

MPRB SWLRT CAC MEETING

August 6, 2012

AGENDA

1. **Introduction** (Jennifer Ringold)
 - a. Welcome back
 - b. Round-robin introductions
 - c. Housekeeping
 - d. Review agenda
2. **Updates** (Jennifer Ringold)
 - a. Gearing up staff to weave in their content with CAC's work – environmental, operations, forestry, and real estate; doing work now to prep for Comment Letter
 - b. Hennepin County SW LRT community works committees: elected and staff committees; Anita Tabb on elected committee and Jennifer Ringold on staff committee
 - c. *Ad hoc* interagency committee meeting regarding trails; not yet sure what its role will be in this process; Jennifer on committee and will keep the CAC informed as needed
 - d. Update on Hennepin County and Met Council's SLWRT CAC
 - e. [Round-robin updates by CAC members about their organization's work in the last 19 months](#)
2. **[Issues and Outcomes](#)** (CAC)
 - a. Walk through Issues and Outcomes document, with input based on the CAC members' homework
 - b. Discuss and make any necessary changes
3. **[Next Steps](#)** (Jennifer Ringold)
 - a. Review Proposed Timeline for Comment Letter
 - b. Set/clarify process to translate CAC's work to official Comment Letter

Proposed Timeline: DEIS Anticipated Release September 2012

The most current information we have suggests that the Federal government may release the DEIS in September 2012.

- Within 2 business days of the DEIS release we will send CAC links to the relevant sections of the DEIS related to the park system for review.
- Within a week we will hold a CAC meeting to discuss the DEIS and determine the key items to be included in the comment letter based on the Outcomes Document. In preparation for that meeting, staff will compare the DEIS contents with our Outcome document and draft a comment letter to launch your discussion.
- Within 21 days we will hold a second CAC meeting to determine the changes and additions the CAC would like to make to the draft comment letter.
- Within 35 days we will hold a third CAC meeting to finalize the CAC's recommended comment letter.
- We will then take the CAC's recommended letter to the Board of Commissioners for final approval.

CAC MEETING NOTES: 6 August 2012

Attendees: Vicki Moore, George Puzak, Neil Trembley, Jeanette Colby, John Erickson, Meg Forney, D'Ann Tupeluk, Kendall Killian, Barry Schade. Staff member [Jennifer Ringold](#). Consultant [Anne Carroll](#). **Unable to attend:** Scott Neiman, Eric Sjoding, Caitlin Compton, Matt Perry, Brian Willette, Maren McDonell, Tim Springer, Ben Hecker, Jerry Van Amerongen.

2e: Updates from CAC Members

CAC members provided information they had to share from the organizations they represent. Below is the written content they submitted.

Cedar Lake Park Association Update

From Neil Trembley

The Cedar Lake Park Association (CLPA) has been active since the last meeting.

1. CLPA created a document: *As the Southwest LRT Passes through Greater Cedar Lake Park*; CLPA has electronically distributed it to state, regional, and local stakeholders. CLPA would be happy to present it to the committee or make it available.
2. CLPA has created a separate document outlining the issues concerning co-location. CLPA would be happy to make this document available to the committee or present it.
3. CLPA, as part of Minneapolis Southwest LRT Corridor Coalition, has created a PowerPoint Presentation about how to respond to a DEIS. The coalition plans to invite Minneapolis neighborhood groups abutting the Southwest LRT corridor to attend a presentation, at an appropriate time. If they cannot attend, the coalition will offer to present at the neighbor meeting.
4. CLPA obtained a seat on the combined Metropolitan Council/Hennepin County Southwest LRT CAC and has been attending meetings and speaking out as appropriate on the issues before the committee.
5. CLPA has engaged Steve Durant of Alta Planning + Design to create drawings and come up with cost estimates for a grade-separated crossing of the Cedar Lake Regional Trail and the Southwest LRT.
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CIDNA Update

From John Erickson

In addition to serving as the MPRB rep on the SWLRT CAC for the Met Council (which really is just starting to get into prioritizing and ensuing follow up discussions), I have been meeting with neighbors and CIDNA reps to discuss news updates, planned responses and alternative design options. Additionally, as you learned last night, CIDNA and the Cedar Lake Shores Townhome Association (CLSTA) have both passed resolutions opposed to co-location of freight. Both of these resolutions, per Commissioner Dorfman's request, have been forwarded to Mark Fuhrman at the Met Council.

The Met Council staff has also obtained permission to access land in MPLS close to the corridor to do updated engineering analyses related to sound, vibration, etc. as part of their data development. CIDNA has planned a retreat (8/22) with Ann to prepare interested parties from CIDNA and elsewhere on how to respond to the DEIS.

Finally, the Met Council will be building a new sewer connection 27 feet below grade just south of Cedar Lake Pkwy that will run from Depot St under the tracks to Park Siding Park and beyond. Required easements are in the works and our understanding from discussions with Met Council staff is that this construction will not prohibit the possibility of the LRT tracks being constructed in an appropriate "depressed" manner in this segment of the corridor.

Kenwood Isles Area Association

From Jeanette Colby

Resolution opposing co-location of freight rail and light rail in the Kenilworth corridor

June 4, 2012

- *Whereas* the Kenilworth corridor passes through the Kenwood Isles Area Association (KIAA) neighborhood; and
- *Whereas* KIAA is sympathetic to the mitigation needs of St. Louis Park created by the relocation of freight rail due to the development of the Southwest LRT line in the Kenilworth corridor and encourages the highest standards of design and mitigation in all aspects of the SWLRT project; and
- *Whereas* the City of Minneapolis affirmed the choice of the Kenilworth corridor as the "Locally Preferred Alternative" route based on the proposal that freight rail be removed from the Kenilworth corridor; and
- *Whereas* the Kenilworth bicycle and pedestrian trails provide commuter and recreational opportunities to hundreds of daily users; and
- *Whereas* co-location of freight and light rail in the Kenilworth corridor would reduce the amount of space for safe recreational and commuter use by at least 15 feet; and
- *Whereas* the narrowest section of the Kenilworth corridor is only 62 feet, barely wide enough for light rail alone; and
- *Whereas* co-locating freight and light rail in the Kenilworth corridor would necessitate the destruction of many townhomes, which are considered "smart development" (high density, attractive, well maintained, privately owned), and which provide substantial property tax revenue for the City of Minneapolis, Minneapolis Schools, and Hennepin County; and
- *Whereas* co-locating freight and light rail in the Kenilworth corridor would create additional negative impacts to homeowners along the corridor, who will be significantly impacted by the new light rail line that will carry at least 200 trains per day; and
- *Whereas* the visual, auditory, and physical conditions created by the combination of freight and light rail would negatively impact the uniquely natural and tranquil Cedar Lake Park experience for users; and
- *Whereas* the Kenilworth Corridor intersects Cedar Lake Parkway, part of the Historic Grand Rounds, and freight trains coupled with more than 200 light rail trains per day would impact the experience of Grand Rounds visitors as well as automobile traffic on Cedar Lake Parkway;
- Therefore, be it resolved that the Kenwood Isles Area Association opposes the co-location of freight rail and light rail in the Kenilworth Corridor.

Minneapolis Councilmember Meg Tuthill's Office

From D'Ann Topeluk

The State has not produced their funds match required to leverage the money from the feds as of yet. The City has made the state funding a priority on our legislative agenda and our Intergovernmental Relations staff continue to advocate for this at the capitol. The County has been able to continue to move the process along due to other funding sources already committed. The City's support on this project is contingent on the freight rail relocation. The City is currently waiting on the DEIS report for the final determination on the relocation. The City has led on station area planning. The design for the Uptown station is being done to accommodate a streetcar along the greenway which would connect with the Hiawatha Line.

BMNA's Rail Layover Facility in Linden Yards East Policy Statement

From Barry Schade

February 8, 2012

The BMNA conditionally supports development of a passenger rail layover facility in east Bryn Mawr. The development must not prevent achievement of the goals articulated in the community reviewed and approved Bassett Creek Valley (BCV) Master Plan, which has been incorporated to the City of Minneapolis' Comprehensive Plan. Any rail layover facility must make Bryn Mawr and the larger community a better place to live, work and visit.

BMNA's continued support will be contingent upon:

- Successful resolution of questions, conflicts and issues (such as, but not limited to: air pollution from diesel engines, noise pollution from running engines, attractively enclosed facilities that enhance and support development above) that are a concern to the community.
- Air rights above any rail layover facility must be dedicated to and available for development
- BMNA and ROC's active and full participation in all decision making as facility planning moves forward

The BMNA looks forward to developing a constructive partnership which will result in innovative, transit-oriented development in the BCV - development that will benefit, enhance and improve the neighborhood, surrounding area and the city.

Metropolitan Council SWLRT CAC

From Jeanette Colby

See handout on the following two pages.

Charter of the Southwest LRT Community Advisory Committee (CAC)

SCOPE

The Southwest LRT Community Advisory Committee (CAC) was established in 2007 to provide guidance on community issues during the Alternatives Analysis (AA) and Draft Environmental Impact Statement (DEIS) phases of Southwest LRT project development. Members were appointed by the partner cities and neighborhood organizations to provide representation for the station areas. In 2012, the purpose, role and composition of the CAC is being expanded to provide for broader community involvement on the [Southwest LRT project](#) as it progresses through the Preliminary Engineering (PE)/Final EIS phases and Southwest LRT Community Works planning efforts to maximize and integrate economic development along the Southwest LRT line.

PURPOSE

The purpose of the CAC is to serve as a voice for the community and advise the Southwest LRT Corridor Management Committee and the Southwest LRT Community Works Steering Committee:

1. Advise on communications and outreach strategies related to Southwest LRT.
2. Provide input on light rail design and engineering topics including but not limited to station location, parking, access to station and freight rail location.
3. Provide input on station area (1/2 mile radius of station location) vision and character for development from a community perspective.
4. Review and comment on major initiatives and actions of the Southwest LRT Community Works program.
5. Identify potential issues and review strategies to mitigate the impacts of construction and operations on residences, businesses, parks and trails.
6. Serve as an information resource and liaison to the greater corridor community.

REPORTING REQUIREMENTS

A Southwest CAC member will provide reports on CAC activities to both the Southwest LRT Management Committee and the Southwest LRT Community Works Steering Committee.

RESPONSIBILITIES

Each member of the Southwest CAC agrees to:

1. Attend a majority of CAC meetings. Alternates who are replacing their CAC representative shall be upgraded and will participate in committee discussions if their representative is unable to attend. CAC representatives are encouraged to contact their alternate if they cannot attend a meeting and to caucus with their alternate for committee decision-making. Alternates may address the CAC during the public forum of the meeting.
2. Be a voice to advance the broader interests of the local community or interest they represent.
3. Routinely report back to their organization on the activities and discussions of the CAC as well as serve as a conduit of information to the broader community.
4. Actively participate in discussions by sharing ideas and expertise.

Approved at 6/14/12 CAC meeting

5. Identify issues affecting communities impacted by both the LRT project development and Community Works initiatives and assist in developing strategies for minimizing those impacts.
6. Provide feedback to the Southwest LRT Communication Steering Committee on the structure and effectiveness of the communication and public involvement efforts.
7. Listen to and respect the viewpoints of others.
8. Not revisit issues once a topic has been vetted by appropriate committees and a decision has been made by the Metropolitan Council.

MEMBERSHIP

Members will be appointed for a one-year term and reconfirmation of membership will be requested on an annual basis through at least Preliminary Engineering and Final Design.

Membership is intended to represent the diverse interests and stakeholders along the Southwest LRT line and will therefore include people from neighborhood groups, special interest groups, advocacy groups, educational institutions and ethnic communities.

If an appointed member or alternate is no longer able to participate actively in the CAC, the organization that appointed that person will be allowed to name a replacement.

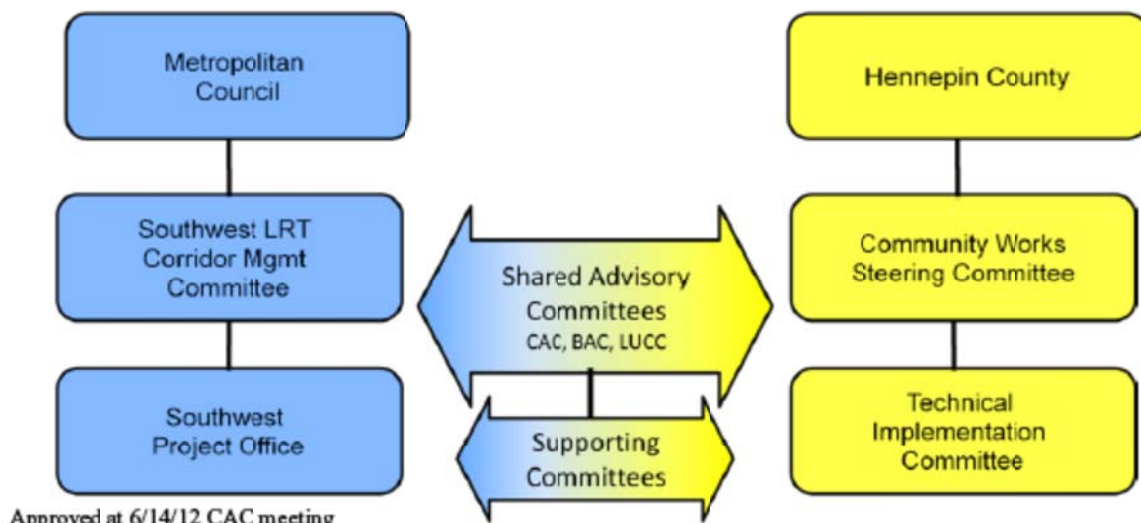
MEETINGS

The CAC will meet monthly on the second Thursday of every month, from 6:00-8:00 P.M. Meetings will be co-chaired by Jennifer Munt, Metropolitan Council District 3, and Jeanette Colby, Kenwood Isles Area Association.

Agendas will be distributed to all members at least five business days before the meeting.

Special meetings, open houses, subcommittees and focus groups will be scheduled at regular intervals and as needed.

To facilitate communication and a sharing of ideas and information, the CAC will meet jointly at least twice each year with the Business Advisory Committee (BAC). This meeting will replace a regularly scheduled CAC meeting.

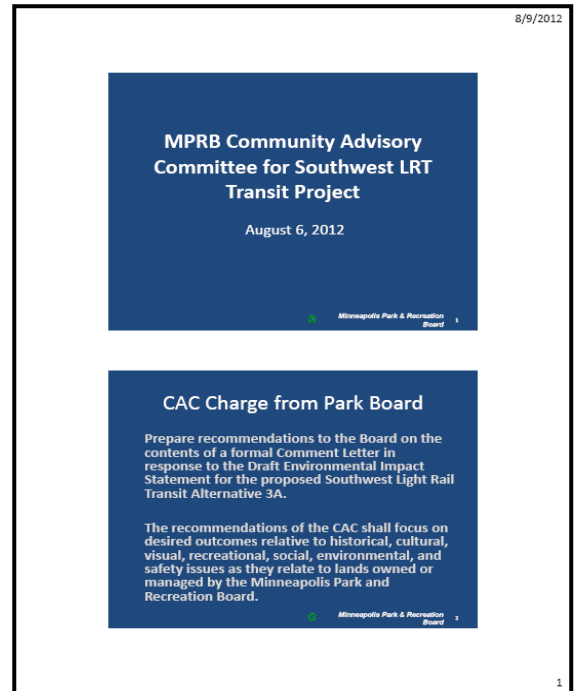


Issues and Outcomes

Jennifer Ringold prepared a PowerPoint of the CAC's previous work on Issues and Outcomes. Click on the image to display the contents in Adobe Acrobat Reader.

The intent of this CAC meeting was to focus on any new issues and outcomes related to the decision to include in the forthcoming DEIS the alternative to retain freight rail in the corridor along with the LRT and trail. Because this is *not* the designated "preferred alternative," the CAC had not previously addressed potential impacts.

Initial discussion of issues and outcomes yielded the concerns listed in the updated Issues and Outcomes document on the [SW LRT CAC section](#) of the MPRB website. The CAC also requested a special meeting in early September exclusively on this topic, at which time they will flesh these out in more detail.



Next Steps

Jennifer Ringold presented the proposed timeline below, based on the DEIS's 45 (calendar) day review schedule. Hennepin County staff anticipates the DEIS will be released in September 2012.

- Within 2 business days of the DEIS release we will send CAC links to the relevant sections of the DEIS related to the park system for review.
- Within a week we will hold a CAC meeting to discuss the DEIS and determine the key items to be included in the comment letter based on the Outcomes Document. In preparation for that meeting, staff will compare the DEIS contents with our Outcome document and draft a comment letter to launch your discussion.
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To support the CAC to meet this timeline, staff will prepare supporting materials for the CAC including technical input, a table linking the draft issues and outcomes to the DEIS contents, outline for Comment Letter, etc.