

REPORT / RECOMMENDATION



To: MAYOR AND COUNCIL

Agenda Item #: IX. A.

From: Debra Mangen
City Clerk

Date: October 14, 2013

Subject: CORRESPONDENCE

Action
Discussion
Information

Action Requested:

Attached is correspondence received since the last Council Meeting.

No action is requested.

From: Josh Garber <joshuaadamgarber@gmail.com>
Sent: Monday, October 07, 2013 10:30 PM
To: Edina Mail
Subject: No Freight Rail Re-Route

James Hovland,

As you know, there are currently 8 options to resolve the freight rail issue. There are 6 co-location options (freight rail and light rail in Kenilworth freight rail corridor) and 2 re-location options (freight rail re-routed through heart of St. Louis Park neighborhood on two story berms that require the destruction of multiple homes and businesses as well as running directly next to hundreds of homes and multiple schools). Here's a quick breakdown of the facts.

- 5 of the 6 co-location options are less expensive than the re-location options
 - The least expensive option is to adjust the bike trail for \$35M (re-route options are +\$200M)
- Co-location does not require the acquisition and destruction of homes
 - Re-route requires the acquisition and destruction of numerous homes
- Co-location does not require the acquisition and destruction of businesses
 - Re-route requires the acquisition and destruction of numerous businesses
- Co-location will run freight rail at grade level
 - Re-route requires freight rail to run on two story berms
- Co-location will not run freight rail next to any schools
 - Re-route requires freight rail to run next to multiple schools
 - One option takes out the SLP football field while the other option takes out a school playground
- Co-location will provide a significantly larger right-of-way to home property lines
 - Re-route requires freight rail to run very close to homes
- Co-location will run freight on straight rail lines
 - Re-route requires freight to run a curved rail lines
- Co-location will continue running freight traffic in a freight rail corridor
 - Re-route will move freight traffic to the heart of a St. Louis Park neighborhood on two story berms

Based on the facts that co-location is less expensive, doesn't require the destruction of homes and businesses, can run at grade level, will not run next to multiples schools, has a larger right-of-way, runs on straight rail lines and will continue to keep freight rail traffic in a freight rail corridor, I see no reason to keep the 2 re-location options on the table. I encourage you to advocate for the immediate removal for the re-location options. Thank you for you valuable time. I appreciate your attention and dedication to resolving this issue in the best interests of the Twin Cities and Minnesota.

Josh Garber

Deb Mangen

From: Katherinemcmanus <katherine@itresures.biz>
Sent: Sunday, October 06, 2013 3:00 PM
To: Edina Mail
Subject: Remove Brunswick Central from Consideration

Dear Mayor Hovland,

We want to thank you for your efforts on the Corridor Management Committee. Your calls to know the pros and cons of all eight freight rail options is important to the entire metro area, but especially important to the residents of St. Louis Park.

As you are well aware, four of the six co-location options were shelved because of property acquisitions, above grade structures and community opposition. Despite repeated requests by St. Louis Park residents for fair and equal treatment by the Southwest Planning Office (SPO) the Brunswick Central relocation option remains on the table.

Our concern is that if co-location is chosen and then in a few months it is determined that the tunneling options are technically impossible, the Met Council, with no other options on the table, will consider Brunswick Central the only option. The children and community of St. Louis Park need to be treated with the same respect as all the other communities on the SWLRT line and your request for more information has that effect.

Thank you for your very visible support for the community of St. Louis Park!

Katherine & Damian McManus
3106 Zarthan Avenue S.
St. Louis Park, MN 55416

Deb Mangen

From: Steven J. Timmer <stimmer@planetlawyers.com>
Sent: Tuesday, October 01, 2013 9:00 PM
To: Edina Mail
Cc: carrfran@gmail.com
Subject: the hitching posts . . .

To: Mayor Hovland, members of the Council, City Manager Neal, and members of the Public Works Department

Ladies and Gents,

One of the things I really did not focus on last evening – because I was absorbed by the location of the footprint of the project and the width of the sidewalk, and the need to leave because of an illness in my family – was the hitching posts. In thinking about them, though, there is no water trough for the horses to drink from while tied there and their owners have taken the bus downtown. This is, of course, a serious oversight and it is also potential animal cruelty.

Seriously, or as seriously as one can take such a foolish idea, if a bike rack is needed, put it next to the creek, where it can serve double duty, or in Utley Park, not on a private property owner's lawn. There must be limits, even to the rapacity of the Public Works Department.

It has perhaps also escaped everyone's attention that you can take you bike with you on the bus.

The proposal for bus stop pads and the hitching posts is completely ludicrous. I looked at scenario two for the west end of the street last night, and thought to myself: this isn't perfect, but we can probably work with it. But it is as though the basic idea had to pass through one more review: the Ugly Committee. And the Ugly Committee said, "No way, there are not nearly enough *geegaws* and *claptrap* for us to sign off. Come back when it is offensive enough to suit even us. So let it be written; so let it be done." And it was.

There are many reasons why the bus stop pads and hitching posts are a bad idea. First, the pads are just more unnecessary impervious surface. I still stand in slack-jawed awe of building more impervious surface and then having to figure out a way to deal with the extra runoff. Not that the proposed runty little ponds are likely to do it.

It is also altogether likely that the one person waiting for the bus can manage to squeeze on to the sidewalk.

The hitching posts will also be a hazard to navigation for pedestrians in times of low visibility, or for pedestrians with vision or attention span limitations. Has anyone every walked into a parking meter? It is actually pretty easy to do. These would be easier. Or for a younger child riding a bike on the sidewalk (they do that, you know) to hit. I'll bet the city's sidewalk snowplow operators would love 'em, too.

But there is another even more serious problem with the bus stop pads and the hitching posts. They are not within the scope of the right of way grant by the platter of South Harriet Park. If the right of way is unlimited, then the city could as well set up a series of slender travelers' aid stations or city enterprise lemonade stands in the right of way. Clearly, it cannot.

If the city is really serious about these things, then I submit it better get an iron-clad, no-escape legal opinion from the city attorney that it may usurp private property owners' property in this way. And I'd be very interested to see it.

Sincerely, Steve Timmer

Steve Timmer
stimmer@planetlawyers.com

5348 Oaklawn Avenue

From: Josh Garber <joshuaadamgarber@gmail.com>
Sent: Tuesday, October 01, 2013 9:20 PM
To: Edina Mail
Subject: Freight Rail Solution

Jim Hovland,

THANK YOU FOR YOUR LEADERSHIP ON THIS IMPORTANT ISSUE! There are 8 options to resolve the freight rail issue that's impacting the future of the Southwest Light Rail Corridor. The logical choice, and least expensive choice, is to MOVE A SMALL SECTION OF THE BIKE TRAIL however here are all 8 options and the costs associated with each option.

Co-Location Options

1. Relocate a section of the bike trail in the Kenilworth freight rail corridor. Avoids residential property acquisitions. **\$35M.**
2. Elevate a section of the bike trail in the Kenilworth freight rail corridor. Avoids residential property acquisitions. **\$50M.**
3. All modes (freight, light rail, trail) run at grade level in the Kenilworth freight rail corridor. Residential property acquisition = 32. **\$50M.**
4. Light rail elevated in the Kenilworth freight rail corridor. Avoids residential property acquisitions. **\$105M.**
5. Light rail in a shallow tunnel in the Kenilworth freight rail corridor. Avoids residential property acquisitions. **\$150M.**
6. Light rail in a deep tunnel in the Kenilworth freight rail corridor. Avoids residential property acquisitions. **\$320M.**

Re-Location Options

7. Re-route freight trains from Kenilworth freight rail corridor and run them through a quiet residential St. Louis Park neighborhood on two story elevated berms. Requires the destruction of 46 homes and businesses, runs directly next to multiple schools, requires destruction of St. Louis Park football field, requires construction of freight rail bridge structures, requires reconfiguration of Highway 7 and local roads. **\$210M.**
8. Re-route freight trains from Kenilworth freight rail corridor and run them through a quiet residential St. Louis Park neighborhood on two story elevated berms. Requires the destruction of 32 homes and businesses, runs directly next to multiple schools, requires construction of freight rail bridge structures, requires reconfiguration of Highway 7 and local roads. **\$200M.**

The best choice, in terms of safety and financial considerations, is to simply adjust a small section of the bike trail. The railroad companies have no concerns with this option, freight rail traffic will keep running as usual. The development of the Southwest Light Rail project will continue as planned. The cost savings will help transportation needs of other parts of the metro. The bike trail will still exist. Up to 46 homes will be saved. The safety of the St. Louis Park students will be unharmed.

Please make the logical choice and advocate to keep freight rail traffic in the Kenilworth freight rail corridor.

Thank you,
Josh Garber

From: Jean Colwell <jeancolwell13@gmail.com>
Sent: Wednesday, October 02, 2013 8:30 AM
To: Ann Swenson; Anne Carroll; Edina Mail; Joni Bennett; Josh Sprague; Mary Brindle (Comcast); Wayne Houle; Anne Jennen; Ann Kasid; Anne Epple; Carol Kaliebe; Dennis La France; Gary Hanus; Gloria Sullivan; Jamie Sullivan; Jim Grotz; John Adams; John Crabtree; Kathryn A Bennett; Kathryn Green; Kathryn Koessel; Kevin Green; Kris Ross; Lisa O'Brien; Lori Grotz; Lou Gilbert; Mark Epple; Mary Dykstra; Mary Ryder; Nancy Fergensen; Pam Starky; Rick Fergensen; Shari La France; Steve Jennen; Steve Timmer; Teri Whaley; Tom Brower; Trudy Hanus; Sharon Allison; Chad Millner
Subject: 54th Street Reconstruction

Dear Mayor, City Council Members, and Engineering Department:

We attended the meeting at City Hall Monday night to view the proposed layouts for the Reconstruction of 54th Street. Although we appreciate the chance to weigh in on the proposals we were disappointed with inaccurate renderings of plot lines and the lack of any formal way to provide feedback on Monday night other than post it notes. We were told that there would be a survey to fill out following the meeting and that the survey was only going to be available till October 5th. Because no handouts were provided and there is nothing yet on the city web site, our comments are from what we learned from the proposals shown to us on Monday night.

The most alarming statement we heard from a couple of city officials was that even though they valued the opinion of those of us who live along 54th street, they have to look at the big picture and consider everyone who uses the road. We are concerned that we will lose five to ten feet of our lawn and driveway, our privacy, our quality of life (additional noise, closeness to moving traffic), and our house value. These considerations seem to be less important than providing a wider street for people accessing our neighborhood as a drive through to another part of town, a faster route to Highway 100 or 62, or a by pass around 50th and France. One city official said how "unfortunate" it was that the developers at the time (1930-1940's) built our homes so close to the road.

There were elements of the designs that were unnecessary, such as the landing pads for bus riders and the bike racks. Our neighborhood does not need bike racks and it is out of character for any residential area. Proposal One for the west side of 54th Street called for elevating the road outside our driveway, installing storm drains that are inefficient in the winter, and even removing our neighbors garage and trees. There seem to be no budget constraints for this project. If there is money to be spent, put it into the bridge design, using stone and natural materials that will enhance the look and feel of our neighborhood.

As for bike lanes - we have many large signs on 54th street that show the way to 44th Street as a biking route. I wonder how folks figured that out before these signs were in place. And yet, on 44th street, there are only a couple of small signs that say "Edina shares the road" with a small bike icon under it. There are no stripes for bike lanes and no bike drawings painted on the road. We also notice that there were no mention of speed limits or crosswalks. And neither bridge design included a sidewalk or an area for viewing the creek which has always been there and is a chance to view the beauty of the creek.

We object to any proposal that is going to substantially widen the road, remove trees, or put in more impervious surfaces. Proposal Two had the better scenario, but still needs refinement.

We are the most important "stakeholders" in this project and hope that you will respectfully listen to our feedback.

Jean and Bryan Colwell



[Click here to Reply or Forward](#)

Deb Mangen

From: Joel Stegner <joel.r.stegner@gmail.com>
Sent: Wednesday, October 02, 2013 12:48 PM
To: Edina Mail
Subject: Listening to the public

Mayor Hovland -

I ran across this article that suggests that there are some pretty interesting ways for city government to get input from ordinary citizens, without an elaborate process. While I can see issues with this specific approach, I thought its creativity might engender some new ideas as to how to better get public input, without having it take more of the precious meeting time of the City Council.

Thanks,
Joel Stegner

Seoul government's giant ear sculpture actually listens to the public's opinion

Yobosayo is a large sculpture that records the opinions of passersby and relays it over speakers in City Hall.



📅 **2nd October 2013** in **Fashion & Beauty, Government, Non-profit, Social cause.**

In a true democracy every citizen has a voice, but it can be the case that many don't feel like politicians actually listen to it. In order to promote itself as open to what the public has to say, the Seoul government has installed **Yobosayo** – a large, ear-shaped sculpture that records the opinions of passersby and relays it over speakers in City Hall.

Designed by artist Yang Soo-in, the sculpture's title means 'Hello?' in Korean and is situated outside City Hall, where disgruntled citizens would normally head to lodge a formal civic complaint by filling out a form. Instead, the big ear sounds a message when someone walks past, inviting them to leave a message for officials. Passersby can lean into the sculpture to offer criticism or praise of the government's services, their opinions on current political events or even just air their thoughts. Whatever they have to say is recorded by a microphone located inside the ear and each message is then relayed through speakers located around City Hall. Sensors on each speaker detect how many officials are listening at the time and the soundbites that attract the biggest audience are saved for posterity – hopefully for authorities to take into consideration.

We've seen how Textizen in the US has been using community noticeboards and text replies to gather the views of the public, and this is another project that empowers members of the community. The project acts both as a public art installation and a quirky, engaging way for those sole voices to be heard – literally. How else can governments instil confidence that they really do serve the people by giving them a platform for direct communication with representatives?

Website: www.lifethings.in

Contact: life@lifethings.in

Spotted by: Murray Orange

Deb Mangen

From: Peyton Robb <to-from@att.net>
Sent: Wednesday, October 02, 2013 1:32 PM
To: Edina Mail
Subject: Robb Trees Resolved

Council Members and Scott,
Thank you very much for bringing a satisfactory result to my request...Peyton Robb

Deb Mangen

From: trisha@signumgraphics.com
Sent: Wednesday, October 02, 2013 5:22 PM
To: JoniBennett12@comcast.net; JoshSprague@edinarealty.com; SwensonAnn1@gmail.com
Cc: Edina Mail; Mary Brindle (Comcast)
Subject: Hooten Cleaners

Dear Council Members Bennett, Swenson and Sprague...

I wish to give you my opinion about the Council's taking of the property belonging to the Parks family. Your actions are a disgrace to our Edina history of strong business and family life. You behaved no differently than a lynch mob. You ignored the law and your obligation of due diligence as council members.

Your action will have a chilling effect on our city's ability to attract new businesses and the cavalier way you treated such fine citizens is reprehensible.

I commend Mayor Hovland and Council Member Mary Brindle for your prudent, lawful approach taken on this issue. I wish you had prevailed.

Thank you and regards,
Trisha Nelson

Trisha Nelson | SIG*Num Graphics
PO Box 24165 | Edina MN 55424
952-484-9274 ph | 952-938-5498 fax

trisha@signumgraphics.com

Deb Mangen

From: Bob Strachota <value@shenehon.com>
Sent: Thursday, October 03, 2013 9:59 AM
To: Edina Mail; James Hovland
Cc: ronpeltier@homeservices.com
Subject: October 7 - UST Real Estate student project - building permit

Jim,

On Monday, October 7, students from the University of St. Thomas Real Estate Program will be pulling a building permit for their Luxury Home Fundraising Project. All profits from the construction of this house will go towards student scholarships in Real Estate. The students are doing this at 11:30AM at City Hall in case you are around for a photo with the students. JMS Custom Homes is volunteering all of their services towards the construction of this home which will be in the Spring Parade.

Best Regards,

Bob Strachota
Co-Chair of the UST Real Estate Advisory Board

cc: Ron Peltier, Co-Chair UST Real Estate Advisory Board

From: Extra Mile America <extramileamerica.foundation@yahoo.com>
Sent: Thursday, October 03, 2013 10:01 AM
To: Edina Mail
Subject: From Extra Mile Day Founder, Shawn Anderson

Follow Up Flag: Follow up
Flag Status: Completed

Dear Mayor Hovland,

“Extra Mile Day” is almost here, and I’d like to introduce myself. My name is Shawn Anderson, and I am the Founder of “Extra Mile Day.”

As of this email, I am happy to report that 370 inspirational mayors have declared “Extra Mile Day” and are recognizing the value “extra mile” heroes have in making their local community stronger.

I still have my fingers crossed that you will also honor this November 1, extra-mile date with a proclamation.

“Extra Mile Day” acknowledges the power we each have to create positive change in our communities when we personally go the extra mile. Of course, it’s easy to feel that our single voice doesn’t matter. “Extra Mile Day,” however, is about declaring the opposite. Whether it is one elected official or one non-elected government employee, whether it is one citizen, one business, or one organization...ONE going the extra mile does make a difference.

When I first envisioned “Extra Mile Day” in 2009, I was pedaling a bike across the 110 degree Nevada desert as a part of an ocean-to-ocean bike ride symbolizing what it means to “go the extra mile” in life. Thankfully, our team was able to share the power of that sun-assisted vision with 23 mayors who thought the idea was pretty good.

This year on November 1, we are confident that 400+ cities will join the cause and recognize those in their communities who give so generously of their time, passion, and resources to make the community stronger.

I hope you give “Extra Mile Day” one final consideration; I hope that we can count on your city to make this unique declaration. (Declaration language is below.)

With gratitude,

Shawn Anderson
Founder
Extra Mile America

Here is sample wording you could use in your proclamation:

WHEREAS, (city, state) is a community which acknowledges that a **special vibrancy exists within the entire community** when its individual citizens collectively “**go the extra mile**” in **personal effort, volunteerism, and service**; and

WHEREAS, (city, state) is a community which encourages its citizens to **maximize their personal contribution to the community by giving of themselves wholeheartedly and with total effort, commitment, and conviction** to their individual ambitions, family, friends, and community; and

WHEREAS, (city, state) is a community which chooses to shine a light on and celebrate individuals and organizations within its community who “**go the extra mile**” in **order to make a difference and lift up fellow members of their community**; and

WHEREAS, (city, state) acknowledges the **mission of Extra Mile America to create 400 Extra Mile cities in America** and is proud to support **“Extra Mile Day” on November 1, 2013.**

NOW THEREFORE, I, Mayor of (city, state) do hereby proclaim **November 1, 2013** to be **Extra Mile Day**. I urge each individual in the community to take time on this day to not only “go the extra mile” in his or her own life, but to also **acknowledge all those who are inspirational in their efforts and commitment to make their organizations, families, community, country, or world a better place.**

Proclamations can be scanned and emailed to us or mailed to:

Extra Mile America Foundation
5034 Runway Drive
Fair Oaks, CA 95628

PS: If you need additional information, please contact our own superstar volunteer, Christine Ott at Christine@ExtraMileAmerica.org or call her at [310-619-3205](tel:310-619-3205)

Deb Mangan

From: Mark Bray <MARK_BRAY@edenpr.k12.mn.us>
Sent: Thursday, October 03, 2013 3:23 PM
To: Edina Mail
Cc: jonibennett12@comcast.net; swensonann1@gmail.com; Mary Brindle (Comcast); joshsprague@edinarealty.com
Subject: Chief Jeff Long Query Officer Concern

Dear Chief Long,

I am writing about an action of Officer D. Cizek Officer Number 178. He stopped me right at the intersection of 169 and 494. I had been evading an older Infiniti Q-56 that had been riding my rear bumper including bumping my much smaller convertible Chrysler Crossfire Convertible. This started on 169 North. I explained to the Officer Cizek what had been happening with several details. My 25 year old son who is a Luther Finance Manager was in the car with me as we were going downtown. When I saw the Officer's Vehicle in the middle of the road at the spot near where 494 goes West towards Eden Prairie, I slowed and the Infiniti Q-56 veered across the several lanes and went West. I could have done that if I were speeding for time sake, but I was speeding to elude the danger from the driver in the Infiniti. The officer told me when he wrote the ticket that he had written all of the details of this in his database. He saw the Infiniti on my bumper as we both came into his view and then saw the Infiniti cross several lines of traffic. My Cadillac allows me to call from my mirror, but the Crossfire has no such ability nor did I have my phone available to make such a call. We had gone to the shoulder to let the Q56 pass but it veered over to us and came up and started pushing on the Crossfire South of the spot we encountered the officer. I am being told by Hennepin County that this shows up no where in their notes. I would like to know if these notes are present somewhere else, or if the officer lied to me. Please advise.

I am Social Studies Department Chair at Eden Prairie High School, and I am appalled if he chose to deceive me this way.

Please advise.

Sincerely,

Mark Bray, M.Ed.

From: arthur higinbotham <ahiginbotham@msn.com>
Sent: Thursday, October 03, 2013 9:06 PM
To: O'Connell, Sam
Cc: mark.fuhrmann@metc.state.mn.us; mark.fuhrmann@metrotransit.org; peter.mclaughlin; Gail.Dorfman; jan.callison; peter.rogoff fta; peter.wagenius@ci.minneapolis.mn.us; thomas.johnson@gpmlaw.com; Stuart A Chazin; EldonJohn; jeanette Colby; jennifer.munt@metc.state.mn.us; jeff.r.johnson; slfelicity; cwreg w; Nancy Green; mikeerlandson@gmail.com; anita; lisa Goodman; David Lilly; MNRealtors; Fitzmaurice, Shelley; julieannsabo; courtneyck@comcast.net; susan.haigh; brian.lamb; brimgroup; Edina Mail
Subject: RE: SWLRT Open House October 10

How many Met Council members have committed to attend? Their presence is very important.

There are several issues that remain unanswered if the recommendation for a shallow tunnel for the LRT is approved for presentation to the Met Council:

1. Jim Alexander keeps referring to the proposal as taking no structures or residences, but only a sliver of CLSHA property to temporarily move the freight tracks to excavate the LRT tunnel. That will move the freight rail to within 10 feet of homeowner bedroom windows for 2 years of construction, will cause many sleepless nights and sleep medication for residents, will cause increased vibrational damage to the homeowners' buildings, will bring noise and dust from the excavation to the entire neighborhood, and will interrupt the run-off of rain water to CLSHA's sump in the forested area just southwest of the townhome association on association property. It will also result in the deforestation of this narrow strip, which contains many mature trees that shield the townhomes from the noise of the freight rail and reduce the visibility of the freight to the residents. For Commissioner McLaughlin's information, there is no buckthorn in this sliver; if we find any, we will be glad to ship it to his office. The trees that shield the townhomes are controlled plantings and have reached 100 feet in height in many cases.
2. The Project Office has not responded to the Calhoun Isles Condominium concerns about the so-called abandoned 10 foot strip on their side of the corridor; where is the title? If Calhoun Isles has used this strip as a buffer from freight noise to its residents, do they not have de facto title to this strip? The Project Office has been advised that the foundations of the grain elevator tower extend three feet from the base of the tower; Jim Alexander's drawing show one of the tunnels coming to within one foot of the base of the tower. Is the Met Council prepared to accept liability for shifting of the tower base, including collapse of the tower?
3. The environmental impact of running 250 LRT trains and an ever increasing number of freight trains at grade across the Cedar/Isles channel has not been assessed. Users of the channel will be exposed to 1000 feet of rail traffic visible to channel users as the rail emerges from the south tunnel and re-enters the north tunnel. The concrete bridges for LRT, freight and trails will be 145 feet wide and will require channel users to pass under 45 feet of concrete structure as they pass through the channel. This scenario qualifies as a worst example of urban degradation of our park system. Bury it deep!
4. Last but not least is the two year diversion of the bike and pedestrian trails onto busy city streets for the 1.4 mile length of the corridor. The Dean Parkway/Cedar Lake Parkway intersection is currently being reconstructed because of safety hazards to drivers and trail users; adding diverted Kenilworth trail users will make this intersection more hazardous than it was to begin with. 567,000 people use the Kenilworth corridor today from all over Hennepin County. Working so hard to satisfy the needs of commuters from low density suburbs to the disadvantage of trail users is a travesty.

5. Co-locating freight and light rail through the West Lake St. station, where two light rail tracks, a freight track, pedestrian and bicycle trails and a proposed street car from Uptown will all have to be accommodated is a joke--if it weren't part of this proposal. Even though an elevator is included in the capital costs to get riders from the Lake Street viaduct down to the station, no provision is made for bus drop-off pullouts on the bridge, nor is there any provision for access to the station from areas north of Lake Street. \$1.553 billion will not get the job done.

6. To ask municipalities for consent to this proposal before completing the preliminary engineering on the project or before complete environmental assessments are submitted has the cart before the horse. Any private corporation would toss this proposal back to the drawing board when consent decisions are requested without total informational input; the excuse that time is of the essence in view of competing new starts proposals is erroneous. What should matter is what is best for the nation's transit needs, not to stop Minnesota's hogs at the federal trough before anyone else can get their snouts into the feeder.

To have unelected volunteers with no prior engineering experience making decisions on freight and LRT location is irresponsible, if not dangerous.

Art Higinbotham

From: sam.oconnell@metrotransit.org
To: sam.oconnell@metrotransit.org
Subject: SWLRT Open House October 10
Date: Fri, 4 Oct 2013 00:18:27 +0000

Good Evening SWLRT CMC, BAC, CAC, TPAC Members and Alternates:

The Southwest LRT Project Office presented a draft recommendation for the scope and basic design of the light rail line to the project's Corridor Management Committee on October 2. The draft recommendation includes building shallow tunnels for LRT trains through the Kenilworth Corridor in Minneapolis, eliminating the proposed LRT station at 21st Street and keeping existing freight rail service in the area.

We want to share with you that the Metropolitan Council will host a public open house on Thursday, October 10, 2013 to receive public input on the project office's draft recommendation for the scope and basic design of the Southwest LRT (Green Line Extension) project in Minneapolis.

This open house will provide an opportunity for community members to ask questions and provide feedback on the draft recommendation before the Metropolitan Council considers it. At this open house, the public will be able to talk with Council members and project staff one-to-one and view engineering drawings of the shallow tunnels. No testimony or formal presentations are planned; however, comment cards and sticky notes will be provided to share thoughts and ideas on the proposed plans.

Please help us spread the word to others that would benefit in participating in the open house by sharing the attached flyer.

Thank you and we look forward to seeing you next week.

Open House Date, Time & Location:

Thursday, October 10, 2013

5:30 – 7:30 p.m.

Kenwood Community Center

2101 West Franklin Avenue, Minneapolis

map: <http://goo.gl/maps/Tkq84>



Sam O'Connell, AICP

Manager | Public Involvement

sam.oconnell@metrotransit.org

P. 612.373.3815 | F. 612.373.3899

Southwest LRT Project Office

6465 Wayzata Blvd., Suite 500 | St. Louis Park, MN | 55426 | swlrt.org

CONNECT WITH US



Deb Mangen

From: julie sabo <julieannsabo@yahoo.com>
Sent: Thursday, October 03, 2013 9:15 PM
To: arthur higinbotham; O'Connell, Sam
Cc: mark.fuhrmann@metc.state.mn.us; mark.fuhrmann@metrotransit.org; peter. mclaughlin; Gail. Dorfman; jan. callison; peter. rogoft fta; peter.wagenius@ci.minneapolis.mn.us; thomas.johnson@gpmlaw.com; Stuart A Chazin; EldonJohn; jeanette Colby; jennifer.munt@metc.state.mn.us; jeff. r. johnson; slfelicity; cwreg w; Nancy Green; mikeerlandson@gmail.com; anita; lisa Goodman; David Lilly; MNRealtors; Fitzmaurice, Shelley; courtneyck@comcast.net; susan. haigh; brian. lamb; brimgroup; Edina Mail
Subject: Re: SWLRT Open House October 10

Important the Met Council members attend? What are they able or willing to do? What exactly is their intention? What are they expecting to hear that hasn't already been said over and over to them before? They have already blown the bank on Eden Prairie. Good grief!

This is scheduled for after their vote, or has it been postponed again?

Julie

From: arthur higinbotham <ahiginbotham@msn.com>
To: "O'Connell, Sam" <sam.oconnell@metrotransit.org>
Cc: "mark.fuhrmann@metc.state.mn.us" <mark.fuhrmann@metc.state.mn.us>; "mark.fuhrmann@metrotransit.org" <mark.fuhrmann@metrotransit.org>; peter. mclaughlin <peter.mclaughlin@co.hennepin.mn.us>; Gail. Dorfman <gail.dorfman@co.hennepin.mn.us>; jan. callison <jan.callison@co.hennepin.mn.us>; peter. rogoft fta <peter.rogoft@dot.gov>; "peter.wagenius@ci.minneapolis.mn.us" <peter.wagenius@ci.minneapolis.mn.us>; "thomas.johnson@gpmlaw.com" <thomas.johnson@gpmlaw.com>; Stuart A Chazin <stuart@chazingroup.com>; EldonJohn <eldonjohn@hotmail.com>; jeanette Colby <jmcolby@earthlink.net>; "jennifer.munt@metc.state.mn.us" <jennifer.munt@metc.state.mn.us>; jeff. r. johnson <jeff.r.johnson@co.hennepin.mn.us>; slfelicity <slfelicity@aol.com>; cwreg w <cwreg@msn.com>; Nancy Green <nancygreen1@comcast.net>; "mikeerlandson@gmail.com" <mikeerlandson@gmail.com>; anita <anita@robtabb.com>; lisa Goodman <lisa.goodman@ci.minneapolis.mn.us>; David Lilly <dlilly@danburygroup.com>; MNRealtors <mnrealtors@aol.com>; "Fitzmaurice, Shelley" <sfitzmau@tcfbank.com>; julieannsabo <julieannsabo@yahoo.com>; "courtneyck@comcast.net" <courtneyck@comcast.net>; susan. haigh <susan.haigh@metc.state.mn.us>; brian. lamb <brian.lamb@metc.state.mn.us>; brimgroup <brimgroup@aol.com>; "edinamail@ci.edina.mn.us" <edinamail@ci.edina.mn.us>
Sent: Thursday, October 3, 2013 9:06 PM
Subject: RE: SWLRT Open House October 10

How many Met Council members have committed to attend? Their presence is very important.

There are several issues that remain unanswered if the recommendation for a shallow tunnel for the LRT is approved for presentation to the Met Council:

1. Jim Alexander keeps referring to the proposal as taking no structures or residences, but only a sliver of CLSHA property to temporarily move the freight tracks to excavate the LRT tunnel. That will move the freight rail to within 10 feet of homeowner bedroom windows for 2 years of construction, will cause many sleepless nights and sleep medication for residents, will cause increased vibrational damage to the homeowners' buildings, will bring noise and dust from the excavation to the entire neighborhood, and will interrupt the run-off of rain water to CLSHA's sump in the forested area just southwest of the townhome association on association property. It will also result in the deforestation of this narrow strip, which contains many mature trees that shield the townhomes from the noise of the freight rail and reduce the visibility of the freight to the

residents. For Commissioner McLaughlin's information, there is no buckthorn in this sliver; if we find any, we will be glad to ship it to his office. The trees that shield the townhomes are controlled plantings and have reached 100 feet in height in many cases.

2. The Project Office has not responded to the Calhoun Isles Condominium concerns about the so-called abandoned 10 foot strip on their side of the corridor; where is the title? If Calhoun Isles has used this strip as a buffer from freight noise to its residents, do they not have de facto title to this strip? The Project Office has been advised that the foundations of the grain elevator tower extend three feet from the base of the tower; Jim Alexander's drawing show one of the tunnels coming to within one foot of the base of the tower. Is the Met Council prepared to accept liability for shifting of the tower base, including collapse of the tower?

3. The environmental impact of running 250 LRT trains and an ever increasing number of freight trains at grade across the Cedar/Isles channel has not been assessed. Users of the channel will be exposed to 1000 feet of rail traffic visible to channel users as the rail emerges from the south tunnel and re-enters the north tunnel. The concrete bridges for LRT, freight and trails will be 145 feet wide and will require channel users to pass under 45 feet of concrete structure as they pass through the channel. This scenario qualifies as a worst example of urban degradation of our park system. Bury it deep!

4. Last but not least is the two year diversion of the bike and pedestrian trails onto busy city streets for the 1.4 mile length of the corridor. The Dean Parkway/Cedar Lake Parkway intersection is currently being reconstructed because of safety hazards to drivers and trail users; adding diverted Kenilworth trail users will make this intersection more hazardous than it was to begin with. 567,000 people use the Kenilworth corridor today from all over Hennepin County. Working so hard to satisfy the needs of commuters from low density suburbs to the disadvantage of trail users is a travesty.

5. Co-locating freight and light rail through the West Lake St. station, where two light rail tracks, a freight track, pedestrian and bicycle trails and a proposed street car from Uptown will all have to be accommodated is a joke--if it weren't part of this proposal. Even though an elevator is included in the capital costs to get riders from the Lake Street viaduct down to the station, no provision is made for bus drop-off pullouts on the bridge, nor is there any provision for access to the station from areas north of Lake Street. \$1.553 billion will not get the job done.

6. To ask municipalities for consent to this proposal before completing the preliminary engineering on the project or before complete environmental assessments are submitted has the cart before the horse. Any private corporation would toss this proposal back to the drawing board when consent decisions are requested without total informational input; the excuse that time is of the essence in view of competing new starts proposals is erroneous. What should matter is what is best for the nation's transit needs, not to slop Minnesota's hogs at the federal trough before anyone else can get their snouts into the feeder.

To have unelected volunteers with no prior engineering experience making decisions on freight and LRT location is irresponsible, if not dangerous.

Art Higinbotham

From: sam.oconnell@metrotransit.org
To: sam.oconnell@metrotransit.org
Subject: SWLRT Open House October 10
Date: Fri, 4 Oct 2013 00:18:27 +0000

Good Evening SWLRT CMC, BAC, CAC, TPAC Members and Alternates:

The Southwest LRT Project Office presented a draft recommendation for the scope and basic design of the light rail line to the project's Corridor Management Committee on October 2. The draft recommendation includes building shallow tunnels for LRT trains through the Kenilworth Corridor in Minneapolis, eliminating the proposed LRT station at 21st Street and keeping existing freight rail service in the area.

We want to share with you that the Metropolitan Council will host a public open house on Thursday, October 10, 2013 to receive public input on the project office's draft recommendation for the scope and basic design of the Southwest LRT (Green Line Extension) project in Minneapolis.

This open house will provide an opportunity for community members to ask questions and provide feedback on the draft recommendation before the Metropolitan Council considers it. At this open house, the public will be able to talk with Council members and project staff one-to-one and view engineering drawings of the shallow tunnels. No testimony or formal presentations are planned; however, comment cards and sticky notes will be provided to share thoughts and ideas on the proposed plans.

Please help us spread the word to others that would benefit in participating in the open house by sharing the attached flyer.

Thank you and we look forward to seeing you next week.

Open House Date, Time & Location:

Thursday, October 10, 2013

5:30 – 7:30 p.m.

Kenwood Community Center

2101 West Franklin Avenue, Minneapolis

map: <http://goo.gl/maps/Tkq84>



Sam O'Connell, AICP

Manager | Public Involvement

sam.oconnell@metrotransit.org

P. 612.373.3815 | F. 612.373.3899

Southwest LRT Project Office

6465 Wayzata Blvd., Suite 500 | St. Louis Park, MN | 55426 | swlrt.org

CONNECT WITH US



From: Jack Rice <ricecompany@aol.com>
Sent: Friday, October 04, 2013 10:13 AM
To: Superintendent@EdinaSchools.org; James Hovland
Subject: Parades

Gentlemen,

The arrival of the Sun Current yesterday reminded me to send you my concerns about parades in Edina. I love and support both the Homecoming and Fourth of July parades. However, I hope that someday the pictures and the story in the Sun Current don't have to report some tragedy along the lines of a child being hurt or killed by a vehicle while the child [or children] were chasing some candy randomly thrown into the crowd.

The throwing of objects [mostly candy] causes the young kids, say ages 3 to 10, to act like beggars in some third world country. They throw caution to the winds and run any place in the street to retrieve a piece of candy none of them need. There are various motorized vehicles from fire trucks to private cars driven by drivers of all ages and experience in both parades. It must be almost impossible to see everybody in the path of the vehicles. I would not have wanted to have had the responsibility of being one of the drivers last Friday.

In my perfect world, the banning of throwing anything would be the norm. But, I recognize I'm a curmudgeon and in my perfect world there wouldn't be a lot of fun. Perhaps a reasonable alternative would be to allow candy or footballs or whatever to be distributed by hand at the curbs. How this could be controlled is another question. I think the city has a Fourth of July parade committee. Maybe the district has a Homecoming Parade committee.

I saw you two sharing a car in the Homecoming parade. Maybe it looks different from that perspective, but I encourage you both to think about whether we are continuing a standard pattern for the parades that may someday lead to a tragedy.

Thanks,

Jack
Jack Rice | 612-341-2464
4900 IDS Center
Mpls, MN 55402
ricecompany@aol.com

Deb Mangen

From: Gopal Khanna <gopal.khanna@gmail.com>
Sent: Friday, October 04, 2013 3:57 PM
To: Edina Mail
Subject: VIP Reception Invitation
Attachments: CSS.VIP.Reception.Invite.pdf

Dear James,

I trust you have had a nice summer with family and friends.

I would be honored and pleased if you would join me as my personal guest at the VIP Reception scheduled October 21st from 5:00pm to 7:30pm at the Minneapolis Club. This registration is in launch of Cyber Security Summit 2013 (<http://cybersecuritysummit.org/agenda.html>).

As you can see, we are taking an approach of bringing technical staff, senior business, government leaders, and a broad spectrum of decision makers in order to understand each others viewpoints and secure out vital data assets in the country. Attached is a PDF for an invite, please use the discount code provided to register for the reception (<http://cybersecuritysummit.org/regoptions.html>).

Please follow the link to my recent article I have written for the Star Tribune, referencing our vulnerabilities to cyber attacks (<http://www.startribune.com/opinion/commentaries/164666376.html?page=all&prepage=1&c=y#continue>).

Please do not hesitate to call me on my mobile number if you would like to discuss the issue of cyber attacks on our business and government assets, or any other questions you may have. You may also reach out to my Policy and Strategy Assistant Matt Cleghorn via email (clegh007@umn.edu) or his cell ([507-273-4562](tel:507-273-4562)).

I'm looking forward to seeing you soon.

Best regards,

Gopal

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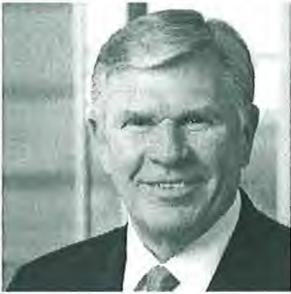
Gopal Khanna
Cell: 952-484-5123
Email: gopal.khanna@gmail.com



Dr. Ron Ross

Fellow, National Institute of Standards and Technology (NIST)

Member responsible for developing and ruling out guidelines to meet the Presidential Executive Order



Lt. General Harry D. Raduege, Jr.

Chairman, Deloitte Center for Cyber Innovation.

Internationally recognized expert on developing and implementing cyber security strategies for public and private sectors

Please join me at the Cyber Security Summit 2013 VIP Reception to meet Dr. Ron Ross, Lt. General Harry Raduege, and other distinguished speakers and guests.

The focus of Cyber Security Summit 2013 is to bring together business leaders and IT/cyber security technologists to construct actionable solutions.

Dr. Ross will preview his Summit presentation on the implications from the Presidential Executive Order as well as highlight the cross-sector framework being developed to reduce cyber risks. General Raduege will share his insights regarding the latest domestic and global cyber security implications for C-suite executives and government leaders.

The VIP Reception will be held on Monday, October 21, 2013 from 5:30 -7:30 p.m. at the Minneapolis Club in Downtown Minneapolis.

Please visit cybersecuritysummit.org and use code **VIP13GST** for your complimentary registration to the VIP reception.

Gopal Khanna

Co-Founder and Chair,
Cyber Security Summit 2013
Senior Fellow, Technological Leadership Institute, University of Minnesota
Former CIO | State of Minnesota

Deb Mangen

From: KB.Mandil <kbmusalla@yahoo.com>
Sent: Saturday, October 05, 2013 3:13 PM
To: Edina Mail
Subject: Eviction from Apartment

How are you Mr. Hovland,

I am one of Edina residents and I moved to Edina since 2005 from Egypt. I am from South Sudan native, the new nation country in Africa and i live here with my wife and four kids. All of us are neutralize US Citizen. For past few months i was working as biomedical technician with biomedical company here in Edina and was laid off from my job. Due to my unemployment during few months i had faced a financial problems and especially paying my rent, currently i have back rent for Sept.2013 which is \$985+\$60 late fees and utilities. Also, I have not paid my Oct.2013 rent yet. I got a job two weeks now and my first pay check came out on Friday Oct.4th.2013 and is not enough to cover my rent balances. My landlord already serve me with eviction paper and the hearing is on Monday.Oct.7th.2013.

I have tried very hard with so many places but without success. Also my emergency assistance application with Hennepin county is not reviewed.

I have no friends who can help me nor I don't have any relatives in USA to help my situation. I am worry about my situation on Monday because I met with legal aid Attorney on Friday and he advised me to bring two months rent to the court otherwise he is worry also the Judge will order eviction.

I have four under age kids, the older one is 12 year and the younger one is 1 year seven months and i don't know what our situation will be from Monday.

Two my kids going to schools in Edina and they are going to be force to drop out. My wife threaten she cannot live in homeless situation and she will go back to Africa without kids and if that happen my family will get apart and my condition will be worse with four kids.

Please if there any way you can help my situation let me know soon. I can be reached at the numbers below.

Thanks
Karlo Ucalla
7150 Cahill Road #209
Edina, MN 55439
Phone: 952-200-8675
612-666-3619

From: carol dines <chdines@hotmail.com>
Sent: Saturday, October 05, 2013 3:35 PM
To: Edina Mail
Subject: RNAV

Dear Mayor Holvand,

I was at our annual neighborhood meeting last night with three hundred of my neighbors, and I was informed about the FAA's new RNAV plan for Minneapolis, and I appreciate your support in helping us fight the implementation of this program. With the proposed hundred flights daily descending over the east side of Lake Calhoun, my neighborhood would be greatly impacted. I run a business in my home as a therapist and yoga teacher, and this would greatly impact my ability to serve my clients. My husband, a University of Minnesota professor, and I moved to this neighborhood because we love the lakes and we are avid outdoor people, enjoying daily walks around the lake in the summer and cross country skiing in the winter. With a "flight highway" over our house, these activities would be prohibitive due to the noise pollution, not to mention having to keep our windows closed year around. Having heard the presentation last night by Fairskies, none of the goals of this plan are necessary at the Minneapolis airport, and the impact would completely change how we live in south Minneapolis. Please do not let the FAA implement this program. Realize that for many of us, this is a huge issue and we are watching to see how you respond and represent your constituents.

Thank you for your time.

Sincerely,
Carol Dines
Jack Zipes

Deb Mangan

From: Mark De Boer <markde12000@yahoo.com>
Sent: Tuesday, October 08, 2013 12:42 AM
To: susan.haigh@metc.state.mn.us; james.brimeyer@metc.state.mn.us
Cc: jacobsjeffrey@comcast.net; Edina Mail
Subject: support for SWLRT and colocation options

I am writing to ask you to share my support of SWLRT and opposition to the Brunswick Central relocation plan with the rest of the Met Council. From all that I've heard co-location makes the most sense.

Frankly, I think the Brunswick Central relocation option should be taken off the table. My concern is that if co-location is chosen and then in a few months it is determined that the tunneling options are technically impossible, the Met Council, with no other options on the table, will consider Brunswick Central the only option. The children and community of St. Louis Park need to be treated with the same respect as all the other communities on the SWLRT line and your request for more information has that effect.

Thanks for your work on this complex issue. Please bring it to its logical conclusion and let's move forward with the SWLRT.

Mark De Boer
3029 Jersey Ave S
St Louis Park

Tom Cremons
3035 Brunswick Ave. So.
St. Louis Park, MN 55416
Oct. 8, 2013

Dear Committee Member:

As the time approaches for your committee to make a recommendation on the LRT route and the routing of freight traffic, I would like to encourage you to recommend the shallow tunnel option with freight co-located in the existing rail corridor and also to permanently remove any rerouting of freight traffic in St. Louis Park from consideration.

While I feel that a reexamination of the LRT route in Minneapolis would produce a better route for LRT and a final product that better meets the transit needs of the community, I realize that this most likely won't happen. While I am aware that there are very workable and far less expensive options for co-location that have been removed from consideration, I realize that these are probably politically unfeasible.

Of the remaining options, I feel that the shallow tunnel with freight remaining in the Kenilworth rail corridor best protects St. Louis Park from the safety and quality of life impacts of a freight reroute while addressing the most serious concerns of my friends and neighbors in Minneapolis.

I would also urge you to resist allowing the recent union "study" to further confuse the issues and delay your decision. The "study" was assembled by people with no real engineering expertise. To say that they have the qualifications to make design recommendations because they are lobbyists for a railroad union is like saying that I am qualified to judge the safety of a highway design because I drive a car on the highways.

Sincerely,

Tom Cremons

Deb Mangen

From: Brimeyer, James <James.Brimeyer@metc.state.mn.us>
Sent: Tuesday, October 08, 2013 8:51 AM
To: Mark De Boer; Haigh, Susan
Cc: jacobsjeffrey@comcast.net; Edina Mail; Ginis, Sophia
Subject: RE: support for SWLRT and colocation options

Thanks for the note

Referring your comments to the project office staff

CBrimeyer

From: Mark De Boer [markde12000@yahoo.com]
Sent: Tuesday, October 08, 2013 12:42 AM
To: Haigh, Susan; Brimeyer, James
Cc: jacobsjeffrey@comcast.net; edinamail@ci.edina.mn.us
Subject: support for SWLRT and colocation options

I am writing to ask you to share my support of SWLRT and opposition to the Brunswick Central relocation plan with the rest of the Met Council. From all that I've heard co-location makes the most sense.

Frankly, I think the Brunswick Central relocation option should be taken off the table. My concern is that if co-location is chosen and then in a few months it is determined that the tunneling options are technically impossible, the Met Council, with no other options on the table, will consider Brunswick Central the only option. The children and community of St. Louis Park need to be treated with the same respect as all the other communities on the SWLRT line and your request for more information has that effect.

Thanks for your work on this complex issue. Please bring it to its logical conclusion and let's move forward with the SWLRT.

Mark De Boer
3029 Jersey Ave S
St Louis Park

Deb Mangen

From: Gail Miller <googi001.gail@gmail.com>
Sent: Tuesday, October 08, 2013 11:49 AM
To: susan.haigh@metc.state.mn.us; james.brimeyer@metc.state.mn.us; jan.callison@co.hennepin.mn.us; Edina Mail; cheryyouakim@hotmail.com; tschneider@minnetonka.com; gail.dorfman@co.hennepin.mn.us; commissioner.mclaughlin@co.hennepin.mn.us; mark.dayton@state.mn.us; rep.steve.simon@house.mn; rep.ryan.winkler@house.mn; jacobsjeffrey@comcast.net; hallfinslp@gmail.com; Jake Spano; suesanger@comcast.net; AnneMavitySLP@comcast.net; susansanta@aol.com; juliaross.sl@gmail.com
Subject: SWLRT & Freight Re-Route

Dear Chair Haigh,

We were with greatly dismayed when the Corridor Management Committee again decided to delay a decision on where freight traffic should be routed to accommodate the SWLRT. No amount of study will yield a reasonable re-route alternative through St. Louis Park which would be acceptable to the residents and leaders of the city. Keeping this alternative on the table, even as a fall back position when the inevitable problems arise with the Kenilworth tunnels, is unacceptable. Do not spend more time and resources investigating/studying/wishing for such an option; it doesn't exist. Any re-route through St. Louis Park will destroy many homes and businesses, imperil schools and children, and totally disrupt the lives of thousands of people. This is not an acceptable sacrifice to develop this 'regional asset'.

So, do your job and make a wise decision, one that you should have done last week. Move forward with the tunnels and take re-routing freight completely off the table.

Sincerely,
Gail Miller & Duane Googins
3380 Library Lane
St. Louis Park

Deb Mangen

From: Christopher Kelly <ckelly@maig.org>
Sent: Tuesday, October 08, 2013 3:41 PM
To: Edina Mail
Subject: Re: Mayors Against Illegal Guns-Minnesota
Attachments: statement_of_principles.pdf

Mayor--

I just wanted to let you know that Mayor Maguire of Eagan has joined Mayors Against Illegal Guns. We would be honored to have you a part of the group. Please let me know if you have any questions.

Also if you are available, I would love to discuss any concerns you may have in person.

Thanks,
Chris

On Tue, Sep 10, 2013 at 2:33 PM, Christopher Kelly <ckelly@maig.org> wrote:
Mayor Hovland,

I wanted to follow up from the Regional Council of Mayors meeting yesterday. Mayor Lindstrom suggested I email you. I hope you will consider joining Mayors Against Illegal Guns. As you may already know, MAIG is the largest grassroots gun violence prevention organization in the nation with more than 1,000 mayors and over 1.5 million active supporters. The current coalition in Minnesota includes Mayor Ness of Duluth, Mayor Lindstrom of Falcon Heights, Mayor Rybak of Minneapolis, Mayor Martin of Shoreview, and Mayor Coleman of St. Paul.

We are Democrats, Republicans, Independents and gun owners who respect the second amendment and are dedicated to keeping guns out of the hands of criminals and the dangerously mentally ill. I am happy to provide more information if you like. I have attached the Statement of Principles mayors sign to join. Please email a PDF of the signed statement to me at ckelly@maig.org.

We would indeed be honored to welcome you into the MAIG Coalition and thank you for your thoughtful consideration.

Sincerely,

Chris Kelly
MAIG-MN

STATEMENT OF PRINCIPLES

Whereas: 30,000 Americans across the country are killed every year as a result of gun violence, destroying families and communities in big cities and small towns; and

Whereas: As Mayors, we are duty-bound to do everything in our power to protect our residents, especially our children, from harm and there is no greater threat to public safety than the threat of illegal guns;

Now, therefore, we resolve to work together to find innovative new ways to advance the following principles:

- Punish – to the maximum extent of the law – criminals who possess, use, and traffic in illegal guns.
- Target and hold accountable irresponsible gun dealers who break the law by knowingly selling guns to straw purchasers.
- Oppose all federal efforts to restrict cities' right to access, use, and share trace data that is so essential to effective enforcement, or to interfere with the ability of the Bureau of Alcohol, Tobacco, and Firearms to combat illegal gun trafficking.
- Keep lethal, military-style weapons and high capacity ammunition magazines off our streets.
- Work to develop and use technologies that aid in the detection and tracing of illegal guns.
- Support all local, state, and federal legislation that targets illegal guns; coordinate legislative, enforcement, and litigation strategies; and share information and best practices.
- Invite other cities to join us in this new national effort.

(Signature)

(Date)

(Mayor's Name – please print)

(Mayor's Office Address)

(City, State, Zip)

(Mayor's Telephone)

(Mayor's Email Address)

(Staff Contact Name)

(Staff Member's Telephone)

(Staff Position)

(Staff Email)

(Mayoral Term -- MM/YYYY to MM/YYYY)

(Elected as – e.g. Rep., Dem., non-partisan, independent)

To join Mayors Against Illegal Guns, please fill in the information above and return this form to the coalition via fax at 212-312-0760. Alternatively, you can email a PDF of the signed statement to statement@mayorsagainstillegalguns.org.

Deb Mangan

From: Mark Walinske <mwalinske@gmail.com>
Sent: Tuesday, October 08, 2013 6:22 PM
To: jhovland@krausehovland.com; Edina Mail
Cc: Charles Aaron
Subject: CycleHealth

Jim --

It was a pleasure meeting you last week to discuss the potential for a CycleHealth event in Edina next year!

Edina is a perfect place to showcase an urban pro-am cycling event (for all ages) that could fuse personal health + urban planning + education into a high value program. I think such an event could be a platform for "bikes as affordable medical devices" and how progressive, health conscience cities are identifying ways to enable this next generation of health cost Rx to unfold.

As I noted to you, my CycleHealth partner brings deep pro-cycling and event experience to the equation whereas my healthcare background lends itself well to building critical partnerships and sponsorships. Likewise our non-profit approach lends itself well to a variety of benefactor ideas that could become a national template.

Suffice to say, we would welcome the opportunity to talk more with the City of Edina thought-leaders/managers around building a 2014 program. Please let me know how we can take the next steps and/or who I need to reach out to. Thanks again for helping out.

Be sure to [click here](#) to learn more about CycleHealth and [click here](#) video about our mission.

MARK WALINSKE | CEO/CO-FOUNDER

CycleHealth

www.cyclehealth.org

952-994-7750



CYCLEHEALTH

Deb Mangen

From: West, George <gwest@asap.net>
Sent: Monday, October 07, 2013 7:15 AM
To: Edina Mail
Subject: Hooten's Cleaners Decision-Note to Jim Hoveland

Jim,

Just wanted to contact you thank you for your efforts at the recent City Council meeting to steer the Council's decision to a more moderate position.

I don't know the facts in terms of past negotiations, nor the history behind the dealing with Hooten's owners, but I did find that your suggestion--to make one last effort (and to get personally involved) without bringing eminent domain into the mix to be reasonable.

Have enjoyed and appreciated your work on behalf of the City of Edina.

George West
ASAP, Inc
952.564.2621

Deb Mangen

From: Ken Potts <KPotts@mcgough.com>
Sent: Monday, October 07, 2013 8:31 AM
To: Edina Mail
Subject: Property damage from adjacent construction

Jim,

Heather and I would like to invite you to stop by our house at 4236 Crocker Ave to see how the construction project next door is damaging our property. Today would be ideal as the impacts of stormwater drainage are still evident after the weekend rain. Either Heather or one of our sons (Karsten or Keagan) will be home today, but if no one answers the door, you are welcome to walk around the house and see things for yourself from the back yard (north side is probably best).

Our concern is not just with what is happening during construction, but with ongoing damage due to poor design and design review.

Thanks,
Ken Potts and Heather Beal
4236 Crocker Ave
Ken's cell: 651 253 0076
Heather's cell: 612 432 0916

Deb Mangen

From: Janet Williams <JWilliams@ci.savage.mn.us>
Sent: Wednesday, October 02, 2013 11:52 AM
To: Mayor's Association
Cc: Mayor's Association
Subject: Re: [mayorassoc] Budget Comparisons

Greetings,

I believe that it is very dangerous to try to compare budgets of cities and all of us do it differently.

Janet Williams
Mayor, City of Savage

Sent from my iPad

On Oct 2, 2013, at 9:10 AM, "Jennifer Gumbel" <jennifergumbel@gmail.com> wrote:

Thanks to all who responded! The League gave me a link to a State Auditor's report that I find to be very enlightening.

http://www.osa.state.mn.us/Reports/gid/2013/ciBudget/ciBudget_13_report.pdf

I'm sending it out in case anyone else finds this helpful.

--

Jennifer Gumbel
Mayor
LeRoy

You are currently subscribed to mayorassoc as: jwilliams@ci.savage.mn.us
To unsubscribe send a blank email to leave-233637-120128.87b436d56f775638f224b49bb50c48d4@listserv.lmc.org

You are currently subscribed to mayorassoc as: mail@edinamn.gov
To unsubscribe send a blank email to leave-233797-16117.a1b13753f15a08480abdb5acce0c6eaf@listserv.lmc.org

Deb Mangen

From: Johnson, Troy <tjohns21@runestone.net>
Sent: Thursday, October 03, 2013 10:17 PM
To: Mayor's Association
Subject: Re: [mayorassoc] New fire truck purchase split

Hi Doug,

In Barrett about 3 years ago we meet with the 3 townships we protect, 1 of them we protect in full. we needed another truck at that time as well. after meeting with them the city decided we would pay half the budget even though value wise we are much smaller, the city is about 25% of total value. the other 50% is split between the townships based on value. the reasoning behind the city paying more than value share is in that the city is the primary owner of the department and has rules about keeping at least one truck in town at all times. I would recommend meeting with the townships and getting there input before any action, let them have a say even if you don't go with there recommendations. you can also remind the townships and there constituents that fire insurance is based on the departments equipment and the response time, so there insurance would probably go up. As far as another town picking them up I know around here other towns have said they are not interested because they work with other local departments. the township also has a history of not being reliable to the city, they may leave if they don't get what they want, talk to other cities about it. finally if they chose not to sign an agreement and or pay add fire calls to your fee schedule that covers calls to non-contract people/areas, our fee for such a call is more than the contract amount for one township and after the first call to that township the contract was hand delivered the next day with payment. Its a tough spot you are in and have to look out for your city, same with the townships, offer them mulitiple year contracts so they can budget easier. If you have any other questions or would like to discuss further please just ask

Troy Johnson
Mayor of Barrett

On Wednesday 25/09/2013 at 12:01 pm, Doug Munsch wrote:

I am the mayor of a community of 450 people, with no major businesses in town. We are looking at purchasing a new fire truck. Our fire service currently includes our city and two townships. The last major truck purchase was in 2006. The split was based on a fair market value split for the year 2005 of 18% for one township, 41% for the other township and 41% for the city. The new fair market values as of 2012 changed that to a little over 20% for one township, just under 50% for the other township and just under 30% for the city. As you can see if we base the purchase off of fair market values the city saves a considerable amount of money; my concern is losing one of the townships to another fire service. If any city of comparable size and business make up made a purchase similar to this in the past four years, I would really appreciate any information you can forward to me on how you did the split.

Thanks in advance for your help.

Doug Munsch
Mayor of New Auburn, Mn

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Deb Mangan

From: Mary Gaines <marybethgaines@gmail.com>
Sent: Monday, October 07, 2013 11:21 AM
To: Edina Mail
Subject: Mr Hovland... please vote FOR Great schools

Dear Mr Hovland,
Please save our schools. Vote FOR co-location options for the SWLRT project.
There are alternatives that do not destroy school property, or unnecessarily add trains to tracks near schools. The co-location options are also less expensive making them a better use of taxpayer money.

Thank you,
Mary Beth Gaines

Deb Mangen

From: mnrealtors@aol.com
Sent: Monday, October 07, 2013 12:22 PM
To: susan.haigh@metc.state.mn.us; commissioner.mclaughlin@co.hennepin.mn.us; jan.callison@co.hennepin.mn.us; gail.dorfman@co.hennepin.mn.us; lisa.weik@co.washington.mn.us; peter.wagenius@minneapolismn.gov; james.brimeyer@metc.state.mn.us; Edina Mail; tschneider@eminntonka.com; allcouncil@edenprair.org; cherylyouakim@hotmail.com; jjacobs1956@yahoo.com; bjames@q.com
Cc: lisa.goodman@minneapolismn.gov; jennifer.munt@metc.state.mn.us; adam.duininck@metc.state.mn.us; lona.schreiber@metc.state.mn.us; gary.cunningham@metc.state.mn.us; kevin.reich@minneapolismn.gov; cam.gordon@minneapolismn.gov; diane.hofstede@minneapolismn.gov; barbara.johnson@minneapolismn.gov; don.samuels@minneapolismn.gov; robert.lilligren@minneapolis.mn.gov; elizabeth.glidden@minneapolismn.gov; gary.schiff@minneapolismn.gov; john.quincy@minneapolismn.gov; sandra.colvin.roy@minneapolismn.gov
Subject: Thank you for your support of shallow tunnels....2 key items

Per last week's CMC meeting, I want to specifically thank those who verbalized support of the shallow tunnels through the Kenilworth Corridor. Thank you, most importantly, for your consideration of preserving the Kenilworth Corridor as closely as it exists today and for seeing it as a *vital community and Regional asset*. As it currently exists the Kenilworth Corridor is *already* playing a vital role in the long term goal of multi-modal transportation, taking an average of 3000 cars off the road **daily**. The appeal for the use of the Kenilworth Corridor by bicyclists, pedestrians, neighbors, suburban residents, and tourists is based on it's tranquility, greenspace, safety, and its connectivity to the Chain of Lakes and other regional trails.

Two key items:

At last week's meeting, Commissioner McLaughlin commented on the need to have included in the SW LRT Resolution wording that guaranteed the tunnels would be built (to paraphrase his words..."so as to not have a situation similar to what happened with the U of M"). If I may suggest an additional item that would be pertinent as well to the Kenilworth Corridor...a guarantee that the freight would be *shifted back* to it's current location after the tunnels are built. As you know, there is a cost (indicated by SW LRT engineers from a prior meeting) of approximately \$48m to shift freight temporarily West by 4' during construction and then back to it's original location. If funding would be used in other ways and freight would NOT be shifted back, multitudes of issues would arise including putting freight dangerously close to Cedar Lake Shore Townhomes, apartments, and residences.

Another key factor, of course, in the shallow tunnel(s) option is the acquisition of 10' from the Calhoun Towers Condominiums...allowing for enough space for freight at-grade AND bicycle/pedestrian right-of-way at the 'pinch-point'. SW LRT engineers have *briefly* touched on this *key requirement*. If a vote is made to go forward with the shallow tunnel(s), and the land is not able to be acquired (i.e. because the 10' would bring the tunnel too close to the footings of the condominium and/or garage structures) and; therefore, it would be determined at a later timeframe that LRT would be at-grade or there would have to be co-location of LRT and freight in that part of the Kenilworth Corridor...you'd be back to ground zero with the various neighborhoods and organizations. Can SW LRT engineers give assurances that the land can be acquired, and that such acquisition would not put the entire project damagingly close to the Calhoun Towers structure?

Looking forward to attending the meeting this Wednesday.

Regards,

Cheryl and Paul LaRue
CIDNA

Deb Mangen

From: Valentine David <foxboy1@earthlink.net>
Sent: Monday, October 07, 2013 12:35 PM
Subject: who wins at bigness? no one?
Attachments: Hankerson2 9-7-13.JPG; Hankerson2 9-7-13.JPG; Hankerson3 9-7-13.JPG

at least the tree is pretty...the new, the proud, the insane...5024 Hankerson



Decks
Siding
Windows
Porches
Additions
Eave/soffit finishes
Fencing
Sheds
Drywall
Tapers
Interior Exterior Trim
Carpentry



Decks
Siding
Windows
Porches
Additions
Basement Finishings
Fencing
Sheds
Drywall
Taping
Interior Exterior
Carpentry



Deb Mangen

From: Jennifer Simmons <jsimmons@iptci.com>
Sent: Monday, October 07, 2013 1:42 PM
To: SwensonAnn1@gmail.com; JoshSprague@edinarealty.com; JoniBennett12@comcast.net
Cc: Edina Mail; Mary Brindle (Comcast)
Subject: Edina Vote of forced sale

How can you forcibly abuse your power to steal someone's business and property. You didn't do anything but what you thought was best for you. You stole the livelihood of another person. This is an example of governments believing they can do exactly what they want without repercussions for their actions. How is this right? Only 2 of your council felt this was not the appropriate thing to do. I think the problem is government (large and small) feeling like they can do what ever they want to at anyone else's expense. What gives you the right to make the rules and play by your own rules when the rest of us are required to follow the law accordingly. I hope you loose sleep over this. What kind of example are you being to people? to your kids? Take from people and do what you want until you get your way?

<http://sd49gop.com/news/364-edina-council-votes-to-force-sale-of-building-through-eminent-domain.html>

Jennifer Simmons

Edina Resident

Deb Mangen

From: Tracy Mena <tracy_mena@hotmail.com>
Sent: Monday, October 07, 2013 2:50 PM
To: susan.haigh@metc.state.mn.us; james.brimeyer@metc.state.mn.us; jan.callison@co.hennepin.mn.us; Edina Mail; cherylyouakim@hotmail.com; tschneider@minnetonka.com; gail.dorfman@co.hennepin.mn.us; commissioner.mclaughlin@co.hennepin.mn.us
Cc: mark.dayton@state.mn.us; sen.ron.latz@senate.mn; rep.steve.simon@house.mn; rep.ryan.winkler@house.mn; jacobsjeffrey@comcast.net; hallfinslp@gmail.com; spanoslpouncil@gmail.com; suesanger@comcast.net; AnneMavitySLP@comcast.net; susansanta@aol.com; juliaross.sl@gmail.com
Subject: CMC Meeting 9/9

October 7, 2013

Dear Chair Haigh,

First, let me thank you for all your efforts to hear both sides of the freight rail issue. At the meetings that I attended I witnessed lively discussion covering a variety of concerns around the Southwest Light Rail Transit Line. I am writing to communicate with you my concern after attending the SWLRT Corridor Management Committee meeting in St. Louis Park on Wednesday October 2. Once again the decision was delayed until the next meeting. Now I find that there is a new study (referred to in the Star Tribune) being brought to the table by another supposed expert in the field that may possibly delay the issue again? Enough is enough. Too much energy has been spent trying to find a solution to move the freight traffic to St. Louis Park. It is not only the cost of the re-route that needs to be considered but also the schools, neighborhoods, and businesses that will be impacted by this recommendation. The idea of building two story berms for train traffic on an elementary school playground on one side and level with the press box of the high school football field on the other is ludicrous. I can't believe that we are considering a transportation decision like this.

Both routes that were put forward since May, Brunswick Central and Brunswick West are not acceptable. It is time to face the facts. Brunswick Central should have been eliminated when Brunswick West was taken off the table. There have been many studies and testimonials over the years. You have the information needed to make a decision. Bad transportation options need to be eliminated. You need to tell the Met Council that Brunswick Central is a no. Do not let it become the fall back option because I believe that somehow, someway the reroute will end up in St. Louis Park. Thank you for your time.

Sincerely,

Tracy Mena
952-922-6784

Phillip J. Qualy
Legislative Director,
Chairperson

Daniel M. Paradise
Assistant Director

Brian L. Hunstad
Secretary



Minnesota Legislative Board
A Division of SMART, Sheet Metal, Air, Rail, Transit Union

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UTUMNLEGBD@VISI.COM

October 7, 2013

The Honorable
Senator Scott Dibble ✓
State of Minnesota
111 State Capitol
St. Paul, MN 55155

The Honorable
Representative Frank Hornstein
State of Minnesota
471 State Office Building
St. Paul, MN 55155

VIA: Electronic Mail PDF Scan.

RE: Southwest Light Rail Project, Freight Reroute; Rail Labor Analysis Clarification.

Dear Chairmen Dibble and Hornstein,

Please reference our letter dated October 4th, 2013, regarding the Southwest Light Rail Project, Freight Reroute, Rail Labor Alternative Analysis.

This letter will serve to clarify that with any proposed and actual rerouting of freight train traffic through the CP-MNS Theodore Wirth Corridor and Nesbitt Yard, reconstruction with replacement of track at CP-MNS Nesbitt Yard would need to occur. Specifically, replacement of the south leg of the Nesbitt wye track from the Wirth mainline to the southbound MNS mainline.

At this time, trains routing through this area must use the north-bound approach to Nesbitt Yard and then perform a switching task to reverse direction for a southerly movement. Absent a modified interchange arrangement within the Twin Cities consolidated terminal, this type of switching movement may well be excessive for daily terminal train movements. Please reference our letter bullet-items twenty seven and twenty eight.

At this time, it is unclear as to when CP abandoned the MNS south leg of the wye track or whether the removal was noticed and approved by the Surface Transportation Board. Please see the attached satellite image with highlight, sent prior via our email on October 5th, showing this area with inspection photographs.

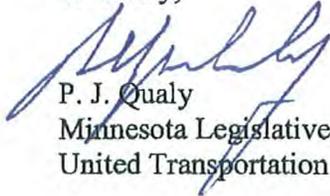
The Honorable
Chairmen Dibble and Hornstein
October 7, 2013
Page two.

UTU-SMART fully supports the construction and operation of SW-LRT service. At the same time, it is essential that all parties accept that freight rail service levels through central Minnesota must continue at current levels with reasonable expectation for increased traffic capacity levels in the future. UTU-SMART submits this letter with the hope that our perspective may assist decision makers within this difficult matter.

UTU-SMART is the exclusive representative of the Conductor's, Switchmen, Yardmaster's, and Remote Control Locomotive Operator's contracts nationwide. The UTU-Minnesota Legislative Board is vested with the responsibility to protect the safety, welfare, and governmental interests of our membership within the State of Minnesota.

Thank you for your review of this letter of amendment. Please do not hesitate to contact this State Committee office if we can answer any questions or address your concerns.

Sincerely,



P. J. Qualy
Minnesota Legislative Director
United Transportation Union-SMART

enclosure: Mapping and corridor photographs

cc: Governor Mark Dayton, State of Minnesota.

Representative Ron Erhardt, Chairman, House Transportation Policy Committee.

Ms. Shar Knutson, President, Minnesota AFL-CIO.

Ms. Susan Haigh, Chairperson, Metropolitan Council.

Mr. Mark Fuhrman, Metropolitan Council Project Engineering.

Commissioner Peter McLaughlin, Hennepin County Board.

Commissioner Gail Dorfman, Hennepin County Board.

Mr. James G. Pearson, Excel Energy.

Ms. Nelrae Succio, Hennepin County Transportation Engineering.

Mr. R. T Rybak, Mayor, City of Minneapolis.

Mr. Sheppard Harris, Mayor of Golden Valley.

Mr. Jeff Jacobs, Mayor, City of St. Louis Park.

Mr. James Hovland, Mayor, City of Edina.

Ms. Lisa Goodman, Council Member, City of Minneapolis.

Mr. Joseph Nigro, SMART International President.

Mr. John Prevesich, UTU-SMART Rail Division President.

Mr. James Stem, UTU-SMART National Legislative Director.

Mr. Kevin Brodar, UTU-SMART General Counsel.

Mr. Jim Nelson, UTU-SMART CP-Soo/Milwaukee Lines GCA.

Mr. Jay Schollmeyer, UTU-SMART BNSF-GN/NP Lines GCA.

UTU-SMART Local Representatives, Locals 650, 911, 1000, 1177, and 1976.

N ↗ CP-MNS Nesbitt Yard: South End/ Wirth Main-Industrial Lead.

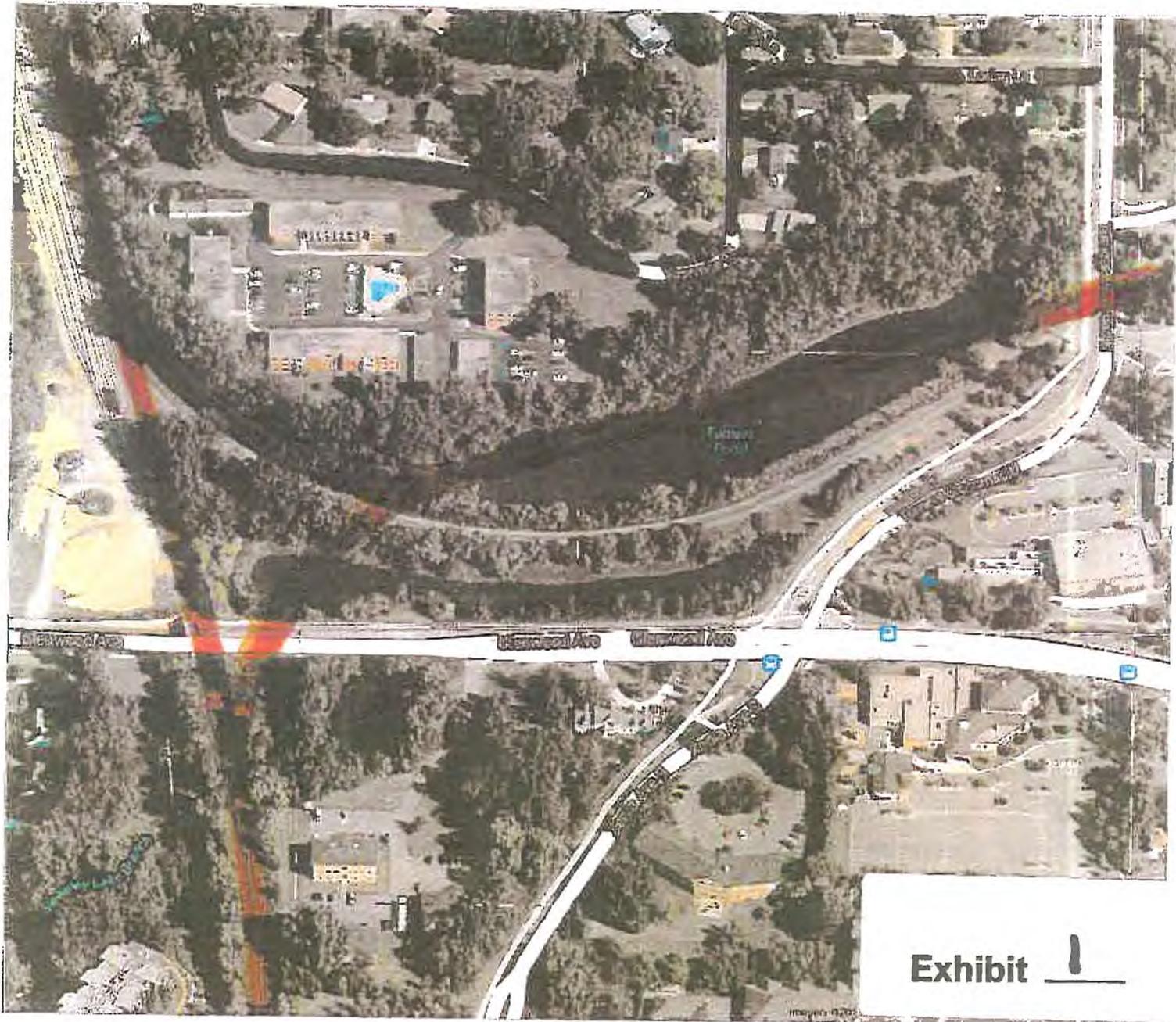


Exhibit 1

Exhibit 2
NORTHWARD MACHINE

MP 13.13
GOLDEN HILLS DR
MN & S. SPUR
EAST - FARMINGTON
VT - FARMINGTON



Exhibit 3
ABANDONED WYE



ABANDONED WYE
Exhibit 4
OPPOSITE ANGLE

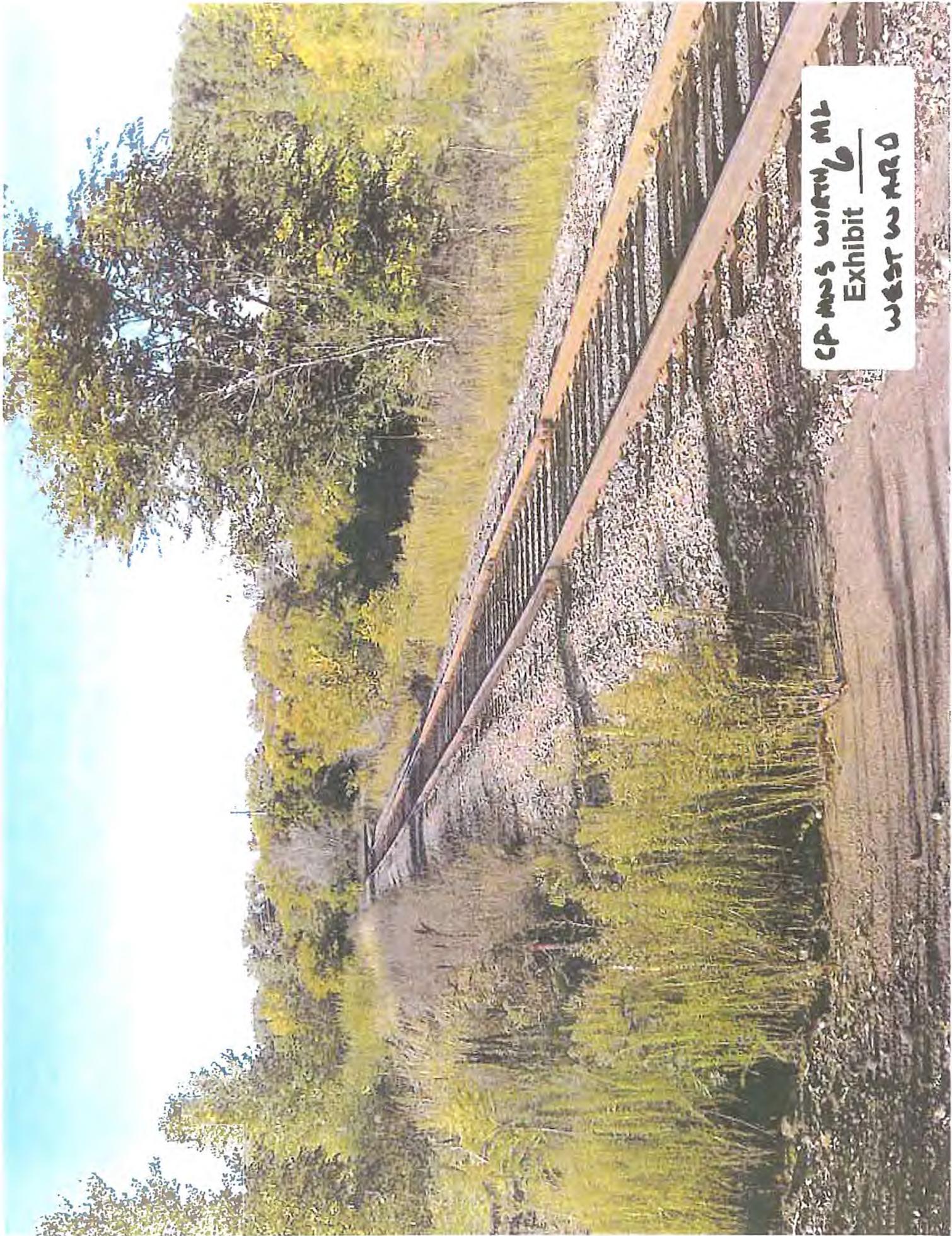
CP RAILWAY
DOT #854225M

TURNERS CROSSROAD
MN & S STAIR

MP .045

Before digging please contact
CP Rail Digger Hotline
888-291-0741

Exhibit 5
East LRG / ABANDONED WYE



CP RR'S WITHIN MT
Exhibit 6
WESTWARD

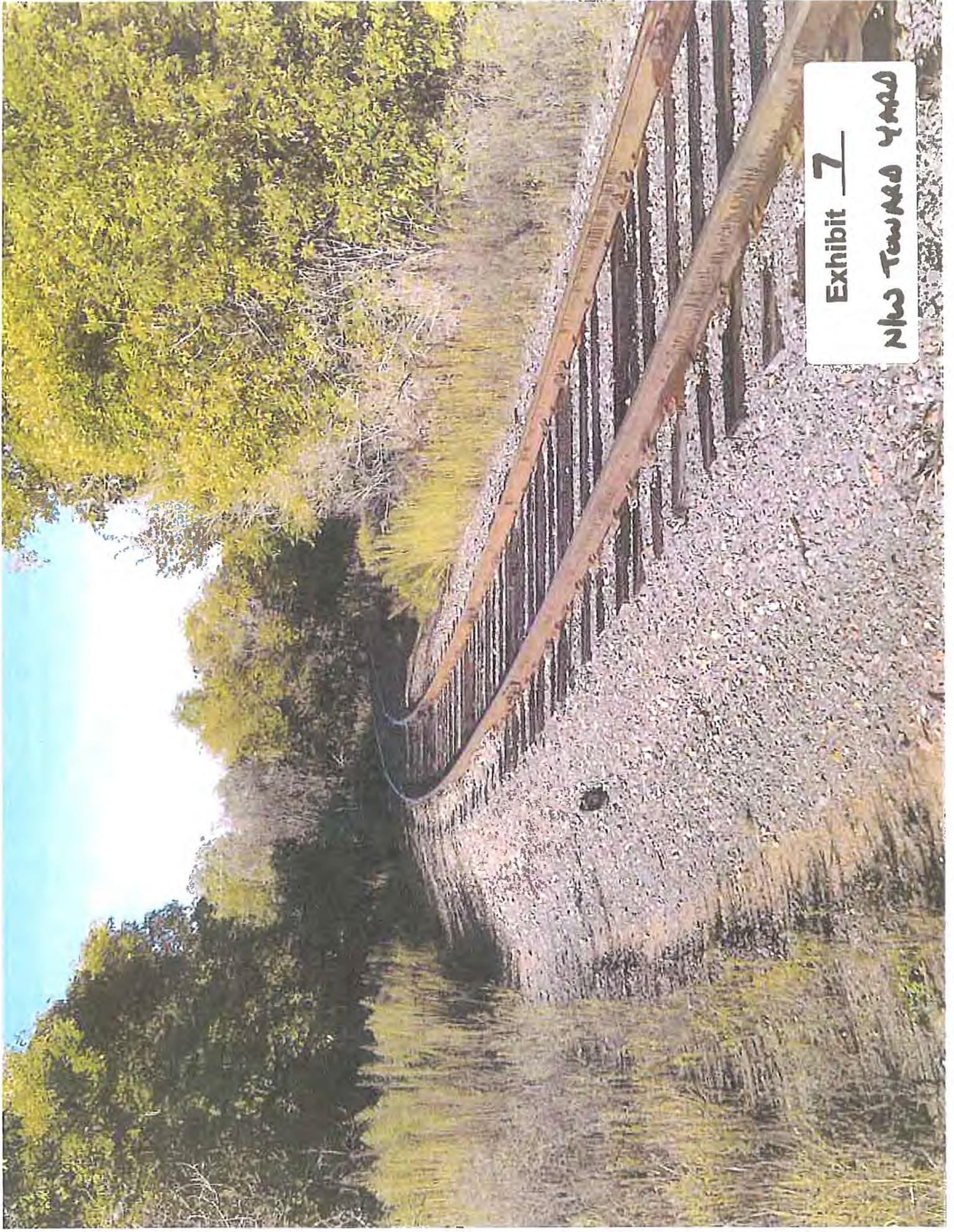
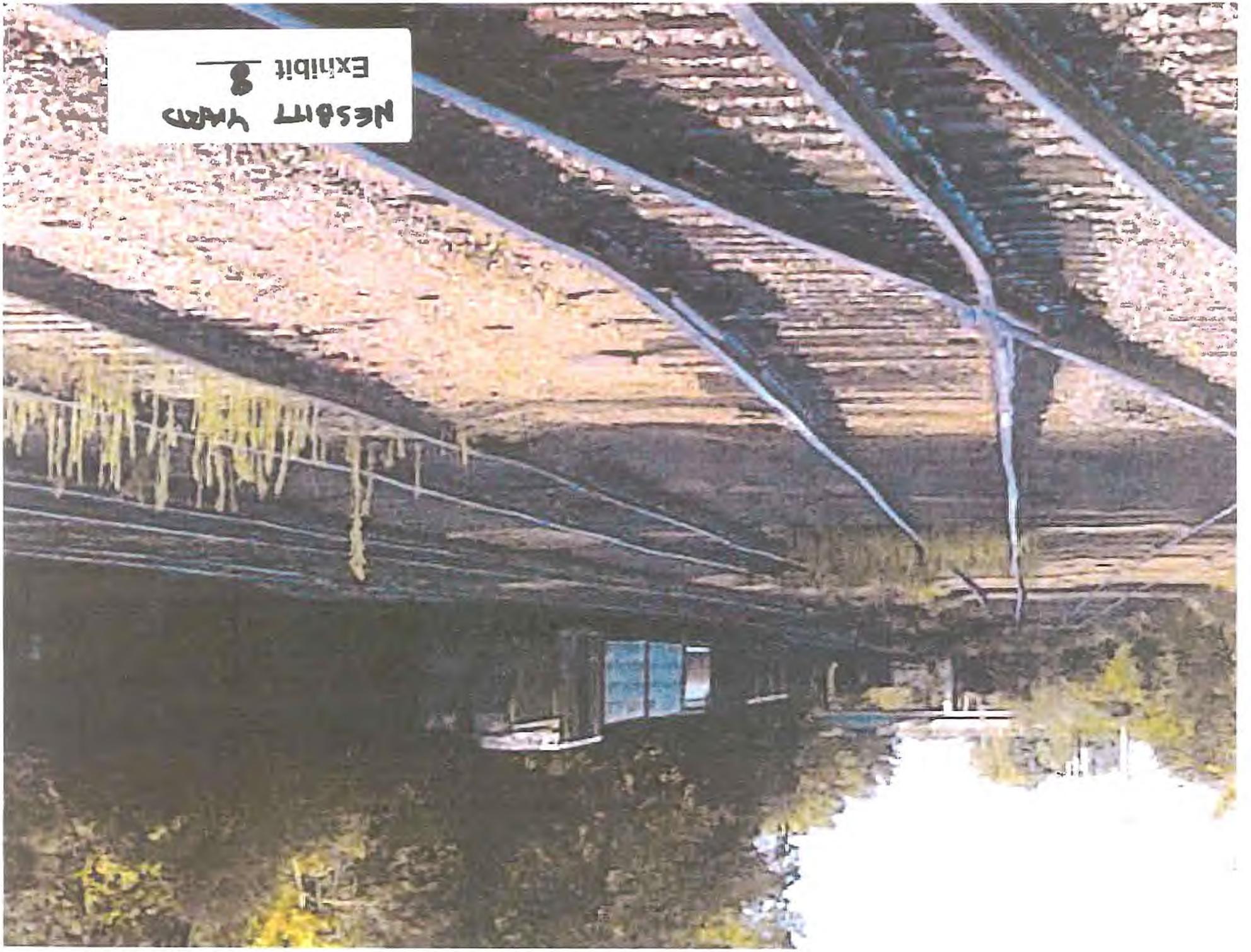
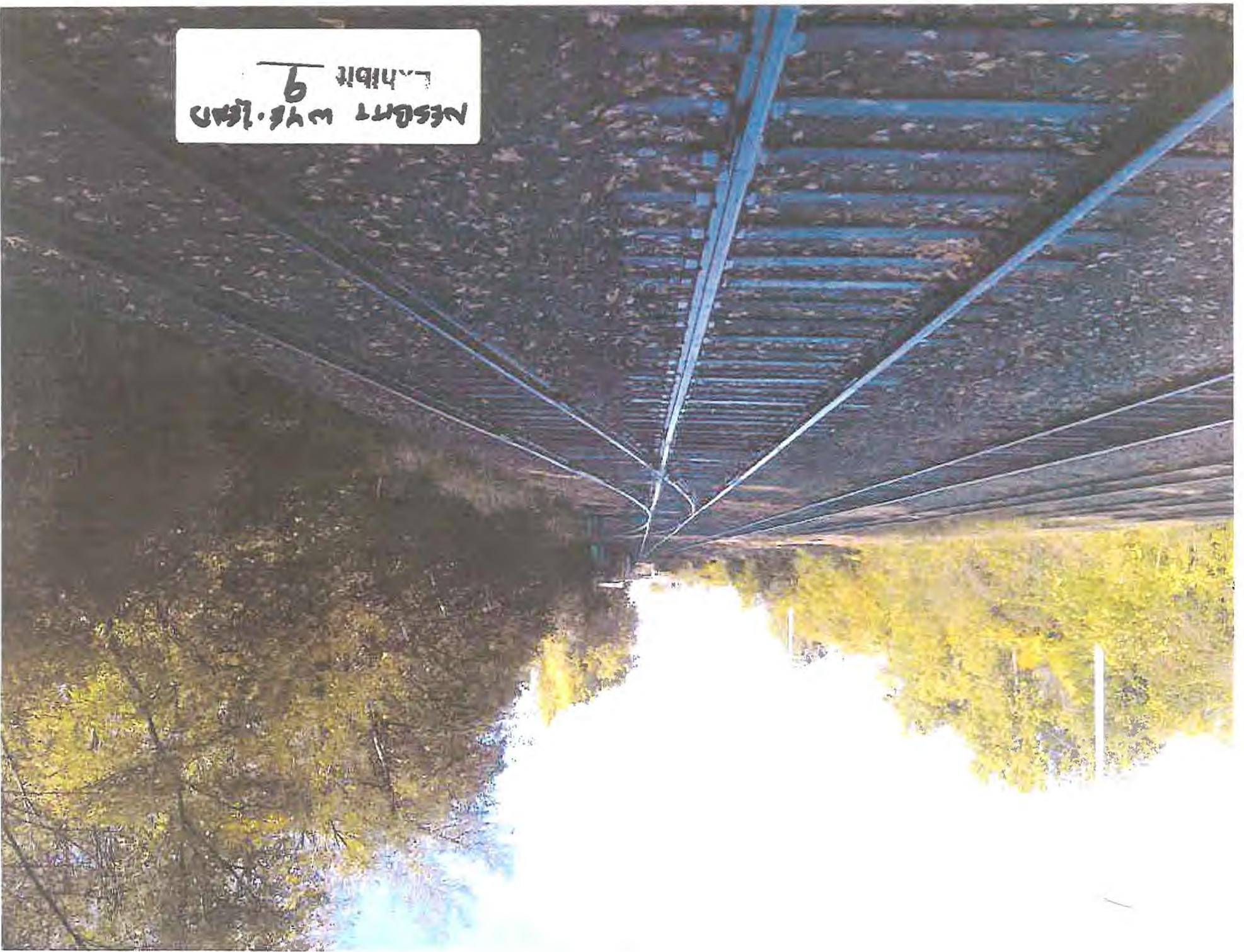


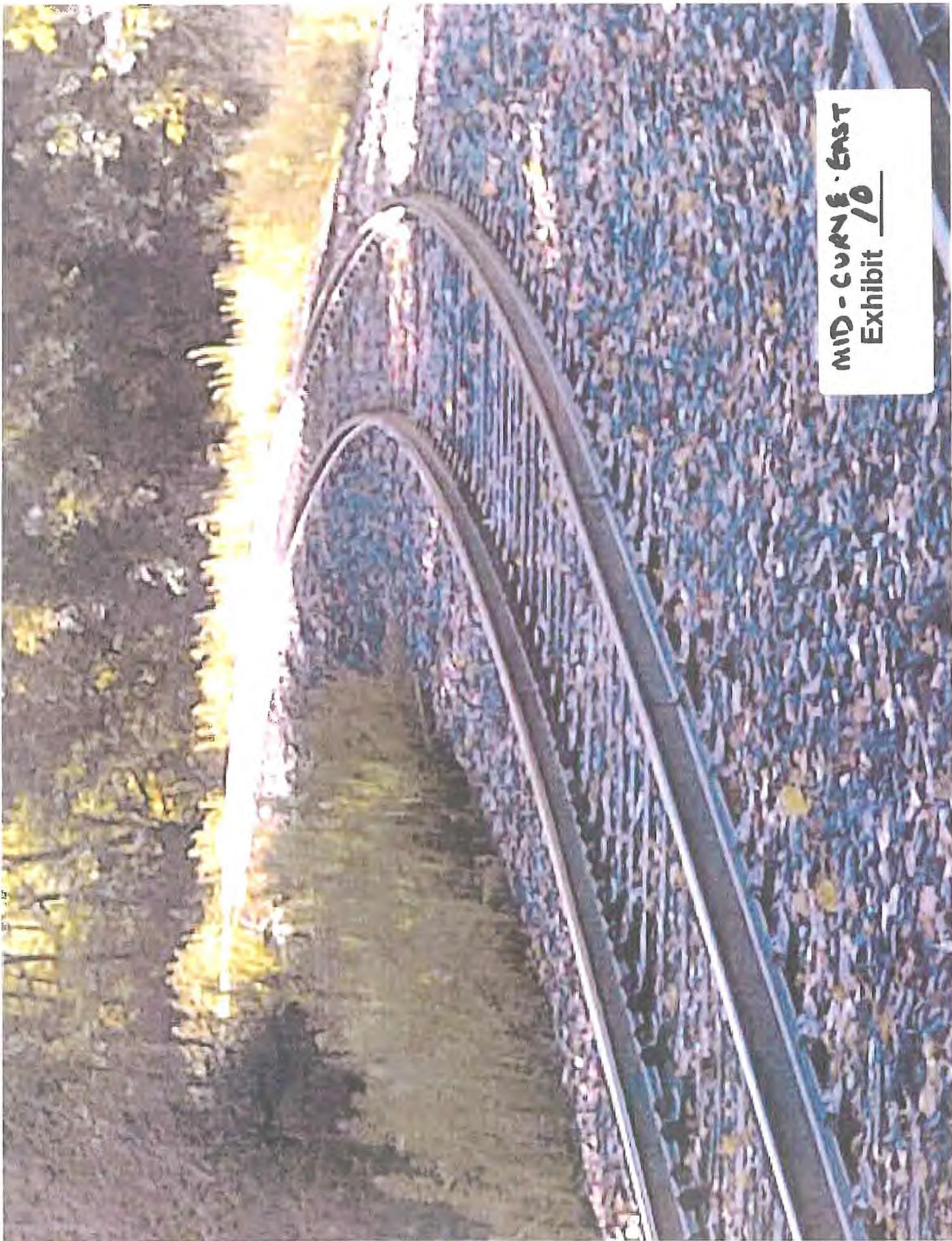
Exhibit 7
New TOWNED YARD

NESBITT YARD
Exhibit 8



NEEDS WYSIEN
Lahibi 9





MID - CURVE - EAST
Exhibit 10



Exhibit 11
SPRINGS MID-CURB

NESSBITT ROAD/M2
Exhibit 12
NORTHWARD



MAS NESSBIRG ML
Exhibit 13
TOWARD N.E.



Phillip J. Qualy
Legislative Director,
Chairperson

Daniel M. Paradise
Assistant Director

Brian L. Hunstad
Secretary



Minnesota Legislative Board
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October 4, 2013

The Honorable
Senator Scott Dibble ✓
State of Minnesota
111 State Capitol
St. Paul, MN 55155

The Honorable
Representative Frank Hornstein
State of Minnesota
471 State Office Building
St. Paul, MN 55155

VIA: Hand Delivery and Electronic Mail PDF Scan.

RE: Southwest Light Rail Project, Freight Reroute; Rail Labor Alternative Analysis.

Dear Chairmen Dibble and Hornstein,

Thank you for contacting the United Transportation Union Minnesota Legislative Board regarding the Southwest Light Rail Transit and Freight Railroad Reroute (SW-LRT) matter that is before various government authorities and the general public at this time. Please be informed that the United Transportation Union is now the Rail Division of the newly created Sheet metal, Air, Rail, and Transit Union (UTU-SMART).

This UTU-SMART State Committee office has monitored the emerging SW-LRT recommendations regarding the Freight Reroute alternatives. With this letter, we wish to share our rail service analysis for viable alternative(s) to resolve this controversial matter. The information contained herein is compiled from our decades of actual experience operating the railroads in Minnesota and specifically, the routes that are a part of the Freight Reroute study area in the west Twin Cities Metropolitan area. This letter will serve to review historical, operational and engineering perspectives from UTU-SMART.

So as to be clear, UTU-SMART fully supports the construction and operation of SW-LRT service. At the same time, it is essential that all parties accept that freight rail service levels through central Minnesota must continue at current levels with reasonable expectation for increased traffic capacity levels in the future.

The Honorable
Chairmen Dibble and Hornstein
October 4, 2013
Page two.

In the interest of disclosure, please be advised that UTU-SMART does not represent light rail operating personnel. UTU-SMART does represent railroad workers in the operating crafts of conductor, yardmaster, switch-person, remote control locomotive engineer and locomotive engineer on the Burlington Northern Santa Fe, (BNSF), Canadian Pacific Railway (CPR) and Union Pacific Railway (UPR) in Minnesota. The United Transportation Union and predecessor organizations represented railroad workers operating on the Chicago & Northwestern Railway (including Minneapolis & St. Louis Cedar Lake Yard), Milwaukee Road, Soo Line, and Minneapolis, Northfield and Southern Railways for decades prior to 1987 and 1991 respectively. The undersigned herein and the United Transportation Union have enjoyed an informal relationship supporting the Cedar Lake Park Committee (CLPC) from 1989 to present. Our potential conflict of interest in the SW-LRT freight reroute arena has been represented to the CLPC prior. (Copy enclosed as Exhibit One).

Before proceeding with this analysis and so as to present a level of context to the proposed freight rail improvements, we must remind all interested parties of an important historical reality regarding the Canadian Pacific Railway's ownership of all trackage in this matter. The tracks from Lake Street in Minneapolis to western Minnesota now operated by the Twin Cities and Western Railway (TC&W) were originally a mainline segment of the Milwaukee Road Railway, a Class One Carrier, for over ninety years. In the late 1980's following remarkable levels of federal financial assistance and with a subsequent judgment to sell the bankrupt Milwaukee Road, the Soo Line Railway, a subsidiary of CPR, was awarded the Milwaukee Road which then merged operations. CPR formally took over the merged Soo Line in the early 1990's and purchased the Minneapolis & Northfield Railway. CPR then created the TC&W in 1991 which assumed nearly all operations on the former Milwaukee and downgraded the current line to a Class Two rail carrier. (Source: American Association of Railroads, AAR, classification and MnDOT Rail Map designations. Exhibit Two, A-D).

Clearly, CPR owns all trackage that is subject to improvement in the SW-LRT freight reroute, retains a right to operate or diverge CPR originating line-haul traffic on this trackage in the future, and stands to gain significantly once again from the United States taxpayer. UTU-SMART believes this history must be considered moving forward today.

This UTU-SMART state committee finds the SW-LRT St. Louis Park freight alternative route proposal as presented to date to be overreaching. We fail to understand that while one freight route currently exists for the TC&W for access to the consolidated BNSF CP, and UP Twin Cities Terminal, the SW-LRT freight reroute provides construction for operation of a second route accessing the Terminal. We respectfully disagree with track geometrical assumptions and engineering recommendations as presented at this time. We believe that a third alternative route north of the BNSF Wayzata Subdivision and through western Minneapolis must be considered within any comprehensive analysis.

The Honorable
Chairmen Dibble and Hornstein
October 4, 2013
Page three

From our experience running the railroads, please be advised that we analyze the SW-LRT Freight Rail Reroute based on the following criteria and principals:

- a) Maintain current and existing freight access subject to physical plant standards that reflect what CP and TC&W have invested and maintained to date,
- b) Maintain or improve current safety standards for freight rail service,
- c) Preservation and best use of federal and local taxpayer rail investment funding,
- d) While TC&W does not operate one hundred car loaded unit trains frequently, for the purpose of our analysis we base our assumptions on the dynamic movement and train handling characteristics of a one hundred car unit train without distributed power, and,
- e) We have not incorporated computer or other simulation models in our analysis. Members of UTU-SMART have reviewed specific sites and estimate operations based on our knowledge of motive power traction and train handling principles.

From our experience running the railroads in Minnesota:

- 1) For an alternative route to move freight traffic out of Minneapolis' Kenilworth Corridor, UTU-SMART assumes that the former Milwaukee Road connection at Cologne routing southeasterly to Shakopee, Minnesota, with C&NW and Union Pacific, abandoned in 1978*, is no longer a viable alternative for consideration.
- 2) For an alternative route to move freight traffic out of Minneapolis's Kenilworth Corridor, UTU-SMART assumes that the former Great Northern/BN connection at Hopkins routing northeasterly to Great Northern BN Wayzata Subdivision at St. Louis Park, abandoned in the early 1970's*, is no longer viable for consideration.

From our experience running the railroad in the Kenilworth Corridor, former C&NW and M&StL Cedar Lake Yard:

- 3) It is reasonable to expect considerable brown-field issues from an area south of Dean Boulevard to an area north of West 21st Street.
- 4) It is our opinion that any residential concerns regarding potential ambient noise issues originating from the surface operation of SW-LRT based from the ambient and critical noise issues of freight switching operations during the 1980's and prior, are misguided. Federally regulated grade crossing "quiet zones" standards are available to eliminate any non-emergency train whistles.

* UTU Minnesota Legislative Board, State Director Elmer Berglund, protested these line abandonments.

The Honorable
Chairmen Dibble and Hornstein
October 4, 2013
Page three (b)

From our experience running the railroad on the CP's Minneapolis, Northfield and Southern Railway in the western suburbs of Minneapolis:

- 5) The proposed St. Louis Park southerly freight turn-out to Edina and Bloomington, curve identified as Five Degree-RH, is unnecessary and excessive.
- 6) Freight train movements that must move southward to Edina and Bloomington can accomplish that work task by routing northward on the proposed freight relocation connection, Curve Number Six, moving north to recently downgraded CP-MNS Nesbitt Avenue Yard. Recently, CP intentionally removed several Nesbitt Yard tracks and the north switching lead. Nesbitt Yard had approximately seventy five cars of track capacity and was a location trains could arrive, leave train cars standing on one or multiple tracks, and then move locomotives to the opposite end of the standing cars, couple to, and proceed south or in an opposite direction. This is a standard railroad operating move for way-freight switching operations. Please see Exhibit Three.
- 7) At this time, industries in Edina, Bloomington, and the Lyndale Spur northward to Minneapolis, do not order or move more than seventy five cars total per day.
- 8) The proposed St. Louis Park southerly freight turn-out may also provide access to Port Savage, a major train to river terminal, and the Union Pacific Railway. At this time, the Minnesota River swing-bridge providing direct access to the river terminal remains out of service due to structural deficiency. Connecting rail yards at Savage are owned by the Cargill and Bunge Grain Companies. However, TC&W has interchange and service access. Please see Exhibit Four,A to E.
- 9) The proposed St. Louis Park southerly freight turn-out with repair of the the Minnesota River swing-bridge may also provide access to Northfield, Minnesota, and the Union Pacific Railway mainline to Des Moines, Kansas City, and terminal destinations in the southern United States. At this time, the former CP-MNS Line is also severed Lakeville, Minnesota. However this segment could be reopened with minimal upgrade for overhead CP-UP trains.
- 10) While the proposed St. Louis Park southerly freight turn-out with repair of the Minnesota River swing-bridge may also provide access for TC&W trains to the consolidated Twin Cities Terminal and interchange at Port Savage, this routing would cause significant train delays due to traffic capacity constraints that already exist on Union Pacific between Shakopee and St. Paul Hoffman Yard.
- 11) It is reasonable to expect that with the construction of the proposed St. Louis Park southerly freight turn-out, the cities of Edina, Bloomington, and Lakeville will experience a significant increase in local and overhead freight train traffic.

The Honorable
Chairmen Dibble and Hornstein
October 4, 2013
Page four

Once again, UTU-SMART believes the reasonable question becomes, while one freight route currently exists for the TC&W for access to the consolidated Twin Cities Terminal, why is the proposed and current SW-LRT freight reroute project being held to provide a second route accessing the same? Further, UTU-SMART questions why the United States tax payer should have to provide the cost of providing access to terminal destinations, both regional and international, that CPR and TC&W have not invested to provide for themselves? Elimination of the proposed St. Louis Park southerly turn-out can reduce the overall project cost of SW-LRT.

From our experience running the railroads and estimations regarding the proposed SW-LRT turn-out to a northerly route (Curve Number Six):

- 12) UTU-SMART acknowledges the primary concern of operating trains without excessive lateral in-train forces and/or throttle amperage that could cause draw-bar or coupling failure during train movements on an ascending grade.
- 13) UTU-SMART fails to see the benefit of building the proposed northerly turn-out to the design standard of a Class One route enabling speeds at thirty to forty miles per hour through St. Louis Park.
- 14) UTU-SMART asserts that as designed, trains traveling northward from the proposed northerly turn-out through St. Louis Park will be subject to compliance with track signal systems when approaching to, or after departure from, the BNSF Wayzata Subdivision. With an estimate that restricting, approach diverging, and holding signals may actuate before thirty percent of all train movements due to rail traffic congestion, particularly approaching the Interchange Station, UTU-SMART questions why the design of a Class One northern turn-out at St. Louis Park is necessary.
- 15) UTU-SMART acknowledges that when constructing new segments of railroad, a "one-hundred year" design should be implemented. However, CP has already downgraded the former Milwaukee Road and M&NS mainlines to Class Two carrier operations. We respectfully submit that a 20 MPH turn-out and northerly track segment design is consistent with CP's current operational standard and sufficient to provide safe and efficient train movements. Further, 20 MPH train movements are fast enough to deter pedestrians from jumping on moving equipment, deter automobile delay and discretion at grade crossings, will cause less vibration, and will increase train crew reaction time with track obstruction*.
- 16) UTU-SMART respectfully submits that the northerly turn-out, Curve Six, can

*The American railroad industry engages in a reasonable on-going debate regarding safety and train speeds through populated areas and over public crossings. Arguments range from the position that: a) it is better for the public to transverse grade crossings faster so as avoid any discretion for the approaching public with train movement off of the public access area sooner, or, b) slower train movements provide more reaction time for train crews and cause less damage at collisions. The jury remains out; both positions have merit. The SW-LRT freight reroute matter will not bring clarity to these policy positions.

The Honorable
Chairmen Dibble and Hornstein
October 4, 2013
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-can be built with a tighter radius so as to lessen the need for land acquisition south of Highway Seven and in downtown St. Louis Park. We assert that motive power traction, tolerant in-train lateral forces, and train handling capabilities remain the primary consideration for safety and efficiency. We believe that an ascending grade from the CP/TC&W grade crossing at Blake Road on the former C&NW mainline, with construction of a berm or wall, to a 5.25' degree turn-out through the area that is currently the Excel St. Louis Park Substation, can align to the existing angle of CP/MNS track at MP 15.59, Lake and Library street. We recommend a maximum speed limit of 20 MPH with a mainline switch to continue southbound access. As well, relocation of the bike path and substation. Please see attached Exhibit Five, A through I.

- 17) UTU-SMART respectfully submits that the CP/MNS track north of MP 15.59 will need some level of route realignment and surfacing to defeat potential excessive lateral in-train forces with vertical stress on draw bar and couplers. However, while some commercial property acquisition may be necessary, we estimate that with a track speed limit of 20 MPH and a longer ascending grade from Blake Road with minor elevation of the outside rail of the 5.25' degree turn-out, a one hundred car unit train with sufficient and leading motive power can traverse this track segment without train failure. Please see Exhibit Six, A through C.
- 18) UTU-SMART fails to understand the need for the construction of a berm on the CP/MNS mainline from St. Louis Park Walker Street to Minnetonka Boulevard bridge or north therefrom. An inspection of this track area resembles other mainline railroad with medium grade and curvature. With respect to motive power traction and in-train forces, it must be noted that this area is twenty to fifty car lengths north of the critical northerly turn-out. Therefore, the maximum force transmitted from motive power amperage stabilizes within the first half of the train while the in-train stress is lessened on couplers and draw bars as the rear portion of train traverses through the ascending turn-out.
- 19) UTU-SMART concurs with presently designed and minor straightening of the CP/MNS right-of-way from Walker Street to north of Minnetonka Boulevard Bridge. We believe that by broadening the curve 800 feet north of Walker Street, the mainline track can be aligned to the east several feet to move the tracks away from existing homes and align correctly with the bridge. Please see Exhibit Seven, A through F.
- 20) UTU-SMART asserts that historical and existing precedent exists for a lower track speed with tighter radius at the northerly turn-out Curve Six. On the existing and continuous CP/MNS mainline at Northfield, Minnesota, built circa 1920 and modified in the 1980's, track geometry leading from the CP-Union Pacific mainline at MP 313.6 junction switch, northward to the CP/MNS mainline to Farmington, is constructed with the similar radius recommended herein.

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- 21) UTU-SMART directs interested parties to the Union Pacific Mankato Subdivision as existing and comparable mainline track geometry for the CP/MNS northerly turn-out, Curve Six, as proposed herein. Specifically, please reference UP Mankato Subdivision MP 46.3. (5.25' Degree) at Belle Plaine, and MP 84. 2 (6.4' Degree) and 85.3 (5.59' Degree) at Mankato, MN. Please see Exhibit Eight, A through D.
- 22) UTU-SMART reminds interested parties that our analysis of the northerly turn-out, Curve Six, assumes that distributed power, a new industry standard for 100 car loaded unit trains, is not factored into our proposal for a tighter radius.
- 23) UTU-SMART recognizes that the TC&W Division and crew change point exists at CP/TC&W Hopkins Depot immediately west of Highway 169. We assert that if there are motive power, operational, or weather related conditions that may potentially lead to eastward train issues, locomotives can be positioned as pusher-power for loaded unit trains. We assert that while not preferable, train movements with trailing pusher-power is a standard and daily operating procedure with heavy trains on many railroads including Union Pacific train movements from So. St. Paul through East St. Paul in the Twin Cities Terminal.

Redesign of the proposed St. Louis Park northerly turn-out, Curve Six, with a 20 MPH track speed at 5.25' degree, resurfacing and minor straightening of curves north of Lake Street, will lead to significantly less land acquisition. This important design modification will can lower the overall project cost of SW-LRT.

From our experience running the railroads and estimations regarding the proposed SW-LRT turn-out from the CP/MNS to the BNSF Wayzata Subdivision, (Curve Number Eight):

- 24) UTU-SMART recognizes that the turn-out from the CP/MNS to BNSF Wayzata Subdivision will have minimal impact on existing residential areas. The angle of approach of the CP/MNS mainline from the south is favorable for design of a turn-out at grade. Please see Exhibit Nine, A-C.
- 25) UTU-SMART asserts that with any turn-out and connection between the CP-MNS and BNSF Wayzata Subdivision, and with any project cost savings, a second mainline or auxiliary track on the BNSF Wayzata Subdivision is recommended to relieve traffic congestion from Harrison Street westward.
- 26) UTU-SMART asserts that the CP/MNS turn-out to the BNSF Wayzata is not necessary due to the existing northern route connecting CP-MNS mainline to the BNSF Wayzata Subdivision through the current CP Wirth Park route to BNSF MW Junction, Monticello Subdivision to BNSF Lyndale Junction.

Elimination of the proposed St. Louis Park turn-out CP/MNS to BNSF Wayzata Subdivision, Curve Eight, can lower the overall project cost of SW-LRT.

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From our experience running the railroads in western Minneapolis:

- 27) UTU-SMART recognizes that current CP/MNS trackage runs parallel to Highway 100 with Nesbitt Yard immediately south of Highway 55. This 20 MPH mainline proceeds northward to CP Humboldt Interchange Yard and holds a diverging route under Highway 55, through the Theodore Wirth Park Golf Course at 10 MPH, with complete grade separation. Please see Exhibit Ten, A-F.
- 28) With this northerly routing on the CP/MNS, all trains pass Nesbitt Yard which will provide trains with destinations south of St. Louis Park to stop their train and change directions to operate southward as described prior herein. UTU-SMART wishes to express our disappointment with the CP/MNS. At the same time CP tore out Nesbitt Yard, within the SW-LRT Freight Reroute the same parties claim to now require the needlessly expensive southerly turn-out at St. Louis Park.
- 29) UTU-SMART recognizes that the current CP/MNS trackage junctions with the BNSF Monticello Subdivision at MW Junction. For routing of daily through freight train service between St. Louis Park Nesbitt Yard and MW Junction, we recognize that raising ballast, resurfacing, new rail with minor curve alignment may be necessary to raise trackage to 20 MPH. Please see Exhibit Eleven A-B.
- 30) UTU-SMART recognizes that from CP/MNS and BNSF MW Junction, the Monticello Subdivision mainline proceeds south easterly at 30 MPH for 1.75 miles to BNSF Lyndale Junction, Wayzata Subdivision. Please see Exhibit Twelve A-B.
- 31) BNSF Lyndale Junction is less one-half mile from the current Interchange Station location on the BNSF Wayzata Subdivision. The junction is one-half mile east of the current entrance of TC&W freight trains to the mainline at Cedar Lake Jct.
- 32) UTU-SMART asserts that this route from the CP/MNS in St. Louis Park to the BNSF Minneapolis achieves the rerouting of freight traffic out of the Kenilworth Corridor. It is essential to all interested parties accept that trains can operate on this route now from BNSF Minneapolis to CP/MNS Bloomington 111th Street Yard. At this time, only two way-freight trains in each direction operate in this dedicated, grade separated and underutilized corridor. Further, this corridor has only two grade crossings on the four mile route. The BNSF and CP/MNS trackage ascends a well-designed grade following the contour of the land consistent with industry engineering standards.
- 33) UTU-SMART recommends that a CP/MNS test-train be ordered to operate in the aforementioned track territory with two locomotives, (6,000 HP), fifty loaded cars, (8,000 tons) at 10 MPH immediately to demonstrate that this routing is viable now.

The Honorable
Chairmen Dibble and Hornstein
October 4, 2013
Page eight.

- 34) As there will be significant SW-LRT Freight Reroute cost savings with the routing through the CP-MNS Theodore Wirth and BNSF Monticello corridor, we respectfully submit investment and construction of a second mainline or auxiliary track should be considered for the BNSF Wayzata Subdivision between the Interchange Station west to Hopkins to reduce rail traffic congestion and assure freight trains do not hold at, or near, the Interchange Transit Station.

UTU-SMART believes that elimination of the CP/MNS turn-out to BNSF Wayzata Subdivision, Curve Eight, with continued routing on the CP/MNS to Nesbitt Yard, through the CP/MNS Theodore Wirth and BNSF Monticello Corridors is a third alternative that must be considered as the most inexpensive and viable overall route for the SW-LRT Freight Reroute project. Again, UTU-SMART asserts that this route is available today, removes freight trains from the Kenilworth Corridor, and will reduce overall SW-LRT costs significantly.

UTU-SMART does not stand to benefit nor suffer harm from the proposed SW-LRT Freight Reroute. However, there is a limit to federal rail improvement funding and the cost benefit analysis of what is proposed today by CP/TC&W may well be found to be excessive by federal authorities. As veterans of this industry who actually operate the railroads, we find the current CP/TC&W proposal to operate through St. Louis Park overreaching if not disingenuous. All interested parties must expect that if the currently proposed CP and TC&W's alignment through St. Louis Park is constructed, significant increases in regional and transcontinental freight train traffic through St. Louis Park, Edina, Bloomington, Lakeville and points south will occur. We fail to accept that a federal transit project can be held captive to a Class One railroad's absence of strategic planning representation, a Class Two railroad's ambition, while reasonable engineering to scale and identifiable freight train rerouting is available today.

In summary, UTU-SMART submits this letter of rail labor analysis with the hope that our operating experience and perspective may assist decision makers within this difficult matter. Ultimately, we hope all parties can reach consensus from readily achievable and common sense alternatives for the SW LRT Freight Reroute project.

UTU-SMART is the exclusive representative of the Conductor's, Switchmen, Yardmaster's, and Remote Control Locomotive Operator's contracts nationwide. The UTU-SMART Minnesota Legislative Board is vested with the responsibility to protect the safety, welfare, and governmental interests of our membership within the State of Minnesota.

Thank you for your review of this letter of consultation. Please do not hesitate to contact this State Committee office if we can answer any questions or address your concerns.

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Page nine.

Sincerely,



P. J. Qualy
Minnesota Legislative Director
United Transportation Union-SMART

enclosure: SW-LRT diagrams, mapping, AREMA formula, and corridor photographs

cc: Governor Mark Dayton, State of Minnesota.

Representative Ron Erhardt, Chairman, House Transportation Policy Committee.

Ms. Shar Knutson, President, Minnesota AFL-CIO.

Ms. Susan Haigh, Chairperson, Metropolitan Council.

Mr. Mark Fuhrman, Metropolitan Council Project Engineering.

Commissioner Peter McLaughlin, Hennepin County Board.

Commissioner Gail Dorfman, Hennepin County Board.

Ms. Nelrae Succio, Hennepin County Transportation Engineering.

Mr. R. T Rybak, Mayor, City of Minneapolis.

Mr. Jeff Jacobs, Mayor, City of St. Louis Park.

Mr. James Hovland, Mayor, City of Edina.

Ms. Lisa Goodman, Council Member, City of Minneapolis.

Mr. Joseph Nigro, SMART International President.

Mr. John Prevesich, UTU-SMART Rail Division President.

Mr. James Stem, UTU-SMART National Legislative Director.

Mr. Kevin Brodar, UTU-SMART General Counsel.

Mr. Jim Nelson, UTU-SMART CP-Soo/Milwaukee Lines GCA.

Mr. Jay Schollmeyer, UTU-SMART BNSF-GN/NP Lines GCA.

UTU-SMART Local Representatives, Locals 650, 911, 1000, 1177, and 1976.

UTU Minnesota:

From: "UTU Minnesota:" <utumlegbd@visi.com>
Date: Wednesday, July 10, 2013 4:12 PM
To: "Neil Trembley" <neil.trembley@gmail.com>; "Richard Adair" <adair001@umn.edu>; "Margaret Anderson Kelliher" <makminnesota@gmail.com>; "Fred Appell" <appel006@umn.edu>; "Minneapolis Parks Legacy Society" <MinneapolisParksLegacySociety@msn.com>; "Jan Borene" <borenejan@aol.com>; "Ron Bowen" <info@prairieresto.com>; "Chamberlain, Bruce" <BChamberlain@minneapolisparcs.org>; "Tony Chevalier" <tonychevalier@gmail.com>; <DPConDREW@aol.com>; "Jeanette Colby" <jmcolby@earthlink.net>; <natec@svrdesign.com>; "Dan Dailey" <sowelo@sbcglobal.net>; "Bob Day" <mplsbob52@gmail.com>; "Jean Deatrick" <deatrick@bitstream.net>; "Curt Dederich" <goodnightkourt@earthlink.net>; "Vida Y. Ditter" <vyditter@vyditter.cnc.net>; <gail.dorfman@co.hennepin.mn.us>; "Steve Durrant" <stedurrant@altaplanning.com>; <norbert@hbc.com>; "Judy Gilats" <jgilats@comcast.net>; "JoAnn Hanson & Bob Glancy" <glanhan@comcast.net>; <passion06@comcast.net>; "Goodman, Lisa R." <Lisa.Goodman@ci.minneapolis.mn.us>; "Rob Harris" <robjharris@hotmail.com>; "John Herman" <jherman@faegre.com>; "Art Higinbotham" <ahiginbotham@msn.com>; "Ruth Jones" <ruthjones73@q.com>; "David Klopp" <dklopp1@msn.com>; "John Koepke" <koepk002@umn.edu>; "Charlie Lazor" <charlie@lazoroffice.com>; "Laurie Lundy" <laurie@lundys.us>; <commissioner.mclaughlin@co.hennepin.mn.us>; "Stacy McMahon" <stacy.a.mcmahon@earthlink.net>; "Jim McPherson" <moonmanjim@gmail.com>; "thomas meyer" <Thomas@msrltd.com>; "Miller, Jayne S." <jmiller@minneapolisparcs.org>; "Meredith Montgomery" <mmont@scc.net>; "Deborah Morse-Kahn" <dmdk@regionalresearch.net>; "Munt, Jennifer" <jennifer.munt@metc.state.mn.us>; "Rebekah Padilla" <bekahap@yahoo.com>; "CP Minneapolis" <cpminneapolis@gmail.com>; "Dr. Keith Prussing" <info@drkeithprussing.net>; "George Puzak" <GreenParks@comcast.net>; "Jennifer B. Ringold" <jringold@minneapolisparcs.org>; "Winthrop Rockwell" <winthrop.rockwell@faegrebd.com>; "Erik Roth" <erik.roth@earthlink.net>; "Joseph Schmitz" <schn0652@umn.edu>; <al.singer@co.dakota.mn.us>; "Dave Smith" <dave.smith@q.com>; "Anita Tabb" <Anita@robtabb.com>; "D'Ann Topoluk" <dann.topoluk@state.mn.us>; <Katie.Walker@co.hennepin.mn.us>; "Brian Willette" <bjwillette@hotmail.com>; "Ben Wright" <cbenwright@gmail.com>; <ayoung@minneapolisparcs.org>; "Jack Yuzna" <Jack.Yuzna@ci.minneapolis.mn.us>; "Marilyn Ziebarth" <casazp@comcast.net>

Subject: Re: SW LRT and Cedar Lake

Hello Neil and All,

Great work and clear message. As an early attendee to the Save Cedar Lake Park group in 1989, and a rider in the park, my heart is with the park.

That said, the United Transportation Union, a Division of SMART, (Sheet metal, Air Rail and Transit Union), may have a conflict of interest in this matter. While we may, or may not, agree with Cedar Lake Park, UTU-SMART represents railroad workers on the BNSF, CP, and UP Railways.

Therefore, we must remain neutral regarding the west metro and SW LRT right-of-way alignment policy debate. However, on any issues regarding railroad operational or public safety, please do consider this UTU-SMART State Committee office as a resource. Thank you.

Regards,

P. J. Qualy
 UTU-SLD Minnesota
 651-222-7500

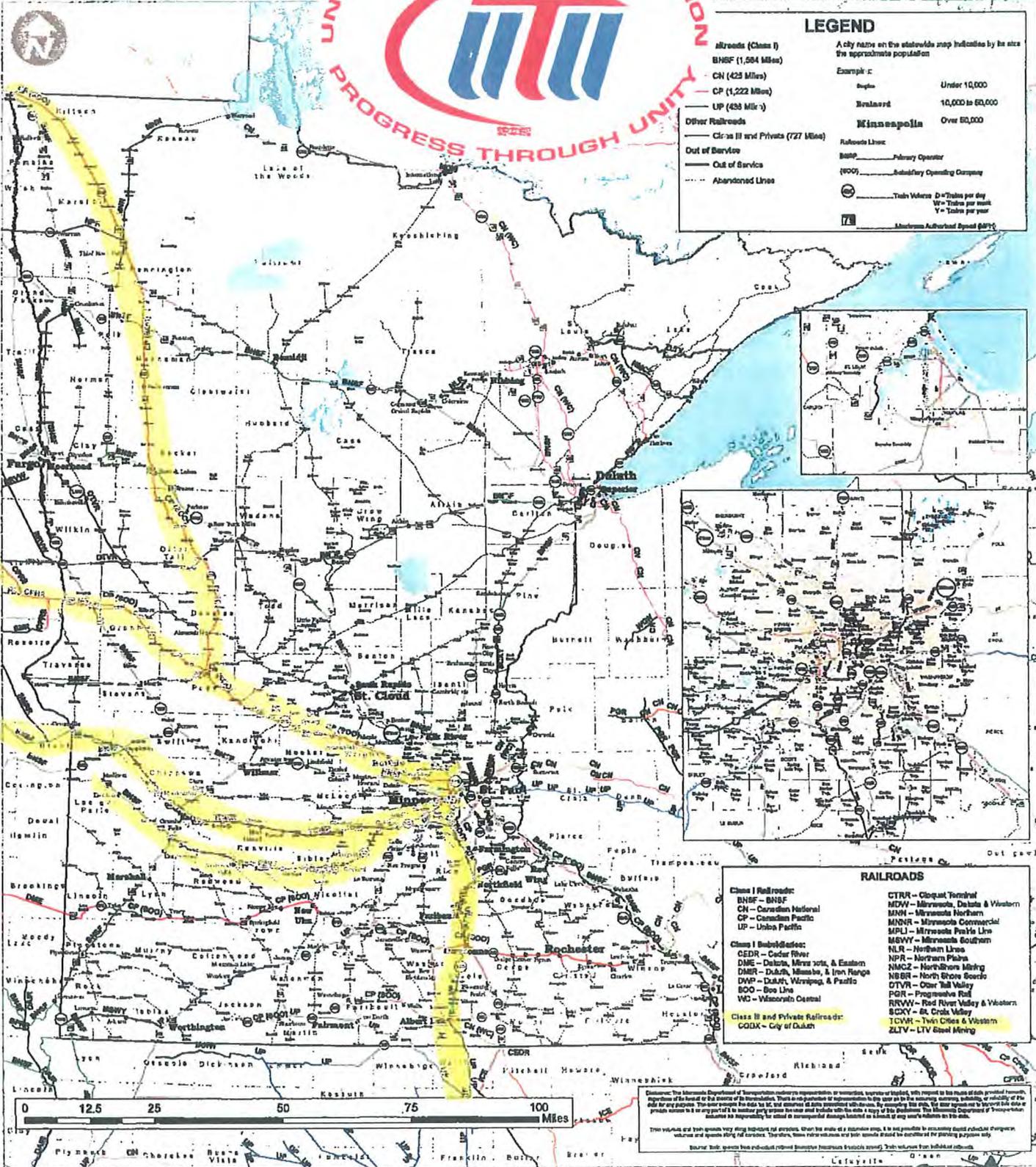
From: Neil Trembley
Sent: Wednesday, July 10, 2013 2:33 PM

Exhibit 1



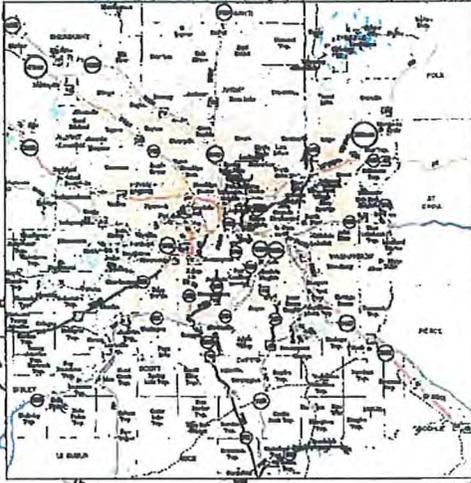
MINNESOTA FREIGHT RAILROAD MAP

Office of Freight Operations

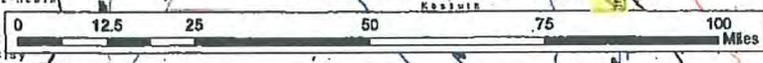


LEGEND

- Class I Railroads (Class I)**
 - BNSF (1,584 Miles)
 - CP (428 Miles)
 - UP (438 Miles)
 - Other Railroads**
 - Class II and Private (727 Miles)
 - Out of Service**
 - Out of Service
 - Abandoned Lines
- City names on the statewide map indicate by its size the approximate population**
- Example:**
- Under 10,000
 - 10,000 to 50,000
 - Over 50,000
- Railroad Lines:**
- Primary Operator
 - Auxiliary Operating Company
 - Trains per day
 - Trains per week
 - Trains per year
 - Maximum Authorized Speed (MPH)



- ### RAILROADS
- Class I Railroads:**
 - BNSF - BNSF
 - CP - Canadian National
 - CP - Canadian Pacific
 - UP - Union Pacific
 - Class II Subdivisions:**
 - CDOR - Cedar River
 - DNR - Duluth, Missabe, & Eastern
 - DNR - Duluth, Missabe, & Iron Range
 - DWP - Duluth, Wabigoon, & Pacific
 - SOO - Soo Line
 - WC - Wisconsin Central
 - Class II and Private Railroads:**
 - COBK - City of Duluth
 - CTRR - Cloquet Terminal
 - MDV - Minnesota Duluth & Western
 - MNH - Minnesota Northern
 - MNR - Minnesota Commercial
 - MPLI - Minnesota Pacific Line
 - MSWY - Minnesota Southern
 - NLR - Northern Lines
 - NPR - Northern Plains
 - NM&Z - North Shore Mining
 - NSR - North Shore Scenic
 - OTVR - Otter Tail Valley
 - PGR - Progressive Rail
 - RRVW - Red River Valley & Western
 - SCVY - St. Croix Valley
 - TCWR - Twin Cities & Western
 - ZLTV - LTV Steel Mining



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Exhibit 2-A

*"It was a candy store then. It is
a candy store now." — Forbes magazine*

THE NATION PAYS AGAIN

Thomas H. Ploss



Exhibit 2-8

THE NATION PAYS AGAIN

Copyright © 1983, 1984
Thomas H. Ploss

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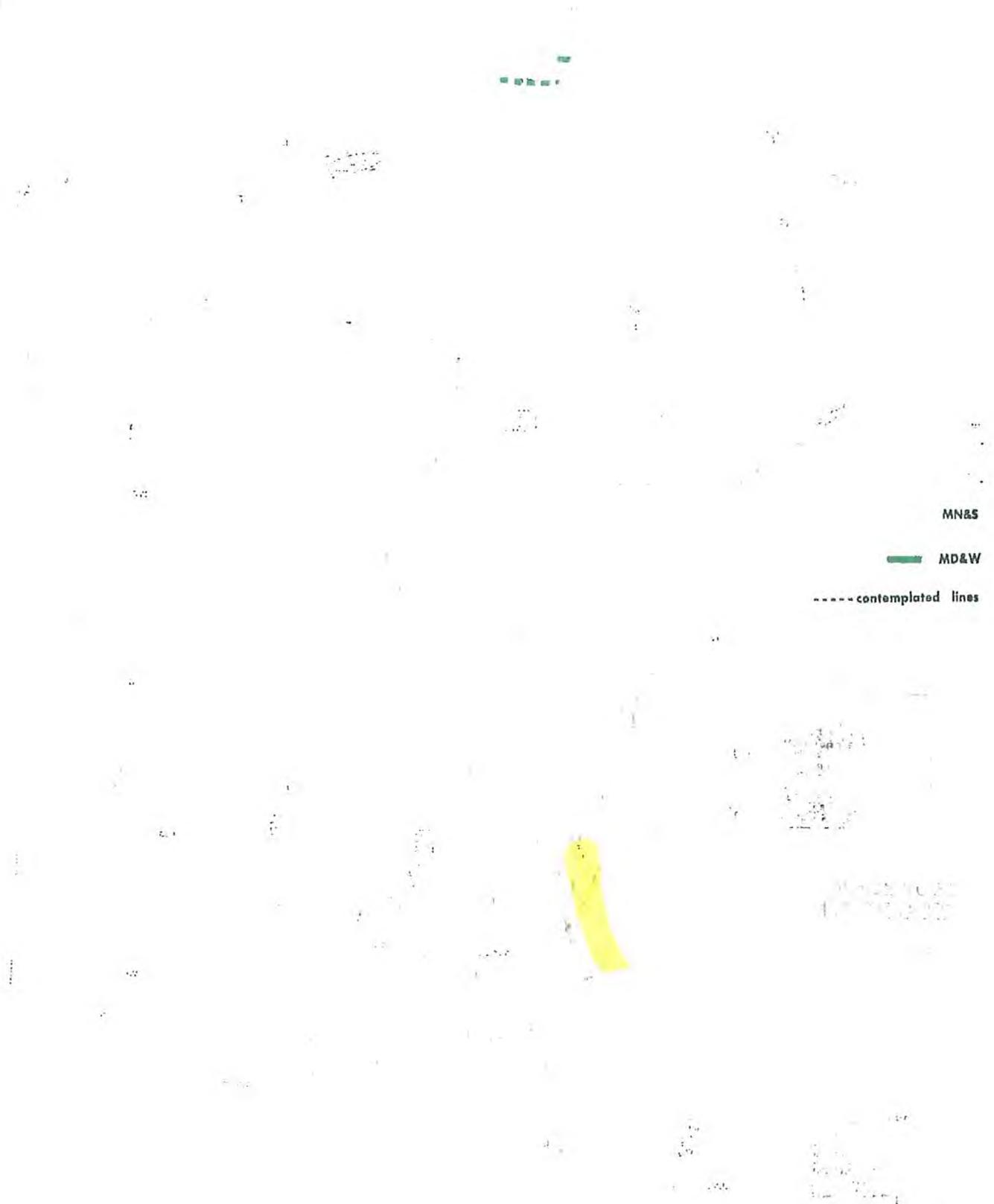
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Exhibit **2-C**

MINNEAPOLIS NORTHFIELD & SOUTHERN RAILWAY MINNESOTA DAKOTA & WESTERN RAILWAY

See page 225 for legends

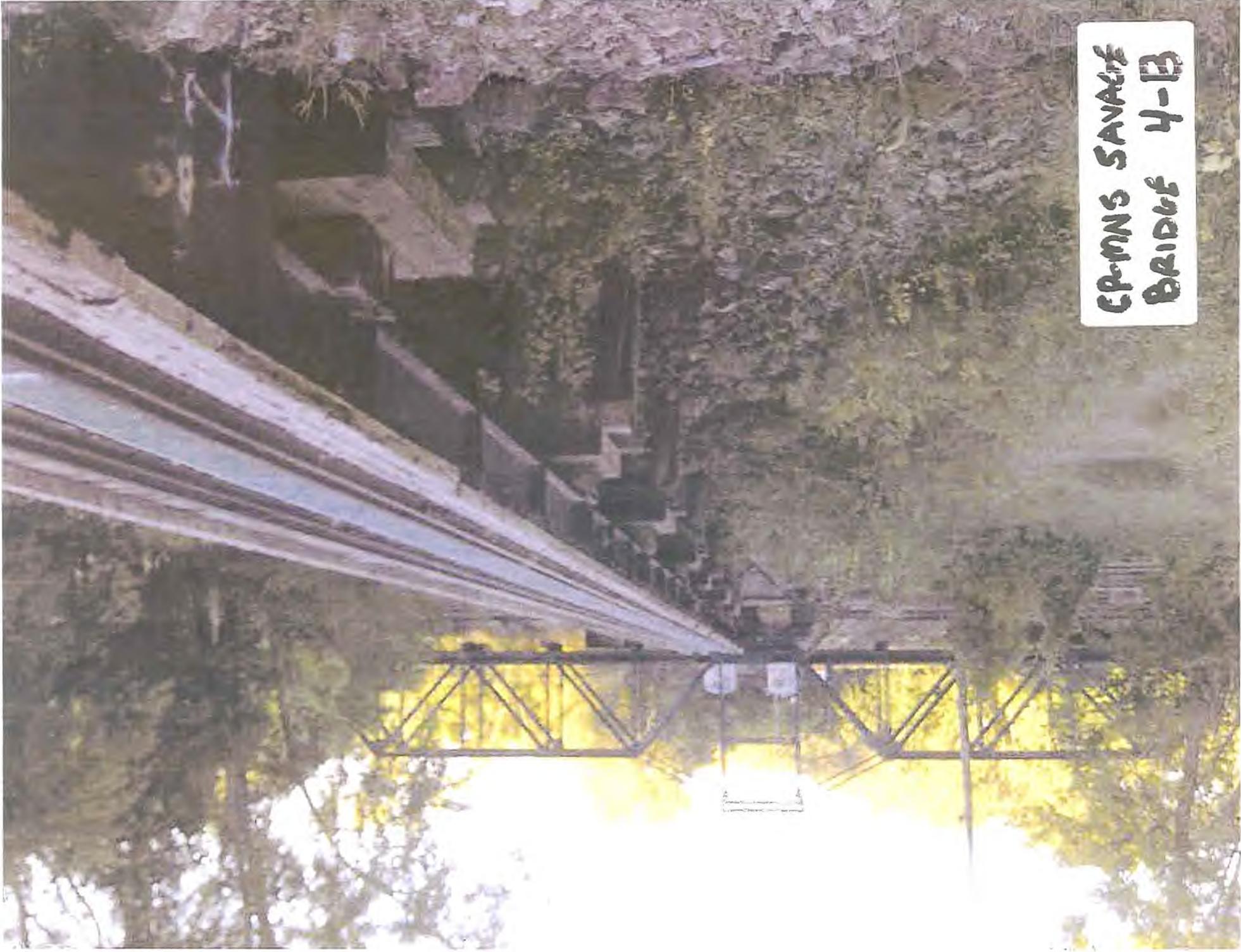




CR-MNS NESSBITT
YARD.
Exhibit 3

PORT SAVINGS
4-A

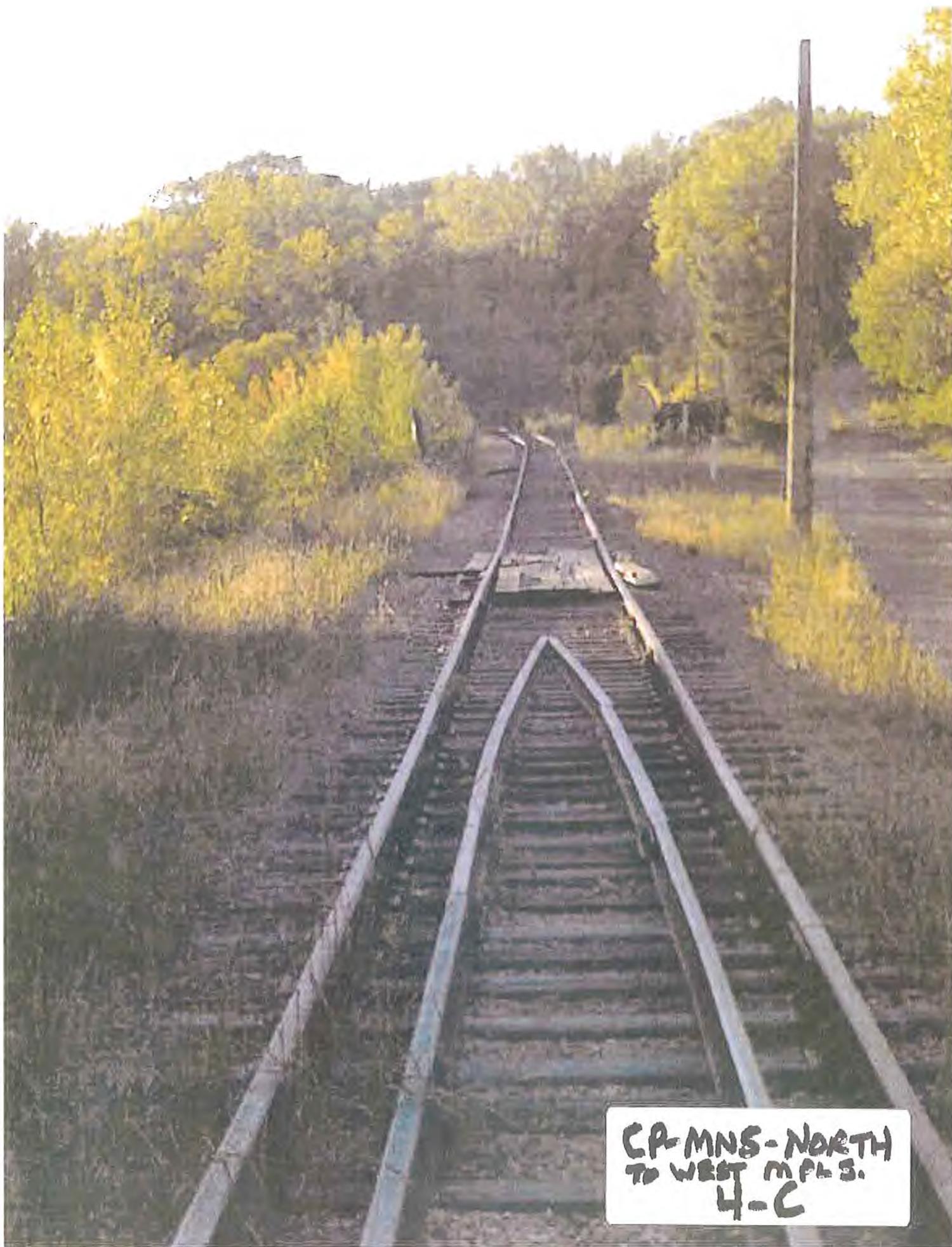




**CPMNS SAVAGE
BRIDGE 4-13**

CP-MNS NORTH
4-D





CA-MNS-NORTH
TO WEST MPLS.
4-C



CP-MNS / NOTE
GRADE ELEVATION
4'-E



Exhibit **5-A**



Exhibit **S-B**



Exhibit 5-C

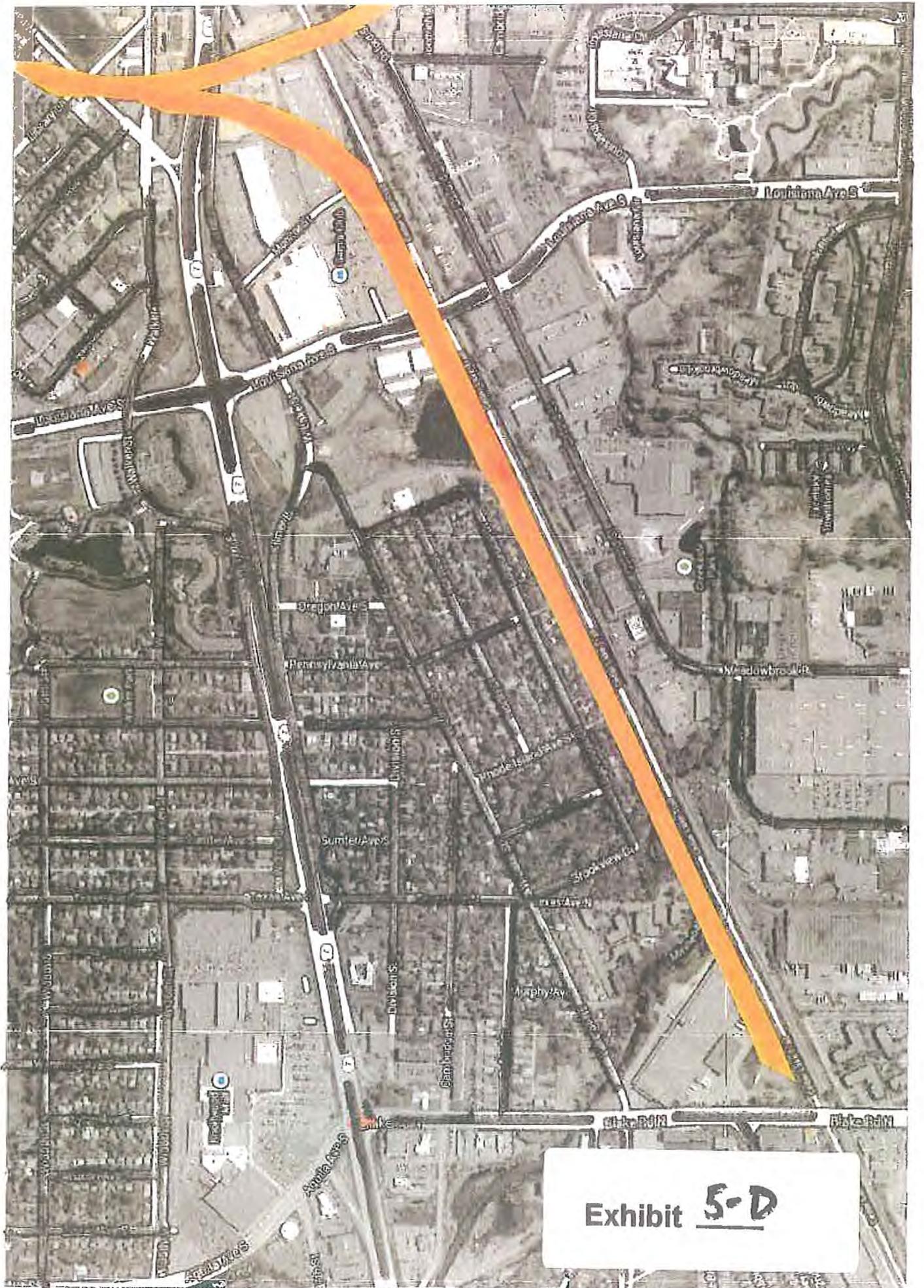


Exhibit 5-D



Exhibit 5-E

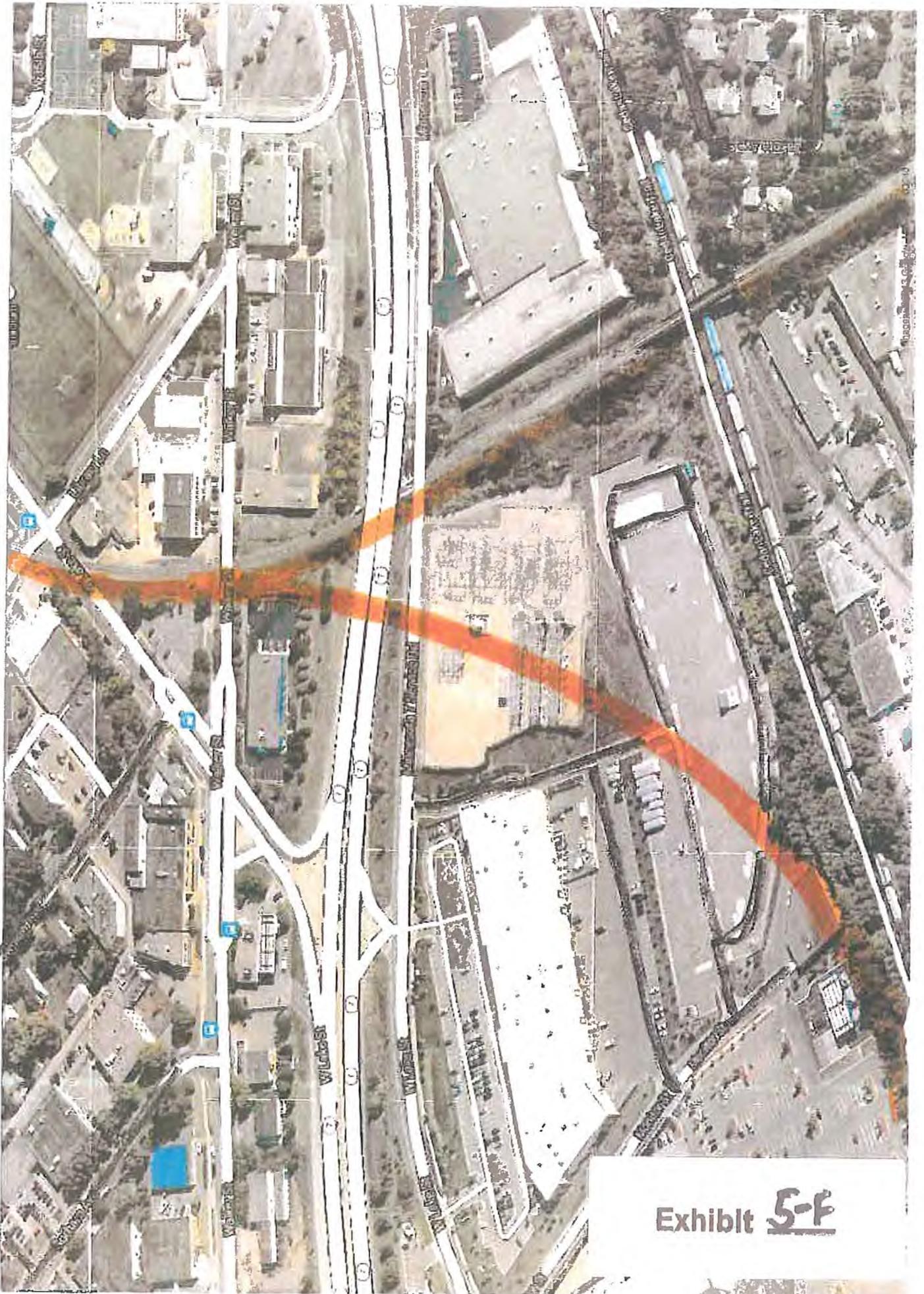


Exhibit 5-F



Exhibit 5-G



Exhibit 5011

C P RAILWAY
DOT #854236B
LAKE & LIBRARY
MN & S SPUR
MP 15.59



Exhibit **S-1**





Exhibit 6-A

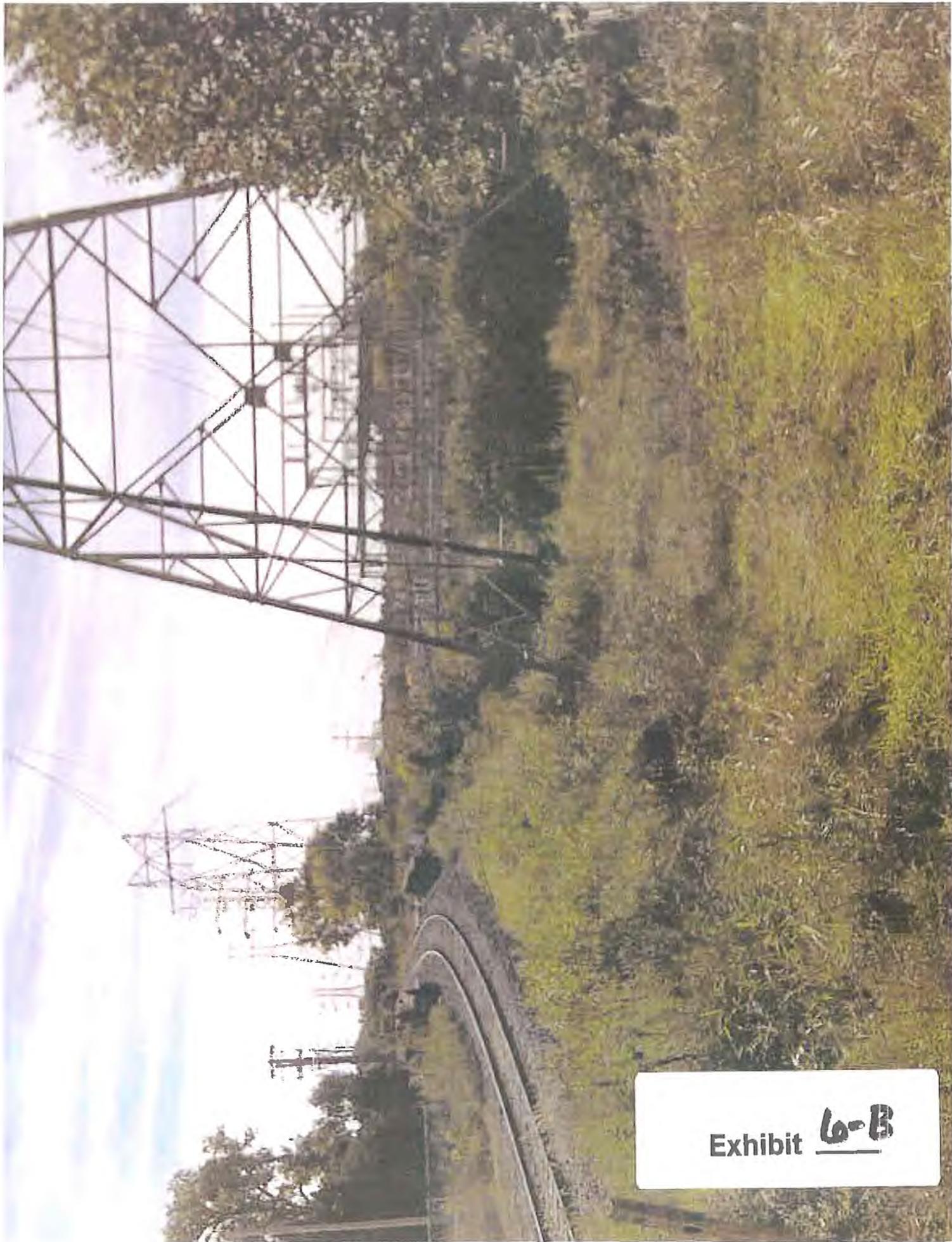


Exhibit 6-13



Exhibit 6-C

C P RAILWAY
DOT #854237H

WALKER ST.
MN & S SPUR

MP 15.68

Exhibit 7-A

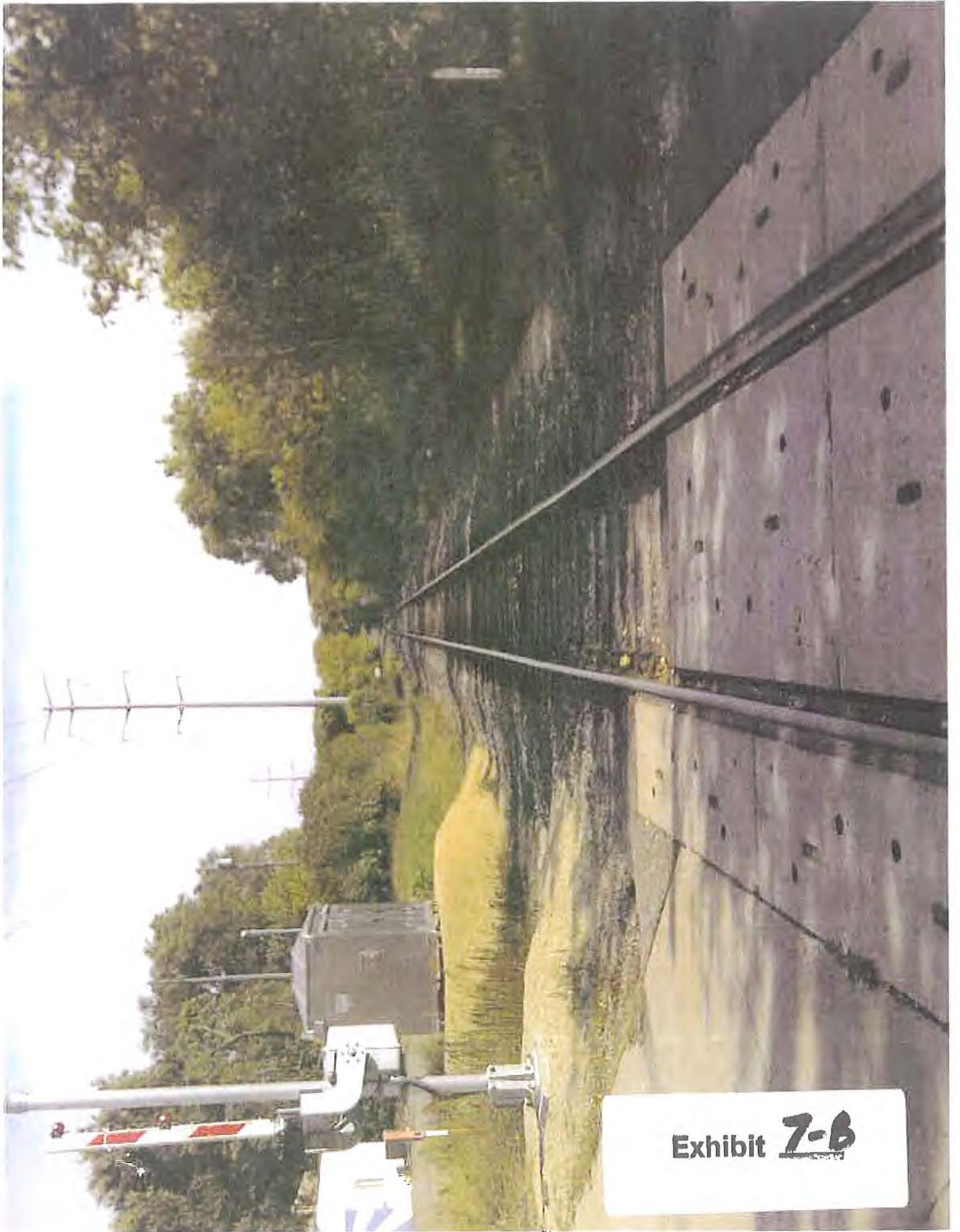


Exhibit **7-B**

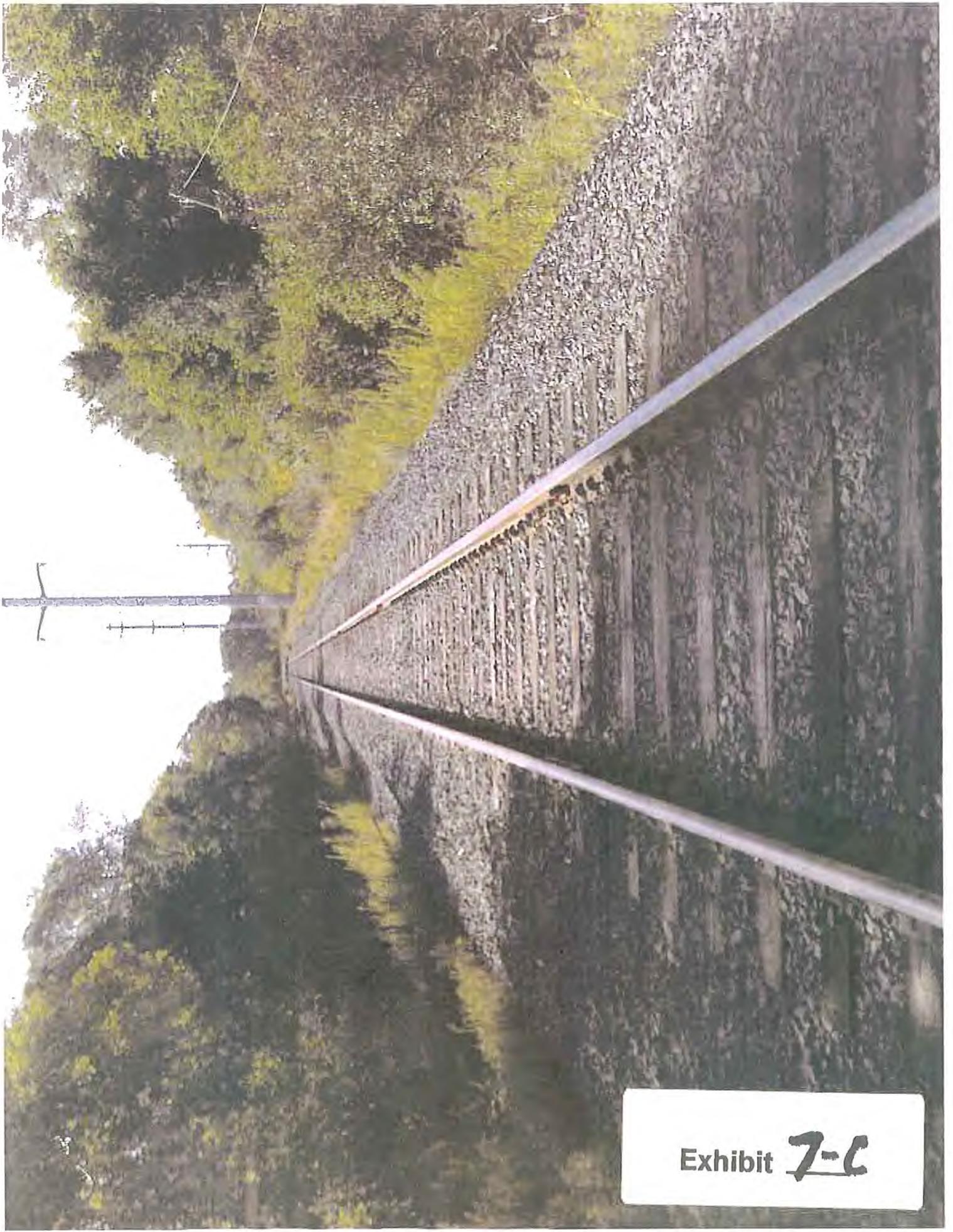


Exhibit **7-C**



Exhibit 7-D



Exhibit **7-E**



Exhibit **7-F**

equipment. It is $C = 2R \sin (I/2)$, where I the total central angle. For the example, $C = 2(2864.93)\sin(8.433) = 840.32$ ft. The length of the curve, by stations, is 843.30 ft. This figure can be checked by actual measurements in the field. The actual arc length of the curve is $(2864.93)(0.29437) = 843.34$ ft. Note that this is the arc length on the centre line; for the rails, use $R \pm g/2$, where $g = 4.7083$ ft = 56.5 in = 1435 mm for standard gauge.

Before electronic calculators, small-angle approximations and tables of logarithms were used to carry out the computations for curves. Now, things are much easier, and I write the equations in a form suitable for scientific pocket calculators, instead of using the traditional forms that use tabular values and approximations.

A 1° curve has a radius of 5729.65 feet. Curves of 1° or 2° are found on high-speed lines. A 6° curve, about the sharpest that would be generally found on a main line, has a radius of 955.37 feet. On early American railroads, some curves were as sharp as 400 ft radius, or 14.4° . Street railways have even sharper curves. The sharpest curve that can be negotiated by normal diesel locomotives is not less than 250 ft radius, or 23° . It is not difficult to apply spirals, in which the change of curvature is proportional to distance, to the ends of a circular curve. Circular curves are a good first approximation to an alignment.

The centrifugal acceleration in a curve of radius R negotiated at speed v is $a = v^2/R$. If v is in mph, $a = 2.1511v^2/R = 3.754 \times 10^{-4}Dv^2$ ft/s², where D is degrees of curvature. This is normal to the gravitational acceleration of 32.16 ft/s², and the total acceleration is the vector sum of these. For comfort, a maximum ratio of a to g may be taken as 0.1 ($\tan^{-1} 5.71^\circ$). The overturning speed depends on the height of the centre of gravity, and occurs when a line drawn from the centre of gravity parallel to the resultant acceleration passes through one rail. The height of the centre of gravity of American railway equipment is 10 ft or less. Taking 10 ft as the height of the centre of gravity, $a/g = 0.2354$ ($\tan^{-1} 13/25^\circ$). Therefore, the overturning speed v_0 can be estimated by $Dv_0^2 = 20,000$ and the comfort speed v_c by $Dv_c^2 = 8500$.

A curve may be superelevated by an amount s so that the resultant acceleration is more normal to the track. Exact compensation occurs only for one speed, of course. This angle of bank is given by $\tan \theta = a/g = 1.167 \times 10^{-5}Dv^2$, and $\sin \theta = s/\text{gauge}$. Consider a 2° curve. For $v = 60$ mph, $\tan \theta = 0.08404$, $\sin \theta = 0.08375$ and $s = 4.73$ in. If the speed is greater than this, there will be an unbalanced acceleration, which will have a ratio of a/g of 0.1 at a speed v' given by $0.1 = 1.167 \times 10^{-5}D(v'^2 - v^2)$, or $v' = 89$ mph. The overturning speed on this curve is given by $(0.2354 + 0.08404) = (1.167 \times 10^{-5})Dv^2$, or $v = 117$ mph. Note that a large superelevation will cause the flanges of a slow-moving train to grind the lower rail. Superelevation is generally limited to 6 to 8 in maximum.

Return to [Railway Index](#)

Composed by James B. Calvert
 Created 1 June 1999
 Last Revised 20 June 2004

Exhibit **8-B**

Exhibit 8-C

5 SP PB

1 SP PB

1-30' IB

2 SP PB

777.0

X HUBBELL AVE.
BFG DWATONNA ST.

87

421-1/2 OHB-HWY #169
421 36' DGP.9-SPB.6-SPB

776.0

420 2-12'X 11' RCC

419 16' SA

776.0

418 1.5'X 2' SBC

417 42" CP

416 4' SA

774.4

415-3/4 3'X 3' SBC

415-1/2 3'X 3' SBC

415 3'X 3' SBC

780.1

779.1

414 3'X 2' SBC

413 3'X 3' SBC

412 1/2 8'X 8' RCC

412 2-3.5'X 4' SBC

85.3 M-S 2R LUBR. 1976

804.7

411 3'X 3' SBC

410 21' SA

829.7

84.4 M-S 2R LUBR. 1987

409 30" CIP & CP

824.7

408-1/2 OHB-HWY #4

408 42" CIP

407 3-72" RCC

825.0

404 1-SP PB

831.6

X INDUSTRIAL RD.

83

821.6

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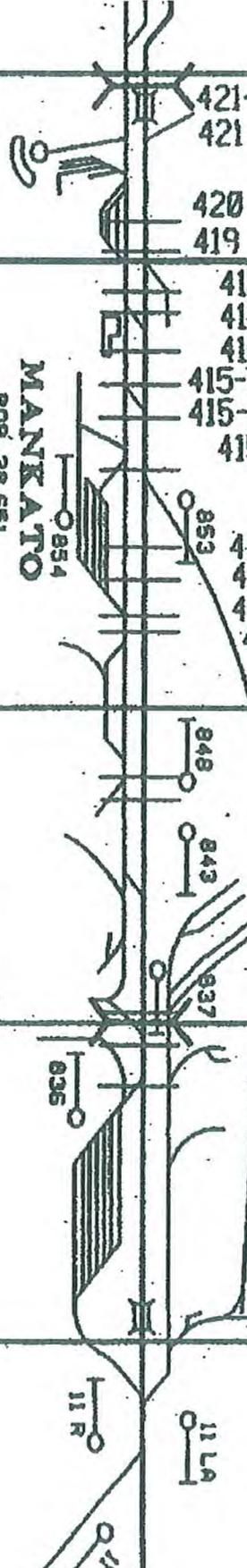


Exhibit 8-D

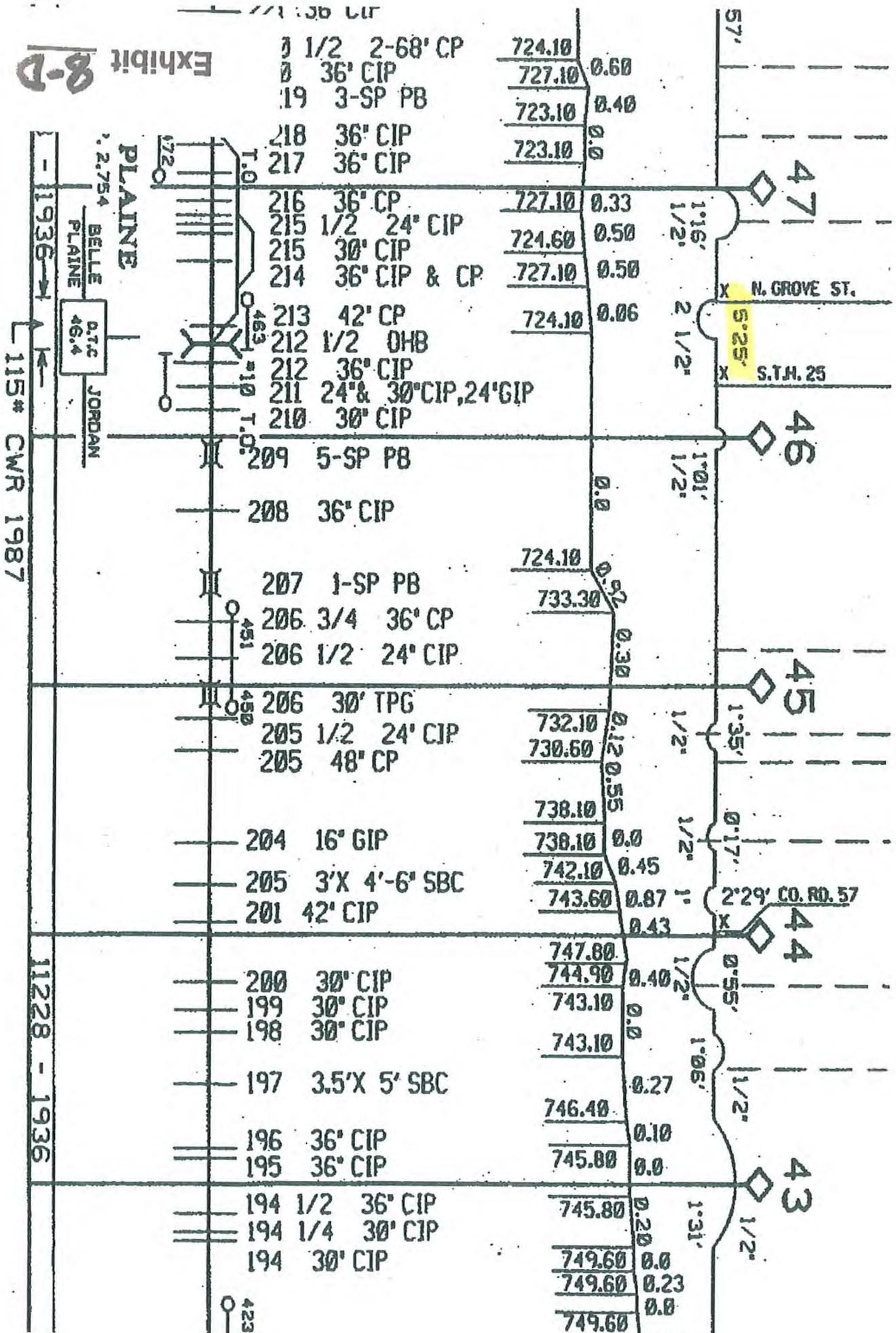




Exhibit 9-A



Exhibit 9-B

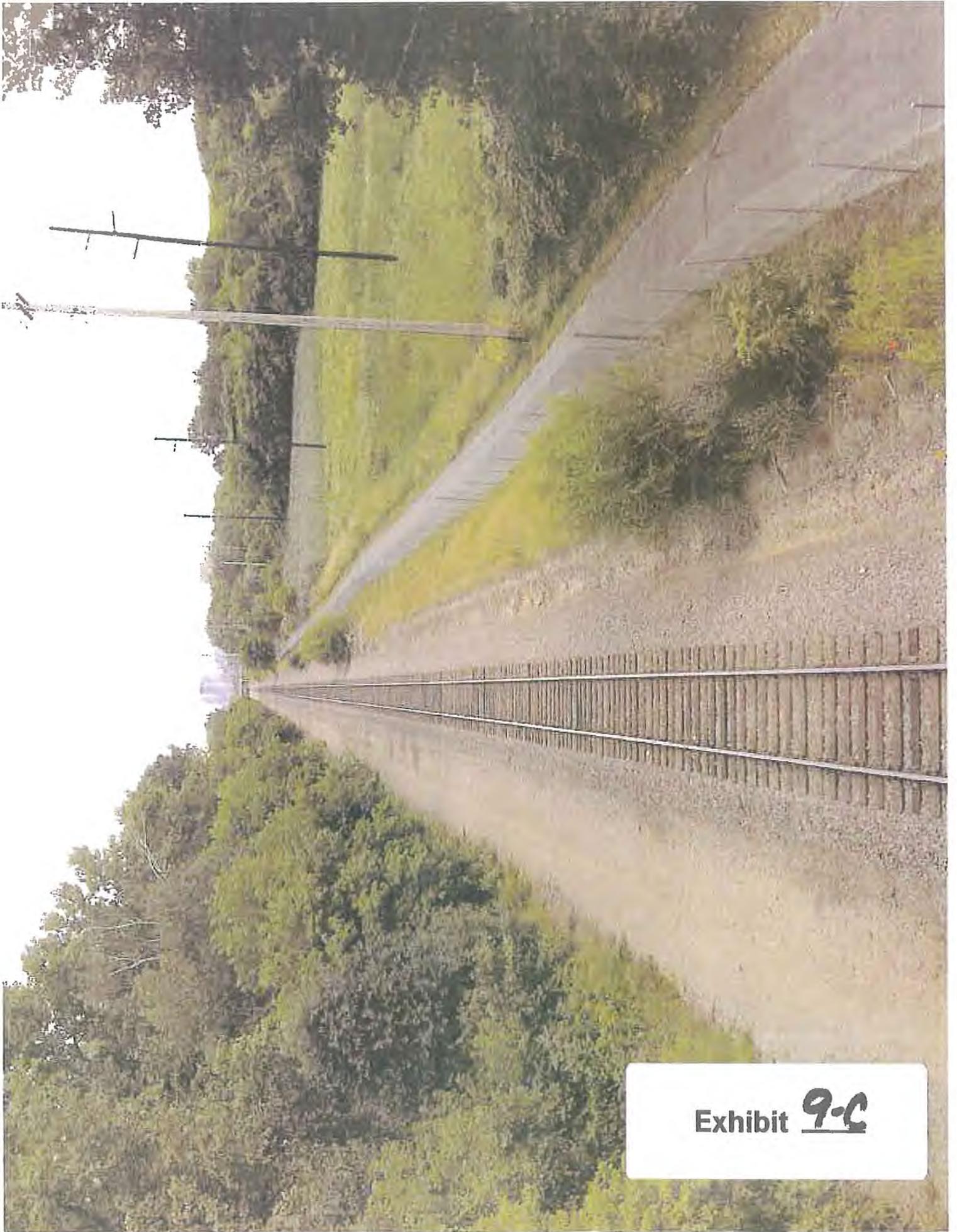


Exhibit 9-C

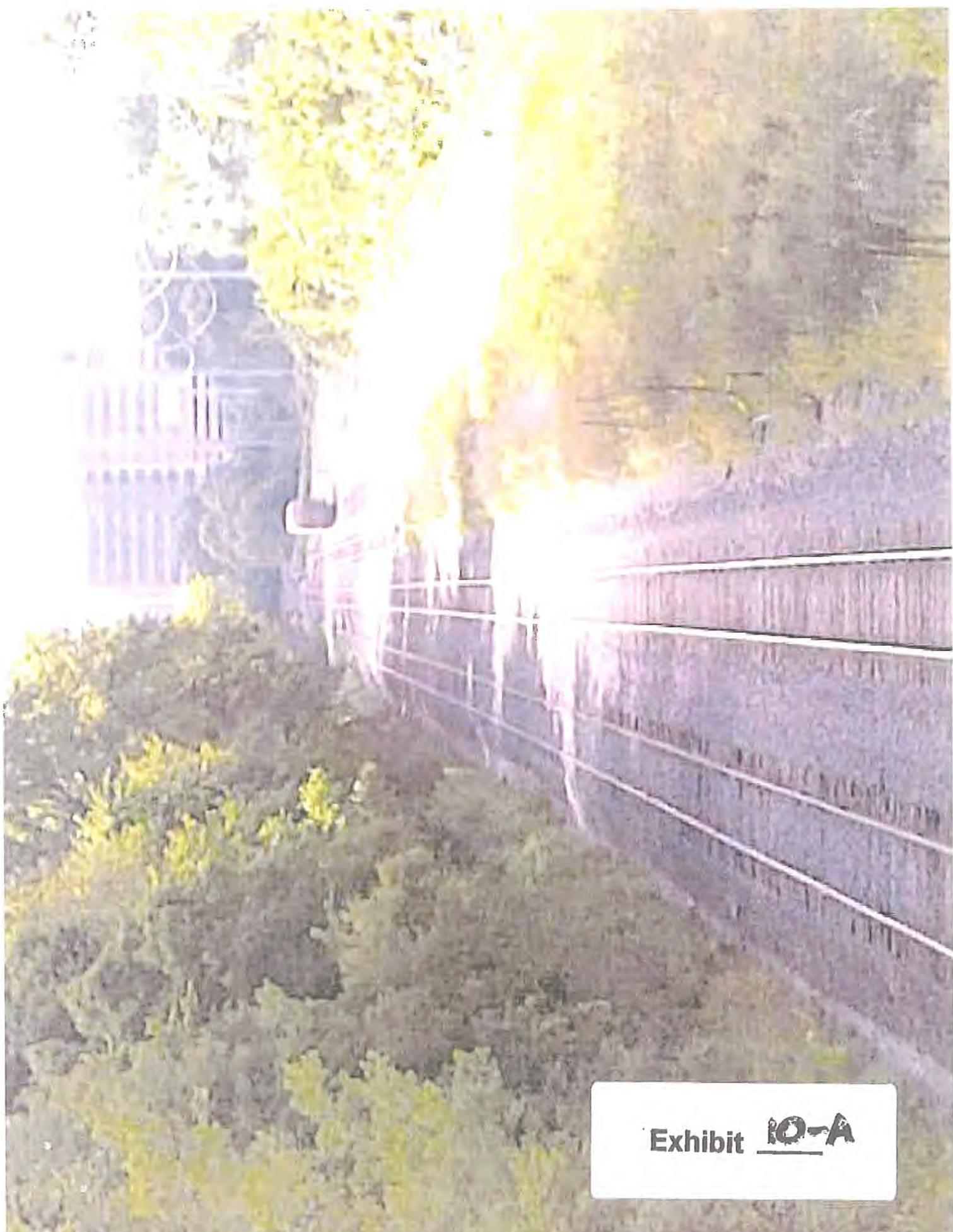


Exhibit 10-A



Exhibit 10-B



Exhibit 10-C



Exhibit 10-D

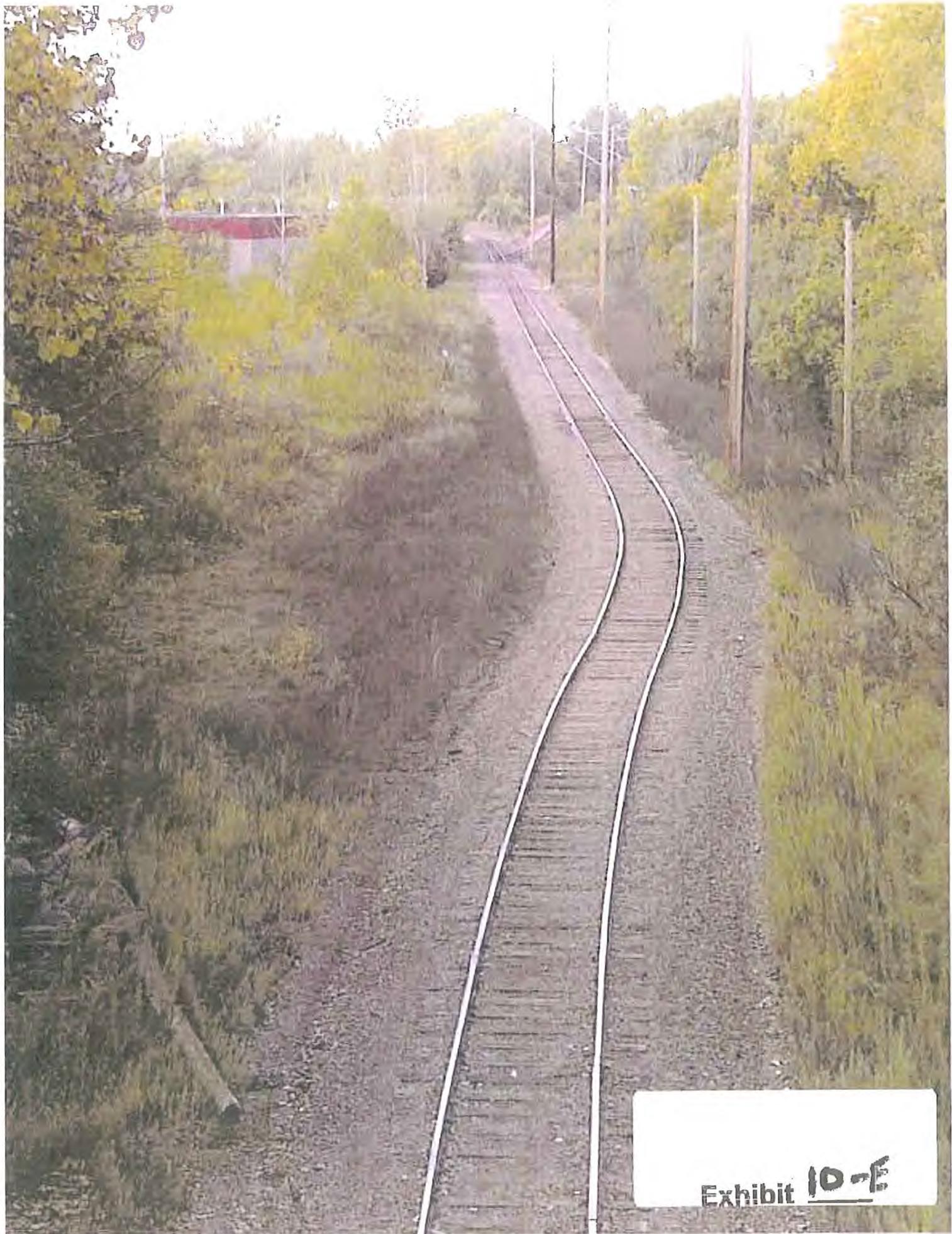


Exhibit 10-E



Exhibit **10f**

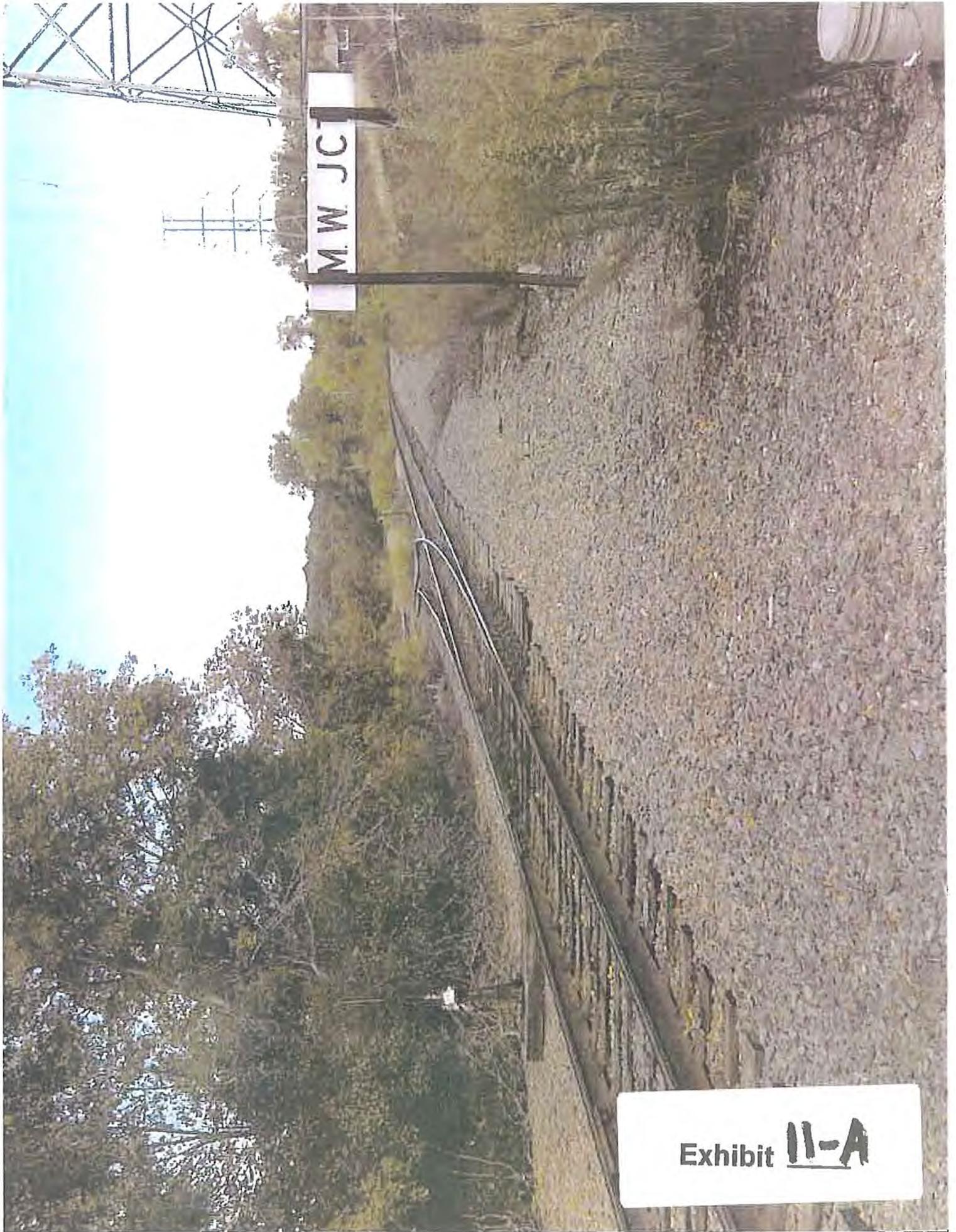


Exhibit 11-A



Exhibit 11-β

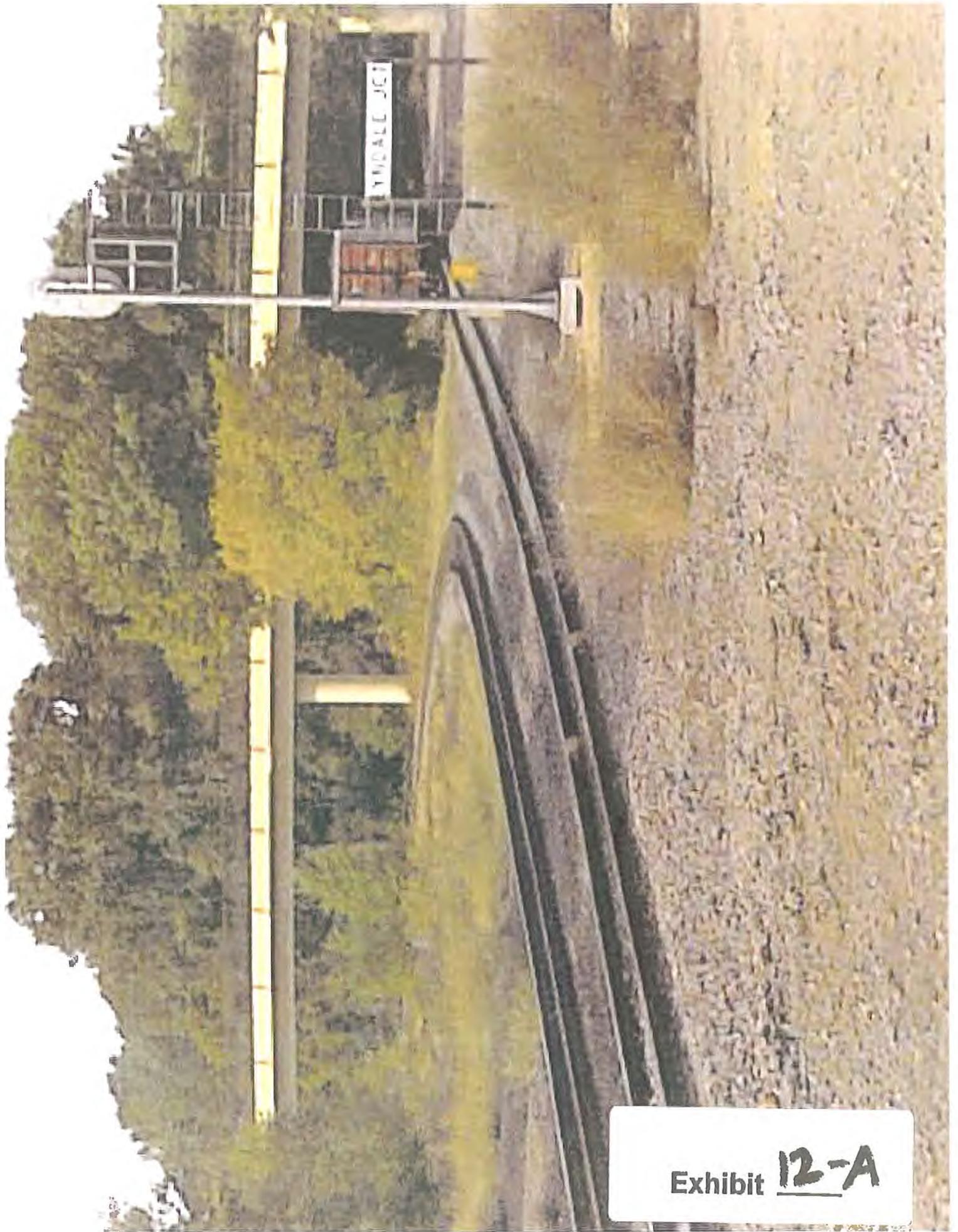


Exhibit 12-A



Exhibit 12-6

Phillip J. Qualy
Legislative Director,
Chairperson

Daniel M. Paradise
Assistant Director

Brian L. Hunstad
Secretary



Labor and Professional Centre
411 Main Street
St. Paul, MN 55102
Suite 212
651-222-7500(o) 651-222-7828(f)
E-MAIL:
UTUMNLEGBD@VISI.COM

Minnesota Legislative Board
A Division of SMART, Sheet Metal, Air, Rail, Transit Union

October 4, 2013

The Honorable
Governor Mark Dayton
State of Minnesota
130 State Capitol
St. Paul, MN 55155

VIA: Hand Delivery and Electronic Mail PDF Scan.

C/O: Ms. Joanna Dornfeld and Ms. Amy Hang

RE: Southwest Light Rail Project, Freight Reroute; Rail Labor Alternative Analysis.

Dear Governor Dayton,

Enclosed herewith, please find our United Transportation Union letter of analysis addressed to Legislative Chairperson's Dibble and Hornstein regarding the Southwest Light Rail Freight Reroute Project.

We hope this letter of rail labor analysis from our operating experience and perspective may assist decision makers with this difficult matter. Ultimately, we hope all parties can reach consensus from readily achievable and common sense alternatives for the SW LRT Freight Reroute project.

Thank you for your review of this letter of consultation. Please do not hesitate to contact this State Committee office if we can answer any questions or address your concerns.

Sincerely,

A handwritten signature in blue ink, appearing to read "P. J. Qualy".

P. J. Qualy
Minnesota Legislative Director
United Transportation Union-SMART

enclosure

Phillip J. Qualy
Legislative Director,
Chairperson

Daniel M. Paradise
Assistant Director

Brian L. Hunstad
Secretary



Minnesota Legislative Board
A Division of SMART, Sheet Metal, Air, Rafl, Transit Union

Labor and Professional Centre
411 Main Street
St. Paul, MN 55102
Suite 212
651-222-7500(o) 651-222-7828(f)
E-MAIL:
UTUMNLEGBD@VIS1.COM

October 4, 2013

Mr. Robert Johnson
Vice President, U.S. Operations
Canadian Pacific Railway
120 South Sixth Street Ste. 1000
Minneapolis, MN 55402

VIA: U.S. Mail.

RE: Southwest Light Rail Project, Freight Reroute; Rail Labor Alternative Analysis.

Dear Mr. Johnson,

Enclosed herewith for your review, please find our United Transportation Union letter of analysis addressed to Minnesota Legislative Leadership regarding the Southwest Light Rail Freight Reroute Project.

Referencing our meeting at your office scheduled for September 22nd, 2013, 10 AM, which did not occur and which has not been rescheduled to date, this document encompasses our review of the proposed SW-LRT St. Louis Park Freight Reroute area. In short summary, we believe that the Canadian Pacific and Twin Cities and Western Railways are overreaching in this matter.

Please do not hesitate to contact this UTU-SMART State Committee office if we can address your concerns. Thank you for your review of this letter of consultation.

Sincerely,

A handwritten signature in black ink, appearing to read "P. J. Qualy". The signature is fluid and cursive, written over a horizontal line.

P. J. Qualy
Minnesota Legislative Director
United Transportation Union-SMART

enclosure

Phillip J. Qualy
Legislative Director,
Chairperson

Daniel M. Paradise
Assistant Director

Brian L. Hunstad
Secretary



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411 Main Street
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651-222-7500(o) 651-222-7828(f)
E-MAIL:
UTUMNLEGBD@VISI.COM

Minnesota Legislative Board
A Division of SMART, Sheet Metal, Air, Rail, Transit Union

October 4, 2013

Mr. Mark Wagner
President, Twin Cities &
Western Railroad Company
2925 12 Street East.
Glenco, MN 55336

VIA: U.S. Mail

RE: Southwest Light Rail Project, Freight Reroute; Rail Labor Alternative Analysis.

Dear Mr. Wagner,

Enclosed herewith for your review, please find our United Transportation Union letter of analysis addressed to Legislative Chairperson's Dibble and Hornstein regarding the Southwest Light Rail Freight Reroute Project.

Referencing our conversation from September 20th at the University of Minnesota Freight Rail Symposium, this document encompasses our review of the proposed St. Louis Park Freight Reroute area.

Please do not hesitate to contact this UTU-SMART State Committee office if we can answer address your concerns. Thank you for your review of this letter of consultation.

Sincerely,

A handwritten signature in black ink, appearing to read "P. J. Qualy".

P. J. Qualy
Minnesota Legislative Director
United Transportation Union-SMART

enclosure

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Mayor James Hovland and

October 10, 2013

Members of the Edina City Council

Re: 6609 Blackfoot Pass – Applications for Subdivision and Variance

Dear Mayor Hovland and City Council,

This purpose of this letter is to offer support for subject applications. I am the son of Douglas Johnson, the current owner of the property. I lived there from 1969 to 1980, and am currently an Edina resident.

As was made clear by the City Attorney at the October 1 City Council meeting, the decision for subdivision is to be based on fact, not subjective matters. As the only objective factors in Ordinance 810.11 are the subdivided lot dimensions and whether these dimensions exceed the median values of properties within 500 feet, the City Council made clear on October 1 this is the determining factor. The dimensions of the proposed subdivided lots in this case meet the requirements set forth in 810.11, so the subdivision should be approved.

I would, however, like to address some concerns and objections expressed by neighbors.

There is objection to the anticipated removal of trees in order to build on the lower lot. If the variance is granted, the house would be placed in an area away from most of the oak trees. To the extent some (mostly cottonwood and elm) trees would still be removed, it should be noted this lot is currently at least 80% forested, and even with some tree removal, the two new lots are likely to be as forested as one sees on nearby properties. The buyer has made efforts to solicit neighbors' input, and I believe their best way to influence the vegetation on this property is with the current proposal. If this property were to remain one lot, they could not presume to have input to either my father's decisions regarding the trees and landscaping, or a subsequent owner's plans.

There is objection to placing a house on the slope and using retaining walls. If the variance is granted, the house would not be on the slope. The plans put forth by the builder do show some retaining walls if the variance is granted, however this would not be out of character for the neighborhood. The houses at both 6709 and 6713 Cheyenne Trail are dug into steep hillside and use large retaining walls. I count at least 10 other lots in the 500 foot area with notable retaining walls, many of those as part of extensive landscaping and others to accommodate driveways cut into the hilly topography.

There is worry by the neighbor to the south about basement flooding. With the variance, the hillside above that house would be little changed. In any case, that house is in a local low area, with significant hillsides on other bordering properties draining into it as well.

There is concern about traffic safety at the corner of Cheyenne Trail and Blackfoot Pass, with the addition of a second driveway. As proposed, the ingress/egress would be located about the same as the

existing driveway. My father and I can state from personal experience, in the 45 years since that driveway was built, there has not been a single accident involving a vehicle entering or exiting.

I must address a fallacy in the letter submitted by the neighbors' attorney Mr. Keane. He seems to be suggesting the subdivision of this property will qualify more lots in the area for subdivision. This is plainly incorrect. The closer the lots in a 500 foot area are to equal in size, the less likely any one of them will meet the dimensional requirements for subdivision. I believe the only other lot in the neighborhood which would qualify for subdivision is 6601 Blackfoot Pass. It may be noted that property was originally platted as two lots. So to the extent one wants to presume to know the intent of those who platted the area, as Mr. Keane does, I'll suggest they did not intend there be a lot that large.

I would like to address the issue of "neighborhood character", subjective as it is. The character of this neighborhood is not static, having evolved substantially in the last 45 years. The two cul-de-sacs facing Gleason Road have been developed. Most of the nearby Indian Hills houses have been either extensively remodeled and enlarged, or torn down for larger houses, along with a significant increase in high-end landscaping. It can easily be stated this property is currently out of character with the rest of the neighborhood. Years ago, there was significantly more lawn on this property, my father having let much of it go back to forest in the last 15 years as he devoted his time and attention to my mother's care. It is fair to say the current proposal will bring it more in character with the neighborhood. I suppose some neighbors view this property as their own 1-3/4 acre wilderness park down the block, a complement to their own highly landscaped properties.

It is fair to say there is nothing unique about this subdivision and variance application. It conforms to the letter and spirit of existing ordinance. Please approve it.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Christopher Johnson". The signature is fluid and cursive, with a long horizontal stroke at the end.

Christopher Johnson

5308 Highwood Drive W., Edina

From: Sue Keator <chickadeedee55@gmail.com>
Sent: Friday, October 11, 2013 9:32 AM
To: Edina Mail; Sue Keator
Subject: Richmond Hills Road Reconstruction

Mayor Hovland and Members of the City Council,

I am writing to you to point out several things about last year's road reconstruction in the Richmond Hills area. At the meetings held prior to the work Wayne Houle said that the roads/curbs/gutters were 50 years old and the new work would be good for the next 50 (or so) years. However, with the shoddy workmanship by Palda and their subcontractors the roads and curbs are already breaking.

I walk my dog daily in the neighborhood and have made note of many flaws that are in evidence. By my last count there are over a dozen items, mainly cracks in curbs and gouges in concrete, that need fixing. (I could provide you with a listing of all of these if you would like). There are also innumerable spots where expansion joints are not flush, causing damming in the gutters and pooling of water. Many of these uneven spots have led to City snowplows catching on the curbs and breaking them in the first winter! Surely these new curbs will not last anywhere nearly as long as the old ones.

The construction also did serious damage to Melody Lake. Booms were not in place to prevent storm runoff until neighbors complained after a rain when the lake was suddenly the same color as the street. Common sense, and laws, would tell someone that runoff should be prevented. To date, the damage done to the lake has not been mitigated.

Additionally, a beautiful perennial garden that I had created and tended for nearly 15 years was destroyed. I moved my plants to accommodate the work but when the replacement dirt was brought in it was filled with large pieces of broken glass. This is the same dirt that was used to fill all the yards where work was done. The dirt did not drain as the workers had compacted the sub-clay too hard. It had a greasy oily feel to it and a foul smell. I gave samples of the dirt to a couple friends who are Master Gardeners and was told to get a soil test at the University as they thought it was ground-up asphalt. When I mentioned all this to the supervisor the workers quickly came and took away all the dirt. They did give me a bale of peat moss to mitigate the damage. My brother and I spent many hours digging to correct to drainage and started over with new dirt. The garden is OK today but certainly no thanks to the workers. I wonder how much broken glass is in everyone else's yards. And I really do wonder if it was just ground up asphalt.

All in all it was a terrible experience and to have to pay such a huge assessment is ridiculous. The City staff was rude to deal with (we were once told that we should be happy we did not get assessed as much as Country Club!) and timely communications were not always forthcoming. All in all, this project was awful. I know it is far too late for us but hopefully somewhere along the way the people involved with this will learn to treat homeowners with respect and kindness. I expect far more from my City.

Susan Keator
5041 Yvonne Terrace

From: Sandi Genau <sgenau79@gmail.com>
Sent: Thursday, October 10, 2013 6:58 PM
To: Edina Mail
Subject: 5 Merilane Subdivision, Edina

Dear Mayor Hovland and Council Members,

I was curious what steps are being taken to verify that correct lot sizes and information was used by John Adams when calculating the subdivision criteria? As pointed out during the last meeting, there are several discrepancies. I noticed a surveyor crew on the Warner's property but have not seen anything else. I am also wondering how the large pond is being calculated into the numbers?

I would appreciate an update.

Thank you,

Sandi Genau
6 Merilane Avenue
Edina, MN 55436

Deb Mangen

From: jjlalom@comcast.net
Sent: Wednesday, October 09, 2013 2:15 PM
To: Edina Mail
Cc: Jackie Hoogenakker
Subject: Subdivision

This letter is regarding the subdivision of 6609 Blackfoot Pass, Edina. My property is: 6600 Blackfoot Pass.

As can be seen in an old Indian Hills Directory, there is a boundary map of this area and each lot drawn by a Hennepin County Surveyor, Mr. Peterson. Let's preserve this beautiful community of well designed homes, large lots, winding roads, mature trees and thick foliage. It is my understanding that there are covenants that apply to Indian Hills. Please do not ignore them and their importance in protecting the beauty and value of our neighborhood.

Indian Hills is a small unique established community. I object to the subdivision of the property at 6609 Blackfoot Pass, Edina.

Respectfully,
Jewel Lalim

From: Rosemary Schwedes <rqschwedes@gmail.com>
Sent: Thursday, October 10, 2013 7:39 AM
To: Edina Mail; Joni Bennett; joshsprague@edinarealty.com
Cc: Jeff Schwedes
Subject: Soon and Jenny Park

I am distressed - appalled might be the better term - at the treatment of the Soon and Jenny Park regarding their property on 49 ½ street. I think it is cruel of the City of Edina to take their property by eminent domain. Destroying the couple's ability to have a comfortable retirement to get more parking is a terrible trade-off. There has to be another solution.

I have parked in the 50th and France area for 20 years. I have never had any difficulty whether I went there to shop, to dine, to see the dentist, to shop for groceries, to see a movie, to attend the art fair. When I park my car in a lot or ramp, there are other spaces available. I have never left a parking lot or ramp at 50th and France because it was entirely full. I don't see much of an immediate need for more parking. If more parking is needed in the future, I think the City could find solutions other than forcing the Park couple to give up their property. I understand that the city is already planning to build parking on the east side of the current parking ramp on 49 ½ street. Maybe make it a taller ramp or one that goes below as well as above ground. Or build a ramp on the flat lot at 51st and Ewing. Or build a ramp on the open lot next to Lund's. Or on the open lot next to and behind the US Bank building. Or add a floor to all of the existing ramps. Or otherwise get creative. The Soon's building cannot be the only solution available to solve a projected parking problem.

Does all of life have to be bartered for more cars and more concrete? I wonder what kind of community we are that the newspaper report on the Park building says:

"His parents worked at the cleaners seven days a week for 15 hours for 20 years to serve Edina, he [Tony Park] said. He asked the city to find a way to help his parents. However, council members countered that there is a greater public need for the site."

What greater public need justifies crushing Soon and Jenny Park?

Let's get creative here and find another solution. Leave the Park couple and their property alone.

~ Rosemary Schwedes

5828 Kellogg Ave., Edina

Deb Mangan

From: Kelly Streit <kellymstreit@gmail.com>
Sent: Thursday, October 10, 2013 11:10 AM
To: Edina Mail
Subject: Route To - Mayor, City Council and Environmental and Energy Council Re: Trees

Hi,

My name is Kelly Streit. I live at 5421 Kellogg Ave. We have just had the second teardown and third large tree cut down on our block.

It concerns me that there is no regulation for developers regarding cutting down these trees. Replacing a 30+ foot tree with a spindly new tree isn't really the same.

One of the reasons that Edina is so beautiful is the large trees that line our streets and provide shade and shelter for birds.

I think that there should be an ordinance that addresses this. I hope that this is addressed soon before more trees are lost.

Thank you,

Kelly Streit

Deb Mangen

From: Joel Stegner <joel.r.stegner@gmail.com>
Sent: Thursday, October 10, 2013 3:24 PM
To: Edina Mail
Subject: Edina City Council - a new scientific study that backs up Edina's concerns about airplane noise

http://www.medscape.com/viewarticle/812312?nlid=35463_1882&src=wnl_edit_dail&uac=26990BG

From: Jennifer Bennerotte
Sent: Thursday, October 10, 2013 1:57 PM
To: ED Everyone; Ann Swenson; James Hovland (jhovland@krausehovland.com); Joni Bennett; Josh Sprague; Mary Brindle (Comcast)
Subject: September Website Report

Good afternoon!

We use Google Analytics to monitor activity on our website. Activity on the City of Edina website reflected the following activity during the month of September 2013:

Total visits: 61,863
Number of unique visitors: 42,854
Average time of each visit: 2 minutes, 15 seconds
Total page views: 163,389

Nearly 54 percent of visitors came just one time. About 46 percent visited more often.

Besides the home page, the most visited page was the Braemar Golf Course home page with 7,719 page views. Other top pages included the following (with number of page views):

Fall into the Arts Festival – 7,163
Centennial Lakes Park – 7,088
Edinborough Park – 6,402
Edinborough Park General Information – 2,938
Edina Art Center – 2,795
Job Opportunities – 2,792
Edinborough Park Adventure Peak – 2,598
Centennial Lakes Park Attractions – 2,380
Centennial Lakes Events – 2,082

The most frequently accessed PDF among visitors was Section 850 of the Zoning Code. Other frequently downloaded files included the following:

2012 Edina Film Festival poster
Homestead Application
Park & Facilities Map
City Code Chapter 14, Section 1425 on Bike Registration
Senior Center October Calendar of Events
Phase One Rezoning Development Review
City Code Chapter 7, Section 705 on Storage & Disposal of Refuse
April 8, 2013 Crime Report
Curb Cut Application

The most popular blog category was Police Chief Jeff Long's blog, followed by the Parks & Recreation and City Manager Scott Neal's blogs. The most popular blog posts were "We Have a Shift in Heaven," "Save 9-1-1 For Emergencies," "Social Security – The Other Public Pension," "Join the City's Adult Co-Rec Kickball League" and "Civility Under Stress."

The terms people uses to find our site were "braemar golf," "city of edina," "braemar golf course," "centennial lakes," "edinborough park edina," "edina art center," "centennial lakes art fair," "edina mn," "city of edina mn" and "Braemar ice arena." The most searched for words or phrases people used once people arrived at our site were "zoning map," "employment," "jobs," "permits," "zoning," "homestead," "recycling," "Fred Richards," "parking" and "wedding."

Speak Up, Edina

Activity on the “Speak Up, Edina” website reflected the following activity during the month of September 2013:

Total visits: 376

Number of unique visitors: 285

Average time of each visit: 2 minutes, 26 seconds

Total page views: 1,019

More than 64 percent of visitors came just one time. About 36 percent visited more often. The most popular discussions on the site were community gardening and the construction process in Edina.

E-commerce

E-commerce on our sites totaled \$132,064.14 in September. Top sellers were building permits, \$112,619.67 (544 permits); Art Center class registration, \$6,778; dasherboard sales, \$5,815; and *About Town* advertising sales, \$1,350.

Webstreaming

We have been streaming video on our website through Granicus for several years. The most requested videos on Granicus in September were the Sept. 17 City Council meeting, 163 views; Sept. 3 City Council meeting, 116; Sept. 11 Planning Commission meeting, 47; Edina School Board Candidate Forum presented by the League of Women Voters of Edina, 41; League of Women Voters of Edina Election Reform Discussion, 19; June 4 City Council meeting, 19; Sept. 25 Planning Commission meeting, 10; Aug. 20 City Council meeting, 8; and Aug. 28 Planning Commission meeting, 8. About 90 percent watched on a desktop, while 10 percent watched from some sort of mobile device.

We have been streaming all programming on YouTube since January 2011. In September, there were 3,626 views of an estimated 8,613 minutes on the City’s YouTube channel. The most requested videos on YouTube in September were the Fall into the Arts Festival segment on “Beyond the Badge,” 154 views; Edina School Board Candidate Forum presented by the League of Women Voters of Edina, 136; segment on new squad cars in the September episode of “Beyond the Badge,” 132; Edina Police Department overview, 81; Grandview development update in the late September episode of “agenda: Edina,” 77; segment on theft in the September episode of “Beyond the Badge,” 69; Welcome to Edina video, 69; Braemar Golf Course “Pro Tip” on golf grips, 61; and the September episode of “Beyond the Badge,” 58. The majority of YouTube viewers – 71 percent – watched on a computer; 16.3 watched on a mobile phone and 11.2 percent watched on a tablet.

Suggestions, Comments

Please continue to review our new website and think about ways to improve it. If you have suggestions or questions, please contact me. If you have things that need to be fixed, please write to helpdesk@EdinaMN.gov.



Jennifer Bennerotte, Communications & Technology Services Director

952-833-9520 | Fax 952-826-0389

JBennerotte@EdinaMN.gov | www.EdinaMN.gov

...For Living, Learning, Raising Families & Doing Business



800 LaSalle Avenue
PO Box 59038
Minneapolis, MN 55459-0038

September 23, 2013

Ms. Debra Mangen
Edina - City Clerk
4801 W 50th St
Edina, MN 55424-1330

Dear Ms. Mangen:

On August 2, 2013, CenterPoint Energy filed a request with the Minnesota Public Utilities Commission (MPUC) for an increase in natural gas rates of \$44.3 million annually or 5.0 percent. On September 12, 2013, the Commission accepted our filing as complete and approved an interim (temporary) rate increase of \$42.9 million annually or 4.88 percent. This interim rate increase for CenterPoint Energy customers takes effect October 1, 2013, and continues until the MPUC issues a final order and the company implements new rates in mid 2014.

State law requires us to distribute a Notice of Application for Rate Increase and Notice and Order for Hearing to all counties and municipalities in our service area (enclosed). We will send you the public hearing notices with details of the public hearing dates, times and locations once they are scheduled. That information will also be advertised in the newspapers of record for each county seat in our service area and in the communities where hearings are to be held.

If you have questions or comments, please visit our Web site at www.CenterPointEnergy.com/ratecase.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe Vortherms".

Joe Vortherms
Division Vice President
CenterPoint Energy
Regional Gas Operations

Enclosures: Notice of Application for Rate Increase
Notice and Order for Hearing

FOR CENTERPOINT ENERGY CUSTOMERS
 Notice to Counties and Municipalities
 Under Minn. Stat. §216B.16, Subd. 1

BEFORE THE MINNESOTA PUBLIC UTILITIES COMMISSION – STATE OF MINNESOTA

In the Matter of an Application by
 CenterPoint Energy for Authority to
 Increase Natural Gas Rates in Minnesota.

NOTICE OF APPLICATION FOR RATE
 INCREASE
 MPUC Docket No. G-008/GR-13-316

On August 2, 2013, CenterPoint Energy, a division of CenterPoint Energy Resources Corp., (CenterPoint Energy), filed a request with the Minnesota Public Utilities Commission (Commission) for a general rate increase of \$44.3 million or 5.0 percent. At its meeting on September 12, 2013, the Commission accepted CenterPoint Energy’s filing as complete. In accordance with Minn. Stat. § 216B.16, Subd. 3, the Commission has approved a total interim increase of \$42.9 million or 4.88 percent. CenterPoint Energy customers will receive a 4.88 percent increase on their bills.

Below are examples of the affect of the proposed and interim increase on typical bills for CenterPoint Energy customers. Individual changes may be higher or lower depending on actual natural gas usage.

Rate Type (usage in therms)	Average monthly usage in therms	Average monthly bill: current rates	Average monthly bill: interim rates	Average monthly bill: proposed
Residential	73	\$58	\$61	\$61
Commercial/Industrial				
- up to 1,499/year	60	\$52	\$55	\$55
- 1,500 to 4,999/year	226	\$166	\$174	\$167
- 5,000 or more/year	1,136	\$774	\$812	\$788
Small Volume Dual Fuel				
- up to 119,999/year	3,799	\$2,114	\$2,217	\$2,161
- 120,000 or more/year	13,743	\$7,449	\$7,813	\$7,617
Large Volume Dual Fuel	125,750	\$59,200	\$62,089	\$60,737

The Commission will determine the amount of the final rate increase on or before June 2, 2014. If the final approved rates are less than the interim rates, the difference will be refunded to customers, with interest.

To examine the current and proposed rate schedules, visit CenterPoint Energy’s office at 800 LaSalle Avenue, 14th Floor, Minneapolis, Minn., 55402. The Company’s business office hours are 8 a.m. to 5 p.m. Monday through Friday. The filing may also be examined at the Minnesota Department of Commerce, 85 Seventh Place East, Suite 500, St. Paul, Minn., 55101, telephone 651-539-1886 or your preferred Telecommunications Relay Service or at the eDockets Web site at www.edockets.state.mn.us. The current and proposed rate schedules and filing for new rates may also be examined by visiting the Company’s Web site at www.CenterPointEnergy.com/ratecase.

An administrative law judge will schedule public hearings. Public notice of the hearing dates and locations will be published in local newspapers in CenterPoint Energy’s service areas.

Persons who wish to intervene or testify in this case should contact the Administrative Law Judge, the Honorable Laura Sue Schlatter, Office of Administrative Hearings, Post Office Box 64620, St. Paul, MN 55164-0620.

BEFORE THE MINNESOTA PUBLIC UTILITIES COMMISSION

Beverly Jones Heydinger
David C. Boyd
Nancy Lange
J. Dennis O'Brien
Betsy Wergin

Chair
Commissioner
Commissioner
Commissioner
Commissioner

In the Matter of an Application by CenterPoint
Energy Resources Corp. d/b/a CenterPoint Energy
Minnesota Gas for Authority to Increase Natural
Gas Rates in Minnesota

ISSUE DATE: September 23, 2013

DOCKET NO. G-008/GR-13-316

NOTICE AND ORDER FOR HEARING

PROCEDURAL HISTORY

On August 2, 2013, CenterPoint Energy Resources Corp., d/b/a CenterPoint Energy Minnesota Gas (CenterPoint or the Company) filed a general rate case seeking an annual rate increase of some \$44.322 million, or approximately 5 percent. On August 5, 2013, the Commission issued a notice to potentially interested parties requesting comments on whether the Commission should accept the filing as substantially complete and whether it should refer the case to the Office of Administrative Hearings for contested case proceedings.

The only party to file comments was the Minnesota Department of Commerce, Division of Energy Resources (the Department), which filed comments on August 12, 2013, recommending that the Commission accept the filing as complete and refer the case for contested case proceedings. On August 15, 2013, CenterPoint filed a letter agreeing with the Department's recommendation.

On September 12, 2013, the Commission met to consider the matter.

Contemporaneously with this order, the Commission issued two other orders in this case—one finding the rate case filing to be substantially complete, and suspending the proposed rates, and one setting an interim rate schedule for use during the suspension period.

FINDINGS AND CONCLUSIONS

I. Jurisdiction and Referral for Contested Case Proceedings

The Commission has jurisdiction over proposed rate changes under Minn. Stat. § 216B.16. If the Commission is unable to resolve all significant issues regarding the reasonableness of the proposed rates on the basis of the filing itself, the Commission is to refer the matter to the Office of Administrative Hearings for contested case proceedings. Minn. Stat. § 216B.16, subd. 2.

The Commission finds that it cannot satisfactorily resolve all questions regarding the reasonableness of the proposed rates on the basis of the Company's filing. The Commission will therefore refer the matter to the Office of Administrative Hearings for contested case proceedings.

II. Issues to be Addressed

Parties shall specifically and thoroughly address the following issues (e.g., in testimony, at hearing, and, if applicable, in settlement documents) in the course of the contested case proceedings ordered herein:

- (1) Is the test year revenue increase sought by the Company reasonable or will it result in unreasonable and excessive earnings by the Company?
- (2) Is the rate design proposed by the Company reasonable?
- (3) Are the Company's proposed capital structure, cost of capital, and return on equity reasonable?
- (4) What is the appropriate number to be used for 2012 operating income in the rate case -- the number included in Schedule C-2(b) of the Company's rate case filing (\$33,947,000), or the number included in the Company's 2012 Jurisdictional Annual Report (\$36,900,000) filed in Docket No. E,G-999/PR-13-04?
- (5) How much of CenterPoint's aging infrastructure scheduled to be replaced will be abandoned, and how will that comply with current regulations?
- (6) What is the design of the Company's billable hourly rate as it relates to corporate costs? The Commission also asks for an explanation of the billable hourly rate's component parts.
- (7) What additional information does CenterPoint have regarding the Company's rate case expense recovery tracking and the handling of the over-collection of such expenses arising from its last rate case – Docket No. G-008/GR-08-1075?
- (8) What is the financial impact to ratepayers, based upon the Company's actual experience, of CenterPoint's extended or shortened billing periods due to accelerated or delayed meter readings?

In its order accepting the filing and suspending rates, the Commission will also require CenterPoint to file supplemental testimony regarding warning letters and notices of probable violation issued by the Minnesota Office of Pipeline Safety (MNOPS),¹ updated sales forecasts in its per dekatherm demand cost of gas rate, and an analysis of the impact of various decoupling scenarios. The parties may also raise and address other issues relevant to the Company's proposed rate increase.

¹ See, MNOPS Case Number 1299473-1(2011-13 NS and MNOPS Case Number 1307070-2 (2013).

III. Procedural Outline

A. Administrative Law Judge

The Administrative Law Judge assigned to this case is Laura Sue Schlatter. Her address and telephone number are as follows: Office of Administrative Hearing, 600 North Robert Street, St. Paul, Minnesota 55101 and (651) 361-7872. Her mailing address is P.O. Box 64620, St. Paul, Minnesota 55164-0620.

B. Hearing Procedure

- *Controlling Statutes and Rules*

Hearings in this matter will be conducted in accordance with the Administrative Procedure Act, Minn. Stat. §§ 14.57 – 14.62; the rules of the Office of Administrative Hearings, Minn. Rules, parts 1400.5100 to 1400.8400; and, to the extent that they are not superseded by those rules, the Commission's Rules of Practice and Procedure, Minn. Rules, parts 7829.0100 to 7829.3200.

Copies of these rules and statutes may be purchased from the Print Communications Division of the Department of Administration, 660 Olive Street, St. Paul, Minnesota 55155; (651) 297-3000. These rules and statutes also appear on the State of Minnesota's website at www.revisor.mn.gov/pubs.

The Office of Administrative Hearings conducts contested case proceedings in accordance with the Minnesota Rules of Professional Conduct and the Professionalism Aspirations adopted by the Minnesota State Bar Association.

- *Right to Counsel and to Present Evidence*

In these proceedings, parties may be represented by counsel, may appear on their own behalf, or may be represented by another person of their choice, unless otherwise prohibited as the unauthorized practice of law. They have the right to present evidence, conduct cross-examination, and make written and oral argument. Under Minn. Rules, part 1400.7000, they may obtain subpoenas to compel the attendance of witnesses and the production of documents.

Parties should bring to the hearing all documents, records, and witnesses necessary to support their positions.

- *Discovery and Informal Disposition*

Any questions regarding discovery under Minn. Rules, parts 1400.6700 to 1400.6800 or informal disposition under Minn. Rules, part 1400.5900 should be directed to Robert Harding, Financial Analysis Unit Supervisor, Minnesota Public Utilities Commission, 121 7th Place East, Suite 350, St. Paul, Minnesota 55101-2147, (651) 201-2237.

- *Protecting Not-Public Data*

State agencies are required by law to keep some data not public. Parties must advise the Administrative Law Judge if not-public data is offered into the record. They should take note that any not-public data admitted into evidence may become public unless a party objects and requests relief under Minn. Stat. § 14.60, subd. 2.

- *Accommodations for Disabilities; Interpreter Services*

At the request of any individual, this agency will make accommodations to ensure that the hearing in this case is accessible. The agency will appoint a qualified interpreter if necessary. Persons must promptly notify the Administrative Law Judge if an interpreter is needed.

- *Scheduling Issues*

The times, dates, and places of public and evidentiary hearings in this matter will be set by order of the Administrative Law Judge after consultation with the Commission and intervening parties.

- *Notice of Appearance*

Any party intending to appear at the hearing must file a notice of appearance (Attachment A) with the Administrative Law Judge within 20 days of the date of this Notice and Order for Hearing.

- *Sanctions for Non-compliance*

Failure to appear at a prehearing conference, a settlement conference, or the hearing, or failure to comply with any order of the Administrative Law Judge, may result in facts or issues being resolved against the party who fails to appear or comply.

C. Parties and Intervention

The current parties to this case are the Company and the Department of Commerce's Division of Energy Resources. Other persons wishing to become formal parties shall promptly file petitions to intervene with the Administrative Law Judge. They shall serve copies of such petitions on all current parties and on the Commission. Minn. Rules, part 1400.6200.

D. Prehearing Conference

A prehearing conference will be held on Wednesday, October 2, 2013 at 1:30 p.m. in the Small Hearing Room at the offices of the Public Utilities Commission, 121 Seventh Place East, Suite 350, St. Paul, Minnesota 55101-2147.

Persons participating in the prehearing conference should be prepared to discuss time frames, scheduling, discovery procedures, and similar issues. Potential parties are invited to attend the pre-hearing conference and to file their petitions to intervene as soon as possible

E. Time Constraints

The Commission is required to act on substantially complete rate case filings within ten months, although this ten-month period can be extended under certain circumstances. The Commission asks the Office of Administrative Hearings to conduct contested case proceedings in light of these time constraints and requests that the Administrative Law Judge submit her final report on or before April 2, 2014, to permit adequate consideration of the case by the Commission.

If the statutory deadline for the Commission's decision is extended beyond the normal ten months at any point during this proceeding for any reason (e.g., settlement discussions, waiver, etc.), the Commission requests the ALJ's report be submitted at least two months before the extended deadline for the Commission's decision.

IV. Application of Ethics in Government Act

The lobbying provisions of the Ethics in Government Act, Minn. Stat. § 10A.01 et seq., apply to general rate cases. Persons appearing in this proceeding may be subject to registration, reporting, and other requirements set forth in that Act. All persons appearing in this case are urged to refer to the Act and to contact the Campaign Finance and Public Disclosure Board, telephone number (651) 296-5148, with any questions.

V. Ex Parte Communications

Restrictions on *ex parte* communications with Commissioners and reporting requirements regarding such communications with Commission staff apply to this proceeding from the date of this Order. Those restrictions and reporting requirements are set forth at Minn. Rules, parts 7845.7300 – 7845.7400, which all parties are urged to consult.

VI. Notices Required; Delegation of Authority

Finally, the rate case statute and the Commission's rules require comprehensive notice of proposed general rate increases. Those notices are required in the ordering paragraphs below, and to promote administrative efficiency, the Commission will delegate to the Executive Secretary the authority to approve customer notices, bill inserts, and bill format for the duration of this proceeding.

ORDER

1. The Commission hereby refers this case to the Office of Administrative Hearings for contested case proceedings, as set forth above.
2. The Company shall promptly mail copies of this Order to all municipalities, counties, and local governing authorities within its Minnesota service area.
3. Public hearings shall be held in this case at locations within the service area of the company; those locations shall be set by the Administrative Law Judge after consultation with the parties and Commission staff.

4. The Company shall give the following notices of the evidentiary and public hearings:
 - A. Individual written notice to each customer, which may be in the form of a bill insert, and shall be served at least ten days before the first day of hearings.
 - B. Written notice to the governing bodies of all municipalities, counties, and local governing bodies in the area affected and to all parties in the Company's last two rate cases. These notices shall be mailed at least ten days before the first day of hearings.
 - C. Display advertisements in legal newspapers of affected counties and other newspapers of general circulation within the Company's Minnesota service area. These advertisements shall appear at least ten days before the first day of hearings. They shall include the heading **RATE INCREASE NOTICE**, which heading shall appear in bold face type no smaller than 30 points.
5. The Company shall submit proposed notices for Commission approval prior to publication or service.
6. The Commission delegates to the Executive Secretary the authority to approve customer notices, bill inserts, and bill format for the duration of this proceeding.

This Order shall become effective immediately.

BY ORDER OF THE COMMISSION



Burl W. Haar
Executive Secretary



This document can be made available in alternative formats (e.g., large print or audio) by calling 651.296.0406 (voice). Persons with hearing loss or speech disabilities may call us through their preferred Telecommunications Relay Service.

BEFORE THE MINNESOTA OFFICE OF ADMINISTRATIVE HEARINGS
600 North Robert Street
St. Paul, Minnesota 55101

FOR THE MINNESOTA PUBLIC UTILITIES COMMISSION
121 Seventh Place East Suite 350
St. Paul, Minnesota 55101-2147

In the Matter of an Application by CenterPoint
Energy Resources Corp. d/b/a CenterPoint
Energy Minnesota Gas for Authority to Increase
Natural Gas Rates in Minnesota

MPUC DOCKET NO. G-008/GR-13-316
OAH Docket No. 80-2500-30979

NOTICE OF APPEARANCE

Name, Address and Telephone Number of Administrative Law Judge: Laura Sue Schlatter,
Office of Administrative Hearings, 600 North Robert Street, St. Paul, Minnesota 55101 and
(651) 361-7872. Her mailing address is P.O. Box 64620, St. Paul, Minnesota 55164-0620.

TO THE ADMINISTRATIVE LAW JUDGE:

You are advised that the party named below will appear at the above hearing:

NAME OF PARTY:

ADDRESS:

TELEPHONE NUMBER AND E-MAIL ADDRESS:

PARTY'S ATTORNEY OR OTHER REPRESENTATIVE:

OFFICE ADDRESS:

TELEPHONE NUMBER:

SIGNATURE OF PARTY OR ATTORNEY: _____

DATE: _____

