

**Southwest Light Rail Transitway (SWLRT)
Joint Business & Community Advisory Committees Meeting
February 3, 2014
St. Louis Park Senior High School
Cafeteria
6425 West 33rd Street
St. Louis Park, MN 55426
6:00 PM – 8:30 PM**

BAC & CAC Members and Alternates: Brad Bakken, Curt Rahman, Daniel Duffy, Dave Pelner, Duane Spiegle, Michelle Swanson, Steve Faber, Ann Beuch, B Aaron Parker, Barry Schade, Bill James, Bob Aderhold, Bob Tift, David Greene, Donald Eyberg, John Erickson, Kandi Arries, Linnea Sodergren, Kathy Cobb, Neil Trembley, Rolf Peterson, Tom Jenny, Vida Ditter, Brian Willette, Claire Bergren, Ed Ferlauto, Jami LaPray, Julie Williams, Kathryn Kottke, Lisa Walker.

Agency Staff and Guests: Craig Lamothe, Jim Alexander, Robin Caufman, Sam O’Connell, Sophia Ginis, Daren Nyquist, Dan Pfeiffer, Kathryn Hansen, Jim Terry, John Siqveland, E. Nosow, Nelrae Succio, Tania Mahtani, Beth Elliott, Alan Cupp, Greg Hunt, Kevin Locke, Mark Saba, Barbara Saba, Della Young, Jeff Thuma, Rolen Canfino, Kent Dilg, LaShella Sims, Katie Walker, Meg Forney.

1. Welcome and Introductions

CAC Co-Chair Munt opened the meeting with an introduction of the BAC and CAC co-chairs; BAC co-chair Daniel Duffy, BAC co-chair Will Roach, CAC co-chair Council Member Jennifer Munt, CAC co-chair Jeanette Colby.

2. Transit Oriented Development (TOD) and Joint Development (JD) Update

Craig Lamothe provides a brief update on TOD and JD activities to date and development currently along the corridor. Craig Lamothe provided an update on Van White station in the joint development project tier rating; the project office met with the City of Minneapolis, Harrison Neighborhood, Hennepin County, and Ryan Companies who have exclusive rights agreement on the site with the City of Minneapolis. These meetings focused on the initial assessment made by the project office and gathering additional information. As a result of those meetings, Van White Station was elevated from a tier 3 rating to a tier 2 rating for FTA joint development opportunity. The Council will continue to work with the partners to explore potential doing FTA Joint Development at that station outside of the LRT scope, budget and schedule. Additionally, the project office will work with the partners to identify any other tools that may be used for development at the Van White Station.

Neil Trembley- At the December meeting, perhaps the November meeting, there was a discussion about where the money was coming from for this transit oriented development and please correct me if I’m

wrong. What I understood was this will be, if you will, increasing the pot, the amount of money that would be spent on the LRT project, is that correct?

Craig Lamothe- That is correct as it relates to the FTA joint development tool. Any place we choose to implement the FTA joint development tool that would end up increasing the project budget. What we're talking about is leveraging fifty percent federal dollars to be matched locally with an assortment of funding sources that have yet to be identified to move forward any of those joint development opportunities. Right now we are very early in the process, even taking forward those tier 1 development opportunities, we may at the end of the day not have any to implement with the project, a lot of assessment needs to be done to figure out what if any of those four we preliminarily identified we would want to take forward.

Neil Trembley- I'm all for development, the one piece that concerns me is that we have read in the paper, at least a couple of times, how much more money the LRT, that the LRT's budget has grown and exploded and that at least in the paper that is seen as a bad thing. I don't know that that's true, but I don't think that is something that we should kind of keep our eye on. This is being looked at as an increase in the overall budget that has gone from 1.2 to 1.5 and seemingly, there has been a negative reaction to that.

Craig Lamothe- And those are all a part of the consideration process going forward as well. How big is the appetite, what do we want to bite off. One of the unique things is if we move forward with implementing the FTA joint development as part of this project is that we'd be the first in the country to do that because no one has done it previously because the rules were loosened last April. So we'd be at the forefront for doing that, so we're trying to figure out how big off a bite of that apple do we want to take being the first ones to do it.

Barry Schade- just a suggestion, if you're going to be meeting in the future with community members it would be good to invite someone from the neighborhood.

Vida Ditter- I would add to that, the development plans for the Bassett Creek Valley were developed by an oversight committee. The development plans for the Bassett Creek Valley were created by a city council called the Bassett Creek Valley Redevelopment Oversight Committee and I do not see them represented up there and Van White itself is in Bryn Mawr and I don't see them reflected up there. I'm a little bit concerned that the feedback you got is perhaps not as complete as it should be.

Council Member Munt- I want to go back to Barry's comment. As you know CAC member Vicki Moore raised some real issues about equity at the Van White Station, joining us tonight at Vicki's request is Claire Bergren from the Harrison Neighborhood Association and we're also joined by CAC member Aaron Parker to talk about an equity initiative regarding all of the stations along southwest.

Claire Bergren- So again, my name is Claire Bergren and I'm a community organizer at the Harrison Neighborhood Association and unfortunately Vicki was ill this evening and could not come. One thing we wanted to present to you all is kind of a new tool we've been working on called equitable development principles which is a tool that environmental justice communities along the southwest line have been coming together to create in the past few months. You can kind of think of it as a scorecard of how we can grade development that comes, that can potentially come into our neighborhoods that we want to

make sure is equitable for communities that live along those station areas. So at this moment I would like to acknowledge the folks that have been putting in a lot of time and effort to start and create these principles, so if you could stand if you've been helping to put those together. I would just like to acknowledge the folks in the room and along the line that have been helping us create those, and I'm going to kick it to Aaron to explain a little bit more in depth what those equitable principles are.

Aaron Parker- Thank you Claire, Claire introduced the idea and the need for the scorecard and emphasized that it applies to the entire corridor and not just one or two of the station stops. We're looking at the whole corridor and I want to outline the scope just a little bit for the equitable development principles scorecard. The purpose of presenting the work at this point is fivefold; to alert you to this initiative, to get you thinking about how we might leverage our work to advance equity along the entire corridor, to invite your participation, and to ask your endorsement of our efforts and to ensure we have a place at the table as the process advances, and finally to reserve a block of time in March to present the actual findings of the scorecard. The report will be divided into two parts; one will be definitions, the other the scorecard itself. Definitions uses the Corridors of Opportunity equitable development definition defined in 2011 and also defines environmental justice and affordability for the purposes of this scorecard. Then the equitable development principles scorecard for the environmental justice community along the community has four broad categories. Defining what equitable development is without quantifying those characteristics doesn't advance the region's economic or equitable future. So there are four broad categories in this scorecard; one is equitable land use, one is economic development, the third is equitable housing, and the fourth is equitable transportation. So over the next month we will be contacting specialist from around the country to collect metrics that we can assign regionally but we're also going to ask them to assist us and we're going to need regional help in calibrating those metrics to our region so that that makes some sense. I want to emphasize the groups desire to work in collaboration with other public and private partners to achieve the goals of equitable development based on metrics established in the scorecard for the principles that I just named.

Vida Ditter- I still come back to, I'm sorry I still come back, Bryn Mawr should've been included. That station is in Bryn Mawr and so it needs to be included in any discussion about what happens in and around, in fact the land around it is all Bryn Mawr.

Aaron Parker- This scorecard should apply to every station stop along the line. The fact that the initiative began with Harrison I think is very important and that should certainly be acknowledged. But I think equitable development needs to happen not just at one station stop but all along this line. What we're hoping is that this can actually become a template for other development initiatives across metro once we've, there's a certain amount of work involved in this and I acknowledge what you're saying, what you're saying is very important but this work should have broader application.

Jeanette Colby- Would you repeat who are the groups working on this presently and what did you want to present or work on in March at our meeting? Could you elaborate on that a little.

Aaron Parker- There is limited time at this meeting, each of the four broad categories that I talked about; transportation, housing, economic development, and land use, all have a number of bulleted points that all need to have certain metrics assigned to them and so that's what we'd like to, so that rather than handing this out now so there are all kinds of miscellaneous documents floating around, what we're hoping to come back in March and present a document that has been ratified by the folks that have been working on it. So that's what we're hoping to do by March.

Jeanette Colby- Say again whose working on it

Claire Bergren- So the folks that have been coming to most of those meetings and have been convening around these principles, ISIAH has been at the table, MICAH, Harrison Neighborhood Association, Ann Beach with Blake Road, The Alliance for Metropolitan Stability and then some other community organizations a little further north. To hopefully create these principles that they're actually interested in using in different developments in their communities in the future so they wanted to help shape the formation of what the principles could look like, something they could use in their own communities later on.

Jeanette Colby- Harrison is convening these meetings

Claire Bergren- Correct.

Craig Lamothe- One last comment to respond to Vida's request. I can assure that going forward as it relates to development around Van White Station, to the extent that the Council and the SPO can control those conversations, and when they happen, where they happen, I will ensure you that we will include the Bryn Mawr Neighborhood in addition to the Harrison Neighborhood.

3. Hennepin County Bike Task Force Recommendation

Written recommendation provided but not Presented at the meeting. Item will be included on the next meeting's agenda.

4. Public Engagement Update

Sam O'Connell provided an update on public engagement. January Town Hall meetings in Minneapolis and St. Louis Park to share the scopes of work for the additional studies. Minneapolis meeting included small group table topics and a report out. St. Louis Park focused on freight rail. Both meetings included an open house portion before the meeting. Many local elected officials attended both meetings. The information presented and transcripts of the meetings are posted on the project's website. February Town Hall meetings next week to present draft reports in Minneapolis and St. Louis Park.

John Erickson- As I understood what you said, the format for the next two sets of meetings will be more like the St. Louis Park meeting and less like the Minneapolis meeting, correct?

Sam O'Connell- That is correct, what we're really looking is with the release of the reports on Thursday, that's in the public's hands now and we know a lot of people are going through those reports, understanding their findings, and what we're looking for is your thoughts on that. The independent consultants will be there. Our elected officials will be there and appointed as well to hear what people have to say about those reports. And so that would be consistent for both meetings.

5. Project Update – Draft Reports

Jim Alexander presented background to the studies and introduced the consultants.

a. Water Resources Evaluation

Della Schall Young from Burns & McDonnell presented the Kenilworth Shallow LRT Tunnels Water Resources Evaluation draft report.

Neil Trembley- I understand the lateral piezometers, what's a nested piezometers?

Della Young- I hope I get this right Jeff, it's the deeper one, the idea is for a few of them to be very deep into the ground. Like a hundred feet deep.

Neil Trembley- And how wide?

Della Young- Two inches in diameter

John Erickson- The chambers you're talking about, where are they located in relation to the bridge or the tunneling that's going over the channel?

Della Young- That is a very good question, those locations have not been determined yet.

John Erickson- How big are they?

Della Young- From my understanding, they are designed for the fifty year design. So right now there is a specific drainage area coming to it and based on that they would determine the volume and they would design it to handle that. And what we're proposing is to design it for a bigger storm event, however, the design is still concept level it hasn't been moved forward yet for them to have a location, pinpoint in space, to say this is where it's going but Jim may have a response.

Jim Alexander- John we haven't gotten to that level of detail yet but we will presuming the shallow LRT tunnels are part of the project. The Phase II Environmental Site Assessment recommendation is already on our radar screen . That will help us identify locations that we could put these chambers in. It's really part of overall project development to complete the Phase II.

John Erickson- And Jim is the, so the size of the chamber could be variable depending on how many you put in?

Jim Alexander- That would be determined with advanced design.

John Erickson- But will they be in proximity to the channel, could they be fourteen blocks away? I'm just trying to get a feel for where those chambers could exist.

Jim Alexander- Well, we haven't determined that yet, but there is nothing magical between the relationship of the channel and the infiltration chambers.

Aaron Parker- Two questions, one has to do with the fifty and one hundred year floods, and this is going to sound like a stupid question, how frequently are you seeing fifty and one hundred year events occurring these days?

Della Young- I don't know if that is necessarily a soft ball but, basically those storms for the hundred year it's a one percent chance that it could happen any given day in the summer. With a fifty year, it's a two percent chance. So we would have to look back at records but it's very difficult to say you know from one year to the next you're going to have ten of those or we're going to have fifteen of those.

Aaron Parker- But they're happening more frequently now than they used to right?

Della Young- Bigger storms are happening yes. And one of the things at the town hall meetings that came up was about climate change. What the project office did was they used a new data set which has taken into account the larger events we're seeing now so that you're looking at a different storm profile than you would've a few years back. So there was a report that we used for years from the 1960s and now Atlas 14 has been released, actually released last year and that's what the project office is using. The information includes those big, those higher events we are seeing.

Aaron Parker- The other question has to do with you were talking about salt and solution getting into, infiltrating into the groundwater and I am curious just knowing what the current configuration for the tunnel mouths and other possible infiltration for storm water management where is the salt coming from and is that a significant concern?

Della Young- The salt would primarily be coming from snow and ice removal and that's why it's important for them to address snow removal and ice removal in the winter. The other potential contaminants, it's really a part of the phase two investigation to get a sense of what's happening out there so they can adequately place the different infiltration chambers and other devices so as to not disrupt anything.

Aaron Parker- But snow and ice removal from where because the tunnel mouths really aren't going to be close to any roadways where they would be applying any salt, are they?

Della Young- When we were looking at the project, our assumption was that the project would have to address snow removal on as you're going into the tunnel for the portal areas if there's any impervious surface so that's kind of where our evaluation and our thoughts were in addressing that.

Jim Alexander- Aaron, I might add that as we look at snow removal on the project, we do not anticipate using salt on the ballasted track, which would be the type of track in the tunnel portals. The light rail vehicle, serving as a plow will be the primary means to address snow removal So that's something we probably need to talk over. I can imagine there maybe salt used on the trails , but I'm not sure that would make its way into the LRT tunnels. But as far as our infrastructure, we do not anticipate using salt that area for our operations.

Bill James- Thank you, great presentation. I read the big report and the summary. So my question is, when we were sitting with Mayor Rybak in our last meeting on the Corridor Management Committee, his point of the water resource management study was he did not want to become basically the mayor of swampland, he wanted to continue to be mayor of the lake land. And so I read through the, your complete analysis from this, and my takeaway is there is nothing in this water resource analysis that would lead to any conclusion that we are going to drain any lake, Cedar, Isles, Calhoun. I'll use the words no impacts on water levels across that chain of lakes system, is that a safe statement?

Della Young- That is a loaded statement, it is from what we could see based on the analysis we did. We're seeing no fatal flaws with the analysis so you know we did recommend doing quite a bit more review on the system. So to say absolutely no, but from right now, the information we have there are no fatal flaws.

Bill James- Just as a follow up, there's no fatal flaws and your recommendation is to gather additional data, do the phase two investigation and do the additional review on the various groundwater hydrocarbon and all that?

Della Young- Correct.

Neil Trembley- So this one might go to Jim. Although if you care to give it a shot. Given the information that's been presented I was very interested in the complexion of the soil and the substrata there, the old swampland, the lake level, the person made fill, the rail made fill, and the recommendations that they're putting on the table, what is this going to do to the cost of putting a shallow tunnel in or is that something that you're going to extensively explore later?

Jim Alexander- Well in terms of cost, we need to assess. We need to digest this report as we just got it as well as everyone else. I could say as an example the infiltration, it's suggested we go from a fifty year to a hundred year, that's going to be rather insignificant in terms of how much more rain water is involved so I don't see that as being much of a cost driver. And essentially, from what I've been hearing, I don't see any major things or hurdles that we need to implement or overcome into the design to meet the recommendations here. I'm seeing we need to do some more monitoring, have some more piezometers installed; those are relatively inexpensive given the whole scheme of the project cost. But, we will continue to do the monitoring, we already planned to do that, we've already got a lot of geotech borings out there, we have I think, a little over a dozen piezometers today and we were going to continue to monitor as a matter of course. The Phase II is going to be something as a matter of course, it's something we have to do on this project. I don't see anything that's really significant up there.

Dan Duffy- Just out of curiosity, what groundwater level is the piezometer's reading right now in relation to what the bottom elevation of channel, what the tunnels will be?

Jim Alexander- Approximately the lower one third of the tunnel is below the groundwater level We're still taking a look at the elevation of northern tunnel as we may have some flexibility to raise the depth of the tunnel. Just to point out that the construction method we're recommending is not new, but is something that is typically done and is known as a coffer dam construction, which is the same type of construction that's done for bridge projects crossing the Mississippi. So construction involves sealing off an area, in this case cells for the shallow LRT tunnels, to keep the water from flowing in during construction. Water is then taken out of the cell to allow construction of the concrete tunnel. The case for the segments of tunnel that are within the groundwater we plan to leave the sheet piles in place for an added measure for controlling that seepage. Normally, the sheet piles are removed once the construction within the cell is completed.

Jeanette Colby- Della, first of all I want to thank you very much for the report and your team. Especially thank you for saying, recommending that assumptions be clearly stated, that's very important we know. You talked about the storm sewer capacity. My understanding is there aren't storm sewers in the Kenilworth Corridor right now, so would those be added as part of the project or maybe they're there already.

Jim Alexander- That's another thing we will be doing as well, taking a look at the capacity of the existing utilities. We have sanitary in the area and we have storm. I don't have the specifics on storm within the Corridor, we'd have to talk to our engineers. But that's part of our analysis should we move forward with the shallow LRT tunnel. We need to understand the capacity of the existing utilities, for one thing the city wouldn't let us discharge any amount of water until we convince them that yeah, they're pipe systems can handle it or we need to upgrade to handle any capacity. Also keep in mind that we're talking about, the amount of flow we're anticipating from the shallow LRT tunnels is similar to the

amount of water that would come out of a garden hose versus the 1800 Lake project, which is an order of magnitude higher than that.

Jeanette Colby- The phase two studies, at what point do those happen, you're recommending that more information be gathered. So how does that jive with what's, the rest of the project if it goes forward here.

Jim Alexander- The Phase II is going out on procurement soon, I am looking at Nani, are we almost ready to advertise on that? She says yes, we are about ready to advertise for a consultant to do that work. We've already completed a Phase I and we had that information completed around the August to early September timeframe. And so our plan is for this year to complete the Phase II field work and that will help inform our design, particularly with the infiltration piece.

John Erickson- Jim, is the force main sewer project that crosses deep and goes under the tracks at present time have any relationship to potential places to discharge water.

Jim Alexander- Well, in terms of the force main that they just constructed this summer by Calhoun Isles, the townhomes, yes that might be a potential repository of the sanitary sewer, for the water that goes inside the tunnel, that needs to discharge to sanitary sewer so that is one of the options we are looking at. We are working with MCES on that piece.

b. Freight Rail Relocation Analysis

Jim Terry from TranSystems presented the Freight Rail Relocation Analysis draft report.

Jami LaPray- Did you look at the possibility of elevating Highway 55 over the freight.

Jim Terry- Yes but you also got to do something with the light rail. So now you've got to elevate everything and get a bridge underneath it so you would have to elevate more. Once you get to the other side there are issues with that bridge going across the river. So when we're getting to that area, can it be done? Yes, ma'am. The amount of money would be very huge. The concept will work but its just more money than we could spend legitimately.

Kandi Arries- With the closing of at-grade crossings, how many are you diverting

Jim Terry- I would have to get you those numbers but I think it was pretty significant. I think there was 43,000 total that were using them all, I guess I'm diverting 30,000. Let me, I believe, excuse me, I believe that number is 28,000. So it's half of it.

David Greene- On the southern connection, you sort of made this statement that the cost with property acquisitions could approach 300 million, do you have a similar estimate for this route?

Jim Terry- Actually the estimate we made that approached 300 million and I quit going at 300 million. When we were looking at, there's a computer program called Zillow and I just took he's got the value of the houses and did a quick check and multiplied it by two. Now how accurate that is, just to get some idea of what we were doing. Again, sixty days, this is a concept level design so we were trying to do the best we can to answer the various questions that we heard at the town hall meeting, these all important

questions. Again it's something that could be looked at but I don't think it's going to get anymore cheaper than that.

Kathryn Kottke- You didn't answer his question. His question was what was your estimate. I'm sorry I don't think you answered his question. I think his question was what was your estimate for property takes. So if you did have a program to put that into and you got to 300 thousand for the southern connection what was the number for takes for that northern connection.

Jim Terry- Right now on the northern connection I am looking at six or seven houses. I am looking at seven or eight businesses and I can walk you through those if you're interested in those but that's kind of the size I'm looking at for here. Where down there it was quite a bit more.

Kathryn Kottke- What is the ballpark range 30 million, 300 million

Jim Terry- Let's just say, put me on the spot, I should've never answered this question but just for you, Kathryn I'm gonna try. Let's say, what would you think the average home here would be?

Kathryn Kottke- 225

Jim Terry- Quarter million, let's call it that. Let's say that the seven is the correct number, that's two million, two

Kathryn Kottke- I don't think that the residential takes are going to be significant. I do think the business takes

Jim Terry- Can I walk through the businesses and you tell me. There is a set of buildings right south of us, a haircuts by Michael, Savage air-conditioning or heating or something on this corner. Then there's STEP, STEP. There's a parking lot, I don't know whether you'd call that a business or not, I didn't but some places they call it a business. Then there's another building right beside it, I don't know who's in that, times I've been up here there hasn't been anyone in it so it may be just storage, I don't know. National Tire & Battery is in the way and there is a cabinet maker or a person that does countertops I think back behind Sam's Club where the gas station is. So those are kind of what I'm seeing here, I may have missed one or two but it'd be something similar to that. So when I say eight businesses, four of them a kind of in the same building. And I'd welcome you guesstimate on what that would be on property. I'm not from here, it would be a guess, I didn't make the guess,

Curt Rahman- fifty million

Jim Terry- how much, fifty million, I was looking at twenty five, so there's the swag on the number. David did that answer your question, I didn't mean to not answer it.

Kandi Arries- What's the elevation over Highway 7

Jim Terry- the bottom of the bridge, we have to move Highway 7 down three or four feet to make the bottom steel of the bridge sixteen feet six inches above the highway. So today if you were to stand out there the bottom of the bridge would be twelve foot six or thirteen foot above where Highway 7 is today. It needs to sink a little bit.

Kandi Arries- What is the degree curve

Jim Terry- What we've done, I'll walk you through that. Obviously the five degree curve doesn't change back here. One of the most important things other than the degree of curves is that amount of tangent, straight track between the curves, that's really the driving force. You've still got your 550 feet but what we've done by putting the straight side here is you can see we've shortened the next curve up dramatically. It's no longer doing one of these numbers. It's actually just a little bend then we got over 900 feet of straight track before we get to the last five degree curve.

Rolf Peterson- Jim, I have a question. On the southern connection there, is the cost of that included in the 105 million?

Jim Terry- It is.

Rolf Peterson- How about the property takes down there.

Jim Terry- No, you've got, there's Ace, then there's the construction materials place. So that's on the south side. If that's done you get rid of the wishbone. You can redevelop that area or whatever you want to do in the future. Because it's my understanding that's probably a good spot for a light rail station, somewhere in that particular area.

Rolf Peterson- So is your plan based on removing the wishbone, cause if the wishbone does not go away

Jim Terry- The wishbone needs to be gone

Rolf Peterson- Otherwise those tracks need to extend out pass Highway 100 to be able to use the wishbone.

Jim Terry- You're reading my mind. The only thing this wishbone would be good for, if you want to put the light rail station closer to the hospital and kind of use that footprint for the light rail. That's your choice not my choice, I'm looking at freight rail. You know what I'm saying. Just knowing the industry that would make some sense. Give you some options, the other option would be heck, just put the light rail station right here off of, I believe it's, Oxford Street. And convert maybe where that construction materials is to, that'd make a good park and ride lot. But that's for you guys and ladies to decide.

Kathryn Kottke- I'm gonna, my question is a little ignorant. I see you have straightened out the S-curve we had before but maybe I'm not understanding this, I'm still seeing an S-curve and I'm not hearing the distance between the curves as longer than the trains themselves.

Jim Terry- Right here where this curve quits and this curve starts is 900 feet.

Kathryn Kottke- But the trains are over a mile

Jim Terry- But the cars aren't. What you're trying to do is straight out the various cars as they come through the curve. What was wrong, you see what happens here with some of these, you come off and then bingo you're starting to turn the other way, there's not a lot of straight track in there. And that's what you want. To have the straight track that straightens out the curves. This exists all over the United States, ok. The degree of curves control the speed, the tangent between the tracks controls the train operation and how that's handled.

Kandi Arries- You just said that this exists all over the United States. Does this exist with an incline also.

Jim Terry- Yes, the consultant for the Twin Cities & Western has asked for some examples and I've sent him some and he's asked for some more. That's kind of going back and forth right now. I just sent him some that I knew about in my area, in fact there was one, almost a perfect rendition of it down in Kansas City coming off the BNSF mainline, fifty trains a day. I'm not going to propose anything unsafe freight train wise.

Neil Trembley- So the incline, the going up and going down, did you estimate how much or can you ballpark how much that costs the railroad to do that as opposed to staying on a straight line. I mean is that something that the railroads is going to consider a problem or is that fairly

Jim Terry- I'm hoping it's not because frankly what I did was I took your Brunswick curve setup and grades, that's the one with the berms thirty feet in the air and I used those grade but I relocated them. Let me walk you through that. If you go back to Blake, up here, the railroad is doing this as it's going east. All of these projects started out putting the track in here and starting to raise. Well I'm taking it all the way back to Blake. Now what that does, instead of coming down and then starting back up, I'm kind of flattening it out and I'm saving half the grade by doing that. Now does that cost more money, yes I got to go back a little bit further but I mean I'm saving five feet and that just makes things a whole lot better and makes that grade work a whole lot better. So that's one of the keys, excellent to point that out. That's one of the keys that I think makes the .47 grade and that's about the best grade you had on your Brunswick but again you don't have the thirty foot berms.

Curt Rahman- What's the elevation like as you close streets down by STEP, what's the berm?

Jim Terry- Alright, Library Lane is open, Wooddale or is it correct to call it Dakota, Wooddale it's open. The railroad is two feet higher, top of rail, when I say railroad I'm talking about top of rail than the next crossing, I forget the name, West Lake, is that right. Does that make sense. Then there's Walker it's six foot over the existing Walker. That's why we're talking taking Walker down where Highway 7 used to come up, maybe we can use that old off ramp that they blocked off to start our turn and go under the new railroad here, here I am, get up where I'm supposed to be on my orange line. Here's Highway 7, here's that exit that's now shut off and we just come right through here with it so we can get around that way.

Kathryn Kottke- I heard you say that this is going to be safe, just as safe as it was before but I don't understand

Jim Terry- Just as safe, this better be safer.

Kathryn Kottke- I don't think so, this is now going by our high school and your numbers are wrong in terms of distance from the tracks to the high school. But now it's going by our high school at 25 mile per hour, mile long trains, carrying ethanol. It's just fundamentally not safer so I think it's really disingenuous to say it is.

Jim Terry- I'll accept that, having been in the industry a long time let me give you some of the other safety things, but I respect your concern and Rolf, and the superintendant point out that my distances should've been closer to 75 feet as opposed to 125, I will make that correction.

Jami LaPray- I have a couple of things. First of all about the distance, if you're gonna make the correction please add in the student parking lot which abuts the railroad property

Jim Terry- It would be roughly 35 feet

Jami LaPray- Right and there's kids in that parking lot on and off all day long.

Jim Terry- Glad to do that

Jami LaPray- You talked about in your report the railroad being ok with the geometry of this route

Jim Terry- There is an issue and that's what I need to talk to everybody about. The Twin Cities & Western it says has looked at that route and is ok with it, that is not correct. My fault that it says that. The Canadian Pacific, the north south guys have looked at it, said ok you need to change this you need to change this, which I did and if the Twin Cities & Western, which are our tenant are happy then we're good to go, one of those things, keep our tenant happy. So right now that should said CP and not Twin Cities & Western and that is my fault.

Jami LaPray- So there still is the possibility that this entire discussion is a moot point if they say no to this.

Jim Terry- That is absolutely correct.

[Unknown]- Or they could recommend some changes.

Jim Terry- That is also correct.

[Unknown]- Do they have the report now

Jim Terry- Gave it to them Thursday a week ago, now the report. I gave them some concept plans, again concept plans and I think Jim, it's been shared with all of the cities in the last day or two. But anyway, they've had them for about a week and they've asked for some additional information and I have not heard back from them other than them asking for more information.

Jeanette Colby- Can I just follow up quickly and say do you know what a timeframe is for them to get back to you their concerns or issues.

Jim Terry- I would hope they take all the time they need.

Jeanette Colby- So no set time

Jim Terry- Oh no I don't have a set time

Kandi Arries- My question's more on the process. If you are still working with the railroads for an acceptable process and we are, and I'm assuming we are taking this in front of the Corridor Management Committee on Wednesday, is it possible we are discussing things that may never come to fruition.

Jim Terry- Yes

Jeanette Colby- That's an excellent question

Kandi Arries- How does that help us understand the process of moving forward.

Jim Terry- What I'm doing is giving you my, as a person whose done this for more years than I care to remember, my kind of opinion and what you guys do with them or without them that's up to powers to be not me, ok.

Jeanette Colby- Can I ask Jim Alexander if he had something to add to Kandi's question

Jim Alexander- Alright, I want to talk about the process a little bit. What we're doing today is talking about the draft reports for both water and the freight. We'll also be at CMC on Wednesday to do the same thing. So there are no decisions being made this Wednesday at CMC and then Wednesday late afternoon we're going to our Met Council to do these presentations as well but no decisions are being sought, just information only. Our plan is to ask for comments on the draft reports by February 21. All those comments will go to the respective consultants for their review and consideration when finalizing their reports. The SPO anticipates providing comments as well. We do not yet have a date for the final report for either the water and freight, but that's the general process. So assuming have one route that says we have no impacts to the water resources and say for example, there are no other viable options for freight, then we would bring our project scope for consideration from the CMC likely the later March timeframe, I think I heard Met Council's Chair Haigh say late March to come back to the Council then and seek that approval for the scope and budget. If there is a viable option for freight relocation then we'll have to investigate that concept further and we haven't really talked about who would do that work whether it's the project office or TranSystems or a combination of both. But we'd have to advance that design to flush the details out.

Kathryn Kottke- I have an additional question about the process, actually I think I have requests, I think that when this goes to the CMC I have three requests. I don't know if you can follow them but I think their important. I think there need to be a real level of clarity about what this looks like at ground level because as I read through the report I couldn't understand the difference between a berm and a retaining wall, I couldn't conceptualize that. Then also I think there needs to be a better cost estimate, I think 105 without property takes is a very unfair number to look at. Then also there was a comment about community cohesion regarding the Kenilworth Corridor in here and I believe that comment was on page 21 of the draft and it talked about how the community cohesion in the Kenilworth Corridor would be improved if the train were rerouted through St. Louis Park but so interestingly there was no comment about the community cohesion in St. Louis Park.

Jim Terry- While there's no definition when I'm talking about a retaining wall, I'm kind of looking at something that's about as high as a privacy fence. Now the berms, I heard estimates of 21 feet, 23 feet, I heard some say 30 feet on one of them, hearing and reading the reports. We're not doing anything like that ok. I can't remember what you middle one was

Kathryn Kottke- I wanted a real cost estimate

Jim Terry- Ok, let me say what's happening right now, the Met Council, my work is kind of being given to them so that they can be adding that. Gentleman in the back gave me as good a guess on the property, he may be right on, I just don't have the experience here in this particular area, so that's something I'd rather do.

Jami LaPray- I just don't understand how, is this working ok, I'm not quite sure, even with the process of the timeframe of two months a decision for St. Louis Park that would impact our city into perpetuity will have to be made when there still will be so many unanswered questions. I have a two page list here of

things that are missing and its not even complete. Things like the idea that the Bass Lake Spur is at-grade or below grade its entire route where large portions of the MN&S are above grade how are those people going to be as safe as those people are today on the Bass Lake Spur as we go forward into the future. Other things like the footbridge at the high school, that sounds like a great idea but the DEIS comment from the high school was that a pedestrian bridge would do little to no good because teenagers tend not to use those kinds of things. So we have a crossing where the trains are going 25 mile per hour. Then there's the whole fairness issue of co-location options that have been put on the table because of public opposition or the southern route that you were concerned there would be public opposition and all of those concepts, they can't be decided in two months and I don't know how we can be asked to give municipal consent with so much missing. And I could just go on and on and on. But this report, no disrespect intended, you've said yourself is at the conceptual level and I don't see us getting much beyond that in the time that we have. And it's just so upsetting to think this could be decided and our city could be devastated and we have, we won't even know all the problems that are coming.

Jim Terry- Well, let me add a little more to the mix then. If, my second recommendation is Kenilworth's viable. I'm not into the shallow tunnel, deep tunnel, move the trail around the lake, any of that. But the Kenilworth's viable, my report I hope plainly states that. So trains are running in there today, they can run there two years from now.

Neil Trembley- First of all, I want to ask you Mr. Terry if you've been

Jim Terry- Jim please

Neil Trembley- Mr. Jim, Jim I want to ask you if its possible that you've been biased during your time here by the conditions you've had with the weather because it doesn't sound like you quite, that this is the kind of weather you're used to. But my second question would be, probably not to you but to Jim, and it's about the TC&W, we certainly zeroed in on a real salient issue that CP has signed off on it if their tenant does and so what is it, you mentioned February 21st I think you mentioned you were going to gather comments, is that including the TC&W because obviously they're the tail that's wagging the dog and there's no two ways about it.

Jim Alexander- I would say first and foremost , as the SPO has been working on this project, we have worked through the design issues with the railroads as they will ultimately be operating on what is designed.

Rolf Peterson- Speaking of last summer or last spring, did the IRTs look at plans similar to what Jim's proposing. I mean you guys spent a lot of time and you came up with the three Brunswick plans but did you look at something similar to what this plan

Jim Alexander- Rolf is referring to IRT, the Issue Resolution Team, the process we had where we brought in the cities, the county, the railroads and talked about various alignments, so getting back to the spaghetti map. While we didn't specifically have the MN&S North Concept, we had developed similar alignments.

Jim Terry- Railroads, generally speaking make decisions beginning at thirty percent designs. These are concept, if you want me to put a number on that it's about ten percent.

Curt Rahman- We've been discussing this line for quite a few years, we had the old MN&S study that you saw. In that study they talked about going from 10 mile per hour track to 25 mile per hour track as being

a 10-15 percent increase combined with the increase in volume in vibration and noise. Is that your experience also?

Jim Terry- Well, I don't know you're talking about that 99 report, 1999 report, I don't know, I've looked at so many of them I'm just trying to place the one you said. Number one we're going, if this concept needs to be taken further it will be designed for 25. Does that mean the railroads gonna run by the school at 25 during class time, it doesn't mean that. That's something that could be worked out, adjusted, but the grades are such that I won't penalize the train. So if ten or fifteen, it adds, there are machines that measure that noise and vibration study. I totally recommend that that be.

Curt Rahman- I actually have that, I'm across the street forty-five feet from the center of the tracks, I own some commercial buildings there. And they exceed the federal standards today, so if we're increasing

Jim Terry- talk to me about the noise, what did it measure

Curt Rahman- How about I send you a copy of it

Kathryn Kottke- I'm sorry to do this but I have two clarifying questions. One clarifying question is regarding the switching wye and maybe Jim Alexander can answer this, my understanding is that the switching wye is going to go away with co-location

Jim Terry- The switching wye being the wishbone?

Kathryn Kottke- The switching wye, will that go away with co-location that's how I understood it before.

Jim Alexander- Under co-location, the present design for the shallow LRT tunnels includes removing the northern segment of the switching wye to accommodate the Louisiana station.

Kathryn Kottke- Then I think that should be removed from this report for the CMC because it's saying that this is an improvement that the switching wye will go away with this new plan but it's not an improvement it's going to happen either way. My other clarifying question is I believe you said that the recommendation you would have for the train would be to go at speeds lower than 25 miles per hour.

Jim Terry- I'm designing it for 25 they could go lower if they want to

Kathryn Kottke- but they can do whatever they want, so if they can go 25 miles per hour on the track then there's nothing that can stop them from doing that and I just want to put that out there.

Jim Terry- Let's just make sure everybody understands, keep the mic Kathryn. If I'm coming off here and getting on this track south, I'm not planning on spending tax payers money fixing up the south line. That's ten miles an hour so that engineer is going to, that tracks good for 25 but he's going to be going 10 in the real world.

Kathryn Kottke- But by the high school

Jim Terry- By the high school he could be doing 25, that is correct.

Rolf Peterson- Before you leave there was a part about the Kenilworth option where you talked about single tracking the LRT through the pinch point and you used the word some success in Denver. Why was it not complete success in Denver.

Jim Terry- Here's what you get into, just to let everyone know I'm throwing out ideas and leaving them for you guys to read and walk through and Rolf picked that one up. In Denver there are a couple of examples of them doing that, one the distance got them, in other words you've got a train coming from both ends and I understand there might be two hundred of these so you've got to be able to time it, so a short section works. In Denver, where there was that narrow section it was about 3.5 miles long and the powers that be wanted a station right in the middle, so obviously you're coming from the other end, stopping and picking up people up and letting people out and then getting off of it so by them wanting to have a station in the middle of it that one did not meet with success. There are examples where they are a mile and do meet with success.

Jeanette Colby moved the meeting to the next study because of time.

Neil Trembley- I'm concerned about the fact that we didn't get to the Kenilworth Corridor and the second tier screening on that. I don't know that's kind of a big deal I thought. So on page 37 you've got a cost of 20 million to 300 million without property that's kind of a big swing.

Jim Terry- Ok I'll talk fast, to answer your question I didn't look at into a whole lot of costing on that line. I heard 160 million for a shallow tunnel, I heard 300 one time for a deep tunnel, 320 for a deep tunnel, I heard somebody say if we had a trail that went around the lake that would be 20 million. That's kind of where, that was where those numbers came from. There was some talk about elevating a bike trail, obviously that fit somewhere between the 20 and the 160. That's where those numbers came from. Did I look at them in-depth or absolutely not.

Kandi Arries- I have a request then a comment. I would like some of these maps and concept maps are, this is the first time we've seen them when the report came out last week that was not a part of the attachments so how can we get a better, another chance to look at them in more depth.

Jim Terry- I don't know what they got up on the website or what they can do.

Sam O'Connell- Kandi, the presentation that you see here that does have the more detailed graphics will be posted on our website tomorrow so you do have an opportunity for friends and neighbors to take a look as well. Just a reminder Jim and Della will be presenting in front of the CMC so we do have that opportunity on Wednesday as well as the Met Council which that presentation is actually streamed live via the website as well.

Kandi Arries- Ok, then my comment is we've spent a lot of time talking about the Brunswick and all these, the spaghetti maps and the community cohesion piece you were emphasizing how there were berms and it was segregating our community and I would just like to add I don't see a significant difference between having a berm or a fence or four streets cut off and diverted with multiple cars like running through the neighborhood where we cannot go smoothly within our community.

Jim Terry- I suggest that you do a traffic study, I really do. The intent was to move those vehicles as well or better as they are today. And I didn't have the ability to look at this Highway 7 interchange that's going to be a huge driver in whatever happens. So I'm encouraging somebody to take a look at that. The noise and vibration I'm encouraging someone to take a look at that also.

Kandi Arries- Ok, I just also want to say that the community cohesion piece of this needs to be

Jim Terry- I'm listening to what you're saying

Kandi Arries- It is important

Jim Terry- I understand that and appreciate that and respect that.

Jeanette Colby- When you talked about the safety upgrades for, if this reroute were to happen, do any of the safety upgrades happen if the rail remains in Kenilworth

Jim Terry- Yes ma'am. That'd be my recommendation. I want some of these same safety, the detector system. I know they spent 3 million dollars and the gentleman was exactly right, if it was not buried in snow I would go down the tracks and tell you what the tie count are, what weight rail they put down, I can't tell you, he's right I wasn't ready for the snow.

Jeanette Colby- Have those costs been estimated?

Jim Terry- I can do that but there between the 20 million and 160 million I guarantee that. That's why I left that in there. I could do that in a little bit of time. My time was better spent looking at this other stuff.

Jeanette Colby- I recognize that you're trying to do very conceptual work and I think the numbers have a lot of meaning at this point in the decision making process.

Jim Terry- If you build your shallow tunnels you still need to spend some money on the railroad tracks.

c. Landscaping/Greenscaping Inventory

Jim Alexander presents the landscaping and greenscaping inventory report.

Neil Trembley- What do you think about that box elder out there, you can take all those cottonwoods, it just gets all over the trail.

Jim Alexander- Yes it does.

John Erickson- I presume the 90 percent includes deciduous as well as not deciduous?

Jim Alexander- There was a question whether it includes deciduous and evergreen trees, it does. There aren't a lot of evergreens out in this area it's mostly deciduous but it does included them all.

6. Member and Committee Reports/Public Forum

Council Member Munt- Folks your co-chairs quickly huddled to figure out what we should take to the CMC on Wednesday. We have five major takeaways from tonight's meeting and I want to make sure we're on the same page. We heard two things with respect to either route; we heard there are concerns about timeline, too many answered questions to make the decision in March, we also heard there's a need for the Met Council and the Corridor Management Committee to define metrics for what's viable. With respect to the MN&S north we clearly need better cost estimates including the cost of property acquisition. There's still concern the reroute is unsafe for kids noting that the tracks are 35 feet from the schools parking lot not 125 feet as noted in the report. With respect to the shallow tunnels there was general support for added mitigation for protecting lakes and water quality and that we should consider keep the filtration basins away from the channel. Did we capture the major points.

[Unknown] I'm comfortable with you presenting those as issues that were raised but I would be very uncomfortable if you characterized this whole group as having those points of view because there are several I would personally disagree with.

Vida Ditter- and to add to that, I didn't say anything because I'm listening, I'm trying to learn what's the reroute might be but if we were talking about the Kenilworth I would bring in all the concerns ex cetera ex cetera that attach to Kenilworth. So what we're hearing is because this is a new route. We're hearing about all the concerns about that route. Not necessarily all the concerns period about the project.

Neil Trembley- I think as part of the costing, what we really need, I think we really need to have is a clear understanding now based on this reroute possibility what would the total costs be versus based on what was recommended in I think October which was the shallow tunnels. I think that would be a really and obviously property need to be put in there but that's a real key piece because money will be talking.

Council Member Munt- Folks, from Met Council's perspective in terms of process, the process isn't over we just got these draft reports, we need time to digest them. We need to hear about the costs and the impacts and we need to hear from community members about how they feel about this. And that's why we have the meetings coming up in Minneapolis and St. Louis Park. So this is far from over and like you Vida we are still in the digesting process.

John Erickson- Is the, when is the next meeting of this group

Council Member Munt- Next BAC CAC meeting, Sam do you

Sam O'Connell- The next BAC meeting is February 26, so you guys go back to your normal schedule at the end of the month and CAC is February 27.

John Erickson- just make a suggestion, if there's new information maybe we could have some kind of discussion about it at those meetings prior to the March deadlines you're talking about.

Council Member Munt- Absolutely folks, John's suggestion is it will give use time to discuss more information that may be new before the March deadline.

Curt Rahman- One thing I'd appreciate, Mark's made this comment many many times but people don't seem, it doesn't seem to register with people that if we consider any reroute that means we have 220 trains a day at-grade through Kenilworth. So if the point is enjoying the bike trail and I enjoy the bike trail, if we do a reroute and spend the money on a reroute that means I'm biking next to 220 trains a day at-grade through Kenilworth. So if you can just keep. Well it is a major point unless you live on the channel.

Neil Trembley- It's not the point. Well you just asked and it's not.

Curt Rahman- It's a major point to me because I use the trail and don't want to bike next to 220 trains.

7. Adjourn

Meeting adjourned at 8:45