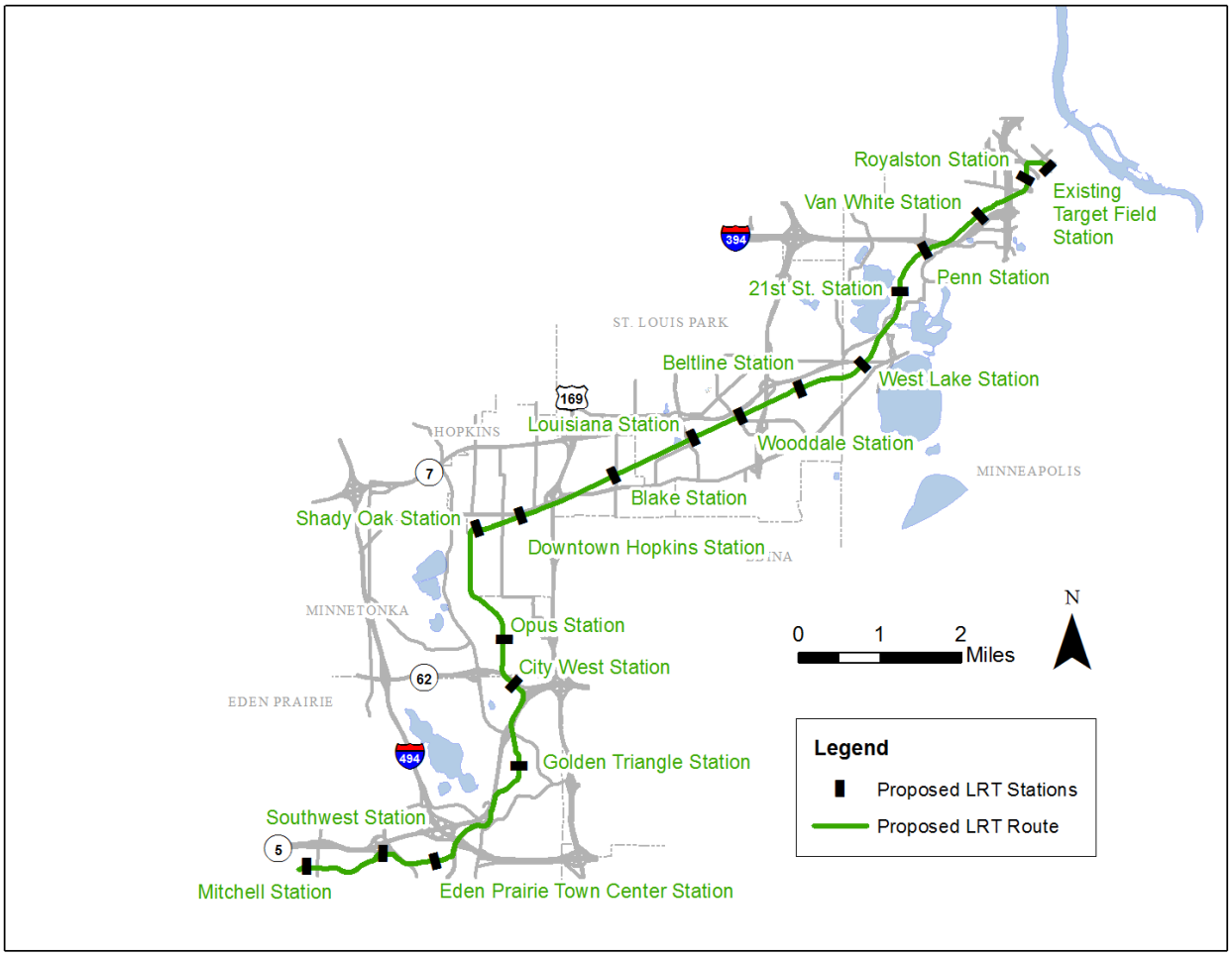
Supplemental Draft Environmental Impact Statement (EIS) Executive Summary

1. WHAT IS THE SOUTHWEST LRT (METRO GREEN LINE EXTENSION) PROJECT?

The Southwest Light Rail Transit (LRT) (METRO Green Line Extension) Project is an approximately 16-mile proposed extension of the METRO Green Line (Central Corridor LRT) that would operate from downtown Minneapolis through the communities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie, passing in close proximity to Edina (see Exhibit ES-1). The proposed alignment includes the following features:

- 17 new stations
- Approximately 3,800 additional park-and-ride spaces
- Accommodations for kiss-and-ride facilities
- Bicycle and pedestrian access
- New or restructured local bus routes connecting stations to nearby residential, commercial, and educational destinations

EXHIBIT ES-1
Proposed Southwest LRT Alignment



8/2014

Under the project's Locally Preferred Alternative (LPA), major activity centers between Eden Prairie and St. Paul would be *accessible* by a one-seat ride. These activity centers include the Eden Prairie Center

regional mall, UnitedHealth Group campuses, the Opus/Golden Triangle employment area, Park Nicollet Methodist Hospital, the Minneapolis Chain of Lakes, downtown Minneapolis, the University of Minnesota, the State Capitol area, and downtown St. Paul. Passengers would be able to connect to the greater METRO system, including METRO Blue Line (Hiawatha LRT), METRO Orange Line (I-35W BRT), Northstar Commuter Rail, METRO Red Line (Cedar Ave BRT) via METRO Blue Line, and the planned METRO Blue Line Extension (Bottineau LRT). The Metropolitan Council (Council) is the Federal Transit Administration (FTA) grantee. The Council would serve as the owner-operator of the completed Southwest LRT Line.

2. WHAT IS THE PURPOSE AND NEED FOR THE PROPOSED PROJECT?

See Chapter 1 of the Supplemental Draft EIS for the project's Purpose and Need Statement. In summary, the Purpose of the Southwest LRT Project is to:

- Improve access and mobility to the jobs and activity centers in the Minneapolis central business district and the expanding southwest suburban employment centers
- Provide a competitive, cost-effective travel option to attract choice riders to the transit system in an area of the region experiencing congested roadway connections between corridor cities and downtown Minneapolis
- Be part of an efficient system of integrated regional transitways serving the Twin Cities

The Need for the project is summarized as follows:

- Since the late 1980s, the Council has identified that the Southwest Corridor warrants a high level of transit investment to respond to increasing travel demand in this highly congested area of the region. This area of the Twin Cities experiences daily congestion on the roadway network, speed and use limitations within shoulder bus operations, and capacity constraints in downtown Minneapolis.

Three primary factors make the Southwest LRT Project important for people who live and work in the southwest metropolitan area: (1) declining mobility; (2) limited competitive, reliable transit options for choice riders and people who rely on public transportation, including reverse-commute riders; and (3) the need to develop and maintain a balanced and economically competitive multimodal freight system.

3. WHO ARE THE PROJECT'S LEAD AGENCIES AND SPONSORS?

The FTA is the Federal lead agency for the project. The Council is the project's local lead agency and project sponsor. The Hennepin County Regional Railroad Authority (HCRRA) served as the local lead agency during development of the Draft EIS and its public comment period, which concluded in December 2012.

4. WHO ARE THE PROJECT'S COOPERATING AGENCIES AND WHAT ROLE DOES A COOPERATING AGENCY PLAY?

The United States Army Corps of Engineers (USACE) is the Federal cooperating agency for the project. A cooperating agency is a Federal agency with jurisdiction by law or special expertise that the lead agency has requested be involved in the environmental documentation efforts following 40 CFR 1508.5. The USACE is responsible for implementing the National Environmental Policy Act of 1969 (NEPA) and related laws and Section 404 of the Clean Water Act.

A distinguishing feature of a cooperating agency is that the CEQ regulations (40 CFR § 1506.3) permit a cooperating agency to "adopt without recirculation of the environmental impact statement of a lead agency when, after an independent review of the statement, the cooperating agency concludes that its comments and suggestions have been satisfied." This provision is particularly important to permitting agencies, such as the USACE, which, as cooperating agencies, routinely adopt USDOT environmental documents.

5. WHAT JURISDICTIONS ARE PARTICIPATING IN THE PROJECT?

Local jurisdictions that are participating in the project include: Hennepin County, the cities of Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park, and Minneapolis, and the State of Minnesota. Section 4.5 of the Supplemental Draft EIS provides more detail about the project's participating agencies and agency coordination.

6. WHAT PROJECT PHASES PRECEDED THE SUPPLEMENTAL DRAFT EIS?

HCRRA, Hennepin County, the Minnesota Department of Transportation, and the Council have led transit studies within the Southwest Corridor study area dating back to 1988. The following project phases reflect the recent history of the project (see Sections 2.1 and 2.2 of the Supplemental Draft EIS for additional information):

- **The Southwest Transitway Alternatives Analysis** compared the benefits, costs, and impacts of a range of transit alternatives (different modes and routes) and resulted in the identification of the Locally Preferred Alternative (LPA) (known at the time as Alternative 3A). The identified LPA was light rail constructed and operating on the Kenilworth-Opus-Golden Triangle alignment.
- **NEPA Scoping**, as defined in the *Southwest Transitway Scoping Summary Report* (HCRRA 2008 and amended 2012), determined the alternatives to be considered within the Draft EIS. Scoping concluded that five light rail alternatives would be examined in the Draft EIS and that the project's Draft EIS would address whether or not to relocate Twin Cities and Western Railway Company (TC&W) freight trains currently operating along the Bass Lake Spur and Kenilworth Corridor to the Minneapolis, Northfield, and Southern Railway (MN&S) Spur and Wayzata Subdivision (termed *Relocation* and *Co-location*, respectively).
- **The Draft EIS** evaluated five light rail alternatives, as well as the Enhanced Bus Alternative and the No Build Alternative. The project's LPA was incorporated into two of the alternatives considered: LRT 3A (Relocation); and LRT 3A-1 (Co-location). The Draft EIS documents the anticipated environmental impacts, costs, and benefits of the alternatives considered. It also includes a draft Section 4(f) Evaluation (addressing the potential use of and impacts to publically-owned parklands, recreation areas, open spaces, and historic and archaeological resources). FTA, Hennepin County and the Council published the Draft EIS in October 2012 and it was the subject of a public comment period that concluded on December 31, 2012.

7. WHY IS A SUPPLEMENTAL DRAFT EIS NEEDED?

A supplemental Draft EIS is needed because FTA and the Council determined that design adjustments made to the LPA following publication of the Draft EIS needed to be evaluated for environmental impacts that were not documented in the Project's Draft EIS and had the potential to result in new adverse impacts. Further, FTA and the Council determined that the design changes in the following three areas (and shown in Exhibit ES-2) of the LPA warranted a specific review in a supplemental draft EIS document:

- Eden Prairie Segment
- Proposed Hopkins Operations and Maintenance Facility (OMF) in Hopkins
- St. Louis Park/Minneapolis Segment

8. WHAT IS INCLUDED IN THE THREE AREAS ADDRESSED IN THE SUPPLEMENTAL DRAFT EIS?

The following paragraphs summarize information about the two segments and the proposed OMF (see Section 2.5 of the Supplemental Draft EIS for a more detailed description).

a. Eden Prairie Segment

In general, the proposed light rail alignment and western and eastern stations in the Eden Prairie Segment have been adjusted south to provide better connections to local activity centers, while avoiding or minimizing adverse impacts. The Eden Prairie Segment generally extends between just west of the intersection of Technology Drive and Mitchell Road, and just east of the intersection of Flying Cloud Drive and Valley View Road, as illustrated on Exhibit ES-3. Within this segment, the LPA includes the adjusted light rail alignment, three proposed light rail stations, three proposed park-and-ride lots (with a total capacity of approximately 1,510 spaces), and various related bus, roadway, and bicycle/pedestrian improvements.

EXHIBIT ES-2

Southwest LRT Corridor and Supplemental Draft EIS Study Areas

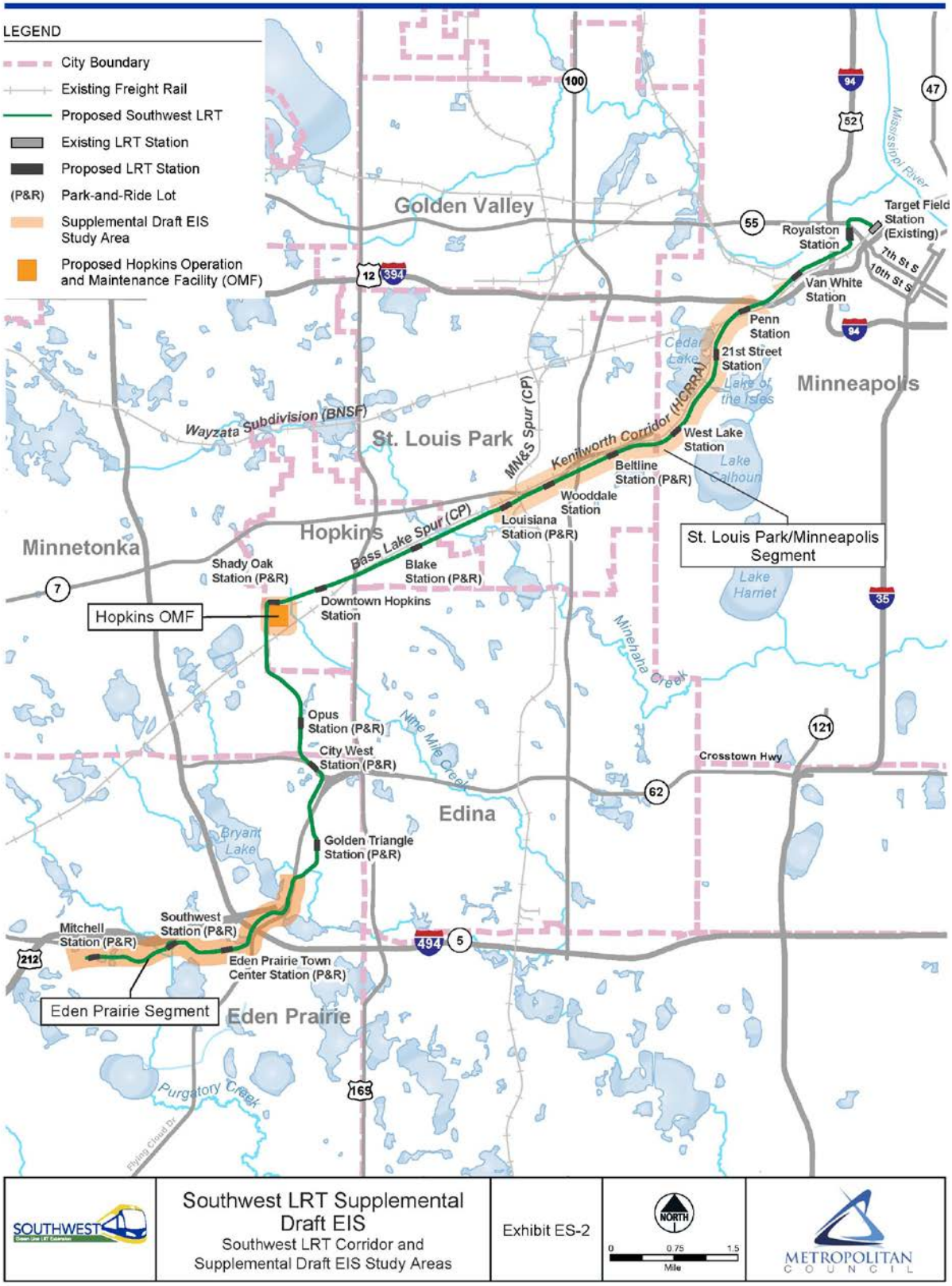
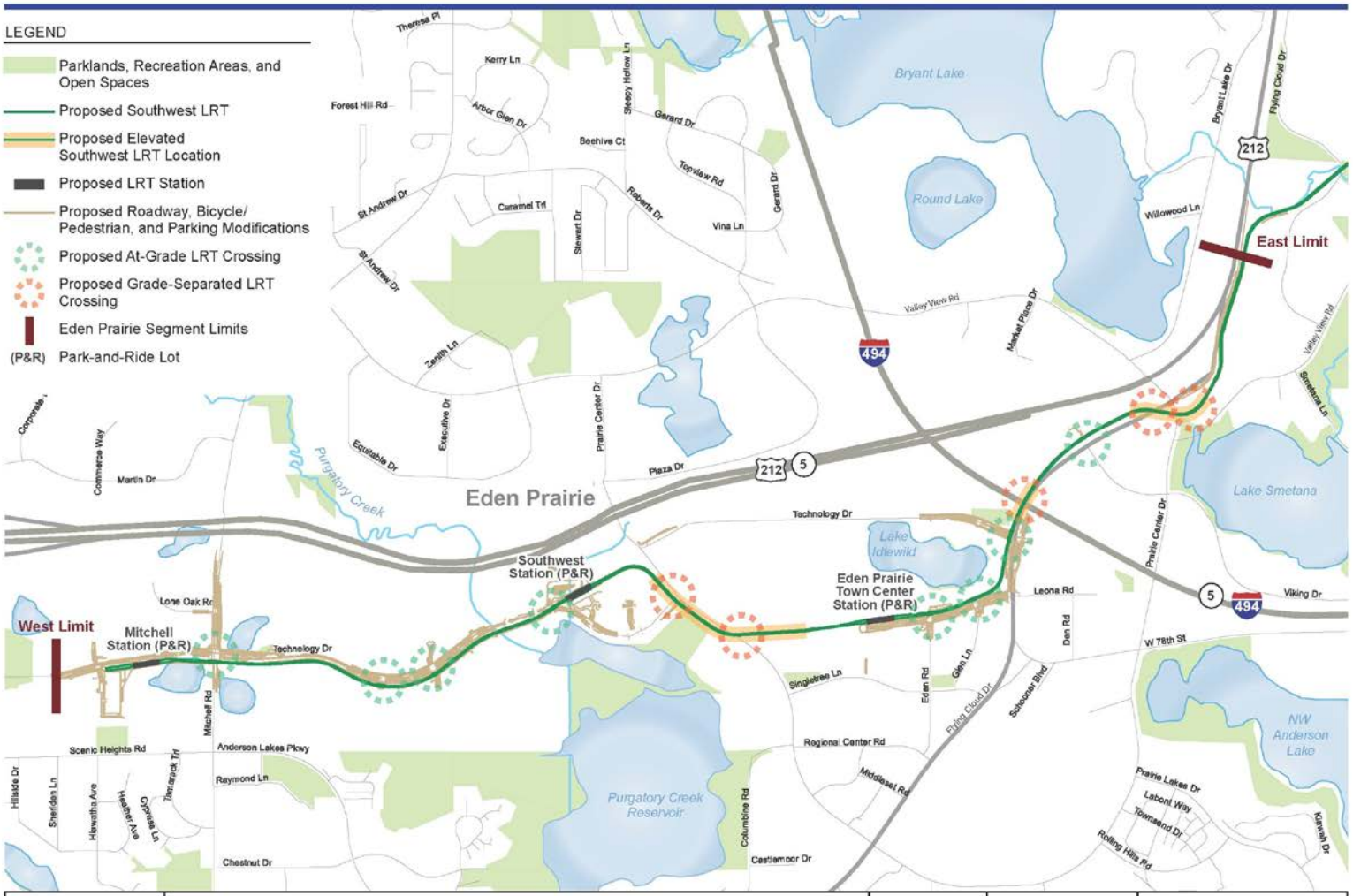


EXHIBIT ES-3
Project Overview Eden Prairie Segment



b. Hopkins Operations and Maintenance Facility

The project includes a proposed OMF in the City of Hopkins, which was not one of the four potential OMF sites identified in the Draft EIS. The proposed Hopkins OMF would be within an existing office/warehouse and light manufacturing development. It would occupy an approximately 15-acre site southwest of the intersection of 5th Street South and 15th Avenue South, as illustrated on Exhibit ES-4. In general, light maintenance activities and the storage of vehicles not in service would occur within enclosed structures, although some maintenance activities (such as moving vehicles) would occur outside of buildings. In general, the OMF site would be in operation 24 hours a day, 365 days a year.

c. St. Louis Park/Minneapolis Segment

In the St. Louis Park/Minneapolis Segment, the LPA has been adjusted to include the following:

- A proposed light rail tunnel in the Kenilworth Corridor (generally between West Lake Street and the Kenilworth Lagoon)
- Retention of existing freight rail service in the Kenilworth Corridor, with some modification to freight rail tracks to accommodate light rail (see the answers to Questions 9 and 10 for additional detail on what freight rail modifications were considered and identified through the design adjustment process)
- Adjustments to the location and capacity of proposed park-and-ride lots

These adjustments are illustrated on Exhibit ES-5. Within this segment, the LPA includes the proposed light rail alignment (including a tunnel); six proposed light rail stations; two proposed park-and-ride lots (with a total capacity of approximately 810 spaces); various related bus and roadway improvements; reconstruction of the multipurpose bicycle and pedestrian trail within the Kenilworth Corridor; and new trail bridges over freight rail and light rail.

9. WHAT DESIGN ADJUSTMENTS AND MODIFICATIONS TO THE LPA WERE CONSIDERED?

After publication of the Draft EIS, the Council implemented a multi-step process to develop and evaluate a range of potential design adjustments to the LPA. Exhibit ES-6 illustrates that general process, which was used throughout the project corridor. Following are the key components of that process:

- The process was initiated through comments on the Draft EIS from the public and participating agencies and jurisdictions
- The project team then developed various potential design adjustments to address those comments, while seeking to reduce costs and adverse impacts of the project
- Those potential design adjustments were then screened based on various evaluation measures, public comments, and committee recommendations
- At the conclusion of a step, some of the adjustments were dismissed from further study and some were advanced into a subsequent step for further development and evaluation
- The process concluded in April and July 2014, when the Council identified the design adjustments and freight rail modifications to be included in the LPA

The following items briefly summarize the range of potential design adjustments to the LPA that were considered in the Eden Prairie Segment, for the proposed OMF site, and in the St. Louis Park/Minneapolis Segment. (Sections 2.2 and 2.3 of the Supplemental Draft EIS provide additional information on the potential design adjustments evaluated and the evaluation measures considered.)

a. Eden Prairie Segment

Within the first two steps of a three-step process, the Council developed and evaluated 27 potential design adjustments in four areas within the Eden Prairie Segment. The design adjustments developed and evaluated included differing locations for the light rail alignment, stations, roadway improvements, and connections to

EXHIBIT ES-4
Project Overview, Operations and Maintenance Facility, City of Hopkins

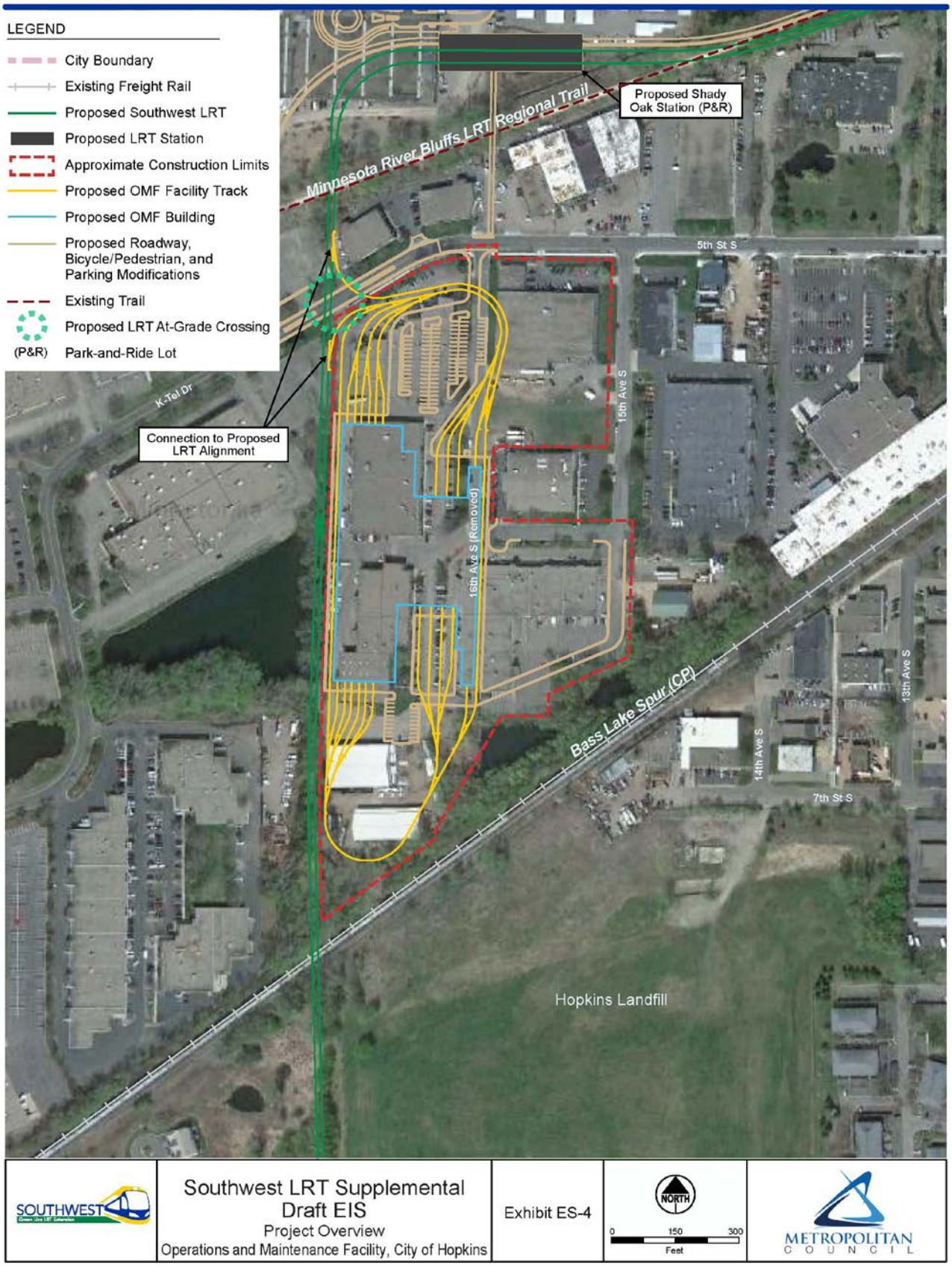


EXHIBIT ES-5
Project Overview St. Louis Park/Minneapolis Segment

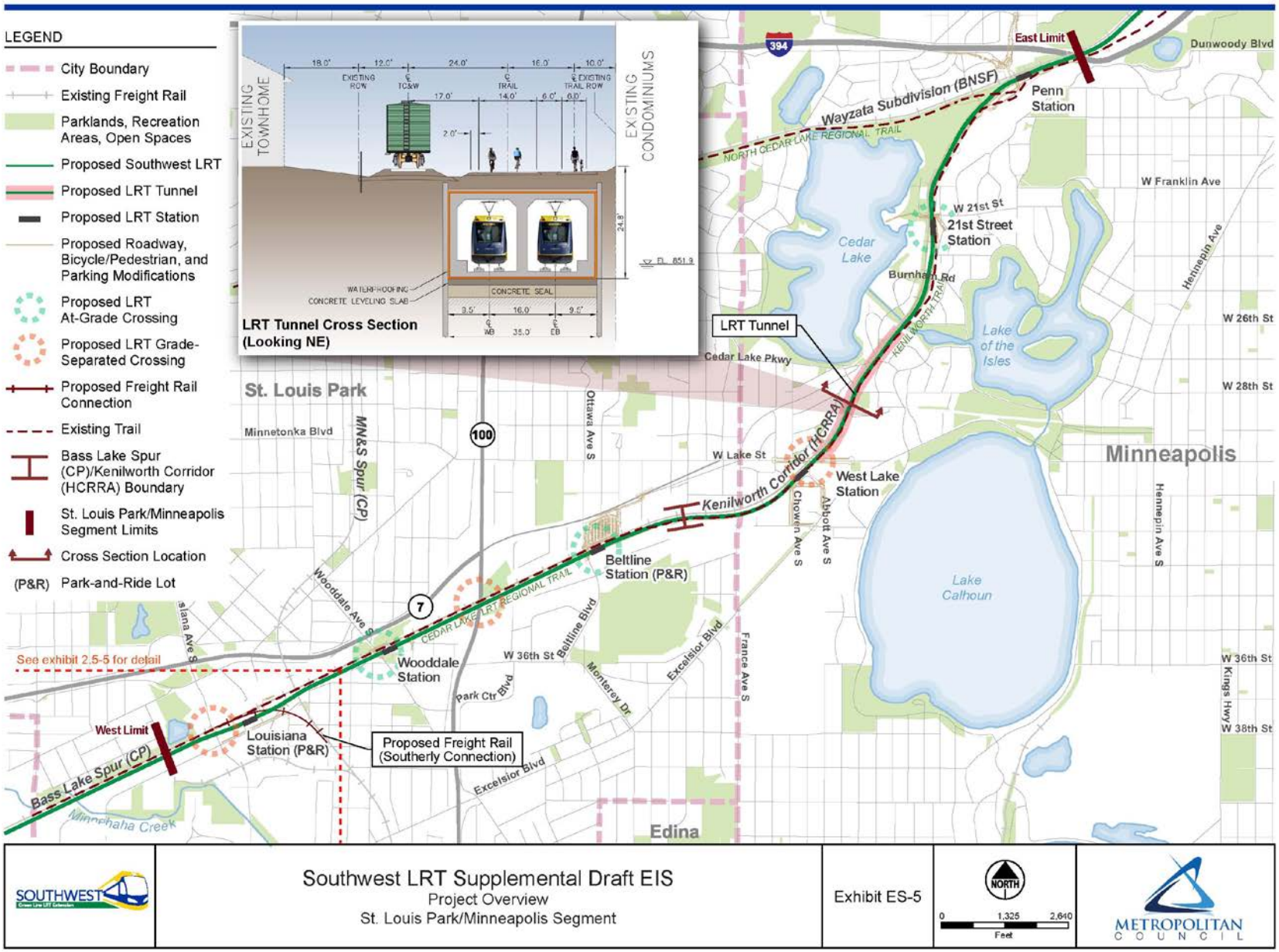
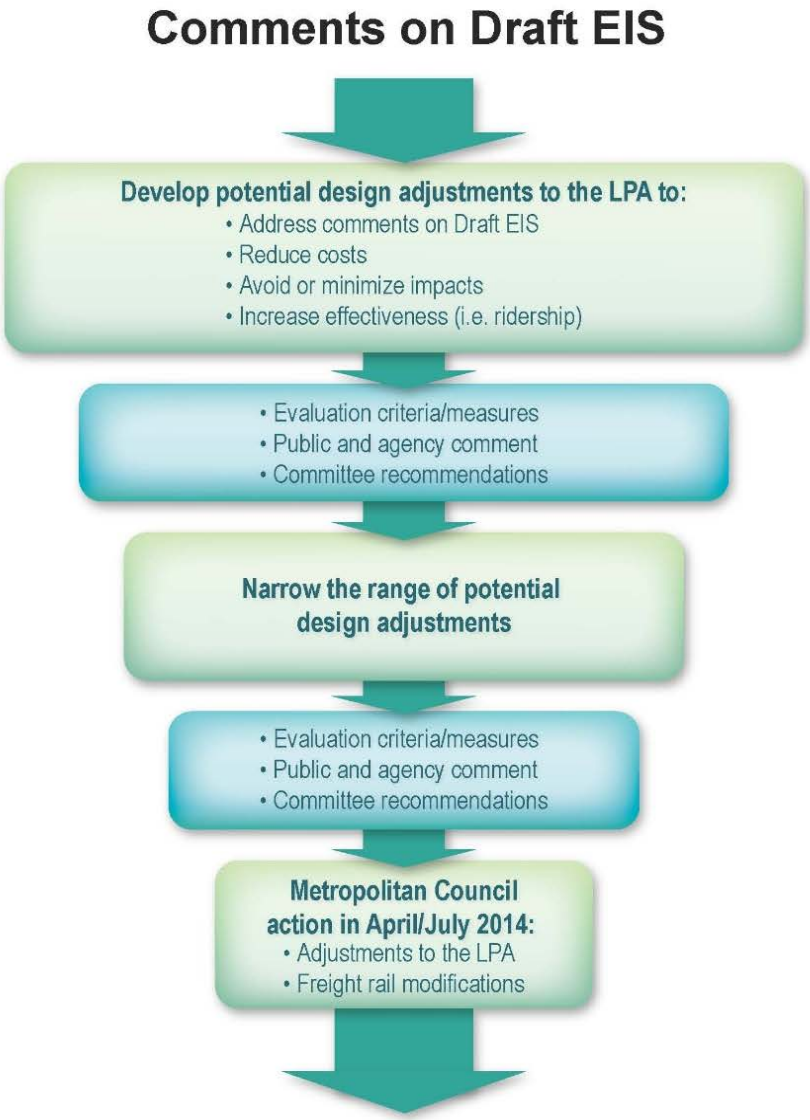


EXHIBIT ES-6
Design Adjustment Process Since Draft EIS



SOUTHWEST	Southwest LRT Supplemental Draft EIS Design Adjustment Process Since Draft EIS	Exhibit ES-6		METROPOLITAN COUNCIL

a potential OMF facility. Based on results from the first two steps, the third step evaluated two light rail alignments and stations west and east of a common Southwest Station. The process concluded with identification of the design adjustments to the LPA within the Eden Prairie Segment as described in Section ES.8a.

b. Hopkins Operations and Maintenance Facility

The development and evaluation of various potential OMF locations used a four-step process. The first step included a preliminary site evaluation that narrowed potential sites from approximately 30 (including the sites evaluated in the Draft EIS) to 18. The second step used a detailed assessment based on 13 criteria to narrow the field from 18 to seven potential OMF sites. The third step included an operational analysis, as well as public and jurisdictional review and input, which were used to narrow the choices from seven to two potential OMF sites. The fourth step used a detailed technical assessment, as well as public and jurisdictional review of the two remaining sites. The process concluded with identification of the proposed Hopkins OMF.

c. St. Louis Park/Minneapolis Segment

The process used to identify design adjustments in the St. Louis Park/Minneapolis Segment focused on the following two sets of design adjustments.

- **Set One Adjustments.** The first set of potential adjustments for the St. Louis Park/Minneapolis Segment focused on the question of whether the project's introduction of light rail facilities and service in the Kenilworth Corridor should include: (a) the relocation of TC&W freight trains currently operating along the Bass Lake Spur and Kenilworth Corridor to sections of the MN&S Spur and Wayzata Subdivision (LRT 3A in the Draft EIS – i.e., "Freight Rail Relocation"); or (b) the continued operation of TC&W freight trains along the Bass Lake Spur and Kenilworth Corridor (LRT 3A-1 in the Draft EIS – i.e., "Co-location"). For Freight Rail Relocation (LRT 3A), the design adjustment process also focused on addressing comments from the affected freight rail operators that the freight rail modifications in the Draft EIS's LRT 3A did not meet their operational or safety requirements. Design adjustments for Set One were developed and evaluated using the following four-step process.

  1) The first step included the development, evaluation, and narrowing of a relatively wide range of adjustments to the light rail improvements and freight rail-related modifications under the two freight rail operating scenarios. These adjustments focused on meeting key design parameters, while avoiding or minimizing adverse impacts and minimizing project costs.

  2) The second step included a detailed analysis of the potential adjustments retained for further study at the conclusion of the first-step evaluation. As a result of the second step, the choices were narrowed to one design adjustment under each of the two freight rail operating scenarios.

  3) The third step included refining the two design adjustments identified in the second-step (one Freight Rail Relocation design and one Co-location design, LRT 3A and LRT 3A-1 respectively). Within the third step, the CMC considered public, stakeholder, committee, and agency comments, as well as a detailed assessment of the potential adjustments, before the CMC recommended retaining the Shallow LRT Tunnel – Over Kenilworth Lagoon (Co-location, LRT 3A-1) design adjustments and dismissing the Brunswick Central (Relocation, LRT 3A) design adjustments.

  4) The fourth step included: (a) an independent engineering analysis of various freight rail relocation options; (b) the development and evaluation of additional design adjustments to the proposed light rail tunnel in the Kenilworth Corridor; and (c) adjustments the Council and the City of Minneapolis proposed within a draft memorandum of understanding intended to reduce capital costs and to incorporate a variety of bicycle and pedestrian improvements.

  In April and July 2014, after considering comments received from the public, stakeholders, and participating agencies, engineering and safety reviews by affected freight rail operators, and various evaluation measures, the Council concluded that the project's LPA would retain the existing freight rail service in the Kenilworth Corridor (LRT 3A-1), co-located with the proposed light rail alignment, which would operate in a shallow tunnel generally between West Lake Street and the Kenilworth Lagoon. As a

result of the light rail design adjustments to LRT 3A and LRT 3A-1 during the design adjustment process, the LPA with the retention of freight rail in the Kenilworth Corridor (LRT 3A-1), would be the project's environmentally preferred alternative, rather than the LPA with the relocation of freight rail (LRT 3A). In summary, with the changes made during the design adjustment process and in comparison to Freight Rail Relocation (LRT 3A), Freight Rail Co-location (LRT 3A-1), would: result in less harm to Section 4(f) protected properties[1]; maintain regional freight rail connectivity; minimize reconstruction of freight rail tracks and construction-related disruptions; avoid diminishing the potential for transit oriented development around light rail stations located in the vicinity of freight rail tracks; avoid the displacement of any residents or businesses in the St. Louis Park/Minneapolis Segment; include bicycle and pedestrian improvements that would provide connections between light rail stations and their surrounding neighborhoods; and minimize the displacement of wetlands.

- **Set Two Adjustments.** The second set of design adjustments, also identified by the Council in April and July 2014, includes relatively minor modifications to existing freight rail tracks in the segment to accommodate the introduction of light rail (i.e., the *Freight Rail and Light Rail "Swap"* and the *Southerly Connection*); adjustments to the location of the proposed Louisiana Station; and adjustments to the capacity and locations of park-and-ride lots in the segment.

10. HOW IS THE PROJECT AFFECTING FREIGHT RAIL?

Based on adjustments that the Council identified in April and July 2014, the LPA includes the continued operation of TC&W freight trains along the Bass Lake Spur and Kenilworth Corridor (similar to LRT 3A-1 in the Draft EIS – i.e., "Co-location"). The following modifications to the existing freight rail alignment would be made to accommodate the introduction of light rail in the Kenilworth Corridor.

- Beginning west of the St. Louis Park/Minneapolis Segment and extending to east of Beltline Boulevard, the existing freight rail tracks would be shifted north approximately 45 feet, allowing the proposed light rail alignment to be located south of the freight rail tracks (thereby providing better station connections to local activity centers).
- A portion of the northern leg of the existing Skunk Hollow switching wye between the Bass Lake Spur and Oxford Street would be removed and replaced with a new "Southerly Connection" between the Bass Lake Spur and the MN&S Spur.
- Relatively minor adjustments to and reconstruction of the freight tracks between Beltline Boulevard and Cedar Lake Parkway would be made.
- Existing freight tracks would be moved up to approximately 40 feet north, between Cedar Lake Parkway and the Burnham Road overpass.

While these adjustments would change the geometry of the freight rail alignment for the movement of freight rail between the Bass Lake Spur and the MN&S Spur, they would not result in long-term impacts to freight rail operations.

As described in Section ES.9c, and in greater detail in Section 2.3 of the Supplemental Draft EIS, the process used to develop and evaluate the Set One design adjustments in the St. Louis Park/Minneapolis Segment focused on the question of whether the project's introduction of light rail facilities and service in the Kenilworth Corridor should include: (1) the relocation of TC&W freight trains currently operating along the Bass Lake Spur and Kenilworth Corridor to sections of the MN&S Spur and Wayzata Subdivision; or (2) the continued operation of TC&W freight trains along the Bass Lake Spur and Kenilworth Corridor. Through that Set One design adjustment process, the proposed designs of both Freight Rail Relocation and Co-location were revised to address comments on the Draft EIS and to avoid or minimize adverse impacts. As documented in Section 2.3 of the Supplemental Draft EIS, that process found that:

[1] Based on the Section 4(f) Least Overall Harm analysis in Section 3.5 of the Supplemental Draft EIS.

- The design for Freight Rail Relocation (included in LRT 3A in the Draft EIS) needed to be revised to meet operational and safety requirements of the affected freight rail operators. Those required revisions would lead to additional adverse impacts, such as: (1) the full acquisition of approximately 32 residential, commercial, and institutional parcels; (2) the use of Park Spanish Immersion School in St. Louis Park (a protected Section 4(f) property); and (3) the adverse visual, neighborhood, and community cohesion impacts resulting from the construction of freight rail berms and structures in the vicinity of St. Louis Park High School. The design adjustments could also not avoid the displacement of approximately four acres of wetlands at the junction of the MN&S Spur and Wayzata Subdivision. The affected freight rail operators found that design adjustments considered for freight rail relocation were unacceptable because of operational and safety considerations.
- The design for the Co-location of freight rail and light rail in the Kenilworth Corridor (included in LRT 3A-1 in the Draft EIS) was revised so that many of its adverse effects were avoided or minimized. In particular, the revised design that would co-locate freight rail and light rail in the Kenilworth Corridor would not result in any residential displacements or business displacements in the Kenilworth Corridor. In addition, co-location of freight rail and light rail in the Kenilworth Corridor would avoid the displacement of approximately four acres of wetlands at the junction of the MN&S Spur and Wayzata Subdivision.

In summary, based on the analysis prepared, committee recommendations, and public comments received during the four-step process described in Section ES.9c, the Council identified the design adjustments to be incorporated into the project in the St. Louis Park/Minneapolis Segment (i.e., the Shallow LRT Tunnel – Over Kenilworth Lagoon). The Council found that, relative to the other options considered, the Shallow LRT Tunnel – Over Kenilworth Lagoon adjustments would provide the best balance of costs, benefits, and environmental impacts, and, in doing so, found that it would best meet the project's Purpose and Need.

11. WHAT ARE THE POTENTIAL LONG-TERM (DIRECT AND INDIRECT) AND SHORT-TERM (CONSTRUCTION) ENVIRONMENTAL EFFECTS OF THE LPA IN THE TWO SEGMENTS AND AT THE HOPKINS OMF?

Table ES-1 summarizes the potential long-term and short-term impacts of the LPA in the Eden Prairie Segment, the Hopkins OMF, and the St. Louis Park/Minneapolis Segment. These potential impacts include both direct and indirect impacts. Details related to the analysis and impact determinations are provided in the Supplemental Draft EIS Section 3.2 Eden Prairie Segment, Section 3.3 Hopkins Operations and Maintenance Facility, and Section 3.4 St. Louis Park/Minneapolis Segment.

TABLE ES-1
Summary of Impacts and Mitigation Measures for the Locally Preferred Alternative in the Eden Prairie Segment, Hopkins OMF, and St. Louis Park/Minneapolis Segment[a]

Environmental Category and Supplemental Draft EIS Section		Eden Prairie Segment	Hopkins OMF	St. Louis Park/Minneapolis Segment
Land Use 3.2.1.1 (EP) 3.3.1.1 (OMF) 3.4.1.1 (SLP)	Long-Term	• Direct conversion of about 22.3 acres of land to public transportation-related use • Potential indirect land use impact from possible redevelopment around station areas • LPA is compatible with adopted plans and existing land use	• Direct conversion of 18.2 acres of land to public transportation-related use • No change in the overall land use character of the surrounding area • LPA is compatible with adopted plans and existing land use	• Direct conversion of 33.6 acres of land converted to public transportation-related use • LPA is compatible with adopted plans and existing land use • St. Louis Park and Minneapolis have plans to encourage mixed use and higher densities of development and land use around the Louisiana, Beltline, Wooddale, West Lake, and Penn Stations
	Short-Term	• Temporary changes to property access during construction or temporary conversion of land to a transportation use for construction staging and other construction activities • Potential increases in noise levels, dust, traffic congestion, visual changes, and increased difficulty accessing property	• Temporary changes to property access during construction or temporary conversion of land to a transportation use for construction staging and other construction activities • Potential increases in noise levels, dust, traffic congestion, visual changes, and increased difficulty accessing property	• Temporary changes to property access during construction or temporary conversion of land to a transportation use for construction staging and other construction activities • Potential increases in noise levels, dust, traffic congestion, visual changes, and increased difficulty accessing property
	Mitigation Measures	• The Council will develop and implement a Construction Communication Plan		
Acquisitions and Displacements 3.2.1.2 (EP) 3.3.1.2 (OMF) 3.4.1.2 (SLP)	Long-Term	• Acquisition of two full and 33 partial parcels • Potential relocation of an estimated nine businesses	• Acquisition of eight full and one partial parcels • Potential relocation of five businesses	• Acquisition of 23 full and 29 partial parcels • Potential relocation of up to nine businesses
	Short-Term	• Potential increases in noise levels, dust, traffic congestion, visual quality, and increased difficulty accessing property	• Potential increases in noise levels, dust, traffic congestion, visual quality, and increased difficulty accessing property	• Potential increases in noise levels, dust, traffic congestion, visual quality, and increased difficulty accessing property
	Mitigation Measures	• Compliance with Uniform Relocation Assistance and Real Property Acquisition Policies Act		
Cultural Resources 3.2.1.3 (EP) 3.4.1.3 (SLP)	Long-Term	• Phase I/II archaeological testing needed at two remaining locations within the APE • No long-term impacts due to the proposed LPA are anticipated	• No resources in study area	• Preliminary determination of an adverse effect on the Grand Rounds Historic District and the Kenilworth Lagoon
	Short-Term	• No short-term impacts due to the proposed LPA are anticipated	• No resources in study area	• Temporary closures of the Kenilworth Lagoon • Temporary closures of one or both lanes of a short segment of Cedar Lake Parkway between Xerxes Avenue and Burnham Road
	Mitigation Measures	• Section 106 Agreement	• No resources in study area	• Section 106 Agreement

Environmental Category and Supplemental Draft EIS Section		Eden Prairie Segment	Hopkins OMF	St. Louis Park/Minneapolis Segment
Parklands, Recreation Areas, and Open Spaces 3.2.1.4 (EP) 3.4.1.4 (SLP)	Long-Term	• Long-term effect on the setting of Purgatory Creek Park	• No parklands/recreation areas in study area	• Indirect long-term impacts to Jorvig Park, Lilac Park, Park Siding Park, Cedar Lake Park, and Lake of the Isles Park
	Short-Term	• Short-term construction (temporary) impacts to Purgatory Creek Park (i.e., visual quality, noise, and access) and the Nine Mile Creek Conservation Area (short-term occupancy of open space during construction)	• No parklands/recreation areas in study area	• Short-term construction (temporary) impacts to Cedar Lake Park, Cedar Lake LRT Regional Trail, Kenilworth Trail, North Cedar Lake Regional Trail, and the Midtown Greenway
	Mitigation Measures	• The Council will develop and implement a Construction Communication Plan • Altered or disturbed features will be returned to pre-construction conditions or better	• No parklands/recreation areas in study area	• The Council will develop and implement a Construction Communication Plan • Altered or disturbed features will be returned to pre-construction conditions or better
Visual Quality and Aesthetics 3.2.1.5 (EP) 3.4.1.5 (SLP)	Long-Term	• Of the 10 viewpoints analyzed, two would experience a "substantial" overall level of impacts and eight would experience a "not substantial" level of impact	• No sensitive views in study area	• Of six viewpoints analyzed, three would experience a "substantial" overall level of impact and three would experience a "not substantial" level of impact
	Short-Term	• Potential construction-related visual impacts	• No sensitive views in study area	• Potential construction-related visual impacts, such as construction staging areas; concrete and form installation; removal of some of the existing vegetation along the trail; lights and glare from construction areas; and dust and debris
	Mitigation Measures	• The Council will develop aesthetic guidelines for the project	• No sensitive views in study area	• The Council will develop aesthetic guidelines for the project
Geology and Groundwater 3.2.2.1 (EP) 3.3.2.1 (OMF) 3.4.2.1 (SLP)	Long-Term	• Generally compatible geologic conditions would accommodate construction and operations • Peats and fat clays west of the proposed Eden Prairie Town Center Station, near the proposed Southwest Station, and along the alignment between the Southwest Station and the Mitchell Station would require remediation (e.g., soil replacement, pile foundations)	• Generally compatible geologic conditions would accommodate construction and operations • Potential for long-term groundwater pumping due to potentially contaminated groundwater	• Generally compatible geologic conditions would accommodate construction and operations • Potential for long-term pumping of water from the tunnel portals (predominantly stormwater) and of groundwater from the tunnel to underground infiltration chambers • Potential for long-term pumping of water (predominantly groundwater) from the internal tunnel to the adjacent sanitary sewer system
	Short-Term	• Temporary groundwater pumping • Risk of contamination during construction and the risk of settlement due to pumping of groundwater during construction	• Temporary groundwater pumping • Risk of contamination during construction and the risk of settlement due to pumping of groundwater during construction	• Groundwater removal would be required during construction of the light rail tunnel • Risk of contamination during construction and the risk of settlement due to pumping of groundwater during construction
	Mitigation Measures	• The Council will develop a groundwater management plan		

Environmental Category and Supplemental Draft EIS Section		Eden Prairie Segment	Hopkins OMF	St. Louis Park/Minneapolis Segment
Water Resources 3.2.2.2 (EP) 3.3.2.2 (OMF) 3.4.2.2 (SLP)	Long-Term	Wetlands: • Permanent fill of 4.7 acres of wetlands	Wetlands: • Permanent fill of approximately 0.7 acre of wetlands	Wetlands: • Permanent fill of 0.5 acre of wetlands
		Floodplains: • 13.4 acres of fill within a floodplain	Floodplains: • Approximately 0.6 acre of permanent fill within a floodplain	Floodplains: • No long-term floodplain impacts within the St. Louis Park/Minneapolis Segment
		Public Waters and Stormwater Management: • New light rail crossing of Purgatory Creek • Stormwater runoff would be directed into stormwater detention facilities created as part of the project	Public Waters and Stormwater Management: • No impacts on Nine Mile Creek • Stormwater runoff would be directed into stormwater detention facilities created as part of the project	Public Waters and Stormwater Management: • New light rail crossing of Kenilworth Lagoon • Stormwater runoff would be directed into stormwater detention facilities created as part of the project
	Short-Term	Wetlands: • Short-term impacts on wetlands during construction, such as temporary fill • Erosion and sedimentation during construction	Wetlands: • Short-term impacts to wetlands during construction such as temporary fill • Erosion and sedimentation during construction	Wetlands: • Temporary effects on wetlands during construction, such as temporary fill • Erosion and sedimentation during construction
		Floodplains: • Potential for construction-related sedimentation flow into the floodplain	Floodplains: • Potential for construction-related sedimentation flow into the floodplain	Floodplains: • Potential for construction-related sedimentation flow into the floodplain
		Public Waters and Stormwater Management: • Erosion and sedimentation during construction	Public Waters and Stormwater Management: • Erosion and sedimentation during construction	Public Waters and Stormwater Management: • Erosion and sedimentation during construction
	Mitigation Measures	• Develop a Compensatory Mitigation Plan • Onsite project specific permittee responsible mitigation, offsite project specific permittee responsible mitigation, and/or purchase of wetland mitigation bank credits • Long-term and short-term stormwater detention facilities • Compensatory storage for floodplain and public waters impacts		
Noise 3.2.2.3 (EP) 3.4.2.3 (SLP)	Long-Term	• One moderate noise impact at Baymont Inn, and one moderate and one severe noise impact at Residence Inn[b] • Potential impacts at the Optum Auditorium on Technology Drive, which will be assessed in the Final EIS	• No sensitive noise receptors in study area	• 67 moderate and three severe noise impacts[b]
	Short-Term	• Short-term noise impacts associated with construction activities and construction vehicles	• No sensitive noise receptors in study area	• Short-term noise impacts associated with construction activities and construction vehicles, including truck traffic

Environmental Category and Supplemental Draft EIS Section		Eden Prairie Segment	Hopkins OMF	St. Louis Park/Minneapolis Segment
	Mitigation Measures	• Prepare a noise mitigation plan	• No sensitive noise receptors in study area	• Prepare a noise mitigation plan
Vibration 3.2.2.4 (EP) 3.4.2.4 (SLP)	Long-Term	• No vibration impacts (potential impacts at the Optum Auditorium on Technology Drive will be assessed in the Final EIS)	• No sensitive vibration receptors in study area	• No vibration impacts • 54 ground-borne noise impacts[c]
	Short-Term	• Short-term vibration effects from construction activities and, to a lesser extent, construction vehicles	• No sensitive vibration receptors in study area	• Short-term vibration effects from construction activities and, to a lesser extent, construction vehicles
	Mitigation Measures	• Prepare a vibration mitigation plan	• No sensitive vibration receptors in study area	• Prepare a vibration mitigation plan
Hazardous and Contaminated Materials 3.2.2.5 (EP) 3.3.2.3 (OMF) 3.4.2.5 (SLP)	Long-Term	• If permanent pumping of groundwater is needed, there is potential for contaminated groundwater to enter the groundwater pumping system	• If permanent pumping of groundwater is needed, there is potential for contaminated groundwater to enter the groundwater pumping system	• Potential permanent groundwater pumping from behind the tunnel walls could encounter zones of contaminated groundwater
	Short-Term	• Six potentially high-risk sites that could affect the project • Potential spills during construction • Encountering sites with existing contamination during construction	• Four potentially high-risk sites that could affect the project • Potential spills during construction • Encountering sites with existing contamination during construction	• Six high-risk sites that could require remediation prior to construction • Potential spills during construction • Encountering sites with existing contamination during construction
	Mitigation Measures	• Prepare a Response Action Plan (RAP) • Cleanup of contamination would begin prior to, or in concert with, excavation and/or drilling activities • Develop and implement Construction Contingency Plan • Survey existing structures for contaminated materials		
Economic Effects 3.2.3 (EP) 3.3.3 (OMF) 3.4.3 (SLP)	Long-Term	• Annual reduction of $34,600 in City of Eden Prairie property tax revenue (year 2013) (0.2 percent of total)	• Annual reduction of $99,200 in City of Hopkins property tax revenues (year 2013) (0.8 percent of total) • Addition of approximately 160 long-term jobs associated with operations of the facilities and light rail vehicles	• Potential reduction of an estimated $35,940 (current dollars) in City of St. Louis Park property tax revenues (0.2 percent of total) • Potential impacts from removal of freight rail siding along the CP Bass Lake Spur
	Short-Term	• No short-term impacts due to the proposed LPA are expected	• Beneficial short-term impacts of construction include the influx of business during construction • Increased noise during construction and temporary access restrictions to businesses during construction	• Potential short-term effects on freight rail operations
	Mitigation Measures	• No mitigation measures have been identified	• See the Roadway and Traffic Environmental Category for construction mitigation measures	• No mitigation measures have been identified

Environmental Category and Supplemental Draft EIS Section		Eden Prairie Segment	Hopkins OMF	St. Louis Park/Minneapolis Segment
Transit 3.2.4.1 (EP) 3.4.4.1 (SLP)	Long-Term	• Extension of LRT service to Eden Prairie • No planned changes to existing bus service, however SouthWest Transit[d] could alter service	• No potential substantial issues identified	• Potential changes to fixed route bus service to coordinate service with LRT service
	Short-Term	• Road detours and construction-related congestion that could affect SouthWest Transit bus operations	• No potential substantial issues identified	• Road detours and construction-related congestion that could affect SouthWest Transit bus operations
	Mitigation Measures	• Coordination with SouthWest Transit to follow federal and local procedures regarding service changes, including a Title VI analysis • Coordination with SouthWest Transit to follow federal and local procedures regarding detours	• No potential substantial issues identified	• Follow federal and local procedures regarding service changes, including a Title VI analysis • Follow federal and local procedures regarding detours
Roadway and Traffic 3.2.4.2 (EP) 3.3.4.1 (OMF) 3.4.4.2 (SLP)	Long-Term	• Traffic delays of approximately 50 seconds, 12 times per hour, at eight new light rail at-grade crossings of roadways or private driveways • One intersection in the a.m. peak hour and three intersections in the p.m. peak hour would not meet Level of Service (LOS) standards without mitigation;[e] modifications to existing roadways (Eden Road, Technology Drive, Flying Cloud Drive, and Mitchell Road) • New unnamed roadway extending west from Eden Road to a cul-de-sac	• Permanent vacation of 16th Avenue South, between 5th and 6th Streets South • One new non-revenue light rail at-grade road crossing	• Reconstruction and/or reconfiguration of existing roadways at seven locations • Traffic delays of approximately 50 seconds, 12 times per hour, at three new LRT at-grade crossings
	Short-Term	• Changes to traffic and local circulation patterns during construction, with a potential increase in truck traffic due to construction activities	• Temporary impacts to traffic on adjacent streets, with a potential increase in truck traffic due to construction activities	• Changes to traffic and local circulation patterns during construction, with a potential increase in truck traffic due to construction activities
	Mitigation Measures	• Contractors will be required to comply with all state and local regulations concerning the closing of roadway, effects of construction activities, and the guidelines established in the Minnesota Manual on Uniform Traffic Control Devices • Develop a construction staging plan • Develop and implement a Construction Communication Plan		
		• Site-specific mitigation will be developed for underperforming intersections	• Provide circulation to loading dock at 510 15th Avenue South	• Site-specific mitigation will be developed for underperforming intersections

Environmental Category and Supplemental Draft EIS Section		Eden Prairie Segment	Hopkins OMF	St. Louis Park/Minneapolis Segment
Parking 3.2.4.3 (EP) 3.3.4.2 (OMF) 3.4.4.3 (SLP)	Long-Term	• 30 on-street parking spaces added along a new street segment • Displacement of 250 private off-street parking spaces serving businesses at eight locations	• Displacement of 43 on-street parking spaces • Displacement of 310 off-street parking spaces associated with four potential full property acquisitions	• Displacement of 297 off-street parking spaces associated with the full acquisition of 10 properties • Displacement of 118 on-street parking spaces at five locations • Addition of five on-street parking spaces at one location
	Short-Term	• Short-term off-street parking impacts would generally be restricted to the eight properties where off-street parking spaces would be displaced	• Temporary displacement of parking on 15th Avenue	• Temporary displacement of on-street parking could occur
	Mitigation Measures	• Develop and implement a Construction Communication Plan		
		• Mitigation of the displacement of off-street parking for the parcels where the existing businesses would remain on their existing parcels will be determined through the property acquisition process	• All off-street parking that would be displaced is associated with businesses that would also be displaced by the OMF. Therefore, no mitigation of the displacement of off-street parking spaces has been identified.	• Mitigation of the displacement of off-street parking for the parcels where the existing businesses would remain on their existing parcels will be determined through the property acquisition process
Freight Rail 3.4.4.4 (SLP)	Long-Term	• No freight rail lines affected in study area	• No freight rail lines affected in study area	• Light rail/freight rail Swap and Southerly Connection with some modified freight rail operations • Remove approximately 11,771 feet of freight rail siding track segments in the Bass Lake Spur
	Short-Term	• No freight rail lines affected in study area	• No freight rail lines affected in study area	• Temporary movement of the freight rail tracks during construction in the Kenilworth Corridor
	Mitigation Measures	• No freight rail lines affected in study area	• No freight rail lines affected in study area	• Develop, update, and implement a freight rail operations coordination plan
Bicycle and Pedestrian 3.2.4.4 (EP) 3.4.4.5 (SLP)	Long-Term	• Long-term changes to trail alignments at light rail crossings with no change in trail connectivity • Temporary trail detours would provide for continued trail connectivity during construction	• No potential substantial issues identified	• Long-term changes to trail alignments at light rail crossings with no change in connectivity • Temporary trail detours would provide for continued trail connectivity during construction
	Short-Term	• Short closures of bicycle and pedestrian facilities during the period of construction	• No potential substantial issues identified	• Temporary trail detours during construction
	Mitigation Measures	• Construction mitigation examples include mitigated through signage, information fliers, website postings with maps of construction areas/ detours, and notices placed at bicycle shops • Develop and implement a Construction Communication Plan	• No potential substantial issues identified	• Construction mitigation examples include mitigated through signage, information fliers, website postings with maps of construction areas/detours, and notices placed at bicycle shops • Develop and implement a Construction Communication Plan

Environmental Category and Supplemental Draft EIS Section		Eden Prairie Segment	Hopkins OMF	St. Louis Park/Minneapolis Segment
Safety and Security 3.2.4.5 (EP) 3.3.4.3 (OMF) 3.4.4.6 (SLP)	Long-Term	• Potential for emergency vehicle delays of up to one minute, 12 times per hour, at eight new LRT at-grade crossings	• Potential for emergency vehicle delays of up to one minute at one new non-revenue light rail at-grade road crossing	• Emergency vehicle delays of approximately 50 seconds, 12 times per hour, at three new LRT at-grade crossings
	Short-Term	• Temporarily increased congestion along adjacent roadways as a result of temporary lane and roadway closures, shifts in roadway alignments, and detours	• Temporarily increased congestion along adjacent roadways as a result of temporary lane and roadway closures, shifts in roadway alignments, and detours	• Temporarily increased congestion along adjacent roadways as a result of temporary lane and roadway closures, shifts in roadway alignments, and detours
	Mitigation Measures	• Coordinate with public service providers during construction • Potential mitigation measures include signage, information fliers, and website postings with maps of construction areas/detours		
Environmental Justice Compliance 3.2.5 (EP) 3.3.5 (OMF 3.4.5 (SLP)	Long-Term	• No disproportionately high and adverse impacts on EJ populations identified	• No disproportionately high and adverse impacts on EJ populations identified	• No disproportionately high and adverse impacts on EJ populations identified
	Short-Term	• No disproportionately high and adverse impacts on EJ populations identified	• No disproportionately high and adverse impacts on EJ populations identified	• No disproportionately high and adverse impacts on EJ populations identified
	Mitigation Measures	• No mitigation measures identified		

All data within this table are approximate.

[a] This table summarizes the anticipated impacts and mitigation measures for the Southwest LRT Project's LPA identified in the Supplemental Draft EIS. See the corresponding sections of the Supplemental Draft EIS for a more detailed description of the anticipated impacts and mitigation measures.

[b] Without mitigation. Where identified and implemented, mitigation will reduce the number of noise impacts exceeding FTA criteria.

[c] Without mitigation.

[d] SouthWest Transit is a private bus service, providing local and express bus service within Eden Prairie.

[e] All intersections during a.m./p.m. peak hours would meet Level of Service (LOS) standards with potential mitigation measures (average weekday in 2030).

12. WHAT DOES THE SUPPLEMENTAL DRAFT EIS COVER RELATIVE TO SECTION 4(f)?

The Supplemental Draft EIS updates information on the project's Draft Section 4(f) Evaluation, which was included in the Draft EIS (addressing the potential use of publically-owned parks, recreation areas and wildlife/waterfowl refuges, and eligible or listed historic sites). Section 3.5, Draft Section 4(f) Evaluation Update of the Supplemental Draft EIS, identifies properties in the project study area protected by Section 4(f), evaluates the potential use of these properties by the project, (reflecting design adjustments identified by the Council in April and July 2014), and presents documentation required for FTA to approve the use of Section 4(f) properties. The Draft Section 4(f) Evaluation Update included in Section 3.5 of the Supplemental Draft EIS assesses potential Section 4(f) uses in the entire LPA study area based on preliminary engineering design. The project's Final Section 4(f) Evaluation will be included in the project's Final EIS. FTA will make its final Section 4(f) use determinations prior to signing the Record of Decision (ROD) for the project, after its consideration of public and agency comments on the Draft Section 4(f) Evaluation included in the Draft EIS and the Draft Section 4(f) Evaluation Update included in the Supplemental Draft EIS.

FTA's updated preliminary Section 4(f) use determinations for the Southwest LRT Project LPA are included in Table ES-2. As a part of the Supplemental Draft EIS comment period, FTA invites comments on these preliminary Section 4(f) determinations. Final Section 4(f) determinations, which will consider comments on these preliminary determinations, will be included in the Final Section 4(f) Evaluation.

TABLE ES-2
Summary of FTA's Preliminary Section 4(f) Property Use Determinations[a]

Section 4(f) Property	Property Type	Non-*de minimis* Use	*De minimis* Use	Temporary Occupancy: No Use
Purgatory Creek Park	Park			•
Minikahda Club	Historic			•
Cedar Lake Parkway	Historic			•
Kenilworth Lagoon/Grand Rounds Historic District[b, c]	Historic	•		
Kenilworth Channel/Lagoon (between Cedar Lake/Lake of the Isles)[c]	Park		•	
Cedar Lake Park	Park		•	
Bryn Mawr Meadows Park	Park		•	
St. Paul, Minneapolis & Manitoba Railroad Historic District	Historic		•	

[a] See Section 3.5.1.1 of this Supplemental Draft EIS for definitions of the potential types of Section 4(f) uses.

[b] Because the Kenilworth Lagoon is a contributing element of Grand Rounds Historic District and both have been preliminarily determined to be adversely affected by the LPA under Section 106, the lagoon and the district are assessed together within this draft Section 4(f) Evaluation Update.

[c] FTA, MnSHPO, and the Council have identified the Kenilworth Lagoon as a historic resource, as a contributing element of the Grand Rounds Historic District, which is similar to but distinct from the Kenilworth Channel/Lagoon as an element of the Minneapolis Chain of Lakes Regional Park. The historic and park properties are treated separately within this draft Section 4(f) Evaluation Update as they have different boundaries, different Section 4(f) qualifying characteristics, and different officials with jurisdiction.

13. WHAT IS THE DIFFERENCE BETWEEN THE NOISE ANALYSIS COMPLETED FOR THE DRAFT EIS COMPARED TO THE NOISE ANALYSIS COMPLETED FOR THE SUPPLEMENTAL DRAFT EIS AND WHAT ARE THE NEXT STEPS FOR THE NOISE ANALYSIS?

The Supplemental Draft EIS noise impact analysis is based on the same noise standards and methodology used for the Draft EIS including the same FTA noise impact thresholds for severe and moderate noise impacts, which can be found in the Transit Noise and Vibration Impact Assessment (FTA, 2006). Additionally, the Minnesota Pollution Control Agency (MPCA) noise standards will be evaluated to determine their applicability as part of the noise impact assessment in the Final EIS. The Supplemental Draft EIS acknowledges that certain areas in the vicinity of the project may already approach or exceed the L10 and/or L50 noise levels and that adding operation of the light rail vehicles in those areas may contribute to an exceedance of the statutory noise levels. These locations are likely in areas near existing highways and other roadways within the corridor in

areas such as Eden Prairie, as well as areas in downtown Minneapolis. These highways and roadways are typically exempt from the noise standards (116.07 Subd. 2a). In cases where existing noise levels within the project area corridor are at or near the MPCA standards, the project may or may not contribute to an exceedance of the MPCA standards. Further, because of the way the L10 and L50 are calculated, the Project would not be able to determine if there is an exceedance of the standards, using a predictive model, prior to Southwest LRT operation, however the Council and FTA will work with MPCA to ensure that the analysis adequately considers the state standard.

Based on design adjustments made to the project since publication of the Draft EIS, which form the basis for the analyses in this Supplemental Draft EIS, additional sensitive receptors were identified. Consistent with the methodology in the Draft EIS, the noise impact assessment for LRT and freight rail was completed based on FTA and the Federal Railroad Administration's requirements and guidelines for the sensitive receptors in the Supplement Draft EIS study areas.

Additionally, project staff conducted noise monitoring in 2013 to: (1) supplement the Draft EIS noise monitoring data in areas with design adjustments that could result in new significant adverse environmental impacts ; and (2) replace the Draft EIS noise monitoring data within project areas affected by freight rail noise, such as the Kenilworth Corridor, to better reflect existing freight rail operations. As with the Draft EIS, the Supplemental Draft EIS noise assessment addresses noise during operation and construction. Projected noise levels for the Supplemental Draft EIS study areas related to light rail operations are based on noise measurements of the METRO Blue Line vehicles, which were conducted for the Central Corridor Project, and the operating characteristics and conceptual design of the light rail alignment as adjusted by the Council in 2014.

14. WHAT IS THE DIFFERENCE BETWEEN CULTURAL RESOURCES AND SECTION 106 AND HOW ARE THESE ADDRESSED IN THIS SUPPLEMENTAL DRAFT EIS?

The cultural resource analysis assesses potential impacts of the project on buildings, structures, districts, objects, and sites that are listed on or eligible to be listed on the National Register of Historic Places (NRHP). Cultural resources are generally categorized as architecture/history or archaeological resources. The cultural resources, methods, analysis, and documentation in the Supplemental Draft EIS, like the Draft EIS, continue to conform to Section 106 rules and guidance, based on the National Historic Preservation Act (NHPA) of 1966, as well as the Minnesota Field Archaeology Act, the Minnesota Historic Sites Act, and the Minnesota Private Cemeteries Act, as applicable. The methods used to prepare the cultural resource analysis for this Supplemental Draft EIS are unchanged from those used for the Draft EIS.

Reflecting the design adjustments to the LPA made since publication of the Draft EIS, the MnDOT Cultural Resources Unit (CRU), as authorized by FTA to conduct portions of the Section 106 process, in consultation with the Minnesota State Historic Preservation Officer, adjusted the LPA's architecture/history and archaeological Areas of Potential Effect (APE). Changes to the APEs and design adjustments identified by the Council in April and July 2014 led to the identification of additional qualifying historic and archaeological resources. Based on this continued analysis and consultation with MnSHPO and other Section 106 consulting parties, the Supplemental Draft EIS also includes FTA's preliminary Section 106 findings of effect for qualifying resources within the project's APEs. The project's Section 106 process will continue through to the execution of a Section 106 Agreement, which will include avoidance, minimization, and mitigation measures for adversely effected Section 106 resources.

15. WHAT MITIGATION REQUIREMENTS ARE PROPOSED FOR BOTH THE POTENTIAL LONG-TERM AND SHORT-TERM EFFECTS LPA?

Table ES-1 summarizes the mitigation measures identified in the Supplemental Draft EIS and will adopted in the project's ROD. Additional mitigation measures may be included in the project's final EIS. For additional information on mitigation measures, see Table 3.1-7 of the Draft EIS, with additional detail provided in Section 3.2 Eden Prairie Segment, Section 3.3 Hopkins Operations and Maintenance Facility, and Section 3.4 St. Louis Park/Minneapolis Segment of the Supplemental Draft EIS.

16. WHAT ARE THE PROJECT'S FUNDING STRATEGY AND ESTIMATED CAPITAL COSTS?

The Council's funding strategy for the Southwest LRT Project remains consistent with the strategy identified in the Draft EIS. The Council would secure one-half the cost of the Southwest LRT Project in federal Capital Investment Grant program funding for the project. The remaining funding is assumed to come from the Counties Transit Improvement Board (30 percent), the State of Minnesota (10 percent), and HCRRA (10 percent).

Based on the design adjustments to the LPA that the Council made in 2014, the LPA's base-year cost (in 2014 dollars) would be approximately $1,462 million, and the total cost to fund the project would be approximately $1,653 million (in year-of-expenditure dollars)[2].

17. WHAT ARE THE PROJECT'S NEXT STEPS?

Next steps for the Southwest LRT Project include the following:

- Completing the Supplemental Draft EIS comment period, and conducting and documenting the Supplemental Draft EIS open houses and public hearings
- Preparing and publishing the Final EIS (which will include responses to all substantive comments made on the Draft EIS and Supplemental Draft EIS) and issuing the ROD[3].
- Issuing an Adequacy Determination for the Final EIS in accordance with Minnesota environmental law
- Obtaining the project's Federal Clean Water Act Section 401 certification and Section 404 wetland permit, the State Wetland Conservation Act permit approval, and local jurisdiction water resource permits.

18. HOW HAS THE PUBLIC BEEN INVOLVED SINCE PUBLICATION OF THE DRAFT EIS?

Public involvement efforts have continued and evolved as local lead agency responsibility shifted from HCRRA to the Council in January 2013. Local elected officials and the public have been, and will continue to be, involved in the project during the ongoing design process and future construction phase. Exhibit ES-6 generally illustrates where public and agency comments were considered as part of the process used to identify design adjustments to the LPA since conclusion of the Draft EIS.

The following figure illustrates the Southwest LRT Project's advisory committee process. Four advisory committees work with Council staff to provide input during key steps in the advisory committee process. This input informs actions that the Council takes. Each community in the corridor has representation on the advisory committees. The Council's public involvement program includes conducting public meetings, community and business advisory committee meetings, stakeholder meetings, and individual briefings. Project-dedicated outreach staff attend neighborhood meetings, informational tables at community events, and one-to-one or small group meetings. The project has also implemented strategies and techniques aimed at involving the corridor's low-income and minority residents and stakeholder within the design adjustment process.

[2] On April 27, 2015, the Council released a revised project cost estimate of approximately $1.994 billion – an approximately $341 million increase over the year-of-expenditure budget. The additional costs are primarily related to poor ground conditions along the Southwest LRT line, soil contamination in St. Louis Park and Hopkins, project delays due to additional studies, and property acquisitions and relocations. The funding strategy discussed in Section 5.2 remains under discussion for the additional costs.

[3] FTA can determine whether the project would issue a combined FEIS and ROD based on the criteria outlined in the *Final Guidance on MAP-21 Section 1319 Accelerated Decisionmaking in Environmental Reviews* (US DOT; November 12, 2014), which reads: "Section 1319(b) directs the lead agency, to the maximum extent practicable, to expeditiously develop a single document that consists of an FEIS and ROD, unless certain conditions exist."

19. HOW CAN I OBTAIN A COPY OF THE SUPPLEMENTAL DRAFT EIS?

The Supplemental Draft EIS and supporting documentation are available on the project website (http://www.metrocouncil.org/swlrt/sdeis). Printed copies of the Supplemental Draft EIS and supporting documents are available for review during regular business hours at the following locations:

- **Eden Prairie City Hall:** 8080 Mitchell Road, Eden Prairie, MN 55344
- **Eden Prairie Public Library:** 565 Prairie Center Drive, Eden Prairie, MN 55344
- **Minnetonka City Hall:** 14600 Minnetonka Blvd, Minnetonka, MN 55345
- **Minnetonka Public Library:** 17524 Excelsior Blvd, Minnetonka, MN 55345
- **Hopkins City Hall:** 1010 First Street South, Hopkins, MN 55343
- **Hopkins Public Library:** 22 Eleventh Avenue North, Hopkins, MN 55343
- **Edina City Hall:** 4801 West 50th Street, Edina, MN 55424
- **St. Louis Park City Hall:** 5005 Minnetonka Blvd, St. Louis Park, MN 55416
- **St. Louis Park Public Library:** 3240 Library Lane, St. Louis Park, MN 55426
- **Southwest LRT Project Office:** 6465 Wayzata Blvd., Suite 500, St. Louis Park, MN 55426
- **Minneapolis City Hall:** City Engineer's Office, 350 South Fifth Street, Room 203, Minneapolis, MN 55414
- **Minneapolis Central Library:** 300 Nicollet Mall, Minneapolis, MN
- **Walker Public Library:** 2880 Hennepin Avenue, Minneapolis, MN 55408
- **Linden Hills Public Library:** 2900 West 43rd Street, Minneapolis, MN 55410
- **Sumner Public Library:** 611 Van White Memorial Blvd., Minneapolis, MN 55411
- **Franklin Public Library:** 1314 East Franklin Avenue, Minneapolis, MN 55404
- **Metropolitan Council Library:** 390 Robert Street North, St. Paul, MN 55101
- **Minnesota Department of Transportation Library:** 395 John Ireland Blvd., St. Paul, MN 55155
- **Minnesota Legislative Reference Library:** 645 State Office Building, 100 Rev. Dr. Martin Luther King, Jr. Blvd. St. Paul, MN 55155

CDs of the Supplemental Draft EIS will also be sent to interested businesses, individuals, and organizations, when requested.

20. HOW CAN THE PUBLIC COMMENT ON THE SUPPLEMENTAL DRAFT EIS?

Comments on the Supplemental Draft EIS may be submitted through:

- Mail: Nani Jacobson, Assistant Director, Environmental and Agreements
  Metro Transit – Southwest LRT Project Office
  6465 Wayzata Boulevard, Suite 500
  St. Louis Park, MN 55426
- Email: swlrt@metrotransit.org
- In person—both written and verbally—at one of the public hearings that will be held in conjunction with information open houses. Public hearings to receive comments on the Supplemental Draft EIS are scheduled as shown in Table ES-3.

21. WHEN DOES THE PUBLIC COMMENT PERIOD START AND END?

Comments on the Supplemental Draft EIS will be accepted from May 22, 2015 through July 6, 2015.

TABLE ES-3
Schedule of Public Hearings to Receive Comments on the Supplemental Draft EIS

Date	Hearing Time	Open House Time	Location
Tuesday, June 16, 2015	6:00 PM	5:00 PM	Hopkins Center for the Arts 1111 Mainstreet Hopkins, MN 55343
Wednesday, June 17, 2015	6:00 PM	5:00 PM	Eden Prairie City Hall 8080 Mitchell Road Eden Prairie, MN 55344
Thursday, June 18, 2015	6:00 PM	5:00 PM	Dunwoody College of Technology 818 Dunwoody Blvd Minneapolis, MN 55403

22. WHAT HAPPENS AFTER THE CLOSE OF THE COMMENT PERIOD?

Following the close of the Supplemental Draft EIS comment period, FTA and the Council will consider all comments submitted on the Draft EIS and Supplemental Draft EIS as they prepare the Final EIS for publication. Substantive comments received on the Draft EIS and Supplemental Draft EIS during the public comment period will be responded to in the Final EIS. The Final EIS will also document all mitigation measures for the entire project.

FTA will also prepare and issue the project's ROD. The ROD will state FTA's project decision, identify the alternatives considered and selected (including specification of the alternative or alternatives considered to be environmentally preferable), and itemize and adopt mitigation commitments. The ROD must be issued by FTA before federal funding and permits can be approved. The Council will also issue an Adequacy Determination for the Final EIS in accordance with Minnesota environmental law.

23. I COMMENTED ON THE DRAFT EIS. WHY ISN'T MY COMMENT ADDRESSED IN THE SUPPLEMENTAL DRAFT EIS?

In accordance with Federal and state requirements, substantive comments received during the Draft EIS public comment period will be addressed in the Final EIS.