Today’s Topics

• Welcome/Approval of Meeting Summary
• Legislative Wrap-Up
• FEIS Update
• Station Design Update
• EPC Meeting with Lt. Gov. Tina Smith
• Member/Committee Reports/Public Forum
FEIS Update
Previous Studies

• Southwest Transitway Alternatives Analysis (2005-2007):
  ▪ Identified Locally Preferred Alternative (LPA) - LRT through Kenilworth-Opus-Golden Triangle alignment

• Scoping (2008-2009):
  ▪ Determined alternatives to be considered in DEIS
  ▪ Concluded 5 LRT alternatives would be examined in DEIS

• Draft Environmental Impact Statement (2010-2012):
  ▪ Evaluated 5 LRT, Enhanced Bus and No Build alternatives
  ▪ Documented anticipated impacts, costs and benefits

• Supplemental DEIS (2015):
  ▪ Evaluated adjustments made to project since publication of DEIS in portions of Eden Prairie, St. Louis Park, Minneapolis and the proposed OMF in Hopkins
FEIS Released May 13, 2016

- Purpose and need for the Project
- Alternatives considered
- Anticipated impacts from the Project, including avoidance, minimization, and mitigation measures
- Description of the Project’s public involvement and agency coordination
- Project’s proposed finance plan
- Comments received during the Draft EIS, Supplemental Draft EIS, and Amended Draft Section 4(f) Evaluation
- Responses to comments
Project Purpose and Need

• Improve access/mobility to job and activity centers
• Provide a competitive, cost-effective travel option
• Be part of an efficient system of integrated regional transitway system serving the Twin Cities
• Primary factors that make project important for people who live and work in southwest metro area:
  ▪ Declining mobility
  ▪ Limited competitive, reliable transit options
  ▪ Need to maintain a balanced and economically competitive multimodal freight system
  ▪ Regional/local plans calling for investment in additional light rail projects in the region
FEIS Alternatives & Categories Evaluated
FEIS Alternatives Considered

• Southwest LRT Project
  ▪ Locally Preferred Alternative (LPA): 14.5 miles of new double track along the Kenilworth-Opus-Golden Triangle alignment
  ▪ Co-location of freight rail and light rail in the Kenilworth Corridor (LRT 3A-1)
  ▪ Locally Requested Capital Investments: proposed improvements undertaken separate from, but contingent upon, implementation of the LPA

• No Build Alternative
  ▪ Future conditions with other planned transportation projects included in the 2040 Transportation Policy Plan, except for the Southwest LRT Project
Environmental Categories Analyzed

- Impacts associated with No Build Alternative and Project for the following areas:
  - Land Use
  - Economic Activity
  - Neighborhoods/Communities
  - Acquisitions/Displacements
  - Cultural Resources
  - Parks, Rec and Open Spaces
  - Visual Quality/Aesthetics
  - Geology/Groundwater Resources
  - Surface Water Resources
  - Ecosystems
  - Air Quality/Greenhouse Gases
  - Noise and Vibration
  - Hazardous/Contaminated Materials
  - Electromagnetic Interference/Utilities
  - Energy
Transportation

- Impacts associated with No Build Alternative and Project for the following areas:
  - Transit
  - Roadway/Traffic
  - Parking
  - Freight Rail
  - Pedestrian/Bicycle
  - Safety/Security
Other Analysis

- Environmental Justice Compliance: Ch. 5
- Section 4(f) Evaluation: Ch. 6
- Section 106: App. H
- Financial Analysis: Ch. 7
Impacts, Commitments and Mitigation

• Identifies impacts of each category:
   Long-term direct
   Long-term indirect
   Short-term (construction)
   Cumulative

• Identifies mitigations and commitments

• Summarizes in a table by category, provides detail in sections of the FEIS

<table>
<thead>
<tr>
<th>Category</th>
<th>Long-term Direct Impacts</th>
<th>Long-term Indirect Impacts</th>
<th>Short-term Impacts</th>
<th>Commitments</th>
<th>Mitigation Measures</th>
</tr>
</thead>
</table>
Overview of Select Categories
Acquisition/Displacements

• Issues: Loss of local businesses, loss of taxbase

• Measures to avoid, minimize and mitigate impacts
  ▪ Design refinements to avoid private property
  ▪ Compensate property owners for property per state/federal laws
  ▪ Provide relocation benefits for displaced businesses/non-profits per state/federal laws
Parks and Trails

• Issues: Visual impacts, trail location and condition, construction activities, safety

• Measures to avoid, minimize and mitigate impacts:
  ▪ Design adjustments to reduce ROW impacts to parks
  ▪ Restore parks altered or disturbed during construction to original conditions, or better
  ▪ Continue coordination with park owners
  ▪ Include way-finding, regulatory and warning signage
  ▪ Provide trail markings at intersection to address conflicting movements at station areas
  ▪ Provide signed detour routes during construction
Noise

• Issues: Noise from LRT operations (bells/horns), construction activities

• Measures to avoid, minimize and mitigate impacts:
  ▪ Incorporate directional wayside bells
  ▪ Intrusion detection incorporated at tunnel portals to eliminate train horns under normal operations
  ▪ Construct tunnels and sound walls
  ▪ Provide for quiet zones
  ▪ Include wheel skirts on LRVs
  ▪ Provide continuously welded rail
  ▪ Provide parapet walls and rail dampers
  ▪ Adjust construction activities and methods
Vibration

• Issues: Vibration from LRT operations, construction activities

• Measures to avoid, minimize and mitigate impacts:
  ▪ Install resilient rail fasteners in Kenilworth tunnel
  ▪ Conduct pre-construction surveys
  ▪ Limit high-vibration construction activities
Traffic

• Issues: Additional congestion, intersection back-ups, lane closures/detours during construction

• Measures to avoid, minimize and mitigate impacts
  ▪ Design project to avoid new or worsened traffic impacts at intersections, compared to No Build Alternative
  ▪ Include roadway/intersection improvements as part of the project
  ▪ Develop a Construction Communication Plan to address short-term impacts
  ▪ Provide advance notice and communicate construction activities through a variety of platforms, outlets
Safety and Security

• Issues: At-grade crossings, emergency vehicle access, stations, LRT proximity to freight rail

• Measures to avoid, minimize and mitigate impacts
  ▪ Implement appropriate crossing controls such as flashing lights with audible warnings and gates
  ▪ Ensure continued access for emergency vehicles and coordinate with emergency service providers
  ▪ Design stations with appropriate lighting, emergency equipment and security features
  ▪ Implement corridor protection barriers and intrusion detection, where applicable
  ▪ Implement Safety and Security Management Plan and LRT Design Criteria to provide and maintain safety
Environmental Justice Analysis

• Documents regulatory context and methodology
• Identifies and maps minority and low-income EJ populations
• Discusses public involvement
• Provides analysis for environmental categories that could potentially impact EJ populations
• Presents EJ finding:

“Taking into account adverse impacts on EJ populations, committed mitigation measures, and benefits to EJ populations, the Council and FTA have concluded that the Project as a whole would not result in disproportionately high and adverse impacts to EJ populations.”
Section 4(f) of the Dept. of Transportation Act

• Protects publically owned parks, recreation areas, wildlife and/or waterfowl refuges, and public/private historic sites as part of transportation project development

• Summary of SWLRT Section 4(f) Evaluation:
  - Draft Section 4(f) Evaluation published in Draft EIS
  - Draft Section 4(f) Evaluation Update published in Supplemental Draft EIS: evaluated project adjustments and preliminary 4(f) determinations
  - Amended Draft Section 4(f) Evaluation published separately: evaluated two newly identified 4(f) properties in Minnetonka
  - Final Section 4(f) Evaluation published in Final EIS
## Final Section 4(f) Evaluation

<table>
<thead>
<tr>
<th>Section 4(f) Property</th>
<th>Property Type</th>
<th>Official with Jurisdiction</th>
<th>Non-de minimis Use</th>
<th>De minimis Use</th>
<th>Temporary Occupancy: No Use</th>
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<tbody>
<tr>
<td>Purgatory Creek Park</td>
<td>Park</td>
<td>City of Eden Prairie</td>
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<tr>
<td>Unnamed Open Space B</td>
<td>Park</td>
<td>City of Minnetonka</td>
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<td>Opus Development Area Trail Network</td>
<td>Park</td>
<td>City of Minnetonka</td>
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<td>Minikahda Club</td>
<td>Historic</td>
<td>MnHPO</td>
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<td>Cedar Lake Parkway/Grand Rounds Historic District</td>
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<td>MnHPO</td>
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<td></td>
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<tr>
<td>Kenilworth Lagoon/Grand Rounds Historic District</td>
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<td>Kenilworth Channel/Lagoon (as an element of the Minneapolis Chain of Lakes Regional Park)</td>
<td>Park</td>
<td>MPRB</td>
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<td>Cedar Lake Park</td>
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<td>Bryn Mawr Meadows Park</td>
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<td>MPRB</td>
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<tr>
<td>St. Paul, Minneapolis &amp; Manitoba Railroad Historic District</td>
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<td>MnHPO</td>
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Draft Section 106 Memorandum of Agreement (MOA)

- Provides measures to avoid an adverse effect on 14 historic properties
- Provides mitigation measures for an adverse effect on five historic properties
- Grand Rounds Historic District
- Kenilworth Lagoon
- Chicago, Milwaukee, St. Paul & Pacific Railroad Dept
- Two archaeological sites
- Assigns responsibility of carrying out terms of the agreement to the Met Council with FTA oversight
Draft Section 106 MOA Stipulations

- Grand Rounds Historic District (GRHD)/Kenilworth Lagoon
  - Noise mitigation: parapet wall and rail damper on LRT bridge
  - Continued consultation on final bridge design
  - Restoration/rehabilitation of portions of WPA wall
  - Prepare guidance for future preservation activities within the GRHD canal system
DEIS & SDEIS Comments

• FEIS responds to all comments submitted during the DEIS and SDEIS public comment periods:
  - DEIS: approx. 1,000 comments
  - SDEIS: approx. 225 comments

• Comments received:
  - From individuals, businesses, public interest groups, local governments/jurisdictions, state/federal agencies
  - Through public hearings, email, postal mail
Environmentally Preferred Alternative

- Locally Preferred Alternative, LRT 3A-1 (co-location), including Shallow LRT Tunnels – Over Kenilworth Lagoon

“As a result of the design adjustments that occurred after publication of the Draft EIS, the co-location of light rail and freight rail in the Kenilworth Corridor (LRT 3A-1) is the Project’s environmentally preferred alternative.”
Next Steps
Next Steps

• Comment period to receive comments on adequacy of FEIS under MEPA (Minn. Rule 4410.2800, subp. 4)

• FEIS is adequate if it:
  - Addresses the potentially significant issues and alternatives raised in scoping
  - Provides responses to the substantive comments received during the draft EIS review concerning issues raised in scoping
  - Was prepared in compliance with environmental rules (parts 4410.0200 to 4410.6500)
Next Steps (cont.)

- FTA issues Record of Decision (ROD)
  - Documents agency’s decision and basis for decision
  - Itemizes and adopts mitigation commitments
  - Documents compliance with environmental review process, including:
    - Section 4(f)
    - Section 106
    - Clean Water Act
    - Clean Air Act

- Met Council issues Adequacy Determination (MEPA)
- Obtain federal, state, local permits/approvals
Station Design Update: Station Panels
Station Panels

West Lake Street Station

wicket with station panel

Draft – Work in Process
Station Panels

Shady Oak Station

pylon with station panels

Draft – Work in Process
Station Panels

• Panels at all stations except SouthWest Station, which is within a parking structure
• Size and number of panels depends on station design
  ▪ Pylon height is 28 ft approx.
  ▪ Wicket height is 16 or 18 ft approx. depending on station design
• Panel materials include:
  ▪ Stainless steel mesh with etched pattern
  ▪ Laser/Jet cut steel plate (painted)
• Panel design theme based on station context
Station Panel Themes: Input

• Station design open houses in spring 2015
• TPAC/CAC/BAC
• Other advisory and neighborhood committees
  ▪ Harrison Neighborhood Association
  ▪ SWLRT Kenilworth Landscape Design Committee
  ▪ St. Louis Park Station Design Committee
• City staff
  ▪ Marketing/community branding themes
  ▪ Historical themes
Station Panel Materials

Etched Stainless Mesh

Laser/Jet Cut Steel Plate (painted)
Royalston Ave/Farmers Market Station Panels

- 4 wickets on each platform (8 total)
- 4 unique panel designs
- Etched stainless steel mesh
Royalston Ave/Farmers Market Station Panels

Draft – Work in Process
Bassett Creek Valley Station Panels

- 2 wickets, 1 pylon
- 3 unique panel designs
- Etched stainless steel mesh
Bassett Creek Valley Station Panels

A

B

C

Draft – Work in Process
Bryn Mawr Station Panels

- 5 wickets
- 3 unique panel designs
- Laser/jet cut steel plate (painted)
Bryn Mawr Station Panels

Draft – Work in Process
West 21st Street Station Panels

- 5 wickets
- 3 unique panel designs
- Laser/jet cut steel plate (painted)

Draft – Work in Process
West 21st Street Station Panels
West Lake Street Station Panels

- 3 wickets
- 3 unique panel designs
- Etched stainless steel mesh
West Lake Street Station Panels

A

B

C

Draft – Work in Process
Beltline Boulevard Station Panels

- 3 wickets
- 3 unique panel designs
- Etched stainless steel mesh
Beltline Boulevard Station Panels

Draft – Work in Process
Wooddale Avenue Station Panels

- 4 wickets
- 3 unique panel designs
- Etched stainless steel mesh
Louisiana Avenue Station Panels

- 2 pylons
- 2 unique panel designs
- Etched stainless steel mesh
Louisiana Avenue Station Panels

Draft – Work in Process
Blake Road Station Panels

- 4 wickets
- 3 unique panel designs
- Etched stainless steel mesh
Blake Road Station Panels

Draft – Work in Process
Downtown Hopkins Station Panels

- 3 wickets
- 3 unique panel designs
- Laser/jet cut steel plate (painted)
Downtown Hopkins Station Panels

A

B

C

Draft – Work in Process
Shady Oak Station Panels

- 2 pylons
- 2 unique panel designs
- Etched stainless steel mesh
Shady Oak Station Panels

A

B

Draft – Work in Process
Opus Station Panels

- 4 wickets
- 3 unique panel designs
- Laser/jet cut steel plate (painted)
Opus Station Panels

Draft – Work in Process
City West Station Panels

- 2 pylons
- 2 unique panel designs
- Etched stainless steel mesh
City West Station Panels

Draft – Work in Process
Golden Triangle Station Panels

• 3 wickets
• 3 unique panel designs
• Etched stainless steel mesh
Golden Triangle Station Panels
More Information

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