

Meeting of the Southwest Corridor Management Committee
June 12, 2013

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| Members Present | Susan Haigh, Chair | Jan Callison | James Hovland |
| | Nancy Tyra-Lukens | Lisa Weik | Terry Schneider |
| | Cheryl Youakim | Gail Dorfman | Peter Wagenius |
| | Peter McLaughlin | Jim Brimeyer | Bill James |
| | Tom Harmening | | |
| Members Absent | Mayor Rybak | Brian Lamb | Jeff Jacobs |
| | Keith Bogut | Kathy Nelson | |
| | Scott McBride | Jake Spano | |

1. CALL TO ORDER

Vice Chair Jan Callison called the June 12, 2013 meeting of the Southwest Corridor Management Committee to order at 1:12pm at the Hopkins Center for the Arts.

2. APPROVAL OF MINUTES

Approval of the June 5, 2013, Southwest Corridor Management Committee meeting minutes is planned for the July 10, 2013 meeting.

3. PROJECT DEVELOPMENT TECHNICAL ISSUES

Mr. Jim Alexander presented a map of the Project Development Technical Issues and gave an overview of each of the technical issues as listed below.

a. TECHNICAL ISSUE #21 – FREIGHT RAIL: CO-LOCATION / RELOCATION OPTIONS

Mr. Alexander presented the Freight Rail Co-location/Relocation Options. The FTA included the investigation of the co-locate/relocate options of freight rail into the SWLRT project, in the entry to preliminary engineering letter received in 2011. We have been meeting with the freight companies since early February 2013 and the cities have also been involved during this process. Mr. Alexander showed a map of the freight rail corridors, highlighting the Bass Lake Spur and Kenilworth Corridor, the MN&S Spur, and the Wayzata Subdivision.

Mr. Alexander presented aerial and technical design maps of the freight rail co-location design options. These options are as follows: All modes at-grade (proposed sections A-A to D-D), Trail relocated (Midtown Greenway to Cedar Lake Parkway), Trail elevated (West Lake Station to North side of Burnham Bridge), LRT elevated (Lake Street Bridge to North side of Burnham Bridge), and LRT shallow (Lake Street Bridge to North of Cedar Lake Parkway) and deep twin bore (West of West Lake Station to South of 21st Street Station) tunnels. Mr. Peter Wagenius asked if we have looked at the costs for the deep bore tunnel option. Mr. Alexander said we currently do not have the numbers, but will be

developing the costs for all these scenarios; however the deep bore option will be very expensive. Mr. Wagenius said with a tunnel, there are not only known costs, but there are also the extraordinary unknown costs. He indicated if we were to pursue some type of deep tunnel option, we would have to factor in a greater level of contingency, etc. Mr. Alexander agreed that there would be an added risk to do a deep tunnel, especially with two bores and also having ground water seepage to contend with.

Mr. Alexander presented aerial and technical design maps of the freight rail relocation design options. These options are as follows: Modified MN&S connection, Brunswick West (proposed section A-A to C-C), and Brunswick Central (proposed section A-A to E-E). The sections that are common to both West and Central Brunswick were also shown (proposed section F-F to I-I). Mr. Alexander pointed out that we have received information from the freight companies on what geometry is needed and we also did our own analysis and traffic counts to validate the needs. SPO has conducted a search for a similar project to compare with this and has not found one. However, the freight companies will have to agree to the geometry for this option. Mr. Bill James asked what percent of the properties would be consumed by acquisition and what type of property, whether it's commercial, residential, or mixed use. Mr. Alexander indicated figuring out these percentages will be part of the next step in determining the costs.

This presentation was also given to the St. Louis Park School Board and St. Louis Park City Council on May 28, the Minneapolis Transportation & Public Works Committee on June 4, and to the Joint BAC/CAC meeting on June 6 for their input. The next steps will be: to provide this information to Met Council tonight, June 12 at 4:00pm. We will hold two public open houses and they are scheduled for June 13, we will develop cost estimates and continue with design refinement in June/July, and to present the recommended design option to the BAC/CAC (July 24 and 25 respectively)/SWCMC (August 7) and Met Council (August).

Mr. Bill James said when we had the DEIS in front of us, there was no information at that time relative to the relocation/co-location. Given where we are now, how do we capture all the points of view that are needed to weigh in and provide impactful commentary such as from the BAC/CAC, schools, businesses, etc. Mr. James said he physically cannot see how we can keep to some of these schedules, given the amount of time that's going to be required to gather those opinions and thoughtfully think them through from a business, policy, and engineering perspective. Mr. James asked how we take a pause to be thoughtful leaders and gather that kind of information. He said there is grave concern in the populous about their homes, quality of life, schools, and access to all kinds of basic services in the city. Chair Haigh recognizes that this is a lot of new information for people and everyone is working very hard to make sure the information gets out and is accessible to people, and that it is hard to absorb a lot of technical information. Chair Haigh said some of the work that the BAC and CAC will be doing in July will be extremely important to the SWCMC and she would like to wait to see what types of input we get from them, before we decide to slow down a process.

Mr. Tom Harmening said their St. Louis Park City Council's goal is to adopt a formal position on co-location and relocation and the specific options that were presented, by July 8. Mr. Harmening said they are busy reviewing the co-location and relocation options and have concerns with both options. For co-location, freight rail stays in the existing corridor and are co-located already in St. Louis Park and at Beltline and Wooddale there are some significant traffic impacts that would have to be addressed. Mr. Harmening said when you look at the relocation option, the concerns run much, much deeper and have a traumatic impact on the city. The relocation option basically splits the city with one of the lines running right through St. Louis Park's brand new high school stadium, affecting many commercial and industrial properties. Mr. Harmening indicated the other option runs within a stone's throw of an elementary school that will be elevated by at least 12 feet at the top of the track and running through the schools playground. The grades in the area of the McDonalds by the St. Louis Park high school will have a freight rail track at 21 feet in the air, which does not include the train on top of the track and he would

like to see some 3-dimensional presentations. Mr. Harmening feels it will be hard for the St. Louis Park City Council to support either of these options. Mr. Alexander said SPO is putting some 3-D images together and will have them for the open houses, showing what the co-locate and relocate would look like.

Mayor Jim Hovland is also concerned with meeting the schedule as outlined. He said the amount of work that SPO has done and delivered to the SWCMC on a monthly basis is absolutely extraordinary. Mayor Hovland does not see where the SWCMC will have a chance to analyze the costs on July 10 and then asking the SWCMC to make a decision on August 7. Mr. Alexander said SPO is in the process of developing those costs and would present them to the BAC, CAC, then to SWCMC on August 7 to show the pros and cons of the 8 different options we are looking at. Mayor Hovland asked if the schedule is to present the costs to the SWCMC and ask for a recommendation on August 7. Mr. Alexander said yes that is the intent and realize that is very aggressive. SPO is trying to get municipal consent plans together in time for the end of the 3rd quarter that reflect whatever that freight option is, whether that is co-locate or relocate. Therefore, SPO can have that design package for the LRT reflect that freight rail condition that we move forward with, for the ultimate goal of obtaining that municipal consent toward the end of the year.

Mayor Hovland requested to meet more often than the current regular once per month schedule. Mayor Tyra-Lukens agreed as she is not comfortable getting the dollar amounts on August 7 and having to also make a decision that same day. She would like to get the dollar amounts, be able to ask questions, have a week to digest the data, and then make a decision. Mayor Tyra-Lukens asked if there is an example in Minneapolis where freight rail is elevated for a distance, that the SWCMC could go take a look at. Mr. Alexander said the question also came up from the St. Louis Park School Board when we met with them. We are assembling information in both Minneapolis and the United States, to find out if there is a similar example out there and we will share the information with the various committees.

Mr. Wagenius indicated the schedule is other worldly and said we are not going to know what we can afford relative to other costs within the project. Mr. Wagenius said he does not criticize Mr. Alexander for what he is doing, what the Met Council has asked him to do, and what the federal government has required him to do, to study all these options. However, not all these options are real. Mr. Wagenius wanted to address what is on people's minds on why can't Minneapolis get more excited about these tunnel options as it sounds like a silver bullet. He said it is because they are not real, relative to the overall costs of the project. Mr. Wagenius said the sequence problem is that we will make decisions about alignment, and then later on we will make decisions about what we can afford. He said there is no intent, but there is a fundamental problem about deciding alignment now and deciding later on what you can afford. He said we can proceed down an unreal path and approve something that sounds great, then later on discover we do not have the money for it and then we will have to run it at-grade. Mr. Wagenius noted when all 5 communities approved the LPA, which presumed the relocation of freight, the city gave up on its preferred option and supported the county's preferred option, with the understanding we would not end up with co-location at-grade. He said if the tunnel just leads back to the co-location at-grade, it is no different from violating the terms under which Minneapolis agreed to sign that Hennepin County move forward with the project. Mr. Harmening said when the LPA was being discussed at a variety of levels; there was no solution for freight rail, as the LPA did not take it into consideration. Mr. Harmening agreed with Mr. Wagenius in that it is not real. The cost to do the re-location in St. Louis Park will be enormous. There is an incredible amount of bridge work, berm work, and retaining wall that has to be done.

Mayor Tyra-Lukens asked what format this will be in for the SWCMC and she would also like to see the entire line of alternatives. Chair Haigh said we will have to keep getting more definite about costs and particular components of it to be able to assemble all of it. Mr. Alexander said we are developing costs

for all those different scenarios and would ultimately have those costs for the freight rail options, as well as for the various scenarios we have been showing you over the past couple of months. Commissioner Gale Dorfman said this is a \$1.25 Billion project and while potentially we could perhaps be creative and find other solutions to help subsidize the freight solution, there is no reasonable expectation that the project budget and the resources from the federal government will go up. If anyone were to say you have got to do the right thing no matter what the cost, is not an option as the limits are clear.

Chair Haigh indicated there is some tension between wanting to get a lot of robust debate in a really timely way and keep advancing the work that is being done. She said we have a lot of timelines and commitments to a lot of people. Chair Haigh noted this is a difficult issue and a lot of challenges with it, but that there will be other difficult issues as we move on in this project. She said sometimes it is easy to put off really difficult decisions and we don't want to be in that position either. Chair Haigh pointed out that we want to have that balance of getting input, getting a lot of information out in the community, having enough time to discuss it, and then move on in a timely manner.

b. TECHNICAL ISSUE #13, 16, 17, and 18 – SWLRT STATIONS: LOUISIANA, BELTLINE, WEST LAKE, AND 21ST STREET

Due to time constraints, Chair Haigh asked Mr. Alexander to defer the SWLRT Stations, TH 100 and Cedar Lake Parkway to the next meeting on July 10th.

c. TECHNICAL ISSUE #15 and 18 – TH 100 AND CEDAR LAKE PARKWAY

Due to time constraints, Chair Haigh asked Mr. Alexander to defer the SWLRT Stations, TH 100 and Cedar Lake Parkway to the next meeting on July 10th.

4. COMMUNICATIONS AND OUTREACH UPDATE

Ms. Sam O'Connell gave an update on Communications and Outreach. SPO had a joint BAC/CAC meeting on June 6, 2013 and their focus was on freight rail. Some of the comments SPO received from the committees were: Co-location - concerns with impacts to residential properties, corridor aesthetics and noise, and they prefer the deep bore tunnel option. Relocation – concerns with impacts to school properties, visual impacts of freight rail structures, and impacts to business and residential properties. Mr. Will Roach indicated the committees really want to understand how costs fit into the different freight rail options. The committee members were very engaged with maps and how the impacts may affect them or the area. Ms. Jeanette Colby said people were civil, but those who would be affected by the options were very upset and it will be a challenge to get meaningful feedback for a positive outcome.

Mr. Roach said there was concern about MnDOT project timing on the trunk highway 100 project and the members also preferred the LRT underpass option at Cedar Lake Parkway.

Ms. O'Connell distributed a flyer to all the SWCMC members listing all the public open houses for the light rail station locations and also had copies available for the public.

Chair Haigh requested SPO to schedule another SWCMC meeting date this summer.

The meeting adjourned at 2:37pm.

Respectfully submitted,
Lynne Hahne, Recording Secretary