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
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;
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.

<table>
<thead>
<tr>
<th>Final EIS Station Name</th>
<th>Official Station Name</th>
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<tbody>
<tr>
<td>Royalston Station</td>
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<td>City West Station</td>
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<td>Golden Triangle Station</td>
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<td>Eden Prairie Town Center Station</td>
</tr>
<tr>
<td>Southwest Station</td>
<td>SouthWest Station</td>
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*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

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<td>µg/m³</td>
<td>micrograms per cubic meter</td>
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<td>2040 Transportation Policy Plan</td>
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<td>annual average daily traffic</td>
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<td>American Association of State Highway and Transportation Officials</td>
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<td>Minnesota Biological Survey</td>
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<tr>
<td>MCES</td>
<td>Metropolitan Council Environmental Services</td>
</tr>
<tr>
<td>MCWD</td>
<td>Minnehaha Creek Watershed District</td>
</tr>
<tr>
<td>MDH</td>
<td>Minnesota Department of Health</td>
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<tr>
<td>MEPA</td>
<td>Minnesota Environmental Policy Act</td>
</tr>
<tr>
<td>MES</td>
<td>master entity system</td>
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<tr>
<td>MICAH</td>
<td>Metropolitan Interfaith Council on Affordable Housing</td>
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<tr>
<td>MLCCS</td>
<td>Minnesota Land Cover Classification System</td>
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<tr>
<td>MN</td>
<td>Minnesota</td>
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<tr>
<td>MN&amp;S</td>
<td>Minneapolis, Northfield, and Southern Railway</td>
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<tr>
<td>MnBWSR</td>
<td>Minnesota Board of Water and Soil Resources</td>
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<td>MnDNR</td>
<td>Minnesota Department of Natural Resources</td>
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<tr>
<td>MnDOT</td>
<td>Minnesota Department of Transportation</td>
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<tr>
<td>MnHPO</td>
<td>Minnesota Historic Preservation Officer</td>
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<tr>
<td>MN Stat</td>
<td>Minnesota Statute</td>
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<tr>
<td>Model</td>
<td>Council's Regional Travel Demand Forecast Model</td>
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<tr>
<td>MPCA</td>
<td>Minnesota Pollution Control Agency</td>
</tr>
<tr>
<td>mph</td>
<td>miles per hour</td>
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<tr>
<td>Mpls</td>
<td>City of Minneapolis</td>
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<td>MPRB</td>
<td>Minneapolis Parks and Recreation Board</td>
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<td>MS4</td>
<td>Municipal Separate Storm Sewer System</td>
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<td>MSA</td>
<td>Metropolitan Statistical Area</td>
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<td>MSA</td>
<td>municipal state aid</td>
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<td>MSAT</td>
<td>Mobile Source Air Toxic</td>
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<tr>
<td>MSVP</td>
<td>Motor Vehicle Sales Tax Reserves</td>
</tr>
<tr>
<td>MT</td>
<td>metric tons</td>
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<tr>
<td>MUSA</td>
<td>Metropolitan Urban Service Area</td>
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<tr>
<td>MUTCD</td>
<td>Minnesota Manual of Uniform Traffic Control Devices</td>
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<td>MVST</td>
<td>Motor Vehicle Sales Tax</td>
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<td>Abbreviation</td>
<td>Description</td>
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<td>-------------</td>
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<tr>
<td>MVTA</td>
<td>Minnesota Valley Transit Authority</td>
</tr>
<tr>
<td>MWMO</td>
<td>Mississippi Watershed Management Organization</td>
</tr>
<tr>
<td>N/A</td>
<td>not available/not applicable</td>
</tr>
<tr>
<td>N/C</td>
<td>size not calculated</td>
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<tr>
<td>NAA</td>
<td>New American Academy</td>
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<tr>
<td>NAAQS</td>
<td>National Ambient Air Quality Standards</td>
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<tr>
<td>NATA</td>
<td>National Air Toxics Assessment</td>
</tr>
<tr>
<td>ND</td>
<td>no data collected</td>
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<tr>
<td>NEPA</td>
<td>National Environmental Policy Act of 1969</td>
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<tr>
<td>NFIA</td>
<td>National Flood Insurance Act of 1968, as amended</td>
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<td>NFIP</td>
<td>National Flood Insurance Program</td>
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<tr>
<td>NFRAP</td>
<td>no further remedial action planned</td>
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<td>Natural Heritage Information System</td>
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<td>National Historic Preservation Act</td>
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<td>NHTSA</td>
<td>National Highway Traffic Safety Administration</td>
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<td>NMCWD</td>
<td>Nine Mile Creek Watershed District</td>
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<td>NMFS</td>
<td>National Marine Fisheries Service</td>
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<tr>
<td>NO2</td>
<td>nitrogen dioxide</td>
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<td>NPDES</td>
<td>National Pollutant Discharge Elimination System</td>
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<td>NPL</td>
<td>National Priority List</td>
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<tr>
<td>NRCS</td>
<td>Natural Resource Conservation Service</td>
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<tr>
<td>NRHP</td>
<td>National Register of Historic Places</td>
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<tr>
<td>NWI</td>
<td>National Wetland Inventory</td>
</tr>
<tr>
<td>O&amp;M</td>
<td>operations and maintenance</td>
</tr>
<tr>
<td>OCS</td>
<td>overhead structures</td>
</tr>
<tr>
<td>OMF</td>
<td>Operations and Maintenance Facility</td>
</tr>
<tr>
<td>OSHA</td>
<td>Occupational Safety and Health Administration</td>
</tr>
<tr>
<td>PAC</td>
<td>Southwest Transitway Policy Advisory Committee</td>
</tr>
<tr>
<td>PAH</td>
<td>polycyclic aromatic hydrocarbons</td>
</tr>
<tr>
<td>PCB</td>
<td>polychlorinated biphenyl</td>
</tr>
<tr>
<td>PCE</td>
<td>tetrachloroethene</td>
</tr>
<tr>
<td>PCP</td>
<td>pentachlorophenol</td>
</tr>
<tr>
<td>PEC</td>
<td>Preliminary Engineering Consultant</td>
</tr>
<tr>
<td>PFOS</td>
<td>perfluorooctane sulfonate</td>
</tr>
<tr>
<td>PLP</td>
<td>Permanent List of Priorities</td>
</tr>
<tr>
<td>PM10</td>
<td>particulate matter less than 10 microns in aerodynamic diameter</td>
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</table>
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
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
<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
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<td>westbound</td>
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<tr>
<td>WCA</td>
<td>Wetlands Conservation Act of 1991</td>
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<td>WHPP</td>
<td>Wellhead Protection Plan</td>
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<td>WMO</td>
<td>watershed management organization</td>
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<tr>
<td>WPA</td>
<td>Works Progress Administration</td>
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<tr>
<td>YOE</td>
<td>Year of Expenditure</td>
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