



**Southwest Light Rail Transitway (SWLRT)
Joint Business and Community Advisory Committee Meeting
February 21, 2013
Eden Prairie City Center
8080 Mitchell Road, Eden Prairie, MN 55344
Heritage Rooms 1-4, Lower Level
6:00 PM – 8:00 PM**

BAC Members and Alternates: Brad Bakken, Brad Plaff, Curt Rahman, Daniel K. Duffy, Dave Perner, Duane Peterson, Mark Gustafson, Michelle Swanson, Scott Gill, Steve Chelesnik, Pat MulQueeney, Will Roach.

CAC Members and Alternates: Ann Beuch, Art Higinbotham, B Aaron Parker, Barry Schade, Bill James, Bob Tift, David Greene, Derek Gunderson, Donald Eyberg, Jeanette Colby, Jeff Ylinen, Kandi Arries, Kelly Nelson, Matthew Fyten, Meg Forney, Asad Aliweyd, Neil Trembley, Rolf Peterson, Steve Cramer, Tom Jenny, Vida Ditter, John Miller, Kathryn Kottke.

Agency Staff and Guests: Robin Caufman, Sam O'Connell, Jim Alexander, Mark Fuhrmann, Dan Pfeiffer, Sophia Ginis, Daren Nyquist, Kim Proia, Katie Walker, Mark Koegler, Dave Lindahl, Robert Ellis, Pat Poifliet, Thomas Radio, Paul Mogush, Michael Quadrozi, Norann Dillin, Jack Perry, Kerri Pearce Ruch, Greg Hunt.

1. Welcome and Introductions: CAC Co-Chairs Colby and Munt and BAC Chair Roach

Chairs Colby, Munt, and Roach called the SWLRT Joint Business and Community Advisory Committee meeting to order at 6:05 PM.

2. Transitional Station Area Action Plans: Mark Koegler, HKGi

Mark Koegler provided an introduction and update presentation on the Transitional Station Area Action Plans (TSAAP) process. HKGi held a technical charrette process in which approximately eighty city and agency staff attended the workshop environment. This workshop produced approximately 130 feet of graphics highlighting land uses and connectivity to the station areas.

Mark Koegler described how the TSAAP process will include community engagement, which will improve the project outcomes. This engagement will occur on a city by city approach by engagement at community events, utilizing media and existing websites, and possibly through online videos. Mark Koegler stressed the need to coordinate TSAAP, Preliminary Engineering (PE), and city engagement with the public so that comments and ideas from the community are captured.

- Art Higinbotham asked why the technical charrette did not include members of the advisory committees? Mark Koegler explained that the technical charrette was a starting point and that they will be collaborating with the business and community as they move forward.
- Asad Aliweyd asked what is the difference between work force and affordable housing? Mark Koegler explained that they viewed work force as a more contemporary term.
- Vida Ditter stated that it would have been nice to have the user involved from the beginning not just technical staff as the first ideas set what will be worked on through the process. Mark Koegler reiterated that the technical charrette was just a first step in the process, along with reviewing previous documents, and that they will be working collaboratively with the communities throughout the TSAAP process.

3. Introduction of Community Outreach Coordinators: Sam O’Connell, Daren Nyquist, Dan Pfeiffer, Sophia Ginis, SPO

Sam O’Connell provided an introduction of the three community outreach coordinators, who have been assigned to specific geographical areas. The community outreach coordinators are the primary point of contact and resource for the community to bring information back to the engineering and design teams.

The three outreach coordinators provided a brief introduction and background of themselves;

- Dan Pfeiffer is the community outreach coordinator for Minnetonka, Hopkins, and Edina.
- Sophia Ginis is the community outreach coordinator for St. Louis Park and Minneapolis.
- Daren Nyquist is the community outreach coordinator for Eden Prairie.

4. Overview: SWLRT Preliminary Engineering Technical Issues and Decision-Making Process: Jim Alexander and Kim Proia, SPO; Dave Lindahl and Robert Ellis, City of Eden Prairie

Jim Alexander began with an overview of the Southwest Project Office and consultant organizational chart for preliminary engineering of 30% of the project, followed by the SWLRT technical issues map. The map was created using the comments received from the Draft Environmental Impact Statement (DEIS) to provide a geographical prospective of the 21 issues and 4 system-wide issues. The map will be used as a tool to address the DEIS comments. Jim explained that some issues are easier than others such as issue #9, where as the OMF location is currently a system-wide issue to identify the location then it will become a specific to that location.

- Art Higinbotham asked how issues such as station location at West Lake could be resolved when it is dependent on a resolution of the freight rail issue? Jim Alexander explained that the project is currently creating both a relocate and a co-locate design to a sufficient level to make a decision. For other stations affected, there will be designs made to accommodate either resolution. The freight rail issue is one of the top three issues and the project is looking to make a decision this summer on a resolution.
- Kandi Arries asked whether there is going to be a new DEIS to accommodate freight rail decision? Mark Fuhrmann responded that it is an FTA decision.

Jim Alexander continued the presentation, defining what project elements are included in the 30% design. The Southwest Project Office (SPO) is looking to resolve issues in 2nd/3rd quarter of 2013 with the goal of presenting Municipal Consent plans to the cities late 2013. Additional questions were raised:

- Are you working with TSAAP? Jim Alexander responded that we are meeting on a weekly basis and will continue this work going forward.
- How are public comments getting included from the DEIS into PE? Jim Alexander responded that we are working through the comments to develop engineering and design concerns, some of which are included in the technical issues map.
- Does 30% PE include designing tunnels or other structures that might be necessary? Jim Alexander responded that 30% plans are intended to identify bridges, tunnels, etc.
- What is the timeline for having an answer on the Eden Prairie Alignment and OMF? Jim Alexander responded that we are looking to resolve issues 2nd/3rd quarter of this year in order to get municipal consent plans to the cities in late 2013.
- Does St. Louis Park need to consent on the project in order for it to proceed? Yes, local consent will be pursued.
- How will communities understand the true impact of the line if they are only consenting on 30% of the plan? Jim Alexander responded that there may be some refinement based on the city's comments during municipal consent and if there are significant changes we would likely have to go back into municipal consent. The project will follow state statute 473.3994.

Jim Alexander explained the need for scoping principles because there will be refinements to the DEIS alignment and that the project is looking for input and comments from the CAC and BAC regarding these draft principles.

- A question was raised on the design criteria. Jim Alexander explained that the design criteria are a technical tool for our designers which we've established through work on Hiawatha LRT and Central Corridor LRT projects.

Jim Alexander explained the creation of Issue Resolution Teams (IRTs) which are composed of agency, city, and freight railroad staff which meet regularly to work through the technical issues. Through the Technical Issue feedback process, the project seeks to get input from various bodies on the issues before presenting the resolution to the Metropolitan Council. Community engagement is important throughout the process and may include open houses for the major issues.

5. Workshop: Technical Issue #1 - Eden Prairie Alignment

Robert Ellis, City of Eden Prairie, introduced technical issue #1 from the City of Eden Prairie's view point. The city has a preference to locate a station in the town center. The goal for the workshop is to narrow down the list of potential alignments through Eden Prairie which will then be evaluated by the project. The City of Eden Prairie knew the LPA would not work for them, but in order to move the project along choose to relook at the town center at this point in the process. Getting a station in the town center it is closer to residential both existing and future

- Art Higinbotham asked if neither co-locate or relocate are acceptable, why can't we reopen the alignment through St. Louis Park? Jim Alexander responded that we will be addressing freight rail. Mark Fuhrmann stated that this would be a NEPA process question, the Eden Prairie alignment is within ¼ mile of the DEIS which NEPA allows for, where as if LRT is evaluated on Highway 100 then NEPA may require a new start.

- A question was asked if at what point do you need to do an SDEIS because of change to the LPA? Mark Fuhrmann responded that the project does not know at this time, but that the need for a SDEIS would be a discussion with the FTA.

6. Adjourn: At 8:00 PM, with the workshop still in-progress, CAC Co-Chair Munt made an announcement that with respect to the members' time and schedules, the workshop would continue until 8:15 PM at which point the meeting would be adjourned.

Note: Committee Member Reports and Public Forum

Committee Member Reports and Public Forum did not occur. Meeting adjourned at 8:15 PM