

4 Public and Agency Coordination

This chapter provides an overview of public and agency coordination activities performed for the Southwest LRT Project since completion of the Southwest Transitway Draft EIS public comment period on December 31, 2012. This chapter also addresses the background, advisory committee structures, agency participation and coordination activities, public meetings and events, and other information-dissemination activities implemented during the Project Development and environmental processes in compliance with NEPA, MEPA, and Moving Ahead for Progress in the 21st Century (MAP-21).

This chapter includes the following sections:

- 4.1 Accessibility to the Public
- 4.2 Coordination since the Draft Environmental Impact Statement
- 4.3 Advisory Committees
- 4.4 Public Involvement
- 4.5 Agency Coordination
- 4.6 Public and Agency Coordination following Publication of the Supplemental Draft Environmental Impact Statement

4.1 Accessibility to the Public

Public and agency coordination are managed by the Southwest LRT Project Office at 6465 Wayzata Boulevard, Suite 500, St. Louis Park, Minnesota 55426. The Project Office can be reached by telephone (612) 373-3800, fax (612) 373-3899, and email (swlrt@metrotransit.org). Media events, news releases, advisory and management committee agendas, presentations, and meeting minutes are posted on the project website (<http://www.swlrt.org>). These materials and this Supplemental Draft EIS comply with the requirements of Minnesota Statutes 363A.42 regarding the accessibility of public records.

4.2 Coordination since the Draft Environmental Impact Statement

The project has an extensive history of outreach and collaboration with the affected public throughout the corridor. The “affected public,” as stated in Section 12.1 of the Draft EIS, includes not only the community members residing in the project corridor, but individuals, businesses, groups, clubs, civic organizations, and others interested in the project as well. Beginning with the HCRRA, which was the project’s local lead agency for the environmental process through the Draft EIS, followed by the Council, which became the local lead agency for the environmental process upon completion of the Draft EIS public comment period, the project’s commitment to public involvement and agency coordination has been integral to providing for early and continuing involvement during the planning and project development processes.

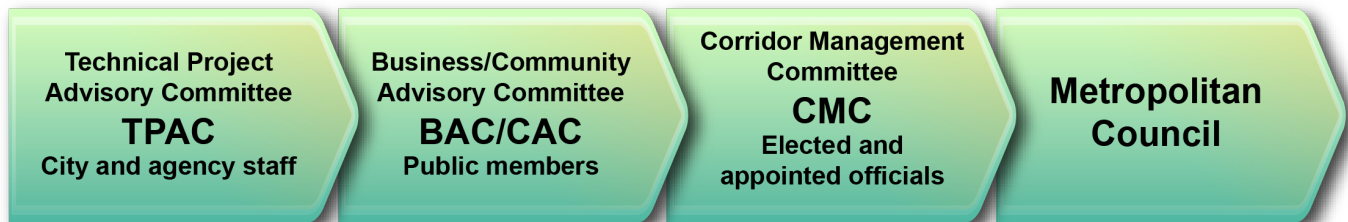
The project’s committee structure, outreach activities, and agency coordination efforts continue to evolve as project development activities progress. The project’s public and agency plans and activities have been developed and implemented in compliance with MAP-21; Title VI of the Civil Rights Act of 1964, FTA Circular, *FTA C 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients*, effective October 1, 2012 (Title VI Requirements and Guidelines Circular); and EO 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (Clinton, 1994), including the USDOT *Final Environmental Justice Order (Order 5610.2(a): Actions to Address Environmental Justice in Minority Populations and Low-Income Populations)*, updated May 2, 2012; and the FTA Circular, *FTA C 4703.1, Environmental Justice Policy Guidance for Federal Transit Administration Recipients*, effective August 15, 2012 (Environmental Justice Circular [FTA, 2012a]).

4.3 Advisory Committees

The project's advisory committee structure remains consistent since publication of the Draft EIS, with the exception of the addition of the Technical Project Advisory Committee (TPAC) implemented during the Project Development phase. Exhibit 4.3-1 illustrates the key steps in the process used by the Council to make adjustments to the LPA since publication of the Draft EIS. After project staff developed concepts for adjustments to the LPA that addressed comments received from stakeholders and on the Draft EIS, those proposed adjustments were taken through this advisory process, concluding with identification of the adjustments to the LPA by the Council in April 2014.

EXHIBIT 4.3-1

Southwest LRT Project Advisory Committee Input to Decision Process



Committee and Council meeting schedules, agendas, presentations, and minutes are posted on the Council's Southwest LRT Project website (<http://www.swlrt.org>). BAC, CAC, CMC and Council meetings are open to the public. The advisory committees include the following:

- Technical Project Advisory Committee (TPAC).** The TPAC was established by the Southwest LRT Project Office (SPO) to provide technical input on project-related design, engineering, construction, and operation. The TPAC includes senior level staff, as well as engineering and planning staff from SPO, Metro Transit Rail Operations, city and county staff, MnDOT, and Three Rivers Park District. The TPAC also advises on the communication of technical issues with other committees; supports integration of design work with community land use and development goals and objectives; and identifies issues to avoid, minimize and mitigate impacts of the project. Membership includes staff from the TPAC first met in February 2013 after Project Development activities began in earnest and is chaired by the Southwest LRT Project Director.
- Community Advisory Committee (CAC).** The CAC was formed in January 2007. The CAC serves as a primary avenue for public and community involvement, advising the Corridor Management Committee (see below) and providing feedback to Council staff on issues related to environmental documents, design, engineering, and construction of the Southwest LRT Project. The CAC advises on station location and design, feeder bus service, public art, traffic and parking, station/pedestrian access, and construction mitigation and impacts on corridor communities. The CAC also provides feedback to Hennepin County Community Works initiatives on land use and development issues in the corridor. The CAC represents a variety of interests and issues, including neighborhood and community groups; underrepresented populations, including new immigrant communities, communities of color, low-income communities, and persons with disabilities; educational institutions; environmental groups; religious organizations; freight rail concerns; transit riders; park, bike, and trail interests; station areas; seniors; youth; and affordable housing. The CAC generally meets on a monthly basis and holds a joint meeting with the BAC (described below) at least twice a year. Council staff manages and supports the work of the CAC with assistance and input from Hennepin County staff. Agendas, presentations, and meeting minutes for CAC meetings are posted on the Council's Southwest LRT Project website (<http://www.swlrt.org>). A representative of the CAC serves on the CMC and is a voting member.
- Business Advisory Committee (BAC).** The BAC, formed in August 2012 by the Council and HCRRRA, advises the CMC on project design and construction from a specific business perspective and serves as an information resource to the business community. The BAC also provides input on station area vision and character from a business point of view, addressing the needs of employees, customers, deliveries, and

other aspects relevant to business retention and expansion. This committee represents a diversity of business establishments along the corridor, including small entrepreneurs, chambers of commerce and business organizations, corporate headquarters, nonprofit organizations, developers, and land owners. The BAC generally meets on a monthly basis and holds a joint meeting with the CAC at least twice a year. Council staff manages and supports the work of the BAC with assistance and input from Hennepin County staff. Agendas, presentations, and meeting minutes for BAC meetings are posted on the Council's Southwest LRT Project website (<http://www.swlrt.org>). A representative of the BAC serves on the CMC and is a voting member.

- **Corridor Management Committee (CMC).** The CMC was established in December 2010 to provide advice to the Council on the Southwest LRT Project design and construction, as mandated by Minnesota Statutes 473.3994. The CMC advises the Council on issues relating to the environmental review, preliminary through final design and engineering, implementation method, and construction of the Southwest LRT. The committee comprises representatives from the Council; HCRRA; the Cities of Minneapolis, St. Louis Park, Hopkins, Minnetonka, Eden Prairie, and Edina; Metro Transit; MnDOT; Minnesota Department of Management and Budget; the CAC and BAC; and the Counties Transit Improvement Board. The CMC is chaired by the Chair of the Council and generally meets monthly, or more often as needed. CMC recommendations are transmitted to the Council. Agendas, presentations, and meeting minutes for CMC meetings are posted on the Council's Southwest LRT Project website (<http://www.swlrt.org>).
- **Metropolitan Council.** The Southwest LRT project receives input from the Council's Transportation Committee, which focuses on regional transportation issues specifically concerning transportation policy and planning and transit operations. This Committee is composed of Council Members and meets on the 2nd and 4th Monday's of each month. The full Council meets on the 2nd and 4th Wednesday's of each month on a broad range of topics impacting communities, parks, transportation, wastewater and water, housing, and planning. These meetings are public and agendas, presentations, and meeting minutes are posted on the Council's website (<http://www.metrocouncil.org>).

In addition to the above advisory structure, the Southwest LRT Community Works Steering Committee was established in 2009 by Hennepin County to focus on public investment and community benefits in the Southwest LRT Project area. The Steering Committee meets monthly and includes members from the cities of Eden Prairie, Edina, Hopkins, Minneapolis, Minnetonka, and St. Louis Park; Hennepin County Board of Commissioners; HCRRA; the Council; Minnehaha Creek Watershed District; Minneapolis Park & Recreation Board; SouthWest Transit Board; and Minnesota Urban Land Institute. Additional information regarding the Community Works program is available at Hennepin County's Southwest Corridor website (<http://www.southwesttransitway.org>).

Committee meetings held on topics related to the Southwest LRT project held since publication of the Draft EIS are provided in Table 4.3-1.

TABLE 4.3-1

Southwest LRT Project Committee Meetings Held Since Publication of the Draft EIS (October 12, 2012)

Date	Committee
10/18/2012	Southwest LRT Community Works Steering Committee
10/22/12	Metropolitan Council Transportation Committee
11/7/12	Southwest LRT CMC
11/15/12	Southwest LRT Community Works Steering Committee
12/20/12	Southwest LRT Community Works Steering Committee
1/2/13	Southwest LRT CMC
1/9/13	Southwest LRT BAC
1/10/13	Southwest LRT CAC
1/17/13	Southwest LRT Community Works Steering Committee

Date	Committee
2/6/13	Southwest LRT CMC
2/21/13	Southwest LRT Community Works Steering Committee
2/21/13	Southwest LRT CAC
3/6/13	Southwest LRT CMC
3/11/13	Metropolitan Council Transportation Committee
3/21/13	Southwest LRT Community Works Steering Committee
3/27/13	Metropolitan Council
3/27/13	Southwest LRT BAC
3/28/13	Southwest LRT CAC
4/3/13	Southwest LRT CMC
4/18/13	Southwest LRT Community Works Steering Committee
4/24/13	Southwest LRT BAC
4/25/13	Southwest LRT CAC
5/1/13	Southwest LRT CMC
5/8/13	Metropolitan Council
5/16/13	Southwest LRT Community Works Steering Committee
5/29/13	Southwest LRT BAC
5/30/13	Southwest LRT CAC
6/5/13	Southwest LRT CMC
6/6/13	Southwest LRT CAC
6/12/13	Southwest LRT CMC
6/12/13	Metropolitan Council
6/20/13	Southwest Community Works Steering Committee
6/26/13	Southwest LRT BAC
6/27/13	Southwest LRT CAC
7/10/13	Southwest LRT CMC
7/10/13	Metropolitan Council
7/18/13	Southwest LRT Community Works Steering Committee
7/25/13	Southwest LRT CAC
8/7/13	Southwest LRT CMC
8/14/13	Southwest LRT CMC
8/14/13	Metropolitan Council
8/15/13	Southwest LRT Community Works Steering Committee
8/28/13	Southwest LRT CMC
8/29/13	Southwest LRT CAC
9/4/13	Southwest LRT CMC
9/11/13	Southwest LRT CMC
9/11/13	Metropolitan Council
9/19/13	Southwest LRT Community Works Steering Committee
9/25/13	Southwest LRT CMC
9/26/13	Southwest LRT CAC
10/1/13	Southwest LRT BAC
10/2/13	Southwest LRT CMC

Date	Committee
10/7/13	Metropolitan Council Transportation Committee
10/9/13	Southwest LRT CMC
10/14/13	Metropolitan Council Transportation Committee (Public Testimony)
10/16/2013	Metropolitan Council
10/17/2013	Southwest Community Works Steering Committee
10/30/13	Southwest LRT BAC
11/6/13	Southwest LRT CMC
11/7/13	Southwest LRT CAC
11/13/13	Metropolitan Council
11/21/13	Southwest LRT Community Works Steering Committee
11/27/13	Southwest LRT BAC
12/4/13	Southwest LRT CMC
12/5/13	Southwest LRT CAC
12/19/13	Southwest Community Works Steering Committee
1/15/14	Southwest LRT BAC
1/16/14	Southwest LRT Community Works Steering Committee
2/5/14	Metropolitan Council
2/5/14	Southwest LRT CMC
2/5/14	Metropolitan Council
2/20/14	Southwest LRT Community Works Steering Committee
2/26/14	Southwest LRT BAC
2/27/14	Southwest LRT CAC
3/11/14	Joint CAC/BAC
3/12/14	Southwest LRT CMC
3/14/14	Southwest LRT CAC
3/19/14	Metropolitan Council
3/20/14	Southwest LRT Community Works Steering Committee
3/25/14	Southwest LRT BAC
3/26/14	Southwest LRT CMC
3/27/14	Southwest LRT CAC
4/2/14	Southwest LRT CMC (Public Testimony)
4/9/14	Metropolitan Council (Public Testimony)
4/17/14	Southwest LRT Community Works Steering Committee
4/23/14	Southwest LRT BAC
4/24/14	Southwest LRT CAC
5/15/14	Southwest LRT Community Works Steering Committee
6/4/14	Southwest LRT CMC
6/19/14	Southwest LRT Community Works Steering Committee
7/9/14	Southwest LRT CMC
7/9/14	Metropolitan Council (Public Testimony)
7/17/14	Southwest LRT Community Works Steering Committee
9/3/14	Southwest LRT CMC
9/18/14	Southwest LRT Community Works Steering Committee

Date	Committee
10/16/14	Southwest LRT Community Works Steering Committee
11/5/2014	Southwest LRT CMC
12/3/14	Southwest LRT CMC
1/7/15	Southwest LRT CMC
2/4/15	Southwest LRT CMC
2/12/2015	SWLRT Joint Business and Community Advisory Committee Meeting, Kick-off meeting
2/19/15	Southwest LRT Community Works Steering Committee
2/24/15	Southwest LRT CAC
2/25/15	Southwest LRT BAC

4.4 Public Involvement

This section provides an overview of the public involvement activities associated with the preparation of this Supplemental Draft EIS. Ongoing engagement and communication with the affected public has been a fundamental element of the Southwest LRT Project since it was initiated. Maintaining an open dialogue and offering opportunities for input and discussion—especially related to the identified technical issues and items of concern to the affected public—will continue to be a key component throughout the implementation of the Southwest LRT Project.

4.4.1 Background

Public involvement for the project's environmental review process began with the Draft EIS scoping process. Chapter 12 of the Draft EIS provides a summary of project coordination activities that occurred prior to publication of the Draft EIS and describes the public outreach and advisory committee activities that occurred during this period. Section 10.4 in Chapter 10 of the Draft EIS describes targeted outreach to environmental justice populations in the project corridor. Chapter 12 of the Draft EIS also describes the public scoping process, as well as the media channels employed to disseminate project information and solicit public feedback. The information gathered during scoping led to the development of a range of reasonable alternatives, as well as the range of issues to be studied in the Draft EIS. The Notice of Intent for the Draft EIS was published in the *Federal Register* on September 23, 2008 (FTA, 2008b), and in the *EQB Monitor* on September 8, 2008 (Minnesota Environmental Quality Board, 2008). The FTA and HCRRA published the Draft EIS in October 2012 (HCRRA, 2012). The Notice of Availability was published in the *Federal Register* on October 12, 2012, and in the *EQB Monitor* on October 15, 2012. These notices were followed by a public comment period that concluded on December 31, 2012. Copies of the Draft EIS were available at the following locations for public review during the comment period:

- Hennepin County Housing, Community Works & Transit: 701 Fourth Avenue South, Suite 400, Minneapolis
- Southwest LRT Project Office: 6465 Wayzata Boulevard, Suite 500, St. Louis Park
- Libraries:
 - Eden Prairie: 565 Prairie Center Drive, Eden Prairie
 - Edina: 5280 Grandview Square, Edina
 - Franklin: 1314 East Franklin Avenue, Minneapolis
 - Hopkins: 22 11th Avenue North, Hopkins
 - Linden Hills: 2900 West 43rd Street, Minneapolis
 - Minneapolis Central: 300 Nicollet Mall, Minneapolis

- Minnetonka: 17524 Excelsior Boulevard, Minnetonka
- Sumner: 611 Van White Memorial Boulevard, Minneapolis
- St. Louis Park: 3240 Library Lane, St. Louis Park
- City Halls:
 - Eden Prairie: 8080 Mitchell Road, Eden Prairie
 - Edina: 4801 West 50th Street, Edina
 - Hopkins: 1010 1st Street South, Hopkins
 - Minneapolis: 350 South 5th Street, Minneapolis
 - Minnetonka: 14600 Minnetonka Boulevard, Minnetonka
 - St. Louis Park: 5005 Minnetonka Boulevard, St. Louis Park

In addition, the Draft EIS was available on Hennepin County's webpage and can now be found at <http://www.swlrt.org>. HCRRA also provided an Executive Summary document, *Southwest Transitway Draft Environmental Impact Statement Executive Summary*, and a supporting guide, *Guide to Commenting on the Draft Environmental Impact Statement*. Both documents were provided in four languages: English, Spanish, Hmong, and Somali.

Public hearings on the Draft EIS were held on November 13, November 14, and November 29, 2012. Each public hearing was preceded by an open house. Translation services and ADA accommodations were provided upon request.

After the close of the Draft EIS public comment period, the Council became the lead agency for the remainder of the project's environmental process. On July 22, 2013, the Council issued a Notice of Intent to complete a Supplemental Draft EIS in the *Federal Register* (FTA, 2013). On the same day, the Notice of Supplemental Draft EIS Preparation was issued in the *EQB Monitor* (Minnesota Environmental Quality Board, 2013). The Notice was published in the *Star Tribune* on July 24, 2013. Substantive comments on the scope of the Supplemental Draft EIS that were received during the MEPA comment period are documented in Appendix I.

Chapter III of FTA's Environmental Justice Circular contains recommended strategies and techniques for ensuring that environmental justice populations have a voice in the decision-making process and describes nontraditional outreach strategies and practical suggestions that may result in greater participation by environmental justice populations. The project implemented these recommendations by conducting a strategic planning process and developing a *Communications and Public Involvement Plan* (CPIP) ([Council, 2014b]) that includes a demographic analysis of the corridor (ethnicity, languages spoken and income level). The CPIP identifies the following outreach strategies for engaging ethnic and low income populations:

- Providing translators at events and translating materials in languages other than English.
- Inviting community representatives to join the CAC and BAC.
- Proactively seeking opportunities to engage communities in dialogue about the project.
- Establishing and maintaining connections between SPO outreach staff and community representatives.
- Reviewing efforts regularly to ensure effectiveness.

In addition to traditional communication strategies, the project established community and business advisory committees and hired outreach staff to attend neighborhood meetings, staff tables at community events, and meet with people one to one or in small groups. Chapter 3 of this Supplemental Draft EIS provides a summary of environmental justice-related public coordination activities performed by the Council to support publication of this Supplemental Draft EIS. The CPIP provides a summary of the outreach plans to select an OMF site and to accommodate and engage individuals with limited English proficiency.

Public involvement efforts have continued and evolved as local lead agency responsibility shifted from HCRRRA to the Council in January 2013. The Council has continued to work with local public transportation agencies and local jurisdictions to implement a public involvement program in support of its effort to continue design and engineering for the LPA described in Section 2.4 of this Supplemental Draft EIS. That effort spanned from January 2013 through April 2014, when the Council took action on the project's scope and budget, including adjustments to be incorporated into the LPA since publication of the Draft EIS. The Council's action was based on: (1) its consideration of the technical evaluation of the range of potential design adjustments to the LPA; and (2) comments received from the public, agencies, jurisdictions, and advisory committees on the potential design adjustments during the project's public involvement and agency coordination activities since the close of the Draft EIS public comment period. Additional information on potential design adjustments to the LPA, including comments received are included in Section 2.3 of this Supplemental Draft EIS.

4.4.2 Communications and Public Involvement Plan

As previously stated, the Council developed a CPIP that provides the structure for coordination between FTA, the Council, project partners, and the public during the Project Development process, including the preparation of this Supplemental Draft EIS to satisfy the requirements of NEPA and its implementing regulations. The CPIP supports the project's *Agency Coordination Plan*, as updated by the Council. The CPIP also provides for compliance with the EQB Environmental Review Program, pursuant to MEPA and Minnesota Statutes, Section 116D.04. Agency review and approval under Minnesota's Municipal Consent Process (Minnesota Statutes 473.3993 and 473.3994) was also incorporated into the project CPIP.

The goals of the CPIP are to:

- Develop and maintain public understanding of and support for the project as an essential means to improve our transportation system and maintain regional competitiveness.
- Build mutual trust among the Council, project partners, and the public by creating transparency through information-sharing and regular, clear two-way communication about the project with community members, residents, businesses, and interested groups in the corridor.
- Promote public involvement by providing opportunities for public participation and dialogue between the Council and the public.
- Maintain ongoing communication with project partners and ensure that key messages are consistent, clear, and responsive to changing needs.
- Inform elected officials and funding partners about the project's status, timing, and needs.
- Encourage meaningful public participation in the project.
- Avoid schedule delays and cost increases due to misunderstanding of project objectives or opposition to project activities.

The CPIP identifies strategies for engaging the community and engaging the public input during the decision-making process, including project technical issues developed during Project Development (see Section 2.4). Section 6.1 of the CPIP identifies the process to identify strategies for involving the public in project technical issue resolution. This process is based on the level of public interest and type of input required. Considerations for involving the public include the mechanism by which the public provides input and how public input would be used in decision-making. The following subsections describe the project team's organizational structure and the project's advisory committees as documented in the CPIP.

4.4.2.1 Outreach and Communications Team

Project staff dedicated to communications and outreach includes the Assistant Director for Administration, Public Involvement and Communications; Communications Manager; Public Involvement Manager; Communications Specialist; three Community Outreach Coordinators; and a Technical Writer, as shown on Exhibit 4.4-1. The efforts of the communications and public outreach staff are guided by the CPIP. The staff

works closely with stakeholders, including several established stakeholder groups to enhance continuous engagement with the public to serve as a part of the overall decision-making process.

4.4.2.2 Public Outreach and Events

Council staff hosted public events in locations throughout the Southwest LRT corridor to provide the public with the opportunity to provide input on project design efforts and receive updates and information about project activities. Public events were tailored to present information and solicit feedback on specific project aspects, including alignment options in Eden Prairie, station locations, freight rail alignment options in St. Louis Park and Minneapolis, and OMF site options. These public events offered an opportunity for the public to provide feedback on various features of the project and make connections with project staff. Project ideas and requests provided by the affected public were documented and considered in project design (see Chapter 2 of this Supplemental Draft EIS for more information on the Project Development process). Public events were typically conducted in an open house format and were publicized on the project website and through press releases and email alerts. Advisory committee members also aided in promoting the public events in their communities. Public events were accessible to those with disabilities in accordance with the ADA. Translation services and ADA accommodations were provided upon request. SPO selected meeting locations based on ease of access to the location and meeting room, and proximity to potentially affected areas.

EXHIBIT 4.4-1

Southwest LRT Project Communications and Public Involvement Staff

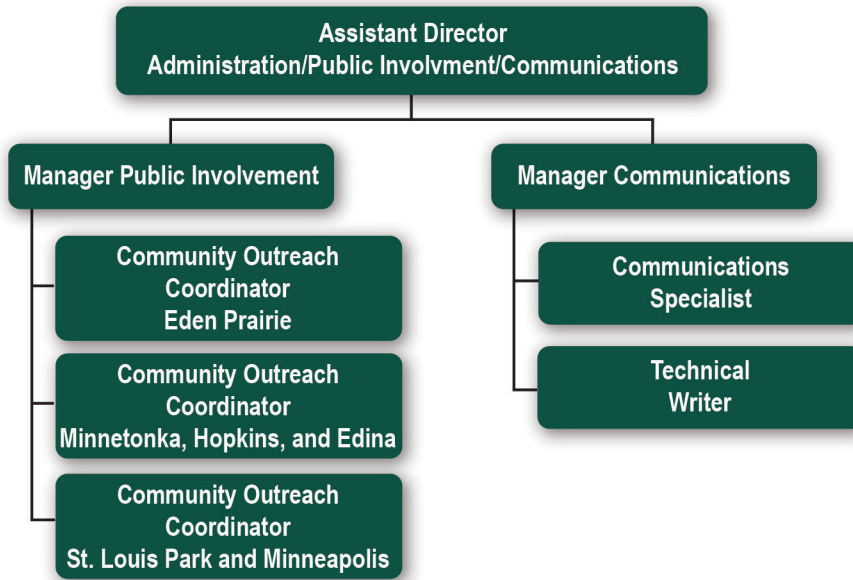


Table 4.4-1 lists the project’s public events held since publication of the Draft EIS.

TABLE 4.4-1

Southwest LRT Project Public Open Houses and Community Meetings Held Since Publication of the Draft EIS (October 12, 2012)

Date	Meeting Topic and Location	Approximate Number of Attendees ^a
4/18/13	Transitional Station Area Action Plans Open House, St. Louis Park	50
4/23/13	Transitional Station Area Action Plans Open House, Hopkins	165
5/2/13	Transitional Station Area Action Plans Open House, Minneapolis	125
5/13/13	Transitional Station Area Action Plans/OMF Open House, Eden Prairie	72
5/15/13	OMF Open House, St. Louis Park	7
5/22/13	OMF Open House, Hopkins	125
6/13/13	Freight Rail Open House (morning and evening open houses held), St. Louis Park	300
6/17/13	LRT Station Open House, (morning and evening open houses held), Minneapolis	75

Date	Meeting Topic and Location	Approximate Number of Attendees ^a
6/18/13	LRT Station Open House, Minnetonka/Hopkins	65
6/20/13	LRT Station Open House, St. Louis Park	40
6/24/13	LRT Station Open House, Minneapolis	125
6/26/13	LRT Station Open House, Eden Prairie	45
7/17/13	Freight Rail Open House, Minneapolis (Public Testimony)	325
7/18/13	Freight Rail Open House, St. Louis Park (Public Testimony)	450
8/1/13	Town Center Business Meeting, Eden Prairie	60
10/10/13	Minneapolis Community Open House, Minneapolis	150
1/7/14	Southwest LRT Scope of Freight Rail Relocation and Water Resources Studies Open House and Town Hall, Minneapolis (Public Testimony)	300
1/9/14	Southwest LRT Scope Freight Rail Relocation and Water Resources Studies Open House and Town Hall, St. Louis Park (Public Testimony)	300
2/10/14	Southwest LRT Freight Rail Relocation and Water Resources Draft Studies Open House and Town Hall, Minneapolis (Public Testimony)	125
2/12/14	Southwest LRT Freight Rail Relocation and Water Resources Draft Studies Open House and Town Hall, St. Louis Park (Public Testimony)	500

^a Approximate number of attendees based on number of those who opted to sign in plus staff observations.

In addition to hosting public open houses and other events, SPO team members frequently attended and presented at community meetings throughout the Southwest LRT project area. Attending such meetings allowed groups that may have specific concerns or questions to interact with staff and to provide feedback in a more personal, less formal setting. Any concerns expressed at these meetings were shared with the appropriate SPO team members. Table 4.4-2 provides a list of meetings and events attended by SPO staff since the close of the Draft EIS public comment period.

SPO staff also reached out to individual businesses, residential complexes, and industry-related organizations and met with individual owners and small residential or business area groups to provide project information.

TABLE 4.4-2

Community Meetings and Events Attended by SPO Staff Since Publication of the Draft EIS (October 12, 2012)

Date	Event and Location
1/29/13	Shady Oak Road Open House, Eden Prairie
1/29/13	Tonka Progressives Meeting, Minnetonka
1/29/13	Midtown Corridor Open House, Minneapolis
2/5/13	Cedar Lake Crossing Event, Minneapolis
2/5/13	Creative City Making Open House, Minneapolis
2/11/13	State of the Region Event, St. Paul
2/23/13	Kenilworth Alliance Meetings
3/4/13	Kenwood Neighborhood Meeting, Minneapolis
3/6/13	Minneapolis Breakfast Club, Minneapolis
3/8/13	TwinWest Legislative Breakfast Event, West Metro area
3/12/13	West Calhoun Neighborhood Meeting, Minneapolis
3/16/13	Safety in the Park Walk, St. Louis Park
3/23/13	Kenilworth Alliance Group Neighborhood Meeting, Minneapolis
4/2/13	Downtown Minneapolis Transportation Summit, Minneapolis
4/6/13	West Calhoun/Cedar-Isles-Dean Neighborhood Walking Tour, Minneapolis
4/8/13	City Council Meeting, St. Louis Park

Date	Event and Location
4/10/13	Cedar-Isles-Dean Association Board Meeting, Minneapolis
4/17/13	North Loop Residents Meeting, Minneapolis
4/24/13	Thrive MSP 2040 Meeting
4/27/13	Kenilworth Alliance Meeting, Minneapolis
4/29/13	North Loop Neighborhood Committee Meeting, Minneapolis
5/1/13	Royalston Business Meeting, Minneapolis
5/7/13	City Council Meeting, Eden Prairie
5/8/13	Cedar-Isles-Dean Annual Meeting, Minneapolis
5/8/13	Bryn Mawr Annual Meeting, Minneapolis
5/9/13	Great River Gathering Event, St. Paul
5/11/13	Harrison Neighborhood Meeting, Minneapolis
5/14/13	West Calhoun Neighborhood Annual Meeting, Minneapolis
5/16/13	South Oaks Neighborhood Meeting, St. Louis Park
5/18/13	Arts in the Park Event
5/18/13	Mainstreet Days Event
5/19/13	20th Annual Children First Ice Cream Social
5/21/13	Harrison ROC Meeting, Minneapolis
5/30/13	Eden Prairie Chamber Meeting
6/6/13	TwinWest Chamber of Commerce Meeting, St. Louis Park
6/9/13	Minnesota Jazz Festival on the Prairie, Eden Prairie
6/10/13	School Board Meeting, St. Louis Park
6/11/13	Wooddale Area Meeting, St. Louis Park
6/13/13	I-494 Corridor Commission Meeting, Richfield
6/15/13	Parktacular Event, St. Louis Park
6/21/13	St. Louis Park Rotary Club Meeting, St. Louis Park
6/24/13	School Board Meeting, St. Louis Park
6/25/13	Brooklawn Neighborhood Meeting, St. Louis Park
7/1/13	New American Academy Graduation, Eden Prairie
7/4/13	Fourth of July Festival, Eden Prairie
7/15/13	Hennepin County Bike Advisory Committee Meeting, Minneapolis
7/16/13	Village in the Park Meeting, St. Louis Park
7/20/12	Kenilworth Alliance Meeting, Minneapolis
7/20/13	Hopkins Raspberry Festival, Hopkins
7/29/13	St. Louis Park Rotary Club Meeting, St. Louis Park
7/29/13	School Board Meeting, St. Louis Park
8/15/13	Minneapolis Pedestrian Advisory Committee Meeting
8/21/13	Van White Bridge Opening Ceremony, Minneapolis
8/22 - 9/2/13	MN State Fair, St. Paul
8/28/13	Basset Creek Valley and Kenilworth Corridor Bike Tour, Start in Minneapolis
9/16/13	Biking Tour Van White Station to Blake Station, Start in Minneapolis
9/17/13	Minneapolis Bike Advisory Committee Meeting
9/18/13	Minnetonka Rotary Club Meeting, Hopkins

Date	Event and Location
9/18/13	North Loop Neighborhood Board Meeting, Minneapolis
9/22/13	Sierra Club Annual Bike Tour, Start in St. Louis Park
9/24/13	City Hosted Wooddale LRT Station Area Community Meeting, St. Louis Park
9/25/13	City Hosted Louisiana Station Planning Community Meeting, St. Louis Park
10/1/13	Healthy Living Fair, Hopkins
10/8/13	Minnetonka City-Wide Open House
10/10/13	Minneapolis Open House
10/13/13	CIDNA Fall Festival, Minneapolis
10/14/13	Cedar Lake Ave/Burnham Road Resident Meeting, Minneapolis
10/29/13	Wooddale Area TOD Workshop, Part 3, St. Louis Park
11/1/13	Minneapolis Regional Chamber of Commerce Meeting
11/8/13	Saint Louis Park Business Council - TwinWest Chamber of Commerce
11/12/13	Wooddale Area TOD Workshop, Part 4, St. Louis Park
11/23/13	Creative Citymaking Forum, Minneapolis
11/25/13	Harrison Neighborhood Association, Transit Equity Committee, Minneapolis
12/17/13	East Calhoun Community Organization (ECCO), Minneapolis
12/19/13	Eden Prairie Chamber of Commerce
1/3/14	Harrison Neighborhood Association, Ryan Companies, City of Minneapolis Staff, Hennepin County Staff, Minneapolis
1/13/14	Urban Land Institute and Regional Council of Mayors, Minneapolis
1/14/14	Calhoun Isles Condo Association, Minneapolis
1/27/14	State of the Region, St. Paul
1/31/14	Eden Prairie School District
2/9/14	Minnetonka Kids' Fest
2/24/14	St. Louis Park School Board Meeting
3/18/14	Tower Light Senior Community Residents, St. Louis Park
3/18/14	Eden Prairie City Council Workshop
3/19/14	Organizer Roundtable: Equitable Transit Oriented Development - Southwest LRT and Beyond, St. Paul
3/24/14	Spanish speaking residents by St. Louis Park Reroute
3/26/14	Calhoun Isles Condo Association, Minneapolis
3/31/14	Transit Equity Forum hosted by Congressman Keith Ellison, Minneapolis
4/30/14	Minnesota Valley Transit Authority Board Meeting, Burnsville
5/2/14	Minneapolis Chamber of Commerce Policy Committee, Minneapolis
5/2/14	North Moves, Minneapolis
5/12/14	Transit Equity Working Group, Minneapolis
5/12/14	Hennepin County Informational Table, Minneapolis
5/13/14	West Calhoun Neighborhood Council Annual Meeting, Minneapolis
5/14/14	Open House for Southwest Condo Residents, Eden Prairie
5/14/14	Bryn Mawr Neighborhood Association Annual Meeting, Minneapolis
5/16/14	United Health Group & Angelo-Gordon Meeting, Eden Prairie
5/17/14	Mainstreet Days, Hopkins

Date	Event and Location
5/17/14	Ecopalooza, Eden Prairie
5/20/14	Meet and greet with HNA new staff for transit and housing, Minneapolis
5/21/14	HNA Annual Meeting, Minneapolis
5/28/14	Collaborations-in-place: Creating Opportunities along the Southwest LRT Corridor, Hopkins
6/5/14	CIDNA Meeting with Congressman Ellison speaking on Southwest LRT, Minneapolis
6/10/14	Presentation to Eden Prairie Chamber of Commerce, Eden Prairie
6/11/14	Discover St. Louis Park, St. Louis Park
6/14/14	Green Line Opening, Target Field Station, Minneapolis
6/17/14	Hopkins City Council Municipal Consent Action, Hopkins
6/23/14	Minnetonka City Council Municipal Consent Action, Minnetonka
6/24/14	Southwest LRT Advanced Design DBE Meet and Greet, Hopkins
6/24/14	Bryn Mawr Neighborhood Association Transit Meeting with Rep. Hornstein and Senator Champion, Minneapolis
6/25/14	Blake Road Corridor Study, Hopkins
6/28/14	Minnetonka Summer Festival, Minnetonka
7/1/14	Hopkins City Council, Hopkins
7/3/14	Rockin' the Round Festival, Eden Prairie
7/7/14	Municipal Consent Consideration, St. Louis Park
7/8/14	Municipal Consent Action for St. Louis Park, Hopkins, Minnetonka and Eden Prairie; Minneapolis
7/8/14	Minneapolis Public Forum, Minneapolis
7/9/14	CINDA Meeting, Minneapolis
7/14/14	St. Louis Park City Council Municipal Consent Action, St. Louis Park
7/14/14	Eden Prairie City Council Municipal Consent Action, Eden Prairie
7/19/14	Hopkins Raspberry Festival, Hopkins
7/23/14	North Transit Projects Meeting, Minneapolis
7/31/14	Edina Rotary Club, Edina
8/5/14	National Night Out, St. Louis Park
8/7/14	Cedar Lake Shores Town Homes Association Meeting, Minneapolis
8/12/14	Summer's Cool Field Trip on Green Line, Meadowbrook Collaborative, St. Louis Park
8/13/14	Joint Met Council/Hennepin County/Hennepin County Regional Railroad Authority Open House/Public Hearing, Minneapolis
8/19/14	Minneapolis Public Hearing, Minneapolis
8/20/14	Community Links Neighborhood Event, St. Louis Park
8/21/14 – 9/1/14	Minnesota State Fair, St. Paul
9/10/14	MN Public Transit Conference, St. Paul
9/16/14	Bassett Creek Valley Redevelopment Oversight Committee (ROC), Minneapolis
9/17/14	American Planning Association – MN Chapter, Golden Valley
9/19/14	Harrison Neighborhood Association Staff, Minneapolis
9/21/14 – 9/24/14	Rail-Volution Southwest LRT Sessions, Minneapolis
9/28/14	Park the Streets, St. Louis Park

Date	Event and Location
10/7/14	Minnetonka City Wide Open House, Minnetonka
10/9/14	Blake Road Corridor Study Open House #2, Hopkins
11/15/2014	West Lake Station Walkabout with Cedar Isles Dean Neighborhood Association and West Calhoun Neighborhood Council, Minneapolis
11/18/14	Basset Creek Valley Redevelopment Oversight Committee, Minneapolis
11/22/14	Latino Workers Forum, Minneapolis
11/25/14	Metro Transit Service Improvement Plan meeting with Hopkins School District staff, Hopkins
12/12/14	Meeting with Property Owners near West Lake Station, St. Louis Park
12/16/14	Project Partner Open House, Hopkins
1/8/2015	Artist meet and greet, Hopkins
1/13/2015	Hopkins City Council Work Session, Hopkins
1/21/2015	Cedar Isles Dean Neighborhood Association, Kenwood Isles Area Association, and Cedar Lake Park Association, Minneapolis
1/27/2015	Joint Hopkins and Minnetonka City Council Work Session, Hopkins
2/4/2015	Minneapolis Park and Recreation Board, Minneapolis
2/27/2015	Mujeres con Poder- Mia Ambriz Latinas Group, Brooklyn Center

4.4.2.3 Other Project Communication Strategies

The Southwest LRT Project conducted a wide variety of other project activities used to help implement the Council's public involvement program in support of the effort to identify and evaluate potential adjustments to the LPA.

A. Project Website

The Council's Southwest LRT Project website serves as a communications forum and resource to the public, allowing stakeholders to keep informed about project history, current activities and data, and upcoming milestones. The project website, which is part of the Council website and is available at <http://www.swlrt.org>, provides information on the EIS process, and offers downloads of environmental documents, including the Scoping Summary, Draft EIS, and public comments submitted on the Draft EIS.

During the summer of 2013, when the Southwest LRT Project was engaged in intensive public outreach efforts, the project website generated approximately 10 percent of all Council web traffic as visitors sought information about public meetings and downloaded environmental documents. Combined, the Southwest and Central Corridor LRT projects generated up to 30 percent of the Council's monthly unique page views during this period. Information posted on the project website includes:

- Current project status information and timeline
- Project facts and frequently asked questions
- LPA route information
- Information about the proposed stations
- Public meeting announcements and presentations
- Environmental process information
- Links to project partners
- CAC, BAC, and CMC information and meeting documents
- Contact information, including community outreach coordinators and SPO information

- Current Southwest LRT Project announcements and newsletters
- Project funding information
- Project documents, including public and committee meeting documents, environmental documents (Draft EIS), and other reports
- Route visualization video

B. E-list

Early during Project Development, the Council established a project “e-list,” which was used to send out newsletters, press releases, and meeting information. The ability to sign up for email updates was made available at public meetings held by the project and on the project website. The list currently has more than 1,000 subscribers.

C. Social Media

The Southwest LRT Project used Twitter to provide project updates, including new website information, press releases, upcoming public meetings, project visualizations, project newsletters, and other project-related material. The Council used its Twitter and Facebook account to share selected Southwest LRT project information.

D. Newsletters

The Council published and printed six editions of the Southwest LRT Project newsletter, called *Extending Tracks*, during preparation of this Supplemental Draft EIS. The newsletter was produced in March, May-June, July, and December of 2013 and Spring, Summer, and Fall 2014, and provided an additional resource to the public for the latest Southwest LRT Project news and announcements. The newsletter was distributed by mail throughout the project area, provided to project advisory and management committees, and posted to the Southwest LRT Project website.

E. Other Outreach Efforts

A variety of other project communication activities are available to outreach staff to use as needed. This includes door-to-door outreach, including distributing fliers for upcoming meetings or notifying property owners about right of entry required for field work. Targeted mailings are also used to notify stakeholders of upcoming meetings and notifications of field work. Corridor wide mailings are also used to announce activities and decisions that affect the entire project area.

Additionally, a variety of project specific print material has been developed for this project, including a project brochure and fact sheets (e.g., relating to noise and vibration), frequently asked questions, and the Field Guide to LRT Elements. These materials are provided at project meetings and open houses.

In 2014, a Southwest LRT Project mobile office began providing office hours at locations and events located throughout the project corridor. The mobile office is a Metro Transit bus reconfigured to bring information on the project to the community in an effort to engage minority communities and other typically underserved communities. Mobile office hours will be coordinated with events when applicable, during the day, as well as during evening and weekend hours. The intent of the mobile office is to provide community members with an opportunity to provide input without having to attend formal project meetings.

F. Media

Southwest LRT communication staff frequently coordinates with nearly 100 local reporters who represent print, electronic, and television network media. News sources include city and neighborhood newspapers and minority and ethnic media sources. Project coordination with media includes media tours and issuing press releases regarding upcoming project events, such as open houses and significant project milestones.

G. Corridors of Opportunity/Partnership for Regional Opportunity

The Council worked with and through an enterprise called Corridors of Opportunity, which ran from 2011 through the end of 2013. This enterprise promoted a Twin Cities regional transit system working in tangent

with economic development and inclusive benefits for stakeholders. The Southwest LRT Corridor is one of seven corridors that Corridors of Opportunity worked with. Work done by the Corridors of Opportunity included outreach and engagement within project communities and for stakeholders boosting social and economic development that would have far-reaching public benefits for all groups, including underrepresented populations.

The Corridors of Opportunity's Community Engagement Team (CET) identified and promoted existing community assets along the Southwest Corridor and ensured that communities located within the project area were involved in the planning process. "The CET recommends grants to community groups that support innovative and effective place-based initiatives that engage and involve underrepresented communities (low-income, communities of color, immigrant communities, persons with disabilities) in participation, decision-making and leadership roles related to Southwest corridor planning and implementation" (<http://www.corridorsofopportunity.org/activities/engagement>). A list of CET grant recipients within the Southwest Corridor and the project title for which the grant was provided is listed below in Table 4.4-3:

TABLE 4.4-3

Corridors of Opportunity Community Engagement Team Recommended Grantees and Projects by Year

Grantee	Project Title	Year
Intercongregation Communities Association	Blake Road Neighborhood Discussion Circles	2011
New American Academy	SW Corridor Immigrant Opportunities Outreach and Engagement	2011
La Asamblea de Derechos-Civiles	Emancipation Campaign: Corridors to Freedom	2012
Centro de Trabajadores Unidos en la Lucha (CTUL)	Good Job Opportunities in Corridor Development	2012
Metropolitan Interfaith Council on Affordable Housing (MICAH)	Interfaith Housing, Transit and Equitable Development Organizing	2012
New American Academy	N/A	2012

Source: <http://www.corridorsofopportunity.org/activities/engagement>.

The project team invited groups that have received CET grants to have a representative participate on the CAC. Additional information about Corridors of Opportunity's work in relation to Southwest LRT Project is available on the Corridors of Opportunity website (<http://www.corridorsofopportunity.org/>).

In late 2013, the Corridors of Opportunity was re-named The Partnership for Regional Opportunity (the Partnership). This name change is intended to reflect the group's region-wide focus, extending beyond transitways. The Partnership's Policy Board, which adopted this new vision for its work: *Growing a prosperous, equitable, and sustainable region*, agreed to meet for one additional year through the end of 2014. The Partnership generally meets on a monthly basis. The goals of the Partnership are to:

1. Improve the economic prospects of low-income people and low-wealth communities
2. Promote high quality development near existing assets (e.g., employment centers, transitways, and commercial and industrial corridors)
3. Advance a 21st century transportation system

Additional information about the Partnership is available here:

http://www.corridorsofopportunity.org/Corridors_News/partnership-regional-opportunity-corridors-opportunity-lives-2014.

H. Southwest LRT Transitional Station Area Action Plans

The Hennepin County Southwest LRT Community Works staff partnered with Council staff on the Transitional Station Area Action Plans (TSAAPs) planning effort for Southwest LRT communities. The objectives of TSAAPs were to address infrastructure, planning, and development needs at station locations to encourage area growth and a foundation for the community when the Southwest LRT line opens. To create plans for prioritizing investment, TSAAP leaders reached out to the communities in the Southwest LRT corridor to generate ideas and input. A community engagement plan was developed for the TSAAP process

which included outreach methods to involve public participation and create comprehensive community plans. Information about TSAAPs, including the final report, completed in late 2013, is posted on Hennepin County's Community Works website (<http://www.southwesttransitway.org>).

4.5 Agency Coordination

This section provides a description of the project's participating agencies and the Council's agency coordination efforts that supported the development and evaluation of design adjustments to the LPA.

4.5.1 Participating Agencies

The Southwest LRT Agency Coordination Plan (Council and FTA, 2014), which helps guide the project's agency coordination efforts, is based on the requirements of MAP-21, NEPA, and the EQB Environmental Review Program. The project's original Coordination Plan for the Preparation of the Southwest Transitway Draft Environmental Impact Statement (HCRRA, 2008) was updated in 2014 to reflect agency and municipal coordination procedures underway during project development subsequent to the Draft EIS process. The updated Agency Coordination Plan summarizes the structure for coordination between the FTA, the Council, participating agencies, cooperating agencies, and the public.

A participating agency, as defined in the MAP-21 1305(c) guidance, is a federal, state, tribal, or local government agency that has an interest in the project and that agrees to participate in the project's NEPA and related processes. In general, participating agencies provide input, identify project concerns, and partake in issue resolution processes to further the project within the NEPA framework. The project's federal and local lead agencies and federal cooperating agencies under NEPA are included as participating agencies. Chapter 12 and Appendix H of the Draft EIS describe the process used to identify potential participating agencies, including the FTA invitation to agencies to participate in the project and the agencies' responses to those invitations. Table 4.5-1 lists the parties which accepted participating agency status as identified in Section 1.1.1 of the Draft EIS. The SPO worked with many of the Project's participating agencies during the Project Development process to provide input to adjustments to the LPA.

A cooperating agency is a federal agency with jurisdiction by law or special expertise that has been requested by the lead agency to be involved in the environmental documentation efforts per 40CFR 1508.5 Cooperating agency. A cooperating agency is included as a participating agency, but not all participating agencies are NEPA cooperating agencies. The cooperating agency for the Supplemental Draft EIS is the USACE. The USACE is responsible for implementing NEPA and related laws and Section 404 of the Clean Water Act (CWA).

4.5.1.1 Agency Coordination since Publication of the Draft Environmental Impact Statement

This section provides an overview of the Council's agency coordination efforts since publication of the Draft EIS that supported the Council's efforts to develop and evaluate design adjustments to the LPA and that supported preparation of this Supplemental Draft EIS. These efforts were also supported by and implemented in coordination with the committee and public involvement activities described in Section 4.3 and 4.4 of this Supplemental Draft EIS, respectively. Agency coordination during the project's AA and Draft EIS phases is documented in Section 12.2 of the Draft EIS.

Key elements of the project's agency coordination efforts since publication of the Draft EIS included the following:

- **Technical Issue.** Following publication of the Draft EIS, the Council implemented a process to help identify and evaluate design adjustments to the LPA. The design adjustment process was organized around 25 technical issues. Each issue was addressed in detail by the project team, working closely with state and local jurisdictions and with representatives of affected railroads (for technical issue 21). See Sections 2.3 and 2.4 for additional information on the technical issues process and how it was implemented in the Eden Prairie and St. Louis Park/Minneapolis Segments and for the OMF site.

TABLE 4.5-1
Participating Agencies

Federal Agencies
Advisory Council on Historic Preservation
United States Army Corps of Engineers
United States Department of Agriculture
United States Department of Housing and Urban Development
United States Department of Interior
United States Department of Transportation, Federal Highway Administration
United States Environmental Protection Agency
United States Department of Transportation, Federal Aviation Administration
United States Federal Emergency Management Agency
United States Department of Transportation, Federal Railroad Administration
United States Fish and Wildlife Service
United States Department of Homeland Security
Surface Transportation Board
State Agencies
Minnesota Pollution Control Agency
Minnesota Department of Health
Minnesota Department of Transportation
Minnesota Environmental Quality Board
Minnesota Department of Natural Resources
Indian Affairs Council
Board of Water and Soil Resources
Office of the State Archaeologist
Minnesota Department of Agriculture
Minnesota Department of Commerce
State Historic Preservation Office
Minnesota Historical Society
Regional Authorities
Three Rivers Park District
Minnehaha Creek Watershed District
Nine-Mile Creek Watershed District
Mississippi Watershed Management Organization
County Agencies
Hennepin County
Hennepin County Research, Planning and Development
Hennepin Conservation District
Local Government Agencies/Municipalities
City of Eden Prairie
City of Edina
City of Hopkins
City of Minneapolis
City of Minnetonka
City of St. Louis Park
Minneapolis Park and Recreation Board

Source: Southwest Transitway Draft Environmental Impact Statement (HCRRA, 2012).

- **Clean Water Act Section 404 Coordination.** The U.S. Army Corps of Engineers (USACE) issued a preliminary jurisdictional determination in 2009 that stated that there may be waters and/or wetlands subject to USACE oversight. Based on information provided during Project Development, the USACE issued a second preliminary jurisdictional determination in 2015, which presumes that all aquatic resources listed on the preliminary jurisdictional determination are jurisdictional under the Federal CWA. The USACE is in the process of completing an approved jurisdictional determination for the aquatic resources that were delineated within the project corridor but are likely not regulated by the Federal CWA. The USACE also issued a determination of the Least Environmentally Damaging Practicable Alternative (LEDPA) in 2014. For CWA Section 404 purposes, the LEDPA is the alternative that meets the project purpose, is available to the project, and which has the least amount of impact to aquatic resources. Using a NEPA/404 merger process implemented since publication of the Draft EIS, FTA, the Council, and the USACE—which is a federal Cooperating Agency on the project’s Supplemental Draft EIS—have been coordinating on activities that will support the project’s CWA Section 404 wetland permit process. The merger process focuses on four key milestones, which are described in Section 2.1.1 of this Supplemental Draft EIS. In particular, this Supplemental Draft EIS includes an update of the USACE’s LEDPA where USACE provided concurrence on the first three of the four key milestones and preliminarily determined that LRT 3A-1¹ is the LEDPA for the project (see Section 3.1.2.7 and Appendix E of this Supplemental Draft EIS for additional detail). Chapter 3 also identifies specific coordination activities with the USACE relative to the project’s compliance with the CWA.
- **Technical Evaluation Panel.** As prescribed under the Minnesota Wetland Conservation Act of 1991, a Technical Evaluation Panel (TEP) was established in July 2013 to institute coordination procedures as wetlands are delineated throughout the corridor, wetlands qualities are assessed, and mitigation options are considered. Chaired by the Assistant Director of Environmental and Agreements, the project’s TEP has members representing the USACE, Minnesota Board of Water and Soil Resources, MnDNR, MnDOT, City of Eden Prairie, City of Minneapolis, City of Minnetonka, City of St. Louis Park, Bassett Creek Watershed District, Minnehaha Creek Watershed District, Mississippi Watershed Management Organization, and Nine Mile Creek Watershed District. Representatives from Hennepin County and Riley Purgatory Bluff Creek Watershed District also participate in the TEP. Prior to publication of this Supplemental Draft EIS, the TEP first met on July 2, 2013, and generally meets on a monthly basis. The meetings are anticipated to continue through preparation and approval of the project’s wetland permits. Chapter 3 identifies specific coordination activities with local governmental units responsible for local wetland permitting.
- **Section 106 of the National Historic Preservation Act Coordination.** The Draft EIS identified tasks and coordination efforts occurring as part of the Section 106 process. Tasks described in the Draft EIS included identifying buildings, structures, and known archaeological sites within the project Area of Potential Effect (APE) to determine whether a Section 106 Agreement (documenting the terms and conditions agreed upon to resolve adverse effects related to historic properties) would need to be developed among the FTA, the Advisory Council on Historic Preservation, MnSHPO, the Council, and other interested parties during the Final EIS process. Section 106 coordination is documented in Section 12.2.2 of the Draft EIS and has been ongoing since publication of the Draft EIS. Chapter 3 of this Supplemental Draft EIS documents the evaluation of Section 106 resources within the scope of this document and related coordination activities between the Council, FTA, the MnDOT Cultural Resources Unit, and the MnSHPO.

¹ As described in Section 2.5 of this Supplemental Draft EIS, the Locally Preferred Alternative (LPA) is LRT 3A-1 which includes the approximate 16-mile light rail alignment, 17 stations, park-and-ride spaces, an OMF, ancillary facilities, light rail-related bus, roadway, and bicycle/pedestrian improvements, co-location of freight rail, and associated freight rail modifications, along with the design adjustments documented in Section 2.5 of this Supplemental Draft EIS in Eden Prairie, the Hopkins OMF, and adjustments to the alignment in the cities of St. Louis Park/Minneapolis.

- Tribal Coordination.** In September and November 2009 and February 2010, the FTA sent letters to potentially affected Indian tribes, requesting that they identify any concerns about potential project impacts. The letters were sent to the Prairie Island Indian Community, Lower Sioux Indian Community Council, Shakopee Mdewakanton Sioux Community, Fort Peck Tribes, Santee Sioux Nation, Sisseton-Wahpeton Oyate (Tribal Historic Preservation Office), and the Upper Sioux Indian Community. Additionally, a meeting opportunity was offered to tribal representatives in 2010; none of the representatives expressed an interest in meeting at that time. Section 12.2.3 of the Draft EIS documents tribal coordination.
- Communication Steering Committee.** The Communications Steering Committee establishes, reviews, implements, and updates the CPIP to maintain a coordinated communication and public involvement effort for the Southwest LRT Project. The Steering Committee includes communication and public affairs staff from the Council, Metro Transit, MnDOT, Hennepin County, and the corridor cities and is chaired by the Southwest LRT Assistant Director of Administration/Communication/Public Involvement.

4.5.1.2 Preliminary Permits and Approvals Required

The Draft EIS identified preliminary permits, approvals, or reviews required for the project in Table 12.2-2. Table 4.5-2 of this Supplemental Draft EIS updates this information.² Project staff continue to work with the applicable agencies on the permits, approvals, and reviews required for the project.

TABLE 4.5-2
Preliminary List of Required Permits/Approvals and Reviews (by Agency Jurisdiction)

Government Agency	Type and/or Name of Document	Permit	Approval	Other
Federal				
Federal Transit Administration (FTA)	Environmental Impact Statement		√	
	Section 4(f)		√	
	Section 106 of the National Historic Preservation Act – Agreement		√	
	Record of Decision		√	
U.S. Army Corps of Engineers	Environmental Impact Statement		√	
	Section 404 Wetlands Permit	√		
	Section 106 of the National Historic Preservation Act – Agreement		√	
U.S. Fish and Wildlife Services (USFWS)	Section 7 of the Threatened and Endangered Species Act			√
Federal Highway Administration	Design Review			√
Advisory Council on Historic Preservation	Section 106 of the National Historic Preservation Act – Agreement		√	
Department of the Interior	Section 4(f)			√
State				
MN Department of Health	Permits to Cap and Abandon Wells	√		
Minnesota Department of Transportation	Permit to Construct on MnDOT Right of Way	√		
	Wetland Conservation Act (WCA) permit	√		
MN Department of Natural Resources	Work in Protected Waters Permit	√		
	Natural Heritage Information System Review for Rare Features			√

² This section complies with MN Administrative Rules 4410.2300(F) by listing all known governmental permits and approvals required for the project, including identification of the governmental unit that is responsible for each permit or approval. Permits and approvals are defined under MN Administrative Rules 4410.0200 Subp. 4 and Subp. 5.

Government Agency	Type and/or Name of Document	Permit	Approval	Other
MN Pollution Control Agency	National Pollutant Discharge Elimination System Permit	√		
	Section 401 Water Quality Certification	√		
	Response Action Plan		√	
	Air Quality Permit	√		
	Application for Voluntary Brownfield Program Participation (addresses non-petroleum and petroleum contamination)		√	
State Board of Electricity, MN Department of Labor and Industry	Electrical Permits	√		
State Historic Preservation Office (MnSHPO)	Section 106 of the National Historic Preservation Act – Agreement		√	
	Design Review			√
Local and Regional				
Metropolitan Council	Environmental Impact Statement		√	
	Section 106 of the National Historic Preservation Act – Agreement		√	
	EIS Adequacy Determination (state process)		√	
City of Minneapolis	Right of Way Permit	√		
	Utility Permits (water, sewer, electrical, storm)	√		
	Erosion and Sedimentation Control Plan		√	
	Section 106 of the National Historic Preservation Act – Agreement			√ ^a
City of St. Louis Park				
	Utility Permits (water, sewer, electrical, storm)	√		
	Erosion and Sedimentation Control Plan		√	
	Section 106 of the National Historic Preservation Act - Agreement			√ ^a
City of Hopkins	Utility Permits (water, sewer, electrical, storm)	√		
	Erosion and Sedimentation Control Plan		√	
	Section 106 of the National Historic Preservation Act - Agreement			√ ^a
City of Minnetonka	Utility Permits (water, sewer, electrical, storm)	√		
	Erosion and Sedimentation Control Plan		√	
	Wetland Conservation Act Wetland Replacement Plan		√	
	Wetland Permit	√		
	Section 106 of the National Historic Preservation Act - Agreement			√ ^a
City of Eden Prairie	Utility Permits (water, sewer, electrical, storm)	√		
	Wetland Conservation Act Wetland Replacement Plan		√	
	Wetland Permit	√		
	Erosion and Sedimentation Control Plan		√	
	Section 106 of the National Historic Preservation Act - Agreement			√ ^a
Minneapolis Park & Recreation Board	Construction Permit	√		
	Section 106 of the National Historic Preservation Act - Agreement			√ ^a

Government Agency	Type and/or Name of Document	Permit	Approval	Other
Burlington Northern Santa Fe Railroad	Permit to Construct on Railroad Right of Way	√		
Canadian Pacific Railroad	Permit to Construct on Railroad Right of Way	√		
Nine Mile Creek Watershed District	Sediment and Erosion Control Permits	√		
	Stormwater Management		√	
	Work in Floodplain Permit	√		
	Wetland Conservation Act Wetland Replacement Plan		√	
	Wetland Permit	√		
	Waterbody Crossings/Structures	√		
Minnehaha Creek Watershed District	Sediment and Erosion Control Permits	√		
	Work in Floodplain Permit	√		
	Wetland Conservation Act Wetland Replacement Plan		√	
	Wetland Permit	√		
	Waterbody Crossings & Structures Permit	√		
	Stormwater Management	√		
Riley Purgatory Bluff Creek Watershed District	Sediment and Erosion Control Permits	√		
	Stormwater Management	√		
	Work in Floodplain Permit	√		
	Wetland, Lake, Creek Buffer		√	
Three Rivers Park District	Section 106 of the National Historic Preservation Act – Agreement			√ ^a
Kenwood Isles Area Association	Section 106 of the National Historic Preservation Act – Agreement			√ ^a

^a 36 CFR 800.6(c)(3)

Source: Update of the Draft EIS Table 12.2-2.

In addition to the above permits/approvals/reviews, in October 2014 the project received a jurisdiction determination from the Federal Railroad Authority (FRA). FRA has safety jurisdiction, delegated from the Secretary of Transportation, over any type of railroad carriers regardless of the type of equipment that it uses or its connection to the general system, with the exception of rapid transit operations in an urban area that are not connected to the general system³. FRA will however exercise jurisdiction over commuter, short-haul railroads and urban rapid transit (URT) to the extent that it is necessary to ensure railroad safety at shared connection points.⁴ FRA concluded that the proposed Southwest LRT project will be a URT operation, therefore FRA will exercise its safety jurisdiction and regulations over the five shared highway-rail grade crossings for the Southwest LRT project, and these regulations will not apply to other locations (See Appendix E for a copy of this letter and description of the five shared highway-rail grade crossings).

4.6 Public and Agency Coordination following Publication of the Supplemental Draft Environmental Impact Statement

Coordination with agencies will be ongoing throughout preparation of the Southwest LRT Final EIS and ROD. Subsequent to the publication of the Notice of Availability of the Supplemental Draft EIS in the *Federal Register* and the *EQB Monitor*, FTA and the Council will provide a public comment period on the Supplemental Draft EIS. That comment period will comply with NEPA and MEPA requirements and will

³ See 49 U.S.C. Section 20102(2)(B) and 49 CFR Part 189.

⁴ See 49 U.S.C. Section 20102(2)(A)(i) and Appendix A to 49 CFR Part 209.

include public hearings, as outlined in the Executive Summary of this Supplemental Draft EIS. Substantive comments received on the Supplemental Draft EIS and Draft EIS will be documented and responded to in the Final EIS. FTA intends to concurrently publish the project's Final EIS and Record of Decision, as provided under MAP-21.