



**Southwest Light Rail Transitway (SWLRT)
Community Advisory Committee Meeting
June 27, 2013
Southwest Light Rail Project Office
6465 Wayzata Blvd, Conference Room A
St. Louis Park, MN 55426
6:00 PM – 8:30 PM**

CAC Members and Alternates: Asad Aliweyd, Jay Peterson, Bob Tift, Donald Eyberg, Elizabeth Ryan, Jeanette Colby, Jennifer Munt, John Erickson, Kandi Arries, Kelly Nelson, Linnea Sodergren, Vicki Moore, Vida Ditter, Ann Iverson, Brian Willette, Ed Ferlauto, Kathryn Kottke, Claudia Johnston-Madison

Agency Staff and Guests: Sam O'Connell, Sophia Ginis, Daren Nyquist, Dan Pfeiffer, Chris Weyer, Ryan Kronzer, Sarah Ghandour, Tom Domres, Deborah Ely-Lawrence, Jim Alexander, Mark Fuhrmann, Kim Proia, Paul Danielson, Mark Bishop, Robin Cauffman, Sam Murphy, George Puzak, Tania Mahtani, Beth Elliott, Kevin Locke,

Co-Chairs Munt and Colby opened the meeting at 6:04 p.m. Introductions and approval of previous meeting minutes.

- 1. Hennepin Community Works Update**
 - a. TSAAP Open House Summary**
 - b. Mind-Mixer Demonstration**
 - c. Focus Group Outreach**

Kerri Pearce Ruch began the Hennepin County Community Works update. Distributed a compilation of the comments received at the TSAAP open houses.

- i. Jeanette Colby: There were some questions at the open house the other night that the project office did about traffic and it seemed like station area types of questions. And I'm not sure if it was clear to people who was thinking about how traffic is going to work around the station.
 - a. Kerri Pearce Ruch: I will defer that to the project office as that is part of preliminary engineering.
 - b. Jim Alexander: We are actually doing traffic studies to understand if there are any traffic impacts due to the stations. Take Blake for example, we are looking at Excelsior and I think we are looking all the way up to highway 7 to understand what kinds of impacts because we anticipate a park and ride being located there.

- ii. Jeanette Colby: Is there a community engagement process involved in that. I'm just concerned and I don't want to talk about our one station with the whole group but West Lake and 21st Street were the ones I was looking at, at the open house. I think the residents have some sense of how the traffic works there and I'm sure that the engineers do when they get in and look at it but I don't know if there's value that the residents can add to that process.
 - a. Jim Alexander: We certainly hope we are getting those comments from the station open houses, but in terms of actual traffic impacts, we hadn't planned to have a separate discussion or open house.
- iii. Jennifer Munt: I've been to the open house that was in Hopkins with the Hopkins and Minnetonka Stations and the one in Eden Prairie last night. And what I heard from regular folks was they appreciated that all the disciplines that come together to make a light rail line succeed were all under one roof. Whether you wanted to talk about how I as a pedestrian get to my station, where's the OMF going to potentially be located, all those issues, there were people there to discuss. Whether you were a city or county or a project office staff person, the right people were all there under one roof at the same time. And community members offering input felt like it was seamless.
- iv. Vida Ditter: I have one question, at the Station Area there was conflicting information coming from folks who were there. On the one hand I was being told that if we went with the tunnel alignments the house in CIDNA would have to be taken. On the other hand apparently there is a study being done by private concerns which says no, do we know?
 - a. Jeanette Colby: I think Jim will be addressing that issue a little bit later.
 - b. Jim Alexander: I can address her concerns, I think Vida you are speaking to the KPG folks, I'm going on a little bit of hearsay because what I understand is that there has been some discussion about what property impacts might be had for the co-locate. And the designs we had put out had made some assumptions in terms of what kind of right-of-way, spacing we would need between modes. We based that on conversations with the railroads. There have been other folks making assumptions on what might be needed. If that is the case, which is outside the project office, so I cannot really speak for the other group. If it is the KPG group, we are going to be meeting with them in the next couple of weeks to talk over our presentation.
 - c. Ed Ferlauto: I would like to see a statement at the July 17th or 18th meeting because the Kenilworth people will probably attend that. And we would like to get everybody on the same page as to what the situation is with the Cedar Lake Shores homes with deep tunnel or not. I've got conflicting information from KPG people.

- d. Jim Alexander: We hope to bring clarity on our message on the 17th and 18th. I cannot speak for KPG but we are trying to make arrangements to meet with them.

Kathy Doty provided an overview of MindMixer, An online engagement tool that the Transitional Station Area Action Planning (TSAAP) is using to engage the communities around the stations.

- i. Ed Ferlauto- How much detail is available, for example, I was discussing with some of the engineers the other night about West Lake Street Station Area. We were concerned about getting from the station to Lake Calhoun, mobs of people on a Saturday afternoon and I haven't really seen any plans, really specific plans.
 - a. Kathy Doty: Just to answer your question, right now Hennepin County has a contract with a firm Hoesington Koeqler and they are working with both the county and the cities to develop station area plans. We had open houses back in May and this fall we will come out with some plans and ask for input from people again.
- ii. Jennifer Munt: Can you upload things? I ask this because I live by the Shady Oak station and many of my neighbors cannot get their heads around where the station is to a place that has no pedestrian connections. One of my neighbors took his iPhone and took a video of him walking to the Opus Station and he would like to share it. I've had people say that they were in Portland and wonder if something they saw there would be suitable here.
 - a. Kathy Doty- Yes. For each station there is a section to give examples of what they want to see at the station area, which people can upload photos to.

Kathy Doty provided an overview of the focus group outreach, listening sessions, which is occurring to targeted groups around various station areas.

2. Technical Issue Presentations/Discussion:

- a. Minnetonka/Hopkins Bridge**
- b. Operations and Maintenance Facility Candidate Sites Update**
- c. TH 100 and Cedar Lake Parkway**
- d. June 13 Freight Rail Co-location and Relocation Open House Summary**
- e. Station Open Houses Update**

Jim Alexander began the Technical Issue discussion with Technical Issue #7, the Minnetonka – Hopkins Bridge. The bridge runs north to south, south of the Shady Oak Station from approximately K-Tel Drive to Smetana Rd. The bridge spans over wetland and the Canadian Pacific Bass Lake Spur. The bridge is approximately 3200 feet. We are looking at three bridge structure design options; concrete box girder bridge (similar to the Hiawatha LRT Bridge over highway 62) with 120 foot pier spacing, a pre-stressed concrete beam bridge with 120 foot pier spacing, and we also looked at shorter spans.

- i. Vida Ditter: On that design [pre-stressed concrete beam with 120 foot pier spacing] because it's a wetland and it's wet underneath is there concern that the legs would go unevenly loading the train?
 - a. Jim Alexander: There would be a lot of concern with that. We've already done some geotechnical work to understand what the soil conditions are there. We would need to have the foundations go down to the same depths, you cannot necessarily do a shallow foundation here and a deep foundation over there, so you do need to pay attention to that and that would be part of the design of the bridge.
- ii. Vida Ditter: And that would not make it more expensive to design?
 - a. Jim Alexander: Anytime you do a bridge or structure in an area where there may be soft soils we need to understand what the geotechnical parameters are. We will design for which structure is selected.
- iii. Kandi Arries: What's the height of the bridge?
 - a. Jim Alexander: I know we have to get up 23.5 feet or so to get over the CP Bass Lake Spur. That's the main clearance we need to achieve. There are concerns, because we are going through a wetland about shading effect on the wetland and that is something our environmental teams will be studying.
- iv. Jennifer Munt: What I heard you saying is that if cost becomes a factor it is at the expense of aesthetics not at the expense of safety.
 - a. Jim Alexander: Yes, safety has to be first and paramount. Aesthetics is really eye of the beholder, I would have a preference for one, but if I have to write a check for it we want to understand which is more cost effective. We need to have everything safe, that's the first priority.
- v. Linnea Sodergren- To me it looks so straight, but you said it has to go over that railroad line. Is there some elevation difference because it has to come down to grade right?
 - a. Jim Alexander: Yes, I don't know what the grades are off-hand, but I doubt we are getting anywhere near our 6% maximum. We are essentially coming out of Shady Oak at grade and starting to climb over the railroad. The grade does rise in the south at Smetana, so we are starting to match up to the grade there. We will essentially be at-grade when we cross that roadway. In terms of the LRV's navigating across there, I don't think there is any issue.
- vi. Ed Ferlauto: What is the overall length?
 - a. Jim Alexander: Just under 3220 feet.
- vii. Asad Aliyed: What is the cost?
 - a. Jim Alexander: That is something we are putting together. We will be putting costs together for this and all the other adjustments we've been looking at.

- viii. Linnea Sodergren: Is there any alternative
 - a. Jim Alexander: This is what was identified in the locally preferred alignment and the DEIS. We didn't see necessarily any need for adjustments here. So we are essentially following along that alignment. As we get to the north we are suggesting something a little different as we get to the Shady Oak Station and that station location was based on input from both the cities of Hopkins and Minnetonka.
- ix. Barry Schade: No alternative to shorten the bridge, you need the full length; you can't run it on the ground?
 - a. Jim Alexander: Really can't, the issue is getting over the railroad and as I indicated we are rising in grade as we get to Smetana, so we need to be up anyway. You up at the railroad and you have to be up to match into Smetana.
- x. Asad Aliyed: In the picture you see two cars, is that the maximum cars?
 - a. Jim Alexander: This is showing a three car consist, which would be the maximum consist we would have. We could run two; we could run one but not more than three.
- xi. Kandi Arries: So this is primarily wetland, is this 4f impact?
 - a. Nani Jacobsen: The majority of this is privately owned and so 4f would be for publicly owned.

Jim Alexander provided an update to the Operations and Maintenance Facility site selection. The project office started tier 1 analysis with 18 sites, narrowed to 7 sites in tier 2 analyses. The project has narrowed to two sites in the tier 3 analyses, Eden Prairie site 3/4 vicinity of Technology Dr and Mitchell Rd, and Hopkins site 9A vicinity of K-Tel Dr/5th Street and 16th Avenue.

- i. Bob Tift: Do the cost estimates include relocation costs?
 - a. Jim Alexander: For the Eden Prairie maintenance facility we assume the property would be donated but we factor in the costs to relocate. I won't be able to divulge individual right-of-way costs as we try to keep those numbers close for negotiations purposes.
- ii. John Erickson: Originally in the 1.25 billion was there the assumption that there was going to be an Operations and Maintenance Facility on this line?
 - a. Jim Alexander: There was.
- iii. Kelly Nelson: Is there an ongoing cost having a maintenance facility in the middle of the line, at the end of the day you have to run an empty train back to the middle. I know you'd have that problem on the Blue Line now, is that something that is considered or figured in?
 - a. Jim Alexander: That would be figured in our operational costs as we get into our overall cost effectiveness index. Anytime we have our operational costs going higher that will certainly be a factor.
- iv. Kelly Nelson: On the first site, you show the Mitchell Station there, does the Mitchell Station move if the maintenance facility goes out to the west?

- a. Jim Alexander- I would say that's a good assumption. We are also looking at the possibility that if we end up at site 3/4 it is possible that the station ends up off of the OMF site on the city property on the other side of Technology Dr. The reason being that we would like to have a park & ride down at that station. We did a lot of different configurations to see if we could fit an OMF, Station, and Park & Ride on that site. It was quite challenging so one option was to put the park & ride on top of the maintenance facility. That is something that has been done in the United States but it kind of looks like a cruise ship liner and gets very expensive because your first deck is 25 feet above the ground surface.
- v. Kelly Nelson: What comes to mind there and the station that I represent is making sure we see the Green Line as something that is bi-directional service to the degree that the Eden Prairie stations can be situated that there is some development potential that is destination and not simply a parking lot. That is certainly our interest from the inner city.
- vi. Barry Schade: Job considerations a factor at all. The jobs that would be at this site or does that influence it at all
 - a. Jim Alexander: We have the same jobs at either location and we could staff it just as easily in one place or another. There is a concern from the city perspective that they have a lot of jobs in some of these buildings and we are taking them out, there is concern about job loss and how those jobs can be replaced.
- vii. Jennifer Munt: In response to Kelly's statement, one of the things that the Met Council takes a look at is business permits. So if you look at the year 2012, all the business permits that were issued, there were more business permits issued in Eden Prairie than in Minneapolis and St. Paul combined. So if you're looking at this being a bi-directional line, I think what you'll see is there will be a lot of folks in the inner city going to get living wage jobs that are in Eden Prairie. Already, United Health Group has located at the City West Station and there will be 6700 new living wage jobs there in the year 2014. So there is already an appetite for businesses to locate along this line. I hear folks from the city saying I don't want this just to be a light rail line that takes people from the suburbs to downtown Minneapolis. I think you're going to see this anchored at both ends with people going in both directions.
- viii. Kelly Nelson: To the degree that we can make sure each station has the development potential is key. I realize that's very inspirational but it would be a very lonesome thing to get off the train and only see a parking lot.
 - a. Jim Alexander: I would say that's what is being done right now with the Transitional Station Area Action Planning through Hennepin County Community Works.
- ix. John Erickson: I just have a question for Jennifer; I'm assuming that when you look at the data that way, it is for a broad range of skill set jobs not just high end technical jobs?

- a. Jennifer Munt: Exactly, for example, there are 180 jobs at the Operations and Maintenance Facility.
- x. John Erickson: No I'm talking about United Health and what they're doing out there?
 - a. Jennifer Munt: The United Health jobs I'm told are primarily IT jobs.
- xi. Linnea Sodergren: When you looked at the 9A site with the city, I don't see anything on here about the concern about loss of tax base because you show several buildings leaving. Is that raised at all?
 - a. Jim Alexander- It was and that was a concern for all the sites. So it was include on the slide with factors common to all sites. City of Hopkins in particular expressed concern about tax base loss. That is something that we continue to discuss with the city.

Jim Alexander provided an overview of the TH 100 crossing. MnDOT has an upcoming project to widen TH 100. The project office is coordinating with MnDOT on the design. MnDOT will be replacing the freight rail bridge. Under a co-locate scenario, the project would move the new bridge north and construct a LRT bridge on the south side. Under a relocation scenario, the project would utilize the freight bridge for LRT.

- i. Bob Tift: You can just move a freight bridge?
 - a. Jim Alexander: You can't just necessarily pick it up and move it, but if the abutments are at the same distances then it is possible with less construction than building a new bridge.
- ii. Bob Tift: Why wouldn't MnDOT just anticipate SWLRT and build the freight bridge where it needs to be.
 - a. Jim Alexander: Currently freight is on the south side of the corridor and our design has the stations wanting to be on the south side so we would move the freight to the north. Southwest LRT is in preliminary engineering trying to be a project that will be constructed and if I was MnDOT I'm not necessarily sure that SWLRT will happen and I cannot commit my public dollars to something that may or may not happen. We continue to work with MnDOT and to get decisions on what we're trying to do to help their process and ours. If we don't get the decisions in time of MnDOT's construction we believe we have a very good work around to accommodate our project.
- iii. Bob Tift: Are we pretty certain that if we build light rail it would be on the south side or don't we know, it could be south or north side of the corridor?
 - a. Jim Alexander: The project office has made the decision to go ahead and move freight north in our design but it's not a done deal yet. We have to have negotiations with Canadian Pacific on those arrangements. We aren't done but we are making some assumptions that we can get there.

- iv. Kathryn Kottke: If you do the co-locate, will TC&W still have siding? I think I understand from previous presentations that the siding was not included in either the reroute option or co-location option.
 - a. Jim Alexander: If you are speaking about the storage track that runs along the whole corridor, then yes, we believe that most if not all of that storage track needs to get out of the way to accommodate LRT along with the trail.
- v. Kathryn Kottke: Has TC&W agreed to that, to get rid of that siding?
 - a. Jim Alexander: We've had a lot of conversations with both CP and TC&W about that concept, we don't have anything in writing saying they will accept all the stuff we are proposing. We have a general understanding that we could pursue that. But we haven't made any business arrangements yet.
- vi. Kathryn Kottke: So it's just wishful thinking?
 - a. Jim Alexander- Well I would say it's wishful thinking because that would be me sitting in my office hoping something is going to happen. We are actively talking with the railroads. But we don't have a signed document saying it is a done deal. This is a long process of discussions, then negotiations before reaching a conclusion, so don't by any means think it's just wishful thinking on our part. We are actively working with the entities to make this and other aspects of the project happen.
- vii. Kandi Arries: In order to eliminate the siding, TC&W needs to have siding at a different location, correct?
 - a. Jim Alexander: If the siding was eliminated that would really be up to TC&W and CP if they need to have that storage located somewhere else.
- viii. Kandi Arries: Do you know if that is something you are assessing at this time?
 - a. Jim Alexander: We have had some discussions with both CP and TC&W about the possibility of that storage track being relocated.
- ix. Kathryn Kottke: Would that be tax payer funded just in the same way the businesses at the OMF sites would be funded to relocate. Would the siding also be funded by tax payers?
 - a. Jim Alexander: We haven't gotten into any business negotiations as to what that would cost with TC&W or CP.
- x. Kathryn Kottke: Should TC&W say we'll give up are siding here, then does Hennepin County step in and say we'll pay to relocate you.
 - a. Jim Alexander: I can't speak on behalf of Hennepin County, but that is something the project office would have to consider if there was a price tag to it.

Jim Alexander provided an overview of the three Cedar Lake Parkway crossing designs; at-grade co-location, at-grade relocation, and grade separated relocation. Under the grade separated relocation both the LRT and trail would go underneath Cedar Lake Parkway. The

project office believes that Cedar Lake Parkway would need to be raised approximately 1.5 feet to allow the LRT and trail to go underneath.

- i. Ed Ferlauto: Would that establish a trench between Cedar Lake Parkway and West Lake Street Station?
 - a. Jim Alexander- There are retaining walls through this area, but once we're past this area we're back at-grade. We don't see any reason to keep it in a trench to West Lake Street Station.
- ii. Ed Ferlauto: Keeping it in a trench would be acceptable to mitigate noise and vibration.
- iii. Jeanette Colby: I do think that was something that was brought up in a number of DEIS responses. I don't know if they is a way you could speak to that issue or how the project office addresses the DEIS responses.
- iv. Jim Alexander: We would like to work with Nani (Director of Environmental) for how we address DEIS responses.
- v. Ed Ferlauto: I think it is something worth looking into.
- vi. Jeanette Colby: I think discussions with the home owners associations that would be abutting very closely there would be helpful.
 - a. Jim Alexander: Our environmental analysis will be looking at noise and vibration factors through that area.

Jim Alexander provided an overview of the next steps in the process and the timeline.

- i. Kathryn Kottke: I have three questions, is that ok. So when Hennepin County seeks municipal consent from St. Louis Park, is the city consenting to LRT only or are we also, are we being, for example the Met Council chooses reroute, will St. Louis Park be asked to consent to both the reroute and LRT or will consent only be asked for LRT?
 - a. Jim Alexander: It will be the Met Council seeking municipal consent. We will be seeking that from all five cities and the county. What the state statute talks to is LRT but I would say that a lot of the designs we've talked about are contingent on where freight rail is going to go. By state statute it talks about LRT components. It talks about the track alignment, the profile whether at-grade or elevated or below grade, the station locations and the OMF. Those are the elements we are seeking to get approval on and so if I'm looking at Wooddale Station, looking at the configuration, the municipal consent plans will either have the freight in there or it won't be in there depending on what the decision on the freight rail issue.
- ii. Kathryn Kottke: If the co-location is chosen, and Minneapolis denies municipal consent and St. Louis Park consents because there is no reroute in the plans. Can the Met Council decide they don't want to fight with Minneapolis and say alright St. Louis Park you consented your getting the reroute because Minneapolis won't consent?

- a. Jim Alexander- Just know that anytime, as Mark has mentioned in the past, we try to work with the cities as much as possible to get the municipal consent plans approved. We go through efforts such as the IRT meetings with city staff to understand what they're looking for and what we can afford and put in the project to move it forward with municipal consent plans with the idea that we will get approval. There is a chance that a city will say we're not going to approve that and we will have to work through that process.
- iii. Jeanette Colby: I've heard many people express concerns about municipal consent being granted when we are not even up to 30% design. I know that's the process but I have been hearing this.
 - a. Jim Alexander: The 30% plans are shared with the cities and county and we respond to every comment we receive from the cities and county with whether we can meet that or not. We do that at 30%, 60%, and 90% and at the final design stage. We have a lot of checks, then when we get into construction and the city is right there with us as we evolve construction. We are not just heading down our own path after the consent process. There is much more involved.
- iv. John Erickson: Is it possible the cities can grant municipal consent contingent on certain outcomes. Can they say we'll grant for this case or that case, this case subject to appropriate design stuff you will send back to us?
 - a. Jim Alexander- I wouldn't think so, if we're going to get consent on where the alignment is, where the stations are, the cities or county may want to put certain conditions on those, and we have experienced that on Central Corridor. But the state statute is pretty cut and dry, the city either accepts it or they don't and here are the reasons why. It goes back to the Met Council looks at those issues and decides whether it can work around those and resubmits plans for approval.

3. National Environmental Policy Act (NEPA) Process Update

Nani Jacobson provides an update on the NEPA process. The Federal Transit Administration and the Met Council intend to develop a Supplemental DEIS (SDEIS). The Final Environmental Impact Statement (FEIS) will incorporate responses to comments received on the DEIS and SDEIS.

- i. Kathryn Kottke: Will the supplemental DEIS include the reroute options?
 - a. Nani Jacobson: That would be part of the scope discussion that we're in the midst of working together with the FTA to determine the actual scope of the supplemental DEIS. We haven't landed on the scope but it will be put in the Notice of Intent (NOI) in both the Federal Register and the Minnesota Environmental Quality Board (EQB) and we will let you know when that comes out.

- ii. Kathryn Kottke: Will the public be allowed to comment just like we were allowed to comment on the DEIS?
 - a. Nani Jacobson: The regulations for a supplemental are very similar to the DEIS. There are a couple of slight differences. You still have the preparation of the document and it is still issued with a public comment period and public hearings on the supplemental document that is the same. What is slightly different is that there is not a formal scoping phase for a supplemental document, however with that said, under the state MEPA laws, there is a 20 day period after the notice of intent for submitting written comments on the scope of the document.
- iii. Kathryn Kottke: Will the decision to co-locate or relocate be made before or after the SDEIS has been digested?
 - a. Nani Jacobson- The NEPA process is not a decision making document. It is part of the process to inform decision makers on those various aspects that have environmental impacts. We don't have a decision on the NEPA process just Record of Decision.
- iv. Kathryn Kottke: Will the Met Council make the decision whether or not to co-locate or relocate before that supplemental DEIS has been completed?
 - a. Nani Jacobson: I believe we are targeting August for the co-locate or relocate decision by the Council.
- v. Kathryn Kottke: Regardless of what comes up in the SDEIS?
 - a. Nani Jacobson: That is correct.
- vi. Vida Ditter: Is the 20 day period to provide written comment, is that open to the public or only to governmental bodies?
 - a. Nani Jacobson: It is open to anyone and everyone.
- vii. Ed Ferlauto: Any guess as to when that will be available?
 - a. Nani Jacobson: We would hope to provide you the information as soon as we can. We are working with our federal partners in the process. Hopefully, in the near future. I can't give you an exact date.
- viii. Kelly Nelson: It seems like we all just got done commenting on the DEIS, and from my vantage point it seems like we all know what the issues are. What purpose does this serve?
 - a. Nani Jacobson: The DEIS comment period closed on December 31st. The amount of work that has gone into responding to those 900 or so comments has been immense over the past six months. A lot of adjustments have been made. And so what this supplemental process does is it really is a process to involve the public, to communicate and make aware the various adjustments. We will not be rehashing small pieces of things, it will really be to address changes that were not in the DEIS.
- ix. Kelly Nelson: Is this a costly process?
 - a. Nani Jacobson: It is part of the project budget that we've worked into it. The important piece is that we communicate with the public and

provide an opportunity to comment on items not included at the draft level before the Final Environmental Impact Statement is published.

- x. John Erickson: What is an example of a supplemental thing that would pop up, not necessarily on this project, but in general where a supplemental has come up.
 - a. Nani Jacobson: I'll give a hypothetical example, let's say a DEIS talks about locating an OMF, the DEIS can anticipate the location, but let's say you move the project further and that site is not viable anymore. You want to document the environmental impacts of the new proposed location.
- xi. John Erickson: So that implies any changes since the DEIS, those are the ones included in the supplemental?
 - a. Nani Jacobson: It would be a substantive change
- xii. Vida Ditter: Only the changes from the original DEIS, we're not looking through and reading what was previously said there in the DEIS. It is only changes since the DEIS.
 - a. Nani Jacobson: From the DEIS that was issued last October; we are looking at substantive changes.
- xiii. Jennifer Munt: There is no need to for people to reissue the same statements that they made the first time?
 - a. Nani Jacobson: We are not going to rehash everything that was in the DEIS, we are looking at substantive changes.
- xiv. Jeanette Colby: So will a new consultant be hired?
 - a. Nani Jacobson: We will have our consultants that are working on our FEIS, CH2M Hill, also do the supplemental.
- xv. Jeanette Colby: How many months out will the SDEIS be issued relative to the FEIS?
 - a. Nani Jacobson: We have to have enough time in between to take the comments from the SDEIS and respond to those in the final. I don't have the exact timeframe in between but we are going to have to give ourselves enough time to process and analyze those comments. We will try to be as efficient as we can to keep our projected scheduled.
- xvi. Vida Ditter: At the last Corridor Management Meeting there was a lot of discussion from the experts from DC that we are in competition with a few other communities for the funding and we are medium to medium-low in terms of rating. One of the ways they were commenting on how we can improve our standing is how fast we precede. How much that will put us back behind everybody else?
 - a. Nani Jacobsen: That's a valid concern and that's why we are trying to maintain our original schedule for FEIS and the Record of Decision which is slated for the end of November 2014.
- xvii. John Erickson: What's your anticipated date of release for all this?

- a. Nani Jacobson: The FTA has not stated the schedule for the supplemental DEIS. That's another piece we are working on with the FTA.

4. Mid-Year Check-in/Discussion:

- a. **Discussion with members to identify what is working, what can be improved on and what should be done differently.**

- i. More time for questions and answers.
- ii. Larger group discussions.
- iii. Some subject matters need more information and more discussion
- iv. Can information be sent out before the meeting
- v. Group discussion preferred over small breakout.
- vi. Have TSAAP consultants present

5. Member and Committee Reports/Public Forum

- i. Vicki Moore: Harrison will be doing small group house meetings throughout the neighborhood to discuss transit accessibility.
- ii. Asad Aliyed: New American Academy, Eden Prairie and LISC is holding community development workshop around the Eden Prairie Town Center Station.
- iii. Linnea Sodergren: National Night Out is August 6.
- iv. Kandi Arries- Safety in the Park had two informational meetings in June.

6. Adjourn