

**SOUTHWEST LIGHT RAIL TRANSIT
(METRO GREEN LINE EXTENSION)**

FINAL ENVIRONMENTAL IMPACT STATEMENT

Prepared by:

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

and

Metropolitan Council, Minnesota (Council)

In cooperation with

United States Army Corps of Engineers (USACE)


Submitted pursuant to:

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

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

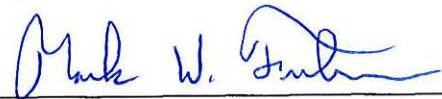
Upon consideration of the comments received on the Final EIS, FTA will issue the Record of Decision, which will document FTA's decision on the project and list the required mitigation commitments to reduce or avoid impacts.

4/27/2016
Date of Approval



Marisol Simón
Regional Administrator
Federal Transit Administration
Region V

4.27.2016
Date of Approval



Mark Fuhrmann
Program Director, Rail New Starts
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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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Table of Contents

Signature Page..... **i**

Abstract **ii**

Table of Contents..... **iii**

Project Nomenclature..... **xxiii**

Introduction to the Final Environmental Impact Statement..... **xxv**

Acronyms and Abbreviations **xxix**

Executive Summary **ES-1**

1 Purpose and Need..... **1-1**

 1.1 Project Need 1-1

 1.2 Project Purpose..... 1-1

 1.3 Project Context 1-2

 1.3.1 Corridor Highway System..... 1-2

 1.3.2 Transit..... 1-4

 1.3.3 Freight Rail..... 1-4

 1.3.4 Land Use..... 1-7

 1.3.5 Population and Employment..... 1-7

 1.4 Declining Mobility 1-10

 1.5 Limited Competitive, Reliable Transit Options for Choice Riders and Transit Dependent Populations including Reverse Commute Riders..... 1-12

 1.6 Need to Maintain a Balanced and Economically Competitive Multimodal Freight System..... 1-14

 1.7 Regional and Local Planning for Light Rail Expansion 1-15

2 Alternatives Considered..... **2-1**

 2.1 Definition of Alternatives..... 2-2

 2.1.1 Locally Preferred Alternative 2-2

 2.1.1.1 Capital Improvements 2-4

 2.1.1.2 Construction Activities 2-10

 2.1.1.3 Freight Rail Modifications 2-13

 2.1.1.4 Transit Operations 2-14

 2.1.2 Locally Requested Capital Investments 2-16

 2.1.2.1 Local Roadway Improvements..... 2-17

 2.1.2.2 Streetscape/Landscape/Aesthetic Improvements 2-17

 2.1.2.3 Local Pedestrian/Bicycle Improvements..... 2-17

 2.1.2.4 Utility Activities..... 2-17

 2.1.2.5 Guideway Profile Adjustment..... 2-19

 2.1.3 Project 2-19

 2.1.4 No Build Alternative..... 2-19

 2.1.4.1 Capital Improvements 2-19

 2.1.4.2 Transit Operations 2-21

 2.2 Alternatives Previously Considered 2-23

 2.2.1 Overview and Project Participating Agencies..... 2-23

 2.2.1.1 Overview..... 2-23

 2.2.1.2 Agency Coordination 2-24

 2.2.2 Alternatives Analysis 2-27

 2.2.2.1 Alternatives Analysis Study and Report..... 2-27

 2.2.2.2 Notice of Intent to Publish an Environmental Impact Statement..... 2-33

 2.2.2.3 Identification of the Locally Preferred Alternative..... 2-33

 2.2.3 Draft Environmental Impact Statement..... 2-35

 2.2.4 Supplemental Draft Environmental Impact Statement 2-39

 2.2.4.1 Eden Prairie Segment..... 2-44

 2.2.4.2 Operations and Maintenance Facility..... 2-44

2.2.4.3 St. Louis Park/ Minneapolis Segment..... 2-44

2.2.5 Design Adjustments After Publication of the Supplemental Draft EIS 2-46

2.3 Capital Cost Estimates 2-46

2.4 Operations and Maintenance Cost Estimates 2-48

3 Environmental Analysis and Effects 3-1

3.0 Introduction..... 3-1

3.1 Land Use..... 3-22

3.1.1 Regulatory Context and Methodology 3-22

3.1.2 Affected Environment..... 3-23

3.1.2.1 Existing and Planned Land Uses 3-23

3.1.2.2 Adopted Plans and Policies 3-29

3.1.2.3 Compatibility with Adopted Plans and Policies 3-31

3.1.3 Environmental Consequences..... 3-34

3.1.3.1 Long-term Direct Impacts on Land Use 3-34

3.1.3.2 Long-term Indirect Impacts on Land Use 3-35

3.1.3.3 Short-term Impacts on Land Use..... 3-36

3.1.4 Mitigation Measures..... 3-36

3.1.4.1 Long-term Mitigation Measures 3-37

3.1.4.2 Short-term Mitigation Measures 3-37

3.2 Economic Activity..... 3-37

3.2.1 Regulatory Context and Methodology 3-37

3.2.2 Affected Environment..... 3-39

3.2.2.1 Employment Trends 3-39

3.2.2.2 Property Tax Revenues 3-40

3.2.2.3 Existing Businesses and Development..... 3-42

3.2.3 Environmental Consequences..... 3-42

3.2.3.1 Long-term Direct Economic Impacts 3-42

3.2.3.2 Long-term Indirect Economic Impacts 3-46

3.2.3.3 Short-term Economic Impacts..... 3-47

3.2.4 Mitigation Measures..... 3-50

3.2.4.1 Regional Employment..... 3-50

3.2.4.2 Property Tax Revenue 3-50

3.2.4.3 Freight Rail Owners and Operators..... 3-50

3.2.4.4 Existing Businesses and Development/Redevelopment Effects 3-51

3.3 Neighborhood and Community 3-51

3.3.1 Regulatory Context and Methodology 3-51

3.3.1.1 Neighborhood and Community Study Area 3-51

3.3.1.2 Definition of Community Facilities..... 3-52

3.3.1.3 Methodology for the Determination of Neighborhood and Community Effects 3-52

3.3.2 Affected Environment..... 3-53

3.3.2.1 Eden Prairie..... 3-53

3.3.2.2 Minnetonka..... 3-56

3.3.2.3 Hopkins 3-56

3.3.2.4 St. Louis Park 3-60

3.3.2.5 Minneapolis..... 3-66

3.3.3 Environmental Consequences..... 3-70

3.3.3.1 Long-term Direct Impacts on Neighborhoods and Communities 3-70

3.3.3.2 Long-term Indirect Impacts on Neighborhoods and Communities 3-87

3.3.3.3 Short-term Impacts on Neighborhoods and Communities..... 3-88

3.3.4 Mitigation Measures..... 3-89

3.3.4.1 Long-term Mitigation Measures 3-89

3.3.4.2 Short-term Mitigation Measures 3-89

3.4	Acquisitions and Displacements	3-90
3.4.1	Regulatory Context and Methodology	3-90
3.4.2	Affected Environment.....	3-91
3.4.3	Environmental Consequences.....	3-91
3.4.3.1	Long-term Direct Acquisitions and Displacements	3-91
3.4.3.2	Long-term Indirect Acquisitions and Displacements	3-95
3.4.3.3	Short-term Acquisitions.....	3-95
3.4.4	Mitigation Measures.....	3-95
3.4.4.1	Long-term and Short-term Mitigation Measures.....	3-95
3.5	Cultural Resources.....	3-96
3.5.1	Regulatory Context and Methodology	3-96
3.5.1.1	Area of Potential Effect.....	3-97
3.5.1.2	Identification and Evaluation of Historic Properties	3-103
3.5.1.3	Standards Used to Assess and Resolve Adverse Effects	3-103
3.5.2	Section 106 Coordination.....	3-103
3.5.2.1	Agency Coordination and Public Involvement	3-103
3.5.2.2	Tribal Coordination.....	3-105
3.5.3	Affected Environment.....	3-105
3.5.3.1	Architecture/History Properties.....	3-121
3.5.3.2	Archaeological Properties	3-121
3.5.4	Environmental Consequences.....	3-121
3.5.5	Mitigation Measures.....	3-121
3.5.5.1	Architecture/History Properties.....	3-122
3.5.5.2	Archaeological Properties	3-123
3.6	Parks, Recreation Areas, and Open Spaces.....	3-123
3.6.1	Regulatory Context and Methodology	3-123
3.6.2	Affected Environment.....	3-124
3.6.3	Environmental Consequences.....	3-129
3.6.4	Mitigation Measures.....	3-130
3.6.4.1	Long-term Mitigation Measures	3-130
3.6.4.2	Short-term Mitigation Measures	3-130
3.7	Visual Quality and Aesthetics.....	3-131
3.7.1	Regulatory Context and Methodology	3-131
3.7.2	Affected Environment.....	3-133
3.7.2.1	Eden Prairie.....	3-134
3.7.2.2	North Eden Prairie/Minnetonka/South Hopkins.....	3-134
3.7.2.3	Hopkins	3-135
3.7.2.4	St. Louis Park	3-135
3.7.2.5	Minneapolis Kenilworth Corridor.....	3-136
3.7.2.6	Minneapolis Downtown Fringe.....	3-137
3.7.3	Environmental Consequences.....	3-137
3.7.3.1	Long-term Direct Visual Quality and Aesthetic Impacts.....	3-137
3.7.3.2	Long-term Indirect Visual Quality and Aesthetic Impacts.....	3-146
3.7.3.3	Short-term Visual Quality and Aesthetic Impacts	3-146
3.7.4	Mitigation Measures.....	3-146
3.7.4.1	Long-term Mitigation Measures (Substantial and Moderate Impacts) ..	3-147
3.7.4.2	Short-term Mitigation Measures	3-148
3.8	Geology and Groundwater Resources	3-148
3.8.1	Regulatory Context and Methodology	3-148
3.8.2	Affected Environment.....	3-149
3.8.2.1	Geology.....	3-149
3.8.2.2	Groundwater Resources	3-152
3.8.3	Environmental Consequences.....	3-158

3.8.3.1	Geology.....	3-158
3.8.3.2	Groundwater Resources	3-159
3.8.4	Mitigation Measures.....	3-161
3.8.4.1	Geology.....	3-161
3.8.4.2	Groundwater Resources	3-161
3.9	Surface Water Resources	3-162
3.9.1	Regulatory Context	3-162
3.9.1.1	Wetlands.....	3-162
3.9.1.2	Public Waters and Surface Water Quality.....	3-162
3.9.1.3	Floodplains	3-165
3.9.2	Methodology.....	3-165
3.9.2.1	Wetlands.....	3-165
3.9.2.2	Public Waters and Surface Water Quality.....	3-170
3.9.2.3	Floodplains	3-170
3.9.3	NEPA/404 Merger Process.....	3-171
3.9.4	Affected Environment.....	3-172
3.9.4.1	Wetlands.....	3-172
3.9.4.2	Public Waters and Surface Water Quality.....	3-172
3.9.4.3	Floodplains	3-173
3.9.5	Environmental Consequences.....	3-175
3.9.5.1	Wetlands.....	3-175
3.9.5.2	Public Waters and Surface Water Quality.....	3-178
3.9.5.3	Floodplains	3-180
3.9.6	Mitigation Measures.....	3-181
3.9.6.1	Wetlands.....	3-181
3.9.6.2	Public Waters and Surface Water Quality.....	3-182
3.9.6.3	Floodplains	3-182
3.10	Ecosystems.....	3-183
3.10.1	Regulatory Context and Methodology	3-183
3.10.1.1	Threatened and Endangered Species	3-184
3.10.1.2	Habitat	3-185
3.10.1.3	Migratory Birds.....	3-185
3.10.2	Affected Environment.....	3-186
3.10.2.1	Threatened and Endangered Species	3-186
3.10.2.2	Habitat	3-187
3.10.2.3	Migratory Birds.....	3-187
3.10.3	Environmental Consequences.....	3-191
3.10.3.1	Threatened and Endangered Species	3-191
3.10.3.2	Habitat.....	3-192
3.10.3.3	Migratory Birds.....	3-194
3.10.4	Mitigation Measures.....	3-195
3.10.4.1	Mitigation Measures for Impacts on Threatened and Endangered Species	3-195
3.10.4.2	Mitigation Measures for Impacts on Habitat.....	3-195
3.10.4.3	Mitigation Measures for Impacts on Migratory Birds.....	3-195
3.11	Air Quality and Greenhouse Gases	3-195
3.11.1	Regulatory Context and Methodology	3-196
3.11.1.1	Regulatory Context.....	3-196
3.11.1.2	Methodology	3-197
3.11.1.3	Greenhouse Gas and Climate Change	3-199
3.11.2	Affected Environment.....	3-199
3.11.2.1	Criteria Air Pollutants	3-199
3.11.2.2	Mobile Source Air Toxics	3-200

3.11.2.3	Greenhouse Gases.....	3-200
3.11.3	Environmental Consequences.....	3-201
3.11.3.1	Transportation Conformity	3-201
3.11.3.2	Mobile Source Air Toxics Analysis	3-202
3.11.3.3	Greenhouse Gas	3-203
3.11.3.4	Indirect Air Quality Impacts	3-205
3.11.3.5	Short-term Impacts on Air Quality	3-205
3.11.4	Mitigation Measures.....	3-206
3.12	Noise	3-206
3.12.1	Regulatory Context and Methodology	3-207
3.12.1.1	Understanding Noise.....	3-207
3.12.1.2	Noise Criteria.....	3-208
3.12.2	Affected Environment.....	3-211
3.12.2.1	Noise Sensitive Land Uses	3-211
3.12.2.2	Existing Noise Measurements	3-211
3.12.3	Environmental Consequences.....	3-211
3.12.3.1	Long-term Direct Impacts from Noise	3-211
3.12.3.2	Long-term Indirect Impacts from Noise.....	3-219
3.12.3.3	Short-term Impacts from Noise	3-220
3.12.4	Mitigation Measures.....	3-220
3.12.4.1	Long-term Mitigation Measures	3-221
3.12.4.2	Short-term Mitigation Measures	3-221
3.13	Vibration	3-223
3.13.1	Regulatory Context and Methodology	3-223
3.13.1.1	Understanding Vibration	3-224
3.13.1.2	Vibration Criteria	3-224
3.13.2	Affected Environment.....	3-226
3.13.2.1	Vibration-Sensitive Land Uses.....	3-226
3.13.2.2	Existing Vibration Measurements.....	3-226
3.13.3	Environmental Consequences.....	3-230
3.13.3.1	Long-term Direct Impacts from Vibration.....	3-230
3.13.3.2	Long-term Indirect Impacts from Vibration.....	3-232
3.13.3.3	Short-term Impacts from Vibration	3-233
3.13.4	Mitigation Measures.....	3-234
3.13.4.1	Long-term Mitigation Measures (Vibration)	3-234
3.13.4.2	Long-term Mitigation Measures (Ground-borne Noise).....	3-234
3.13.4.3	Short-term Mitigation Measures	3-234
3.14	Hazardous and Contaminated Materials	3-234
3.14.1	Regulatory Context and Methodology	3-235
3.14.2	Affected Environment.....	3-236
3.14.3	Environmental Consequences.....	3-241
3.14.3.1	Long-term Direct Impacts from Hazardous and Contaminated Materials	3-241
3.14.3.2	Long-term Indirect Impacts from Hazardous and Contaminated Materials	3-244
3.14.3.3	Short-term Impacts from Hazardous and Contaminated Materials	3-245
3.14.4	Mitigation Measures.....	3-245
3.14.4.1	Long-term Mitigation Measures	3-245
3.14.4.2	Short-term Mitigation Measures	3-245
3.15	Electromagnetic Fields, Electromagnetic Interference, and Utilities	3-247
3.15.1	Regulatory Context and Methodology	3-247
3.15.1.1	Electromagnetic Fields and Electromagnetic Interference	3-247
3.15.1.2	Utilities	3-248

3.15.2	Affected Environment.....	3-249
3.15.2.1	Electromagnetic Interference and Electromagnetic Fields.....	3-249
3.15.2.2	Utilities.....	3-249
3.15.3	Environmental Consequences.....	3-250
3.15.3.1	Electromagnetic Fields and Electromagnetic Interference.....	3-250
3.15.3.2	Utilities.....	3-250
3.15.4	Mitigation Measures.....	3-252
3.15.4.1	Electromagnetic Fields and Electromagnetic Interference.....	3-252
3.15.4.2	Utilities.....	3-252
3.16	Energy.....	3-252
3.16.1	Regulatory Context and Methodology.....	3-252
3.16.2	Affected Environment.....	3-253
3.16.3	Environmental Consequences.....	3-253
3.16.3.1	Long-term Direct Impacts on Energy.....	3-253
3.16.3.2	Long-term Indirect Impacts on Energy.....	3-254
3.16.3.3	Short-term Impacts on Energy.....	3-254
3.16.4	Mitigation Measures.....	3-255
3.16.4.1	Long-term Mitigation Measures.....	3-255
3.16.4.2	Short-term Mitigation Measures.....	3-256
3.17	Cumulative Impacts.....	3-256
3.17.1	Regulatory Context and Methodology.....	3-256
3.17.1.1	Environmental Categories of Interest.....	3-257
3.17.1.2	Geographic and Temporal Boundaries for the Cumulative Impact Analysis.....	3-258
3.17.2	Past, Present, and Reasonably Foreseeable Future Actions.....	3-260
3.17.2.1	Past Actions.....	3-260
3.17.2.2	Present Actions and Reasonably Foreseeable Future Actions.....	3-261
3.17.3	Cumulative Effects Assessment.....	3-264
3.17.3.1	Acquisitions and Displacements.....	3-264
3.17.3.2	Cultural Resources.....	3-265
3.17.3.3	Parks and Recreation Areas and Open Spaces.....	3-265
3.17.3.4	Visual Quality and Aesthetics.....	3-266
3.17.3.5	Geology and Groundwater Resources.....	3-267
3.17.3.6	Surface Water Resources.....	3-267
3.17.3.7	Ecosystems.....	3-268
3.17.3.8	Noise.....	3-268
4	Transportation Analysis and Effects.....	4-1
4.0	Introduction.....	4-1
4.1	Public Transportation.....	4-10
4.1.1	Regulatory Context and Methodology.....	4-10
4.1.2	Affected Environment.....	4-10
4.1.2.1	Existing Transit System.....	4-10
4.1.2.2	Long-Range Planning.....	4-13
4.1.2.3	No Build Alternative.....	4-13
4.1.3	Environmental Consequences.....	4-15
4.1.3.1	Long-term Direct Impacts on Transit.....	4-15
4.1.3.2	Long-term Indirect Impacts on Transit.....	4-21
4.1.3.3	Short-term Impacts on Transit.....	4-21
4.1.4	Mitigation Measures.....	4-21
4.1.4.1	Mitigation Measures for Long-term Impacts.....	4-22
4.1.4.2	Mitigation Measures for Short-term Impacts.....	4-22
4.2	Roadways and Traffic.....	4-22
4.2.1	Methodology.....	4-23

4.2.1.1	Data Collection	4-23
4.2.1.2	Travel Demand Forecasting Methodology	4-23
4.2.1.3	Roadways and Traffic Analysis Methodology	4-23
4.2.2	Affected Environment.....	4-24
4.2.2.1	Regional Highway Network.....	4-24
4.2.2.2	Local Roadways and Intersections	4-26
4.2.2.3	No Build Alternative	4-26
4.2.3	Environmental Consequences.....	4-32
4.2.3.1	Long-term Direct Impacts on Roadways and Traffic	4-32
4.2.3.2	Long-term Indirect Impacts on Roadways and Traffic.....	4-33
4.2.3.3	Short-term Impacts on Roadways and Traffic.....	4-34
4.2.4	Mitigation Measures.....	4-36
4.2.4.1	Long-term Mitigation Measures	4-36
4.2.4.2	Short-term Mitigation Measures	4-37
4.3	Parking.....	4-37
4.3.1	Regulatory Context and Methodology	4-37
4.3.2	Affected Environment.....	4-37
4.3.3	Environmental Consequences.....	4-38
4.3.3.1	Long-term Direct Impacts on Parking.....	4-38
4.3.3.2	Long-term Indirect Impacts on Parking.....	4-42
4.3.3.3	Short-term Impacts on Parking.....	4-43
4.3.4	Mitigation Measures.....	4-43
4.3.4.1	Mitigation Measures for Long-term Impacts.....	4-43
4.3.4.2	Mitigation Measures for Short-term Impacts.....	4-43
4.4	Freight Rail.....	4-44
4.4.1	Regulatory Context and Methodology	4-44
4.4.2	Agency and Freight Rail Owner/Operator Coordination.....	4-44
4.4.2.1	Surface Transportation Board	4-44
4.4.2.2	Federal Railroad Administration.....	4-44
4.4.2.3	Hennepin County Regional Railroad Authority.....	4-45
4.4.2.4	Freight Rail Owners and Operators.....	4-45
4.4.3	Affected Environment.....	4-45
4.4.4	Environmental Consequences.....	4-47
4.4.4.1	Long-term Direct Impacts on Freight Rail.....	4-47
4.4.4.2	Long-term Indirect Impacts on Freight Rail	4-47
4.4.4.3	Short-term Impacts on Freight Rail.....	4-48
4.4.5	Mitigation Measures.....	4-48
4.4.5.1	Long-term Mitigation Measures	4-48
4.4.5.2	Short-term Mitigation Measures	4-50
4.5	Pedestrian and Bicycle	4-50
4.5.1	Regulatory Context and Methodology	4-50
4.5.2	Affected Environment.....	4-51
4.5.2.1	Existing Pedestrian and Bicycle Networks.....	4-60
4.5.2.2	Trail Ownership.....	4-60
4.5.3	Environmental Consequences.....	4-65
4.5.3.1	Long-term Direct Pedestrian and Bicycle Impacts.....	4-65
4.5.3.2	Long-term Indirect Pedestrian and Bicycle Impacts.....	4-70
4.5.3.3	Short-term Direct and Indirect Pedestrian and Bicycle Impacts	4-70
4.5.4	Mitigation Measures.....	4-73
4.5.4.1	Long-term Mitigation Measures	4-73
4.5.4.2	Short-term Mitigation Measures	4-73
4.6	Safety and Security	4-74
4.6.1	Regulatory Context and Methodology	4-74

- 4.6.1.1 Light Rail..... 4-74
- 4.6.1.2 Freight Rail 4-74
- 4.6.2 Affected Environment..... 4-75
 - 4.6.2.1 Emergency Service Providers..... 4-75
 - 4.6.2.2 Transit Service and Facilities 4-75
 - 4.6.2.3 Freight Railroads..... 4-75
- 4.6.3 Environmental Consequences..... 4-76
 - 4.6.3.1 Long-term Direct Impacts on Safety and Security 4-76
 - 4.6.3.2 Short-term Impacts on Safety and Security 4-82
- 4.6.4 Mitigation Measures..... 4-83
 - 4.6.4.1 Long-term Mitigation Measures 4-83
 - 4.6.4.2 Short-term Mitigation Measures 4-83
- 5 Environmental Justice Compliance 5-1**
 - 5.1 Regulatory Context and Methodology 5-1
 - 5.1.1 Data Sources 5-1
 - 5.1.2 Method for Identifying Census Blocks or Block Groups 5-2
 - 5.1.3 Method for Identifying Minority Populations..... 5-2
 - 5.1.4 Method for Identifying Low-Income Populations 5-2
 - 5.1.5 Method for Determination of Impacts to EJ Populations 5-2
 - 5.2 Environmental Justice Populations 5-3
 - 5.2.1 Minority Populations 5-3
 - 5.2.2 Low-Income Populations 5-14
 - 5.3 Public Involvement..... 5-14
 - 5.3.1 Project Engagement Efforts..... 5-14
 - 5.3.2 Environmental Justice-Related Outreach Efforts..... 5-18
 - 5.4 Environmental Justice Analysis..... 5-19
 - 5.4.1.1 Acquisitions and Displacements..... 5-19
 - 5.4.1.2 Cultural Resources 5-20
 - 5.4.1.3 Parks, Recreation Areas, and Open Spaces..... 5-21
 - 5.4.1.4 Visual Quality and Aesthetics Impacts 5-22
 - 5.4.1.5 Noise..... 5-22
 - 5.4.1.6 Vibration..... 5-23
 - 5.4.1.7 Parking 5-23
 - 5.5 Environmental Justice Finding 5-24
- 6 Final Section 4(f) Evaluation 6-1**
 - 6.1 Summary of the Draft Section 4(f) Evaluation and Draft Section 4(f) Evaluation Update..... 6-1
 - 6.1.1 Summary of the Draft Section 4(f) Evaluation 6-2
 - 6.1.2 Summary of the Draft Section 4(f) Evaluation Update 6-2
 - 6.2 Changes from the Draft Section 4(f) Evaluation and the Draft Section 4(f) Evaluation Update to the Final Section 4(f) Evaluation 6-3
 - 6.3 Final Section 4(f) Evaluation Summary 6-3
 - 6.4 Regulatory Background/Methodology..... 6-4
 - 6.4.1 Types of Section 4(f) Properties..... 6-5
 - 6.4.2 Section 4(f) Determinations..... 6-5
 - 6.4.3 Section 4(f) Evaluation Process..... 6-5
 - 6.4.4 Section 4(f) Use Definitions and Requirements..... 6-7
 - 6.4.4.1 Individual Section 4(f) Evaluation 6-7
 - 6.4.4.2 Temporary Occupancy Exception 6-7
 - 6.4.4.3 *De Minimis* Impact Determinations 6-7
 - 6.4.4.4 Constructive Use 6-8
 - 6.5 Purpose and Need 6-8
 - 6.5.1 Project Purpose 6-8
 - 6.5.2 Project Need..... 6-8

6.6 Section 4(f) Properties in the Project Study Area.....6-9

6.6.1 Publicly Owned Parks and Recreational Areas6-15

6.6.1.1 Purgatory Creek Park – Temporary Occupancy Exception/No Section 4(f) Use6-17

6.6.1.2 Flying Cloud Dog Park – No Section 4(f) Use Determination 6-20

6.6.1.3 Unnamed Open Space B – *De Minimis* Impact Determination..... 6-21

6.6.1.4 Opus Development Area Trail Network – *De Minimis* Impact Determination 6-27

6.6.1.5 Overpass Skate Park – No Section 4(f) Use Determination..... 6-32

6.6.1.6 Edgebrook Park – No Section 4(f) Use Determination..... 6-34

6.6.1.7 Isaak Walton League Creekside Park – No Section 4(f) Use Determination 6-35

6.6.1.8 Jorvig Park – No Section 4(f) Use Determination 6-35

6.6.1.9 Lilac Park – No Section 4(f) Use Determination..... 6-38

6.6.1.10 Alcott Triangle – No Section 4(f) Use Determination 6-41

6.6.1.11 Park Siding Park – No Section 4(f) Use Determination..... 6-42

6.6.1.12 Kenilworth Channel/Lagoon (as an Element of the Minneapolis Chain of Lakes Regional Park) – *De Minimis* Determination..... 6-45

6.6.1.13 Cedar Lake Park – *Temporary Occupancy Exception* 6-51

6.6.1.14 Bryn Mawr Meadows Park – *De Minimis* Determination..... 6-56

6.6.2 Historic Properties.....6-60

6.6.2.1 Hopkins City Hall – No Use.....6-62

6.6.2.2 Hopkins Commercial Historic District – No Use 6-62

6.6.2.3 Minneapolis & St. Louis Railway Depot – No Use 6-63

6.6.2.4 Chicago, Milwaukee, St. Paul, & Pacific Railroad Depot – No Use 6-64

6.6.2.5 Peavey-Haglin Experimental Concrete Grain Elevator – No Use 6-64

6.6.2.6 Hoffman Callan Building – No Use 6-65

6.6.2.7 Minikahda Club – Temporary Occupancy Exception/No Section 4(f) Use..... 6-65

6.6.2.8 Lake Calhoun – No Use 6-68

6.6.2.9 Lake of the Isles – No Use 6-68

6.6.2.10 Lake of the Isles Parkway – No Use 6-69

6.6.2.11 Park Bridge No. 4/Bridge L5729 – No Use..... 6-69

6.6.2.12 Lake of the Isles Residential Historic District – No Use 6-70

6.6.2.13 Cedar Lake Parkway/Grand Rounds Historic District – Temporary Occupancy Exception/No Section 4(f) Use..... 6-70

6.6.2.14 Cedar Lake – No Use 6-73

6.6.2.15 Kenilworth Lagoon/Grand Rounds Historic District – non-*De Minimis* Use..... 6-74

6.6.2.16 Enhanced Bus Alternative 6-91

6.6.2.17 Frieda and J. Neils House – No Use 6-104

6.6.2.18 Mahalia & Zachariah Saveland House – No Use 6-104

6.6.2.19 Frank W. and Julia C. Shaw House – No Use..... 6-105

6.6.2.20 Kenwood Parkway – No Use 6-106

6.6.2.21 Kenwood Park – No Use..... 6-106

6.6.2.22 Kenwood Parkway Residential Historic District – No Use 6-107

6.6.2.23 Kenwood Water Tower – No Use 6-107

6.6.2.24 Mac Martin House – No Use..... 6-108

6.6.2.25 St. Paul, Minneapolis & Manitoba Railroad/Great Northern Railway Historic District – *De Minimis* Determination 6-108

6.6.2.26 Osseo Branch Line of the St. Paul, Minneapolis & Manitoba Railroad/Great Northern Railway Historic District – No Use 6-110

6.6.2.27 Minneapolis Warehouse Historic District – No Use..... 6-111

6.6.2.28 William Hood Dunwoody Institute – No Use..... 6-111

6.7 Coordination..... 6-112

6.7.1 Department of Interior (DOI) 6-112

6.7.2 Officials with Jurisdiction 6-112

6.7.3 Public 6-113

6.8 Determination of Section 4(f) Use 6-114

7 Financial Analysis 7-1

7.1 Capital Funding Strategy 7-1

7.1.1 Basis of the Capital Cost Estimate..... 7-1

7.1.2 Methodology 7-1

7.1.3 Year-of-Expenditure Capital Cost Estimates 7-1

7.1.4 Capital Funding 7-2

7.1.4.1 Federal Section 5309 Capital Investment Grant Program 7-3

7.1.4.2 Counties Transit Improvement Board 7-3

7.1.4.3 State of Minnesota 7-3

7.1.4.4 Regional Railroad Authorities 7-3

7.2 Operating Funding Strategy 7-4

7.2.1 Operations and Maintenance Costs..... 7-4

7.2.2 Operating Revenues 7-4

7.2.2.1 Fare and Motor Vehicle Sales Tax Revenues 7-5

7.2.2.2 Counties Transit Improvement Board Operating Funding..... 7-6

7.2.2.3 Other Transit Related Operating Revenue 7-6

7.2.2.4 State Operating Revenue 7-6

7.2.2.5 Federal Operating Revenue (FTA Section 5307 Urbanized Area
Formula Grants) 7-6

7.2.2.6 Interest Income..... 7-6

7.3 Risk Analysis 7-6

7.3.1 Scenario 1: Higher Than Expected Operations Inflation..... 7-7

7.3.2 Scenario 2: Lower Than Expected MVST Receipts 7-7

7.3.3 Scenario 3: Lower Than Expected Regional Property Tax Revenue 7-7

7.4 New Starts Rating..... 7-8

8 Evaluation of Alternatives 8-1

8.1 Effectiveness in Meeting the Project Purpose and Need..... 8-1

8.1.1 Improve Access and Mobility to Jobs and Activity Centers for Commuters and Reverse
Commuters..... 8-1

8.1.1.1 No Build Alternative 8-2

8.1.1.2 Project..... 8-2

8.1.2 Attract Choice Riders to the Transit System by Providing a Competitive, Reliable, Cost-
effective Travel Option 8-2

8.1.2.1 No Build Alternative 8-3

8.1.2.2 Project..... 8-3

8.1.3 Be Part of a System of Integrated Regional Transitways 8-4

8.1.3.1 No Build Alternative 8-4

8.1.3.2 Project..... 8-4

8.2 Environmentally Preferred Alternative 8-5

9 Public and Agency Coordination 9-1

9.1 Public Involvement..... 9-1

9.1.1 Public Involvement for Project Scoping..... 9-2

9.1.2 Public Involvement Activities During the Draft EIS Public Comment Period 9-2

9.1.3 Public Involvement for the Supplemental Draft EIS 9-3

9.1.4 Accessibility to the Public 9-4

9.1.5 Communications and Public Involvement Plan 9-4

9.1.5.1 Outreach and Communications Team 9-5

9.1.5.2 Public Outreach and Events.....9-5

9.1.5.3 Other Project Communication Strategies9-6

9.2 Advisory Committees9-10

9.2.1 Advisory Committees through the Draft EIS.....9-10

9.2.1.1 Southwest Policy Advisory Committee.....9-10

9.2.1.2 Community Advisory Committee.....9-10

9.2.1.3 Technical Advisory Committee9-10

9.2.2 Advisory Committees from the Draft EIS through the Final EIS.....9-11

9.3 Agency Coordination.....9-13

9.3.1 Participating Agencies.....9-13

9.3.2 Agency Coordination since Publication of the Draft Environmental Impact Statement 9-15

9.4 Summary of Public and Agency Comments on the Draft EIS and Supplemental Draft EIS.....9-16

9.4.1 Public and Agency Comments on the Draft EIS.....9-16

9.4.1.1 Draft EIS Comments Received9-16

9.4.2 Public and Agency Comments on the Supplemental Draft EIS.....9-19

9.4.2.1 Supplemental Draft EIS Comments Received.....9-19

9.5 Permits and Approvals Required.....9-21

10 Joint Development.....10-1

10.1 Regulatory Context and Methodology10-1

10.2 Joint Development Project Description.....10-2

10.3 Affected Environment10-4

10.4 Environmental Consequences.....10-4

10.4.1 Long-term Direct Impacts.....10-6

10.4.1.1 Land Use10-6

10.4.1.2 Economic Activity10-6

10.4.1.3 Neighborhood and Community.....10-6

10.4.1.4 Acquisitions and Displacements.....10-7

10.4.1.5 Visual Quality and Aesthetics.....10-7

10.4.1.6 Surface Water Resources.....10-7

10.4.1.7 Transit10-10

10.4.1.8 Parking10-10

10.4.1.9 Roadways and Traffic.....10-12

10.4.2 Long-term Indirect Impacts10-12

10.4.2.1 Land Use10-12

10.4.3 Short-term Impacts.....10-12

10.4.3.1 Economic Activity10-12

10.4.3.2 Roadways and Traffic.....10-12

10.5 Mitigation Measures.....10-12

10.5.1 Long-term Mitigation Measures.....10-12

10.5.2 Short-term Mitigation Measures.....10-12

Appendices

- A – List of Recipients
- B – List of Preparers
- C –Supporting Documents and Technical Reports (Incorporated by Reference)
- D –Sources and References Cited
- E – Preliminary Engineering Plans
- F – Development and Evaluation of Design Adjustments between Publication of the Draft and Supplemental Draft EISs
- G – Public Notices
- H – Section 106 Assessment of Effects Final Report and Supporting Documentation
- I – Section 4(f) Supporting Documentation
- J – Visual Simulations and Supporting Documentation

- K – Noise and Vibration Supporting Documentation
- L – Draft EIS Comments and Responses
- M – Supplemental Draft EIS Comments and Responses
- N – Agency Coordination Letters

Tables

ES-1 Contributing Elements to the Grand Rounds Historic District.....ES-10

ES-2 Summary of Mitigation Measures in the Kenilworth Corridor, by Environmental and Transportation CategoryES-12

ES-3 Summary of Section 4(f) Property Uses.....ES-15

ES-4 Summary of Impacts, Commitments, and Mitigation Measures by Environmental and Transportation CategoryES-18

1.3-1 Population – 2010 Actual, 2014 Estimate, and 2040 Forecast.....1-7

1.3-2 Employment – 2010 Actual and 2040 Forecast..... 1-10

1.5-1 Peak Evening Total Automobile and Transit Travel Times in the Project Corridor (2010 and 2040)..... 1-12

1.5-2 Transit-Dependent Population as a Share of Community Population 1-13

2.1-1 LPA: Proposed Light Rail Stations and Related Park-and-Ride Lots and Bus Improvements.....2-7

2.1-2 Southwest LRT LPA Civil Construction Activities..... 2-11

2.1-3 Summary of STB Filings Required for Council’s Purchase of Bass Lake Spur from Canadian Pacific Railway..... 2-13

2.1-4 General Locally Requested Capital Investment Activities by Requestor and Identification Number.....2-17

2.2-1 Southwest Transitway Alternatives Analysis Goals and Evaluation Measures..... 2-28

2.3-1 Base-Year Capital Cost Estimates of the LPA, by FTA Standard Cost Category (Base Year in 2016 Dollars, in Millions)2-47

2.3-2 Base-Year Capital Cost Estimates for Locally Requested Capital Investments (Base Year in 2016 Dollars, in Thousands) 2-47

2.4-1 Annual Systemwide Operations and Maintenance Costs in 2040: No-Build Alternative and LPA (2016 dollars, in millions) 2-48

3.0-1 Impacts and Mitigations by Environmental Category.....3-6

3.1-1 Existing Land Uses within One-half Mile of the Project 3-24

3.1-2 Planned Land Uses within One-half Mile of the Project 3-24

3.1-3 Adopted Plans and Policies 3-29

3.1-4 No Build Alternative and the Project Compatibility with Adopted Plans and Policies 3-32

3.1-5 Direct Changes in Land Use for the Project 3-35

3.2-1 Summary of Existing Economic Activity in Proposed Light Rail Station Areas..... 3-43

3.2-2 Annual Long-term Direct Earnings and Job Effect of Operations and Maintenance for the Project 3-44

3.2-3 Estimated Effects of Right-of-Way Property Acquisition 3-45

3.2-4 Economic Effects on Freight Rail Owners/Operators..... 3-46

3.2-5 Summary of Proposed Capital Funding Sources (New or Existing) for the Project 3-48

3.2-6 Summary of Short-term Economic Impacts Resulting from the Project..... 3-48

3.3-1 Neighborhood and Community Impact Criteria and Measures 3-53

3.3-2 Community Character – City of Eden Prairie..... 3-54

3.3-3 Community Facilities – City of Eden Prairie..... 3-54

3.3-4 Community Character – City of Minnetonka..... 3-56

3.3-5 Community Facilities – City of Minnetonka..... 3-56

3.3-6 Community Character – City of Hopkins 3-59

3.3-7 Community Facilities – City of Hopkins 3-59

3.3-8	Community Character – City of St. Louis Park.....	3-62
3.3-9	Community Facilities – City of St. Louis Park	3-64
3.3-10	Community Character – City of Minneapolis	3-66
3.3-11	Community Facilities – City of Minneapolis	3-69
3.3-12	Impacts to Community Facilities, Community Character, and Community Cohesion – Eden Prairie	3-72
3.3-13	Impacts to Community Facilities, Community Character, and Community Cohesion – Minnetonka	3-74
3.3-14	Impacts to Community Facilities, Community Character, and Community Cohesion – Hopkins.....	3-75
3.3-15	Impacts to Community Facilities, Community Character, and Community Cohesion – St. Louis Park.....	3-77
3.3-16	Impacts to Community Facilities, Community Character, and Community Cohesion – Minneapolis	3-83
3.3-17	Short-term Roadway Construction Impacts ^a	3-89
3.4-1	Permanent Acquisitions under the Project ^a	3-92
3.5-1	Meetings Related to Section 106.....	3-104
3.5-2	Historic Properties Adversely Affected by the Project	3-106
3.5-3	Historic Properties Not Adversely Affected by the Project.....	3-109
3.6-1	Summary Information about Parks, Recreation Areas, and Open Spaces in the Parks, Recreation Areas, and Open Spaces Study Area	3-124
3.6-2	Summary of Impacts to Parks, Recreation Areas, and Open Spaces in the Study Area.....	3-129
3.7-1	Summary of Visual Quality and Aesthetics Impacts	3-138
3.9-1	Summary of Regulatory Agencies with Jurisdiction over Surface Water Resources and Related Requirements.....	3-163
3.9-2	Surface Water Bodies within the Surface Waters Study Area	3-173
3.9-3	Locally Regulated Floodplains within the Floodplain Study Area	3-174
3.9-4	Long-term Direct Wetland Impacts (Including Streams and Wetlands) by Resource Type	3-176
3.9-5	Short-term Wetland Impacts (Including Streams and Wetlands) by Resource Type.....	3-177
3.9-6	Project Impacts to Pollutant-Generating Impervious Surface.....	3-179
3.9-7	Long-term Area of Floodplains Filled, by Floodplain ID	3-181
3.9-8	Floodplain Mitigation by Floodplain ID	3-183
3.10-1	Summary of Federally Listed Threatened or Endangered Species.....	3-186
3.10-2	Summary of State-Listed Threatened, Endangered, or Special Concern Species	3-187
3.10-3	Summary of Long-term Direct Impacts to Natural Vegetated Land Cover Types.....	3-192
3.10-4	Summary of Long-term Direct Impacts to Regionally Significant Ecological Areas	3-192
3.10-5	Summary of Short-term Impacts on Natural Vegetated Land Cover Types.....	3-193
3.10-6	Summary of Short-term Impacts on Regionally Significant Ecological Areas.....	3-194
3.11-1	FTA New Starts GHG Emission Factors (g CO ₂ e/VMT).....	3-199
3.11-2	Ambient Air Quality Monitoring Data of Hennepin County	3-200
3.11-3	Average Weekday VMT of the Region	3-203
3.11-4	Annual Greenhouse Gas Emissions of the Region (metric Tons in 2013 and 2040).....	3-204
3.11-5	Annual Greenhouse Gas Emissions.....	3-205
3.12-1	Land Use Categories and Metrics for Transit Noise Impact Criteria.....	3-208
3.12-2	MPCA Noise Standards.....	3-210
3.12-4	Summary of Existing Noise Level Measurements.....	3-212
3.12-5	Summary of Noise Assessment and Impacts for Category 2, Residential Land Use (without mitigation)	3-217
3.12-6	Summary of Noise Impacts for Category 3, Institutional Land Use (without mitigation)	3-219
3.12-7	Summary of Mitigation Measures and Residual Impacts for Residential and Institutional Locations	3-222
3.13-1	Ground-Borne Vibration and Ground-Borne Noise Impact Criteria for General Assessment....	3-225
3.13-2	Ground-Borne Vibration and Ground-Borne Noise Impact Criteria for Special Buildings.....	3-226

3.13-3	Interpretation of Vibration Criteria for Detailed Analysis	3-227
3.13-4	Vibration Propagation Measurement Locations	3-230
3.13-5	Summary of Vibration Assessments and Impacts for Residential Land Uses (without mitigation)	3-231
3.13-6	Summary of Vibration Impacts for Institutional Land Uses (without mitigation).....	3-232
3.13-7	Summary of Ground-borne Noise Assessments and Impacts for Residential Land Use (without mitigation)	3-233
3.13-8	Summary of Ground-borne Noise Assessments and Impacts for Institutional Land Use (without mitigation)	3-233
3.14-1	Hazardous and Contaminated Materials Sites, by Municipality and Level of Risk	3-237
3.15-1	Potential EMI Sensitive Receptors	3-249
3.16-1	Energy Consumption Factors by Transportation Mode.....	3-253
3.16-2	Projected Annual Energy Consumption of the No Build Alternative and Project in 2040.....	3-254
3.16-3	Energy Consumption Factors by Light Rail Facility Type.....	3-255
3.16-4	Estimated Project Construction Costs by Light Rail Facility Type.....	3-255
3.17-1	Study Area Population Trends, 1960 to 2010.....	3-258
3.17-2	Overall Cumulative Effects Study Area 2020-2040 Population and Employment Projections .	3-260
3.17-3	Summary of Present Actions (year 2017-2019)	3-261
3.17-4	Summary of Reasonably Foreseeable Future Actions (2020 to 2040).....	3-262
4.0-1	Project Impacts, Commitments, Mitigations by Transportation Category.....	4-5
4.1-1	Average Weekday Total Transit Travel Times (minutes) during the PM Peak Period – No Build Alternative and Project (2040).....	4-15
4.1-2	Average Weekday Total Systemwide and Project Corridor Transit Trips, Year 2040	4-18
4.1-3	Average Weekday Light Rail and Commuter Rail Boardings, Year 2040.....	4-19
4.1-4	Average Weekday Work and Nonwork Corridor Transit Trips and Transit Mode Share to Downtown, Year 2040.....	4-19
4.1-5	Average Weekday Station Usage (Ons and Offs) by Mode of Access, Year 2040	4-20
4.2-1	Average Weekday Vehicle Trips and Vehicle Miles Traveled in 2010 and 2040, Region Wide....	4-26
4.2-2	Peak-hour Traffic Operations Analysis for Existing Conditions (2014), No Build Alternative (2040), and the Project (2040).....	4-30
4.2-3	Short-term Roadway and Traffic Impacts during Construction	4-34
4.3-1	Existing Parking within the Study Area	4-38
4.3-2	Planned Park-and-Ride Lots and Spaces under the Project	4-42
4.4-1	Existing Freight Rail Operating Conditions in the Wayzata Subdivision, Kenilworth Corridor, Bass Lake, and MN&S Spurs.....	4-47
4.4-2	Long-term Changes to Freight Rail Infrastructure	4-49
4.4-3	Short-term Impacts on Freight Rail	4-50
4.5-1	Pedestrian and Bicycle Facilities, Station Access, and Usage Counts by Light Rail Station Area	4-52
4.5-2	Summary Information about Local Public Trails Affected by the Project	4-64
4.5-3	Summary Information about Local Private Trails Affected by the Project	4-64
4.5-4	Kenilworth Trail Widths and Level of Service.....	4-70
4.6-1	At-Grade Railroad Crossings (Existing Conditions and Project)	4-79
4.6-2	Roadway and Driveway Access Changes.....	4-80
5.2-1	Aggregated Minority Population, by City and County.....	5-3
5.2-2	Race/Ethnicity Characteristics, by City.....	5-4
5.2-3	Race/Ethnicity Characteristics for Study Area Census Blocks, by City.....	5-5
5.2-4	Low-Income Residents by State, County, City, and Study Area.....	5-14
5.2-5	Location of Affordable Housing.....	5-16

5.3-1 Major Environmental Justice Issues and Project Actions and Responses, by Station Area..... 5-18

5.4-1 Environmental Categories for the EJ Impact Analysis 5-20

6.2-1 Comparison of FTA’s Section 4(f) Property Use Determinations in the Draft Section 4(f) Evaluation, Draft Section 4(f) Evaluation Update, and Final Section 4(f) Evaluation 6-3

6.2-2 Summary of FTA’s Final Section 4(f) Property Use Determinations 6-4

6.6-1 Section 4(f) Properties Evaluated in this Final Section 4(f) Evaluation..... 6-9

6.6-2 Summary of Permanent Section 4(f) Park and Recreational Property Uses 6-15

6.6-3 Summary of Permanent Section 4(f) Historic Property Uses 6-60

6.6-4 Council Meetings Related to Section 106 6-93

7.1-1 YOE Capital Cost Estimate for the LPA, by FTA Standard Cost Category (millions)..... 7-1

7.1-2 YOE Capital Cost Estimates for LRCIs (YOE dollars, in thousands)..... 7-2

7.1-3 LPA Capital Cost Funding by Source (year of expenditure dollars, in millions) 7-2

7.2-1 Annual Systemwide Operations and Maintenance Costs in 2040: No Build Alternative and LPA (2040 dollars, in millions)..... 7-4

7.2-2 Annual Systemwide O&M Revenue in 2040: No Build Alternative and LPA (2040 dollars, in millions) 7-5

9.1-1 Corridors of Opportunity Community Engagement Team Recommended Grantees and Projects by Year 9-9

9.3-1 Participating Agencies..... 9-14

9.5-1 Preliminary List of Required Permits/Approvals and Reviews (by Agency Jurisdiction)..... 9-22

10.2-1 Project Elements without and with the Beltline Station Joint Development Project..... 10-2

10.4-1 Summary of Impacts from Beltline Station Joint Development Project 10-5

Exhibits

ES-1 Proposed Southwest LRT Alignment ES-1

ES-2 Southwest LRT Project Advisory Committee Process ES-40

1.3-1 Southwest LRT Project Corridor..... 1-3

1.3-2 Highways, Park-and-Ride Lots, Regional Trails within the Southwest LRT Project Corridor 1-5

1.3-3 Regional Transitway System 1-6

1.3-4 Project Corridor Areas with Projected Population Growth of 25 and 50 Percent (2010 and 2040)..... 1-8

1.3-5 Project Corridor Areas with Projected Employment Growth of 25 and 50 Percent (2010 and 2040)..... 1-9

1.3-6 Existing Employment Density – Existing METRO Green Line and METRO Blue Line and the Project 1-10

2.1-1 Proposed Southwest LRT Alignment 2-1

2.1-2 LPA Alignment, Stations, and Park-And-Ride Lots..... 2-3

2.1-3 Proposed Hopkins OMF 2-8

2.1-4 Light Rail Vehicle Example 2-10

2.1-5 Freight Rail Modifications..... 2-15

2.1-6 Proposed Locally Requested Capital Investments 2-18

2.1-7 Major Transit Projects in the 2040 No Build Alternative 2-22

2.2-1 FTA’s New Start Process..... 2-23

2.2-2 Evaluation Results of the Southwest Transitway Alternatives Analysis..... 2-29

2.2-3 “A” Alternatives – 2005 Alternatives Analysis 2-30

2.2-4 “C” Alternatives – 2005 Alternatives Analysis 2-31

2.2-5 Bus Rapid Transit Alternatives – 2005 Alternatives Analysis..... 2-32

2.2-6	Locally Preferred Alternative Summary Evaluation.....	2-34
2.2-7	LRT Build Alternatives Evaluated in the Draft EIS	2-37
2.2-8	Summary of Evaluation of Alternatives within the Draft Environmental Impact Statement.....	2-38
2.2-9	Southwest LRT Corridor and Supplemental Draft EIS Study Areas	2-41
2.2-10	Project Overview Eden Prairie Segment.....	2-42
2.2-11	Project Overview St. Louis Park/Minneapolis Segment	2-43
3.1-1	Existing Land Use – Eden Prairie, Minnetonka, and Hopkins	3-25
3.1-2	Existing Land Use – St. Louis Park and Minneapolis	3-26
3.1-3	Planned Land Use – Eden Prairie, Minnetonka, and Hopkins.....	3-27
3.1-4	Planned Land Use – St. Louis Park and Minneapolis	3-28
3.2-1	Historical and Projected Employment in the Seven-County Twin Cities Metropolitan Area.....	3-40
3.2-2	National, State, and Regional Unemployment Trends – 1990 to 2014.....	3-41
3.2-3	Percentage of Budgeted General Fund Revenue by Source for Effected Local Jurisdictions, 2015.....	3-41
3.3-1	Neighborhoods and Community Facilities – Eden Prairie	3-55
3.3-2	Neighborhoods and Community Facilities –Minnetonka	3-57
3.3-3	Neighborhoods and Community Facilities – Hopkins.....	3-58
3.3-4	Neighborhoods and Community Facilities – St. Louis Park.....	3-61
3.3-5	Neighborhoods and Community Facilities – Minneapolis.....	3-71
3.4-1	Property Acquisitions.....	3-93
3.4-2	Property Acquisitions.....	3-94
3.5-1	Architecture/History Area of Potential Effect, Properties, and Hopkins Downtown Commercial Historic District: Eden Prairie, Minnetonka, and Hopkins	3-98
3.5-2	Architecture/History Area of Potential Effect and Properties: St. Louis Park and Minneapolis..	3-99
3.5-3	Architecture/History Area of Potential Effect and Historic Districts: St. Louis Park and Minneapolis	3-100
3.5-4	Archaeological Area of Potential Effect: Eden Prairie, Minnetonka, and Hopkins.....	3-101
3.5-5	Archaeological Area of Potential Effect: St. Louis Park and Minneapolis	3-102
3.6-1	Parks, Recreation Areas, and Open Spaces.....	3-127
3.6-2	Parks, Recreation Areas, and Open Spaces.....	3-128
3.8-1	Drinking Water Supply Management Areas, Wellhead Protection Areas, and Known Private Wells.....	3-150
3.8-2	Soil Geology	3-151
3.8-3	Compressible Soils.....	3-153
3.8-4	Bedrock Geology	3-154
3.8-5	Water-Table System Susceptibility to Pollution.....	3-156
3.8-6	Drinking Water Supply Management Area Vulnerability to Pollution.....	3-157
3.9-1	Water Resource Management Areas	3-164
3.9-2	Delineated Wetlands (Including Streams and Wetlands) Impacts within Eden Prairie, Minnetonka and Hopkins	3-166
3.9-3	Delineated Wetlands (Including Streams and Wetlands) and Impacts within St. Louis Park and Minneapolis	3-167
3.9-4	Floodplain Impacts within Eden Prairie, Minnetonka, and Hopkins	3-168
3.9-5	Floodplain Impacts within St. Louis Park and Minneapolis	3-169
3.10-1	Existing Land Cover.....	3-188
3.10-2	Regional Ecological Corridors and Regionally Significant Ecological Areas.....	3-189
3.10-3	Native Plant Communities and Sites of Biological Significance	3-190
3.11-1	Projected National MSAT Emission Trends 1999 – 2050 for Vehicles Operating on Roadways using MOVES2010b Model	3-201
3.12-1	Typical Noise Levels from LRT and Freight Rail	3-208
3.12-2	FTA Noise Impact Criteria	3-209
3.12-3	Existing Noise Measurement Locations in Eden Prairie, Minnetonka and Hopkins	3-213

3.12-4 Existing Noise Measurement Locations in St. Louis Park and Minneapolis..... 3-214

3.12-5 Noise Impact Locations without Mitigation in St. Louis Park and Minneapolis..... 3-216

3.13-1 Vibration Levels from LRT and Freight Rail..... 3-225

3.13-2 Detailed Vibration Criteria 3-227

3.13-3 Vibration Propagation Measurement Locations and Vibration Impact Locations without Mitigation, Eden Prairie, Minnetonka and Hopkins 3-228

3.13.4 Vibration Propagation Measurement Locations and Vibration Impact Locations without Mitigation, St Louis Park and Minneapolis 3-229

3.14-1 Hazardous and Contaminated Materials Sites 3-242

3.14-2 Hazardous and Contaminated Materials Sites 3-243

3.17-1 Cumulative Impacts Analysis Study Area..... 3-259

4.1-1 Transportation Analysis Corridor 4-11

4.1-2 Southwest Study Area Existing Service..... 4-12

4.1-3 Major Transit Investments Identified in the TPP..... 4-14

4.1-4 No Build Alternative Bus Operations Plan..... 4-16

4.1-5 Corridor Bus Routes Under the Project (average weekday, 2040) 4-17

4.2-1 Traffic Analysis Study Area 4-25

4.2-2 Congested Principal Arterials 4-27

4.2-3 Existing and Forecast (No Build) Average Daily Traffic Volumes – Eden Prairie, Minnetonka, and Hopkins..... 4-28

4.2-4 Existing and Forecast (No Build) Average Daily Traffic Volumes – St. Louis Park and Minneapolis 4-29

4.3-1 Parking Changes 4-39

4.3-2 Parking Changes 4-40

4.4-1 Existing Freight Rail Operations 4-46

4.5-1 Existing Bicycle and Pedestrian Facilities..... 4-61

4.5-2 Existing Bicycle and Pedestrian Facilities..... 4-62

4.5-3 Trail Queuing Space Near Penn Station 4-67

4.5-4 Example Conflict Area – West Lake Station..... 4-68

5.2-1 Aggregate Race/Ethnicity, by Census Block..... 5-6

5.2-2 African American Populations within the Study area, by Census Block..... 5-7

5.2-3 American Indian Populations within the Study area, by Census Block 5-8

5.2-4 Asian American Populations within the Study area, by Census Block 5-9

5.2-5 Hispanic/Latino Populations within the Study area, by Census Block..... 5-10

5.2-6 Native Hawaiian Populations within the Study area, by Census Block..... 5-11

5.2-7 Two of More Race/Ethnicity Group Populations within the Study area, by Census Block..... 5-12

5.2-8 Other Race Group Populations within the Study area, by Census Block..... 5-13

5.2-9 Low-Income Populations within the Study area, by Census Block Group..... 5-15

6.6-1 Section 4(f) Properties within the vicinity of the Proposed Project – Eden Prairie, Minnetonka, and Hopkins..... 6-12

6.6-2A Section 4(f) Properties within the vicinity of the Proposed Project – St. Louis Park and Minneapolis 6-13

6.6-2B Section 4(f) Historic District Properties within the vicinity of the Proposed Project – St. Louis Park and Minneapolis..... 6-14

6.6-3 Final Section 4(f) Evaluation – Purgatory Creek Park..... 6-18

6.6-4 Final Section 4(f) Evaluation – Flying Cloud Dog Park..... 6-22

6.6-5A Final Section 4(f) Evaluation – Unnamed Open Space B Boundary and Features..... 6-23

6.6-5B Final Section 4(f) Evaluation – Project Changes to Unnamed Open Space B 6-24

6.6-6	Final Section 4(f) Evaluation – Opus Development Area Trail Network.....	6-28
6.6-7	Final Section 4(f) Evaluation – Project Changes to the Opus Development Area Trail Network (north of Bren Rd W)	6-30
6.6-8	Final Section 4(f) Evaluation – Project Changes to the Opus Development Area Trail Network (south of Bren Rd W)	6-31
6.6-9	Final Section 4(f) Evaluation – Overpass Skate Park.....	6-33
6.6-10	Final Section 4(f) Evaluation – Edgebrook Park	6-36
6.6-11	Final Section 4(f) Evaluation – Isaak Walton League Creekside Park.....	6-37
6.6-12	Final Section 4(f) Evaluation – Jorvig Park.....	6-39
6.6-13	Final Section 4(f) Evaluation – Lilac Park	6-40
6.6-14	Final Section 4(f) Evaluation – Alcott Triangle	6-43
6.6-15	Final Section 4(f) Evaluation – Park Siding Park	6-44
6.6-16A	Final Section 4(f) Evaluation – Kenilworth Channel/Lagoon Recreational Resource (element of the Minneapolis Chain of Lakes Regional Park)	6-47
6.6-16B	Final Section 4(f) Evaluation – Proposed Kenilworth Channel/Lagoon Freight Rail, Light Rail, and Trail Bridges — Plan View.....	6-48
6.6-17	Final Section 4(f) Evaluation – Bridge Construction Sequence over the Kenilworth Channel/Lagoon	6-50
6.6-18	Final Section 4(f) Evaluation – Cedar Lake Park at East Cedar Beach	6-53
6.6-19	Final Section 4(f) Evaluation – Cedar Lake Park at Cedar Lake Junction.....	6-54
6.6-20	Final Section 4(f) Evaluation – Bryn Mawr Meadows Park	6-58
6.6-21	Final Section 4(f) Evaluation – Minikahda Club	6-67
6.6-22	Final Section 4(f) Evaluation – Cedar Lake Parkway	6-71
6.6-23	Final Section 4(f) Evaluation – Kenilworth Lagoon/Grand Rounds Historic District Existing Conditions (looking north).....	6-77
6.6-24	Final Section 4(f) Evaluation – Kenilworth Lagoon/Grand Rounds Historic District Existing Conditions (plan view).....	6-78
6.6-25	Final Section 4(f) Evaluation – Kenilworth Lagoon/Grand Rounds Historic District Existing Conditions (looking north – relative to proposed new bridges)	6-79
6.6-26	Final Section 4(f) Evaluation – Kenilworth Lagoon/Grand Rounds Historic District Existing Conditions (from water level).....	6-80
6.6-27	Final Section 4(f) Evaluation – Kenilworth Channel/Lagoon (element of the Grand Rounds Historic District)	6-81
6.6-28	Final Section 4(f) Evaluation – Proposed Kenilworth Lagoon Freight Rail, Light Rail, and Trail Bridges – Plan View	6-82
6.6-29	Final Section 4(f) Evaluation – Proposed Kenilworth Lagoon Light Rail and Trail Bridges – Profile Views	6-83
6.6-30	Final Section 4(f) Evaluation – Proposed Kenilworth Lagoon Freight Rail Bridge – Profile Views	6-84
6.6-31	Final Section 4(f) Evaluation – Proposed Kenilworth Lagoon Freight Rail, Light Rail, and Trail Bridges Cross Section At The Lagoon	6-85
6.6-32	Final Section 4(f) Evaluation – Kenilworth Lagoon/Grand Rounds Historic District under the Project Conditions (from water level) – View A.....	6-86
6.6-33	Final Section 4(f) Evaluation – Kenilworth Lagoon/Grand Rounds Historic District under the Project Conditions (from water level) – View B	6-87
6.6-34	Final Section 4(f) Evaluation – Kenilworth Lagoon/Grand Rounds Historic District under the Project Conditions (from water level) – View C	6-88

6.6-35	Final Section 4(f) Evaluation – Kenilworth Lagoon/Grand Rounds Historic District under the Project Conditions (from water level) – View D.....	6-89
6.6-36	Shallow LRT Tunnel – Under Kenilworth Lagoon	6-96
6.6-37	Shallow LRT Tunnel – Jacked Box Tunnel Under Kenilworth Lagoon	6-97
6.6-38A	Construction Sequence for the Shallow LRT Tunnel Under Kenilworth Lagoon (cut-and cover construction at the Kenilworth Lagoon, looking northeast)	6-98
6.6-38B	Construction Sequence for the Shallow LRT Tunnel Under Kenilworth Lagoon (cut-and-cover construction at the Kenilworth Lagoon, looking northeast)	6-99
6.6-39A	Shallow LRT Tunnel – Jacked Box Tunnel Under Kenilworth Lagoon Construction Sequence	6-101
6.6-39B	Shallow LRT Tunnel – Jacked Box Tunnel Under Kenilworth Lagoon Construction Sequence	6-102
6.6-40	Final Section 4(f) Evaluation – St. Paul, Minneapolis & Manitoba Railroad Historic District.....	6-109
9.1-1	Southwest LRT Project Communications and Public Involvement Staff.....	9-6
9.2-1	Southwest LRT Project Advisory Committee Input to Decision Process	9-11
10.2-1	Beltline Station Joint Development Project.....	10-3
10.4-1	Visual Simulation of the Beltline Station Joint Development Project Site – Without the Joint Development Project (south of Highway 25, looking southeast).....	10-8
10.4-2	Visual Simulation of the Beltline Station Joint Development Project Site – With the Joint Development Project (south of Highway 25, looking southeast).....	10-9
10.4-3	Wetland Impact at Beltline Station Joint Development Project.....	10-11

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Project Nomenclature

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

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

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

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

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

Environmentally Preferred Alternative. Section 1505.2(b) requires that, in cases where an EIS is prepared, the agency must specify the alternative or alternatives in the Record of Decision (ROD) that were considered to be environmentally preferable, which is generally the alternative that causes the least damage to the biological and physical environment and that best protects, preserves, and enhances historic, cultural, and natural resources. The Federal Transit Administration (FTA) has determined that the LPA with the retention of freight rail in the Kenilworth Corridor (LRT 3A-1) would be the Project's environmentally preferred alternative, rather than the LPA with the relocation of freight rail (LRT 3A).

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

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

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

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

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

Introduction to the Final Environmental Impact Statement

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

Project Description

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

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

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

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

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

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

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

Regulatory and Project Background

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

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

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

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

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

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

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

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

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

Contents of the Final Environmental Impact Statement

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

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

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

The Final EIS addresses the following items:

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

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

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

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

Acronyms and Abbreviations

µg/m ³	micrograms per cubic meter
2040 TPP	2040 Transportation Policy Plan
AA	Alternatives Analysis
AADT	annual average daily traffic
AASHTO	American Association of State Highway and Transportation Officials
ABRT	Arterial Bus Rapid Transit
ACHP	Advisory Council on Historic Preservation
ACS	American Community Survey
ADA	Americans with Disabilities Act
AMS	American Medical Systems
ANSI	American National Standards Institute
APE	Area of Potential Effect
BAC	Business Advisory Committee
BCWMC	Bassett Creek Watershed Management Commission
BEA	Bureau of Economic Analysis
BMP	Best Management Practice
BRCC	Blake Road Corridor Collaborative
BRT	bus rapid transit
Btu	British thermal unit
CAA	Clean Air Act
CAC	Community Advisory Committee
Caltrans	California Department of Transportation
CCP	Construction Contingency Plan
Census	United States Census Bureau
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act of 1980
CERCLIS	Comprehensive Environmental Response, Compensation and Liability Information System
CET	Corridors of Opportunity's Community Engagement Team
CFR	Code of Federal Regulations
CGP	Construction General Permit
CIG	Capital Investment Grant
CMC	Corridor Management Committee

CNG	Compressed Natural Gas
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
Council	Metropolitan Council
CP	Canadian Pacific Railway
CPI	Consumer Price Index
CPIP	Communications and Public Involvement Plan
CRU	Cultural Resources Unit
CSAH	county state aid highway
CTIB	Counties Transit Improvement Board
CTUL	Centro de Trabajadores Unidos en la Lucha
CWA	Clean Water Act
dB	decibel
dBA	decibels on an A-weighted scale
DC	direct current
DCE	dichloroethene
DMU	Diesel Multiple Unit
DOI	Department of Interior
DOT	United States Department of Transportation
EB	eastbound
ECCO	East Calhoun Community Organization
EIS	environmental impact statement
EJ	Environmental Justice
EMF	electromagnetic fields
EMI	electromagnetic interference
EMR	electromagnetic radiation
EMU	Electric Multiple Unit
Environmental Justice Circular	Environmental Justice Policy Guidance for Federal Transit Administration Recipients
EO	Executive Order
EPA	United States Environmental Protection Agency
ESA	Endangered Species Act
ESA	environmental site assessment
FAQ	Frequently Asked Questions
FEMA	Federal Emergency Management Agency

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

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

MVTA	Minnesota Valley Transit Authority
MWMO	Mississippi Watershed Management Organization
N/A	not available/not applicable
N/C	size not calculated
NAA	New American Academy
NAAQS	National Ambient Air Quality Standards
NATA	National Air Toxics Assessment
ND	no data collected
NEPA	National Environmental Policy Act of 1969
NFIA	National Flood Insurance Act of 1968, as amended
NFIP	National Flood Insurance Program
NFRAP	no further remedial action planned
NHIS	Natural Heritage Information System
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NMCWD	Nine Mile Creek Watershed District
NMFS	National Marine Fisheries Service
NO ₂	nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
NPL	National Priority List
NRCS	Natural Resource Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetland Inventory
O&M	operations and maintenance
OCS	overhead structures
OMF	Operations and Maintenance Facility
OSHA	Occupational Safety and Health Administration
PAC	Southwest Transitway Policy Advisory Committee
PAH	polycyclic aromatic hydrocarbons
PCB	polychlorinated biphenyl
PCE	tetrachloroethene
PCP	pentachlorophenol
PEC	Preliminary Engineering Consultant
PFOS	perfluorooctane sulfonate
PLP	Permanent List of Priorities
PM ₁₀	particulate matter less than 10 microns in aerodynamic diameter

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

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

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