Meeting Agenda

The purpose of these hearings is to provide an opportunity for the public to comment on the content of the Supplemental Draft EIS document.

No action will be taken at the hearings.

5:00 – Open House

- Public review of presentation material (poster boards and slideshow)
- Opportunity to ask questions and provide feedback

6:00 – Public Hearing

- Welcome and brief project overview
- Opportunity for public comment on the Supplemental Draft Environmental Impact Statement
Anticipated Project Timeline

**Project Development**

- Alternatives Analysis
- Scoping
- Draft EIS Preparation
- Final EIS Preparation
- Supplemental Draft EIS Preparation
- Supplemental EIS Comment Period
- Design and Engineering
- Draft EIS Comment Period
- Anticipated FTA Record of Decision
- Anticipated Full Funding Grant Agreement (FFGA)

**Public Involvement**

- Southwest LRT Corridor Management Committee
- Southwest LRT Community & Business Advisory Committees
- Southwest LRT Community Works Steering Committee (Hennepin County)

**2005-2016**

- Construction/Revenue Service

**What happens during Project Development?**

- Refine project scope, schedule and budget
- Advance design of project elements, including location of track, stations & structures
- Bring project to level sufficient for final federal & state environmental review, including identifying impacts & mitigation measures
- Meet federal rating guidelines (project justification rating and financial rating)
The Supplemental Draft EIS evaluates potential impacts in three segments of the proposed Southwest LRT route.

These potential impacts are the result of changes in the design of the Southwest LRT Project since the publication of the Draft EIS in 2012.

The three segments are:

**Eden Prairie:** Adjustments to the proposed light rail alignment and LRT stations, generally from the intersection of Technology Drive and Mitchell Road to the intersection of Flying Cloud Drive and Valley View Road.

**Operations and Maintenance Facility:** The location of a proposed Operations and Maintenance Facility (OMF) in Hopkins.

**St. Louis Park/Minneapolis:** Adjustments to proposed light rail and freight rail alignments and LRT stations, generally between Louisiana Avenue and Penn Avenue.

The entire proposed route of the Southwest LRT (METRO Green Line Extension) is approximately 16 miles long and includes 17 new LRT stations.
The Eden Prairie Segment extends from near the intersection of Technology Drive and Mitchell Road to near the intersection of Flying Cloud Drive and Valley View Road.

In this segment, the LRT route was adjusted to run south of the route that was studied in the Draft EIS, and includes three proposed light rail stations.

The purpose of these adjustments is to provide better connections to local activity centers including the Eden Prairie municipal offices and the Eden Prairie Town Center Mall.
The proposed site of the Operations and Maintenance Facility (OMF) is near the midpoint of the Southwest LRT line in Hopkins, just south of the proposed Shady Oak Station.

The facility, adjacent to the light rail line, will provide enclosed storage for up to 36 light rail vehicles.

With approximately 183,000 square feet of enclosed area, the OMF will provide room for about 160 permanent staff to operate light rail vehicles, clean the trains, carry out routine maintenance and perform administrative duties.

Above left: The 15-acre site is near Fifth Street South and 16th Avenue South in Hopkins, just south of the proposed Shady Oak Station.

Above right: The proposed OMF site is near the midpoint of the Southwest LRT route for operational efficiency.

Right: Technicians at the METRO Blue Line OMF work on the electrical components in the roof of a light rail vehicle.
The St. Louis Park and Minneapolis segment is generally between Louisiana Avenue in St. Louis Park and Penn Avenue in Minneapolis. Since publication of the Draft EIS in 2012, design plans have changed and now call for freight rail service to continue in the Kenilworth Corridor through St. Louis Park and Minneapolis.

Several adjustments would be made in the existing freight rail alignment to accommodate light rail. Light rail trains would run in a tunnel through a portion of this segment to allow enough space for freight rail and trails on the surface.

The Supplemental Draft EIS analyzes three major design adjustments in this segment:

- Keeping existing freight rail service in the Kenilworth Corridor
- Constructing a light rail tunnel south of the Kenilworth Channel to just north of the West Lake Street Bridge in Minneapolis
- Changing the location and size of proposed park-and-ride lots in St. Louis Park
The process of developing the design adjustments evaluated in the Supplemental Draft EIS began with public comments on the Southwest Transitway Draft EIS in 2012.

The Southwest Transitway Draft EIS evaluated several options for improving transit service in the Southwest Corridor and identified “LRT Alignment 3A” as the Locally Preferred Alternative (LPA) route and mode.

Publication of the Draft EIS was followed by a public review and comment period. Local governments, public agencies, businesses, organizations and individuals submitted comments on the Draft EIS. Copies of all comments received on the Draft EIS are available on the Southwest LRT website.

Project staff analyzed these comments and identified design adjustments that had the potential to result in new adverse impacts. These design adjustments and potential impacts form the basis for the need to develop a Supplemental Draft EIS.

The design adjustments were presented and discussed through a series of public meetings resulting in a project scope and budget action by the Metropolitan Council in 2014.
Property Impacts and Economic Effects

Anticipated private property impacts in the study areas

- No residential displacements are anticipated
- The Metropolitan Council will compensate private property owners and provide relocation assistance in full compliance with federal law
- Temporary easements needed during construction will be determined as part of the Final EIS

Anticipated economic impacts in the study areas

- Future development around station areas and relocated businesses have the potential to increase property tax revenues
- Converting privately owned land to transit use will reduce the tax base
- The Operations & Maintenance Facility (OMF) will create approximately 160 long-term jobs
- Southwest LRT will not economically impact freight rail operators

Operations & Maintenance Facility (Hopkins)

- Partial acquisitions: 1 parcel (0.5 acres)
- Full acquisitions: 8 parcels (17.7 acres)
- Estimated annual property tax reduction: $99,200

Eden Prairie

- Partial acquisitions: 33 parcels (19 acres)
- Full acquisitions: 2 parcels (3.3 acres)
- Estimated annual property tax reduction: $34,600

St. Louis Park & Minneapolis

- Partial acquisitions: 29 parcels (39.1 acres)
- Full acquisitions: 23 parcels (42.6 acres)
- Estimated annual property tax reduction: $35,940
**Property Impacts and Economic Effects**

**Anticipated private property impacts in the study areas**

- No residential displacements are anticipated
- The Metropolitan Council will compensate private property owners and provide relocation assistance in full compliance with federal law
- Temporary easements needed during construction will be determined as part of the Final EIS

**Anticipated economic impacts in the study areas**

- Future development around station areas and relocated businesses have the potential to increase property tax revenues
- Converting privately owned land to transit use will reduce the tax base
- The Operations & Maintenance Facility (OMF) will create approximately 160 long-term jobs
- Southwest LRT is not anticipated to economically impact freight rail operators

---

**Operations & Maintenance Facility (Hopkins)**

- Partial acquisitions: 1 parcel (0.5 acres)
- Full acquisitions: 8 parcels (17.7 acres)
- Estimated annual property tax reduction: $99,200

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Changes to Freight Rail

The Supplemental Draft EIS includes analysis of potential impacts related to freight rail alignment adjustments.

Current design plans call for continued operation of freight rail in the Kenilworth Corridor through the St. Louis Park and Minneapolis segment.

Major changes to freight rail are proposed in three areas:

- **Southerly Connection**: The freight switching wye tracks at Skunk Hollow near Louisiana Station would be partially removed and replaced by a new direct connection between the MN&S Spur and the Bass Lake Spur.

- **Freight/LRT Swap**: East of Excelsior Boulevard, freight rail would be shifted north and would continue along the north side of the LRT tracks into Minneapolis.

- **Siding Removal**: Approximately 11,770 feet of freight rail siding track segments would be closed and removed, generally between Downtown Hopkins Station and Beltline Station.

Short-term freight stoppages are anticipated due to LRT and freight rail construction.
Section 106 of the National Historic Preservation Act of 1966 requires projects receiving federal funding to evaluate effects on historic and archaeological resources.

The Section 106 process requires the Metropolitan Council to:

- Identify protected historic and archaeological resources
- Determine what impact the project will have on these resources
- Avoid, minimize or mitigate adverse impacts

A preliminary Section 106 determination identified the following adverse effects:

- Removal of existing railroad and trail bridge across Kenilworth Channel, to be replaced by new light rail, railroad and trail bridges
- Removal and/or replacement of some existing vegetation on a portion of the channel banks
- Reconstruction of a portion of the channel banks

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<table>
<thead>
<tr>
<th>Eden Prairie</th>
<th>OMF (Hopkins)</th>
<th>St. Louis Park &amp; Minneapolis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Historic/Archaeological Resources Present</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Impacts</td>
<td>None*</td>
<td>None</td>
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<td></td>
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<tr>
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</tbody>
</table>

* Archaeological testing needed at two locations in the Eden Prairie segment; results will be included in the Final EIS.
Section 4(f) of the Department of Transportation Act is a federal law that protects publicly owned parks, recreation areas and wildlife or waterfowl refuges, and publicly or privately owned historic resources.

Protected properties cannot be used by a transportation project unless there is no prudent or feasible alternative that avoids the use, or the use is determined to be *de minimis*.

Types of uses include:

- **De minimis use**: A use that has no adverse effect on a protected property
- **Non de minimis use**: A use that has an adverse effect on a protected property
- **Temporary occupancy (no use)**: Construction activities in a protected property must meet federal criteria to avoid being classified as a Section 4(f) use

The Supplemental Draft EIS updates the Section 4(f) Evaluation that was included in the Draft EIS.

As part of this update, the Federal Transit Administration provided preliminary Section 4(f) determinations for protected properties. Final determinations will be included in the Final EIS.

### Table: Section 4(f) Properties

<table>
<thead>
<tr>
<th>Section 4(f) Property</th>
<th>Property Type</th>
<th>Non De minimis Use</th>
<th>De minimis Use</th>
<th>Temporary Occupancy (no use)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Purgatory Creek Park (Eden Prairie)</td>
<td>Park</td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Minikahda Club (Minneapolis)</td>
<td>Historic</td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Cedar Lake Parkway (Minneapolis)</td>
<td>Historic</td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Kenilworth Lagoon/Grand Rounds Historic District* (Minneapolis)</td>
<td>Historic</td>
<td></td>
<td>✓</td>
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</tr>
<tr>
<td>Kenilworth Channel/Lagoon (as an element of the Minneapolis Chain of Lakes Regional Park) (Minneapolis)</td>
<td>Park</td>
<td></td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Cedar Lake Park (Minneapolis)</td>
<td>Park</td>
<td></td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Bryn Mawr Meadows Park (Minneapolis)</td>
<td>Park</td>
<td></td>
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<td></td>
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<tr>
<td>St. Paul, Minneapolis &amp; Manitoba Railroad Historic District (Minneapolis)</td>
<td>Historic</td>
<td></td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>

*Because the Kenilworth Lagoon is a contributing element of Grand Rounds Historic District and both have been preliminarily determined to be adversely affected by the Locally Preferred Alternative under Section 106 of the National Historic Preservation Act, the lagoon and the district are assessed together.*
Noise and vibration are assessed using criteria established by the Federal Transit Administration (FTA).

Impacts are assessed by comparing existing noise/vibration with the noise/vibration that the project is predicted to generate.

**Noise** includes three elements: sound levels (decibels), frequency (tone or pitch), and time pattern (sound level changes over time).

**Vibration** is the motion of the ground transmitted into a building.

**Ground-borne noise (GBN)** is low-frequency noise that radiates from building walls and ceilings due to vibration.

Noise and vibration assessments are broken down into three pieces:

**Source:** What is generating the noise or vibration and when does it occur?

**Path:** How far does the noise or vibration travel? What type of ground does the vibration pass through?

**Receiver:** Who or what is experiencing the noise or vibration?

FTA criteria take into account the sensitivity of the receiver by land use category, including:

**Category 1:** Highly sensitive sites, such as recording studios or certain types of manufacturing facilities.

**Category 2:** Residences and other places where people sleep.

**Category 3:** Schools, churches and other places with daytime use.

In addition to noise and vibration from trains, assessments also address the potential for impacts from maintenance facilities and stations.
Noise and Vibration Impact Locations

EDEN PRAIRIE

Long-term impacts
- No vibration or ground-borne noise impacts
- Two moderate noise impacts and one severe noise impact
- Potential noise impacts at the Optum Auditorium on Technology Drive

Construction impacts
- Noise and vibration impacts associated with construction activities and construction vehicles, including jackhammers, pile drivers and drills

Final commitments to mitigate noise and vibration will be made in a mitigation plan, which will be part of the Final EIS and Record of Decision and will include:
- Additional noise monitoring and/or testing, if necessary
- Evaluation of mitigation measures
- Identification of long-term and short-term (construction) noise mitigation

ST. LOUIS PARK AND MINNEAPOLIS

Long-term impacts
- No vibration impacts
- 66 moderate and three severe noise impacts, all residential properties, including 32 moderate impacts at the Hoigaard Village apartment complex on Camerata Way
- 54 residential ground-borne noise impacts; approximately 36 are at Calhoun Isle Condominiums

Construction impacts
- Noise and vibration impacts associated with construction activities and construction vehicles, including jackhammers, pile drivers, drills and tunnel excavation

No noise or vibration impacts were identified in the Operations and Maintenance Facility area in Hopkins.
Geology, soil conditions and groundwater are related issues that may affect construction of the light rail line.

Compressible soils in Eden Prairie would require remediation to provide a stable base for light rail construction.

Any contaminated groundwater that seeps into light rail facilities would be treated and discharged to the sanitary sewer system.

**AREAS OF COMPRESSIBLE SOILS IN EDEN PRAIRIE**

**EDEN PRAIRIE**

**Potential long-term impacts**

- Compressible soils (shown in map) would require remediation (e.g., soil replacement, pile foundations)

**Potential construction impacts**

- Temporary groundwater pumping
- Risk of contamination during construction and risk of settlement due to pumping of groundwater during construction

**HOPKINS OPERATIONS AND MAINTENANCE FACILITY**

**Potential long-term impacts**

- Potential for long-term pumping due to potentially contaminated groundwater

**Potential construction impacts**

- Temporary groundwater pumping
- Risk of contamination during construction and risk of settlement due to pumping of groundwater during construction

**ST. LOUIS PARK AND MINNEAPOLIS**

**Potential long-term impacts**

- Potential for long-term pumping of stormwater from tunnel portals to underground infiltration chambers
- Potential for long-term pumping of water from inside the tunnel to the sanitary sewer system

**Potential construction impacts**

- Groundwater removal would be required during construction of the light rail tunnel
- Risk of contamination during construction and risk of settlement due to pumping of groundwater during construction
Water Resources and Wetlands

Long-term impacts
- 4.7 acres of wetland permanently filled
- 13.4 acres of permanent fill in floodplains

Construction impacts
- Short-term impacts to wetlands during construction (e.g., temporary fill)
- Erosion and sedimentation during construction

Mitigating wetland impacts

- Long-term and short-term stormwater detention facilities
- Compensatory storage for floodplain and public waters impacts

Protecting the Minneapolis Chain of Lakes

An independent evaluation of potential water resources impacts found that a light rail tunnel would not damage the Chain of Lakes:
- No drop in lake water levels
- Tunnels protected from groundwater, no permanent pumping of groundwater outside the tunnel required
- No impact on groundwater flow between Cedar Lake and Lake of the Isles
Visual Quality

Visual quality impacts are assessed using principles developed by the Federal Highway Administration (FHWA).

The FHWA assessment procedure includes three steps:

1. Identify views that are sensitive to visual change
2. Assign visual quality ratings to the sensitive sites
3. Determine whether visual quality impacts at each site are substantial or non-substantial

Mitigation measures will be incorporated into the Final EIS, and may include landscaping, visual treatments, lighting, signage and the development of visual and aesthetic guidelines for the design of the project.

Two out of ten locations analyzed with substantial long-term visual impacts

- View from east side of Prairie Center Drive toward Purgatory Creek Park (VP#6)
- View north along Prairie Center Drive south of proposed elevated crossing of roadway (VP#8)

Types of long-term impacts

- Overhead structures visual dominance
- Greater intensity of development
- Visual sensitivity

Construction impacts

- Construction staging areas, equipment and materials storage

Three out of six locations analyzed with substantial long-term visual impacts

- View looking north near Lake Street (VP#2)
- View from a point north of Cedar Lake Parkway looking north toward the tunnel portal south of the channel crossing (VP#3)
- View from the bike trail at the south side of the channel crossing (VP#4)

Types of long-term impacts

- Tree and vegetation removal
- Introduction of tunnel portal
- More developed character
- Visual sensitivity

Construction impacts

- Construction staging areas, equipment and materials storage

Above: Looking north from the Kenilworth Channel crossing; existing conditions and preliminary rendering of proposed view after construction of Southwest LRT.

No visual quality impacts were identified in the Hopkins Operations and Maintenance Facility area.
Environmental Justice Compliance

Federally funded projects are required to avoid disproportionately high and adverse effects on low-income and minority populations.

A “disproportionate impact” is an adverse effect that:

(a) is predominantly borne by a minority population and/or a low-income population, or

(b) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population

The Supplemental Draft EIS:

- Identifies low-income and minority populations within the project area
- Describes the project’s outreach to low-income and minority populations since publication of the Draft EIS
- Updates the project’s environmental justice compliance within the Supplemental Draft EIS study areas

The Final EIS will include a final project-wide finding that considers adverse and beneficial impacts to environmental justice populations and committed mitigation.

The Supplemental Draft EIS finds that there would be no disproportionately high and adverse impacts to low-income and minority populations (no change from the Draft EIS).
Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color or national origin in programs receiving federal funding.

The Metropolitan Council conducts Title VI analyses to ensure that minority and low-income residents of the Twin Cities are not disproportionately affected by changes in transit service.

Title VI analyses are conducted by the Council for:
- Construction of new facilities
- Service and fare changes
- Ongoing service monitoring

**NEXT STEPS**

Prior to the implementation of the Southwest LRT, the Metropolitan Council will conduct a detailed Title VI Service Equity Analysis to assess the potential impacts of the LRT service as well as associated modifications to the adjacent bus service.

The analysis will be completed at least six months prior to the opening of the LRT service.

**OMF SITE SELECTION**

Prior to the Title VI Facility Siting Equity Analysis, the Southwest LRT project team carried out a detailed site selection process that included an investigation of candidate sites and the formulation of recommendations.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Sites</th>
</tr>
</thead>
<tbody>
<tr>
<td>Initial identification of candidate sites</td>
<td>30</td>
</tr>
<tr>
<td>Step 1 Screening</td>
<td>18</td>
</tr>
<tr>
<td>Step 2 Screening</td>
<td>7</td>
</tr>
<tr>
<td>Step 3 screening &amp; Title VI analysis</td>
<td>2</td>
</tr>
<tr>
<td>Final site selection</td>
<td>1</td>
</tr>
</tbody>
</table>

A variety of community outreach activities were conducted during the site selection process, including citizen and business community meetings and open houses, all of which were open to the public.

The site selection process resulted in the two potential locations reviewed in the Title VI Facility Siting Equity Analysis.

**FACILITY SITING EQUITY ANALYSIS**

The Title VI Facility Siting Equity Analysis for the two proposed OMF finalist locations found that the potential impacts to minority and non-minority populations adjacent to the two potential sites are within the acceptable limits of the Metropolitan Council’s Disparate Impact Policy.

Percentages of minority population near the Hopkins OMF site (above) and the potential Eden Prairie site (below), near the proposed Mitchell Station.

FTA will review the Title VI Facility Siting Equity Analysis as part of their Triennial Review in the fall of 2015.
How to Comment on the Supplemental Draft EIS

Comments on the Supplemental Draft EIS will be accepted through July 21, 2015.

Following the close of the comment period, the Federal Transit Administration (FTA) and the Metropolitan Council will consider all comments submitted and will provide responses to substantive comments in the Final EIS.

There are several ways to comment on the Supplemental Draft EIS:

- Use the online comment form at http://metrocouncil.org/swlrt/sdeis/comment
- Speak in person at one of the public hearings
  Individuals will be allotted two minutes to speak; those representing groups will be allotted three minutes. Locations and times of public hearings are listed at far right.
- Submit written comments at a public hearing
  Comment forms will be provided, or you can bring your written comments to the hearing.
- Send written comments by email to: swlrt@metrotransit.org
- Send written comments by mail to: Nani Jacobson, Assistant Director, Environmental and Agreements, Metro Transit – Southwest LRT Project Office, 6465 Wayzata Blvd., Suite 500, St. Louis Park, MN 55426

The Supplemental Draft EIS and appendices are available from the Southwest LRT Project website at:

http://metrocouncil.org/swlrt/sdeis

Printed copies are available for public review at several locations:

<table>
<thead>
<tr>
<th>Location</th>
<th>Address/Address Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eden Prairie City Hall</td>
<td>8080 Mitchell Road, Eden Prairie, MN 55344</td>
</tr>
<tr>
<td>Eden Prairie City Hall</td>
<td>565 Prairie Center Drive, Eden Prairie, MN 55344</td>
</tr>
<tr>
<td>Minnetonka City Hall</td>
<td>14600 Minnetonka Blvd., Minnetonka, MN 55345</td>
</tr>
<tr>
<td>Minnetonka City Hall</td>
<td>200 South 62nd Street, Minnetonka, MN 55345</td>
</tr>
<tr>
<td>Hopkins City Hall</td>
<td>1010 First Street South, Hopkins, MN 55343</td>
</tr>
<tr>
<td>Hopkins City Hall</td>
<td>8080 Mitchell Road, Eden Prairie, MN 55344</td>
</tr>
<tr>
<td>Hopkins City Hall</td>
<td>6465 Wayzata Blvd., Suite 500, St. Louis Park, MN 55426</td>
</tr>
<tr>
<td>Minneapolis City Hall</td>
<td>350 South Fifth Street, Room 203, Minneapolis, MN 55414</td>
</tr>
<tr>
<td>Minneapolis Central Library</td>
<td>300 Nicollet Mall, Minneapolis, MN 55401</td>
</tr>
<tr>
<td>Linden Hills Public Library</td>
<td>2900 West 43rd Street, Minneapolis, MN 55410</td>
</tr>
<tr>
<td>Sumner Public Library</td>
<td>611 Van White Memorial Blvd., Minneapolis, MN 55411</td>
</tr>
<tr>
<td>Franklin Public Library</td>
<td>1314 East Franklin Avenue, Minneapolis, MN 55404</td>
</tr>
<tr>
<td>Walker Public Library</td>
<td>2880 Hennepin Avenue, Minneapolis, MN 55408</td>
</tr>
<tr>
<td>Metropolitan Council Library</td>
<td>390 Robert Street North, St. Paul, MN 55101</td>
</tr>
<tr>
<td>MnDOT Transportation Library</td>
<td>395 John Ireland Blvd., St. Paul, MN 55155</td>
</tr>
<tr>
<td>Minn. Legislative Reference Library</td>
<td>645 State Office Building, 100 Rev. Dr. Martin Luther King, Jr. Blvd., St. Paul, MN 55155</td>
</tr>
</tbody>
</table>

To request documents in an alternative format, please contact the Southwest LRT Project Office by phone at 612-373-3800 or email swlrt@metrotransit.org.
Hazardous and Contaminated Materials

Phase I Environmental Site Assessments (ESAs) evaluated the potential risk of contaminants being found during construction.

Sites are classified based on their potential impact to the project and their potential to be affected by construction:

- **High Risk**: Active and inactive Voluntary Investigation and Cleanup (VIC) sites; Minnesota Environmental Response and Liability Act sites; active and inactive dump sites; active leaking underground storage tank (LUST) sites; historical industrial sites with likely chemical use on the premises.

- **Medium Risk**: Closed LUST sites; sites with storage tanks; sites with historic vehicle repair activities.

- **Low Risk**: Hazardous waste generators; some farmsteads and residences.

### Potential Long Term Impacts

- If permanent pumping of groundwater is needed, there is potential for contaminated groundwater to enter the groundwater pumping system.

### Potential Short Term Impacts

- Potentially high-risk sites that could affect the project (six sites in Eden Prairie, four sites in Hopkins, six sites in St. Louis Park and Minneapolis).
- Potential spills during construction.
- Potential to encounter sites with existing contamination during construction.

### Potential Mitigation Measures

- Mitigation will be regulated by the Minnesota Pollution Control Agency’s Brownfield Program.
- A response action plan (RAP) will be developed to address risks.
- A Construction Contingency Plan will be prepared prior to the start of construction. This plan will include procedures for handling any unknown contamination discovered during construction.
- Existing structures will be surveyed for hazardous or regulated materials prior to demolition or modification.
- Cleanup of identified contamination would begin prior to, or in concert with, construction in accordance with the approved Site Safety and Health Plan and will be continuously monitored by qualified inspectors.