



Executive Order (EO) 14148 (Initial Rescissions of Harmful Executive Orders and Actions, January 20, 2025) and EO 14173 (Ending Illegal Discrimination and Restoring Merit-Based Opportunity, January 21, 2025) rescinded EO 14096 (Revitalizing Our Nation’s Commitment to Environmental Justice for All, April 21, 2023), EO 13990 (Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis, January 20, 2021), and EO 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, February 11, 1994).

The 2016 Final Environmental Impact Statement (EIS) and Record of Decision (ROD), and the 2024 Supplemental Draft EIS included analyses under the rescinded EOs; however, consideration of subject matter mandated by the rescinded EOs is no longer required. Accordingly, the analysis under rescinded EOs does not inform the determination reached in this Supplemental Final EIS.

Additionally, the CEQ NEPA regulations were rescinded pursuant to EO 14154, Unleashing American Energy, which provides that in all Federal permitting adjudications or regulatory processes, agencies must adhere to only the relevant legislated requirements for environmental considerations. Accordingly, the determination reached in this Supplemental Final EIS is based on the underlying NEPA statute, 23 U.S.C. section 139, and other relevant environmental statutes.

Executive Summary

The Federal Transit Administration (FTA; the lead federal agency) and the Metropolitan Council (Council; the project sponsor) prepared this Supplemental Final Environmental Impact Statement (EIS)/Draft Section 4(f) and 6(f) Evaluation for the METRO Blue Line Light Rail Extension Project (Project) in Hennepin County, Minnesota. The Project would extend generally northwest for approximately 13.4 miles from Target Field Station in Downtown Minneapolis, as shown in Figure ES-1. Nearly 500 trains pass through Target Field Station each day, serving riders on the METRO Green and Blue Lines and NorthStar Commuter Rail with connections to existing and planned light rail transit (LRT), bus rapid transit (BRT), and express bus routes. The Project and its 13 LRT stations would connect the Cities of Brooklyn Park, Crystal, Robbinsdale, and Minneapolis providing access to jobs, education, healthcare, culture, and recreation and a one-seat ride to the Minneapolis-St. Paul International Airport, the Mall of America, and many other key destinations along the way (Figure ES-2). By coordinating this generational transit investment with strong strategies to build community prosperity and minimize displacement, the Project would help to reduce regional disparities and bring transformative benefits to current Project area residents and future generations. Major milestones in planning for LRT in the Project corridor are presented in Figure ES-3.

The Project Alignment would be center running along County Road (CR) 81 (W Broadway Ave) south of about 73rd Ave N in the City of Brooklyn Park and transition to N 21st Ave east of Knox Ave, crossing Interstate 94 (I-94) on a new N 21st Ave bridge, and traversing Washington Ave, 10th Ave N, and 7th Ave N to the existing Target Field Station.

Why is the Project Publishing another Environmental Impact Statement?

FTA and the Council determined that design changes made to the Project following publication of the Final EIS/Section 4(f) Evaluation and Record of Decision (ROD) in 2016 have the potential to result in new adverse impacts. The 2016 Project Alignment (2016 Alignment) was an approximately 13.5 mile double-track extension of the METRO Blue Line connecting Downtown Minneapolis to the Cities of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park, as shown in Figure ES-2. The 2016 Alignment included 11 new LRT stations, approximately 1,670 park-and-ride spaces, accommodations for drop-off and bicycle and pedestrian access, one operations and



maintenance facility (OMF), and associated LRT equipment. Approximately 8 miles of the 2016 Alignment were located in freight rail right-of-way within the Monticello subdivision located between Olson Memorial Hwy (Trunk Highway [TH] 55) in the City of Minneapolis and 73rd Ave N in the City of Brooklyn Park. Negotiations to secure needed right-of-way and other commitments to allow construction of the Project in the freight rail right-of-way were unsuccessful, and in 2020 local Project sponsors determined that it was necessary to advance the Project by identifying a modified alignment that would avoid use of the freight rail right-of-way.

This document complies with FTA procedures for conducting supplemental environmental review under the National Environmental Policy Act (NEPA). The purpose of this Supplemental Final EIS is to:

- Respond to substantive public and agency comments received on the Supplemental Draft EIS;
- Describe and evaluate the design changes made since the Supplemental Draft EIS, using the latest available planning tools;
- Identify the mitigation measures and commitments that the Council would implement as part of the Project to address potential adverse effects; and
- Disclose any new impacts due to the Project Alignment or changes in Study Area conditions that were not disclosed in the 2016 Final EIS and ROD.



Figure ES-1 Project Location and Regional Transit Network

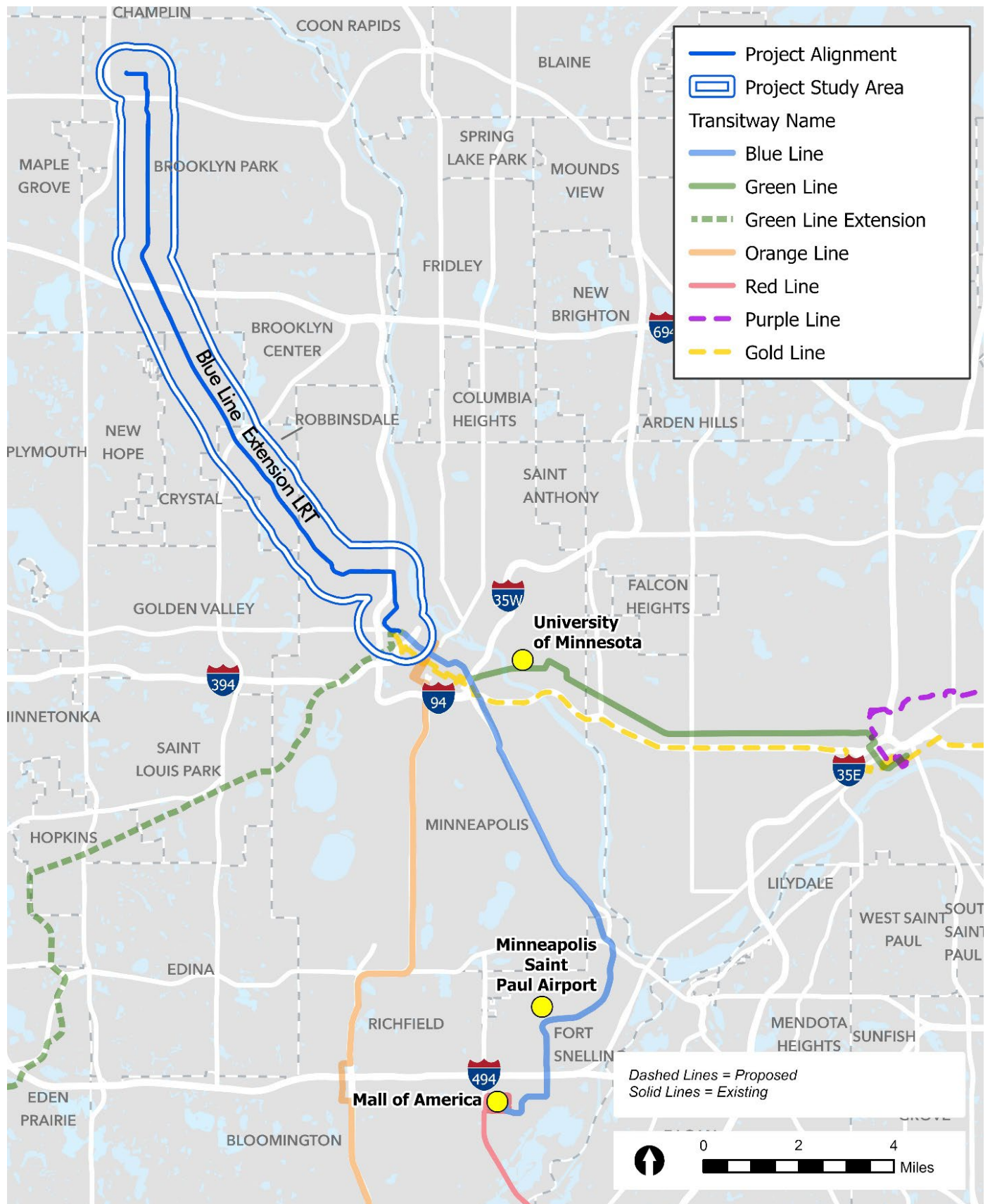




Figure ES-2 Project Alignments: 2016 Alignment and Build Alternative Project Alignment

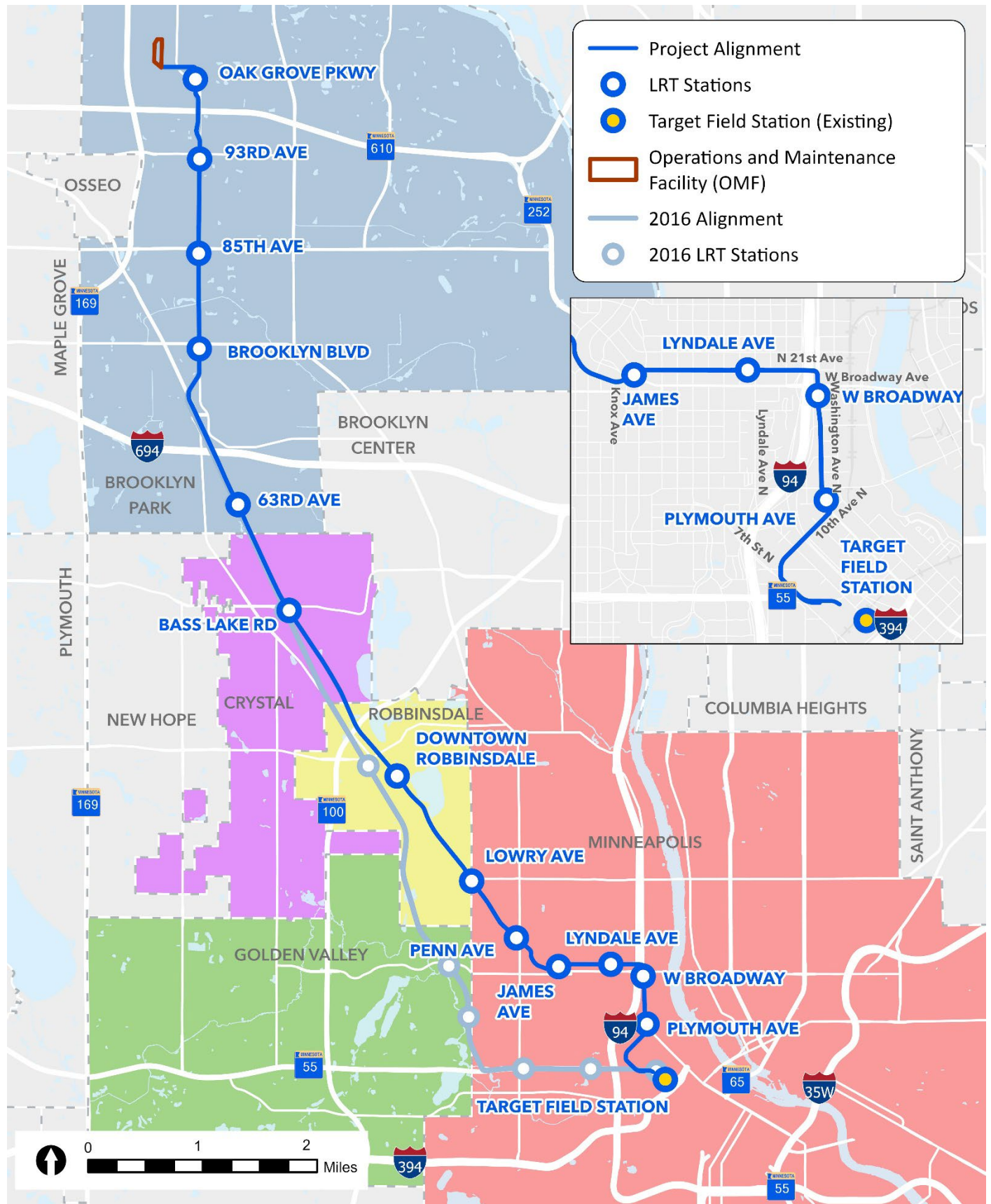




Figure ES-3 Summary of Major Planning Milestones

2010	<ul style="list-style-type: none"> Bottineau Transitway Alternatives Analysis (AA) (Hennepin County) 	
2014	<ul style="list-style-type: none"> Bottineau Transitway Draft EIS (FTA, HCRRA and Metropolitan Council) 	
2016	<ul style="list-style-type: none"> METRO Blue Line Light Rail Extension Final EIS (FTA, Metropolitan Council), Record of Decision (FTA) and Determination of Adequacy (Metropolitan Council) 	
2017	<ul style="list-style-type: none"> Statewide Multimodal Transportation Plan (MnDOT) 	
2019	<ul style="list-style-type: none"> 2040 Comprehensive Plan (Hennepin County) Spatial Direct Demand Model (Metropolitan Council) 	
2020	<ul style="list-style-type: none"> Metropolitan Council and Hennepin County issue joint statement on advancing the METRO Blue Line Light Rail Extension project without BNSF right-of-way Thrive MSP Transportation Policy Plan – 2020 Amendment (Metropolitan Council) 	<ul style="list-style-type: none"> Minneapolis 2040 (City of Minneapolis) Transportation Action Plan (City of Minneapolis) Bus Service Allocation Study Final Report (Metropolitan Council)
2021	<ul style="list-style-type: none"> METRO Blue Line Light Rail Extension Draft Route Modification Report (Metropolitan Council) 	<ul style="list-style-type: none"> Long-Range population and jobs forecast (Metropolitan Council)
2022	<ul style="list-style-type: none"> METRO Blue Line Light Rail Extension Route Modification Report (Metropolitan Council) Route Modification Report Addendum (Metropolitan Council) NEPA Re-Evaluation Technical Memorandum (Metropolitan Council) 	<ul style="list-style-type: none"> Statewide Multimodal Transportation Plan (MnDOT) Update Minnesota Environmental Policy Act (MEPA) Notice of Intent to Prepare Supplemental Draft Environmental Impact Statement Published (EQB Monitor)
2023	<ul style="list-style-type: none"> METRO Blue Line Light Rail Extension Anti-Displacement Recommendations Report is published Minnesota State Legislature appropriates a \$50M grant in fiscal year 2024 to Hennepin County for the METRO Blue Line Light Rail Extension including but not limited to predesign, design, engineering, environmental analysis and mitigation 	<ul style="list-style-type: none"> Section 106 Consultation is reopened National Environmental Policy Act (NEPA) Notice of Intent to Prepare Supplemental Draft Environmental Impact Statement Published (Federal Register) METRO Blue Line Light Rail Extension Corridor Management Committee issue Action of support for Preferred Alignment
2024	<ul style="list-style-type: none"> METRO Blue Line Light Rail Extension Supplemental Draft EIS (FTA, Metropolitan Council) Publication Anti-Displacement Coordinated Action Plan identifies specific strategies and actions that prevent displacement and help communities to build wealth 	<ul style="list-style-type: none"> Minnesota Statutes Sec. 473.3994 Municipal Consent Process (Metropolitan Council, Hennepin County Regional Railroad Authority, Hennepin County and cities along the METRO Blue Line Extension route (Brooklyn Park, Crystal, Robbinsdale, Golden Valley and Minneapolis))



The Introduction in Chapter 1 of this Supplemental Final EIS summarizes the key changes in the design and environmental analyses that have been made to address public and agency comments received on the Supplemental Draft EIS and through the Municipal Consent process with the Cities of Brooklyn Park, Crystal, Robbinsdale, and Minneapolis. Appendix CR of this document presents the Council's and FTA's responses to public and agency comments.

Would There be Additional Adverse Impacts from the Project Alignment?

The Council has identified adverse impacts of the Project Alignment that were not identified in the 2016 Final EIS and ROD. A comparison of the impacts and mitigation measures identified in the 2016 Final EIS and ROD with those identified in this Supplement Final EIS is provided in Table ES-1. Because the identified adverse impacts of the Project Alignment would not be mitigated by applying the mitigation measures previously identified in the Final EIS/ROD, the Council has identified additional mitigation measures through design advancement and by conducting additional field surveys, environmental monitoring, consultation with regulatory agencies, and with input of the affected communities. Since some adverse impacts would be borne predominantly by communities along the Project that would not be fully mitigated with the mitigation measures identified in the Supplemental Draft EIS, the FTA encouraged consultation with the affected communities to identify acceptable alternatives, such as betterments or enhancements that would off-set the adverse impacts. The Project arrived at the mitigation described in this Supplemental Final EIS after significant input and conversation with the affected communities and municipalities along the Project corridor.

What is the Purpose and Need for the Project?

The purpose of the Project is to provide transit service that will satisfy the long-term regional mobility and accessibility needs for businesses and the traveling public. The Project is needed to effectively address long-term regional transit mobility and local accessibility needs while providing efficient, travel-time-competitive transit service that supports economic development goals and objectives of local, regional, and statewide plans. The purpose and need for the Project remain unchanged from 2016. The need for the Project is further explained in Chapter 1 of this Supplemental Final EIS.

What are the Project Principles and Goals?

Project principles and goals were developed in collaboration with the community and guided the decision-making process for the analysis of alignment options and design decisions (Figure ES-4). These Project principles and goals align with the 2016 Project goals. The potential for the Project to result in displacement of residents and businesses is a major concern for the communities along the alignment. The Anti-Displacement Work Group, led by the Center for Urban and Regional Affairs in partnership with Hennepin County and the Council, was formed to address these concerns. The work group's 26 members include residents and business owners in the Project area, people with lived experience of displacement, and people from the philanthropic community and government agencies. In 2024, the Minnesota legislature appropriated \$10 million to the Council for a grant to Hennepin County to administer the Anti-Displacement Community Prosperity Program, which is focusing on preserving affordability, acquiring land for affordable housing, supporting small businesses, maintaining homeowners and businesses, attracting new businesses, expanding small business property ownership, fostering cultural placemaking, ensuring housing stability, and implementing community-impact activities before construction. Anti-displacement efforts are further discussed in Chapter 9, Section 9.1 of this Supplemental Final EIS.



Table ES-1 Comparison of Impacts and Mitigation – 2016 Alignment and Project Alignment

Resource	Did the 2016 Final EIS/ROD Identify an Impact and Mitigation?	Do the Proposed Modifications Change the Impacts to this Resource?	Do the Proposed Modifications Change the Mitigation?	Section Where Additional Information can be Found
Transit Conditions	Yes, intermittent impacts to bus operations during construction including temporary stop relocations or closures and route detours to be mitigated through communication strategies.	No	No	3.1
Freight Rail Conditions	Yes, relocation of freight rail right-of-way track and potential for temporary service impacts during construction to be mitigated through a coordination plan and use of flaggers to reduce impact to freight rail operations.	Project reduces impacts on freight rail by avoiding use of freight rail right-of-way. However, work in the vicinity would require coordination with operators and flaggers.	No	3.6
Vehicular Traffic	Yes, increase in number of intersections operating at unacceptable levels of service and traffic disruption during construction including lane, intersection, and roadway closure and detours. Long-term impacts mitigated through intersection improvements and short-term impacts mitigated through Construction Mitigation Plan, Construction Communication Plan, and construction staging.	Yes, increased number of intersections operating at unacceptable levels of service, vehicular access changes, roadway geometric changes, new LRT crossings.	Yes, additional signal optimization, adding right- and left-turn lanes, allowing U-turn movements at intersections, implementing traffic management strategies, and additional roadway connections to reduce congestion.	3.4
Pedestrians and Bicyclists	Yes, temporary closures or detours during construction mitigated through improvements to crossings, connections and facilities and Construction Communication Plan.	No	No	3.2/3.3
Parking	Yes, loss of 92 on-street and 225 off-street parking spaces; potential “spill-over” parking in neighborhoods adjacent to LRT stations; and increased demand due to transit-oriented development (TOD). Loss of off-street parking compensated via the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act); loss of on-street parking to be mitigated by coordination with local jurisdictions to identify whether suitable replacement locations are necessary.	Increased number in on-street parking loss at an estimated 1,002 on-street parking spaces.	Yes, off-street parking would be designed and constructed near Penn Ave/W Broadway Ave to offset loss of on-street parking and improvements to existing parking lots made to mitigate construction effects.	3.5
Aviation	Yes, construction of catenary in the Runway Protection Zone (RPZ) mitigated through an RPZ Alternatives Analysis.	No	No	3.7
Land Use Compatibility	No	No	No	4.1



Resource	Did the 2016 Final EIS/ROD Identify an Impact and Mitigation?	Do the Proposed Modifications Change the Impacts to this Resource?	Do the Proposed Modifications Change the Mitigation?	Section Where Additional Information can be Found
Community Facilities and Character	Yes, construction period impacts to be mitigated through a Construction Mitigation Plan, Construction Communications Plan, Construction Phasing Plan, and restoration and enhancement of parks.	Yes, adverse effect on community character at certain locations along the Project corridor due to noise impacts and displacement of community facilities.	Yes, cultural placemaking and public realm improvements, and the additional transportation, noise, and vibration mitigation measures.	4.2
Displacement of Residents and Businesses	Yes, displacement of 10 businesses, 14 full acquisitions, 278 partial acquisitions, and 29 acres of temporary easements to be mitigated in accordance with the Uniform Act.	Increased number of acquisitions and displacements, including 36 full acquisitions (28 in the City of Minneapolis).	Yes, additional relocation support services.	4.3
Cultural Resources	Yes, adverse effect on two historic properties and four historic districts to be mitigated through measures identified in Section 106 Memorandum of Agreement (MOA).	Fewer and different resources would be affected; adverse effects on one historic property and one historic district.	Yes, measures to be developed in coordination with Minnesota State Historic Preservation Office (SHPO) through the Section 106 process.	4.4
Visual/Aesthetics	Yes, impacts to high-quality visual features because of alignment along freight rail right-of-way and at the OMF to be mitigated through design guidelines and landscaping.	Project reduces number of visual impacts. No change in impact at the OMF.	Yes, context-sensitive design elements, culturally relevant design, visual screening and landscaping.	4.5
Economic Effects	Yes, loss of tax revenue caused by right-of-way acquisition, partially offset by increases in other tax revenues.	Yes, loss of parking could harm small businesses.	Yes, creation of off-street parking and improvement to existing lots, Business Development Program, Community Investment Fund, and workforce development initiatives.	4.6
Safety and Security	Yes, increased development around transit stations could place greater demands on safety and security systems and increased congestion during construction mitigated through Safety and Security Management Plan, design, Construction Mitigation Plan, and coordination with emergency service providers.	No	No	4.7
Utilities	Yes, potential for stray currents to be mitigated through protection measures and minor disruptions to services to be mitigated by contractor notifications and best practices.	No	No	5.1
Floodplains	Yes, two floodplain areas affected – 16,800 cubic yards (10.41 acres) in Bassett Creek and 200 cubic yards (0.12 acres) in Grimes Pond to be mitigated through permit conditions and best management practices (BMP).	Greater floodplain acreage affected (13.02 acres).	No	5.2

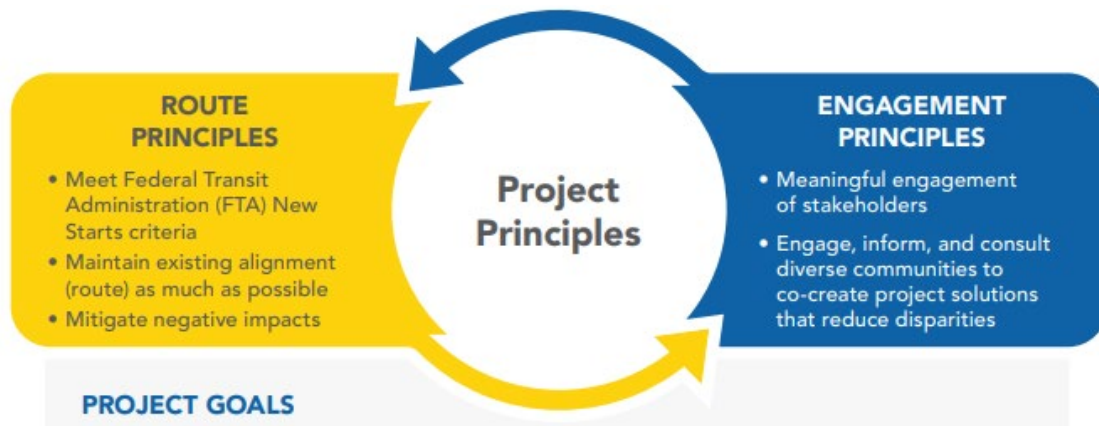


Resource	Did the 2016 Final EIS/ROD Identify an Impact and Mitigation?	Do the Proposed Modifications Change the Impacts to this Resource?	Do the Proposed Modifications Change the Mitigation?	Section Where Additional Information can be Found
Wetlands and Aquatic Resources	Yes, impacts to 13.19 acres of wetlands for alignment and 2.5 acres for construction access route to be mitigated through compensatory wetland mitigation credits.	Reduced impacts to wetlands.	No	5.3
Geology, Soils, and Topography	Yes, soil correction in areas of poor soils and short-term dewatering to be mitigated through permit requirements.	No	No	5.4
Hazardous Materials	Yes, identified 24 high-potential and 135 medium potential sites to be mitigated through Phase II sampling, Response Action Plan, Construction Contingency Plan, and contractor specifications.	Additional high- and medium- potential sites identified.	No	5.5
Noise	Yes, 366 moderate and 618 severe noise impacts and construction noise to be mitigated through implementation of Quiet Zones, noise barriers, and contractor Noise Control Plan.	Fewer moderate and severe noise impacts, but ones that cannot be mitigated through Quiet Zones, noise barriers, or noise control plans.	Yes, special trackwork and evaluation of sound insulation at properties where other measures would be ineffective.	5.6
Vibration	Yes, 28 vibration impacts at residences and construction vibration to be mitigated through ballast mats and contractor requirements for pre-construction surveys and potential monitoring.	Fewer vibration impacts	No	5.7
Biological Environment	Yes, clearing 28 acres of forested land and potential effects on wildlife crossings to be mitigated through city tree ordinances, seasonal restrictions on tree removal, bald eagle nest surveys, and enhanced culvert crossings.	Lessened impact on forested land at about 14 acres and reduced concern regarding wildlife crossings. The limits of disturbance for the Build Alternative slightly overlap with a rusty patched bumble bee high potential zone.	Yes, the need for any permits under the Endangered Species Act and mitigation measures to protect species of concern will be identified in the Amended ROD based on habitat surveys conducted by the Council. If protected species habitat is present within the limits of disturbance, the Council would implement the mitigation measures and comply with all United States Fish and Wildlife Service regulatory requirements.	5.8
Water Quality and Stormwater	Yes, 83 percent increase in impervious area to be mitigated through designing and constructing detention and infiltration facilities and permit requirements for potential construction effects.	Impervious area reduced resulting in less potential to impact water quality.	No	5.9
Air Quality	Yes, construction-phase potential for increased emissions mitigated through BMPs.	No	No	5.10
Energy	No	No	No	5.11



Resource	Did the 2016 Final EIS/ROD Identify an Impact and Mitigation?	Do the Proposed Modifications Change the Impacts to this Resource?	Do the Proposed Modifications Change the Mitigation?	Section Where Additional Information can be Found
Cumulative Potential Effects (per Minnesota Administrative Rules § 4410) Reasonably Foreseeable Trends and Future Plans	Yes, impacts of increased density could result in additional demand for transportation and services and diminish environmental and cultural resources to be mitigated or regulated through municipal codes.	No	No	6.3
Environmental Justice	Yes, disproportionately high and adverse effects due to displacements of five businesses mitigated through the Uniform Act and continued outreach to environmental justice populations.	Environmental Justice Executive Orders (EO) 14096 and 12898 have been rescinded; therefore, consideration of subject matter mandated by the rescinded EOs is no longer required.	Environmental Justice EOs have been rescinded; therefore, consideration of subject matter mandated by the rescinded EOs is no longer required.	N/A
Section 4(f)/6(f)	Yes, Section 4(f) use of multiple properties and Section 6(f) conversion of parkland in Sochacki Park to be mitigated in accordance with Section 6(f) requirements.	Yes, Section 4(f) use of multiple properties and no Section 6(f) conversions.	Yes, mitigation developed in coordination with SHPO through the Section 106 process.	Appendix 8
Joint Development	Yes, increased transit and parking demand and addition of multi-story building would affect visual environment and require additional utility changes.	Yes, eliminates the joint development project.	Mitigation not required.	NA

Figure ES-4 Project Principles

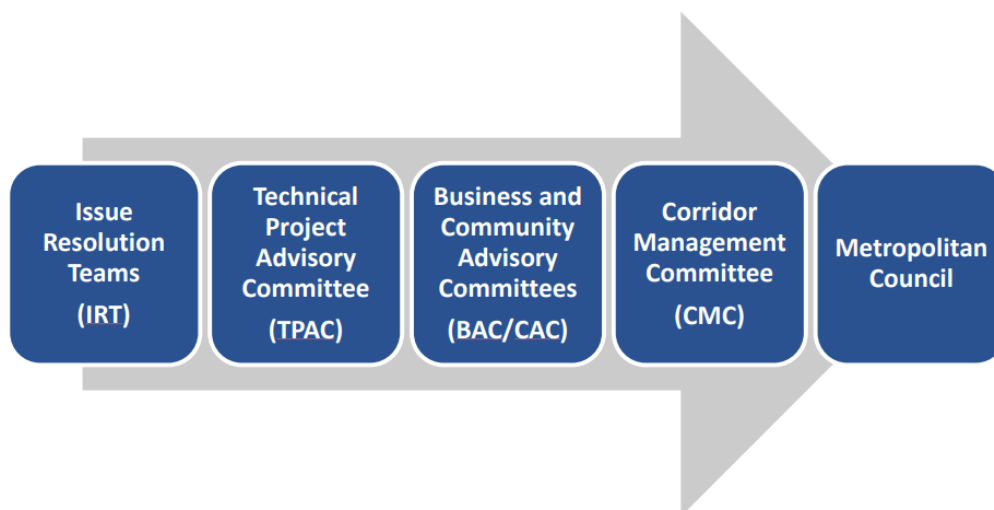


- Improve transit access and connections to jobs and regional destinations.
- Improve frequency and reliability of transit service to communities in the corridor.
- Provide transit improvements that maximize transit benefits, while being cost competitive and economically viable.
- Support communities' development goals.

What Alternatives are Considered in the Supplemental Final EIS?

The Council and Hennepin County completed a Route Modification and Design Decision process in collaboration with Project advisory committees, community cohorts, and the public to arrive at a community-supported alignment. This process, shown in Figure ES-5, led to a locally adopted Build Alternative outlined in the August 2023 resolution issued by the Corridor Management Committee (CMC). The CMC was established to guide Project decisions that are reflective of community values. The CMC is composed of representatives from the Council; Hennepin County; the Community Advisory Committee; the Business Advisory Committee; the Cities of Minneapolis, Golden Valley, Robbinsdale, Crystal, Brooklyn Park, Brooklyn Center, Maple Grove (non-voting), New Hope (non-voting), and Osseo (non-voting); and municipal agencies.

Figure ES-5 Decision-Making Framework





No-Build Alternative

NEPA requires examination of a No-Build Alternative, which is an alternative to examine the conditions that would exist if the proposed action were not implemented. The No-Build Alternative serves as a baseline against which the potential benefits and impacts of the Build Alternative can be compared. The No-Build Alternative includes a variety of projects, funding packages, and proposals in the Twin Cities region that are planned to occur with or without the Project. Based on the Council's *2040 Transportation Policy Plan (2040 TPP)*, major transportation improvements assumed under the No-Build Alternative include the following:

- Pedestrian facilities including sidewalks, trails, crosswalks, and pedestrian bridges
- Roadway and bikeway segments
- Bicycle facilities including trails, on-street bike lanes, and shared traffic streets
- TH 65 and 3rd Ave S Bridge rehabilitation over the Mississippi River in the City of Minneapolis
- TH 252 freeway conversion/I-94 from TH 610 to Dowling Ave with E-ZPass lanes

The adopted regional *2040 TPP* includes several improvements in its fully funded transit scenario. This includes the currently operating METRO C Line and METRO D Line. The plan assumes modest changes to transit service in the Project area, particularly the arterial BRT lines, including the METRO H Line serving Downtown Minneapolis, and bus service changes related to the opening of METRO Green Line Extension.

Build Alternative

From the northern terminus in the City of Brooklyn Park, the Build Alternative includes a center-running LRT guideway on W Broadway Ave between Oak Grove Pkwy and approximately 73rd Ave N, running southeast in the median of CR 81 through the Cities of Crystal and Robbinsdale to North Minneapolis. Between Lowry Ave and Knox Ave in North Minneapolis, the center-running guideway would continue on CR 81 before heading east on N 21st Ave, crossing over I-94, and running south on Washington Ave, southwest on 10th Ave, and southeast on 7th Ave to reach Target Field Station.

The Build Alternative would include 13 LRT stations, three park-and-rides (surface lots and parking garages), the OMF, and ancillary facilities. In the City of Minneapolis, the Build Alternative would convert two streets to transit malls with improved bicycle and pedestrian access, where general traffic would be redirected to adjacent roadways. The Build Alternative would include construction of a grade-separated interchange at Bass Lake Rd, roadway reconstructions with limited roadway expansion, and construction of new bridges. The components of the Build Alternative are listed by city in Table ES-2, and major components are shown in Figure ES-6.

Table ES-2 Build Alternative Description by Project City

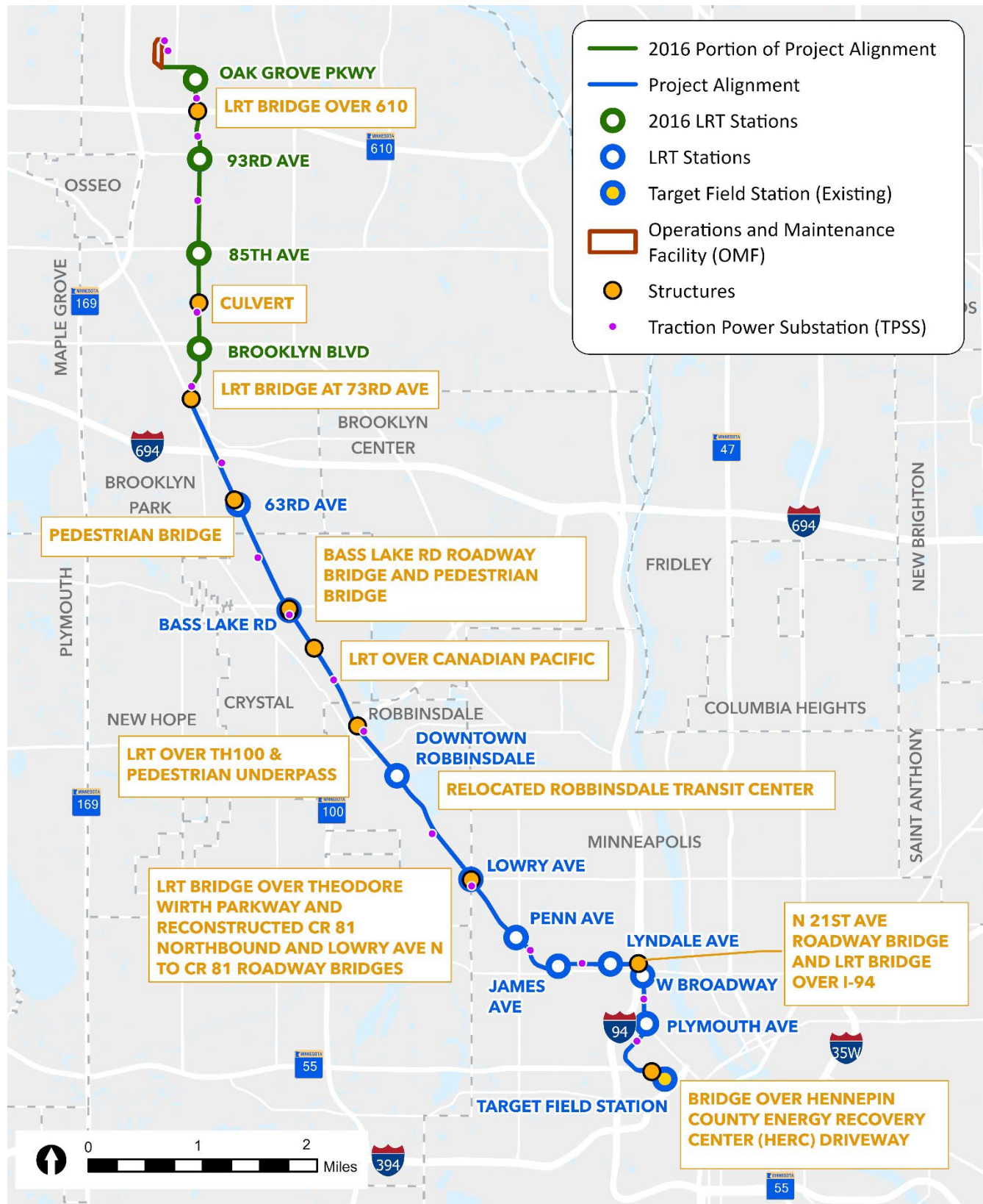
City	Alignment	Stations	Other Features
2016 Alignment/Components Evaluated in the 2016 Final EIS			
Brooklyn Park (Evaluated in 2016 Final EIS)	Center running along CR 81 (W Broadway Ave) between north of TH 610 and about 73rd Ave N	<ul style="list-style-type: none"> ■ Oak Grove Pkwy ■ 93rd Ave N ■ 85th Ave N ■ Brooklyn Blvd 	<ul style="list-style-type: none"> ■ OMF north of Oak Grove Pkwy Station ■ Park-and-ride facility at Oak Grove Pkwy Station ■ Reconstruction and expansion of W Broadway Ave between TH 610 and Winnetka Ave N ■ Realignment and reconstruction of Winnetka Ave N, Oak Grove Pkwy (for station and OMF), and 101st Ave N ■ Construction of new roads – Rhode Island Ave and 99th Ave N



City	Alignment	Stations	Other Features
Project Alignment/Project Components Evaluated in this Supplemental Final EIS			
Brooklyn Park (Project Alignment)	Center running along W Broadway Ave from about 73rd Ave N, then transitioning to the median of CR 81	<ul style="list-style-type: none"> 63rd Ave N 	<ul style="list-style-type: none"> Bridge from W Broadway Ave to CR 81 Pedestrian bridge at 63rd Ave N Station Reconstruction and expansion of W Broadway Ave from 79th Ave N to 94th Ave N Reconstruction of segments of 93rd Ave N, 85th Ave N, Brooklyn Blvd, and Jolly Lane
Crystal	Center running along CR 81	<ul style="list-style-type: none"> Bass Lake Rd 	<ul style="list-style-type: none"> Grade-separated interchange at Bass Lake Rd with four through lanes. Park-and-ride facility adjacent to station
Robbinsdale	Center running along CR 81	<ul style="list-style-type: none"> Downtown Robbinsdale Lowry Ave (this station serves the Cities of Robbinsdale and Minneapolis) 	<ul style="list-style-type: none"> Park-and-ride facility in the City of Robbinsdale downtown area (U.S. Bank site) Relocated Robbinsdale Transit Center Reconstruction of CR 81/Lowry Ave intersection Removal and reconstruction of one of three bridges over existing Lowry Ave and construction of two new bridges and an at grade signalized intersection with CR 81 for Lowry Ave N and Oakdale Ave N
Minneapolis	<ul style="list-style-type: none"> Center running along CR 81 between Lowry Ave and Knox Ave Transitions to N 21st Ave east of Knox Ave; tracks on the south side of N 21st Ave Conversion of N 21st Ave between James Ave Station and I-94 to a transit mall Crosses I-94 on a new N 21st Ave bridge Turns south to be center running along Washington Ave Turns southwest to follow 10th Ave, then turns southeast on 7th Ave to Target Field Station 	<ul style="list-style-type: none"> Lowry Ave Penn Ave James Ave Lyndale Ave W Broadway Plymouth Ave 	<ul style="list-style-type: none"> See Robbinsdale, above, for Lowry Ave Station features Reconstruction of W Broadway Ave between Knox Ave and Lyndale Ave N Enhanced pedestrian and bicycle accommodations along cross streets connecting W Broadway Ave and N 21st Ave New multimodal bridge connecting N 21st Ave across I-94 requiring modification of the I-94 westbound off ramp Conversion of 10th Ave between Washington Ave and N 5th St to a transit mall. Pedestrian/bicycle mall on N 21st Ave between I-94 and James Ave N



Figure ES-6 Components of the Build Alternative





What are the Potential Impacts of the Build Alternative?

Beneficial and Adverse Effects

The Build Alternative would benefit the region by providing frequent and reliable all-day high-capacity transit service 7 days per week. The LRT system would provide efficient transit travel times and increase transportation capacity in the Project corridor. Daily ridership is estimated to generate up to approximately 13,700 boardings in the forecast horizon year of 2045.

The Build Alternative is consistent with and would support regional and local land use plans to encourage urban growth centers of mixed-use density. The Build Alternative would benefit the region by decreasing daily vehicle miles traveled by approximately 39,200 miles in the horizon year 2045, which would result in lower energy use and reduce greenhouse gas emissions. The Build Alternative would improve overall community cohesion by creating community connections to key destinations via reliable and efficient transportation. Station areas would provide opportunities for transit-oriented development (TOD) and public realm improvements that support community interaction. A new multimodal bridge across I-94 would improve connectivity across the highway, which has long been a barrier between North Minneapolis and the Mississippi River and the rest of the City of Minneapolis. The Build Alternative would link affordable housing to jobs and result in economic growth. Construction of the Build Alternative would increase employment and spending in the region over the anticipated 4-year construction period.

The Build Alternative would not have long-term impacts on geology, soils, aviation, or freight rail. During construction, traffic and access may be adversely affected, which can affect adjacent businesses and residents. Construction would also result in dust, noise, and vibration, as well as lower visual quality around construction sites. Construction effects would be mitigated through adherence to BMPs and compliance with relevant laws and regulations. There may be temporary impacts on wetlands and an increase in sediment loads in fish-bearing streams. A number of parks would be used or affected during construction, but the Council would mitigate adverse impacts by restoring these parklands to current or improved conditions. A comparison of the potential adverse and beneficial effects of the No-Build and Build Alternatives is provided in Table ES-3.



Table ES-3 No-Build/Build Alternative Evaluation Summary

Section	Topic	No-Build Alternative	Build Alternative
3.1	Transit Conditions	The No-Build Alternative would not address the Project's need factor to provide improved transit service.	The Build Alternative represents a significant investment in the regional transit system, provides another transportation option to transit dependent populations, enhances the overall transit system in the Twin Cities metro area, and is consistent with regional growth objectives. Construction-period effects would be minimized through the implementation of a Construction Mitigation Plan and Construction Communication Plan.
3.2	Pedestrian Conditions	The current pedestrian environment, which includes several areas with high Pedestrian Level of Traffic Stress (PLTS) would not change under the No-Build Alternative.	The Build Alternative would reduce PLTS for most of the intersections in the Project area, creating a more comfortable pedestrian environment, and would provide improved pedestrian access to LRT station locations. The construction plans would specify measures to maintain access to sidewalks and trails and provide advanced communication of detour routes throughout the construction period.
3.3	Bicycle Conditions	The current bicycling environment, which includes an extensive network of existing and planned bicycle routes would not be impacted by the No-Build Alternative, but transit-integrated improvements to the network would not occur.	The Build Alternative incorporates multi-use paths, builds new bikeways, and enhances connectivity to existing bikeways in each city along the Project Alignment and reduces or eliminates several vehicle/bicycle conflicts along the Project Alignment. Bicycle access to LRT stations is incorporated into Project design. The construction plans would specify measures to maintain access to bicycle lanes and trails and provide advanced communication of detour routes throughout the construction period.
3.4	Vehicle Traffic	Traffic conditions would not be altered under the No-Build Alternative. Traffic volume projections for 2040 indicate that several intersections in the Cities of Brooklyn Park and Minneapolis would be over capacity in peak periods.	The Build Alternative would introduce additional traffic capacity issues beyond No-Build conditions at three intersections in the City of Brooklyn Park during the morning peak, and at three intersections in the City of Minneapolis during the afternoon peak for 2050. Design and signal operation modifications would be implemented to optimize vehicular flow. Contractors would develop Maintenance of Traffic Plans in coordination with City and County requirements and the Council would monitor compliance with the plans.



Section	Topic	No-Build Alternative	Build Alternative
3.5	Vehicle Parking	The No-Build Alternative would not impact on-street or off-street parking.	The Build Alternative would result in the loss of on-street and off-street parking in the Cities of Brooklyn Park, Crystal, Robbinsdale, and Minneapolis. Property owners would be compensated for loss of off-street parking in compliance with the Uniform Act. Off-street parking would be designed and constructed near Penn Ave/W Broadway Ave to mitigate loss of on-street parking in Minneapolis.
3.6	Freight Rail Conditions	The No-Build Alternative would not affect freight rail infrastructure or operations.	The Build Alternative would not affect freight rail infrastructure or operations, other than the need for coordination during construction of the 63rd Ave Station pedestrian bridge, implementation of traffic signal integration with rail crossing warning systems in the Cities of Brooklyn Park and Crystal and construction on the CR 81 bridge over the Canadian Pacific Kansas City right-of-way in the City of Crystal.
3.7	Aviation	The No-Build Alternative would not affect aviation in the Project area.	Coordination with the Federal Aviation Administration has confirmed that the Build Alternative would not affect operations at the Crystal Airport.
4.1	Land Use Plan Compatibility	The No-Build Alternative would not advance regional growth objectives or as robustly work towards transit-related goals of Project cities and county plans.	The Build Alternative is consistent with regional growth objectives and would address the transit-related goals included in Project cities and county plans.
4.2	Community Amenities, Character, and Cohesion	The No-Build Alternative would not impact community amenities or affect community character and cohesion.	The Build Alternative would improve community cohesion and accessibility of community amenities through improved transit, pedestrian, and bicycle conditions, but result in the acquisition of seven community facilities in the City of Minneapolis. Noise impacts and the transit mall along N 21st Ave would change the character of the residential street; incorporation of special trackwork would mitigate some impacts and the feasibility of sound insulation for residential buildings would be explored. Measures to mitigate adverse effects to community character include incorporation of public realm improvements, cultural placekeeping design group input, and community investments.



Section	Topic	No-Build Alternative	Build Alternative
4.3	Acquisitions and Relocations	No acquisitions or relocations would occur under the No-Build Alternative.	The Build Alternative would require property acquisitions in each of the four Project cities, totaling 35 relocations with 28 in the City of Minneapolis. Individualized relocation services would be available at two centrally located storefronts and an online portal to inform owners and tenants of their rights to fair compensation, moving costs and re-establishment expenses, vacate notification, lump sum payment options, and other requirements of the Uniform Act. Additional mitigation to offset these impacts would include community investment funding, with funds dispersed through community-based organizations, and a Business Assistance Program.
4.4	Cultural Resources	The No-Build Alternative would not result in adverse effects to historic properties or archaeological resources.	The Build Alternative would result in an adverse effect on the Forest Heights Addition Historic District and the Northwestern National Bank under Section 106 of the National Historic Preservation Act. Mitigation measures would be developed in consultation with SHPO and Consulting Parties to resolve the adverse effects in accordance with Stipulation XIV of the Amended MOA.
4.5	Visual/Aesthetics	The No-Build Alternative would not affect the visual character of the Project area.	The Build Alternative would generally have a neutral impact on most of the visual character of the Project area because of station and traction power substation (TPSS) construction, as these features would be designed to complement their surroundings, with variations in design that are consistent with the context of each station and TPSS location. Adverse visual impacts would occur at the northern terminus of the Project where the OMF would be constructed. Adverse visual impacts would also incur around Bass Lake Rd and Bass Lake Rd Station. Visual screens, landscaping, and walls would be designed and installed in sensitive areas where space permits. Context-sensitive, culturally relevant design would be developed through coordination with the affected community.
4.6	Economic Effects	The No-Build Alternative would not impact economic conditions in the Project area. However, opportunities for long-term earnings and employment growth	The Build Alternative would result in long-term economic growth through improved access to housing, employment, and businesses. Induced development (TOD) around LRT stations could result in increased



Section	Topic	No-Build Alternative	Build Alternative
		afforded by improved transportation access and associated TOD would not be realized.	property values and associated taxes, which could displace current residents and business owners. Loss of parking during construction and operation could harm small businesses along the alignment. Measures to mitigate short- and long-term adverse economic effects include construction of off-street parking near Penn Ave/W Broadway Ave, implementation of a business assistance program, implementation of a workforce development program, and technical assistance to apply for Small Business Administration loans and to connect businesses to the Metropolitan Council Underutilized Business and Disadvantaged Business Enterprise programs.
4.7	Safety and Security	The No-Build Alternative would not introduce LRT infrastructure into the Project area. Pedestrian, cyclist, and vehicular safety improvements included in the Project would not be realized.	The Build Alternative would be designed and constructed in accordance with relevant codes, standards and guidance and would not adversely impact safety and security in the Project area. The LRT would be operated in accordance with the Safety and Security Action Plan and designed in accordance with Project-specific and Metro LRT Design Criteria. Emergency preparedness exercises would be conducted by the Fire Life Safety and Security Committee in coordination with regional partners. A police substation would be included in the park-and-ride facility adjacent to the Downtown Robbinsdale Station.
5.1	Utilities	The No-Build Alternative would not affect utilities.	The Build Alternative would require the relocation of both underground and aboveground utilities in the Project area. Utility impacts would be addressed on a case-by-case basis, and relocation requirements would be coordinated with utility owners. Utility relocation affords owners the opportunity to repair and/or upgrade old utilities and therefore better serve their customers.
5.2	Floodplains	The No-Build Alternative would not affect floodplains.	The Build Alternative would impact up to 13.02 acres of floodplain.
5.3	Wetlands and Other Aquatic Resources	The No-Build Alternative would not affect wetlands and other aquatic resources.	The Build Alternative is estimated to impact a total of about 8.19 acres of wetland and stormwater basins. Compensatory wetland mitigation would be implemented as per an Amended 2018 Section 404 permit with wetland bank credits purchased from established and approved wetland bank



Section	Topic	No-Build Alternative	Build Alternative
			accounts to offset permanent impacts. The Project as currently defined has less impact on wetlands than the defined project in the 2016 Final EIS and ROD.
5.4	Geology, Soils, and Topography	The No-Build Alternative would not impact geology, soils, or topography.	The Build Alternative would not have long-term impacts on geology, soils, or topography. Retention and infiltration BMPs would be designed and implemented to avoid differential soil settlement and avoid impacts to subsurface karst features, if encountered.
5.5	Hazardous Materials Contamination	The No-Build Alternative would not affect contaminated properties.	Local, state, and federal regulations would be followed to mitigate any potential for adverse effects to public health and the environment resulting from the disturbance of hazardous materials. A Response Action Plan would be developed for approval by Minnesota Pollution Control Agency to address the 130 sites with contaminated soil and 16 sites with contaminated groundwater. Hazardous building material surveys would be conducted and addressed as need in the Response Action Plan. A Construction Contingency Plan would be developed to address the potential to encounter undocumented soil and groundwater contamination. While contamination presents a risk that needs to be managed during construction, implementing the Build Alternative would afford an opportunity to remove contaminated materials and potentially reduce exposure risks after construction.
5.6	Noise	The No-Build Alternative would not impact noise-sensitive receptors.	The Build Alternative would result in moderate noise impacts at 5 single family homes in the City of Brooklyn Park. In the City of Minneapolis, the Build Alternative would result in moderate noise impacts at 20 residential properties (265 multi-family dwelling units and 11 single-family properties) and 2 churches and severe noise impacts at 12 residential properties (62 multi-family dwelling units and 8 single-family properties). The moderate noise impacts in Brooklyn Park would be mitigated by installing spring-rail frogs in the crossover tracks between College Park Dr and 85th Ave. Spring-rail frogs would also be installed in the crossover tracks on N 21st Ave between Emerson Ave and Bryant Ave, which would effectively mitigate



Section	Topic	No-Build Alternative	Build Alternative
			moderate noise impacts at 4 residential properties and reduce one severe noise impact to a moderate noise impact. Receiver-based mitigation measures (i.e., sound insulation) will continue to be evaluated considered for the residential properties and churches in the City of Minneapolis where other types of noise mitigation would not be effective.
5.7	Vibration and Ground-Borne Noise	The No-Build Alternative would have vibration impacts.	The Build Alternative would result in vibration impacts at two residential properties (30 dwelling units) in the City of Minneapolis. The spring-rail frog installed at the crossover on N 21st Ave and track-based mitigation, such as a ballast mat with highly resilient fasteners, would be installed to mitigate the vibration impacts.
5.8	Biological Environment	The No-Build Alternative would not impact biological resources.	The Build Alternative would impact about 14 acres of forested habitat suitable for northern long-eared bat and tricolored bats and about 49 acres of meadow/prairie habitat suitable for monarch butterflies. Forested habitat would also be suitable for nesting of various migratory bird species. Enhanced culverts or other design elements would be designed to facilitate wildlife crossings of the LRT corridor. Coordination would continue with USFWS on the need for an Incidental Take Permit for potential impacts to the northern long-eared bat and protection for the monarch butterflies. Impacts to Rusty Patched Bumble Bee can be avoided by minimizing ground disturbance under wooded or forest habitats over winter (October 11 - April 14th). Minnesota Department of Natural Resources guidelines would be followed to minimize impacts on Blanding's turtles and BMPs such as contractor awareness training would be implemented. Tree removal would be minimized, and replacement tree locations would be coordinated with the local jurisdiction.
5.9	Water Quality and Stormwater	The No-Build Alternative would not affect existing water quality or stormwater management infrastructure.	The Build Alternative would result in an increase in impervious surface of 52.6 acres and require the installation of drainage systems and extension of multiple stormwater drainpipes. Stormwater treatment ponds, infiltration basins, and filtration basins and



Section	Topic	No-Build Alternative	Build Alternative
			systems would be installed to provide rate control, volume control, and address water quality. Recent stormwater regulations are more restrictive than past regulations; the stormwater management improvements required for implementation of the Build Alternative would have a positive effect on water quality in the Project area.
5.10	Air Quality/ Greenhouse Gas Emissions	The No-Build Alternative would not affect existing air quality or greenhouse gas emissions. The general downward trend of carbon monoxide and mobile-source air toxics would continue.	The Build Alternative would result in a regional reduction in greenhouse gas emissions and support the general downward trend of carbon monoxide and mobile-source air toxics emissions.
5.11	Energy	Regional transportation energy use would remain unaltered under the No-Build Alternative.	The reduction in vehicle miles traveled combined with the greater energy efficiency of LRT as a transportation mode would result in a reduction in regional transportation energy use.

Section 106 of the National Historic Preservation Act

Section 106 of the National Historic Preservation Act (Section 106) requires federal agencies to take into account the effects of their undertakings on historic properties that are listed in, or meet the eligibility criteria for listing in, the National Register of Historic Places. The Section 106 process includes notifying SHPO and Native American tribes of the undertaking, and developing a plan to involve the public; identifying the Area of Potential Effect (APE) for architecture/history properties and archaeological resources; conducting a survey to identify and evaluate historic properties within the APE under National Register of Historic Places criteria; assessing the effects of the Project on historic properties; and consultation to explore measures to avoid, minimize, or mitigate adverse effects on historic properties. The steps in the Section 106 process are ongoing and will continue through completion in consultation with the SHPO and other consulting parties. In 2016, 17 historic architecture/history properties were identified within the APE of the 2016 Alignment and a MOA between FTA and SHPO was executed stipulating the measures for minimizing and mitigating identified adverse effects on 11 historic properties and outlining the steps to be completed in the event that design changes would require modifications to the APE. Pursuant to Stipulation XIV of the MOA, FTA is consulting with SHPO, the Council, Section 106 consulting parties, and other interested parties on the determination of effects for 21 historic properties within the modified APE of the Project Alignment.

FTA's has found that the Project would result in adverse effects on two historic properties in Minneapolis: the Forest Heights Addition Historic District and the Northwestern National Bank-North American Office at 615 7th Street N. FTA has found that no adverse effects would result from the Project on the other 19 historic properties within the modified APE. Consultation to determine appropriate measures to avoid, minimize, or mitigate the adverse effects will be completed in accordance with Stipulation XIV of the MOA and documented in an amendment to the Section 106 MOA.

A detailed description of Project effects on historic properties is presented in Chapter 4 (see Section 4.4 and Appendix A-4) and the Section 106 coordination that has occurred is provided in Chapter 9 (see Section 9.2.2 and Appendix A-4).



Section 4(f) and 6(f) Evaluation

Section 4(f) is a statute that protects significant historic properties, publicly owned parks, publicly owned recreation areas, and fish and wildlife refuges. It prevents FTA from approving a project that adversely affects these properties unless (1) there is no feasible and prudent alternative, and (2) the project minimizes the impacts as much as possible. When FTA determines that the use of a Section 4(f) property has only a *de minimis* impact, the Section 4(f) restrictions do not apply.

In 2016, FTA published a Final Section 4(f) Evaluation with the ROD that concluded the BLRT Extension project would result in direct use of 2 resources, *de minimis* impacts on 2 resources, and temporary occupancies of 5 resources. The 2016 Final Section 4(f) Evaluation documented that all possible planning to minimize harm to Section 4(f) resources had been conducted and implemented. The Section 4(f) Evaluation also documented that the temporary occupancy of a park for a period of longer than 6 months would constitute a conversion under Section 6(f) of the Land and Water Conservation Fund Act.

The Project Alignment evaluated in the Supplemental Draft EIS would not have resulted in Section 4(f) use of any park or historic property; findings of *de minimis* impacts and temporary occupancy exceptions were documented in the draft document. The design refinements made between publication of the Supplemental Draft EIS and this Supplemental Final EIS would result in the Section 4(f) use of two resources. As a result, FTA is publishing a Draft Section 4(f) Evaluation with this Supplemental Final EIS (see Appendix A-8) to solicit feedback on the current findings, which include 2 direct use determinations, 9 Section 4(f) *de minimis* use determinations, 14 no use determinations with temporary occupancy exceptions, and 13 no use determinations (Table ES-4). The Project would not affect any Section 6(f) properties.

Table ES-4 Uses of Section 4(f) Properties (Build Alternative)

Section 4(f) Property	Property Type	Official with Jurisdiction	Direct Use	<i>De minimis</i> Use	No Use
Park property adjacent to Rush Creek Regional Trail ^a	Park	Three Rivers Park District (TRPD)			Yes, temporary occupancy
Oak Grove Park ^{b, d}	Park	City of Brooklyn Park			Yes
College Park ^a	Park	City of Brooklyn Park		Yes	
North Hennepin Community College athletic fields ^d	Recreation property	North Hennepin Community College		Yes	
Tessman Park (identified as Unnamed Park in 2016 Final EIS and ROD) ^a	Park	City of Brooklyn Park		Yes	
Crystal Lake Regional Trail	Trail	TRPD			Yes, temporary occupancy
Becker Park ^{a, b, d}	Park	City of Crystal			Yes, temporary occupancy
Trail in SW quadrant of CR 81 and Bass Lake Rd ^d	Trail	City of Crystal			Yes, temporary occupancy
Graeser Park (park property) ^b	Park	City of Robbinsdale			Yes
Twin Lakes Boat Launch Park	Park	TRPD			Yes, temporary occupancy
Spanjers Park ^d	Park	City of Robbinsdale			Yes
Lakeview Terrace Park/Crystal Lake Boat Launch	Park	City of Robbinsdale			Yes, temporary occupancy
Wirth/Victory Memorial Pkwy ^c Regional Trail	Park	Minneapolis Park and Recreation Board (MPRB)		Yes	
North Commons Park	Park	MPRB			Yes



Section 4(f) Property	Property Type	Official with Jurisdiction	Direct Use	De minimis Use	No Use
Cottage Park	Park	MPRB			Yes
2105 Girard Ave N and associated parcels ^d	Undesignated recreation property	Minneapolis Public Schools			Yes, temporary occupancy
North Loop Park ^d	Park	MPRB			Yes
Minneapolis & Pacific Railway Historic District (Soo Line) ^a	Historic	SHPO			Yes
Graeser Park (historic property)	Historic	SHPO			Yes, temporary occupancy
West Broadway Ave Residential Historic District ^a	Historic	SHPO		Yes	
Hennepin County Library, Robbinsdale Branch ^a	Historic	SHPO			Yes, temporary occupancy
Guaranty State Bank of Robbinsdale ^d	Historic	SHPO			Yes
Grand Rounds Historic District (Theodore Wirth Pkwy Segment and Victory Memorial Dr ^a Segment)	Historic	SHPO			Yes
Pilgrim Heights Community Church	Historic	SHPO			Yes
All Pets Animal Clinic ^d	Historic	SHPO			Yes, temporary occupancy
Forest Heights Addition Historic District ^d	Historic	SHPO	Yes		
North Community YMCA ^d	Historic	SHPO		Yes	
Durnam Hall ^d	Historic	SHPO			Yes, temporary occupancy
Reno Land and Improvement Company Addition Historic District ^d	Historic	SHPO		Yes	
Sundseth Undertaking/Sundseth-Anderson Funeral Home ^d	Historic	SHPO		Yes	
Franklin Co-Operative Creamery Association North Side Complex ^d	Historic	SHPO			Yes, temporary occupancy
Control-Data Institute and Control Data – Northside Manufacturing Plant ^d	Historic	SHPO		Yes	
Northwestern National Bank – North American Office ^d	Historic	SHPO	Yes		
Osseo Branch, St. Paul Minneapolis & Manitoba Railway Historic District ^{a, d}	Historic	SHPO			Yes
Minneapolis Warehouse Historic District ^{a, d}	Historic	SHPO			Yes, temporary occupancy
Cameron Transfer & Storage Building	Historic	SHPO			Yes
St. Paul Minneapolis & Manitoba Railway/Great Northern Railway Historic District (City of Minneapolis) ^a	Historic	SHPO			Yes
Saint Anthony Falls Historic District	Historic	SHPO			Yes, temporary occupancy



See Supplemental Draft Section 4(f) and Section 6(f) evaluation Appendix A-8 of this Supplemental Final EIS for definitions of the potential types of Section 4(f) uses.

^a Section 4(f) resource listed in 2016 ROD.

^b Property developed with Land and Water Conservation Fund Act grant assistance.

^c Property developed with Outdoor Recreation Grant Program funding assistance.

^d Section 4(f) resource has been added or use determination has changed since the 2024 Supplemental Draft EIS.

Comparison of Adverse Effects –2016 Alignment and the Build Alternative

The Build Alternative would result in fewer impacts in some environmental categories and more or greater impacts in others. Compared to the Build Alternative, the 2016 alignment would have resulted in:

- Fewer relocations (10 compared to the 35 under the Build Alternative);
- More wetland acreage affected (approximately 13 acres compared to 8 acres under the Build Alternative);
- Fewer floodplain acreage affected (approximately 10.5 acres compared to 13 acres under the Build Alternative);
- More adverse visual impacts due to the high-quality visual features found along the freight rail right-of-way alignment;
- A greater number of moderate (366) and severe noise impacts (618) without mitigation, most of which could be mitigated by implementing Quiet Zones, noise walls, and wayside devices;
- Similar long-term vibration impacts (at 29 residential dwelling units versus 30 dwelling units under the Build Alternative);
- Fewer on-street parking spaces removed, 92 spaces compared to approximately 1,002 spaces lost in under the Build Alternative;
- The same number of Section 4(f) resources where direct use would occur (2 properties), fewer de minimis impacts (2 properties compared to 9 under the Build Alternative), and more temporary occupancies (5 properties compared to 14 under the Build Alternative);
- Temporary impacts to Section 6(f) parkland (the Build Alternative does not affect any Section 6(f) parkland).

How Would Adverse Impacts be Avoided, Minimized, or Mitigated?

The Council is committed to meeting applicable federal, state, and local environmental regulations and applying reasonable mitigation measures to reduce significant adverse impacts. Table ES-5 presents a summary of impacts and mitigation for the Build Alternative in comparison to the 2016 Alignment. Avoidance and minimization measures committed to as part of the Project are identified along with other potential measures that would reduce or eliminate impacts.

Impact areas that might not be fully mitigated is as follows:

- **Noise.** The Council would install spring-rail frogs in crossover tracks and evaluate receiver-based mitigation options (building insulation) where other mitigation measures would not be effective.
- **Ecological Resources.** For impacts to ecological areas (wetlands, terrestrial and aquatic resources, and floodplains), mitigation measures would be developed in coordination with the regulatory agencies responsible for issuing permits. A Section 404 permit was issued, and a Wetland Conservation Act wetland replacement plan was approved in 2018, under the 2016 Final EIS and ROD. The permit extension was issued in 2023. The permit would be modified to reflect current impacts and replacement wetland mitigation. The Project as currently defined has less impact on wetlands than the 2016 Final EIS and ROD.
- **Section 4(f) and Section 6(f) Resources.** Measures to avoid, minimize and mitigate the Project's effects on parkland and historic resources are described the Draft Section 4(f) and Section 6(f) Evaluation provided in Chapter 8 and Appendix A-8 of this Supplemental Final EIS.



What are the Next Steps?

Document Publication

The Notice of Availability for the Supplemental Final EIS was published in the Federal Register and in the Minnesota Environmental Quality Board (EQB) publication *EQB Monitor*. Under the Minnesota Environmental Policy Act, the Notice of Availability provides for the submittal of written comments on the adequacy of the Final EIS for a period of not less than 10 days. The comment period commences with the Notice of Availability published in the *EQB Monitor* and includes an expiration date. Comments on the adequacy of the Final EIS may be submitted through the time period stipulated by the EQB.

What happens after the close of the Final EIS circulation period?

Following publication of the Supplement Final EIS/Draft Section 4(f) and Section 6(f) Evaluation and the circulation period, FTA will prepare and issue the Amended ROD. The Amended ROD will include the Final Section 4(f) and Section 6(f) Evaluation and 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 mitigation commitments. FTA must issue the Amended ROD before federal funding and permits can be approved. All substantive comments and issues will be responded to in the Amended ROD. After publication of the Supplemental Final EIS, the Council will issue an Adequacy Determination for the Supplemental Final EIS in accordance with Minnesota environmental rules (Minnesota Administrative Rules § 4410.2800) and public notice of the decision will be published in the *EQB Monitor*.