Today’s Topics

• SWLRT DEIS Process Overview and Outreach
• Preliminary Engineering Services Procurement Update
• Communications and Outreach Update
  – BAC Report
  – CAC Report
• MAP-21 Update
• Station Profiles
• Corridors of Opportunity Grant Recipient: Blake Road Neighborhood Discussion Circles
DEIS Process Overview & Outreach
**DEIS Schedule**

- **Apr 6, 2012**: HCRRRA/Met Council submitted revised DEIS to FTA for Administrative Review
- **May 21, 2012**: FTA sent comments on DEIS to HCRRRA
- **Jun 6, 2012**: HCRRRA/Met Council submitted revised DEIS to FTA for second screening
- **Jul 11, 2012**: FTA submitted revised DEIS for legal review
- **Aug 31, 2012**: Consultant completes final DEIS revisions
- **Sep 21, 2012**: FTA delivers DEIS to US EPA
- **Sep 28, 2012**: FTA publishes NOA in Federal *Register*
- **Nov 12, 2012**: DEIS public comment period closes
Required Environmental Documentation

• Required by state and federal laws:
  – National Environmental Policy Act (NEPA)
  – Minnesota Environmental Policy Act (MEPA)

• Environmental Impact Statement (EIS) phases:
  – Draft Environmental Impact Statement (DEIS)
  – Final Environmental Impact Statement (FEIS)
  – Record of Decision (ROD)
Environmental Impact Statement (EIS) Purpose

The purpose of the EIS is to conduct a full and open evaluation of environmental impacts and alternatives, and to inform decision-makers and the public of reasonable alternatives that could avoid or minimize adverse impacts and enhance the environment.
Primary Purposes of the DEIS

1. Describe project alternatives and their potential impacts in the context of
   - existing conditions in the project area
   - foreseeable future conditions in the project area

2. Identify potential mitigation measures that could minimize or avoid impacts

3. Assess project costs and institutional issues
Primary Purposes of the DEIS

4. Provide information on transportation, community and environmental impacts to assist the public and decision-makers

5. Encourage agency and public comments during the review period
DEIS Federal Review/Approval Process

• FTA approves DEIS for circulation
• FTA delivers DEIS to EPA
• Notice of Availability Published
• Circulation of DEIS
DEIS Document Chapters

1. Purpose and Need for the Proposed Action
2. Alternatives Considered
3. Social Effects
4. Environmental Effects
5. Economic Effects
6. Transportation Effects
7. Draft Section 4(F) Evaluation
8. Financial Analysis
9. Indirect and Cumulative Impacts
10. Environmental Justice
11. Evaluation of Alternatives
12. Public and Agency Coordination and Comments
DEIS Public Outreach

- Multi-format
- Inclusive
- Transparent
# DEIS Process Overview Presentations

<table>
<thead>
<tr>
<th>Committee</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>SWLRT Technical Implementation Committee</td>
<td>8/2</td>
</tr>
<tr>
<td>SWLRT Business Advisory Committee</td>
<td>8/8</td>
</tr>
<tr>
<td>SWLRT Community Advisory Committee</td>
<td>8/9</td>
</tr>
<tr>
<td>SWLRT Communications Steering Committee</td>
<td>8/15</td>
</tr>
<tr>
<td>SWLRT Community Works Steering Committee</td>
<td>8/16</td>
</tr>
<tr>
<td>SWLRT Corridor Management Committee</td>
<td>9/5</td>
</tr>
</tbody>
</table>
DEIS Public Hearing Notices

• Official Notice
  – Minneapolis Journal of Finance & Commerce

• Community Ads
  – Local community newspapers
  – Neighborhood newsletters

• Web sites
  – Hennepin County
  – Met Council
  – Cities
Helpful Tools

• DEIS Booklet/CD-ROM
  – DEIS summary and guide to commenting
  – Available in Hmong, Somali and Spanish

• Web Site
  – Information on public hearings
  – Download DEIS documents
  – Submit DEIS comments
Commenting on the DEIS
DEIS Comment Period

• Comment period is required under NEPA/MEPA

• Comment period will last 45 calendar days

• Clock starts when the Notice of Availability is published in the Federal Register

• Intended for the public as well as public agencies
### Submitting Comments on DEIS

<table>
<thead>
<tr>
<th>Testimony at Public Hearing</th>
<th>Comments will be transcribed for the record. Translation services for non-English speakers and ADA accommodations will be offered to anyone who requests the service.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Written Comments</td>
<td>Paper comment forms will be distributed at a range of locations including the public hearing and will be included as part of the DEIS Booklet. Comment forms can be mailed to Hennepin County during the public comment period or turned in at the public hearing.</td>
</tr>
<tr>
<td>Electronic means</td>
<td>On-line form available on project website (website address included in DEIS Booklet and other publications) E-mail comments Fax comments</td>
</tr>
</tbody>
</table>
DEIS Public Hearing

• Dates and locations TBD

• Public hearing venues anticipated
  – Hennepin County Regional Railroad Authority
  – St. Louis Park
  – Eden Prairie

• Open houses hosted one hour prior
  – Learn more about the project
  – Ask project staff questions
  – Stay involved
DEIS FAQs

• I commented during project scoping; do I have to comment again?

• Who responds to the submitted comments?

• When will my comment be addressed?

• Can I see comments submitted by others?

• How can I stay engaged with SWLRT?
More Information

- Katie Walker
  Sr. Administrative Manager, Hennepin County
  701 Building Fourth Avenue South – Suite 400
  Minneapolis, MN 55415
  612.385-5655

- Web Site:
  www.southwesttransitway.org
Next Steps and Final Environmental Impact Statement
Final Environmental Impact Statement (FEIS)

• Requirement of the National Environmental Policy Act (NEPA) and the Minnesota Environmental Policy Act (MEPA)

• Environmental Impact Statement (EIS)
  – Draft Environmental Impact Statement (DEIS)
  – Final Environmental Impact Statement (FEIS)
  – Record of Decision (ROD)
FEIS Elements

• Provide responses to substantive comments received during the DEIS public comment period

• Develop measures to avoid, minimize and mitigate adverse impacts of the project

• Evaluate adjustments to the Locally Preferred Alternative (LPA) as a result of Preliminary Engineering activities
## Tentative FEIS Timeline

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
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<tbody>
<tr>
<td>Submit FEIS to FTA for Legal Review</td>
<td>May 2014</td>
</tr>
<tr>
<td>Print &amp; Distribute FEIS</td>
<td>June 2014</td>
</tr>
<tr>
<td>Waiting Period</td>
<td>July 2014</td>
</tr>
<tr>
<td>Prepare Record of Decision</td>
<td>August 2014</td>
</tr>
</tbody>
</table>
Federal Government Participation

• Federal Transit Administration (FTA) will review and provide comments

• FTA will submit to the Environmental Protection Agency (EPA) for publication
Preliminary Engineering Services Procurement Update
Engineering Services Consultant

Original RFP - 1 Contract, 2012 - 2018
5 Separate Notices-To-Proceed

• Develop work plan and initiate Engineering
• Complete 30% Engineering Detail
• Complete Advanced Engineering
• Complete Final Design
• Provide Design Services during Construction
Engineering Services Consultant Contracts
New RFP Term/Multiple Contracts

• Develop work plan and initiate Engineering
• Complete 30% Engineering detail

• Complete Advanced Engineering (30% - 60%)
• Complete Final Design (60% - 100%)
• Provide Design Services during Construction
Engineering Services Consultant
Original RFP - Quality Management

• Consultant Internal Quality Assurance/Quality Control
• MnDOT Bridge Engineer review and oversight
• Council Southwest Project Office oversight
Engineering Services Consultant Contracts
New RFP - Quality Management

• Consultant Internal Quality Assurance/Quality Control

• MnDOT Bridge Engineer review and oversight

• Council Southwest Project Office oversight

• Independent Engineering Peer Review hired by the Council
Preliminary Engineering Consultants
Scope of Work - 30% Engineering

Full SWLRT alignment
Preliminary Engineering Consultants
Scope of Work - 30% Engineering

Western Portion
Area of Work
Preliminary Engineering Consultants
Scope of Work - 30% Engineering

Eastern Portion
Area of Work
Preliminary Engineering Consultants
Scope of Work - 30% Engineering

Southwest LRT Project Office

Engineering Services Consultants

Civil Engineering

Utility Relocation

Bridges & Structures

Stations & Streetscape

Independent Engineer Peer Review

Systems Engineering

Operations & Maintenance Facility

Project Controls
## Preliminary Engineering Consultants Procurement Schedule

<table>
<thead>
<tr>
<th>Major Milestones</th>
<th>Dates</th>
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<tbody>
<tr>
<td>Advertise RFPs</td>
<td>8/17/12</td>
</tr>
<tr>
<td>Pre-proposal conference</td>
<td>9/6/12</td>
</tr>
<tr>
<td>Response to proposer questions</td>
<td>9/18/12</td>
</tr>
<tr>
<td>Proposals due</td>
<td>10/2/12</td>
</tr>
<tr>
<td>Interview proposers</td>
<td>Oct/Nov 2012</td>
</tr>
<tr>
<td>Proposal evaluations/negotiations</td>
<td>Nov/Dec 2012</td>
</tr>
<tr>
<td>Contract Award / Notice to Proceed</td>
<td>Dec 2012 / Jan 2013</td>
</tr>
</tbody>
</table>
Communications and Outreach
SWLRT BAC Report – August 8 Meeting

- Kick-off With Welcome from Chair Haigh and Commissioner Dorfman
- Southwest LRT Overview
- Charter, Ground Rules, and Committee Communication
- DEIS Process and Overview
- Next Steps and FEIS
SWLRT BAC Report – Next Meeting
September 12

• Tour of Central Corridor
  – Central Corridor “101”
  – Business Stakeholder Perspectives
  – Tour of Central Corridor
SWLRT CAC Report – August 9 Meeting

• Project Updates
• SWLRT CAC Issue Survey Results
• DEIS Process Overview and Outreach
• Next Steps and FEIS
• Committee Reports
  – New Item: CAC Member Reports
• Invitation from Safety in the Park!
SWLRT CAC Report – Next Meeting September 13

- Project Updates
- Penn Station Capstone Project
- Station Profiles
- CAC Management
- Committee Reports
- Public Forum
SOUTHWEST
Green Line LRT Extension

MAP-21
Moving Ahead for Progress in the 21st Century
Transforming the Way we Build, Manage, and Maintain our Nation’s Transit Systems
Today’s Topics

• Highlights of Program Changes
• Modified: Fixed Guideway Capital Investment Grants
• New: TOD Planning Pilot
• Current/MAP-21 Authorized Funding
• FTA MAP-21 Website
# Highlights of Program Changes

<table>
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<tr>
<th><strong>New</strong></th>
<th><strong>Repealed</strong></th>
<th><strong>Consolidated</strong></th>
<th><strong>Modified</strong></th>
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<tbody>
<tr>
<td>Safety Authority (5329)</td>
<td>Clean Fuels Grants (5308)</td>
<td>Urbanized Area Formula Grants (5307) [JARC]</td>
<td>Fixed Guideway Capital Investment Grants (5309)</td>
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<tr>
<td>State of Good Repair Grants (5337)</td>
<td>Job Access and Reverse Commute (5316) [JARC]</td>
<td>Enhanced Mobility of Seniors and Individuals with Disabilities (5310) [New Freedom]</td>
<td>Metropolitan and Statewide Planning (5303 &amp; 5304)</td>
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<tr>
<td>Asset Management (5326)</td>
<td>New Freedom Program (5317)</td>
<td>Rural Area Formula Grants (5311) [JARC]</td>
<td>Research, Development, Demonstration, and Deployment (5312)</td>
</tr>
<tr>
<td>Bus and Bus Facilities Formula Grants (5339)</td>
<td>Paul S. Sarbanes Transit in the Parks (5320)</td>
<td>Alternatives Analysis (5339)</td>
<td>Technical Assistance and Standards (5314)</td>
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<tr>
<td>Public Transportation Emergency Relief (5324)</td>
<td>Over-the-Road Bus (Sec. 3038 – TEA-21)</td>
<td></td>
<td>Human Resources and Training (5322)</td>
</tr>
<tr>
<td>TOD Planning Pilot Grants (20005(b) of MAP-21)</td>
<td></td>
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Fixed Guideway Capital Investment Grants

• Modifies New Starts and Small Starts project approvals by consolidating phases and permitting streamlined review in certain circumstances

• Core Capacity: New eligibility for projects that expand the core capacity of major transit corridors by a minimum of 10%

• Funding: $1.9 billion (FY 2013) General Fund authorization
TOD Planning Pilot

• Creates a discretionary pilot program for transit-oriented development (TOD) planning grants

• Eligible projects are related to fixed guideway or core capacity projects as defined in section 5309

• Funding: $10 million (FY 2013) authorized
Current/MAP-21 Authorized Funding

**Current Authorized Funding**
- FY 2012 Authorized Funding = $10.458 Billion

**MAP-21 Authorized Funding**
- FY 2013 Authorized Funding = $10.578 Billion
FTA MAP-21 Website
www.fta.dot.gov/map21
Station Profiles
Opus Station

Overview

The Opus Station, one of the 17 proposed stops on the Southwest LRT line, will serve the Opus Business Park, a major employment center home to several corporate headquarters and over 12,000 jobs. Opus is characterized by its park-like setting and its suburban-style office buildings and multifamily apartments and condominiums, which are served by a unique roadway system and separated pedestrian and bicycle trails.

Demographics

<table>
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<tr>
<th>Population: 1,105*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Households: 679*</td>
</tr>
<tr>
<td>Employment: 5,028**</td>
</tr>
</tbody>
</table>

* Source: 2010 Census
**Source: Q2 2010 MN Dept. of Employment & Economic Development

Population, Household, and Employment figures are within a half mile of the station stop. There are over 12,000 jobs in the larger Business Park.

Major Employers & Station Area Amenities

- Located centrally within the Opus Business Park, the station area is planned to support large-scale office development and new high density residential.
- UnitedHealth Group recently completed two new 10-story office buildings with over 3,250 employees.
- Major employers include several large medical (United Health Group, American Medical Systems, Vital Images) and high technology businesses (Digital River, Datacard Group, Comcast), as well as Opus, a national real estate developer, and National American University.
- Home to several large clusters of multi-family residential communities.

Vision

The station area will accommodate business and residential demands through higher-density development. Improvements to the street, bicycle, and pedestrian network will ensure that Opus continues to be an attractive area to live, work, and recreate.

Location

Minnetonka. Near where Bren Road East and Bren Road West split (north of State Highway 62 and east of Shady Oak Road).

More than six miles of paved walking and bicycling trails traverse the business park and connect to the MN River Bluffs Regional Trail, Bryant Lake Regional Park, Shady Oak Beach, Lone Lake Park, and the north branch of Nine Mile Creek are within easy cycling distance.

UnitedHealth Group recently completed Phase 2 of their expansion with a 10-story, 354,000 square foot building. Phase I, a 10-story, 350,000 square foot building opened in 2008.

www.southwesttransitway.org

Website: www.eminnetonka.com
Corridors of Opportunity
Grant Recipient: Blake Road
Neighborhood Discussion Circles
Blake Road Corridor Collaborative

- Hopkins Police Department
- City of Hopkins
- Hopkins School District & Community Ed
- Hopkins-Minnetonka Recreation Services
- ICA Food Shelf
- Resource West
- CAPSH
- Hennepin County
- Shepherd of the Hills Church
- 43 Hoops Basketball Academy
- Twin Cities LISC
Map of the Blake Road Neighborhood
BRCC Background

- Began in 2005
- Wilder Community Assessment in 2008
- Community Action Plan in 2010
  - Youth
  - Safety
  - Neighborhood Improvements
Blake Road

- Several Key Upcoming Development Projects
  - Southwest LRT Construction
  - Cottageville Park Expansion
  - Cold Storage Site Redevelopment
Project Overview

1. Engage residents and identify issues through one-to-one and group meetings.
2. Connect residents to governance structures.
3. Support resident-led projects related to transportation and other issues of concern.
4. Increase resident involvement in future development projects.
Our outreach activities...

One-to-One and Small Group Meetings

Participating in Planning For Development Projects
Supporting and Connecting Resident Leaders

Support for Resident-Led Initiatives
Community Building Events

Transportation Survey
Lessons Learned

Engagement

• Various communication methods
  • One-to-one meetings are powerful
• Take it to the neighborhood
• Build upon issues of concern for residents
Lessons Learned

Housing

- Affordability of housing is a concern
  - Rental housing prices are on the rise
  - Section 8 is being squeezed out by robust rental market
- Housing with more space is needed
Lessons Learned

Transportation

- Transit is well used and important to Blake Road residents
- Transit doesn’t always meet neighborhood needs
- Accessibility is limited
Moving Forward

• Continue resident-led initiatives
• Convene resident advisory board
• Open discussions on affordable housing
• Educate residents on DEIS process
• Engage residents in current and future development projects
More Information

Online:
www.SWLRT.org

Email:
SWLRT@metrotransit.org