SOUTHWEST LIGHT RAIL TRANSIT (METRO GREEN LINE EXTENSION)

FINAL ENVIRONMENTAL IMPACT STATEMENT

Prepared by:
United States Department of Transportation (USDOT)
Federal Transit Administration (FTA)

and

Metropolitan Council, Minnesota (Council)

In cooperation with
United States Army Corps of Engineers (USACE)

Submitted pursuant to:
National Environmental Policy Act of 1969 (NEPA), as amended, 42 U.S.C. Section 4332 *et seq.*; Council of Environmental Quality (CEQ) regulations, 40 CFR Section 1500 *et seq.*, Implementing NEPA; Federal Transit Laws, 49 U.S.C. Chapter 53; Environmental Impact and Related Procedures, 23 CFR Part 771, a joint regulation of the Federal Highway Administration and Federal Transit Administration implanting NEPA and CEQ regulations; Section 106 of the National Historic Preservation Act of 1966, 54 U.S.C. Section 306108; Section 4(f) of the Department of Transportation Act of 1966, as amended, 49 U.S.C. Section 303; Section 6(f)(3) of the Land and Water Conservation Fund Act of 1965, 16 U.S.C. Section 4601 – 4 *et seq.*; Clean Air Act, as amended, 42 U.S.C. Section 7401 *et seq.*; Endangered Species Act of 1973 (16 U.S.C. 1531-1544, 87 Stat. 884); Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, 42 U.S.C. Section 4601 *et seq.*; Executive Order No. 12898 (Federal Actions to Address Environmental Justice in Minority and Low Income Populations); Executive Order No. 13166 (Improving Access to Services for Persons with Limited English Proficiency); Executive Order No. 11988 (Floodplain Management) as amended; other applicable federal laws and procedures; and all relevant laws and procedures of the State of Minnesota.

After publication of the Final Environmental Impact Statement (EIS), the Council will issue an Adequacy Determination for the Final EIS in accordance with Minnesota environmental law.

Upon consideration of the comments received on the Final EIS, FTA will issue the Record of Decision, which will document FTA's decision on the project and list the required mitigation commitments to reduce or avoid impacts.

4/27/2016
Date of Approval

Marisol Simón
Regional Administrator
Federal Transit Administration
Region V

4.27.2016
Date of Approval

Mark Fuhrmann
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Abstract

The Metropolitan Council (Council) proposes to construct and operate the 14.5-mile Southwest Light Rail Transit (METRO Green Line Extension) Project (Southwest LRT) as an extension of the Central Corridor LRT (METRO Green Line) to provide transportation improvements in the southwest metropolitan region. The Southwest LRT would extend from Eden Prairie, Minnesota, through the cities of Minnetonka, Hopkins, and St. Louis Park, to downtown Minneapolis, passing in close proximity to Edina, and connecting to the METRO Green Line, which began revenue service in June 2014. Within the Final Environmental Impact Statement (Final EIS), the Project is defined as the Locally Preferred Alternative (LPA) plus the identified Locally Requested Capital Investments (LRCIs) as defined to date. The identified LPA is a light rail line alignment constructed and operating on the Kenilworth-Opus-Golden Triangle alignment, reflecting adjustments made subsequent to publication of the Draft EIS. In addition to the proposed light rail alignment, stations, park-and-ride lots, and ancillary facilities, including a proposed operations and maintenance facility (OMF), the LPA includes proposed related bus, roadway, and bicycle/pedestrian improvements, and related freight rail modifications.

The Final EIS includes the project's Purpose and Need Statement and a description of the alternatives currently and previously considered. The following environmental categories are addressed in the Final EIS, including related methods and regulations, agency coordination (where applicable), anticipated direct and indirect long-term, short-term (construction), and cumulative impacts, and committed mitigation measures: land use; economic activity; neighborhood and community; acquisitions and displacements; cultural resources; parks, recreation areas, and open spaces; visual quality and aesthetics; geology and groundwater resources; surface water resources; ecosystems; air quality and greenhouse gases; noise; vibration; hazardous and contaminated materials; electromagnetic interference; energy; and transportation (i.e., transit, roadways and traffic, parking, freight, pedestrian and bicycle, and safety and security). The Final EIS also addresses the following: environmental justice compliance; Section 4(f) compliance with a Final Section 4(f) Evaluation; finance; evaluation of alternatives; public involvement and agency coordination; and a potential related joint development project.

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Project Nomenclature

Forecast Year. The forecast year for this Final Environmental Impact Statement (EIS) is the year 2040 (revised from 2030 for the Draft EIS).

No Build Alternative. Required under the National Environmental Policy Act (NEPA) for all Environmental Impact Statements, the No Build Alternative represents the existing transportation system with all planned transportation improvements included in the Current Revenue Scenarios (i.e., financially constrained) of the 2040 Transportation Policy Plan (adopted January 2015), except for the Southwest Light Rail (LRT) Project Locally Preferred Alternative (LPA).

Locally Preferred Alternative. The Southwest LRT Project's Locally Preferred Alternative (LPA) was adopted by the Metropolitan Council (Council) as the Kenilworth-Opus-Golden Triangle (3A) LRT alignment in May 2010. Within the Draft EIS, the LPA was included within LRT 3A (Freight Rail Relocation) and LRT 3A-1 (Freight Rail Co-Location), with different freight rail alignments. In April and July of 2014, the Council identified adjustments to the LPA, which included the co-location of freight rail and light rail within the Kenilworth Corridor, similar to LRT 3A-1. The LPA was further adjusted by the Council in July 2015 to be a 14.5-mile double-tracked light rail extension of the existing METRO Green Line with 16 new light rail stations (including the Eden Prairie Town Center Station, which is deferred and not expected to be in place when the Project opens in 2020), and a new light rail operations and maintenance facility in Hopkins.

Locally Requested Capital Investments. Locally Requested Capital Investments (LRCIs) are improvements proposed by the Cities of Eden Prairie, Minnetonka, Hopkins, and St. Louis Park and Hennepin County to be undertaken separate from, but contingent upon, implementation of the LPA. These proposed improvements are not needed to support the base function of the LPA, nor do they represent mitigation for any impact of the LPA. These proposed activities may be implemented independently by the stakeholder cities at a future date, and are not conditions of the Southwest LRT LPA.

Project. Within this Final EIS, the Project is defined as the LPA plus the identified LRCIs as defined to date.

Environmentally Preferred Alternative. Section 1505.2(b) requires that, in cases where an EIS is prepared, the agency must specify the alternative or alternatives in the Record of Decision (ROD) that were considered to be environmentally preferable, which is generally the alternative that causes the least damage to the biological and physical environment and that best protects, preserves, and enhances historic, cultural, and natural resources. The Federal Transit Administration (FTA) has determined that 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).

Least Environmentally Damaging Practicable Alternative. Identification of the Least Environmentally Damaging Practicable Alternative (LEDPA) is a requirement of the U.S. Army Corps of Engineers (USACE) wetland permitting process under the Clean Water Act, as defined in 40 CFR Part 230.10(a). The LEDPA is defined as the alternative with the least impacts to the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences. As a result of identified design adjustments to LRT 3A and LRT 3A-1, as documented in the NEPA/404 Merger Process – Southwest LRT Concurrence Points Package (submitted to the USACE by the Council on May 5, 2014), the USACE made the preliminary determination that LRT 3A-1 is Southwest LRT Project's LEDPA in October 2014. The USACE will make a final LEDPA determination as part of its review and approval of the Council's Section 404 wetland permit application, which will occur after publication of this Final EIS.

New Starts and Fixed Guideway Capital Investment Grant. Within this Final EIS, the terms *New Starts* and *Capital Investment Grant* (officially termed *Fixed Guideway Capital Investment Grant*) are used interchangeably. A Capital Investment Grant (CIG) provides funding for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. Those projects include what are termed *New Starts Projects*, as well as *Small Starts* and *Core Capacity* projects.

Project Station Names. The following table presents the station names for the Proposed Project that are used throughout this Final EIS, compared to the official names of those stations.

Final EIS Station Name	Official Station Name[a]
Royalston Station	Royalston Avenue/Farmers Market Station
Van White Station	Bassett Creek Valley Station
Penn Station	Bryn Mawr Station
21st Street Station	West 21st Street Station
West Lake Station	West Lake Street Station
Beltline Station	Beltline Boulevard Station
Wooddale Station	Wooddale Avenue Station
Louisiana Station	Louisiana Avenue Station
Blake Station	Blake Road Station
Downtown Hopkins Station	Downtown Hopkins Station
Shady Oak Station	Shady Oak Station
Opus Station	Opus Station
City West Station	City West Station
Golden Triangle Station	Golden Triangle Station
Eden Prairie Town Center Station	Eden Prairie Town Center Station
Southwest Station	SouthWest Station

[a] Source: adopted by the Metropolitan Council, February 24, 2016.

Introduction to the Final Environmental Impact Statement

This Introduction provides a general overview of the Final Environmental Impact Statement (EIS), which updates information provided in the Draft EIS, published in October 2012 and the Supplemental Draft EIS, published in May 2015. This Introduction includes a general description of the Project, its current status relative to federal and state environmental processes, and an overall description of the purpose of the Final EIS. The information provided in this Introduction is only intended to provide a general orientation to the Final EIS, which should be referred to for more detailed information.

Project Description

The Southwest LRT (METRO Green Line Extension) is approximately 14.5 miles of new double track proposed as an extension of the METRO Green Line (Central Corridor LRT), which will operate from downtown Minneapolis through the communities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie, passing in close proximity to Edina. The proposed alignment includes 16 new light rail stations (including the Eden Prairie Town Center Station that is deferred for construction at a later date), approximately 2,500 additional park-and-ride spaces, accommodations for passenger drop-off, bicycle and pedestrian access, as well as new or restructured local bus route connection stations to nearby residential, commercial and education destinations. Major activity centers from Eden Prairie to St. Paul, including UnitedHealth Group campuses, the Opus/Golden Triangle employment area, Park Nicollet Methodist Hospital, the Minneapolis Chain of Lakes, downtown Minneapolis and St. Paul, the University of Minnesota, and the State Capitol area, will be accessible by a one-seat ride. Passengers will be able to connect to the greater METRO system, including METRO Blue Line (Hiawatha LRT), METRO Orange Line (I-35W Bus Rapid Transit [BRT]), Northstar Commuter Rail, METRO Red Line (Cedar Avenue BRT) via Blue Line, and the planned METRO Blue Line Extension (Bottineau LRT), as well as future commuter rail and planned Arterial BRT lines connecting at multiple locations on the METRO system.

The Metropolitan Council (Council) is the FTA grantee and will serve as the owner-operator of the completed Southwest LRT Line.

The Southwest LRT will operate primarily at-grade and with structures providing grade separation of LRT crossings, roadways and water bodies at specified locations. For just under one-half mile, it will operate in a shallow LRT tunnel in the Kenilworth Corridor south of the channel with an at-grade LRT bridge over the channel.

The westernmost station on the line will be located at Southwest Station in Eden Prairie, providing rail/bus connections at the existing transit center. Between Southwest Station and Glenwood Avenue in Minneapolis, the line will operate in dedicated right-of-way (ROW). From Target Field Station through downtown Minneapolis, the University of Minnesota, and downtown St. Paul, Southwest LRT service will be interlined/through-routed with the Green Line, sharing tracks on South 5th Street in downtown Minneapolis with the Blue Line.

The 16 planned stations along the Southwest LRT line are: Southwest, Eden Prairie Town Center (deferred), Golden Triangle, and City West Stations in Eden Prairie; Opus Station in Minnetonka; Shady Oak, Downtown Hopkins, and Blake Stations in Hopkins; Louisiana, Wooddale, and Beltline Stations in St. Louis Park; and West Lake, Penn, 21st Street, Van White, and Royalston Stations in Minneapolis.

An additional 27 light rail vehicles (LRVs) will be added to the Green Line fleet for the operation of the Southwest LRT line. The additional LRVs will be stored and maintained in a new operations and maintenance facility (OMF) to be located in Hopkins.

Additional project requirements include traction power substations (TPSS) to supply electrical power to the LRVs and signal bungalows housing equipment needed to operate and monitor train signals. The Council will identify specific sites for TPSS and signal bungalows during the Project Development and Engineering phases of the Project.

Regulatory and Project Background

The Federal Transit Administration (FTA), as the Project's lead federal agency, will ensure that the Project completes its environmental review process and documentation in compliance with the National Environmental Policy Act (NEPA). The Minnesota Environmental Policy Act (MEPA) requires that where federal laws have environmental document requirements in addition to but not in conflict with those in Minnesota Statutes, Section 116D.04, governmental units cooperate in fulfilling these requirements as well as those of state laws so that one document can comply with all applicable laws.

FTA issued its *Notice of Intent to prepare a Draft Environmental Impact Statement* for the Southwest Transitway Project in September 2008 and authorized the Project to advance into Preliminary Engineering (now termed Project Development) in September 2011. The Southwest Transitway Draft EIS was published by FTA, Hennepin County Regional Railroad Authority (HCRRA), and the Metropolitan Council (Council), in October 2012. The public comment period for the Draft EIS concluded on December 31, 2012. The Draft EIS evaluated seven alternatives, including the No Build and Enhanced Bus alternatives and five light rail alternatives. The five light rail alternatives also included proposed locations for freight rail currently operating on the Bass Lake Spur and Cedar Lake Junction, commonly known as the Kenilworth Corridor, rail lines. Four of the light rail alternatives included relocation of freight rail from a portion of the Bass Lake Spur and the Kenilworth Corridor to the Minneapolis, Northfield, and Southern Railway (MN&S) Spur near Louisiana Avenue South, then connecting to the Wayzata Subdivision (LRT 1A, LRT 3A, LRT 3C-1, and LRT 3C-2). The remaining alternative was a variation of LRT 3A, consisting of the same light rail alignment, but with freight rail remaining in its current location, co-located with light rail in the Bass Lake Spur and Kenilworth Corridor (LRT 3A-1). The Draft EIS also identified the Project's Locally Preferred Alternative (LPA), the LRT route included as part of LRT 3A and LRT 3A-1, which was adopted into the 2030 Transportation Policy Plan by the Council in May 2010. Within the Draft EIS, LRT 3A and LRT 3A-1 generally differ only in the location of freight rail within the cities of St. Louis Park and Minneapolis.

Following the end of the Draft EIS public comment period on December 31, 2012, local lead agency authority for completion of the environmental process transferred from HCRRA to the Council. At that time, the Project's name was changed from Southwest Transitway to Southwest LRT.

Based on comments submitted on the Draft EIS, the Council continued the Project Development process by identifying and evaluating adjustments to the LPA's light rail and related improvements, as defined in the Draft EIS. The Council also developed and evaluated adjustments to the design of the two sets of freight rail modifications evaluated in the Draft EIS (termed freight rail "relocation" and "co-location") and identified the freight rail modifications to be included within the LPA.

As Project Development activities continued, in coordination with the Project's advisory committees, stakeholders, and host cities and county, the FTA and the Council identified three areas requiring further environmental consideration based on the potential for new significant environmental impacts from the proposed Project not addressed in the Draft EIS. These three areas, which are listed below, were the focus of a Supplemental Draft EIS, which was published by FTA and the Council in May 2015.

- Eden Prairie Segment (generally between the intersections of Technology Drive and Mitchell Road and of Flying Cloud Drive and Valley View Road)
- The location of a new light rail Operations and Maintenance Facility (OMF) in the City of Hopkins
- St. Louis Park/Minneapolis Segment (generally between Louisiana Avenue South in St. Louis Park and Penn Avenue South in Minneapolis)

The public comment period for the Supplemental Draft EIS concluded on July 21, 2015.

The Council further adjusted the Project in July 2015, in part to reduce proposed project costs. These adjustments included elimination of Mitchell Station in Eden Prairie, making SouthWest Station the western most station in the Project, as well as adjustments to several project elements, including adjustments to proposed light rail park-and-ride lots and stations (including deferral of the proposed Eden Prairie Town

Center Station until after the Project's opening in 2020). These changes to the Project, made since publication of the Supplemental Draft EIS, are incorporated into this Final EIS.

Contents of the Final Environmental Impact Statement

The FTA and the Council prepared this Final EIS to comply with Federal NEPA and related requirements. The analysis in this Final EIS reflects design adjustments made since publication of the Project's Draft EIS and Supplemental Draft EIS.

The United States Army Corps of Engineers (USACE) is a federal Cooperating Agency for this project under NEPA. Impacts to waters of the United States associated with the Southwest LRT Project will require an Individual Permit under Section 404 of the Clean Water Act; this permit program is administered by the USACE. This Final EIS reflects coordination to date between FTA and USACE on the NEPA/Section 404 merger process, which has led to the USACE making a preliminary determination that the Project as described in this Final EIS is the Least Environmentally Damaging Practicable Alternative (LEDPA) for the Southwest LRT Project.

The Final EIS was also prepared to comply with the Minnesota environmental regulations.

The Final EIS addresses the following items:

- The Project's Purpose and Need Statement from the Draft EIS and the Supplemental Draft EIS (see Chapter 1)
- A description of the Project and the No Build Alternative, including base year costs, as well as a description of other alternatives developed and considered in the Project's Alternatives Analysis, Scoping, Draft EIS and Supplemental Draft EIS (see Chapter 2)
- A description of 16 environmental categories, including methods, regulations, affected environment, analysis of long-term, short-term direct and indirect impacts, cumulative impacts, and mitigation measures (see Chapters 3)
- A description of six transportation categories, including methods, regulations, affected environment, analysis of long-term, short-term direct and indirect impacts, and mitigation measures (see Chapters 4) (cumulative transportation impacts are addressed in Chapter 3)
- An overview of the Project's environmental justice compliance, including the Project's final environmental justice finding (see Chapter 5)
- An overview of the Project's compliance with the federal Section 4(f) requirements addressing publicly owned parks and recreation areas, historic resources, and publicly owned wildlife and waterfowl refuges (see Chapter 6)
- A description of the next steps, funding, and actions under NEPA and MEPA (see Chapter 7)
- An evaluation of alternatives (see Chapter 8)
- A summary of agency coordination and community outreach activities and known governmental permits and approvals (see Chapter 9)
- A summary of impacts associated with joint development efforts associated with the Project (see Chapter 10)

The following list briefly describes the contents of the appendices to the Final EIS:

- A list of recipients of the Final EIS (see Appendix A)
- A list of project team members who helped prepare the Final EIS (see Appendix B)
- A list of the supporting documents and technical reports to the Final EIS that are incorporated by reference, including information on how to obtain copies of the documents (see Appendix C)
- A list of sources and references that are cited within the Final EIS (see Appendix D)

- Preliminary engineering plans showing the current Project and lists of capital improvements under the Project (see Appendix E)
- A description of design adjustments developed and evaluated between publication of the Draft EIS and the Supplemental Draft EIS (see Appendix F)
- Public notices since publication of the Project's Notice of Intent to publish an EIS (see Appendix G)
- The documentation of the Section 106 determinations of effects for historic resources and the Section 106 Memorandum of Agreement, which addresses historic resources adversely affected by the Project (see Appendix H)
- Supporting documentation for the Final 4(f) Evaluation (see Appendix I)
- Supporting documentation for the visual resources analysis (see Appendix J)
- Memoranda providing additional detail on the noise and vibration (see Appendix K)
- Comments received on the Draft EIS and responses (see Appendix L)
- Comments received on the Supplemental Draft EIS and responses (see Appendix M)
- Copies of resource agency coordination letters received since the close of the Draft EIS public comment period (see Appendix N)

Acronyms and Abbreviations

µg/m3	micrograms per cubic meter
2040 TPP	2040 Transportation Policy Plan
AA	Alternatives Analysis
AADT	annual average daily traffic
AASHTO	American Association of State Highway and Transportation Officials
ABRT	Arterial Bus Rapid Transit
ACHP	Advisory Council on Historic Preservation
ACS	American Community Survey
ADA	Americans with Disabilities Act
AMS	American Medical Systems
ANSI	American National Standards Institute
APE	Area of Potential Effect
BAC	Business Advisory Committee
BCWMC	Bassett Creek Watershed Management Commission
BEA	Bureau of Economic Analysis
BMP	Best Management Practice
BRCC	Blake Road Corridor Collaborative
BRT	bus rapid transit
Btu	British thermal unit
CAA	Clean Air Act
CAC	Community Advisory Committee
Caltrans	California Department of Transportation
CCP	Construction Contingency Plan
Census	United States Census Bureau
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act of 1980
CERCLIS	Comprehensive Environmental Response, Compensation and Liability Information System
CET	Corridors of Opportunity's Community Engagement Team
CFR	Code of Federal Regulations
CGP	Construction General Permit
CIG	Capital Investment Grant
CMC	Corridor Management Committee

CNG	Compressed Natural Gas
CO	carbon monoxide
CO2	carbon dioxide
CO2e	carbon dioxide equivalent
Council	Metropolitan Council
CP	Canadian Pacific Railway
CPI	Consumer Price Index
CPIP	Communications and Public Involvement Plan
CRU	Cultural Resources Unit
CSAH	county state aid highway
CTIB	Counties Transit Improvement Board
CTUL	Centro de Trabajadores Unidos en la Lucha
CWA	Clean Water Act
dB	decibel
dBA	decibels on an A-weighted scale
DC	direct current
DCE	dichloroethene
DMU	Diesel Multiple Unit
DOI	Department of Interior
DOT	United States Department of Transportation
EB	eastbound
ECCO	East Calhoun Community Organization
EIS	environmental impact statement
EJ	Environmental Justice
EMF	electromagnetic fields
EMI	electromagnetic interference
EMR	electromagnetic radiation
EMU	Electric Multiple Unit
Environmental Justice Circular	Environmental Justice Policy Guidance for Federal Transit Administration Recipients
EO	Executive Order
EPA	United States Environmental Protection Agency
ESA	Endangered Species Act
ESA	environmental site assessment
FAQ	Frequently Asked Questions
FEMA	Federal Emergency Management Agency

FFRMS	Federal Flood Risk Management Standard
FHWA	Federal Highway Administration
FIA	National Flood Insurance Act of 1968
FIRM	Flood Insurance Rate Map
FR	Federal Register
FRA	Federal Railroad Authority
FTA	Federal Transit Authority
GEARS	Grant Evaluation and Ranking System Committee
GHG	greenhouse gas
GIS	geographic information system
GRHD	Grand Rounds Historic District
HASP	Health and Safety Plan
HCM	Highway Capacity Manual
HCRRA	Hennepin County Regional Railroad Authority
HEI	Health Effects Institute
HEPA	high efficiency particulate air
HOT	high-occupancy toll
HOV	High-occupancy vehicle
HPO	Historic Preservation Officer
HVAC	heating, ventilation, and air conditioning
Hz	Hertz
ICA	Intercongregation Communities Association
ICE	Infrastructure Carbon Estimator
IRIS	Integrated Risk Information System
KPRHD	Kenwood Parkway Residential Historic District
KPRHD	Kenwood Parkway Residential Historic District
L10	Noise level exceeded 10 percent of the time over a given time period
L50	Noise level exceeded 50 percent of the time over a given time period
Ldn	Day-Night Sound Level
LEDPA	Least Environmentally Damaging Practicable Alternative
Leq	equivalent sound level
LGU	local government unit
LIRHD	Lake of the Isles Residential Historic District
LOD	limits of disturbance
LOS	level of service
LPA	Locally Preferred Alternative

LRCI	locally requested capital investment
LRT	light rail transit
LRV	Light Rail Vehicle
LUST	leaking underground storage tank
M&StL	Minneapolis & St. Louis Railway
MAP-21	Moving Ahead for Progress in the 21st Century Act
MARQ2	Marquette and 2nd Avenue Project
MBS	Minnesota Biological Survey
MCES	Metropolitan Council Environmental Services
MCWD	Minnehaha Creek Watershed District
MDH	Minnesota Department of Health
MEPA	Minnesota Environmental Policy Act
MES	master entity system
MICAH	Metropolitan Interfaith Council on Affordable Housing
MLCCS	Minnesota Land Cover Classification System
MN	Minnesota
MN&S	Minneapolis, Northfield, and Southern Railway
MnBWSR	Minnesota Board of Water and Soil Resources
MnDNR	Minnesota Department of Natural Resources
MnDOT	Minnesota Depart of Transportation
MnHPO	Minnesota Historic Preservation Officer
MN Stat	Minnesota Statute
Model	Council's Regional Travel Demand Forecast Model
MPCA	Minnesota Pollution Control Agency
mph	miles per hour
Mpls	City of Minneapolis
MPRB	Minneapolis Parks and Recreation Board
MS4	Municipal Separate Storm Sewer System
MSA	Metropolitan Statistical Area
MSA	municipal state aid
MSAT	Mobile Source Air Toxic
MSVP	Motor Vehicle Sales Tax Reserves
MT	metric tons
MUSA	Metropolitan Urban Service Area
MUTCD	Minnesota Manual of Uniform Traffic Control Devices
MVST	Motor Vehicle Sales Tax

MVTA	Minnesota Valley Transit Authority
MWMO	Mississippi Watershed Management Organization
N/A	not available/not applicable
N/C	size not calculated
NAA	New American Academy
NAAQS	National Ambient Air Quality Standards
NATA	National Air Toxics Assessment
ND	no data collected
NEPA	National Environmental Policy Act of 1969
NFIA	National Flood Insurance Act of 1968, as amended
NFIP	National Flood Insurance Program
NFRAP	no further remedial action planned
NHIS	Natural Heritage Information System
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NMCWD	Nine Mile Creek Watershed District
NMFS	National Marine Fisheries Service
NO2	nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
NPL	National Priority List
NRCS	Natural Resource Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetland Inventory
O&M	operations and maintenance
OCS	overhead structures
OMF	Operations and Maintenance Facility
OSHA	Occupational Safety and Health Administration
PAC	Southwest Transitway Policy Advisory Committee
PAH	polycyclic aromatic hydrocarbons
PCB	polychlorinated biphenyl
PCE	tetrachloroethene
PCP	pentachlorophenol
PEC	Preliminary Engineering Consultant
PFOS	perfluorooctane sulfonate
PLP	Permanent List of Priorities
PM10	particulate matter less than 10 microns in aerodynamic diameter

PM2.5	articulate matter less than 2.5 microns in aerodynamic diameter
ppb	parts per billion (by volume)
ppm	parts per million (by volume)
Project	Southwest Light Rail Transit Project Locally Preferred Alternative
PWI	Public Waters Inventory
RAP	Response Action Plan
RCRA	Resource Conservation and Recovery Act of 1976
REC	Regional Ecological Corridor
RHA	Rivers and Harbors Act of 1899
RIMS	Regional Input-Output Modeling System
ROD	Record of Decision
ROW	right-of-way
RPBCWD	Riley Purgatory Bluff Creek Watershed District
RRA	Regional Railroad Authorities
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCC	Standardized Cost Category
Section 106	Section 306108 of the National Historic Preservation Act
SEL	sound exposure level
Services, the	U.S. Fish and Wildlife Service and National Marine Fisheries Service
SIP	State Implementation Plan
SO2	sulfur dioxide
SOI's Standards	Secretary of the Interior's Standards for the Treatment of Historic Properties
SPCC	Spill Prevention, Control, and Countermeasure
SRV S	oil Reference Value
staging plan	construction staging plan
Stat.	Statute
STB	Surface Transportation Board
SWPPP	Stormwater Pollution Prevention Plan
TAC	Technical Advisory Committee
TAZ	Transportation Analysis Zone
TBD	to be determined
TC	transit center
TC&W	Twin Cities and Western Railway Company

TCE	trichloroethene
TCRP	Transit Cooperative Research Program
TDH	Telephonics Dynamic Headphone
TEA-21	Transportation Equity Act for the 21st Century of 1998
TEP	Technical Evaluation Panel
TIP	Transportation Improvement Program
Title VI Requirements and Guidelines Circular	Title VI of the Civil Rights Act of 1964, FTA Circular, FTA C 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients
TLC	transit for livable communities
TMDL	total maximum daily load
TOD	transit-oriented development
TPAC	Technical Project Advisory Committee
TPAR	temporary pedestrian access route
TPP	Transportation Policy Plan
TPSS	Traction Power Substation
TRPD	Three Rivers Park District
TSAAPs	Transitional Station Area Action Plans
TSM	Transportation Surface Management
TSP	Traffic Signal Priority
U of MN	University of Minnesota
U.S.C.	United States Code
Uniform Act/ Uniform Relocation Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act
URT	urban rapid transit
USACE	United States Army Corps of Engineers
USBEA	United States Bureau of Economic Analysis
USDA	United States Department of Agriculture
USGS	United States Geological Survey
USFWS	United States Fish and Wildlife Service
UST	underground storage tank
VdB	vibration decibel
VHD	vehicle hours of delay
VHT	vehicle hours traveled
VIC	Voluntary Investigation and Cleanup Program
VMT	vehicle miles traveled
VOC	volatile organic compound

WB	westbound
WCA	Wetlands Conservation Act of 1991
WHPP	Wellhead Protection Plan
WMO	watershed management organization
WPA	Works Progress Administration
YOE	Year of Expenditure