor, and city staff met with MnDOT, County, and Jim Rhodes and Steve Kelly
16. 4/3/97: Tom Stringer of St. Louis Park Public Schools outlines a proposal with major construction items included..
17. 4/17/97: Kenwood neighborhood meeting held, and people came away feeling that there would be no Kenwood connection.
18. 4/21/97: Letter from State Senator Steve Kelley to city staff. Kelley updating staff on status of State Legislation that prioritizes the Golden Auto Site as #1 priority.
19. 4/21/97: CP Rail sells track in Iowa and Southern Minnesota to I&M Rail Link. Also included in the purchase are track rights through SLP
20. 4/24/97: City and County begin a series of meetings to work toward an agreement that would allocate funds to the City for cleanup of the Golden Auto Site
21. 4/29/97: Lenox Neighborhood Newsletter. Author writes about the railroad developments and urges residents to show up for the 5/6/97 public meeting because Task Force had hit a snag and needed outside input. Author says that elected officials have pretty much committed to having all the traffic come thru SLP and wants the residents to make a wish list for noise mitigation (crossing arms, seamless tracks, etc.) Author continues on writing the same info quoting Mark Andrews and Bill Drusch as in other neighborhood newsletters sent out around this same time..
22. 5/6/97: Public Meeting at the high school on railroad issues.
23. 5/8/97: Senator Kelley's bill passed the Senate floor and will go to conference committee.
24. 5/9/97: Article in the St. Louis Park Review titled, "Meeting about railroads passionate, inconclusive", by Richard Rainbolt. Says that about 200 people showed up at high school to "discuss, debate, argue, and otherwise influence what trains will do in SLP". Mark Andrews Hennepin County Commissioner was said to have sold out SLP. Senator Steve Kelley said he introduced a bill that requires the City and County to work together before anything can happen. Kelly said that Rep. Dee Long wanted a law that would keep trains out of Kenwood which triggered comments about influences of that upscale neighborhood.
25. 5/20/97: Resolution 97-59 by the City of Hopkins expressing opposition to moving train switching operations from Edgebrook Park area in SLP to Hopkins.
26. 6/18/97: MnDOT tells City staff that they would be saving as much as \$20 million by rerouting the railroad over Hiawatha.
27. 6/23/97: Task Force revises goals in part: Intent "all traffic within the City run smoothly and efficiently as "through traffic". This goal was said to have been accomplished by eliminating all types of switching operations within the City while assuring that there is no increase in rail traffic on the North/South route.

28. 7/18/97: Public works completes its wish list for improvements associated with railroad crossings.
29. 8/14/97: Tax bill passed that would be dedicated to environmental response fund – 1st priority of this bill is to cleanup NL Site. County agreed to implement tax, City & County now need to meet on agreement.
30. 8/14/97: RR Task Force mtg to review recently enacted law by MN legislature and county and consider actions necessary to accomplish the four alternatives proposed by the Task Force. Attached is a summary of the City Attorney's summary regarding regulations.
31. 8/21/97: Plan set completed for reconstruction of the Kenwood rail corridor by MnDOT
32. 8/28/97: MPCA announces intention to delete the NL Site from the Superfund list.
33. 11/6/97: Task force seeks cost estimates for recommended improvements.
34. 11/12/97: Meeting notes from railroad task force meeting. 7 neighborhood leaders and Council members and city staff were present. Staff reviewed previous proposals by task force and how they could be implemented/financed. They recognized that they needed to identify other alternatives since the earlier 4 may no longer be feasible. One new alternative was to route northbound traffic through Kenilworth, then doubling back to a new northbound connection near Cedar Lk Rd. They agreed to eliminate alternatives that keep a Hwy 100 bridge as a permanent solution. They again urged Council to move ahead with construction of new connection on Golden Property and eliminating Elmwood and South Oak Hill switching. If a new route is on the north-south trackage, they want to mitigate increased traffic.
35. 11/18/97: Resolution introduced that supported railroad construction alternatives chosen by the affected neighborhoods. Document summarizes background and requests Council to Adopt the attached resolution rescinding a previous resolution and expressing support to the neighborhoods and acceptance of their identified alternatives.
36. 12/30/97: MnDOT met with and acknowledges a possible need for noise walls behind the townhomes at 25½ St. and Alabama. MnDOT also stated that were supporting the new rail connection on the Golden Site because it is believed to increase rail efficiency..
37. 3/16/98: Resolution 98-53. A resolution approving a preliminary agreement between City and County on the Golden Auto Site & Rail Connections
38. 4/10/98: Staff discusses hiring of consultant for RR Study
39. 4/22/98: National Lead Industries site deleted from the National Priorities List.
40. 4/27/98: FRA completed inspection, of tracks in SLP.
41. 6/3/98: Richard Kopy interviewed for project mgr of railroad study