

Meeting Agenda

JUNE 2015

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

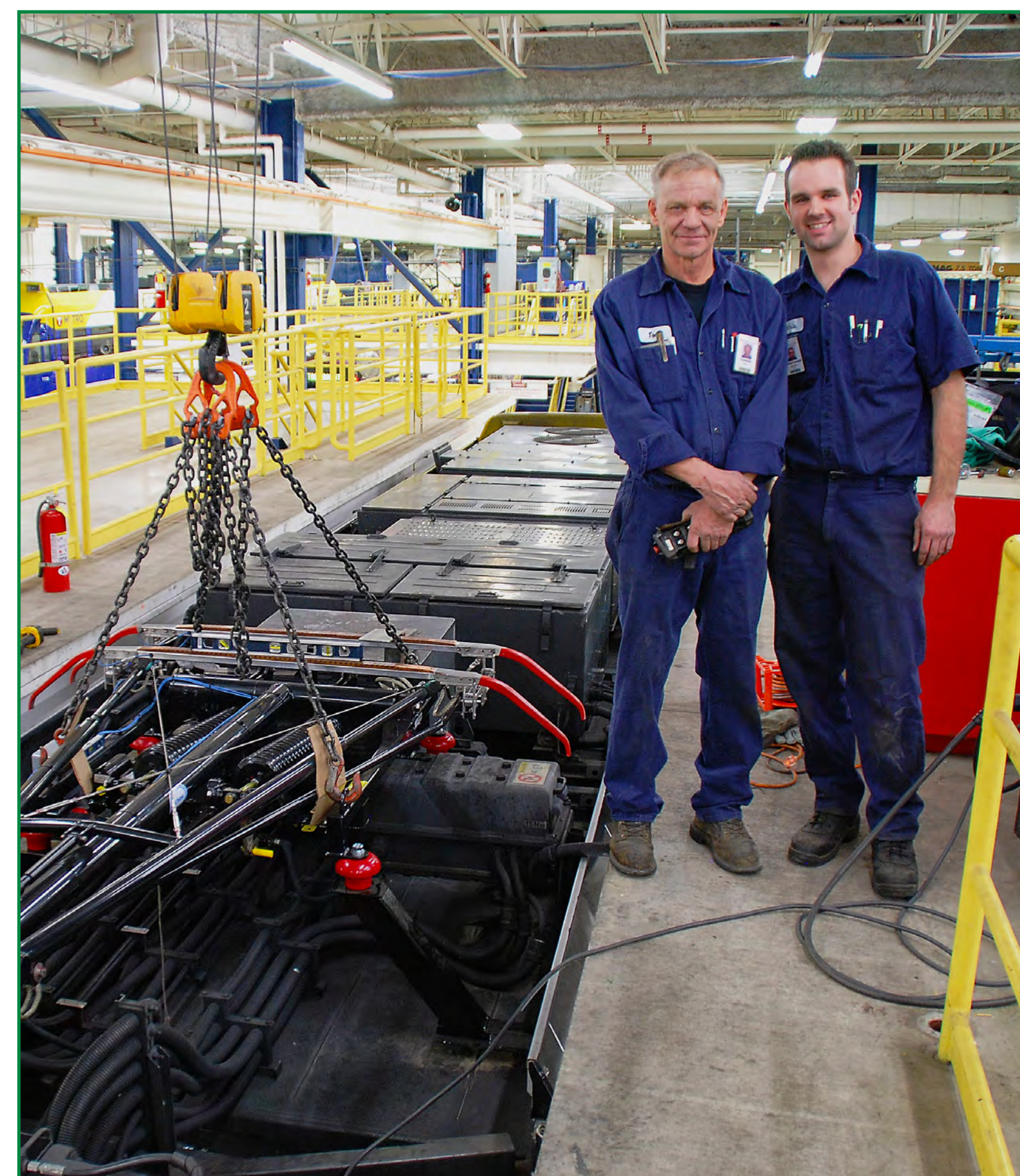
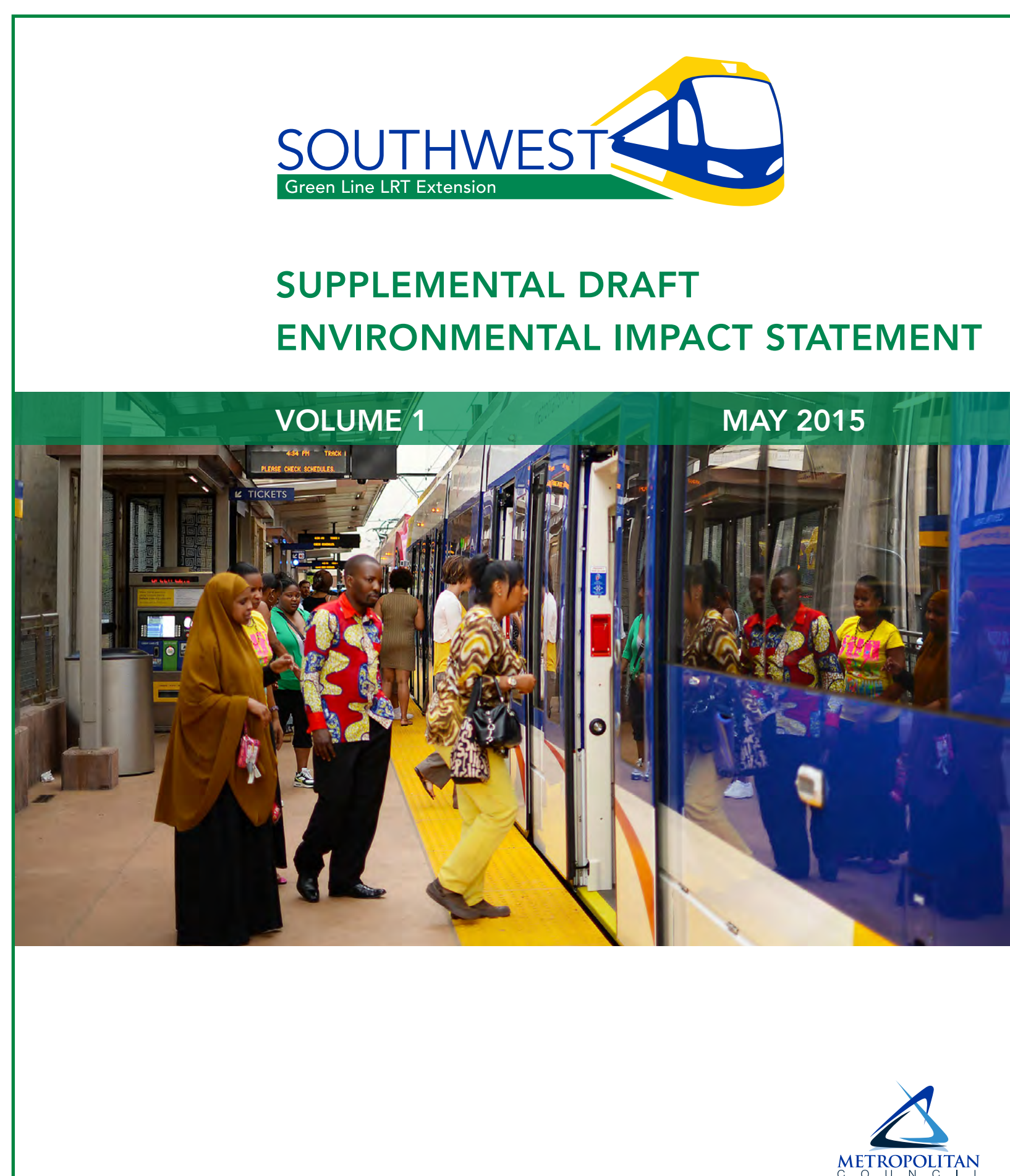
No action will be taken at the hearings.

5:00 – Open House

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

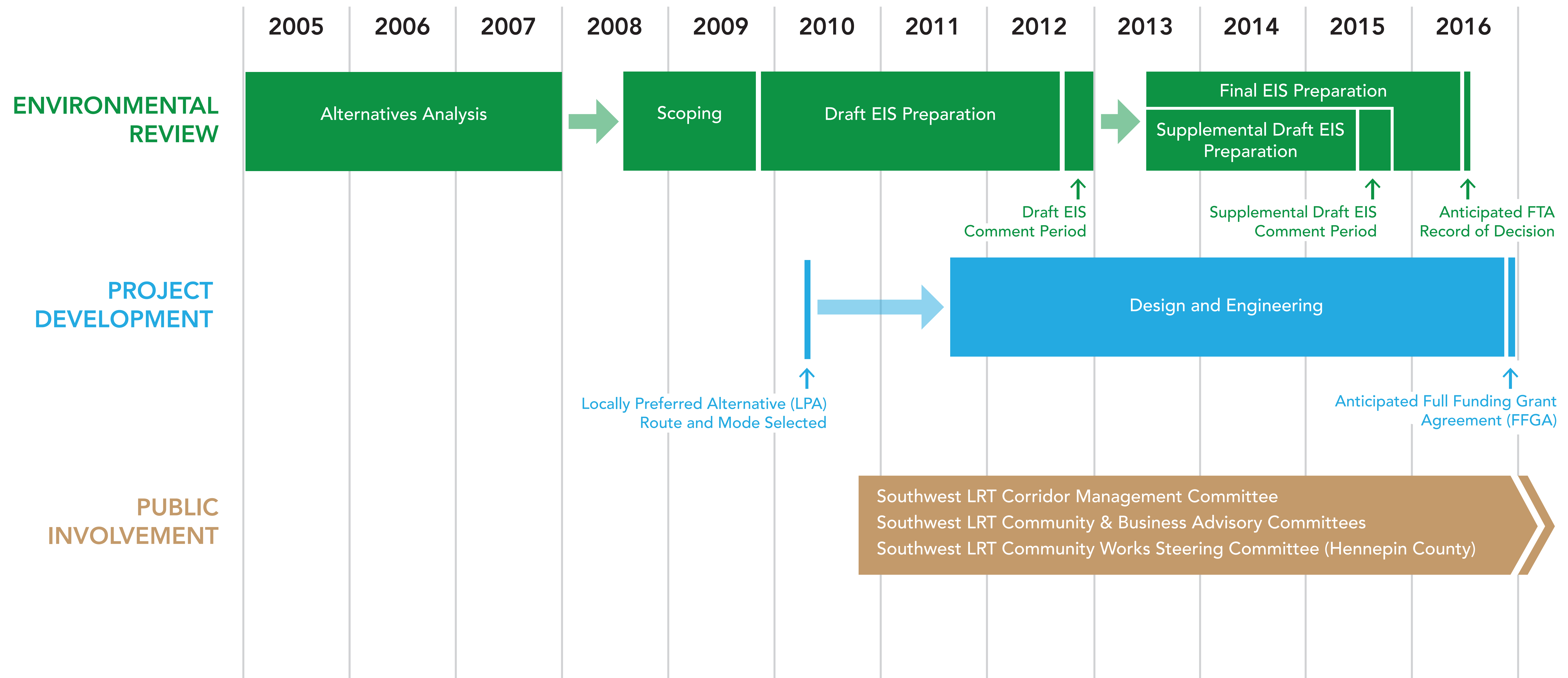
6:00 – Public Hearing

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

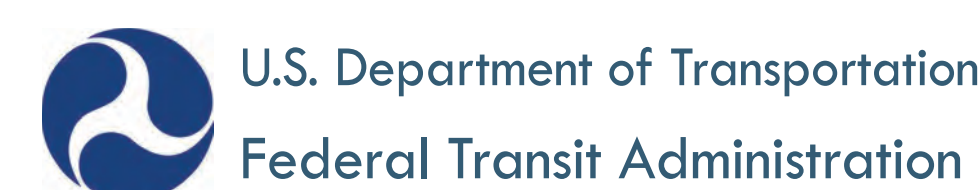


Anticipated Project Timeline

JUNE 2015



Project Sponsors



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)

Supplemental Draft EIS Evaluation Areas

JUNE 2015

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.

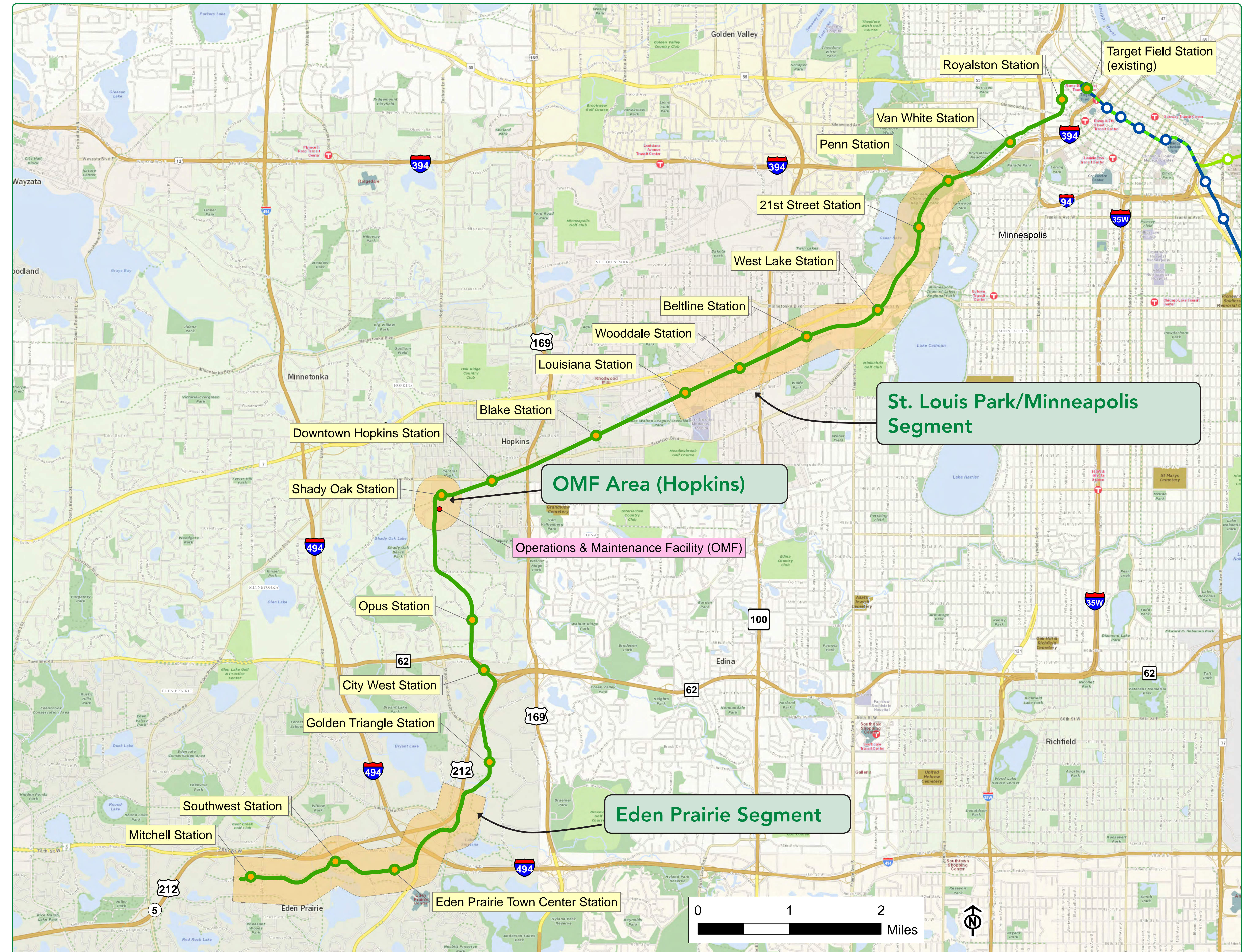
Operations and Maintenance Facility:

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.

SOUTHWEST LRT ROUTE



Evaluation Areas

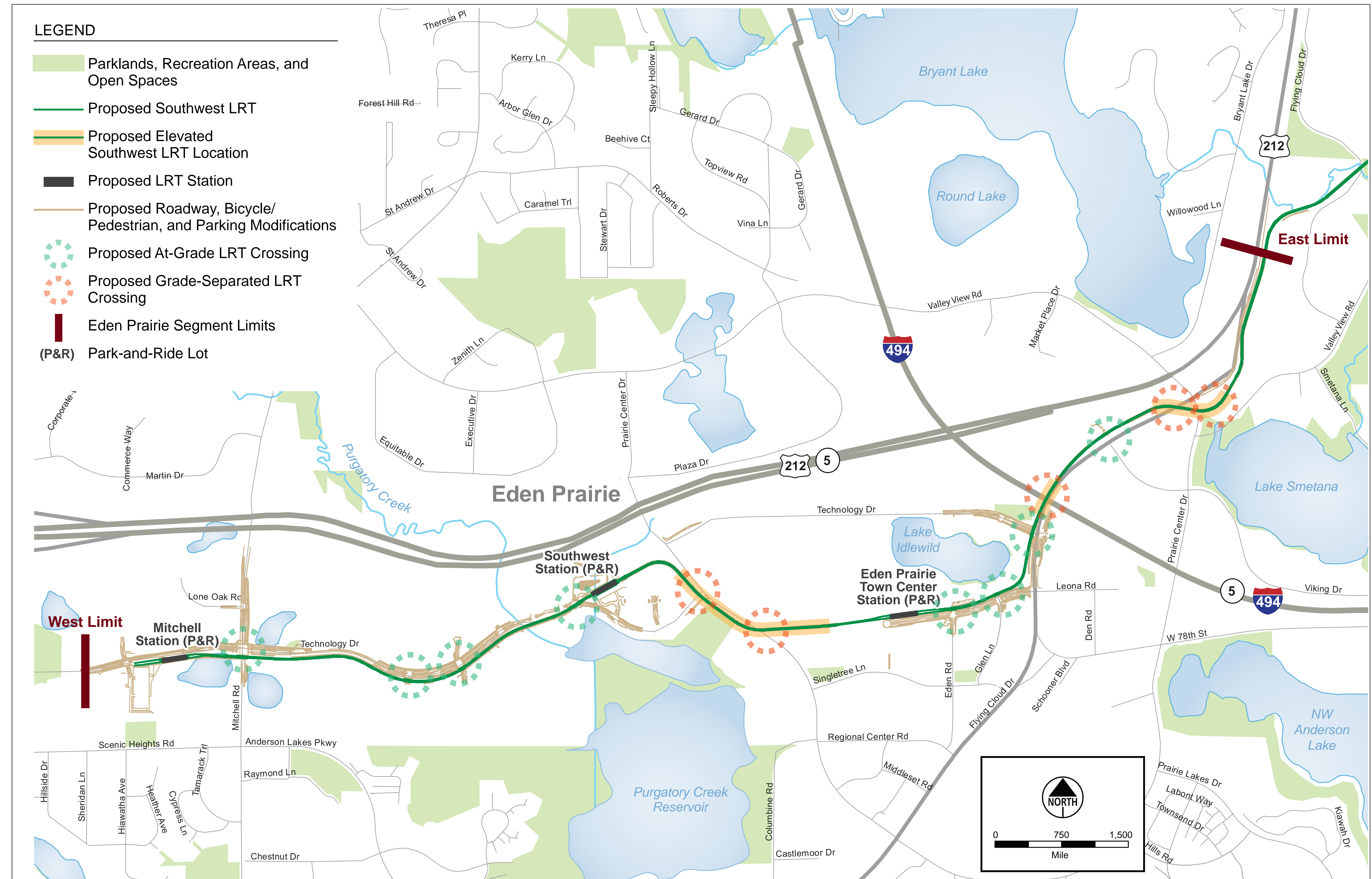
Eden Prairie Segment

JUNE 2015

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.



Operations and Maintenance Facility

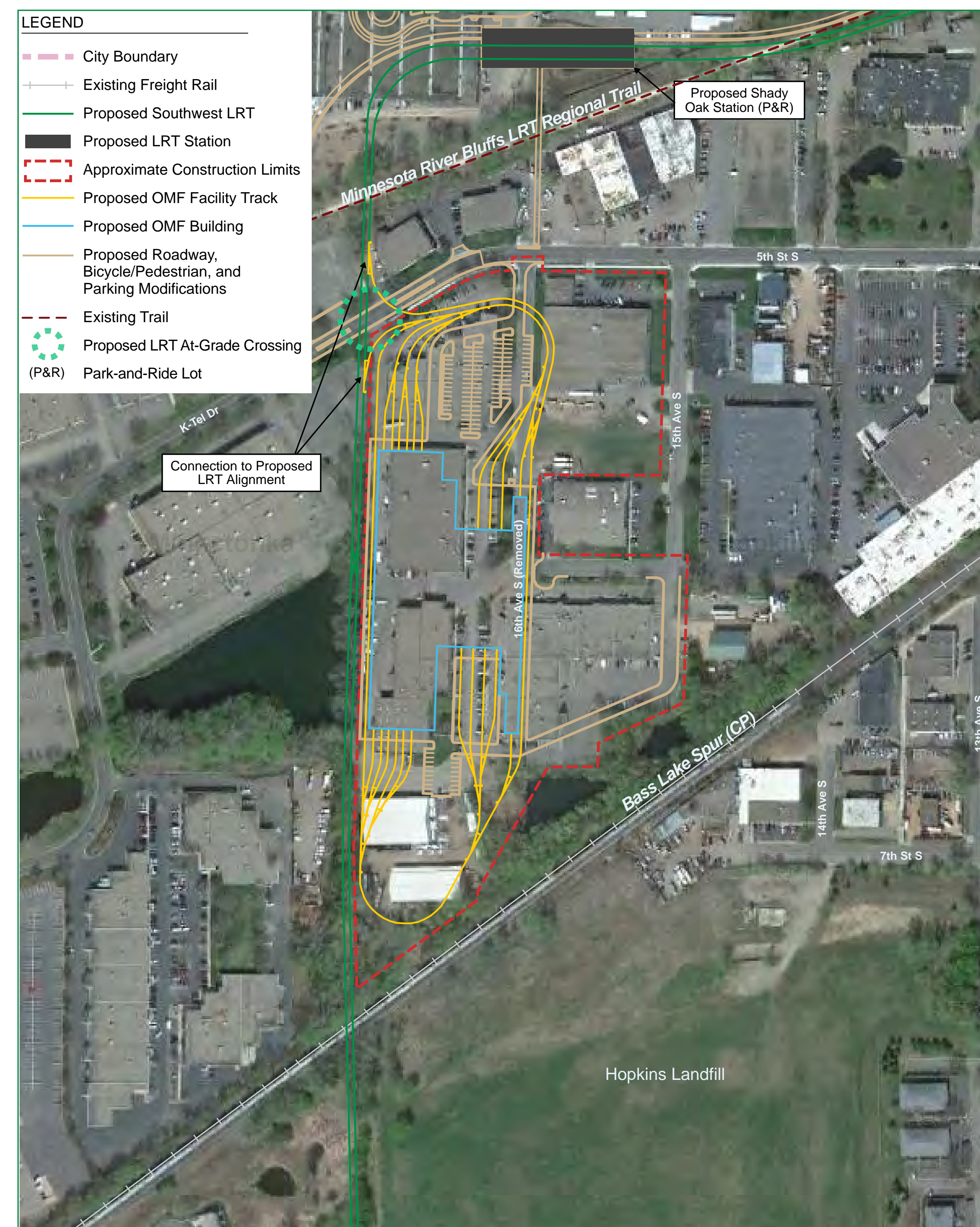
JUNE 2015

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.

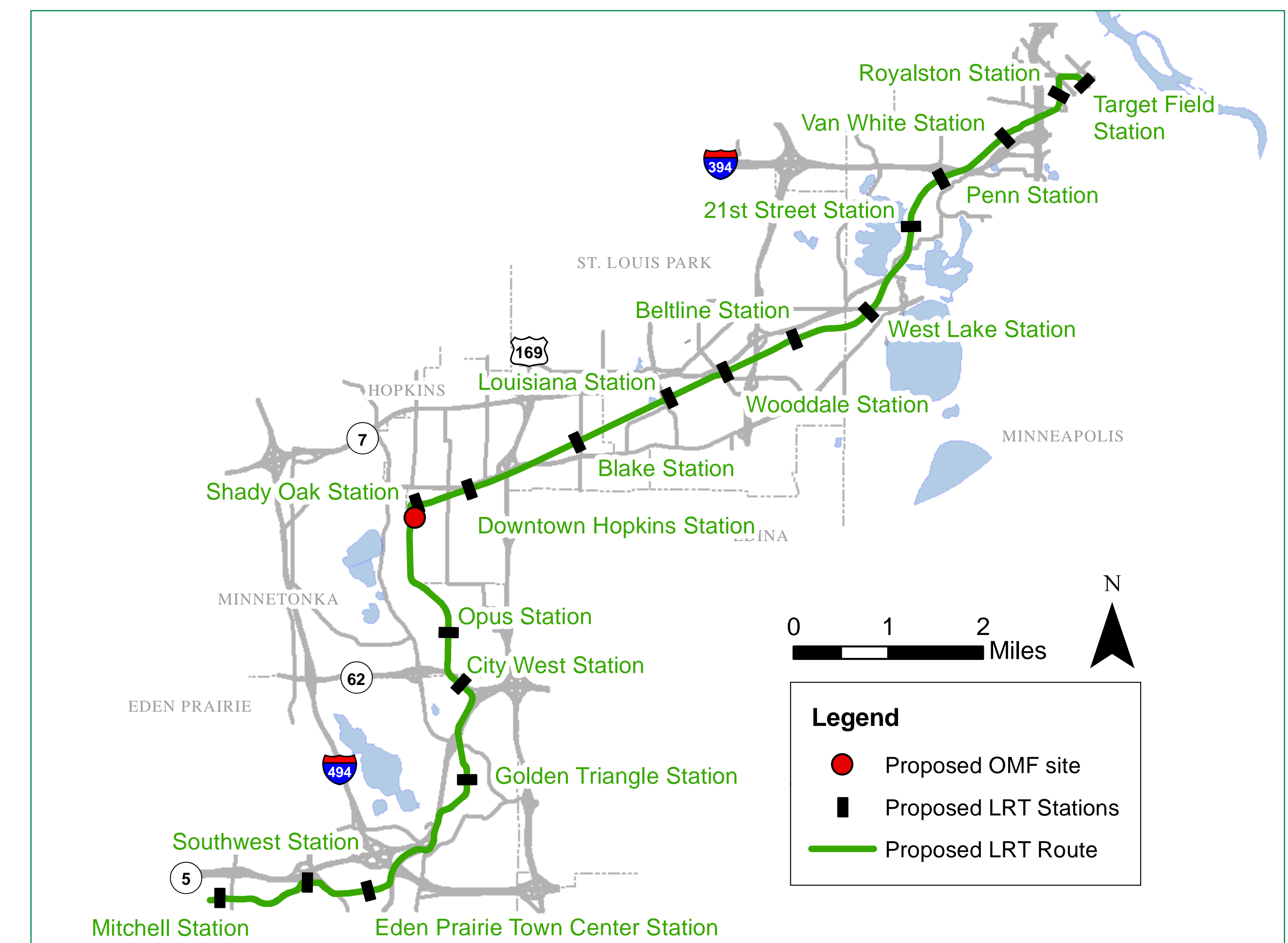
HOPKINS OMF SITE



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.



St. Louis Park and Minneapolis Segment

JUNE 2015

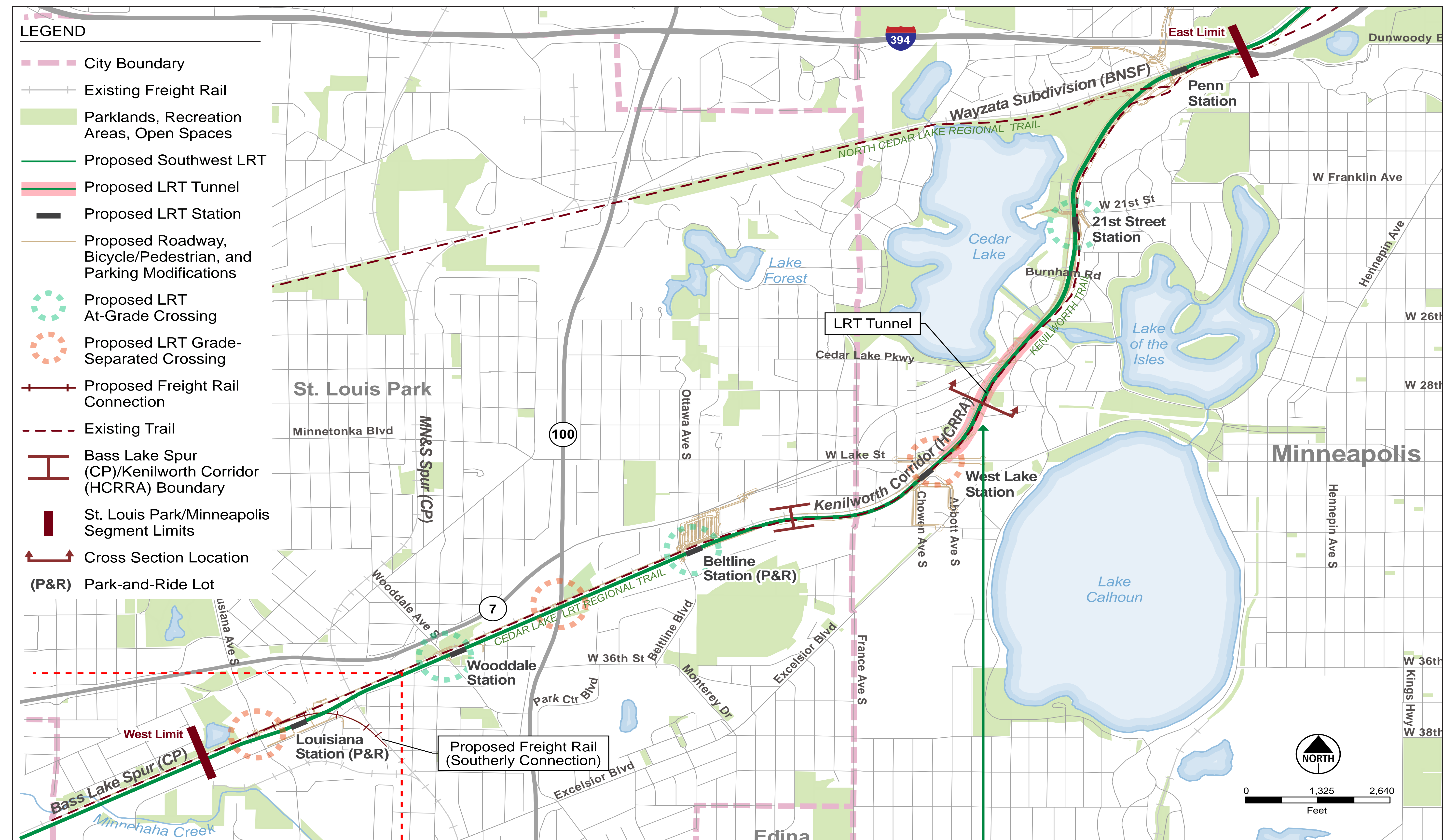
The St. Louis Park and Minneapolis segment is generally between Louisiana Avenue in St. Louis Park and Penn Avenue in Minneapolis.

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.

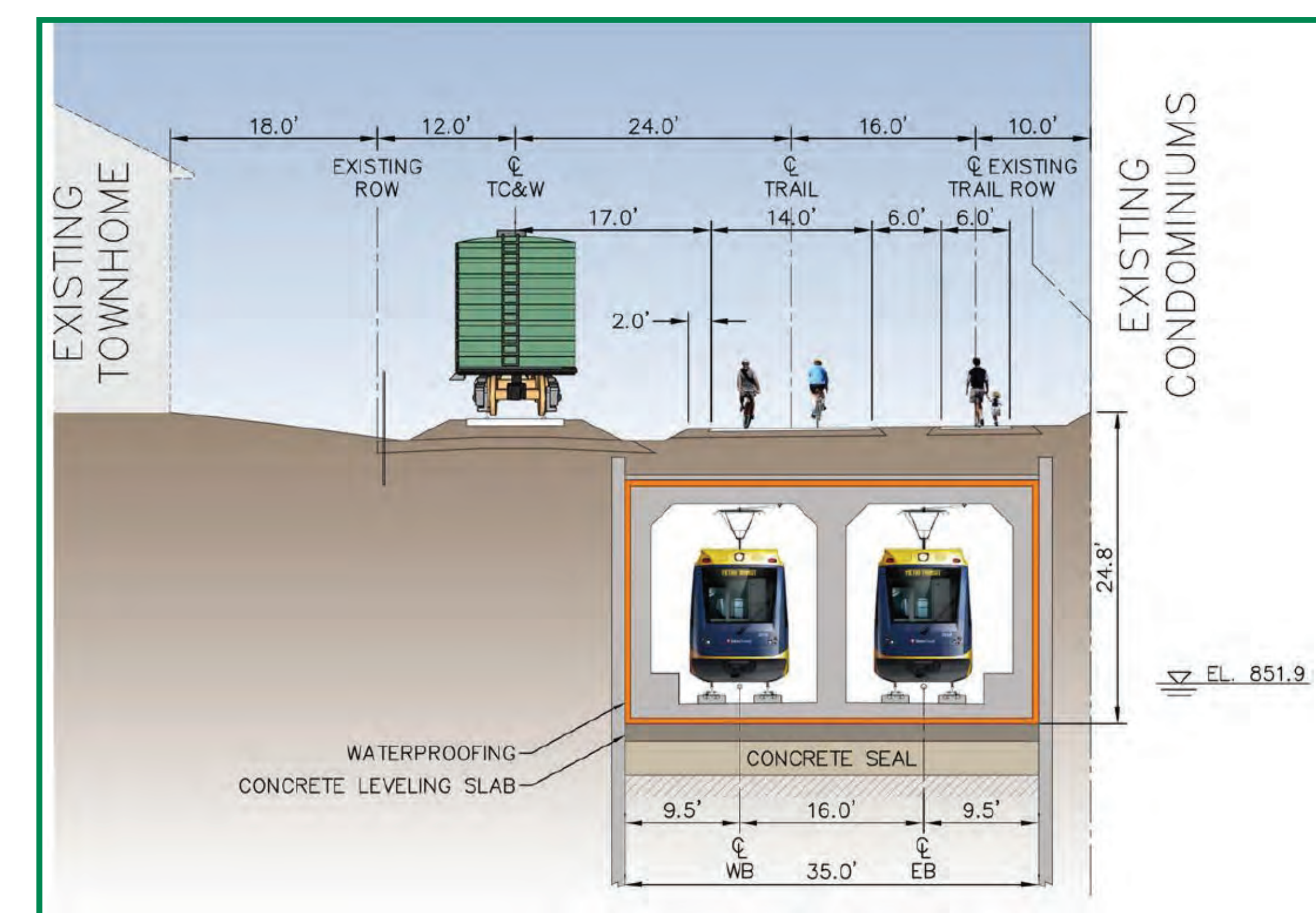
Several adjustments would be made in the existing freight rail alignment to accommodate light rail. Light rail trains would run in a tunnel through a portion of this segment to allow enough space for freight rail and trails on the surface.

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



KENILWORTH LRT TUNNEL



Design Adjustments Made Since the Draft EIS

JUNE 2015

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.

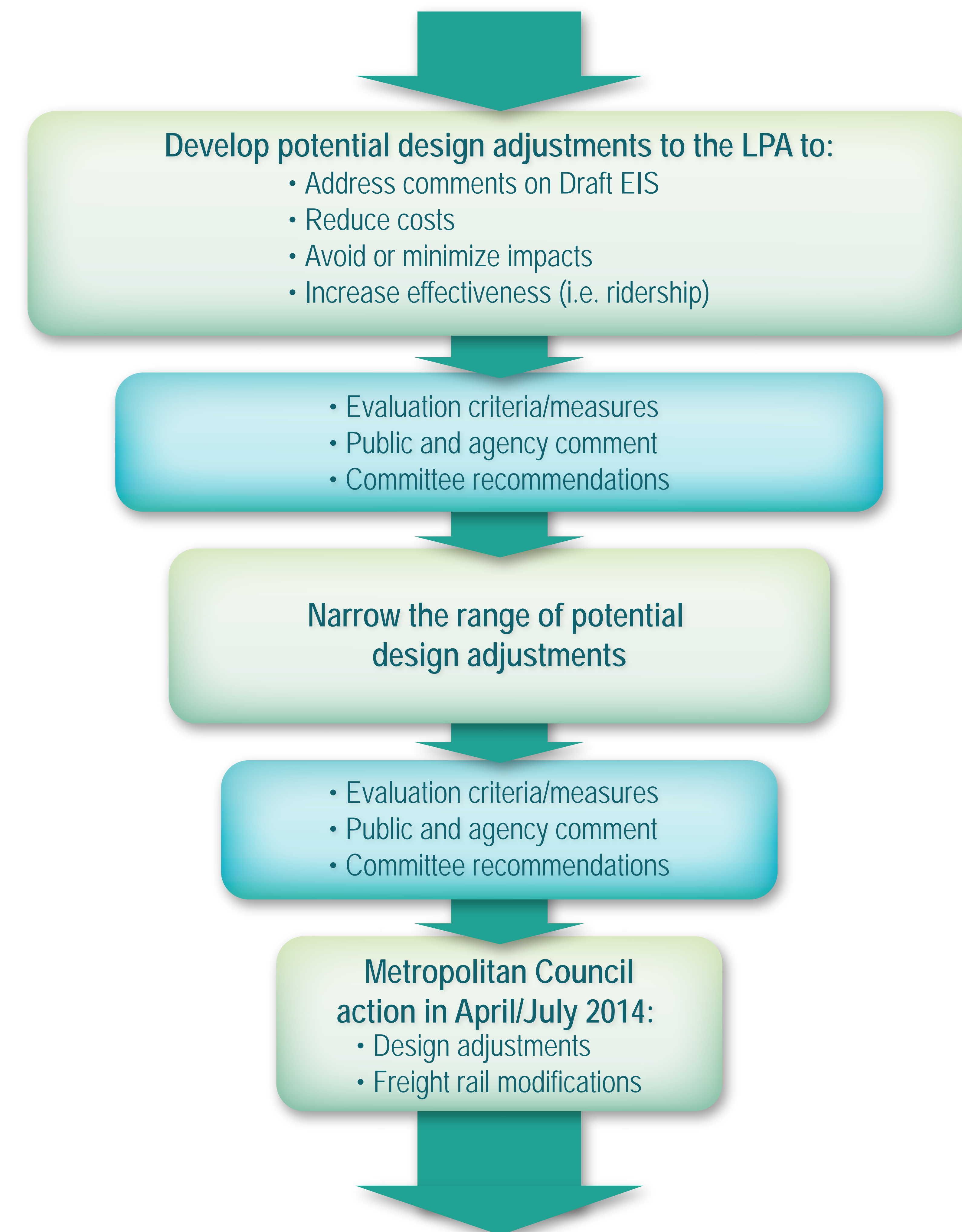
The Southwest Transitway Draft EIS evaluated several options for improving transit service in the Southwest Corridor and identified "LRT Alignment 3A" as the Locally Preferred Alternative (LPA) route and mode.

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.

Comments on Draft EIS



Supplemental Draft EIS

- Eden Prairie Segment
- Hopkins Operations and Maintenance Facility
- St. Louis Park/Minneapolis Segment

Property Impacts and Economic Effects

JUNE 2015

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)

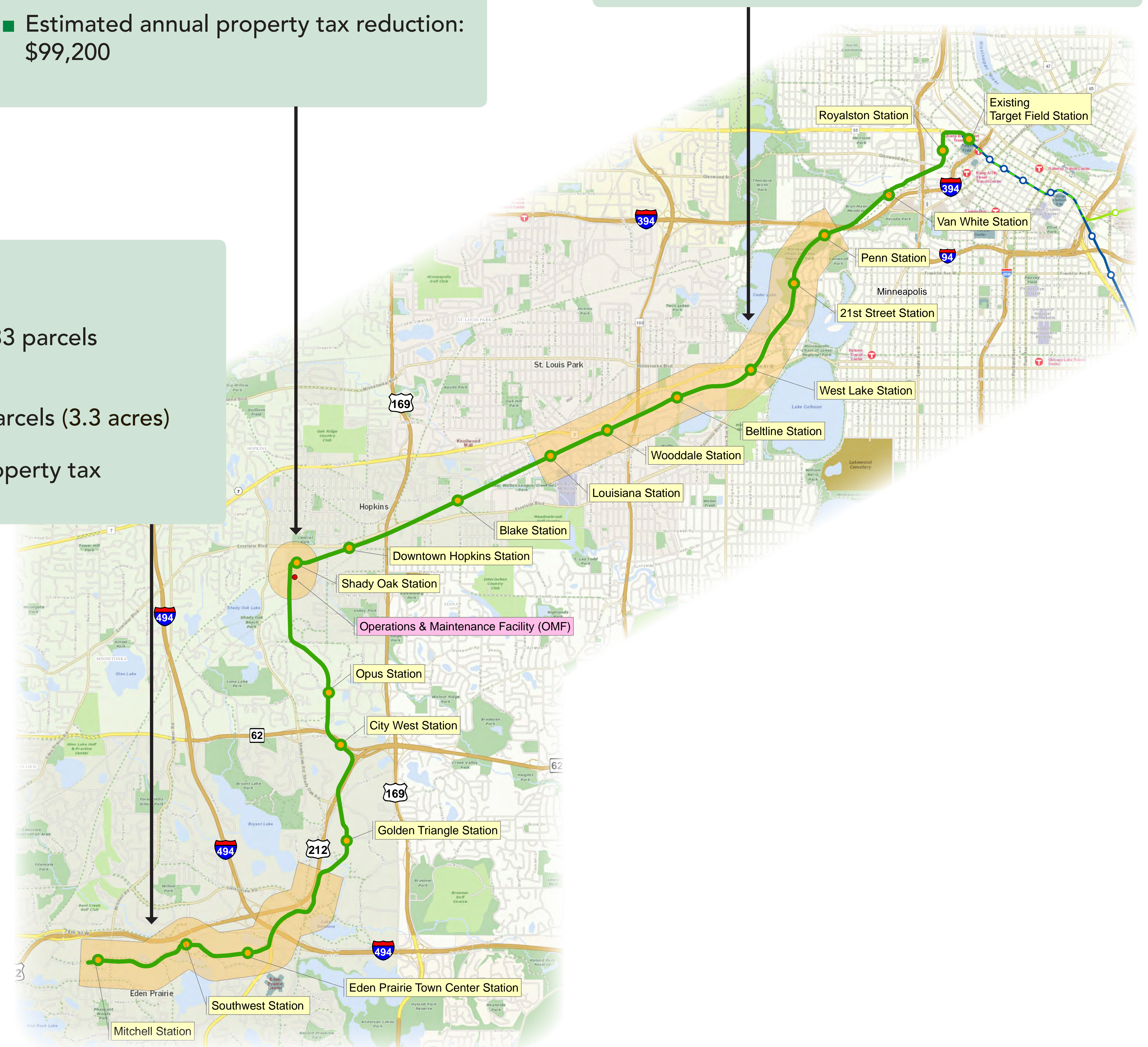
- Partial acquisitions: 1 parcel (0.5 acres)
- Full acquisitions: 8 parcels (17.7 acres)
- Estimated annual property tax reduction: \$99,200

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

Eden Prairie

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



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- 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)

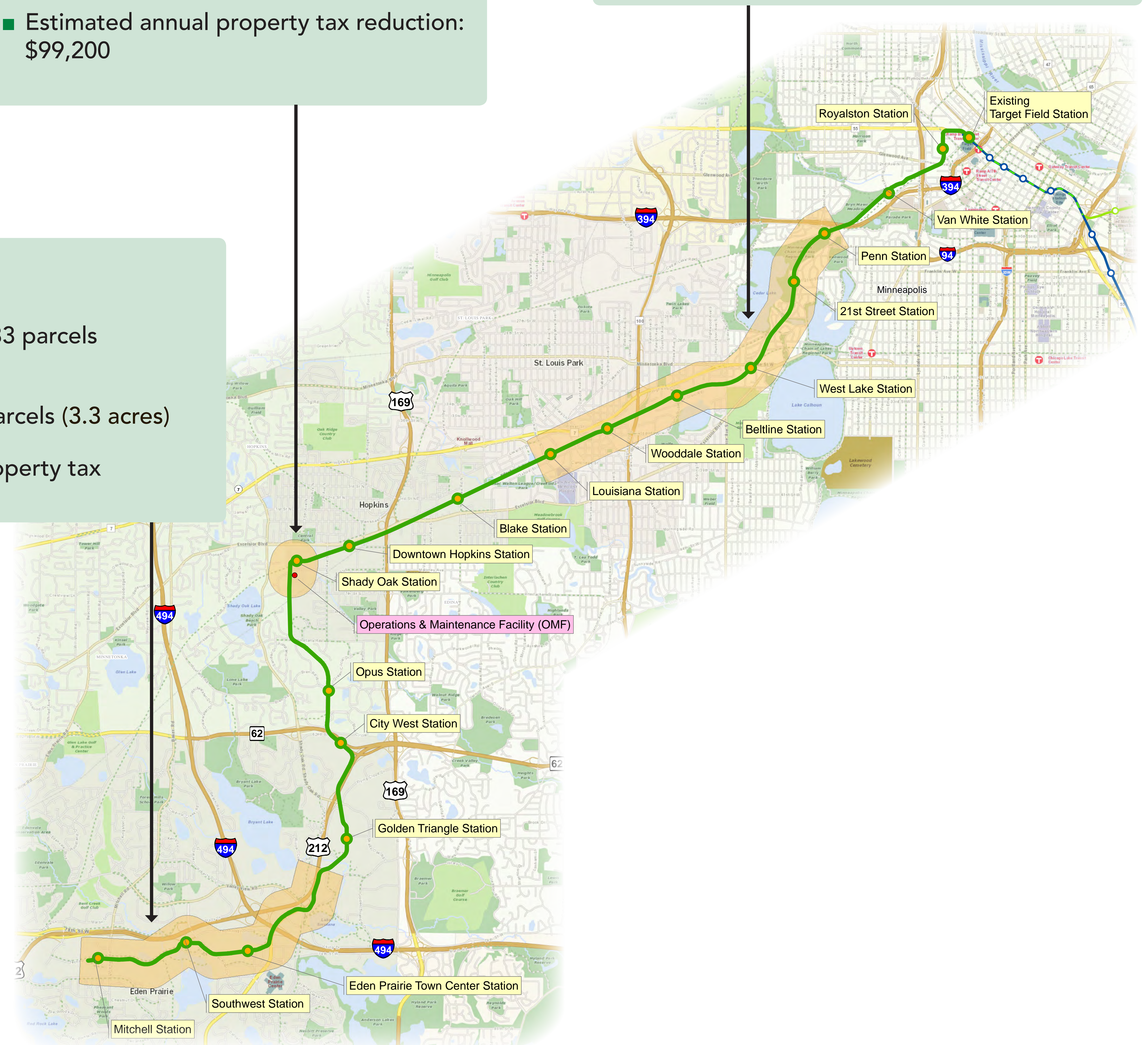
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Changes to Freight Rail

JUNE 2015

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

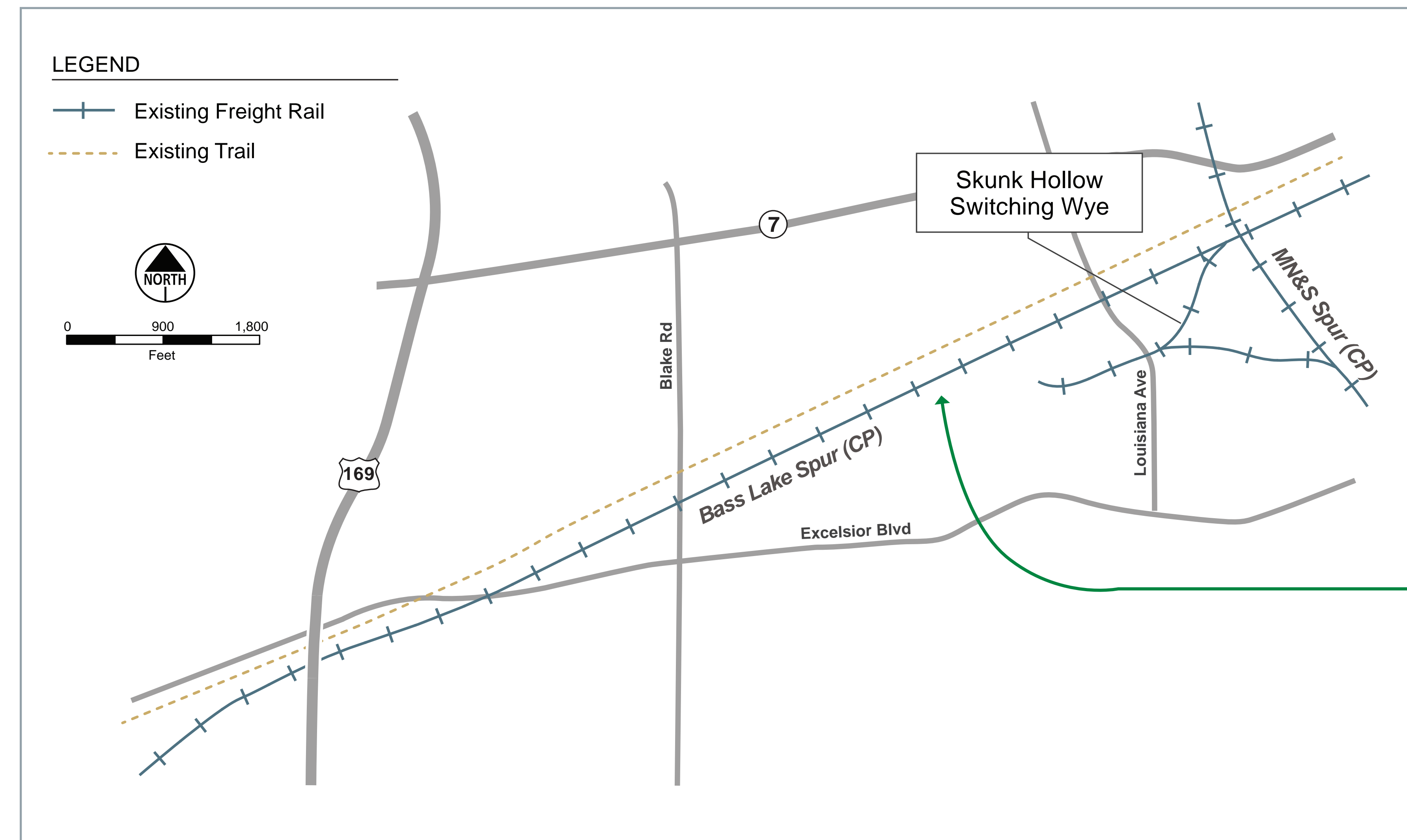
Current design plans call for continued operation of freight rail in the Kenilworth Corridor through the St. Louis Park and Minneapolis segment.

Major changes to freight rail are proposed in three areas:

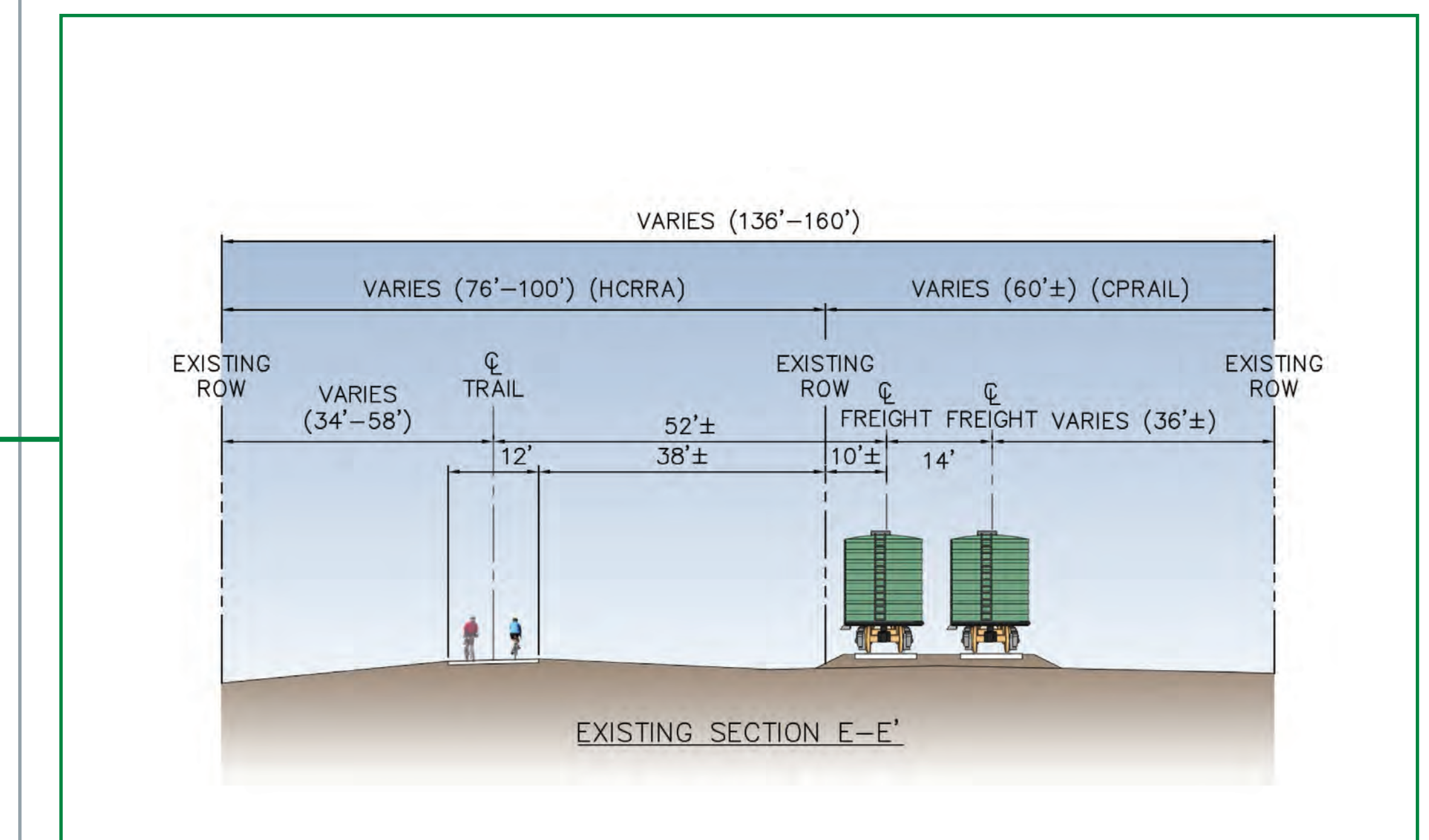
- **Southerly Connection:** The freight switching wye tracks at Skunk Hollow near Louisiana Station would be partially removed and replaced by a new direct connection between the MN&S Spur and the Bass Lake Spur
- **Freight/LRT Swap:** East of Excelsior Boulevard, freight rail would be shifted north 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.

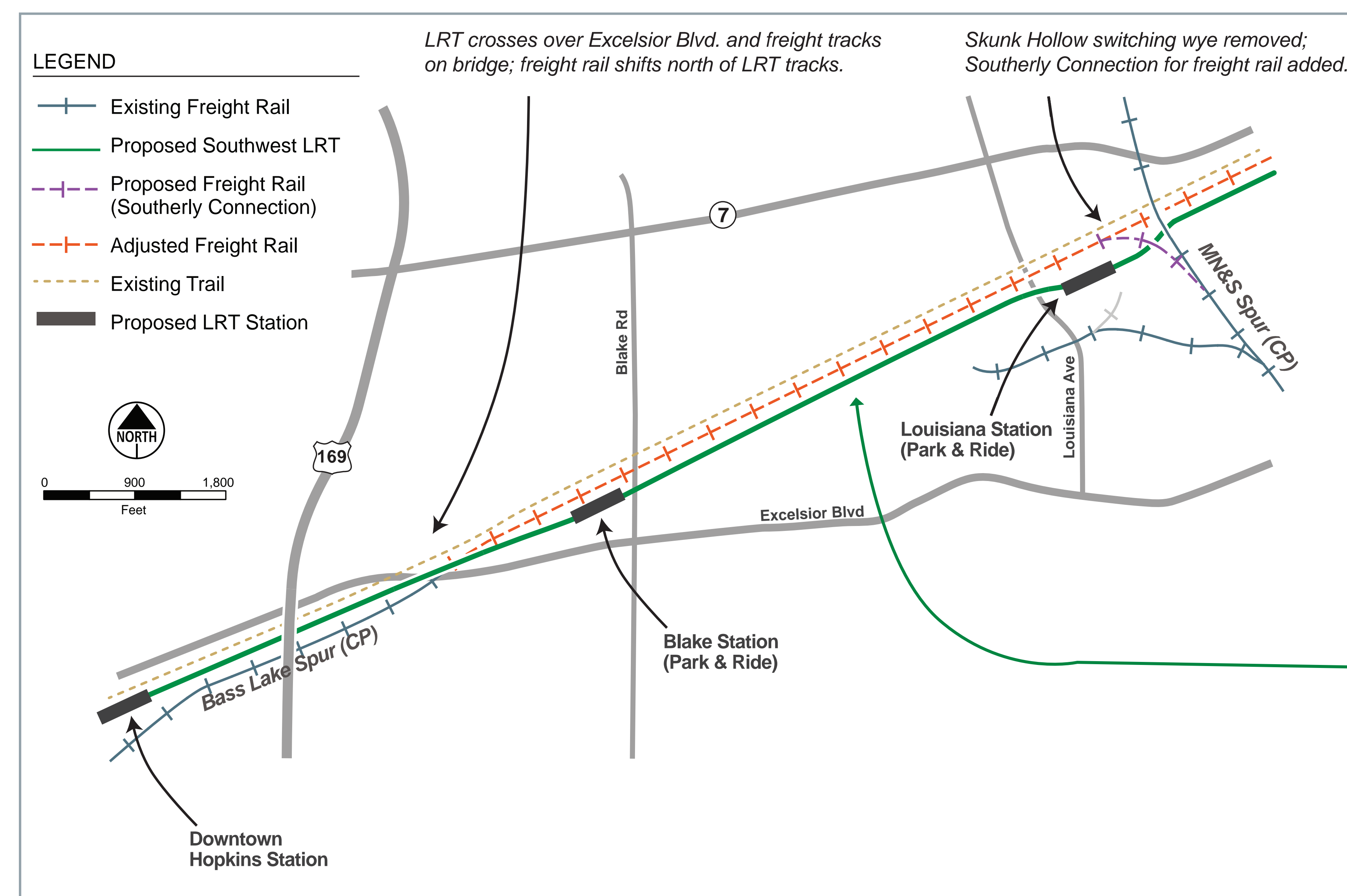
EXISTING CONDITION



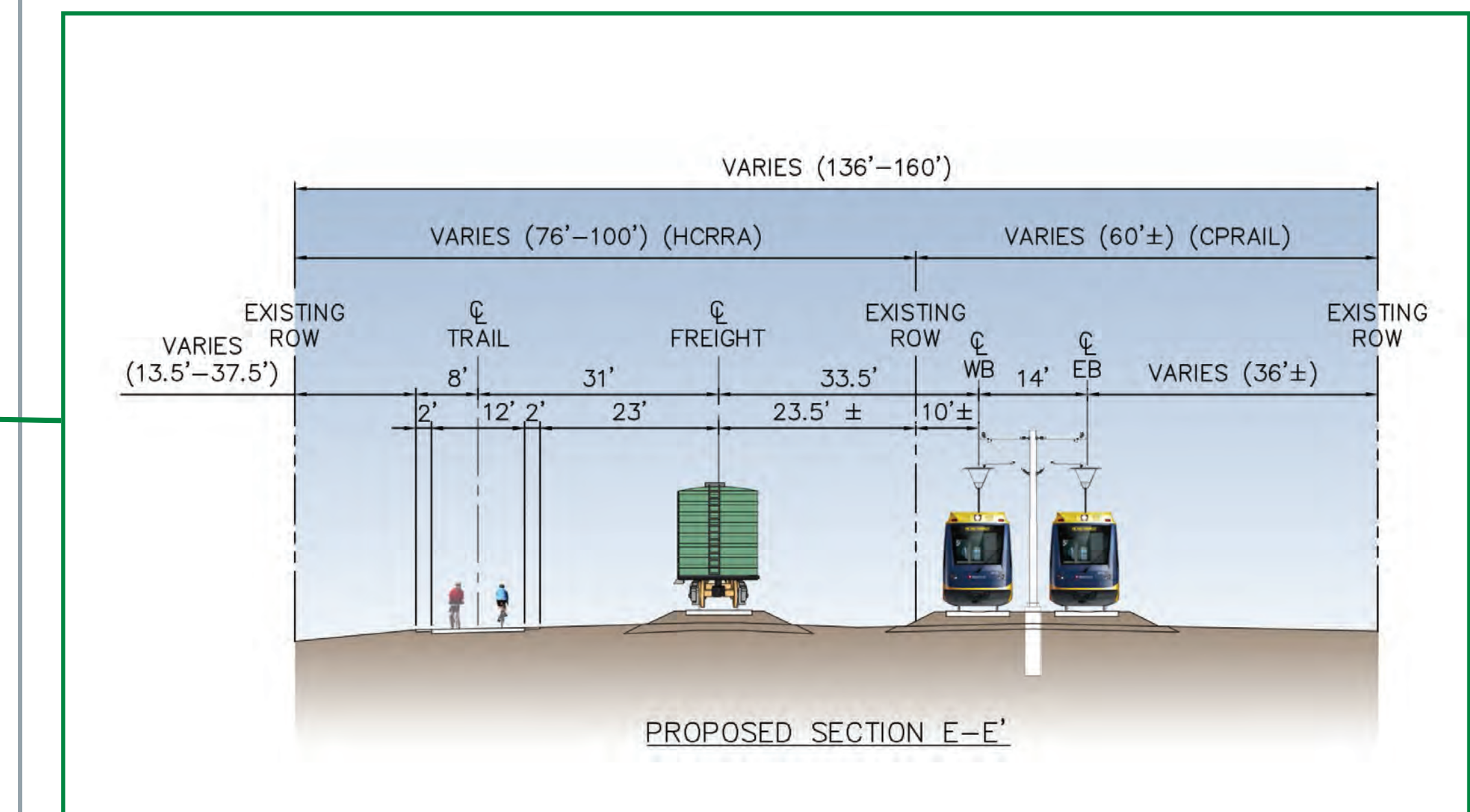
Cross-section view looking east:



PROPOSED CHANGES



Cross-section view looking east:



Cultural Resources Impacts

JUNE 2015

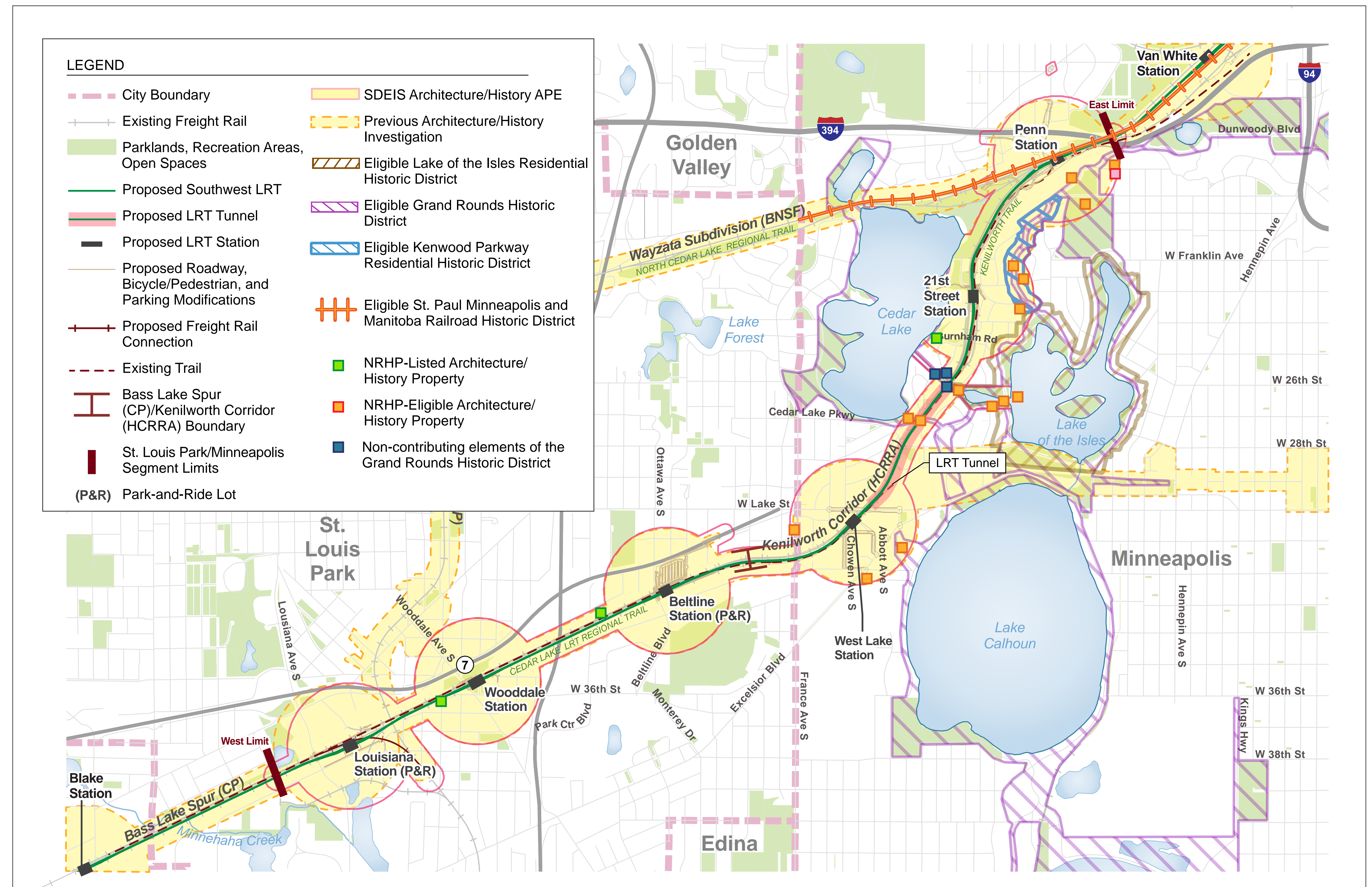
Section 106 of the National Historic Preservation Act of 1966 requires projects receiving federal funding to evaluate effects on historic and archaeological resources.

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



	Eden Prairie	OMF (Hopkins)	St. Louis Park & Minneapolis
Historic/Archaeological Resources Present	None	None	<ul style="list-style-type: none"> ■ 4 historic districts ■ 18 individual resources ■ 1 archaeological site
Impacts	None*	None	Preliminary determination of adverse effect on: <ul style="list-style-type: none"> ■ Grand Rounds Historic District ■ Kenilworth Lagoon

* Archaeological testing needed at two locations in the Eden Prairie segment; results will be included in the Final EIS.

Parks and Recreation Areas – Section 4(f) Evaluation

JUNE 2015

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.

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

* 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 Assessment

JUNE 2015

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:

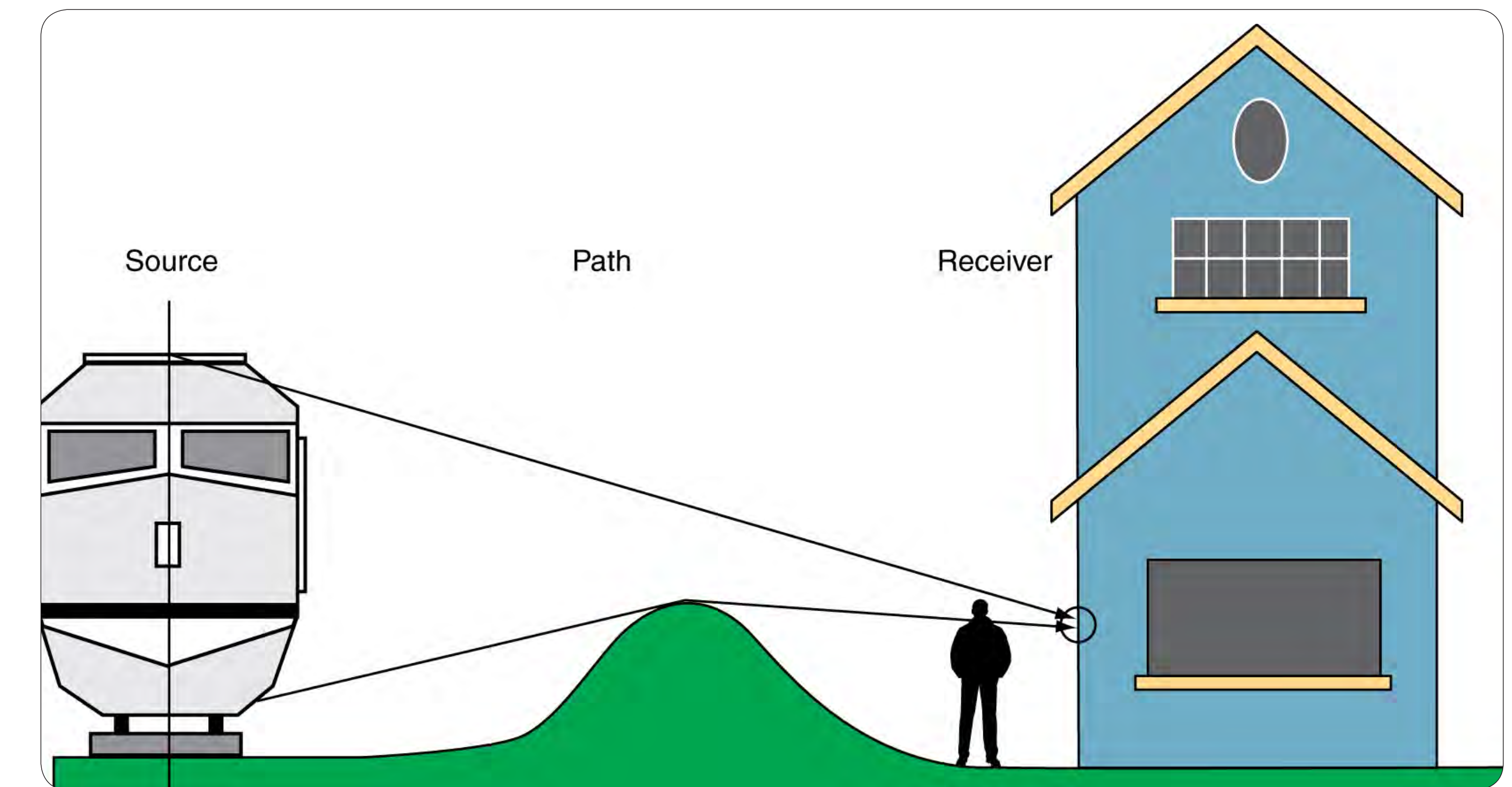
Category 1: Highly sensitive sites, such as recording studios or certain types of manufacturing facilities.

Category 2: Residences and other places where people sleep.

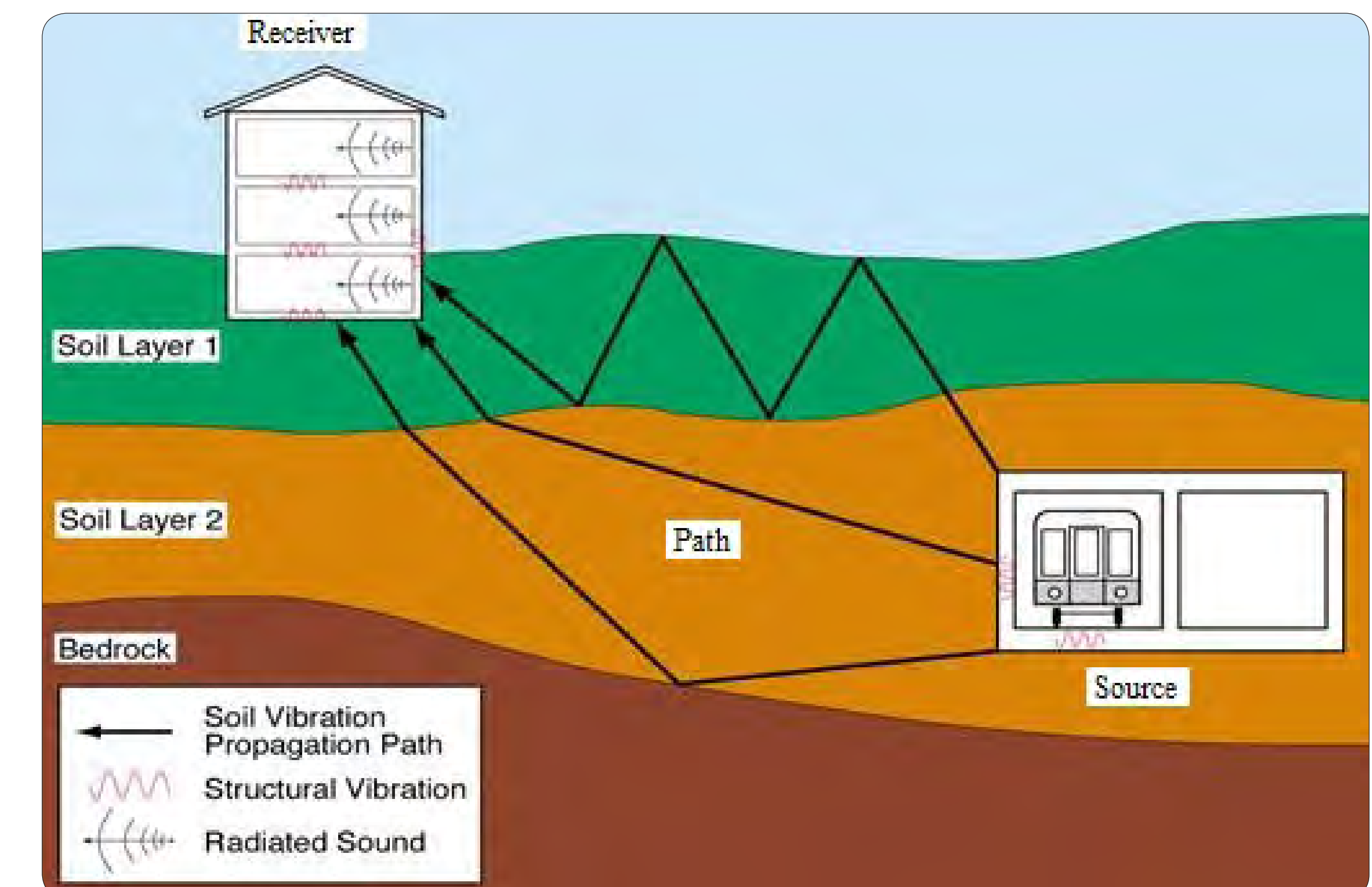
Category 3: Schools, churches and other places with daytime use.

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

NOISE



VIBRATION AND GROUND-BORNE NOISE



Noise and Vibration Impact Locations

JUNE 2015

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

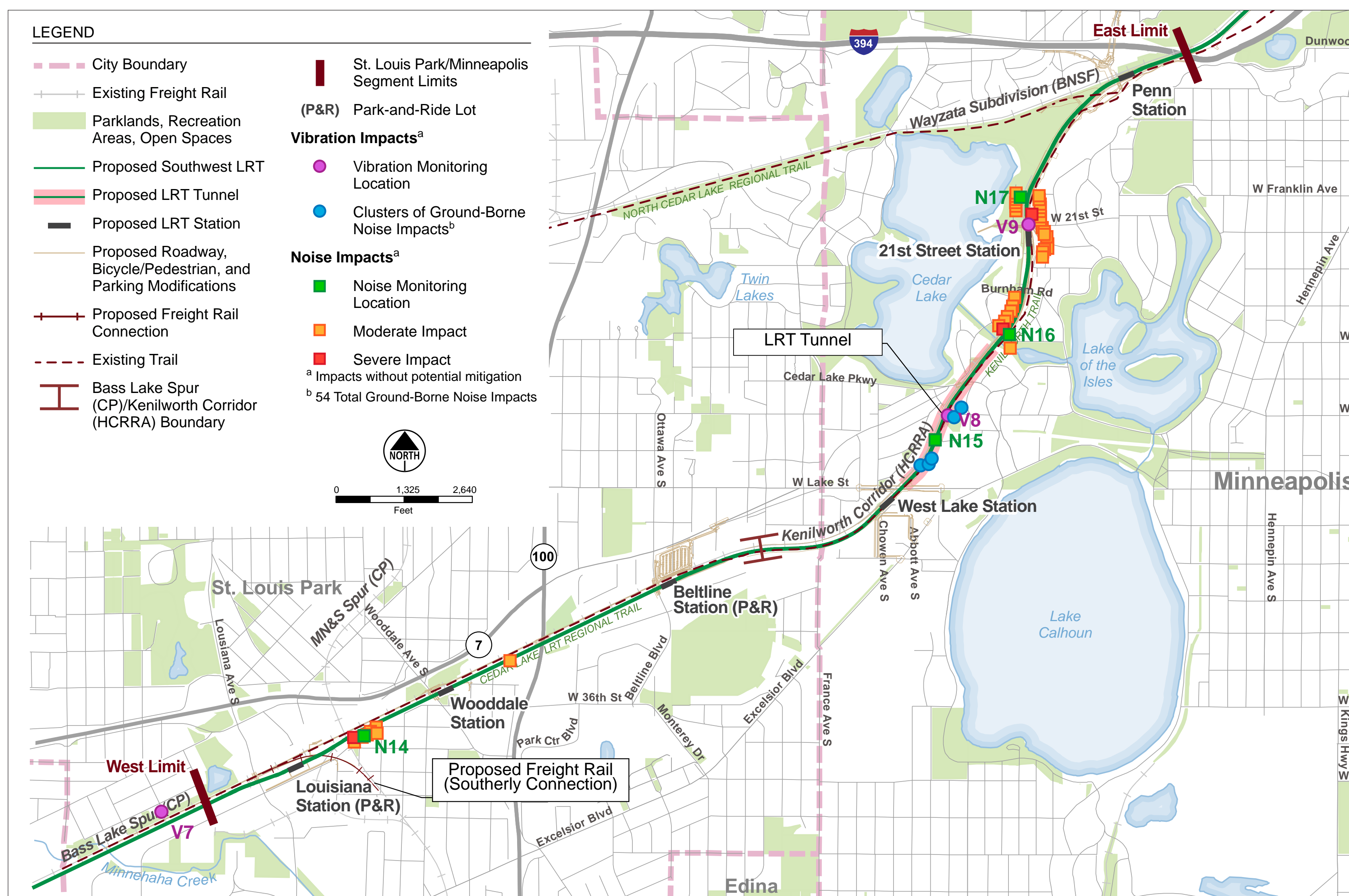
Construction impacts

- 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.

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

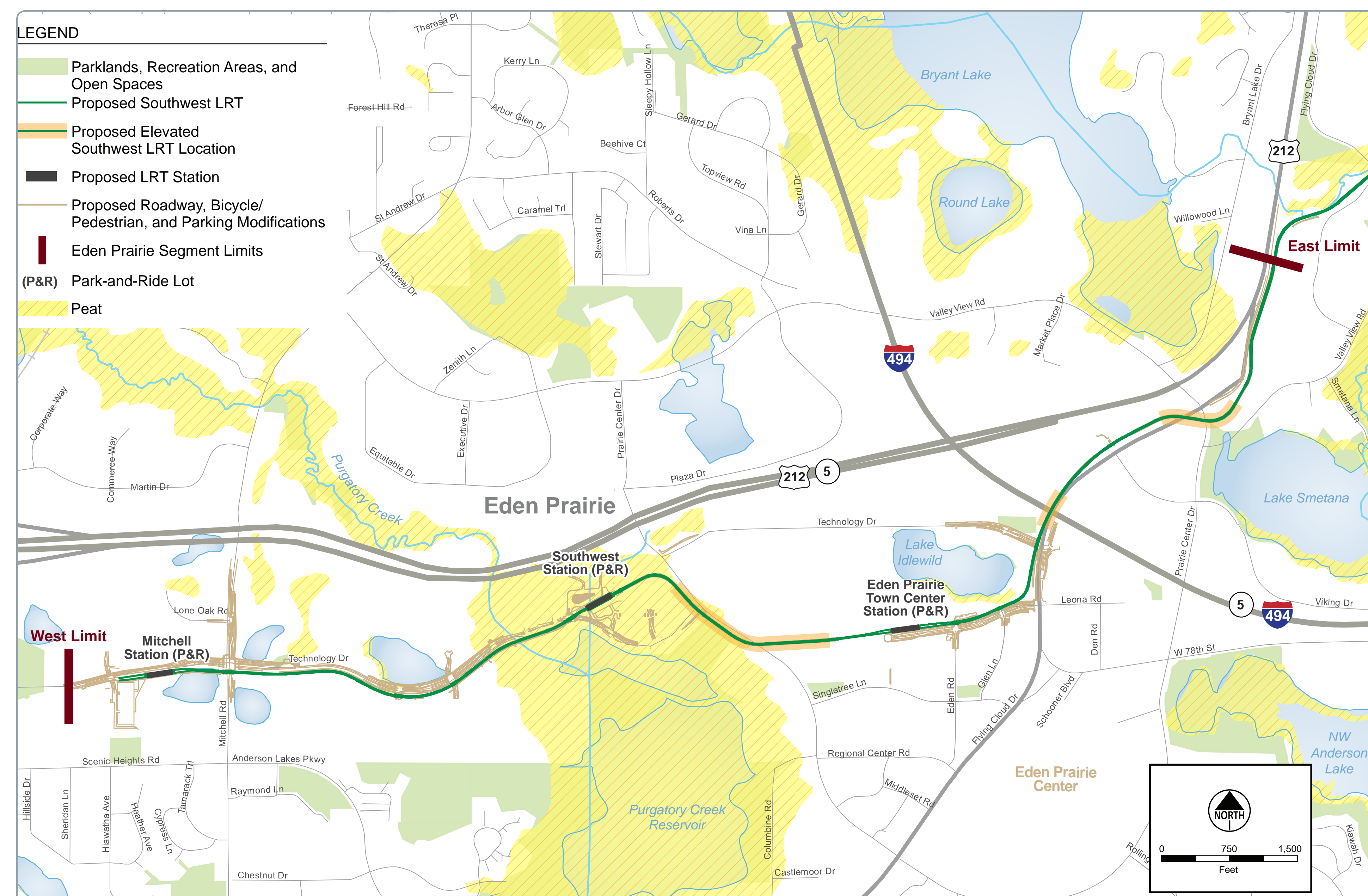
Potential long-term impacts

- 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

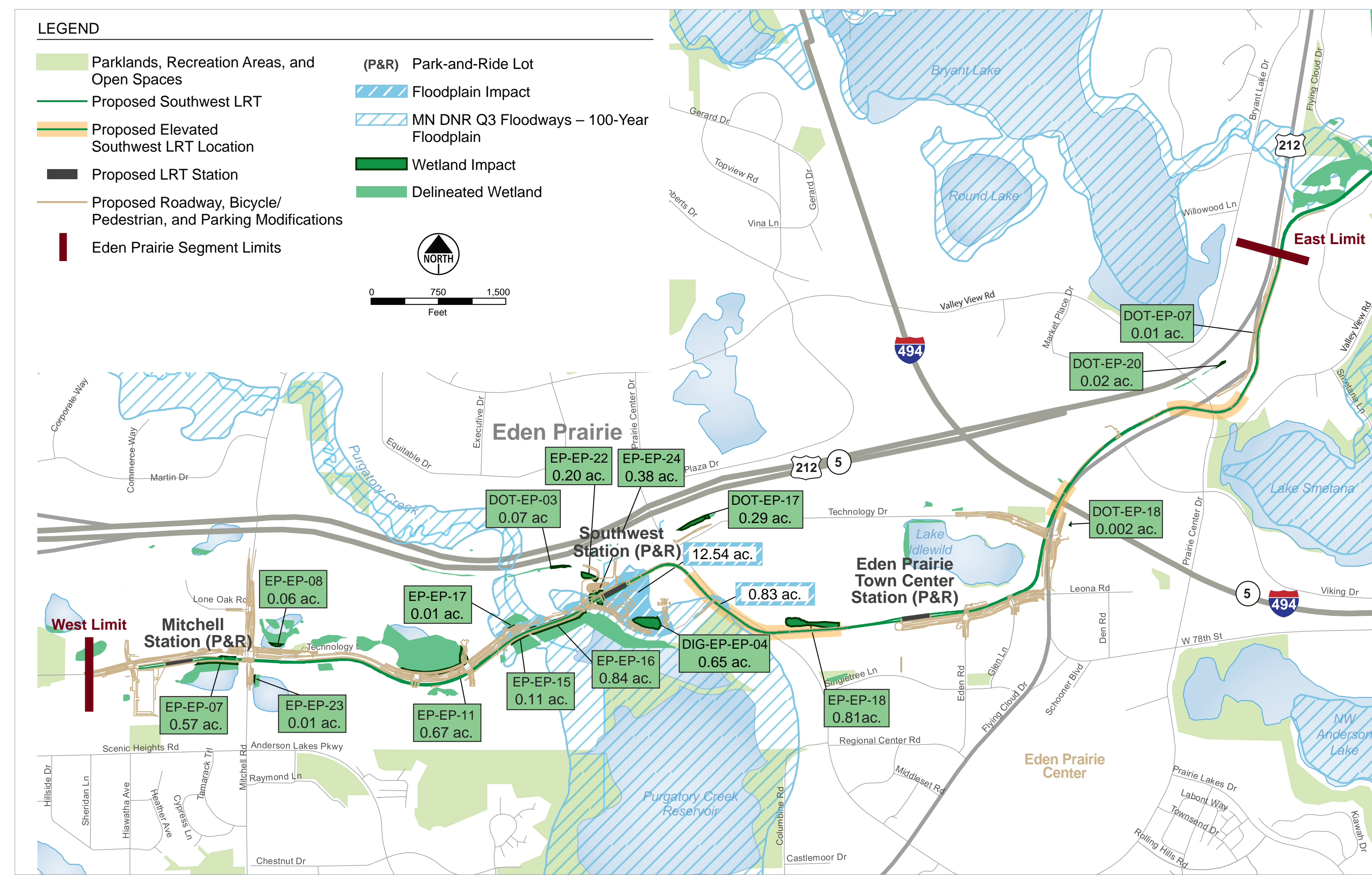
AREAS OF COMPRESSIBLE SOILS IN EDEN PRAIRIE



Water Resources and Wetlands

JUNE 2015

EDEN PRAIRIE



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

Mitigation measures for wetlands impacts may include:

- Development of a Compensatory Mitigation Plan
- Onsite project-specific permittee-responsible mitigation, offsite project-specific permittee-responsible mitigation, and/or purchase of wetland mitigation bank credits
- Long-term and short-term stormwater detention facilities
- Compensatory storage for floodplain and public waters impacts

HOPKINS OMF



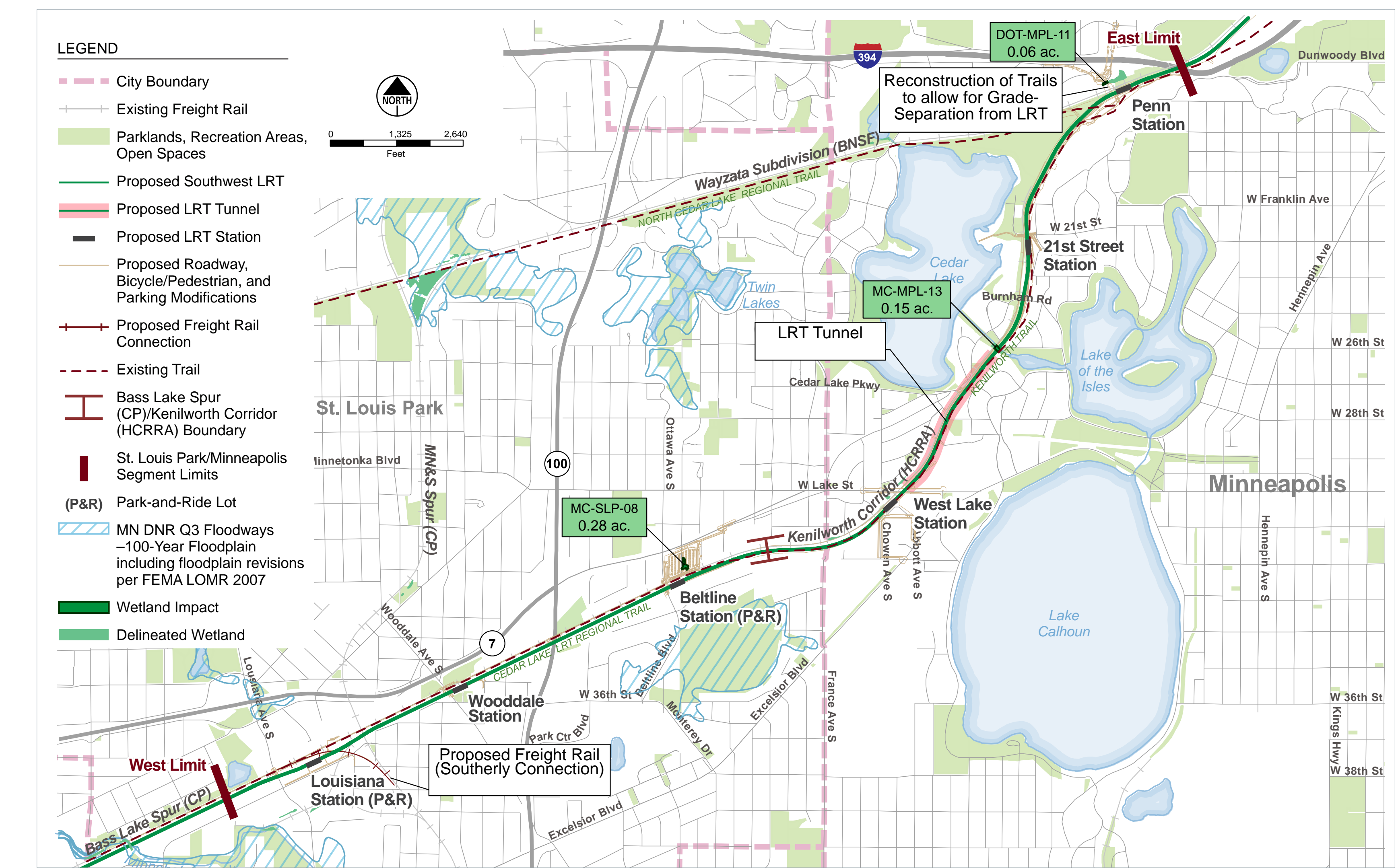
Long-term impacts

- 0.7 acre wetland permanently filled
- 0.6 acre of permanent fill in floodplain

Construction impacts

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

ST. LOUIS PARK AND MINNEAPOLIS



Long-term impacts

- 0.5 acre of wetland permanently filled
- No permanent fill in floodplains

Construction impacts

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

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

The FHWA assessment procedure includes three steps:

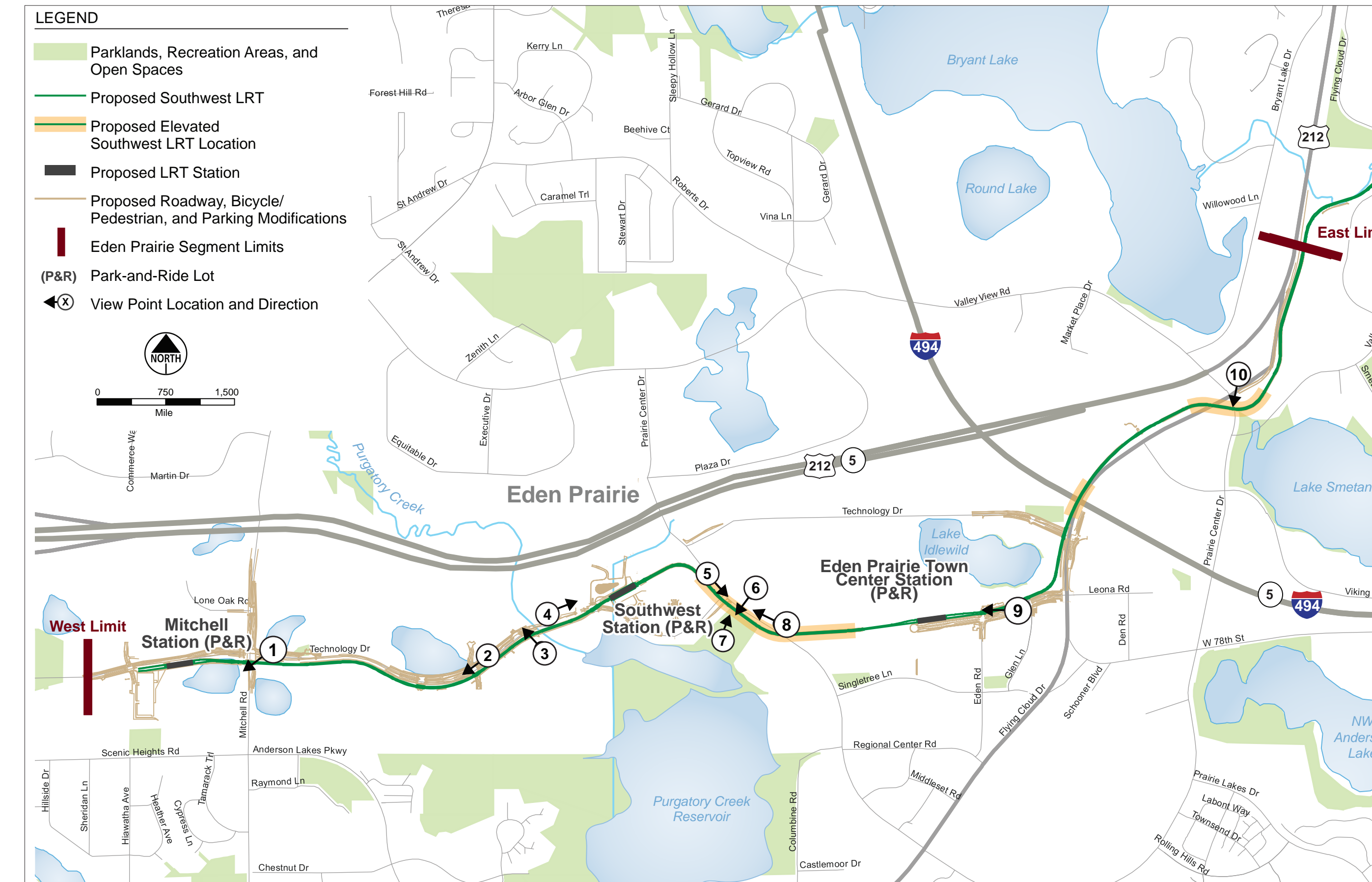
1. Identify views that are sensitive to visual change
2. Assign visual quality ratings to the sensitive sites
3. Determine whether visual quality impacts at each site are substantial or non-substantial

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.



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

EDEN PRAIRIE



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)

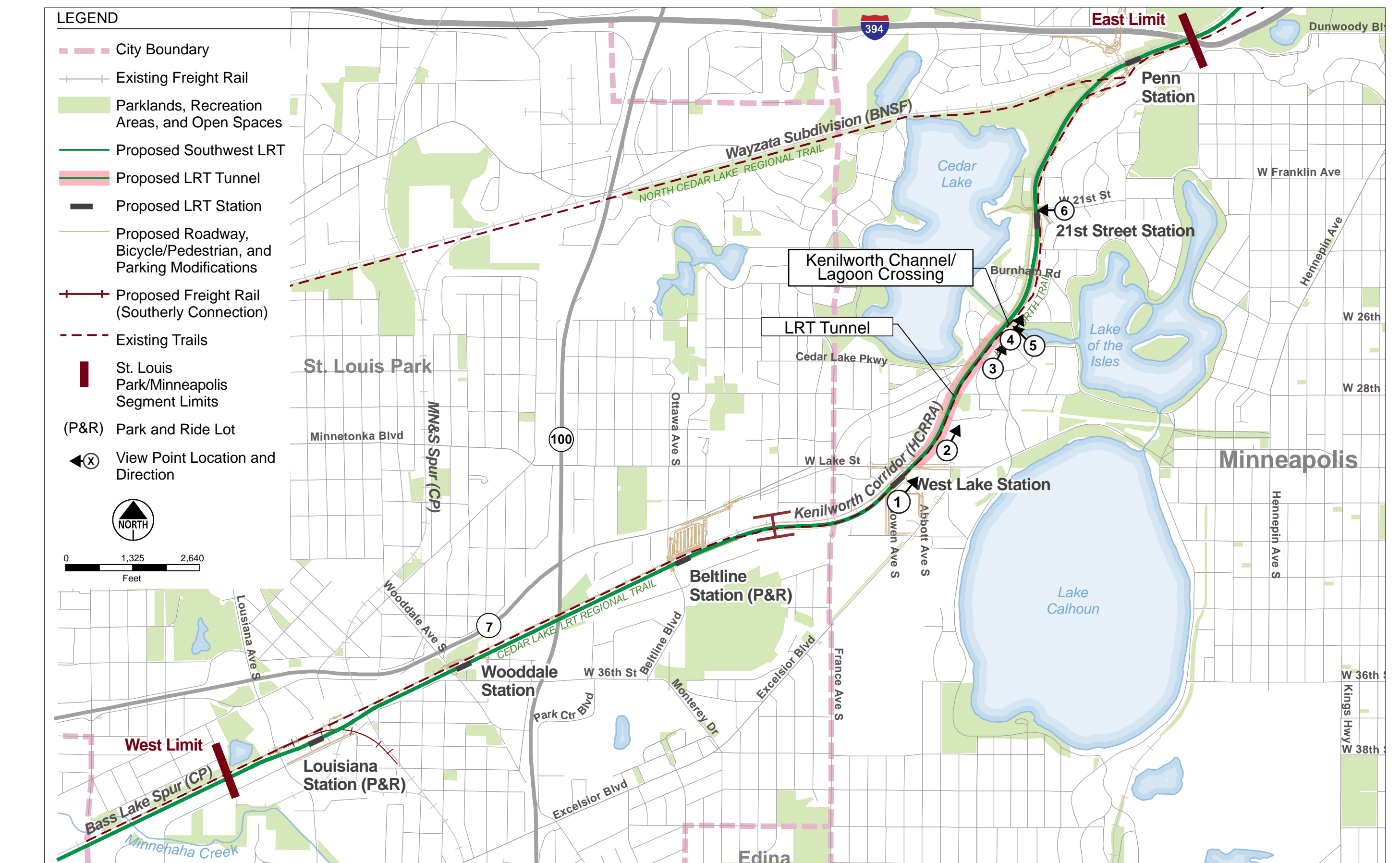
Types of long-term impacts

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

Construction impacts

- Construction staging areas, equipment and materials storage

ST. LOUIS PARK AND MINNEAPOLIS



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

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

Environmental Justice Compliance

JUNE 2015

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

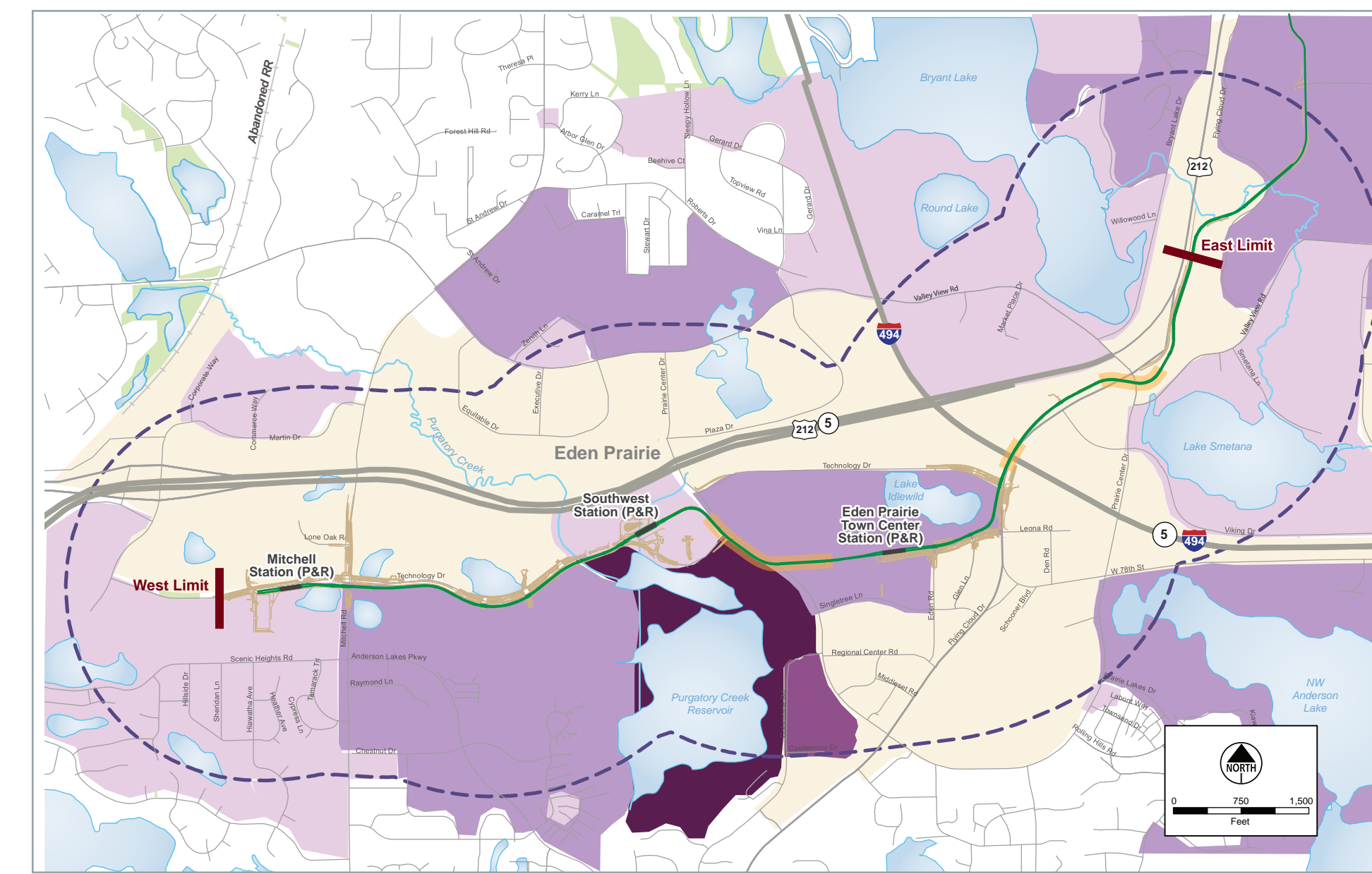
The Supplemental Draft EIS:

- 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.

MINORITY POPULATION

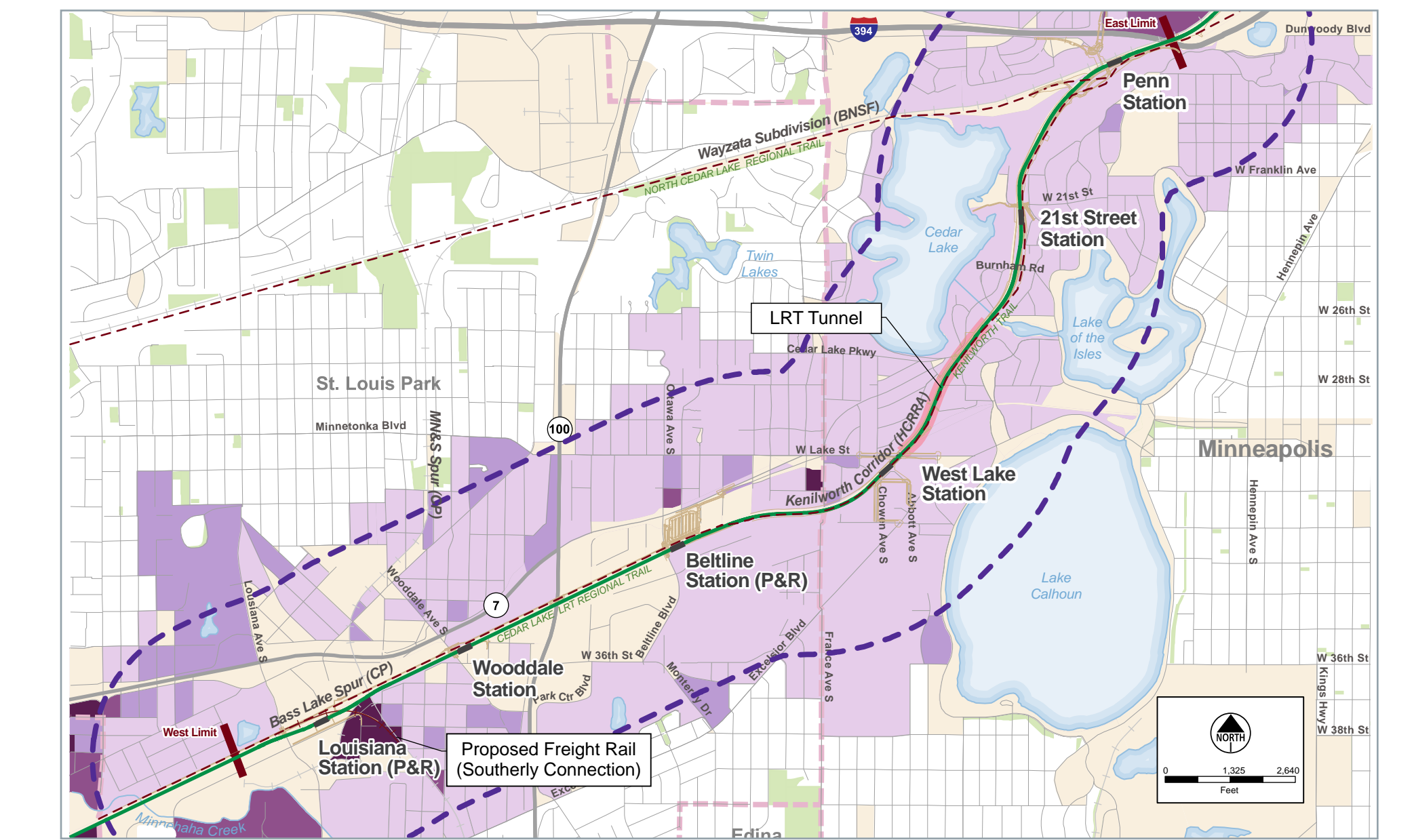
Eden Prairie Segment



OMF Area

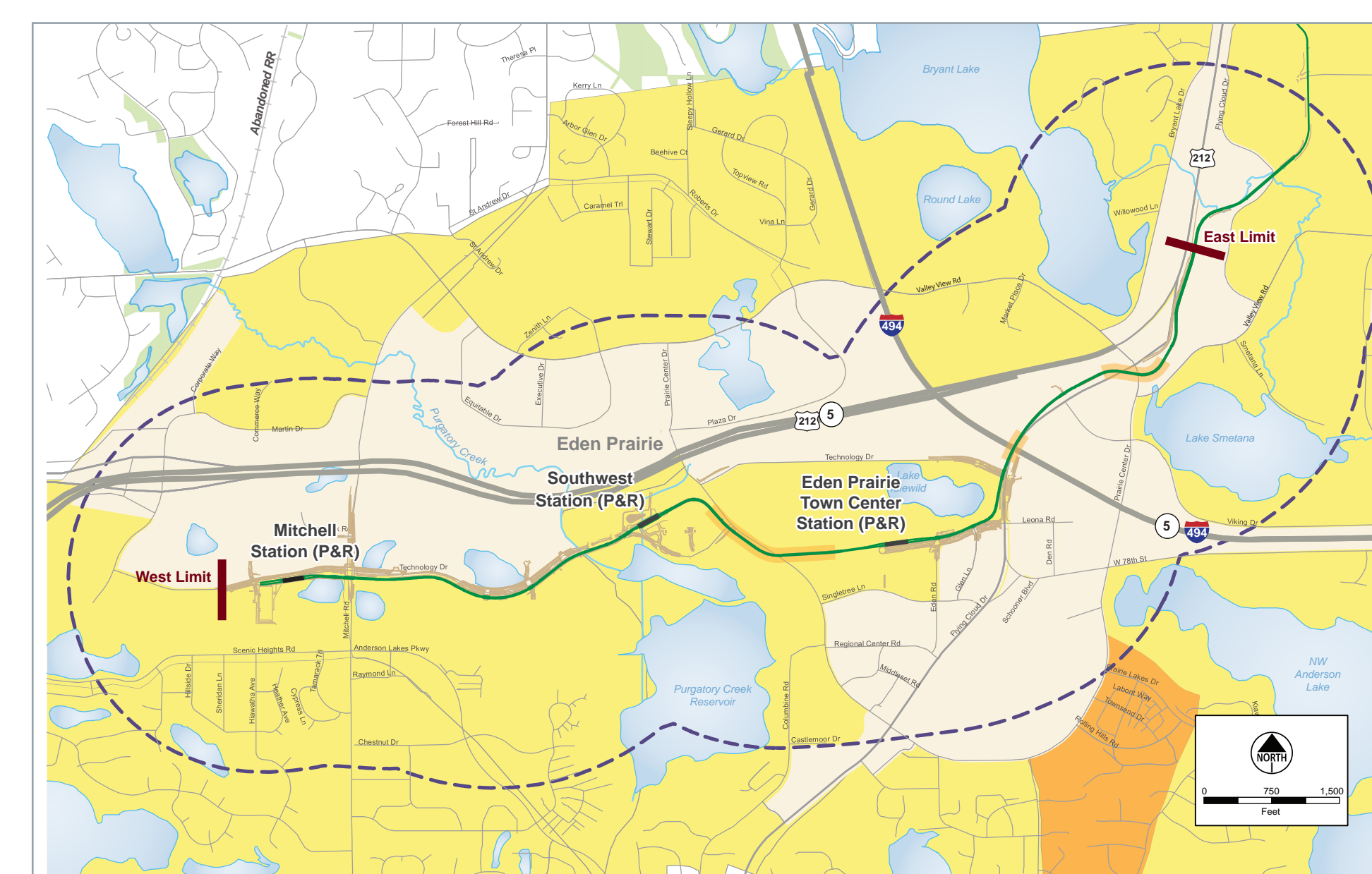


Minneapolis/St. Louis Park Segment



LOW-INCOME POPULATION

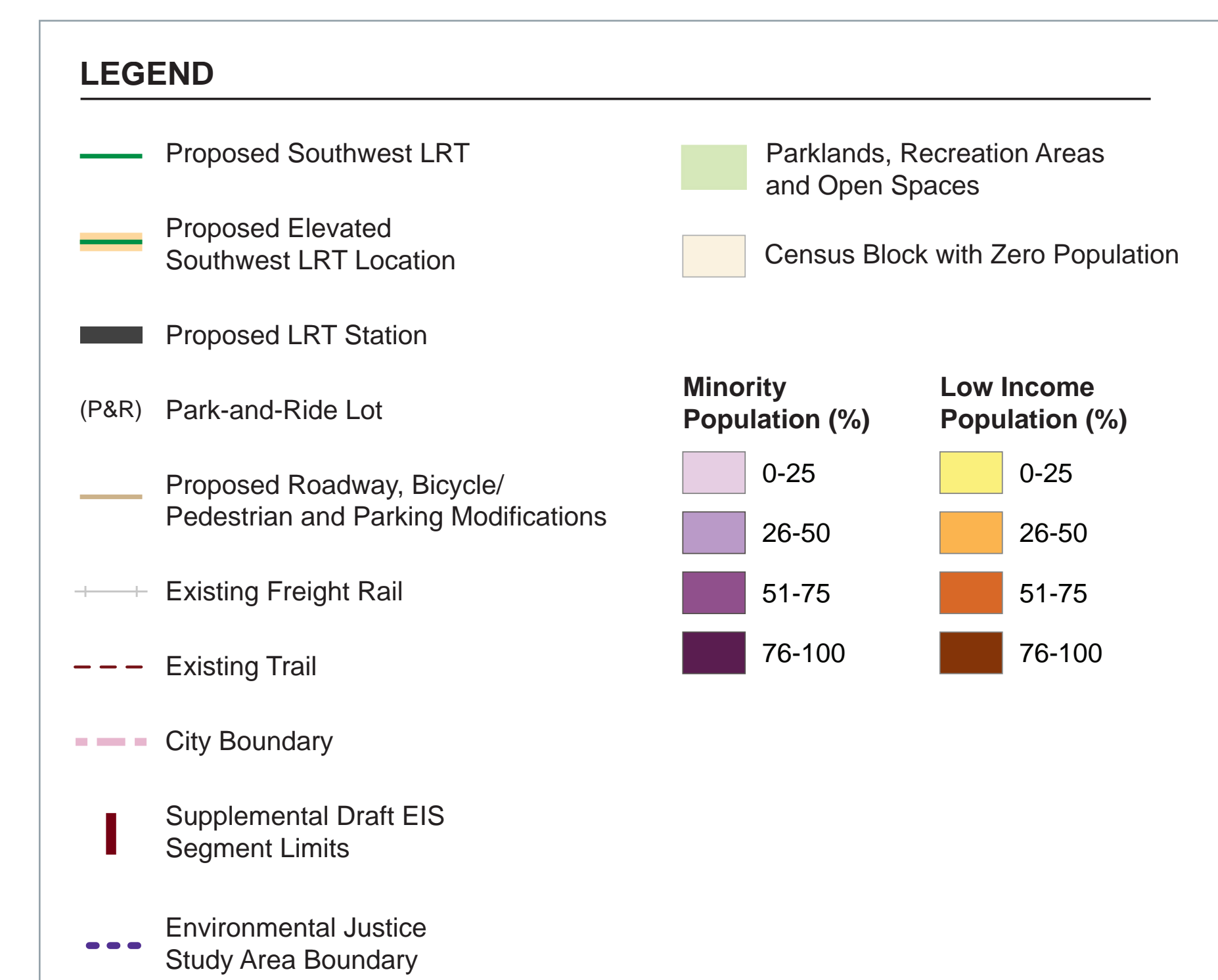
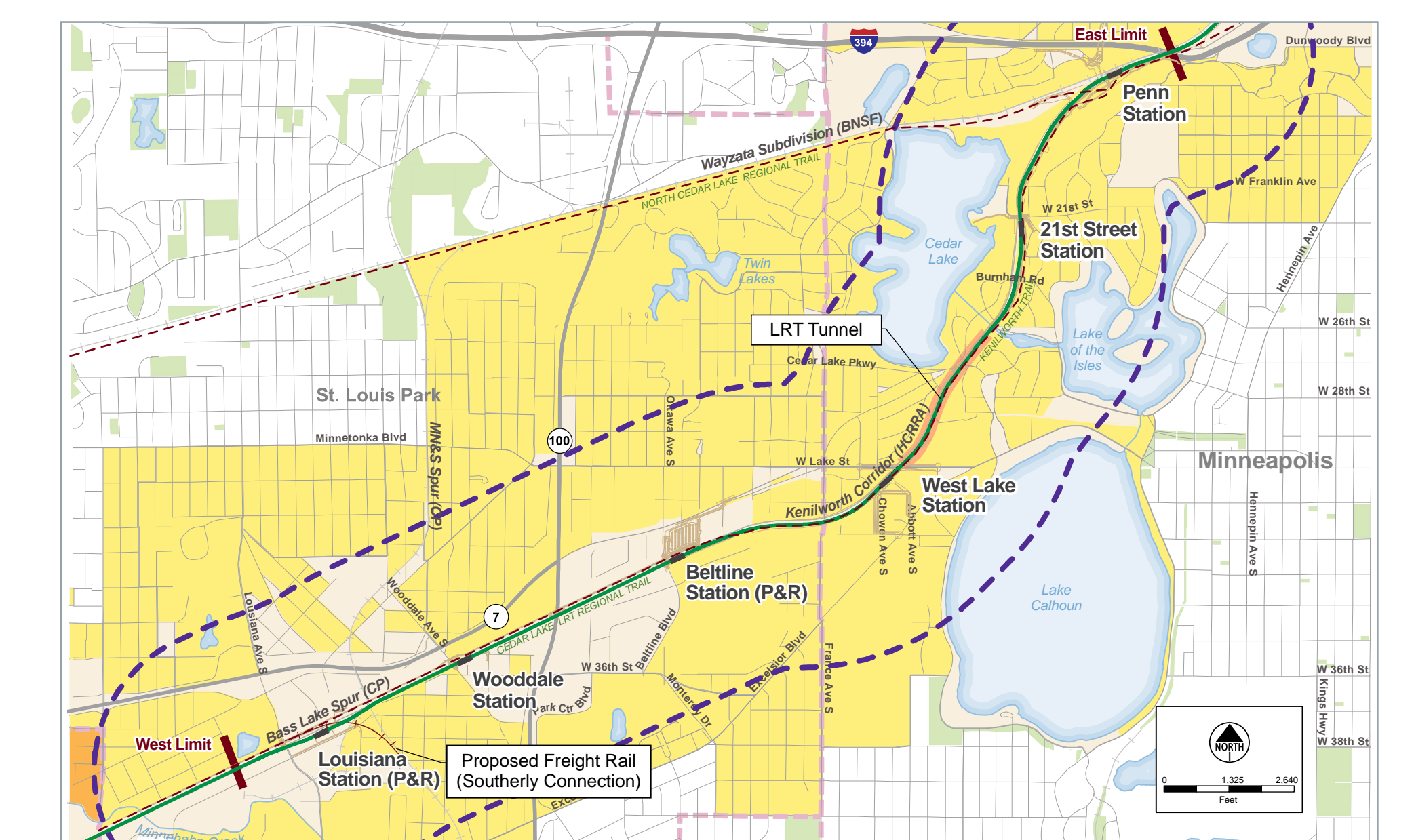
Eden Prairie Segment



OMF Area



Minneapolis/St. Louis Park Segment



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 Facility Siting Equity Analysis

JUNE 2015

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

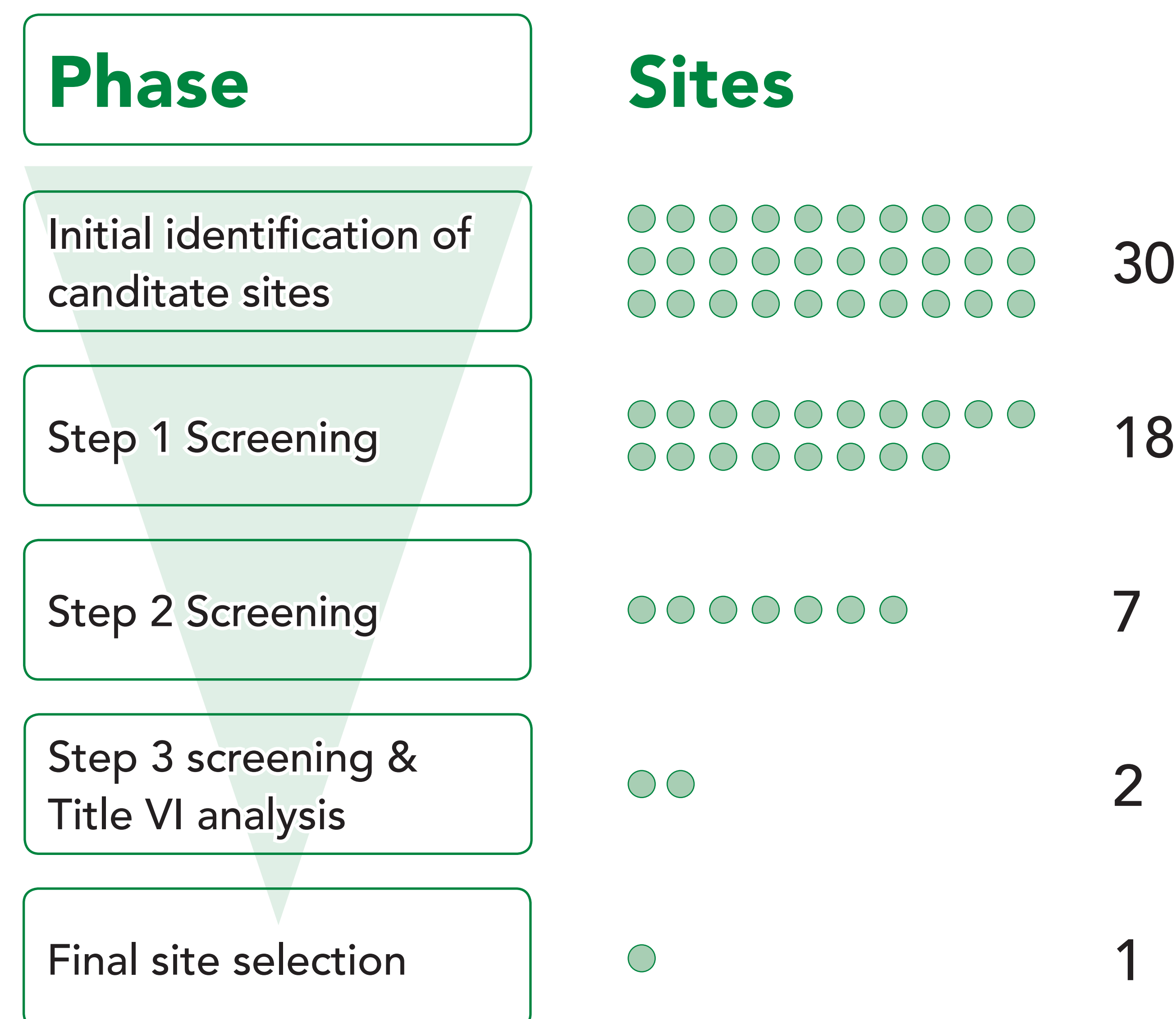
NEXT STEPS

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.

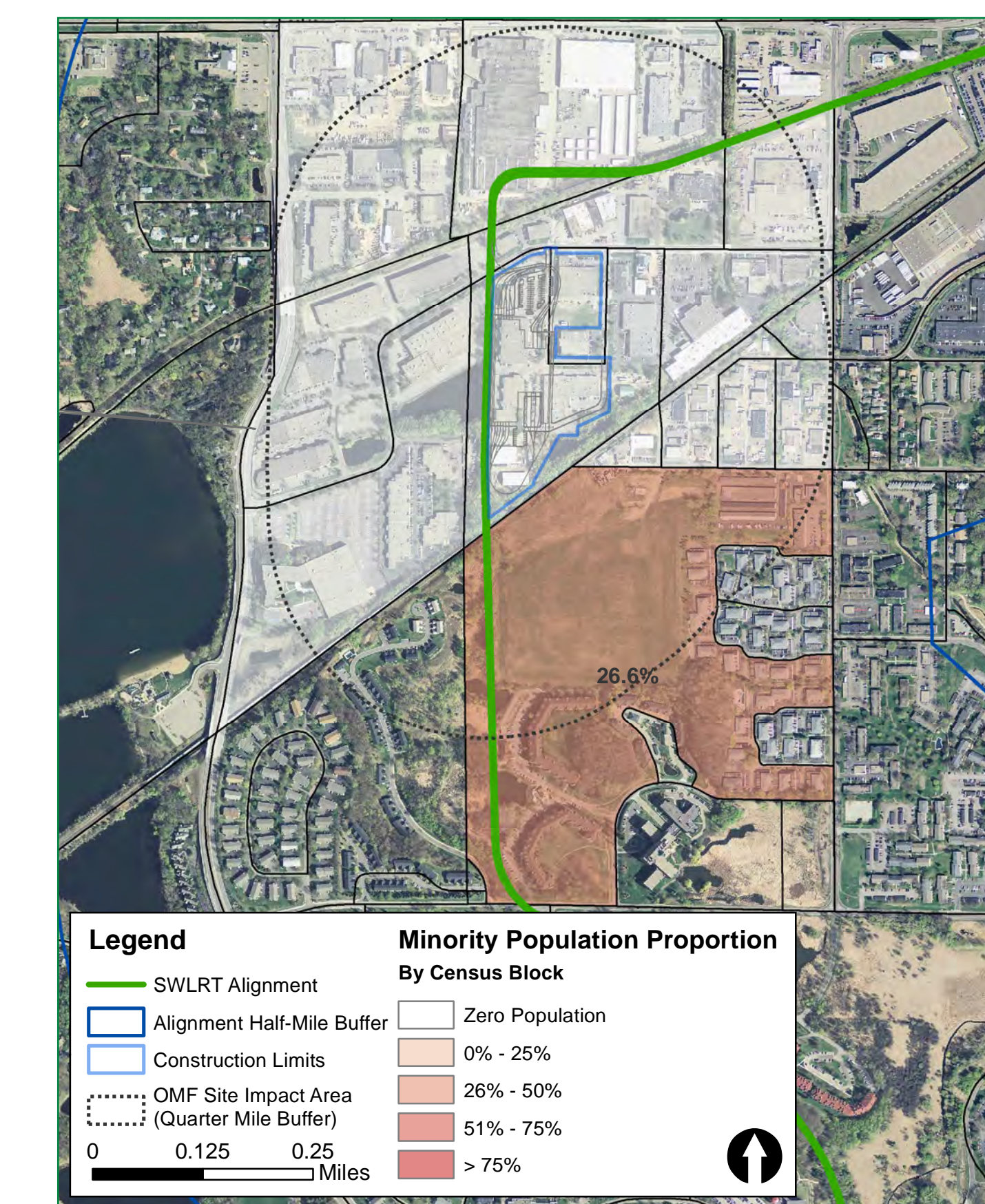


A variety of community outreach activities were conducted during the site selection process, including citizen and business community meetings and open houses, all of which were open to the public.

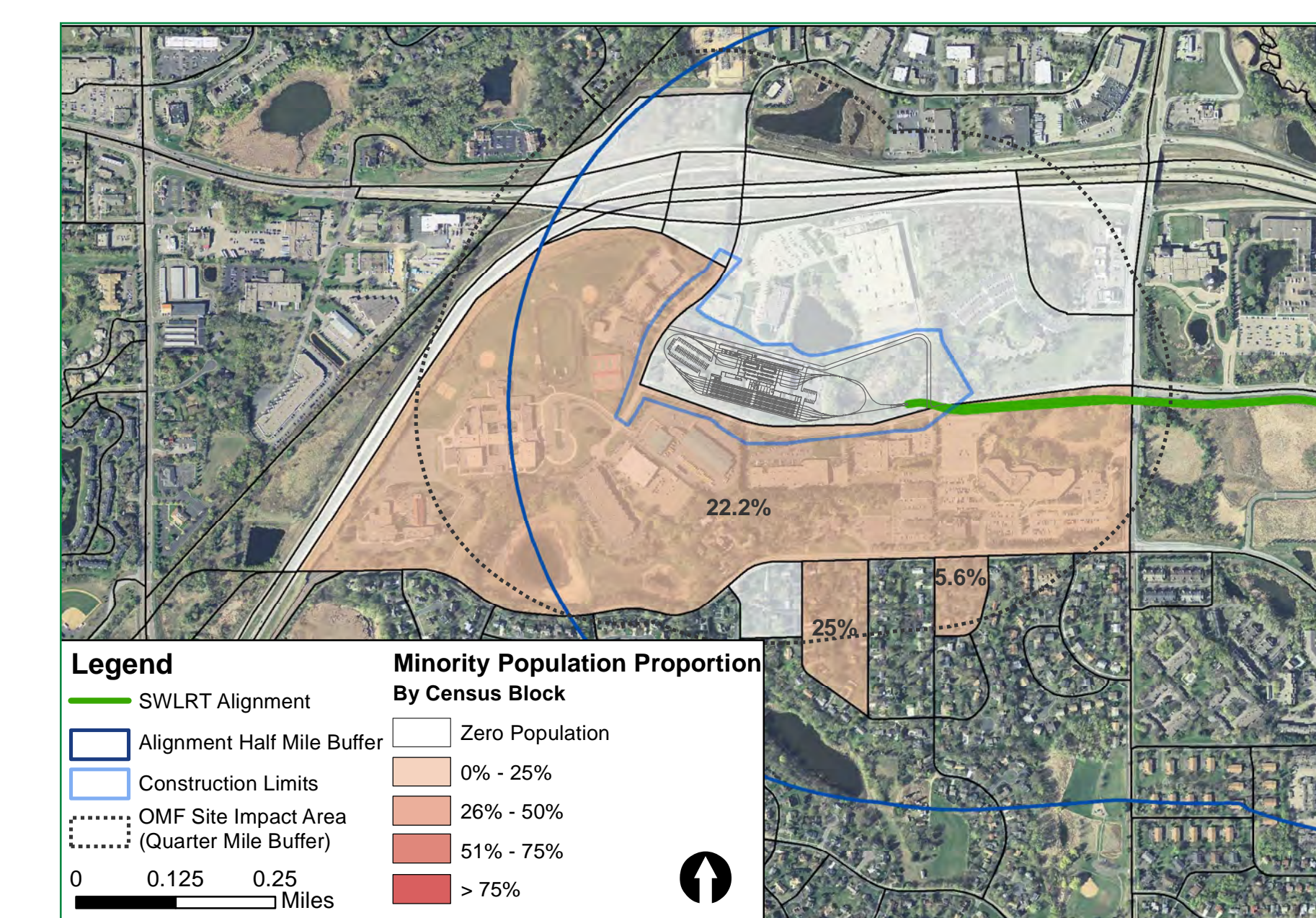
The site selection process resulted in the two potential locations reviewed in the Title VI Facility Siting Equity Analysis.

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

JUNE 2015

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:

Eden Prairie City Hall
8080 Mitchell Road
Eden Prairie, MN 55344

Eden Prairie Public Library
565 Prairie Center Drive
Eden Prairie, MN 55344

Minnetonka City Hall
14600 Minnetonka Blvd.
Minnetonka, MN 55345

Minnetonka Public Library
17524 Excelsior Blvd.
Minnetonka, MN 55345

Hopkins City Hall
1010 First Street South
Hopkins, MN 55343

Hopkins Public Library
22 Eleventh Avenue North
Hopkins, MN 55343

Edina City Hall
4801 West 50th Street
Edina, MN 55424

St. Louis Park City Hall
5005 Minnetonka Blvd.
St. Louis Park, MN 55416

St. Louis Park Public Library
3240 Library Lane
St. Louis Park, MN 55426

Southwest LRT Project Office
6465 Wayzata Blvd., Suite 500
St. Louis Park, MN 55426

Minneapolis City Hall
City Engineer's Office
350 South Fifth Street, Room 203
Minneapolis, MN 55414

Minneapolis Central Library
300 Nicollet Mall
Minneapolis, MN 55401

Linden Hills Public Library
2900 West 43rd Street
Minneapolis, MN 55410

Sumner Public Library
611 Van White Memorial Blvd.
Minneapolis, MN 55411

Franklin Public Library
1314 East Franklin Avenue
Minneapolis, MN 55404

Walker Public Library
2880 Hennepin Avenue
Minneapolis, MN 55408

Metropolitan Council Library
390 Robert Street North
St. Paul, MN 55101

MnDOT Transportation Library
395 John Ireland Blvd.
St. Paul, MN 55155

Minn. Legislative Reference Library
645 State Office Building
100 Rev. Dr. Martin Luther King, Jr. Blvd.
St. Paul, MN 55155

PUBLIC HEARING SCHEDULE

Hopkins Center for the Arts

1111 Mainstreet, Hopkins

Tuesday, June 16, 2015

Open House: 5:00 p.m.

Public Hearing: 6:00 p.m.

Eden Prairie City Center

8080 Mitchell Road, Eden Prairie

Wednesday, June 17, 2015

Open House: 5:00 p.m.

Public Hearing: 6:00 p.m.

Dunwoody College of Technology

818 Dunwoody Boulevard, Minneapolis

Thursday, June 18, 2015

Open House: 5:00 p.m.

Public Hearing: 6:00 p.m.

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

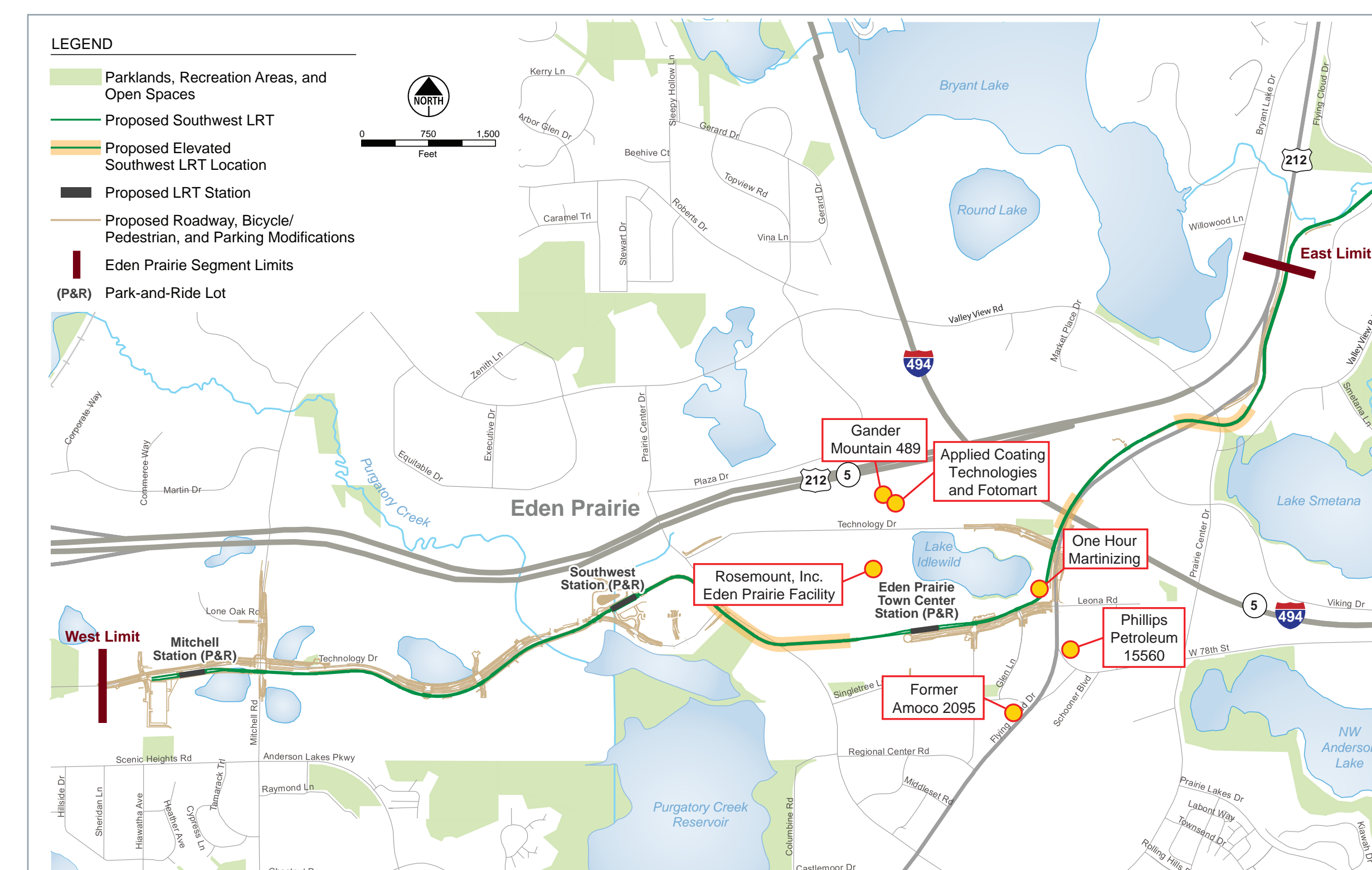
JUNE 2015

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.

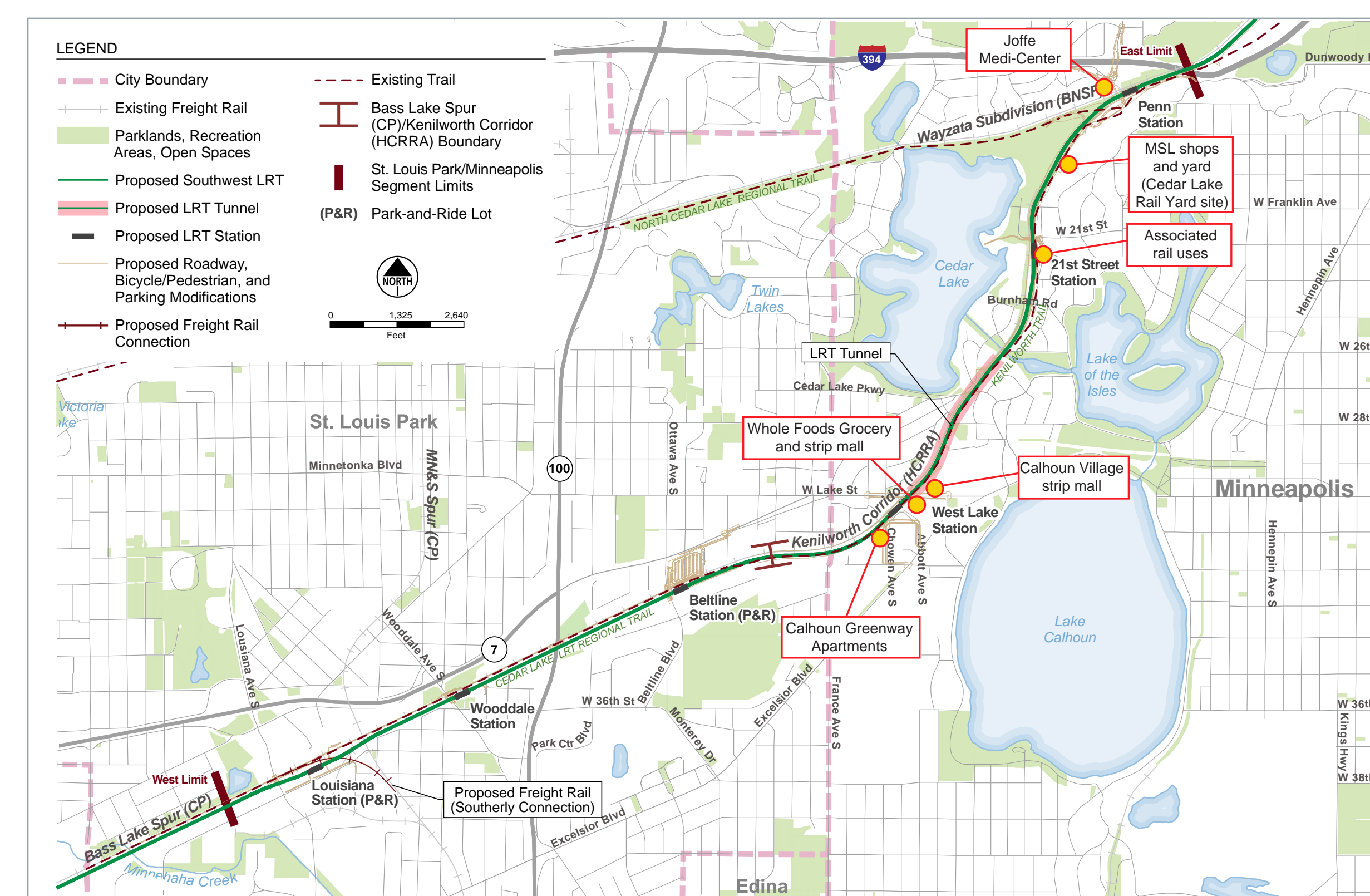
EDEN PRAIRIE



HOPKINS OMF SITE



MINNEAPOLIS/ST. LOUIS PARK



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.