

SOUTHWEST

Green Line LRT Extension



Final EIS, Section 106 and Minnesota Environmental Policy Act Update

May 25, 2016



Previous Studies

- **Southwest Transitway Alternatives Analysis** (2005-2007):
 - Identified Locally Preferred Alternative (LPA) - LRT through Kenilworth-Opus-Golden Triangle alignment
- **Scoping** (2008-2009):
 - Determined alternatives to be considered in DEIS
 - Concluded 5 LRT alternatives would be examined in DEIS
- **Draft Environmental Impact Statement** (2010-2012):
 - Evaluated 5 LRT, Enhanced Bus and No Build alternatives
 - Documented anticipated impacts, costs and benefits
- **Supplemental DEIS** (2015):
 - Evaluated adjustments made to project since publication of DEIS in portions of Eden Prairie, St. Louis Park, Minneapolis and the proposed OMF in Hopkins

FEIS Released May 13, 2016

- Evaluated Project and No-Build alternatives
- Analyzes impacts of over 20 resource areas and identifies avoidance, minimization, and mitigation measures
- Documents and responds to comments received on Draft EIS, Supplemental Draft EIS, and Amended Draft Section 4(f) Evaluation
 - DEIS: approx. 1,000 comments
 - SDEIS: approx. 225 comments



Categories Analyzed

- Land Use
- Economic Activity
- Neighborhoods/Communities
- Acquisitions/Displacements
- Cultural Resources
- Parks, Rec and Open Spaces
- Visual Quality/Aesthetics
- Geology/Groundwater
- Surface Water Resources
- Ecosystems
- Air Quality
- Noise and Vibration
- Hazardous Materials
- Electromagnetic Interference/Utilities
- Energy
- Transit
- Roadway/Traffic
- Parking
- Freight Rail
- Pedestrian/Bicycle
- Safety/Security
- Environmental Justice
- Section 4(f) Evaluation
- Section 106
- Financial Analysis

Impacts, Commitments and Mitigation

- Identifies impacts
- Identifies mitigations and commitments
- Summarizes in a table, provides detail in FEIS sections



Hopkins Depot: Before



Hopkins Depot: After

Category	Long-term Direct Impacts	
	Long-term Indirect Impacts	
	Short-term Impacts	
	Commitments	
	Mitigation Measures	

Section 106 of National Historic Preservation Act of 1966

- Requires Federal agencies to take into account effects of “undertakings” on historic properties
- Council is local project sponsor and federal grantee, responsible for certain parts of Section 106 process including implementation of mitigation measures



Grand Rounds: Lake of the Isles Parkway

Draft Section 106 Memorandum of Agreement (MOA)

- Provides measures to avoid an adverse effect on 14 historic properties
- Provides mitigation measures for an adverse effect on five historic properties
 - Grand Rounds Historic District & Kenilworth Lagoon
 - Chicago, Milwaukee, St. Paul & Pacific Railroad Dept
 - Two archaeological sites
- Required signatories: FTA and Minnesota Historic Preservation Office
- Invited signatories: Met Council and MnDOT
 - Assigns responsibility of carrying out terms of the agreement to the Met Council, with support from MnDOT CRU where needed
- Concurring Party: Consulting parties

Example of Section 106 MOA Stipulations

- Grand Rounds Historic District (GRHD)/ Kenilworth Lagoon
 - Noise mitigation: parapet wall and rail dampers on LRT bridge
 - Continued consultation on final bridge design
 - Restoration/rehabilitation of portions of WPA wall
 - Prepare guidance for future preservation activities within the GRHD canal system



Minnesota Environmental Policy Act

Determination of Adequacy

- Council required to determine adequacy of FEIS (Minn. Rule 4410.2800, subp. 4)
- FEIS is adequate if:
 - Addresses potentially significant issues and alternatives raised in scoping
 - Provides responses to substantive comments received during draft EIS review concerning issues raised in scoping
 - Was prepared in compliance environmental rules (parts 4410.0200 to 4410.6500)

Next Steps

- June 13: End of comment period on adequacy of FEIS
- Late July/Early August:
 - FTA issues Record of Decision (ROD): NEPA
 - Council issues Adequacy Determination: MEPA
- Post-ROD
 - Obtain federal, state, local permits

