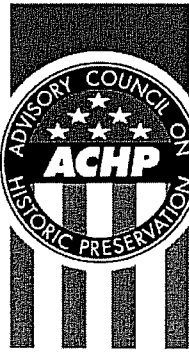


## Appendix E

### Agency Coordination Letters







10020

Preserving America's Heritage

October 6, 2008

Ms. Katie Walker, AICP  
Transit Project Manager  
Hennepin County Department of Housing,  
Community, Works & Transit  
417 North 5<sup>th</sup> Street, Suite 320  
Minneapolis, MN 55401

RE: *Southwest Transitway Project*  
*Hennepin County, Minnesota*

Dear Ms. Walker:

On September 30, 2008, the Advisory Council on Historic Preservation (ACHP) received your invitation to participate in the environmental review process for the referenced undertaking pursuant to Section 6002 of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU). At this time, we do not expect to attend meetings or provide formal comments at environmental review milestones. However, we retain the right to become involved in the environmental review for this action in the future if, based on information provided by the Federal Transit Administration (FTA) or other consulting parties, we determine that our involvement is warranted.

1/1.3/b

In order to ensure compliance with Section 106 of the *National Historic Preservation Act*, the ACHP encourages FTA to initiate the Section 106 process by notifying, at its earliest convenience, the appropriate State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO), Indian tribes, and other consulting parties pursuant to our regulations, "Protection of Historic Properties" (36 CFR Part 800). Through early consultation, FTA and your agency will be able to determine the appropriate strategy to ensure Section 106 compliance for this undertaking. Please note that FTA, as the federal agency, must be involved in the notification of consulting parties.

2/3.4/a


FTA and the Hennepin County Railroad Authority should continue consultation with the appropriate SHPO/THPO, Indian tribes, and other consulting parties to identify and evaluate historic properties and to assess any potential adverse effects on those historic properties. If you determines through consultation with the consulting parties that the undertaking will adversely affect historic properties, or that the development of an agreement document is necessary, FTA must notify the ACHP and provide the documentation detailed at 36 CFR § 800.11(e). In the event that this undertaking is covered under the terms of an existing agreement document, you should follow the process it outlines.

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004  
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov

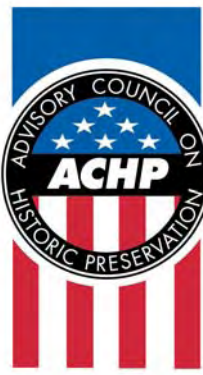
Should you have any questions as to how your agency should comply with the requirements of Section 106, please contact Blythe Semmer by telephone at (202) 606-8552 or by e-mail at bsemmer@achp.gov.

Sincerely,

A handwritten signature in cursive script that reads "LaShavio Johnson".

LaShavio Johnson  
Historic Preservation Technician  
Office of Federal Agency Programs





*Preserving America's Heritage*

October 6, 2008

Ms. Katie Walker, AICP  
Transit Project Manager  
Hennepin County Department of Housing,  
Community, Works & Transit  
417 North 5<sup>th</sup> Street, Suite 320  
Minneapolis, MN 55401

RE: *Southwest Transitway Project*  
*Hennepin County, Minnesota*

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In order to ensure compliance with Section 106 of the *National Historic Preservation Act*, the ACHP encourages FTA to initiate the Section 106 process by notifying, at its earliest convenience, the appropriate State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO), Indian tribes, and other consulting parties pursuant to our regulations, "Protection of Historic Properties" (36 CFR Part 800). Through early consultation, FTA and your agency will be able to determine the appropriate strategy to ensure Section 106 compliance for this undertaking. Please note that FTA, as the federal agency, must be involved in the notification of consulting parties.

FTA and the Hennepin County Railroad Authority should continue consultation with the appropriate SHPO/THPO, Indian tribes, and other consulting parties to identify and evaluate historic properties and to assess any potential adverse effects on those historic properties. If you determines through consultation with the consulting parties that the undertaking will adversely affect historic properties, or that the development of an agreement document is necessary, FTA must notify the ACHP and provide the documentation detailed at 36 CFR § 800.11(e). In the event that this undertaking is covered under the terms of an existing agreement document, you should follow the process it outlines.

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004  
Phone: 202-606-8503 • Fax: 202-606-8647 • [achp@achp.gov](mailto:achp@achp.gov) • [www.achp.gov](http://www.achp.gov)

Should you have any questions as to how your agency should comply with the requirements of Section 106, please contact Blythe Semmer by telephone at (202) 606-8552 or by e-mail at [bsemmer@achp.gov](mailto:bsemmer@achp.gov).

Sincerely,

A handwritten signature in black ink that reads "LaShavio Johnson". The script is fluid and cursive, with the first name "LaShavio" written in a larger, more prominent style than the last name "Johnson".

LaShavio Johnson  
Historic Preservation Technician  
Office of Federal Agency Programs

**From:** Generous, Bob  
**To:** swcorridor@co.hennepin.mn.us  
**Subject:** SW LRT Corridor  
**Date:** 10/07/2008 04:17 PM

10197

1/2.3/g

---

As a resident of Minnetonka, I recommend that the southwest LRT corridor go through the golden triangle of Eden Prairie as well as the Uptown area of Mpls. I believe that this route provides the greatest opportunity to connect riders with appropriate destinations.

Thank you.

Robert Generous  
Senior Planner  
City of Chanhassen  
7700 Market Boulevard  
P. O. Box 147  
Chanhassen, MN 55317  
(952) 227-1131  
bgenerous@ci.chanhassen.mn.us



**U.S. Department of Housing and Urban Development**

Minneapolis Field Office  
920 Second Avenue South, Suite 1300  
Minneapolis, Minnesota 55402-4012

October 10, 2008

Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit  
417 North 5<sup>th</sup> Street, Suite 320  
Minneapolis, MN 55401

Dear Ms. Walker,

Thank you for the invitation to participate in the Environmental Review Process for the Southwest Transitway Project. This agency has no jurisdiction or authority with respect to the project, no expertise or information relevant to the project, and does not intend to submit comments on the project.

Clearly, employees will benefit from enhanced transit in that corridor. We appreciate your consideration

Sincerely,

A handwritten signature in blue ink, appearing to read "Dexter J. Sidney".

Dexter J. Sidney  
Director



October 14, 2008

Ms. Katie Walker, AICP  
Transit Project Manager  
Hennepin County Housing, Community Works & Transit  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401

RE: Scoping for the Draft Environmental Impact Statement (DEIS) for the Southwest Transitway Project

Dear Ms. Walker,

The City of St. Louis Park supports the work of the HCRRA and the development of LRT within the Southwest corridor at the earliest possible date. Improved transit service in the region and Hennepin County and, especially LRT in the Southwest corridor, is vital to future health and prosperity of our area. We applaud the County's leadership and steadfast commitment to bringing LRT service to Southwest Hennepin County.

A project of this magnitude and importance deserves careful planning and evaluation at each step of the process. We look forward to eagerly participating in the Draft Environmental Impact Statement (DEIS) process for the Southwest Transitway. We expect that a careful analysis of the potential impacts will be prepared; and, that potential mitigating measures (and necessary funding) to address any negative impacts will be identified for the corridor.

For St. Louis Park the potential impacts of the Southwest Transitway Project extend beyond the immediate Southwest Corridor itself. They include impacts associated with the potential relocation of freight rail from the trail corridor south of TH7 to the Canadian Pacific (CP) and Burlington Northern Santa Fe (BNSF) rail alignments which pass through the heart of St. Louis Park's residential areas. While we have issues that we have listed below that concern the proposed transitway itself, we especially ask that you make sure issues associated with the potentially rerouted freight rail are completely and comprehensively addressed.

Rerouted freight rail traffic is a big change with the potential to negatively affect many residents and businesses. It is an important issue that the community has anticipated for many years. In 1997 the City of St. Louis Park initiated the Railroad Task Force to study the impact of freight rail traffic on our community and the impact on our neighborhoods if freight rail would be rerouted from its

October 14, 2008

present tracks along Highway 7/25 to the north-south tracks in St. Louis Park. Such diversion would add significant train traffic to our neighborhoods, which include many homes within 50 ft. of the tracks, sometimes even closer. It would also result in a substantial increase of freight rail traffic immediately adjacent to St. Louis Park High School, and would significantly interfere with vehicle traffic on many already-congested streets, including Excelsior Blvd.

The Task Force expressed a strong preference that freight rail traffic not be rerouted through St. Louis Park, but acknowledged that such rerouting may be necessary. It reached consensus on principles that should guide the relocation. St. Louis Park requests that the DEIS also use these principles to guide its evaluation of the impacts of the freight rail rerouting and the design of mitigating measures. The principles are:

- Rail traffic should run smoothly, entering and leaving St. Louis Park as efficiently and safely as possible;
- No de-coupling or switching of rail cars should take place in St. Louis Park;
- Noise, vibration, and other adverse impacts on adjacent neighborhoods must be minimized to the extent feasible;
- Safety of at-grade rail/street intersections must be improved for pedestrians, motorists and bicyclists;
- Freight rail traffic coming from the west or east must be split, with half diverted north and half south along the CP tracks

Funding must be made available to accomplish these principles, as part of the development of the SWLRT.

The City of St. Louis Park (SLP) submits the following comments and requests several items be included into the Draft Environmental Impact Statement (DEIS) for the Southwest Transitway Project.

#### **Elimination of Current "Bottleneck"**

Two of the potential SWLRT routes (# 1A and 3A) would include a short segment (less than ¼ mile) near W. Lake St. where freight trains currently travel, that is currently too narrow to accommodate the SWLRT parallel to the existing freight rail tracks and bike trail. If either of these routes is selected and the narrow "bottleneck" is not widened or other steps are not taken to accommodate all three modes of transportation, the freight rail would have to be diverted elsewhere. Due to the scarcity of north-south tracks within Hennepin County, that diversion could likely be through St. Louis Park, on the Canadian Pacific and Burlington Northern Santa Fe rail alignments.

St. Louis Park recognizes that the costs and regulatory requirements necessary to implement the mitigation measures associated with freight rail diversion (please see below) will be significant. We therefore urge that the DEIS fully explore the feasibility and costs of alternatives that would eliminate the diversion of freight rail traffic through St. Louis Park.

We request consideration of the following alternatives:

- Purchase sufficient right-of-way adjacent to the "bottleneck" near W Lake St. to accommodate SWLRT, freight rail, and the bike trail.
- Reroute or elevate the bike trail to permit SWLRT and freight rail within the "bottleneck" at West Lake Street.

The costs of one or more of these alternatives, if adopted, likely could be significantly cheaper than the costs of mitigation for freight rail relocation, and would eliminate the extensive disruption to St. Louis Park neighborhoods that would be caused by freight rail diversion.

#### **DEIS study requirements – Freight Rail Rerouting**

Freight rail relocation would result in a major increase in freight traffic in residential neighborhoods within St. Louis Park, and many impacts need to be evaluated with the DEIS prior to any decision to affect this potential change. St. Louis Park requests that Hennepin County Regional Rail Authority (HCRRA) address and mitigate impacts on neighbors and neighborhoods adjacent to the CP and BNSF railways in the event that the freight rail is rerouted. The following items need to be evaluated as part of the DEIS process:

- Determine the amount of increased rail traffic that would occur from rerouting trains to the north and east.
- Analyze the need for upgraded tracks and railroad bridges to permit trains to safely and efficiently travel through St. Louis Park.
- Assess the noise, vibration, visual and aesthetic impacts on residences and businesses and determine how to mitigate, in consultation with adjacent neighbors and businesses them.
- Evaluate the specific impacts on St. Louis Park High School with regard to traffic, pedestrian crossings, noise impacts, and the disruption to the learning process from additional rail traffic.
- Evaluate all at-grade rail/street intersections to be improved for the safety of pedestrians, motorists and bicyclists, including the need for signalized crossings. Evaluate using the proper railroad protective devices and the increased noise from additional train traffic.
- Evaluate noise walls, landscaped berms, soundproofing insulation and/or other measures to mitigate negative impacts of rail traffic on the many hundreds of homes and the St. Louis Park Senior High School that are located immediately adjacent to the freight rail tracks.



- Determine if there is a need to purchase more property to accommodate and mitigate the impacts of more rail traffic. Consider purchase of adjacent homes within the usual and customary distance to the rail lines, to create a green buffer for other nearby homes and to provide adequate space to construct noise barriers.
- Evaluate the impacts of building two new bridge connections at the Golden Auto site and an additional rail interconnection at the "iron triangle" site (which must be done prior to the rerouting of any rail traffic).
- Consider that Three Rivers Park District is conducting a feasibility study for a north-south bike/walking trail. Any freight rail diversion should be examined for issues concerning mitigation with trail location, construction, and usage, including the safety impacts of these two adjacent uses.
- Consider the extent which freight rail cars contain hazardous substances as they travel through St. Louis Park, and the impact on our community of any potential derailment.
- Assess elimination of the rail "wyé" in the Elmwood/Oxford neighborhood, on which trains are backed up, de-coupled and reconfigured. This is a lengthy and noisy process that adversely affects the neighborhood all hours of the day and night.
- Evaluate the possibility of moving the current rail switching and blocking operations (which occur in SLP, Hopkins, and Minnetonka) to Glencoe.

The potential diversion of freight rail traffic through St. Louis Park would not be necessary but for the potential construction of the SWLRT along Route Nos. 1A or 3A and the potential decision by HCRRA to decline to fix the "bottleneck". Absent such decisions, freight rail traffic could continue indefinitely on its present alignment through the Kenilworth corridor. We believe it is critical that funding be made available to evaluate these impacts on St. Louis Park, as part of the development of the SWLRT. Additionally, the costs of these required measures must be considered, and be transparent to the public, as an integral element of the overall costs of Route Nos. 1A and 3A, when the final route is selected.

#### **DEIS Study Requirements – Additional Transit Impacts**

There are a number of issues that need additional attention beyond the typical required DEIS items, due to associated transportation issues. To address these issues, St. Louis Park requests that HCRRA address the following items to be evaluated as part of the DEIS process:

- Address the need to grade separate the light rail line and trail at both Beltline Boulevard and Wooddale Avenue.
- Evaluate the impacts of access, circulation and traffic issues in the station areas.
- Determine the need for parking in the station areas, and determine the demand versus supply and the spillover impacts to neighborhoods.



Ms. Katie Walker, AICP

Page 5

October 14, 2008

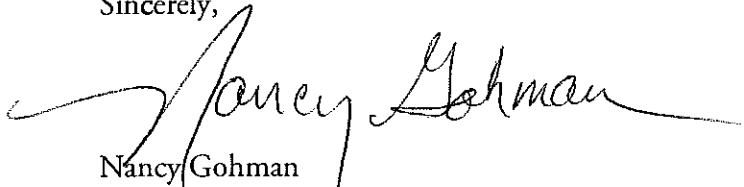
- Determine the need for a circulating feeder bus system to serve the transit stations; and resolve how that will be provided.

### Conclusion

The full costs of rerouting freight rail traffic through St. Louis Park must be evaluated as part of route selection for SWLRT. The above suggests the types of improvements which will be necessary, and which require analysis as part of the DEIS process. We expect that these issues would be reviewed as part of this process and it is our request that the DEIS process incorporate all of our concerns as listed above. We additionally request that the DEIS process include at least one meeting within St. Louis Park to discuss these unique issues.

Thank you for your attention to these concerns.

Sincerely,



Nancy Gohman  
Deputy City Manager

CC: Mayor Jeff Jacobs  
Councilmember John Basill  
Councilmember C. Paul Carver  
Councilmember Phil Finkelstein  
Councilmember Paul Omodt  
Councilmember Loran Paprocki  
Councilmember Sue Sanger  
City Manager Tom Harmening  
Jim Brimeyer, PAC Member  
Lisa Miller, CAC Member  
Bob Tift, CAC Member  
Bill James, CAC Member  
Shawn Klein, CAC Member



**Riley  
Purgatory  
Bluff Creek  
Watershed District**

[www.rileywd.org](http://www.rileywd.org)

**Board of Managers**

~~Joe Bischoff~~  
Michael Casanova  
Howard Peterson  
Kristine Sundberg  
Kenneth Wenzl

October 23, 2008

Katie Walker, AICP – Transit Project Manager  
Hennepin County – Housing, Community Works & Transit  
417 North Fifth Street, Suite 320  
Minneapolis, Minnesota 55401-1362

Subject: Southwest Transitway Project  
Invitation to Participate in Environmental Review Process - Response

Dear Ms. Walker:

Thank you for the invitation to the Riley Purgatory Bluff Creek Watershed District (District) to become a participating agency. The District's focus is maintaining and improving water quality of the water resources within the watershed. From the information you provided, it appears that the Southwest Transitway project will likely have a minimal potential impact to the water resources within the Riley Purgatory Bluff Creek Watershed. In addition, within the District, the possible routes follow existing transportation corridors.

Thus, from a District staff perspective (CH2M HILL is the District Engineer), I will be recommending to the Board of Managers at their next meeting (November 5) that the District not serve as a participating agency. However, the District is interested in following the project as it develops and welcomes the opportunity to submit comments when appropriate. Please keep me apprised of developments and opportunities to comment.

If you have any questions or concerns, please feel free to contact me at [Mark.Enochs@CH2M.com](mailto:Mark.Enochs@CH2M.com) or 651.365.8542.

Sincerely,

CH2M HILL, INC.  
District Engineer

Mark B. Enochs  
Vice President/Program Manager

c: Board of Managers

October 27, 2008

Three Rivers  
Park District  
Board of  
Commissioners

Sara Wyatt  
District 1

Marilynn Corcoran,  
Vice Chair  
District 2

Mark Haggerty  
District 3

Dale Woodbeck  
District 4

Rosemary Franzese  
District 5

Larry Blackstad, Chair  
Appointed

Joan Peters,  
Appointed

Cris Gears  
Superintendent

Ms. Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit  
417 North 5<sup>th</sup> Street, Suite 320  
Minneapolis, MN 55401

RE: Environmental Review Process for the Southwest Transitway Project

Dear Ms. Walker:

Three Rivers Park District (Park District) is a major stakeholder in the Southwest Transitway corridor. The Park District operates two regional trails within the corridor: 1) The Minnesota River Bluffs LRT Regional Trail, which begins in Hopkins and runs southwest to Chanhassen; and 2) the Cedar Lake LRT Regional Trail, which begins in Hopkins and runs northeast towards Cedar Lake, where it connects to the Kenilworth and Midtown Greenway Regional Trails. The two Park District trails within the Southwest Transitway corridor are heavily used, with over 500,000 visits annually. Additionally, the trails also serve as an important multi-modal commuting route as well.

As a participating agency, the Park District has expertise in the use and operation of the District's regional trails within the Southwest Transitway corridor. The Park District recognizes that to-date, the planning recommendations for the Southwest Corridor have been supportive of developing LRT while retaining the trails within a shared use corridor. A shared rail and trail corridor will successfully blend multiple modes of transportation that compliment each other while meeting the five stated goals of the Southwest Transit project.

Consequently, the Park District strongly recommends that the final design of the Southwest Transitway corridor include a multi-use regional trail component. The Park District desires to continue participation in the current and future planning efforts related to the Southwest Transitway Project.

As such, the Park District has prepared an initial summary of concerns related to the Environmental Review process and project alternatives.

- The Park District currently operates two regional trails within the Hennepin County Regional Railroad Authority (HCRRA) corridor from Eden Prairie to Minneapolis.

This regional amenity facilitates recreation and commuter use within the transit routes as identified as alternatives 1A, 3A, and 3C. Use of the trails is expected to increase with the addition of the LRT within the corridor. Consequently, the Park District recommends a minimum trail width of 12 feet (12') to meet safety design guidelines for the expected volume of trail use.

- The Park District strongly recommends a paved multi-use trail be safely and effectively incorporated into the final Southwest Transitway design alternative. A paved trail meets the goals of the project by increasing transportation choices, improving mobility, and providing efficient and effective travel options that protect the environment and which support economic development. Successful access and transfer considerations will enable trail users and trail commuters to integrate with the Light Rail Transit (LRT) system thereby, increasing LRT effectiveness.
- Will the Park District be obligated to financially participate in any component of the transitway or trail initiative?
- Safety for trail users must be a high priority as related to:
  - Street Crossing Safety - All three alternative routes will impact at-grade trail roadway crossings at 11<sup>th</sup> Avenue, Excelsior Avenue, St. Louis Street, Blake Road, Wooddale Avenue, and Beltline Boulevard. The potential for a negative impact on trail crossing safety will be increased by the addition of LRT traffic and the increase in traffic control devices and the expected increase in trail use by LRT users. Proper design of at-grade crossings must be a central consideration. Incorporation of grade-separated pedestrian/trail crossings of major roadways would solidify effectiveness of the transitway and trail system.
  - Amenities/Facilities within Corridor – consideration of all activities within the corridor must be examined and accounted for. Heavy rail, LRT, and trail users must be evaluated as to potential design and operational risks. Several concerns include, but are not limited to, non-sanctioned "mid-block" pedestrian crossings, proximity concerns, noise, design and placement of physical barriers, and entrapment concerns.
- The Park District has been awarded Federal funds to develop a grade-separated crossing for the trail at Beltline Boulevard; however, the final design of the LRT route and station in the Beltline Boulevard area will be the driving factor in the feasibility of developing the grade-separated trail crossing of Beltline Boulevard. Coordination of planning, design, and construction phases are imperative to maximize current Federal funds available for the trail crossing.
- Aesthetically pleasing, effective and functional design of all elements is essential at pedestrian and vehicular nodes where vehicular, transit, and trail users converge.



- A comprehensive, user-friendly, simple wayfinding system is essential for the successful operation of roadway system, transit, and trail.
- The regional trails act as the major arteries of the system-wide trail network. With the advent of LRT, there is the opportunity to promote bicycle and pedestrian access to the LRT stations through use of the system-wide trail network. Of particular importance are the local trail networks that feed into the regional trails that in turn will provide access to the LRT stations. As part of the LRT planning and implementation process, the local trail networks should be reviewed and recommendations drafted on how to fully develop the local trail network to promote pedestrian and bicycle access to the LRT.
- Phasing – Full and complete build-out of entire system is essential for effective and efficient operations of transportation, transit, rail, and trail uses.
- The Park District strongly encourages the design and development of the Southwest Transitway Initiative incorporate all measures to conserve resources, protect natural features, and incorporate sustainable features in order to reduce negative impacts on people and the environment.

Please feel free to contact me at 763.559.6759 if you have any comments or questions.

Sincerely,



Donald J. DeVeau, Director  
Department of Planning and Development

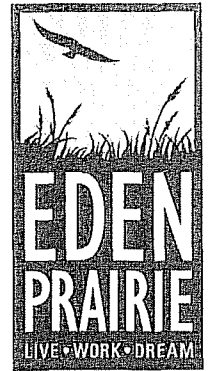
DJD:lcl

C: Cris Gears, Superintendent  
John Barten, Director of Natural Resources  
Jonathan Vlaming, Senior Manager of Planning

10256

OFFICE OF THE CITY MANAGER | October 31, 2008

Katie Walker, AICP  
Transit Project Manager  
Hennepin County, Housing, Community Works and Transit  
417 North 5<sup>th</sup> Street, Suite 320  
Minneapolis, MN



OFF 952 949 8300  
FAX 952 949 8390  
TDD 952 949 8399

8080 Mitchell Rd  
Eden Prairie, MN  
55344-4485

[edenprairie.org](http://edenprairie.org)

RE: Southwest Transitway Scoping

Ms. Walker:

As the Southwest Transitway's Scoping process draws to a close I would like to take this opportunity to thank Hennepin County for its commitment to the project and for continuing to allocate the time and resources necessary to move the Southwest Transitway forward. In particular Hennepin County's commitment to public involvement has been a very successful element of the process. The high attendance level at all of the Scoping Meetings is a testament to the interest in the Southwest Transitway and the efforts Hennepin County has taken to help foster that interest.

1/2.3/f I would also like to reiterate the City's support for the project and strong preference for  
2/2.3/g the LRT 3 Alternatives. The LRT 3 Alternatives that connect the Eden Prairie Major  
Center Area, the Golden Triangle Area, and Opus better serve the employment and  
3/3.1/f commercial centers of the Southwest Area; provide better opportunities for development,  
redevelopment and economic development; and better support the City's long range  
4/2.3/g planning initiatives than the LRT 1 Alternative. In addition, the LRT 3 Alternatives have  
higher daily ridership projections, more new transit riders, and better cost effectiveness  
indices than the LRT 1 Alternative.

The Southwest Transitway continues to be a priority project for Eden Prairie and the Southwest region. Eden Prairie remains committed to being a dedicated project partner and moving the project toward its successful implementation in a timely manner.

Sincerely,

Scott H. Neal  
City Manager

NOV 03 2008



St Louis Park Public Schools

*Achieving success, one student at a time.*

**St. Louis Park Public Schools  
District Offices**

**6425 West 33<sup>rd</sup> Street**

St. Louis Park, Minnesota 55426-3498

952.928.6000 phone

952.928.6020 fax

[www.slpschools.org](http://www.slpschools.org)

October 31, 2008

Southwest Corridor  
Hennepin County Transit  
417 North 5th Street  
Minneapolis, MN 55401

To Whom It May Concern:

This letter serves to provide notice of Independent School District No. 283's concerns regarding the proposed routes for the Southwest Transitway LRT line. The St Louis Park School Board recently reviewed the planned routes of the proposed Southwest Transitway LRT line and believes that there are several concerns that should be addressed during the Draft Environmental Impact Statement process that is underway.

The Board understands that some of the proposed routes of the SW Transitway LRT line may force additional freight train traffic onto the rail line that runs parallel to the south boundary of St. Louis Park Senior High School, located at 6435 West 33<sup>rd</sup> Street. The additional freight traffic in close proximity to the high school raises safety, noise and vibration impact concerns.

Frequent train traffic operating in the vicinity of our student population likely presents increased risks to both pedestrian and vehicular traffic. Two grade level street crossings currently exist at the southeast and southwest corners of the high school property, with the southeast crossing separating the high school from a McDonald's restaurant frequented by large numbers of our students.

Noise impact is the second concern raised by the proposed LRT lines. Currently, noise generated by trains that travel on this line disrupts the learning process. The close proximity of the high school to the Dakota Avenue crossing with no noise remediation causes distractions to both staff and students from the train travel and the associated horns. Increasing the frequency of these disruptions would compound the already unfavorable conditions.

Finally, although less immediately perceptible, vibration from heavy freight trains may cause damage to nearby structures including district-owned facilities as well as disruptions during the school day.

We appreciate the opportunity to add our input during the scoping process and would welcome a formal presentation by the Hennepin County Regional Railroad Authority to discuss these issues at a future St. Louis Park school board meeting.

Very truly yours,

A handwritten signature in black ink, appearing to read "Bruce Richardson", with a long horizontal flourish extending to the right.

Bruce Richardson  
St. Louis Park Board of Education Chair

cc City of St. Louis Park





**Minnesota Department of Transportation**

**Metropolitan District**

Waters Edge  
1500 West County Road B-2  
Roseville, MN 55113-3174

November 3, 2008

Ms. Katie Walker, Project Manager  
Hennepin County  
Housing, Community Work and Transit  
417 North 5<sup>th</sup> Street, Suite 320  
Minneapolis, MN 55401

Subject: **Southwest Transitway Draft Environmental Impact Statement**  
Minnesota Department of Transportation (Mn/DOT) Review # **STUDY08-006**  
Southwest Hennepin County (Minneapolis to Eden Prairie)  
Hennepin County

Dear Ms. Walker:

Thank you for the opportunity to review the Southwest Transitway Draft Environmental Impact Statement (DEIS). Please note that Mn/DOT's review of this DEIS does not constitute approval of a regional traffic analysis and is not a specific approval for access or new roadway improvements. As plans are refined, we would like the opportunity to meet with Hennepin County to review the updated information. Mn/DOT's staff has reviewed the document and offers the following comments:

***Traffic:***

The following are Mn/DOT Traffic Section comments concerning the Southwest Transitway DEIS:

Care must be taken in planning for the interaction between LRT and existing highway and pedestrian facilities. For safety and operational reasons, grade separation should be utilized whenever possible. No other comments at this time. For questions concerning these comments please contact Jolene Servatius, Mn/DOT Metro District, at (651) 234-7841.

***Water Resources:***

Any locations that cross or follow Mn/DOT right-of-way will require a drainage plan review by Mn/DOT Water Resources Engineering. No increase in drainage rates are allowed to MnDOT right-of-way. For questions concerning these comments, please contact Martin Kors, Mn/DOT Water Resources Section, at (651) 234-7537.

***Permits:***

Any use of or work within or affecting Mn/DOT right of way requires a permit. Permit forms are available from MnDOT's utility website at [www.dot.state.mn.us/tecsup/utility](http://www.dot.state.mn.us/tecsup/utility). Please include one 11 x 17 plan set and one full size plan set with each permit application. Please direct any questions regarding permit requirements to Buck Craig, MnDOT's Metro Permits Section, at (651) 234-7911.

This letter represents only the transportation concerns of Mn/DOT Metro District. Other environmental issues raised by a wider Mn/DOT review may be forwarded to you in a separate letter.

As a reminder, please address all initial future correspondence for development activity such as plats and site plans to:

Development Review Coordinator  
Mn/DOT - Metro Division  
Waters Edge  
1500 West County Road B-2  
Roseville, Minnesota 55113

Mn/DOT document submittal guidelines require either:

1. One (1) electronic pdf. version of the plans (the electronic version of the plan needs to be developed for 11" x 17" printable format with sufficient detail so that all features are legible);
2. Seven (7) sets of full size plans.

If submitting the plans electronically, please use the pdf. format. Mn/DOT can accept the plans via e-mail at [metrodevreviews@dot.state.mn.us](mailto:metrodevreviews@dot.state.mn.us) provided that each separate e-mail is less than 20 megabytes. Otherwise, the plans can be submitted on a compact disk.

If you have any questions, please feel free to contact me at (651) 234-7797.

Sincerely,



William Goff  
Senior Planner

cc: Bob Byers, Hennepin County Transportation Planning Section, Medina, MN

**Copy via Groupwise:**

Tod Sherman  
Wayne Lemaniark  
Brian Kelly  
Buck Craig  
Ramankutty Kannankutty  
Pat Bursaw  
Robert Vockrodt  
Ann Braden, Metropolitan Council

**File copy to:**

Mn/DOT LGL file: Hennepin County

Mn/DOT District file: CS: 2755

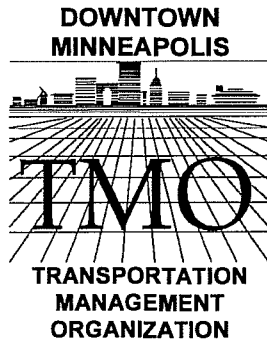
Bob Byers, P.E.

Hennepin County Public Works

1600 Prairie Drive

Medina, MN 55340-5421

10102



November 5, 2008

Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit  
417 North 5<sup>th</sup> St, Suite 320  
Minneapolis, MN 55401

Re: Recommendation for Kenilworth Alignment (alternative 3A)

EXECUTIVE COMMITTEE:

**Dick Allendorf**  
Grubb & Ellis  
**Christine Esckilsen**  
Piper Jaffray & Co.  
**Charles Ferrell**  
Faegre & Benson  
**Carol Flynn**  
Minneapolis Resident  
**Kevin Fossum**  
Piedmont Office Realty Trust  
**Rollie Glessing**  
U.S. Bank  
**Betsy Hodges**  
City Council Member  
**Luke Litteken**  
CenterPoint Energy  
**David Luick**  
Target Corporation  
**Glenn Olson**  
Downtown Council Member  
**Julie Reidhead**  
Thrivent Financial  
**Pat Scott**  
Minneapolis Resident  
**Jerel Shapiro**  
Loop Parking, Inc.  
**Peter Wagenius**  
Mayor's Office  
**Kent Warden**  
Minneapolis BOMA

1 / 2 . 3 / f

2 / 8 . 1 / b

3 / 8 . 2 / a

EXECUTIVE DIRECTOR:

**Teresa Wernecke**

4 / 2 . 3 / g



5 / 6 . 1 / b

220 South Sixth Street  
Suite 230  
Minneapolis, MN 55402  
Phone: (612) 370-3987  
Fax: (612) 339-1412  
Web: commuter-connection.org

Dear Ms. Walker:

On October 9, 2008, I sent you a letter, as Chair of the Downtown Minneapolis Transportation Management Organization, containing thirteen questions which our Executive Committee members wanted answered in order to make a fully informed recommendation during the formal DEIS scoping comment period between the alternatives for the Southwest Corridor Light Rail Transit line entry into and out of downtown Minneapolis.

Based upon the answers which we have received to those questions, **we – as an organization – are formally recommending the choice of the Kenilworth Corridor option (alternative 3A) as the best alternative** for the region and the best alternative to fulfill our mission of positively addressing congestion so downtown Minneapolis remains vibrant and growing. Our recommendation is based upon the following:

- **The projected capital cost to implement alternative 3A is \$1.2 billion. The projected capital cost to implement alternative 3C is \$1.4 billion. Alternative 3A is \$200 million less costly to implement than is alternative 3C (all stated in 2015 dollars).**
- **The projected annual operating cost for alternative 3A is \$16 million. The projected annual operating cost for alternative 3C is \$17 million. Alternative 3A is \$1 million less costly annually to operate than is alternative 3C.**
- **The projected daily ridership figure for alternative 3A is 27,000. The projected daily ridership figure for alternative 3C is 28,100. Alternative 3C is projected to carry 1,100 more riders daily than alternative 3A.**
- **A typical trip from the West Lake stop to the downtown terminus for alternative 3A and 3C is equivalent (assuming a tunnel beneath Nicollet Avenue for alternative 3C).**
- **Downtown bus service would not be negatively affected by alternative 3A. If alternative 3C were chosen, buses serving Nicollet Mall would have to be shifted to other busy downtown streets.**
- **Access Minneapolis, with double bus lanes, will accommodate the movement of the currently projected rush hour bus traffic on Marquette and 2<sup>nd</sup> Avenue. With alternative 3C, two-thirds of the buses currently using Nicollet Mall would have to be shifted to other streets including Marquette and 2<sup>nd</sup> Avenues to service downtown Minneapolis.**

10102



EXECUTIVE COMMITTEE:

**Dick Allendorf**  
Grubb & Ellis  
**Christine Esckilsen**  
Piper Jaffray & Co.  
**Charles Ferrell**  
Faegre & Benson  
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Loop Parking, Inc.  
**Peter Wagenius**  
Mayor's Office  
**Kent Warden**  
Minneapolis BOMA

EXECUTIVE DIRECTOR:

**Teresa Wernecke**

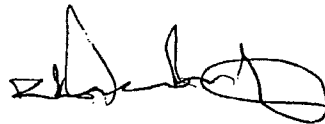
  
**Resource Store**  
A Project of the  
Downtown Minneapolis TMO

220 South Sixth Street  
Suite 230  
Minneapolis, MN 55402  
Phone: (612) 370-3987  
Fax: (612) 339-1412  
Web: commuter-connection.org

- 6/9.1/b • Access Minneapolis envisioned carefully timed bus intervals and a free ride within downtown on Nicollet Mall. If alternative 3C is chosen, this convenient downtown circulator service would not be available to downtown workers or visitors.
- 7/3.2/a • Implementation of alternative 3C would mean that the Hollidazzle Parade would have to be moved. In addition, since alternative 3C requires the rebuilding of Nicollet Mall into a straight street, with narrower sidewalks, the Farmers Market would have to move as well. Bike lanes would be problematic on an LRT street.
- 8/6.3/c • Alternative 3A would make use of the Transit space at Target field, as well as connect directly to the Central Corridor LRT and to Northstar Commuter Rail. It would also present seamless through ridership to south Minneapolis and the airport, turning into the Hiawatha Line at Target Field. Alternative 3C does none of the above.
- 9/6.3/f • Because alternative 3A makes use of the existing Hiawatha rail line, it can also traverse directly to the existing maintenance facility. Alternative 3C would require maintenance from another not-yet identified facility.
- 10/2.3/g • Bus service from Uptown and LynLake is currently at a frequency of 5-10 minutes and is, therefore, seen as adequate with no need for LRT to supplement or to replace it.
- 11/3.1/f • The building of the tunnel on Nicollet Avenue to accommodate alternative 3C would require disruption for businesses along Nicollet of between 18 and 24 months.
- Alternative 3A would promote economic development for the proposed 900 residential units and 1.6 million square feet of corporate office in the Bassett creek area, as well as less defined development in the area of the Target Field transit stop. Because the alternative 3C route is either all current residential use, and/or currently fully development, little economic development is seen along that route.

It is for the above reasons that the Downtown Minneapolis Transportation Management Organization fully supports the Kenilworth corridor alternative as the least costly, least disruptive, and most efficient route to bring Light Rail Transit into and out of downtown Minneapolis.

Sincerely,



Dick Allendorf  
Chair, Downtown Minneapolis Transportation Management Organization

Cc:  
Mayor of Minneapolis R. T. Rybak  
Minneapolis City Council Members  
Minneapolis Downtown Council President Sam Grabarski  
and Board Members  
Hennepin County Commissioner Gail Dorfman, Third District  
Hennepin County Commissioner Peter McLaughlin, Fourth District  
Downtown Minneapolis TMO Executive Committee Members





November 5, 2008

Ms. Katie Walker, AICP  
Project Manager, Southwest Transitway  
Hennepin County Housing, Community Works & Transit  
417 North 5<sup>th</sup> Street, Suite 320  
Minneapolis, MN 55401

Dear Ms. Walker,

As a regional supporting agency of the Southwest Transitway, the Metropolitan Council and Metro Transit are encouraged to see the project proceed to the Draft Environmental Impact Statement (DEIS) phase. We see this corridor as a strategic step in the development of a regional network of transitways, as called for in the Metropolitan Council's 2030 Transportation Policy Plan. Improving transit is an essential element in ensuring the continued growth and vitality of our metropolitan region.

The Southwest Transitway will improve mobility, provide reliable, time-competitive transit service, and significantly improve reverse commute options for core city residents while boosting the potential for transit-oriented development. The development of the Southwest Transitway is consistent with the Council's vision for the development of a regional network of transitways that link major destinations and employment areas, facilitate transit-oriented development patterns, and accommodate growth in a flexible, connected and efficient manner.

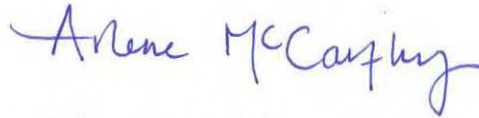
We are confident that the DEIS will provide the necessary level of analysis and refinement that will allow the locally preferred alternative to achieve the goals outlined in the scoping process. We realize that this process is not an easy one and we encourage Hennepin County to work as closely as possible with the Federal Transportation Administration and with the Metropolitan Council to ensure that the DEIS process follows all federal, state and local rules related to this very important process. To that end, both Metropolitan Council and Metro Transit staff stand ready to offer assistance to the County in the DEIS process.

As always, we appreciate Hennepin County's and the Hennepin County Regional Railroad Authority's strong and consistent advocacy of transit as a key feature in moving our metropolitan area towards a sustainable transportation future.

Sincerely,



Brian J. Lamb  
General Manager  
Metro Transit



Arlene McCarthy  
Director  
Metropolitan Transportation Services

C: Peter Bell  
Tom Weaver  
Vince Pellegrin  
Julie Johanson  
Mark Fuhrmann  
John Levin  
Tom Thorstenson  
Amy Vennewitz





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5

77 WEST JACKSON BOULEVARD  
CHICAGO, IL 60604-3590

NOV 06 2008

REPLY TO THE ATTENTION OF:

E-19J

Marisol Simon  
Regional Administrator, Region 5  
Federal Transit Administration  
200 West Adams Street, Suite 2410  
Chicago, IL 60604

RE: Scoping Comments on the Notice of Intent to Prepare an Environmental Impact Statement for the Southwest Transitway Project in Hennepin County, Minnesota

Dear Ms. Simon:

This letter is provided in accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act. The U.S. Environmental Protection Agency (EPA) anticipates reviewing the Environmental Impact Statement (EIS) your agency is preparing for the Southwest Transitway Project in Hennepin County, Minnesota. We have reviewed the September 25, 2008, Notice of Intent (NOI) to prepare an EIS, the Green Means Go scoping information booklet, and the Coordination Plan, dated September 2008. We also participated in the October 15, 2008 Interagency Scoping Meeting.

A Minneapolis southwest public transit corridor has been under consideration since 1980. This corridor is defined and anchored by the two large residential/employment centers of downtown Minneapolis and the southwest Golden Triangle. Following a series of studies and plans, a Southwest Rail Transit Study was begun in 2003, resulting in the publication of the Southwest Transitway Alternatives Analysis in 2007. Although an extensive roadway/expressway system and a significant and successful bus system serves the metropolitan region, including this corridor, three needs are identified as unmet by the available transportation systems. This proposal's purpose and need are to: 1) improve mobility in this congested corridor; 2) develop a competitive rapid transit alternative for public-transit-dependent and transit-choice travelers; and 3) provide reverse commute service, which is currently unavailable for this area.

Alternatives include a NEPA baseline No-Build proposal and a New Starts baseline of Transportation System Management (TSM) modifications combined with enhanced bus service. Three build alternatives are being brought forward, proposing different routes for a light rail transit system comparable to and compatible with the Hiawatha and Central Corridor Lines. All three alternatives would connect to other transit lines at the downtown Minneapolis Intermodal



Station, extend southwest through St. Louis Park and Hopkins, and terminate along State Route 5 in Eden Prairie.

It is clear from the existing Hiawatha Line and the developing Central Corridor Line, that the metropolitan Minneapolis-St. Paul region is developing a public rapid transit system. Therefore, one purpose for this Southwest Transitway project would seem to be to extend the developing regional rail transit system to this corridor of the metropolitan area and thus provide direct access from this southwest area to the other branches of the rapid transit system. We recommend that the DEIS discuss this concept more directly in the purpose and need.

We would appreciate the opportunity to work with FTA, providing additional, more specific guidance as this project progresses and planning becomes more refined and specific. Based upon the information provided to date, EPA will look for more clarification in the DEIS regarding issues of air quality, water resources, and other impacts including, but not limited to the following:

#### Air Quality

- This project must demonstrate transportation conformity with the State Implementation Plan for air quality in the Minneapolis-St. Paul metropolitan region. Air conformity modeling and determinations should be presented in the DEIS using current air quality data and approved methodologies, including for "hot spots" at a number of at-grade crossings with potential to create local congestion pollution. The DEIS should quantify the net air emission consequences for each of the alternatives.
- There is a growing awareness of carbon dioxide and other greenhouse gases as they may affect our global climate. While this transit project is anticipated to reduce such emissions from private vehicles, the system may add bus diesel exhaust and electric generation emissions for trains. The DEIS should quantify these emissions and discuss their general impact upon the global climate. It would also be appropriate to consider how climate changes may impact this project.

#### Water Resources

- Discussion of avoiding, minimizing and mitigating for impacts to surface waters, wetlands, and floodplain areas affected by the project should be presented in the DEIS, for project construction, maintenance and operational impacts. This should include provisions for the handling of stormwater run-off volumes and pretreatment prior to discharging to natural water resources.
- The DEIS should provide specific mitigation details and commitments, including maintenance of such water resource impact mitigations. An adaptive management program for these functions may be appropriate.

#### Other Impacts

- The DEIS should discuss all impacts arising from project ancillary operations, including storage and maintenance facilities, power stations, electric generation and other utilities.
- Park and ride stations are indicated in figures provided, but the agency scoping meeting suggested some key station locations may not be able to accommodate much parking. Alternate station locations, use of parking decks, feeder bus networks, and other measures should be considered to enhance rider access and thus optimize ridership so the project purpose and need are

met and environmental justice community needs are adequately addressed.

- Environmental justice communities should be defined and identified, including maps. All potential and applicable impacts to these communities should be assessed in the DEIS.

- Considerations for safety issues, including emergency responders, should be discussed.

- Any toxic or hazardous waste sites that might be disturbed by the project should be identified, mapped, and assessed for possible remediation.

- Impacts and contributions to the existing transportation network including freight/industrial, automotive, pedestrian, and bicycle modes should be fully presented in the DEIS.

- Indirect and cumulative impacts should include specific considerations for neighborhoods along the right-of-way, socioeconomic impacts, land use changes as they affect both society and natural resources, invasive species, and other impacts specific to this area.

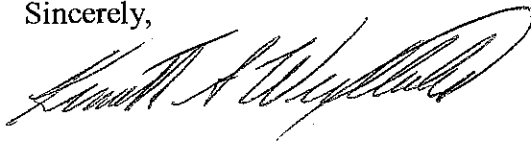
- All historic and cultural resources should be located, mapped, and discussed as to how they might be affected and how these impacts can be mitigated.

- Noise and vibration generators and receptors should be identified, mapped and fully discussed, with minimization and mitigation options evaluated.

We have agreed to be a participating agency on this project, consistent with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). EPA always retains its NEPA designated role of participating in federal project development of Purpose and Need, alternatives, methods of evaluation, and measures for avoidance, minimization and mitigation of impacts to the human and natural environment. We also retain our independent responsibility to review and comment for the public record on the DEIS. We intend to fully participate in this project concurrent with these designated responsibilities.

Thank you for the opportunity to provide these scoping comments. A hard copy of the project Alternatives Analysis published in 2007 would be appreciated. If you have any questions on our comments, please contact myself or Norm West, by phone at (312) 353-5692 or by e-mail at [west.norman@epa.gov](mailto:west.norman@epa.gov).

Sincerely,



Kenneth A. Westlake, Supervisor  
NEPA Implementation  
Office of Enforcement and Compliance Assurance

Cc: Ms. Katie Walker  
Transit Project Manager  
Hennepin County Housing, Community Works & Transit  
417 North 5th Street, Suite 320  
Minneapolis, Minnesota 55401



# City of Hopkins

1010 First Street South • Hopkins, MN 55343-7573 • Phone: 952-935-8474 • Fax: 952-935-1834

Web address: [www.hopkinsmn.com](http://www.hopkinsmn.com)

Ms. Katie Walker, AICP  
Transit Project Manager  
Housing, Community Works & Transit  
Hennepin County

November 7, 2008

RE: City of Hopkins Southwest Transitway DEIS Scoping Comments

Dear Ms. Walker:

- 1/1/a The City of Hopkins supports the Southwest Transitway project, including the three proposed stations and the anticipated alignment along the existing HCRRA right-of-way. The City looks forward to the new commuting and regional travel options that the SW Transitway will provide for its residents. Also, we're excited about the potential for
- 2/5.2/a commercial and residential re-development within the station areas. Additionally, we anticipate opportunities to attract individuals and families from the proposed downtown station into our historic Central Business District for dining, shopping or entertainment. Of course, besides the many opportunities, this transit project will also bring challenges. Accordingly, the City would like the project DEIS to specifically address the following impacts which we believe qualify for mitigation actions and funding.
- 3/2.3/h • The proposed Blake Road station and its 300-stall parking facility will create additional peak hour traffic through the existing Excelsior Boulevard (CSAH 3)/Milwaukee Street intersection. This intersection is just east of the Highway 169 ramp and serves local traffic including the projected 3,300 Cargill employees at their new headquarters campus (completion scheduled in March 2010). This complex, skewed angle signalized intersection was designed for a redevelopment such as the Cargill campus. However, the proximity to the Highway 169 ramps, projected Cargill employee traffic and Excelsior Boulevard thru-traffic will surely make it an extremely congested traffic area. Currently, the only direct access route to the Blake Road Station from the west and Highway 169 is through this intersection. The City feels that the additional peak hour traffic created by the new Blake Road transit station will be enough to divert transit users away from this congested area. Instead, they will find other routes using local residential streets. Or, equally undesirable, they will go to the west from Highway 169 and attempt to use the Downtown Station area causing parking problems - by design, parking will be extremely limited at this local, pedestrian-oriented and multi-modal station. The DEIS should address an alternative access to the Blake Station such as a new signalized intersection on Excelsior Boulevard at Tyler Avenue. The City and County's Hopkins Station Area Planning Final Report, October 2007 identifies the need for this new access from Excelsior Boulevard to the Blake
- 4/3.1/b
- 5/3.1/e
- 6/6.2/a
- 7/6.2/a

- Road Station. We request that the scope of the DEIS include investigating this traffic concern for potential mitigation.
- One of the unique, positive aspects of Hopkins is the confluence of several regional trails and the ease of access to them. There is no other inner-ring suburb that can make a similar claim. In addition to the many existing regional trails within Hopkins, Three Rivers Park District intends to construct, within Hopkins, the first phase of a new regional trail named the "Nine Mile Creek Regional Trail". This trail will run from the existing SW Corridor regional trail at 11th Avenue to the southeast into Edina and ultimately to the Minnesota River Valley area. As a relatively small city, we intend to build on this strength we have in the regional trail system by improving access and popularity of Hopkins as a great place to get onto the trail or to get off the trail and enjoy the city's attractions. As such, the trails represent a target for a significant economic thrust for the city in the coming years. The proposed Southwest Transitway will, no doubt, impact the current trail system that is located on the HCRRA right of way. We understand that the intent is to retain the existing trails in conjunction with the new transitway. However, any transitway impact to the trails that negatively affects either the continuity of the various regional trails or the efficacy of the current trail access sites will reduce the recreational draw of the trail. Thus, diminishing the City's ability to tap into it as a source of economic vitality. The City requests that the DEIS identify the uniqueness of the trail system to Hopkins as a significant socio-economic factor in the City's future. Further, we request that any loss of access such as the Depot site as a trailhead facility be mitigated with enhancements to improve trail access at the Downtown Station or via a new trailhead facility at a different, nearby location.
- The Blake Road Station will add significant new pedestrian travel demand within the station area. Particularly, there will be demand from the 265-unit Westside Village Apartments and from upcoming redevelopment of the 15 acre Hopkins Cold Storage site, both of which are located just across Blake Road to the east of the proposed transit station. This pedestrian demand will create a major safety problem unless it is investigated through the DEIS process and mitigated by creating a safe crossing/s of Blake Road.
- Although some distance (about 2,000') from the proposed Blake Road Station, the Highway 7/Blake Road intersection currently operates at level of service "E" and "F" for several peak hour traffic movements. The new Cargill headquarters project located at the NE quadrant of Highway 169/Excelsior Boulevard will impose even greater traffic on the intersection. Blake road is the only north/south major roadway anywhere near the Blake Road station. Needless to say, the traffic demand created by the future Blake Road transit station will further exacerbate the current capacity problem at this intersection. Unless this is investigated and traffic mitigations recommended, those

8/6.3/c

8/6.3/c

9/3.1/i

10/3.7/e

11/6.2/a

10/1/10

travelling to the Blake Road station will be forced to consider alternate routes creating problems with traffic on local residential streets in the area.

12/4.7/a

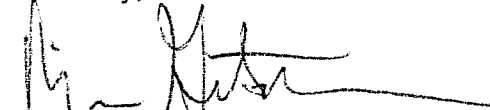
13/4.6/a

- There is concern regarding vibration and noise impacts to a business within the commercial office building located very near the proposed tracks at 10417 Excelsior Boulevard. One of the tenants in this building is an audiologist who routinely conducts sensitive hearing tests.
- Hopkins has a vibrant, historic downtown that relies on automobile traffic off of Excelsior Boulevard. Without a strong pedestrian connection from the 8<sup>th</sup> Avenue (Downtown) LRT station to Mainstreet (3 block distance) it is believed the LRT will have a negative economic impact on the downtown as automobile traffic should decrease with the option of LRT.

14/3.1/h

If you have questions you may direct them to Steve Stadler, Public Works Director at 952-548-6350 or email at [sstadler@hopkinsmn.com](mailto:sstadler@hopkinsmn.com).

Sincerely,



Rick Getschow  
City Manager

November 7, 2008

Southwest Policy Action Committee,

In my role as a member of the Southwest Corridor's Policy Advisory Committee (SW PAC) I have spent the last three years attending corridor meetings, bringing the voice of Minneapolis constituents into the discussion, and studying the potential alignments. I have come to the conclusion that the selection of an alignment must meet more than our cost-effectiveness index. It must also connect communities, bring entry level employees to jobs in the suburbs, and link together high-traffic entertainment and employment zones.

While the Kenilworth alignment has the significant positive attribute of interlining with the Hiawatha or Central corridor, the neighborhoods through which it travels in Minneapolis prevent it from attaining these other, more person-driven goals. I directed my focus toward determining whether or not there was a way to join together the best of both lines.

1/2.3/j

For these reasons, I am recommending study of a hybrid Nicollet alignment, that would both interline with the Hiawatha light rail train and further Minneapolis's plan to reopen Nicollet Avenue. There are two areas where I am proposing possible change to the alignment.

- The hybrid would follow the Greenway at which point it could tunnel under Blaisdell, Nicollet, or 1<sup>st</sup> Avenue. A reopened Nicollet Avenue could then accommodate a light rail and bus station that would link Lake Street and Nicollet Avenue, thereby, I believe, increasing light rail ridership.
- After reemerging at Franklin Avenue, the train would continue at grade until it reached either 11<sup>th</sup> Street S or 12<sup>th</sup> Street S. It could interline with the Hiawatha line by turning at 11<sup>th</sup> or 12<sup>th</sup> Street, crossing the Royalston Avenue Bridge, and interconnecting as shown in the Kenilworth Alignment.

I am also open to exploring other options that achieve the same goals.

There are several opportunities to these changes, including a potentially reopened Nicollet Avenue and a possibility to send the train into the core of Minneapolis without directly impacting Nicollet Avenue businesses. This alignment would also avoid Nicollet Mall, significantly reducing conflicts with buses and events along the mall, allow for a direct interline with Hiawatha and Central Corridor lines, and allow for stations at Hennepin Avenue and near the turn (wherever along LaSalle, Nicollet, or 1<sup>st</sup> Avenue makes sense), dropping passengers within two blocks of the Convention Center and easy walking distance to major downtown employers.

Thank you for your time as you review this letter and my request. I am joined in this endeavor by Minneapolis Mayor RT Rybak and Council Member Lisa Goodman who both want to investigate the options.

Sincerely,

Ralph Remington,  
Minneapolis City Council

Cc: Mayor RT Rybak  
Council Member Lisa Goodman  
Council Member Robert Lilligren  
Commissioner Gail Dorfman  
Katie Walker





**State Historic Preservation Office**

November 7, 2008

Ms. Katie Walker  
Transit Project Manager  
Hennepin County Community Works & Transit  
417 North 5<sup>th</sup> Street, Suite 320  
Minneapolis, MN 55401-1362

Re: Southwest Transitway Project  
Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park & downtown Minneapolis  
Hennepin County  
SHPO Number: 2009-0080

Dear Ms. Walker:

Thank you for your notification of the initiation of the environmental planning process for the Southwest Transitway Project.


We look forward to working with the Federal Transit Administration and the Hennepin County Railroad Authority in reviewing this project under Section 106 of the National Historic Preservation Act (36CFR800).

In carrying out the provisions of this review, we would urge that the efforts to identify and evaluate historic properties be carried out at an early stage in the planning process. As various stakeholders become involved in aspects of project planning, it is crucial that information on the location and nature of historic properties in the project area is available. Then, historic properties can be taken into account as planning decisions are made. Adverse effects are more easily avoided, and opportunities to incorporate historic properties into the overall project scheme may be facilitated.

You can contact our office at 651-259-3456.

Sincerely,

A handwritten signature in cursive script that reads 'Kelly Hagg Johnson'.

Dennis A. Gimmestad  
Government Programs & Compliance Officer

cc: Jack Byers, Minneapolis Heritage Preservation Commission  
John Gertz, Eden Prairie Heritage Preservation Commission



**For Agency Use Only:**

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**MINNESOTA NATURAL HERITAGE INFORMATION SYSTEM (NHIS) DATA REQUEST FORM**DATE OF REQUEST March 2, 2009**WHO IS REQUESTING THE INFORMATION?**Name and Title Jed Chesnut, Wetland/Natural Resource SpecialistAgency/Company WSB & Associates, Inc.Mailing Address 701 Xenia Ave S, Suite 300 Minneapolis MN 55416  
(Street) (City) (State) (Zip Code)Phone 763-231-4854 FAX 763-541-1700 e-mail jchesnut@wsbeng.com**WHAT INFORMATION DO YOU NEED?**Preferred Reply Method: Email ☐ US Mail ☒

- ☒ Printouts of known occurrences of federally and state listed plants and animals; native plant communities; and aggregation sites such as bat hibernacula, colonial waterbird nesting sites, and prairie chicken booming grounds.

☒ With Environmental Review☐ Printouts Only; No Review Needed

- ☒ Printouts of information listed above, plus geological features and state rare species with no legal status.

☒ With Environmental Review☐ Printouts Only; No Review Needed☐ Other (describe) \_\_\_\_\_**INFORMATION WE NEED FROM YOU:**

- 1) **Enclose a map** of the project boundary (topographic maps or aerial photos are preferred).
- 2) If possible, please **provide a GIS shapefile** (NAD 83, UTM Zone 15N) of the project area.
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For Agency Use  
Only:

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			PLEASE SEE ATTACHED LIST

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Project Name Southwest Light Rail Transit, Draft Environmental Impact Statement

Project Proposer Hennepin County Regional Railroad Authority

Detailed Project Description (see instructions, please) \_\_\_\_\_

Please see attached. Please provide separate NHIS data for each of the 3 corridor alignments. GIS shapefiles of each corridor are included.

Current/Past Land-Use of Project Site \_\_\_\_\_

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Signature \_\_\_\_\_  
(required)

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Endangered Species Environmental Review Coordinator  
[lisa.joyal@dnr.state.mn.us](mailto:lisa.joyal@dnr.state.mn.us)

or

Sharron Nelson *(for general requests)*  
Assistant Database Manager  
[sharron.nelson@dnr.state.mn.us](mailto:sharron.nelson@dnr.state.mn.us)

at

Natural Heritage and Nongame Research Program  
Minnesota Department of Natural Resources  
500 Lafayette Road, Box 25  
St. Paul, Minnesota 55155

#### For further information call:

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(651) 259-5123

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#### **For Agency Use Only:**

EO's requiring comment \_\_\_\_\_

Sources contacted    Topic

Response

_____	_____	_____
_____	_____	_____
_____	_____	_____

Response Summary \_\_\_\_\_

Responder \_\_\_\_\_

Corridor 1A			
TOWN	RANG	SECT	TRS
29	24	21	T29 R24 S21
29	24	22	T29 R24 S22
29	24	29	T29 R24 S29
29	24	28	T29 R24 S28
29	24	32	T29 R24 S32
117	21	17	T117 R21 S17
117	21	16	T117 R21 S16
28	24	6	T28 R24 S6
28	24	5	T28 R24 S5
117	22	24	T117 R22 S24
117	21	19	T117 R21 S19
117	21	20	T117 R21 S20
117	22	26	T117 R22 S26
117	22	25	T117 R22 S25
117	22	34	T117 R22 S34
116	22	4	T116 R22 S4
116	22	3	T116 R22 S3
116	22	9	T116 R22 S9

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TOWN	RANG	SECT	TRS
29	24	21	T29 R24 S21
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29	24	29	T29 R24 S29
29	24	28	T29 R24 S28
29	24	32	T29 R24 S32
117	21	17	T117 R21 S17
117	21	16	T117 R21 S16
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28	24	5	T28 R24 S5
117	22	24	T117 R22 S24
117	21	19	T117 R21 S19
117	21	20	T117 R21 S20
117	22	26	T117 R22 S26
117	22	25	T117 R22 S25
117	22	36	T117 R22 S36
116	22	1	T116 R22 S1
116	22	11	T116 R22 S11
116	22	12	T116 R22 S12
116	22	14	T116 R22 S14
116	22	16	T116 R22 S16
116	22	15	T116 R22 S15

Corridor 3C and alternates			
TOWN	RANG	SECT	TRS
29	24	22	T29 R24 S22
29	24	27	T29 R24 S27
29	24	32	T29 R24 S32
29	24	33	T29 R24 S33
29	24	34	T29 R24 S34
117	21	17	T117 R21 S17
117	21	16	T117 R21 S16
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28	24	5	T28 R24 S5
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117	21	19	T117 R21 S19
117	21	20	T117 R21 S20
117	22	26	T117 R22 S26
117	22	25	T117 R22 S25
117	22	36	T117 R22 S36
116	22	1	T116 R22 S1
116	22	11	T116 R22 S11
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**For Agency Use Only:**

Received \_\_\_\_\_ Due \_\_\_\_\_ RUSH

Related ERDB# \_\_\_\_\_

Search Radius \_\_\_\_\_ mi. ER/All Map'd \_\_\_\_\_ EOs \_\_\_\_\_

NoR/ NoC/ NoE/ Std/ Sub Let \_\_\_\_\_ Inv \_\_\_\_\_ Log out \_\_\_\_\_

**MINNESOTA NATURAL HERITAGE INFORMATION SYSTEM (NHIS) DATA REQUEST FORM**DATE OF REQUEST March 2, 2009**WHO IS REQUESTING THE INFORMATION?**Name and Title Jed Chesnut, Wetland/Natural Resource SpecialistAgency/Company WSB & Associates, Inc.Mailing Address 701 Xenia Ave S, Suite 300 Minneapolis MN 55416  
(Street) (City) (State) (Zip Code)Phone 763-231-4854 FAX 763-541-1700 e-mail jchesnut@wsbeng.com**WHAT INFORMATION DO YOU NEED?**Preferred Reply Method: Email ☐ US Mail ☒

- ☒ Printouts of known occurrences of federally and state listed plants and animals; native plant communities; and aggregation sites such as bat hibernacula, colonial waterbird nesting sites, and prairie chicken booming grounds.

☒ With Environmental Review☐ Printouts Only; No Review Needed

- ☒ Printouts of information listed above, plus geological features and state rare species with no legal status.

☒ With Environmental Review☐ Printouts Only; No Review Needed☐ Other (describe) \_\_\_\_\_**INFORMATION WE NEED FROM YOU:**

- 1) **Enclose a map** of the project boundary (topographic maps or aerial photos are preferred).
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Signature \_\_\_\_\_  
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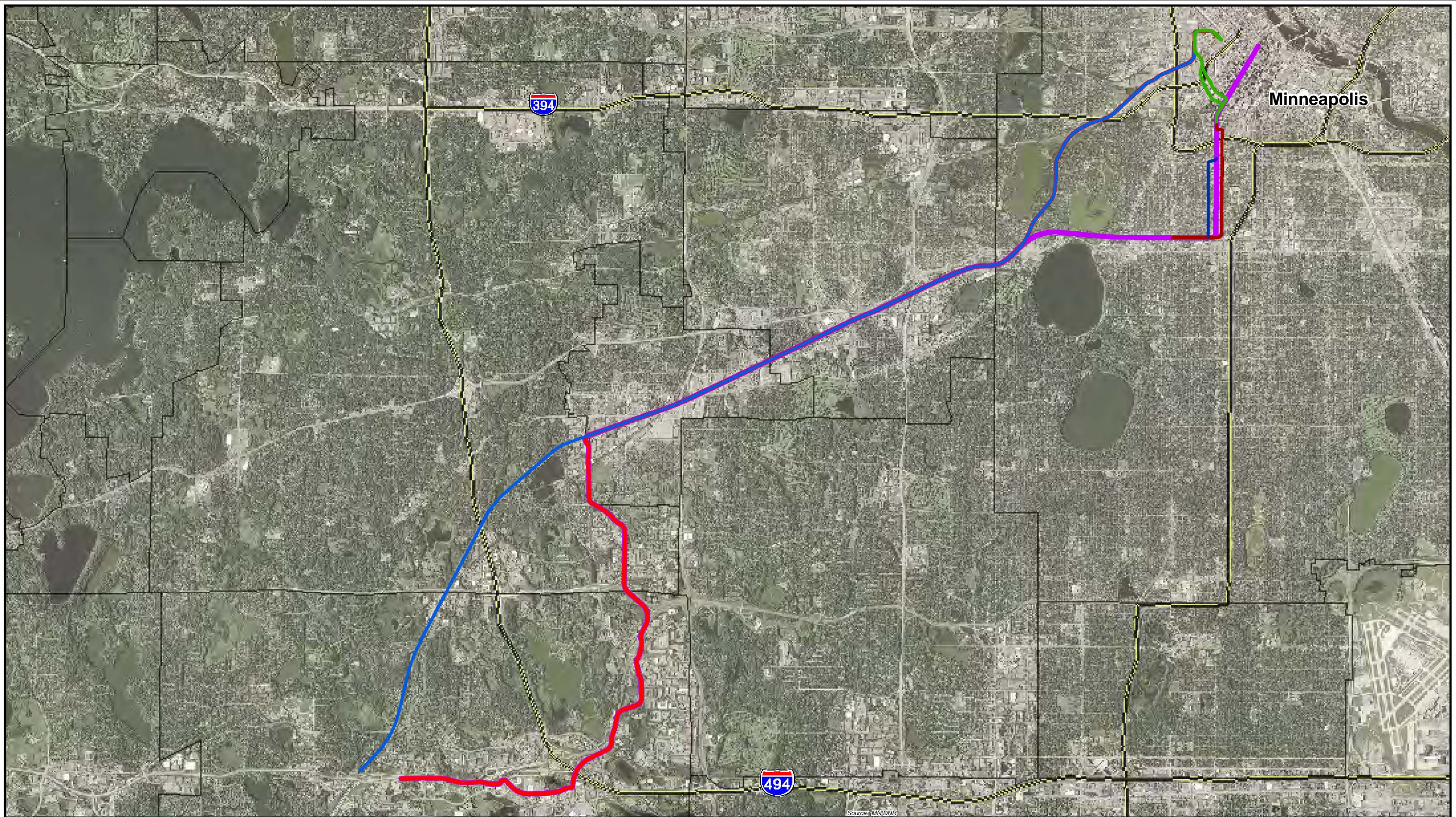
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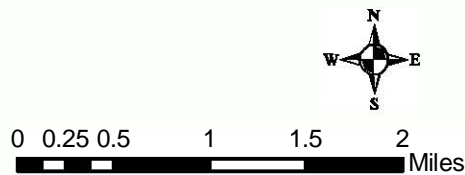
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**Southwest Transitway  
Project Location  
All Alignments**

- Legend**
- Municiple Boundary
  - Interstate Highways
  - LRT Route 3C
  - LRT Route 3A
  - LRT Route 1A
  - Blaisdell Ave Tunnel
  - 1st Ave South 3C Sub-Alternative
  - 11 12th Street 3C Sub-Alternative







# Minnesota Department of Natural Resources

Division of Ecological Resources, Box 25

500 Lafayette Road

St. Paul, Minnesota 55155-4025

Phone: (651) 259-5109 Fax: (651) 296-1811 E-mail: [lisa.joyal@dnr.state.mn.us](mailto:lisa.joyal@dnr.state.mn.us)

April 30, 2009

Correspondence # ERDB 20090682

Jed Chesnut  
WSB & Associates, Inc.  
701 Xenia Avenue South, Suite 300  
Minneapolis, MN 55416

RE: Natural Heritage information in the vicinity of the proposed Southwest Light Rail Transit,  
Hennepin County

Dear Mr. Chesnut,

As requested, the Minnesota Natural Heritage Information System has been queried to determine if any rare species or other significant natural features are known to occur within an approximate one-mile radius of the proposed project. Based on this query, several rare features have been documented within the search area (for details, see the enclosed database reports; please visit the Rare Species Guide at <http://www.dnr.state.mn.us/rsg/index.html> for more information on the biology, habitat use, and conservation measures of these rare species). Please note that the following **rare features may be impacted** by the proposed project:

- Blanding's turtles (*Emydoidea blandingii*), a state-listed threatened species, have been reported from the vicinity of the proposed project and may be encountered along all three corridors. If Blanding's turtles are found on the site, please remember that state law and rules prohibit the destruction of threatened or endangered species, except under certain prescribed conditions. If turtles are in imminent danger they should be moved by hand out of harms way, otherwise they should be left undisturbed.

For your information, I have attached a Blanding's turtle fact sheet that describes the habitat use and life history of this species. The fact sheet also provides two lists of recommendations for avoiding and minimizing impacts to this rare turtle. **Please refer to the first list of recommendations for your project.** If greater protection for turtles is desired, the second list of additional recommendations can also be implemented. The attached flyer should be given to all contractors working in the area.

The Natural Heritage Information System (NHIS), a collection of databases that contains information about Minnesota's rare natural features, is maintained by the Division of Ecological Resources, Department of Natural Resources. The NHIS is continually updated as new information becomes available, and is the most complete source of data on Minnesota's rare or otherwise significant species, native plant communities, and other natural features. However, the NHIS is not an exhaustive inventory and thus does not represent all of the occurrences of rare features within the state. Therefore, ecologically significant features for which we have no records may exist within the project area.

The enclosed results include an Index Report and a Detailed Report of records in the Rare Features Database, the main database of the NHIS. To control the release of specific location information, which might result in the destruction of a rare feature, both reports are copyrighted.

The Index Report provides rare feature locations only to the nearest section, and may be reprinted, unaltered, in an environmental review document (e.g., EAW or EIS), municipal natural resource plan, or report compiled by your company for the project listed above. If you wish to reproduce the index report for any other purpose, please contact me to request written permission. **The Detailed Report is for your personal use only as it may include specific location information that is considered nonpublic data under *Minnesota Statutes*, section 84.0872, subd. 2. If you wish to reprint or publish the Detailed Report for any purpose, please contact me to request written permission.**

This letter does not constitute review or approval by the Department of Natural Resources as a whole. Instead, it identifies issues regarding known occurrences of rare features and potential effects to these rare features. Additional rare features for which we have no data may be present in the project area, or there may be other natural resource concerns associated with the proposed project. For these concerns, please contact your DNR Regional Environmental Assessment Ecologist, Wayne Barstad at 651-259-5738. Please be aware that additional site assessments or review may be required.

Thank you for consulting us on this matter, and for your interest in preserving Minnesota's rare natural resources. An invoice will be mailed to you under separate cover.

Sincerely,

A handwritten signature in black ink that reads "Lisa Joyal". The signature is written in a cursive, flowing style.

Lisa Joyal  
Endangered Species Environmental Review Coordinator

enc.      Rare Features Database: Index Report  
            Rare Features Database: Detail Report  
            Rare Features Database Reports: An Explanation of Fields  
            Fact sheets: Blanding's Turtle





Infrastructure ■ Engineering ■ Planning ■ Construction

701 Xenia Avenue South  
Suite 300  
Minneapolis, MN 55416  
Tel: 763-541-4800  
Fax: 763-541-1700

## *Memorandum*

**To:** *Barbara Walther, US Army Corps of Engineers*

**Copy:** *Mona Elabbady, HDR*  
*Terry Phemister, HDR*  
*Scott Reed, HDR*

**From:** *Jed Chesnut, WSB & Associates, Inc.*

**Date:** *June 1, 2009*

**Re:** *Southwest Transitway: Waters of the US Jurisdictional Determination*  
*WSB Project No. 1837-00*

---

The proposed Southwest Light Rail Transit Project is currently in the environmental review phase of the Draft Environmental Impact Statement (DEIS) process.

The Southwest Light Rail Transit Alternative Alignments originate in Eden Prairie near the State Highway 5/US Highway 212 interchange and follow a north-easterly direction through Minnetonka, Hopkins, and St. Louis Park, terminating in downtown Minneapolis on 5<sup>th</sup> Street NE near the new Target Stadium location. The proposed alignments are shown in **Figure 1**.

Each of the alternative alignments is associated with potential impacts to waterbodies that are adjacent to the each alignment. To ensure compliance with all regulatory requirements governing waterbodies, a US Army Corps of Engineers Preliminary Jurisdictional Determination (JD) is requested for all waterbodies adjacent to or within the corridors. The enclosed figures (**Figures 2-II**) illustrate each waterbody that could potentially be affected by the Southwest Light Rail Transit project. Waterbodies were defined using the US Fish and Wildlife National Wetlands Inventory and the land cover classification of Hennepin County, completed in 2008. Each feature is labeled with a number and a Preliminary JD is requested for each of the labeled features. A list of all features with their corresponding Public Land Survey description is included. Please note that the numbers of the features are not necessarily sequential.

*Please note: There has been a change in the alignment of Segment 3. This change occurs along Technology Drive and may be associated with impacts to Idlewild Lake as shown in **Figure 4**. This area is identified as Number 17a.*

The approved JD will be used for determining future permitting requirements relating to the construction of the Southwest Light Rail Transit project. If you have any questions, please call me at (763) 231-4854.

Enclosures

**ACEC 2008 Firm of the Year**

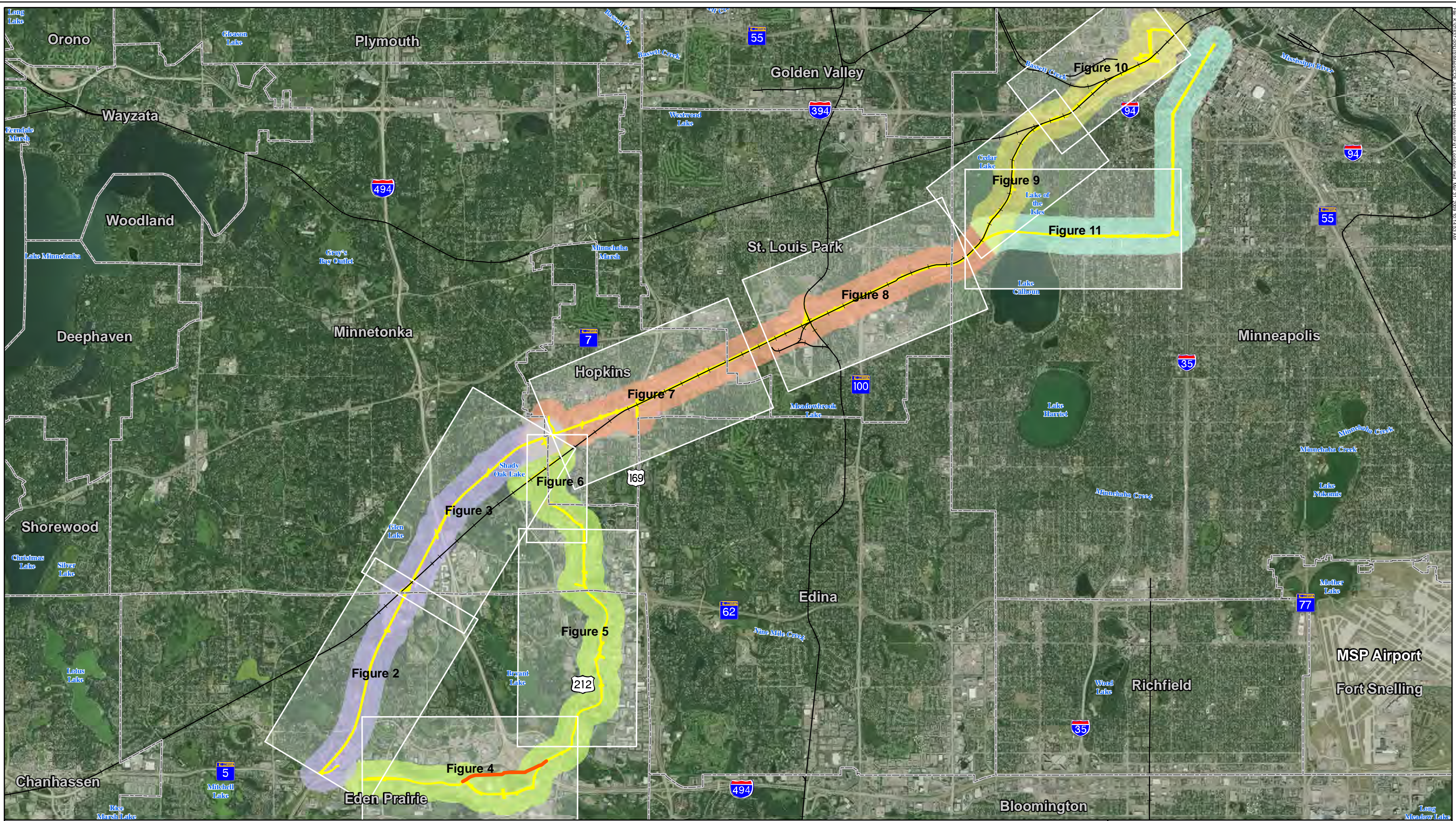
Minneapolis ■ St. Cloud  
Equal Opportunity Employer

**U.S. Army Corps of Engineers**  
**Preliminary Jurisdictional Determination**  
**Southwest Transitway**

Wetland

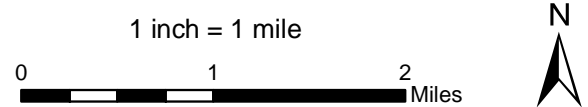
Number	PLSS Description	COUNTY	TOWNSHIP	RANGE	SECTION	FORT_DESC
1	SE1/4 SW1/4 SEC 9 T116 R22	27	116	22	9	SESW
2	NW1/4 SE1/4 SEC 9 T116 R22	27	116	22	9	NWSE
3	SW1/4 NE1/4 SEC 9 T116 R22	27	116	22	9	SWNE
4	SE1/4 SE1/4 SEC 4 T116 R22	27	116	22	4	SESE
5	NW1/4 NW1/4 SEC 3 T116 R22	27	116	22	3	NWNW
6	NE1/4 SW1/4 SEC 34 T117 R22	27	117	22	34	NESW
7	NW1/4 SE1/4 SEC 34 T117 R22	27	117	22	34	NWSE
8	NE1/4 NE1/4 SEC 34 T117 R22	27	117	22	34	NENE
9	SW1/4 SW1/4 SEC 26 T117 R22	27	117	22	26	SWSW
10	SW1/4 SW1/4 SEC 26 T117 R22	27	117	22	26	SWSW
11	SEC 26 T117 R22	27	117	22	26	Meandered waterbody
12	SW1/4 NE1/4 SEC 26 T117 R22	27	117	22	26	SWNE
13	NE1/4 NE1/4 SEC 16 T116 R22	27	116	22	16	NENE
15	NW1/4 NE1/4 SEC 15 T116 R22	27	116	22	15	NWNE
16	NW1/4 NE1/4 SEC 15 T116 R22	27	116	22	15	NWNE
17	NW1/4 NW1/4 SEC 14 T116 R22	27	116	22	14	NWNW
17a	SE1/4 SW1/4 SEC 11 T116 R22	27	116	22	11	SESW
17a	NE1/4 NW1/4 SEC 14 T116 R22	27	116	22	14	NENW
18	SE1/4 NW1/4 SEC 12 T116 R22	27	116	22	12	SENW
19	NE1/4 NW1/4 SEC 12 T116 R22	27	116	22	12	NENW
20	SE1/4 SW1/4 SEC 1 T116 R22	27	116	22	1	SESW
21	SW1/4 NE1/4 SEC 1 T116 R22	27	116	22	1	SWNE
23	SE1/4 NW1/4 SEC 36 T117 R22	27	117	22	36	SENW
25	SE1/4 SE1/4 SEC 26 T117 R22	27	117	22	26	SESE
26	SE1/4 SE1/4 SEC 26 T117 R22	27	117	22	26	SESE
27	SE1/4 SE1/4 SEC 26 T117 R22	27	117	22	26	SESE
28	NE1/4 SE1/4 SEC 26 T117 R22	27	117	22	26	NESE
29	NW1/4 SW1/4 SEC 25 T117 R22	27	117	22	25	NWSW
30	SE1/4 NE1/4 SEC 26 T117 R22	27	117	22	26	SENE
31	NW1/4 NW1/4 SEC 25 T117 R22	27	117	22	25	NWNW
32	NE1/4 NW1/4 SEC 25 T117 R22	27	117	22	25	NENW
33	SW1/4 NW1/4 SEC 20 T117 R21	27	117	21	20	SWNW
34	NW1/4 NE1/4 SEC 20 T117 R21	27	117	21	20	NWNE
35	NW1/4 NW1/4 SEC 5 T28 R24	27	28	24	5	NWNW
36	NW1/4 SE1/4 SEC 32 T29 R24	27	29	24	32	NWSE
38	SW1/4 SE1/4 SEC 21 T29 R24	27	29	24	21	SWSE
39	NW1/4 SE1/4 SEC 21 T29 R24	27	29	24	21	NWSE
40	SEC 33 T29 R24	27	29	24	33	Meandered waterbody





**Legend**

- |  |  |  |           |  |           |
|--|--|--|-----------|--|-----------|
|  | Southwest Transit Alignment Alternatives |  | Segment 1 |  | Segment A |
|  | Technology Drive Alignment Alternative   |  | Segment 3 |  | Segment C |
|  | Existing Railroad                        |  | Segment 4 |  |           |



\*\*Source: DNR Land Cover 2008, Imagery: Aerials Express 2008

**Figure 1**  
**US Army Corps of Engineers**  
**Jurisdictional Determination**  
**Location Map**  
**Southwest Transitway**







# Legend

- Wetlands\*\*
- Wetland Number
- Southwest Transit Alignment Alternatives
- Existing Railroad

1 inch = 800 feet

0 400 800 1,600 Feet

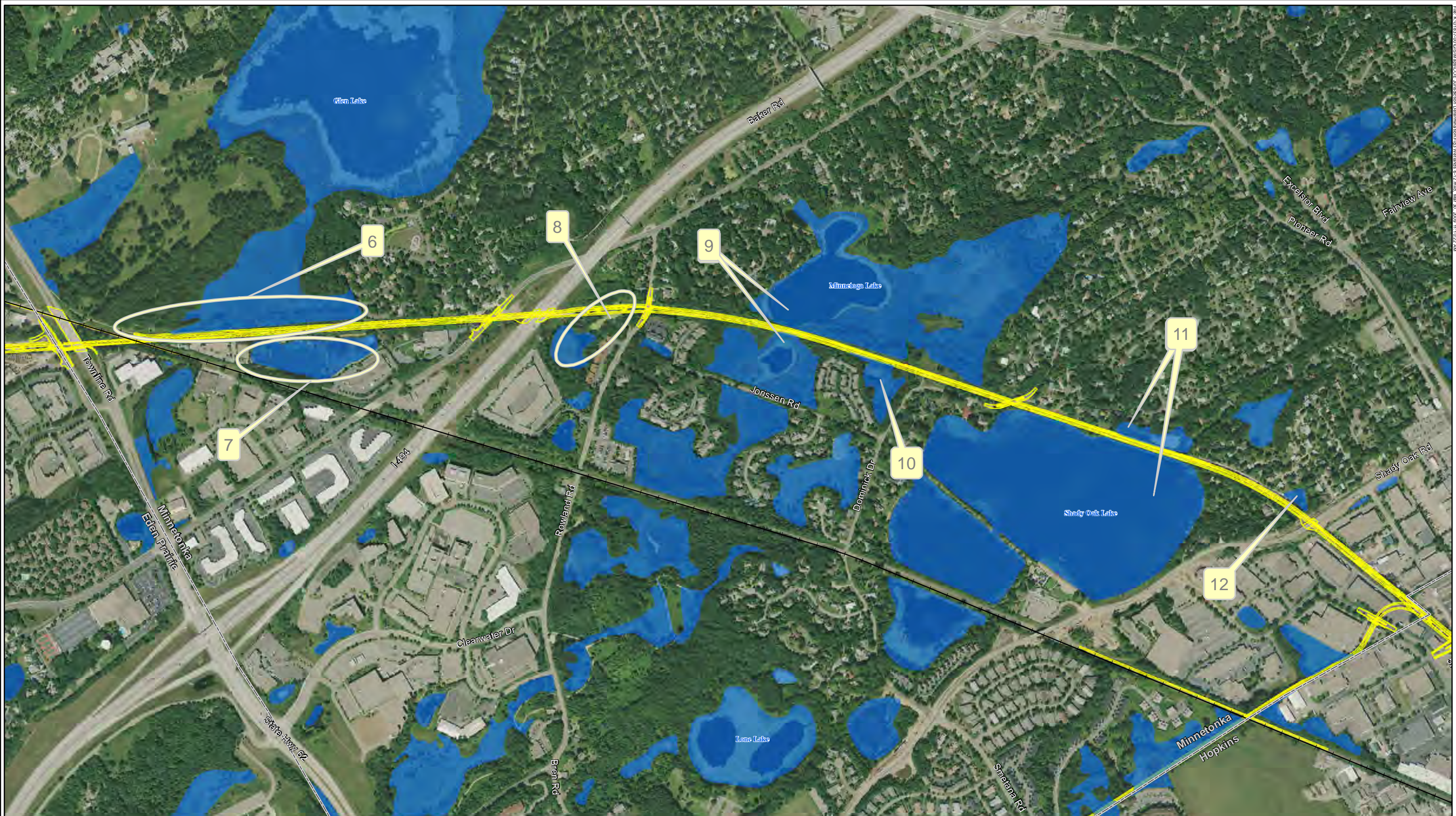


Figure 2  
US Army Corps of Engineers  
Jurisdictional Determination  
Wetlands 1 to 5  
Southwest Transitway

\*\*Source: DNR Land Cover 2008, Imagery - 2008 Aerials Express







### Legend

- |  |   |
|--|---|
| <span style="display: inline-block; width: 20px; height: 10px; background-color: blue; border: 1px solid black;"></span> Wetlands**  | <span style="display: inline-block; width: 20px; border-bottom: 2px solid yellow;"></span> Southwest Transit Alignment Alternatives |
| <span style="display: inline-block; width: 20px; height: 20px; background-color: yellow; border: 1px solid black; text-align: center; line-height: 20px;">25</span> Wetland Number | <span style="display: inline-block; width: 20px; border-top: 1px dashed black;"></span> Existing Railroad                           |

1 inch = 800 feet

0 400 800 1,600 Feet



**Figure 3**  
**US Army Corps of Engineers**  
**Jurisdictional Determination**  
**Wetlands 6 to 12**  
**Southwest Transitway**

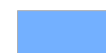
\*\*Source: DNR Land Cover 2008, Imagery: Aerials Express 2008







# Legend



Wetlands\*\*

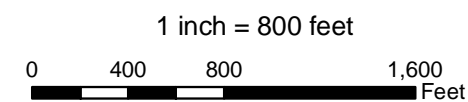
25

Wetland Number

Southwest Transit Alignment Alternatives

Technology Drive Alignment Alternative

Existing Railroad

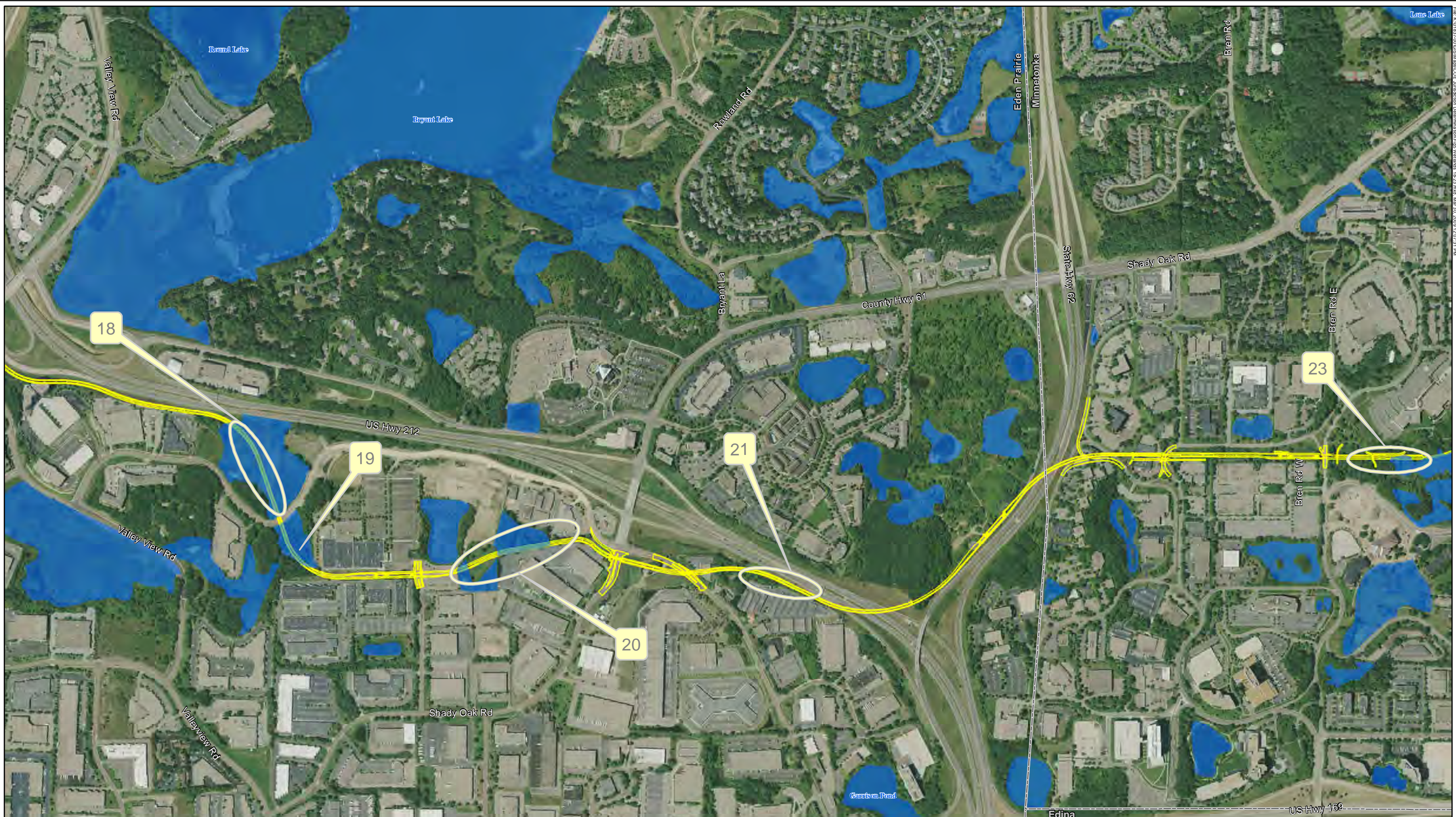


\*\*Source: DNR Land Cover 2008, Imagery: Aerials Express 2008

**Figure 4**  
**US Army Corps of Engineers**  
**Jurisdictional Determination**  
**Wetlands 13 to 17**  
**Southwest Transitway**







# Legend

- Wetlands\*\*
- Southwest Transit Alignment Alternatives
- Wetland Number
- Existing Railroad

1 inch = 800 feet

0 400 800 1,600 Feet

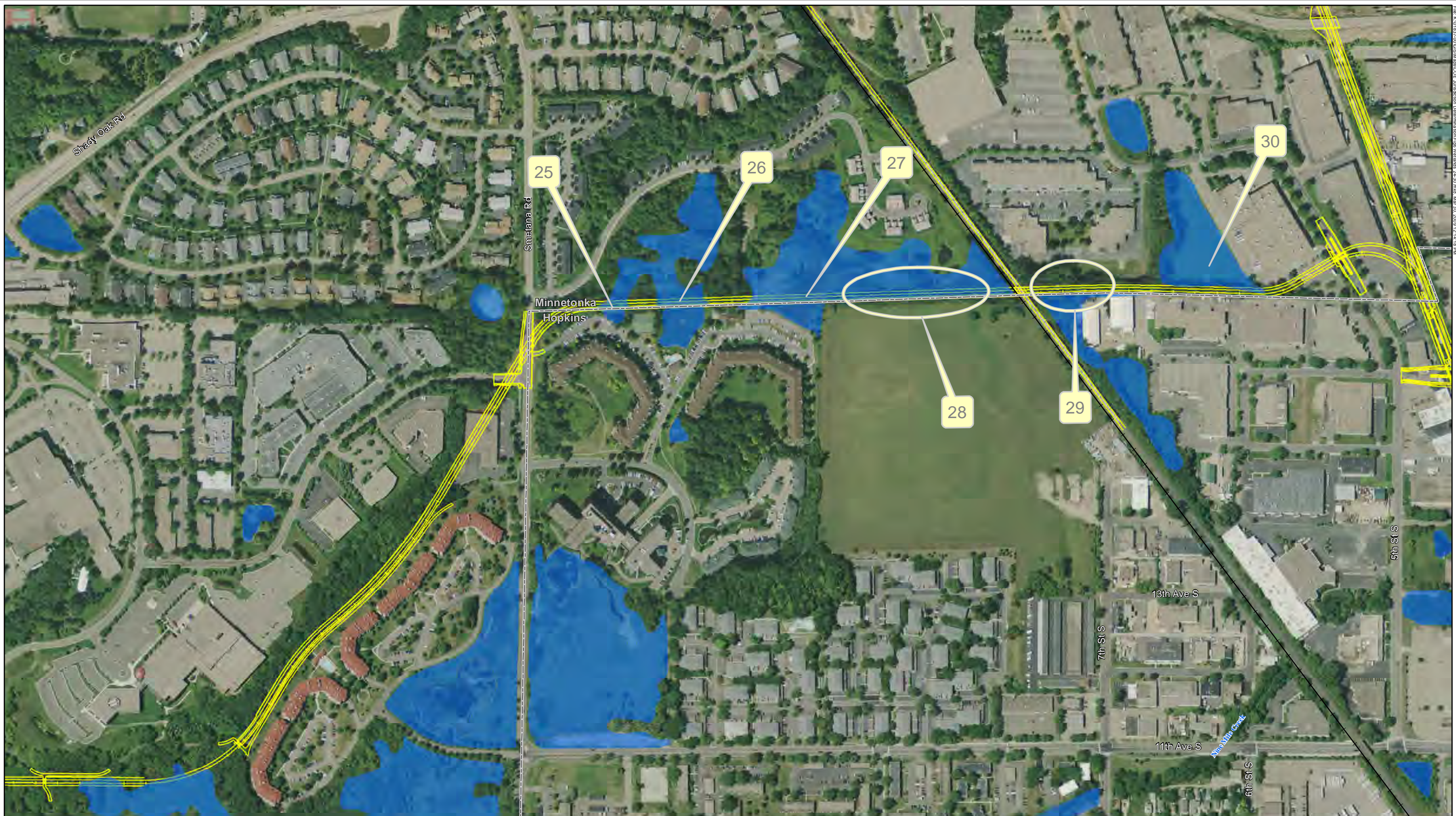


\*\*Source: DNR Land Cover 2008, Imagery - 2008 Aerials Express

**Figure 5**  
**US Army Corps of Engineers**  
**Jurisdictional Determination**  
**Wetlands 18 to 23**  
**Southwest Transitway**





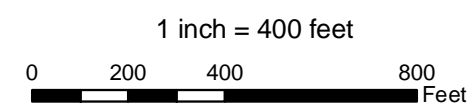


# Legend

- Wetlands\*\*
- Wetland Number
- Southwest Transit Alignment Alternatives
- +

+

 Existing Railroad



\*\*Source: DNR Land Cover 2008, Imagery - 2008 Aerials Express

**Figure 6**  
**US Army Corps of Engineers**  
**Jurisdictional Determination**  
**Wetlands 25 to 30**  
**Southwest Transitway**







# Legend

- Wetlands\*\*
- Southwest Transit Alignment Alternatives
- Wetland Number
- Existing Railroad

1 inch = 800 feet

0 400 800 1,600 Feet



\*\*Source: DNR Land Cover 2008, Imagery - Aerials Express 2008

**Figure 7**  
**US Army Corps of Engineers**  
**Jurisdictional Determination**  
**Wetlands 31 to 33**  
**Southwest Transitway**







# Legend

- Wetlands\*\*
- Southwest Transit Alignment Alternatives
- Wetland Number
- Existing Railroad

1 inch = 800 feet

0 400 800 1,600 Feet



\*\*Source: DNR Land Cover 2008, Imagery - 2008 Aerials Express

**Figure 8**  
**US Army Corps of Engineers**  
**Jurisdictional Determination**  
**Wetlands 34 to 35**  
**Southwest Transitway**







**Legend**

- |   |   |
|---|---|
| <span style="background-color: blue; width: 20px; height: 10px; display: inline-block;"></span> Wetlands**  | <span style="border-bottom: 2px solid yellow; width: 50px; display: inline-block;"></span> Southwest Transit Alignment Alternatives |
| <span style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; height: 10px; display: inline-block;"></span> Wetland Number | <span style="border-bottom: 2px solid black; width: 50px; display: inline-block;"></span> Existing Railroad                         |

1 inch = 600 feet

0 300 600 1,200 Feet



\*\*Source: DNR Land Cover 2008, Imagery - Aerials Express 2008

**Figure 9**  
**US Army Corps of Engineers**  
**Jurisdictional Determination**  
**Wetland 36**  
**Southwest Transitway**

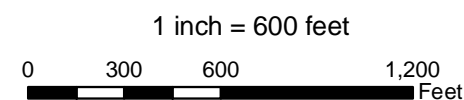






# Legend

- Wetlands\*\*
- Wetland Number
- Southwest Transit Alignment Alternatives
- ++ Existing Railroad

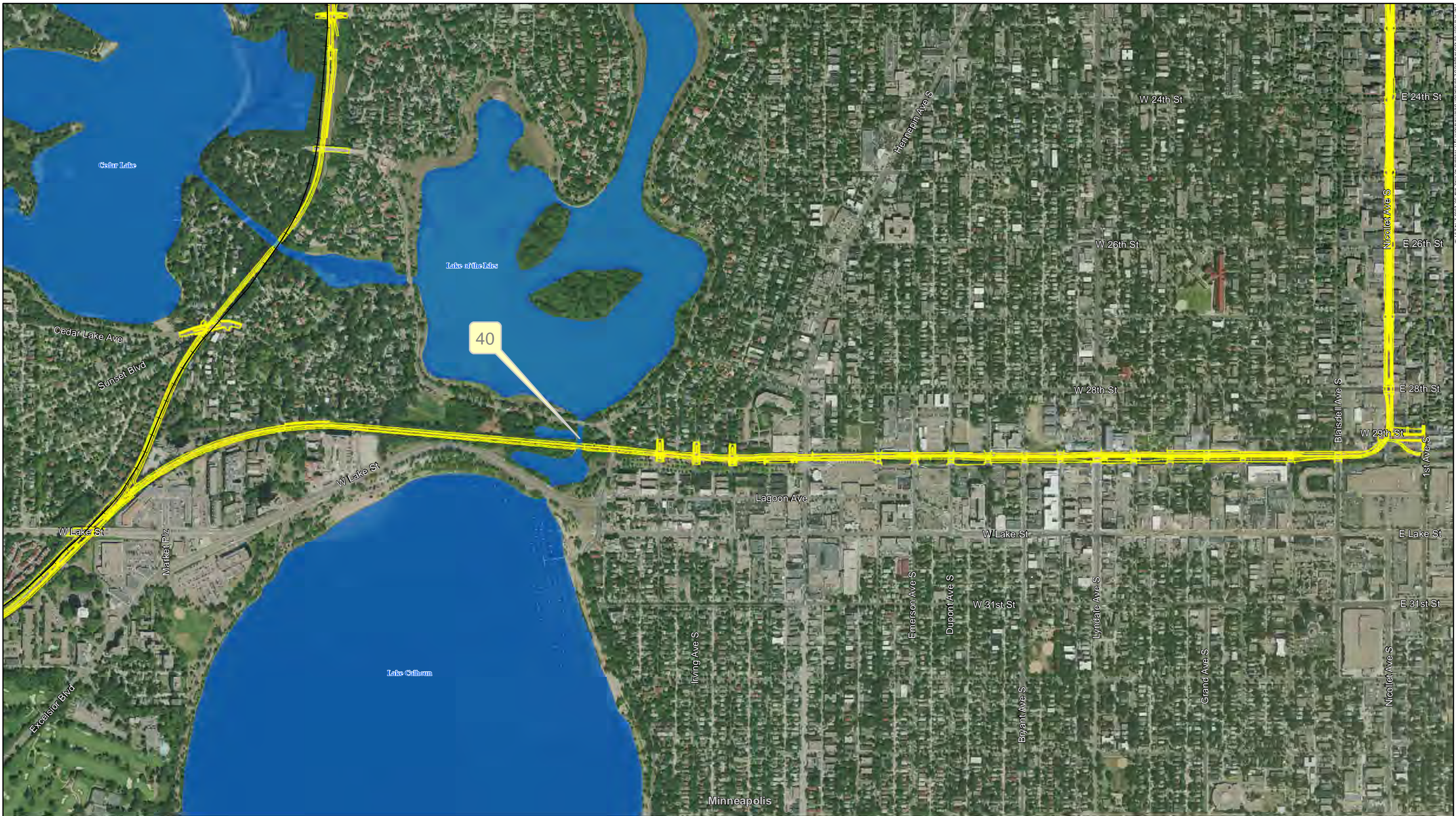


\*\*Source: DNR Land Cover 2008, Imagery - 2008 Aerials Express





**Figure 10**  
**US Army Corps of Engineers**  
**Jurisdictional Determination**  
**Wetlands 38-39**  
**Southwest Transitway**

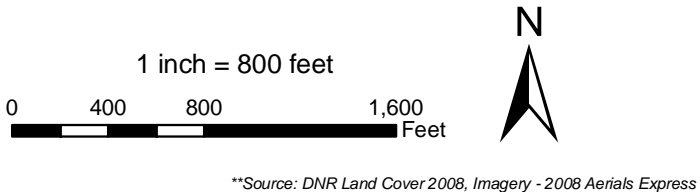






**Legend**

-  Wetlands\*\*
-  Southwest Transit Alignment Alternatives
-  Wetland Number
-  Existing Railroad



**Figure 11**  
**US Army Corps of Engineers**  
**Jurisdictional Determination**  
**Wetland 40**  
**Southwest Transitway**







DEPARTMENT OF THE ARMY  
ST. PAUL DISTRICT, CORPS OF ENGINEERS  
SIBLEY SQUARE AT MEARS PARK  
190 FIFTH STREET EAST, SUITE 401  
ST. PAUL MN 55101-1638

RECEIVED  
JUL 20 2009  
WSB & ASSOCIATES

REPLY TO  
ATTENTION OF

July 16, 2009

Operations  
Regulatory (2009-01283-BLW)

Mr. Jed Chesnut  
WSB & Associates, Inc.  
701 Xenia Avenue South  
Minneapolis, Minnesota 55416

Dear Mr. Chesnut:

This is in response to your request dated June 1, 2009 requesting a Preliminary Jurisdictional Determination for the proposed Southwest Light Rail Transit Project currently under environmental review. The project site is located in the southwest portion of Hennepin County, Minnesota, from Eden Prairie to downtown Minneapolis (from the SE ¼ of the SW ¼ of Sec. 9, T. 116N., R. 22W. to SW ¼ of the SW ¼ of Sec. 23, T. 29N., R. 24W.).

A preliminary jurisdictional determination (JD) has been prepared, as requested, for the site described above. The preliminary JD is a written indication that there may be waters or wetlands subject to Federal jurisdiction on the site or an indication of the approximate location(s) of waters or wetlands on a parcel. The preliminary JD is not appealable. If you prefer an appealable approved jurisdictional determination you may request one by contacting me at the number indicated in the final paragraph of this letter. You also may provide new information for further consideration by the Corps to reevaluate the JD. If this preliminary JD is acceptable, please sign and date both copies of the Preliminary Jurisdictional Determination Form and return one copy to the address below within 30 days from the date of this letter.

U.S. Army Corps of Engineers  
St. Paul District  
190 5<sup>th</sup> Street East, Suite 401  
St. Paul, Minnesota 55101-1638  
Attn: Barbara Walther

Pursuant to Section 404 of the Clean Water Act, the Corps of Engineers has regulatory jurisdiction over the discharge of dredged and fill materials in all waters of the United States. In addition, the Corps regulates all work in navigable waters of the United States pursuant to Section 10 of the Rivers and Harbors Act.

Please note that work performed below the ordinary high water mark in waters of the United States, or the discharge of dredged or fill material into wetlands, without a Department of the Army permit could subject your client to enforcement action. Receipt of a permit from a

Operations  
Regulatory (2009-01283-BLW)

state or local agency does not obviate the requirement for obtaining a Department of the Army permit.

**This letter is valid only for the project referenced above. If any change in design, location, or purpose is contemplated, contact this office to avoid doing work that may be in violation of Federal law. PLEASE NOTE THAT THIS LETTER DOES NOT ELIMINATE THE NEED FOR STATE, LOCAL, OR OTHER AUTHORIZATIONS, SUCH AS THOSE OF THE DEPARTMENT OF NATURAL RESOURCES OR COUNTY.**

Thank you for your cooperation with the U.S. Army Corps of Engineers regulatory program. If you have any questions, contact me at **(651) 290-5469**. In any correspondence or inquiries, please refer to the Regulatory number shown above.

Sincerely,

A handwritten signature in black ink, appearing to read "Barbara L. Walther", with a long horizontal line extending to the right.

Barbara L. Walther  
Senior Ecologist, Regulatory Branch

## **PRELIMINARY JURISDICTIONAL DETERMINATION FORM**

**This preliminary JD finds that there “*may be*” waters of the United States on the subject project site, and identifies all aquatic features on the site that could be affected by the proposed activity, based on the following information:**

District Office	St. Paul District	File/ORM #	MVP-2009-01283-BLW	PJD Date:	Jul 15, 2009
State	MN	City/County	Various/Hennepin		
Nearest Waterbody:	Mississippi River		Name/	Jed Chesnut	
			Address of	WSB & Associates, Inc.	
			Person	701 Xenia Avenue South	
Location: TRS,			Requesting	Suite 300	
LatLong or UTM:	Various, See attached listing of locations		PJD	Minneapolis MN 55416	
Identify (Estimate) Amount of Waters in the Review Area:			Name of Any Water Bodies Tidal:		
Non-Wetland Waters:			on the Site Identified as		
Stream Flow:			Section 10 Waters: Non-Tidal:		
linear ft width acres					
Wetlands: 200+ acre(s) Cowardin Class: Palustrine, emergent			<input checked="" type="checkbox"/> Office (Desk) Determination <input type="checkbox"/> Field Determination: Date of Field Trip:		

**SUPPORTING DATA:** Data reviewed for preliminary JD (check all that apply - checked items should be included in case file and, where checked and requested, appropriately reference sources below):

- ☒ Maps, plans, plots, or plat submitted by or on behalf of the applicant/consultant: PJD Request dated 6/1/09
- ☐ Data sheets prepared/submitted by or on behalf of the applicant/consultant.
- ☐ Office concurs with data sheets/delineation report.
- ☐ Office does not concur with data sheets/delineation report.
- ☐ Data sheets prepared by the Corps
- ☐ Corps navigable waters' study:
- ☐ U.S. Geological Survey Hydrologic Atlas:
- ☐ USGS NHD data.
- ☐ USGS 8 and 12 digit HUC maps.
- ☐ U.S. Geological Survey map(s). Cite quad name:
- ☐ USDA Natural Resources Conservation Service Soil Survey. Citation:
- ☐ National wetlands inventory map(s). Cite name:
- ☐ State/Local wetland inventory map(s):
- ☐ FEMA/FIRM maps:
- ☐ 100-year Floodplain Elevation is:
- ☒ Photographs: ☒ Aerial (Name & Date): DNR Land Cover Imagery - 2008
- ☐ Other (Name & Date):
- ☐ Previous determination(s). File no. and date of response letter:
- ☐ Other information (please specify):

**IMPORTANT NOTE:** The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

Signature and Date of Regulatory Project Manager  
(REQUIRED)

Signature and Date of Person Requesting Preliminary JD  
(REQUIRED, unless obtaining the signature is impracticable)

**EXPLANATION OF PRELIMINARY AND APPROVED JURISDICTIONAL DETERMINATIONS:**

1. The Corps of Engineers believes that there may be jurisdictional waters of the United States on the subject site, and the permit applicant or other affected party who requested this preliminary JD is hereby advised of his or her option to request and obtain an approved jurisdictional determination (JD) for that site. Nevertheless, the permit applicant or other person who requested this preliminary JD has declined to exercise the option to obtain an approved JD in this instance and at this time.

2. In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "preconstruction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an approved JD for the activity, the permit applicant is hereby made aware of the following: (1) the permit applicant has elected to seek a permit authorization based on a preliminary JD, which does not make an official determination of jurisdictional waters; (2) that the applicant has the option to request an approved JD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an approved JD could possibly result in less compensatory mitigation being required or different special conditions; (3) that the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) that the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) that undertaking any activity in reliance upon the subject permit authorization without requesting an approved JD constitutes the applicant's acceptance of the use of the preliminary JD, but that either form of JD will be processed as soon as is practicable; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a preliminary JD constitutes agreement that all wetlands and other water bodies on the site affected in any way by that activity are jurisdictional waters of the United States, and precludes any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an approved JD or a preliminary JD, that JD will be processed as soon as is practicable. Further, an approved JD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331, and that in any administrative appeal, jurisdictional issues can be raised (see 33 C.F.R. 331.5(a)(2)). If, during that administrative appeal, it becomes necessary to make an official determination whether CWA jurisdiction exists over a site, or to provide an official delineation of jurisdictional waters on the site, the Corps will provide an approved JD to accomplish that result, as soon as is practicable.



**U.S. Army Corps of Engineers**  
**Preliminary Jurisdictional Determination**  
**Southwest Transitway**

Wetland Number	PLSS Description	COUNTY	TOWNSHIP	RANGE	SECTION	FORT_DESC
1	SE1/4 SW1/4 SEC 9 T116 R22	27	116	22	9	SESW
2	NW1/4 SE1/4 SEC 9 T116 R22	27	116	22	9	NWSE
3	SW1/4 NE1/4 SEC 9 T116 R22	27	116	22	9	SWNE
4	SE1/4 SE1/4 SEC 4 T116 R22	27	116	22	4	SESE
5	NW1/4 NW1/4 SEC 3 T116 R22	27	116	22	3	NWNW
6	NE1/4 SW1/4 SEC 34 T117 R22	27	117	22	34	NESW
7	NW1/4 SE1/4 SEC 34 T117 R22	27	117	22	34	NWSE
8	NE1/4 NE1/4 SEC 34 T117 R22	27	117	22	34	NENE
9	SW1/4 SW1/4 SEC 26 T117 R22	27	117	22	26	SWSW
10	SW1/4 SW1/4 SEC 26 T117 R22	27	117	22	26	SWSW
11	SEC 26 T117 R22	27	117	22	26	Meandered waterbody
12	SW1/4 NE1/4 SEC 26 T117 R22	27	117	22	26	SWNE
13	NE1/4 NE1/4 SEC 16 T116 R22	27	116	22	16	NENE
15	NW1/4 NE1/4 SEC 15 T116 R22	27	116	22	15	NWNE
16	NW1/4 NE1/4 SEC 15 T116 R22	27	116	22	15	NWNE
17	NW1/4 NW1/4 SEC 14 T116 R22	27	116	22	14	NWNW
17a	SE1/4 SW1/4 SEC 11 T116 R22	27	116	22	11	SESW
17a	NE1/4 NW1/4 SEC 14 T116 R22	27	116	22	14	NENW
18	SE1/4 NW1/4 SEC 12 T116 R22	27	116	22	12	SENW
19	NE1/4 NW1/4 SEC 12 T116 R22	27	116	22	12	NENW
20	SE1/4 SW1/4 SEC 1 T116 R22	27	116	22	1	SESW
21	SW1/4 NE1/4 SEC 1 T116 R22	27	116	22	1	SWNE
23	SE1/4 NW1/4 SEC 36 T117 R22	27	117	22	36	SENW
25	SE1/4 SE1/4 SEC 26 T117 R22	27	117	22	26	SESE
26	SE1/4 SE1/4 SEC 26 T117 R22	27	117	22	26	SESE
27	SE1/4 SE1/4 SEC 26 T117 R22	27	117	22	26	SESE
28	NE1/4 SE1/4 SEC 26 T117 R22	27	117	22	26	NESE
29	NW1/4 SW1/4 SEC 25 T117 R22	27	117	22	25	NW.SW
30	SE1/4 NE1/4 SEC 26 T117 R22	27	117	22	26	SENE
31	NW1/4 NW1/4 SEC 25 T117 R22	27	117	22	25	NWNW
32	NE1/4 NW1/4 SEC 25 T117 R22	27	117	22	25	NENW
33	SW1/4 NW1/4 SEC 20 T117 R21	27	117	21	20	SWNW
34	NW1/4 NE1/4 SEC 20 T117 R21	27	117	21	20	NWNE
35	NW1/4 NW1/4 SEC 5 T28 R24	27	28	24	5	NWNW
36	NW1/4 SE1/4 SEC 32 T29 R24	27	29	24	32	NWSE
38	SW1/4 SE1/4 SEC 21 T29 R24	27	29	24	21	NWSE
39	NW1/4 SE1/4 SEC 21 T29 R24	27	29	24	21	NWSE
40	SEC 33 T29 R24	27	29	24	33	Meandered waterbody



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

September 9, 2009

Ron Johnson, Tribal Council President  
Prairie Island Indian Community  
5636 Sturgeon Lake Road  
Welch, Minnesota 55089

Re: Southwest Corridor Transit Project

Dear President Johnson:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Department of Housing, Community Works and Transit (Hennepin County), intends to prepare a Draft Environmental Impact Statement (DEIS) for the proposed Southwest Corridor Transit Project. A number of alignments and modes (light rail transit and bus rapid transit) are under consideration. The Southwest Corridor Transit Project would connect downtown Minneapolis with the cities of St. Louis Park, Hopkins, Minnetonka, Edina, and Eden Prairie. The DEIS will be prepared in accordance with the National Environmental Policy Act (NEPA).

In accordance with 23 CFR Sections 771.105 (a) and 771.133, the FTA and the Hennepin County will comply with all Federal environmental laws, regulations, and executive orders applicable to the proposed project during the environmental review process. These requirements include, but are not limited to the regulation implementing Section 7 of the Endangered Species Act (50 CFR Part 402), Executive Orders 12898 on Environmental Justice and 11990 on Wetlands, and the regulation implementing Section 106 of the National Historic Preservation Act (36 CFR Part 800).

With this letter, FTA requests the Prairie Island Indian Community Council to identify any concerns regarding the potential impacts of the project, particularly with regard to any potential adverse effects to historic properties.

SW Corridor Tribal Consultation Letter  
September 9, 2009  
Page 2

Information on this project, including maps, is enclosed for your viewing.

If you wish to acquire additional information about the project or to consult regarding historic properties, please contact Bill Wheeler at (312) 353-2639.

Sincerely,

A handwritten signature in black ink, appearing to read "Marisol R. Simon". The signature is fluid and cursive, with the first name "Marisol" being more prominent than the last name "Simon".

Marisol R. Simon  
Regional Administrator

Enclosure

cc: Katie Walker, Hennepin County

## **Description of Alternatives**

### **LRT 1A**

LRT 1A travels between TH 5 in Eden Prairie and downtown Minneapolis, providing service to Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park, and Minneapolis.

This alternative would operate from downtown Minneapolis to Eden Prairie (TH 5) via an extension of the Hiawatha LRT tracks on 5<sup>th</sup> Street, past the downtown Minneapolis Intermodal Station to Royalston Avenue, to the Kenilworth Corridor through Minneapolis and the Hennepin County Regional Railroad Authority (HCRRRA) property through St. Louis Park, Hopkins, Minnetonka and Eden Prairie terminating at TH 5 and the HCRRRA's property.

Stations are proposed at Royalston Avenue, Van White Boulevard, Penn Avenue, 21<sup>st</sup> Street, West Lake Street, Beltline Boulevard, Wooddale Avenue, Louisiana Avenue, Blake Road, downtown Hopkins, Shady Oak Road, Rowland Road, TH 62, and TH 5.

### **LRT 3A**

LRT 3A travels between Mitchell Road in Eden Prairie and downtown Minneapolis, providing service to Eden Prairie, Minnetonka, Hopkins, Edina, St. Louis Park, and Minneapolis.

This alternative would operate from downtown Minneapolis to Eden Prairie (Mitchell Road/TH 5) via an extension of the Hiawatha LRT tracks on 5<sup>th</sup> Street, past the downtown Minneapolis Intermodal Station to Royalston Avenue, to the Kenilworth Corridor through Minneapolis and the HCRRRA property through St. Louis Park and Hopkins to a new right-of-way through the Opus/Golden Triangle areas, along Technology Drive and TH5 terminating at Mitchell Road.

Stations are proposed at Royalston Avenue, Van White Boulevard, Penn Avenue, 21<sup>st</sup> Street, West Lake Street, Beltline Boulevard, Wooddale Avenue, Louisiana Avenue, Blake Road, downtown Hopkins, Shady Oak Road, Opus, City West, Golden Triangle, Eden Prairie Town Center, Southwest Station, and Mitchell Road.

### **LRT 3C-1 (Nicollet Mall)**

LRT 3C-1 (Nicollet Mall) travels between Mitchell Road in Eden Prairie and downtown Minneapolis, providing service to Eden Prairie, Minnetonka, Hopkins, Edina, St. Louis Park, and Minneapolis.

This alternative would operate between downtown Minneapolis to Eden Prairie (Mitchell Road/TH 5) via Nicollet Mall to Nicollet Avenue (tunnel from Franklin Avenue to 28<sup>th</sup> Street), the Midtown corridor through Minneapolis, the HCRRRA property in St. Louis Park and Hopkins, to new right-of-way through the Opus/Golden Triangle areas, along Technology Drive and TH5 terminating at Mitchell Road.

Stations are proposed at 4<sup>th</sup> Street, 8<sup>th</sup> Street, 12<sup>th</sup> Street, Franklin Avenue, 28<sup>th</sup> Street, Lyndale Avenue, Hennepin Avenue (Uptown), West Lake Street, Beltline Boulevard, Wooddale Avenue, Louisiana Avenue, Blake Road, downtown Hopkins, Shady Oak Road, Opus, City West, Golden Triangle, Eden Prairie Town Center, Southwest Station, and Mitchell Road.

**LRT 3C-2 (11<sup>th</sup>/12<sup>th</sup> Street)**

LRT 3C-2 (11<sup>th</sup>/12<sup>th</sup> Street) travels between Mitchell Road in Eden Prairie and downtown Minneapolis, providing service to Eden Prairie, Minnetonka, Hopkins, Edina, St. Louis Park, and Minneapolis.

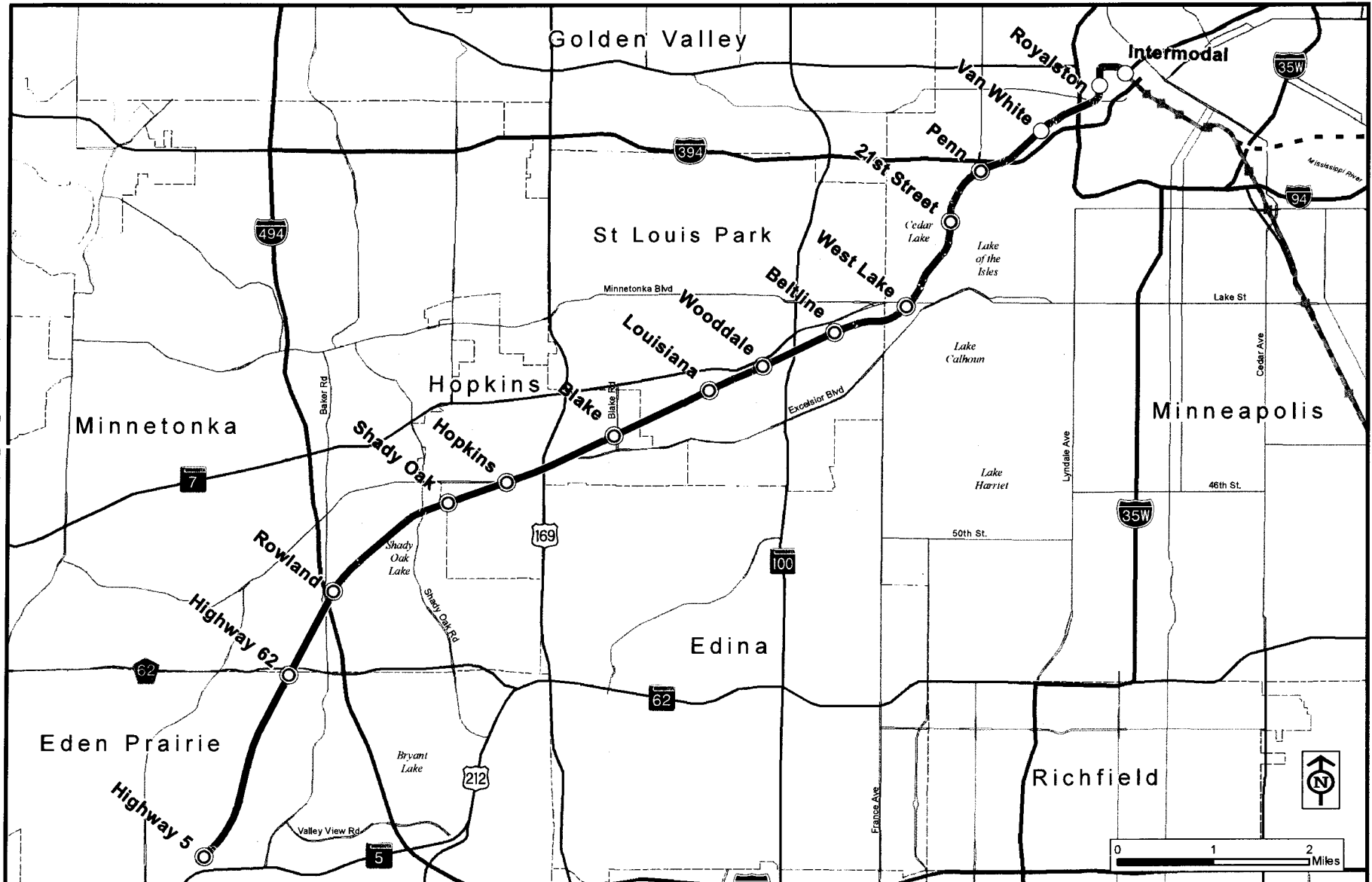
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# LRT 1A Alternative



## LPA Report

### Legend

○ Station

⊙ Park & Ride Station

■ Hiawatha LRT Station

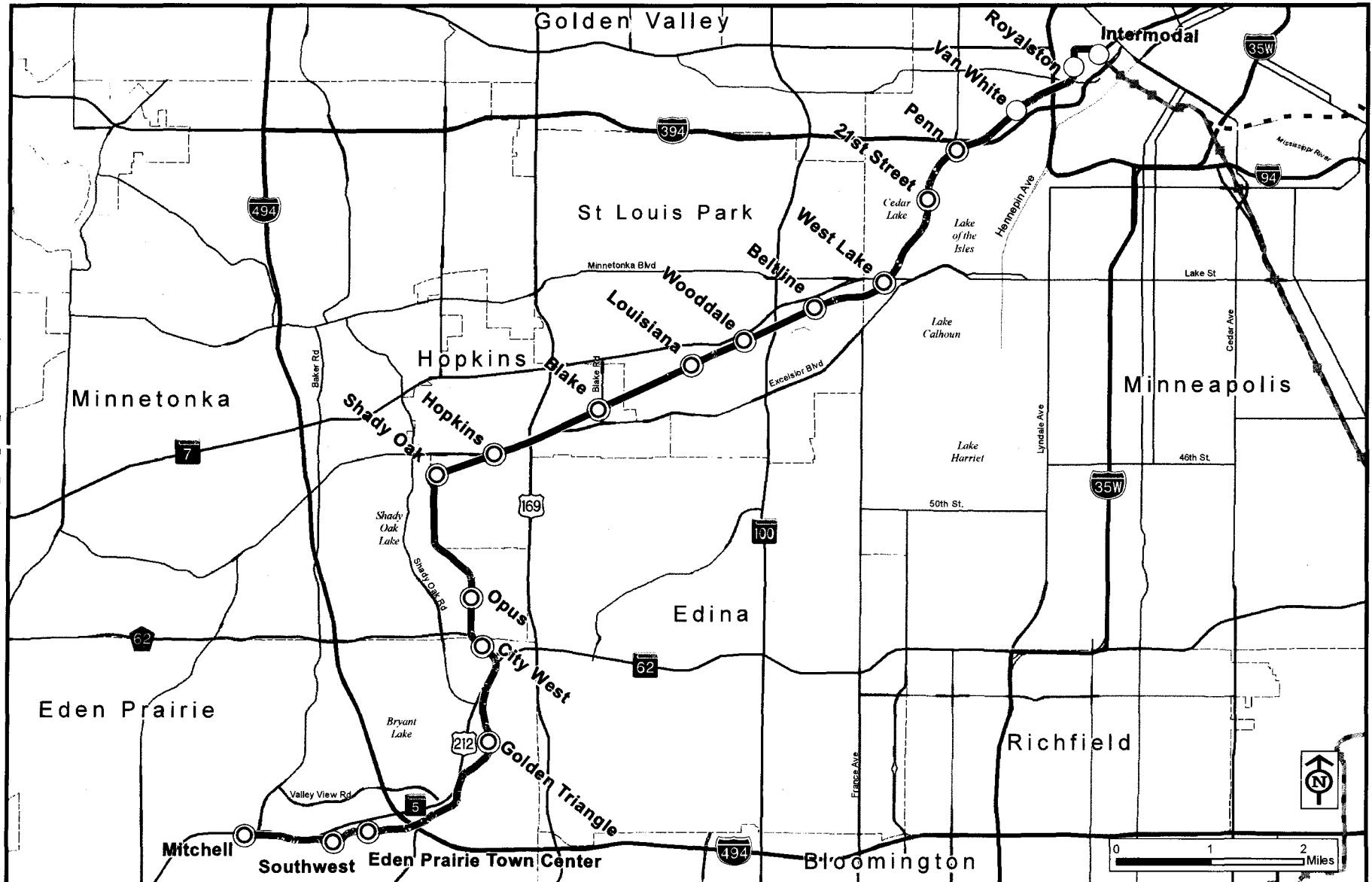
— LRT 1A

--- Hiawatha Light Rail

— Northstar Commuter Rail

- - Central Corridor Light Rail

# LRT 3A Alternative



## LPA Report

### Legend

○ Station

⊙ Park & Ride Station

■ Hiawatha LRT Station

— LRT 3A

--- Hiawatha Light Rail

— Northstar Commuter Rail

- - - Central Corridor Light Rail

Map Document: \\ansbe-gs-fm\GIS\Projects\HennCity\67130\map\_02\ansbe\TECH\_Memo\TechMemo\Fig2\_3\_TM9\_Alt3\_20090320.mxd) 8/21/2009 09:45

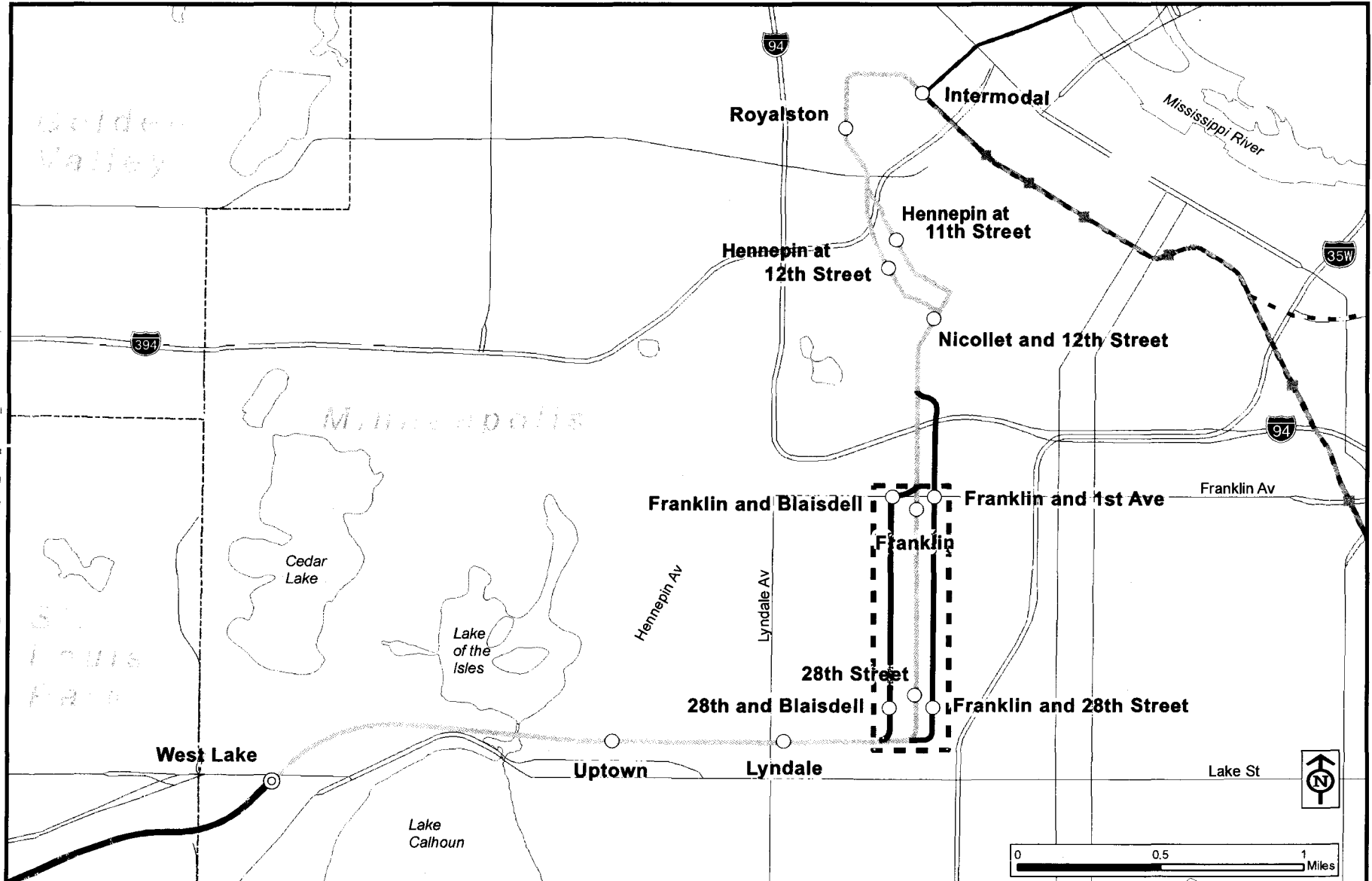


### Legend

- LRT 3C-1 (Nicollet Mall)

- ■ ■ ■ ■ Hiawatha Light Rail
- Northstar Commuter Rail
- ■ Central Corridor Light Rail

# LRT 3C-2 (11th / 12th Street) Alternative



## LPA Report

### Legend

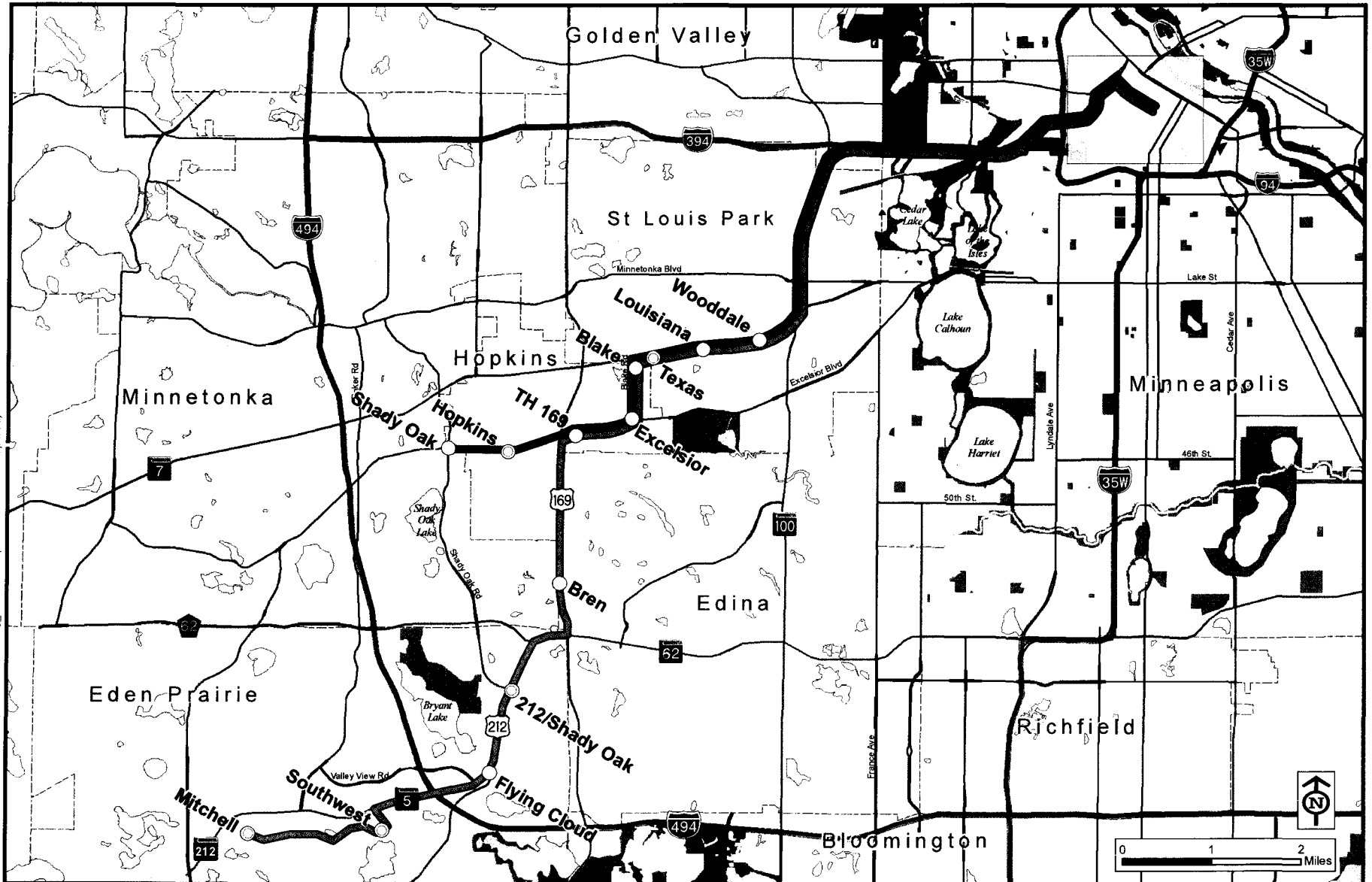
#### Segment C-2 Stations

- Station
- ⊙ Park and Ride Station
- Hiawatha LRT Station

- Segment C-2 (11th/12th Street)
- Segment C-2A (Blaisdell Avenue)
- Segment C-2B (1st Avenue)
- Segment 4

- Tunnel Area
- Hiawatha Light Rail
- Northstar Commuter Rail
- - Central Corridor Light Rail

# TSM/Baseline Alternative



## LPA Report

### Legend

- Limited Stop Route A
- Limited Stop Route B
- Downtown Minneapolis
- Proposed Stop
- Proposed Park and Ride Stop

Data Sources: Mn/DOT, LMIC, Metropolitan Council, Mn/DNR





U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

September 9, 2009

Mr. Bill Rudnicki, Tribal Administrator  
Shakopee Mdewakanton Sioux Community  
2330 Sioux Trail NW  
Prior Lake, Minnesota 55372

Re: Southwest Corridor Transit Project

Dear Administrator Rudnicki:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Department of Housing, Community Works and Transit (Hennepin County), intends to prepare a Draft Environmental Impact Statement (DEIS) for the proposed Southwest Corridor Transit Project. A number of alignments and modes (light rail transit and bus rapid transit) are under consideration. The Southwest Corridor Transit Project would connect downtown Minneapolis with the cities of St. Louis Park, Hopkins, Minnetonka, Edina, and Eden Prairie. The DEIS will be prepared in accordance with the National Environmental Policy Act (NEPA).

In accordance with 23 CFR Sections 771.105 (a) and 771.133, the FTA and the Hennepin County will comply with all Federal environmental laws, regulations, and executive orders applicable to the proposed project during the environmental review process. These requirements include, but are not limited to the regulation implementing Section 7 of the Endangered Species Act (50 CFR Part 402), Executive Orders 12898 on Environmental Justice and 11990 on Wetlands, and the regulation implementing Section 106 of the National Historic Preservation Act (36 CFR Part 800).

With this letter, FTA requests the Shakopee Mdewakanton Sioux Community to identify any concerns regarding the potential impacts of the project, particularly with regard to any potential adverse effects to historic properties.

SW Corridor Tribal Consultation Letter  
September 9, 2009  
Page 2

Information on this project, including maps, is enclosed for your viewing.

If you wish to acquire additional information about the project or to consult regarding historic properties, please contact Bill Wheeler at (312) 353-2639.

Sincerely,

A handwritten signature in black ink, appearing to read "Marisol R. Simon". The signature is fluid and cursive, with the first name "Marisol" being more prominent than the last name "Simon".

Marisol R. Simon  
Regional Administrator

Enclosure

cc: Katie Walker, Hennepin County

## **Description of Alternatives**

### **LRT 1A**

LRT 1A travels between TH 5 in Eden Prairie and downtown Minneapolis, providing service to Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park, and Minneapolis.

This alternative would operate from downtown Minneapolis to Eden Prairie (TH 5) via an extension of the Hiawatha LRT tracks on 5<sup>th</sup> Street, past the downtown Minneapolis Intermodal Station to Royalston Avenue, to the Kenilworth Corridor through Minneapolis and the Hennepin County Regional Railroad Authority (HCRRA) property through St. Louis Park, Hopkins, Minnetonka and Eden Prairie terminating at TH 5 and the HCRRA's property.

Stations are proposed at Royalston Avenue, Van White Boulevard, Penn Avenue, 21<sup>st</sup> Street, West Lake Street, Beltline Boulevard, Wooddale Avenue, Louisiana Avenue, Blake Road, downtown Hopkins, Shady Oak Road, Rowland Road, TH 62, and TH 5.

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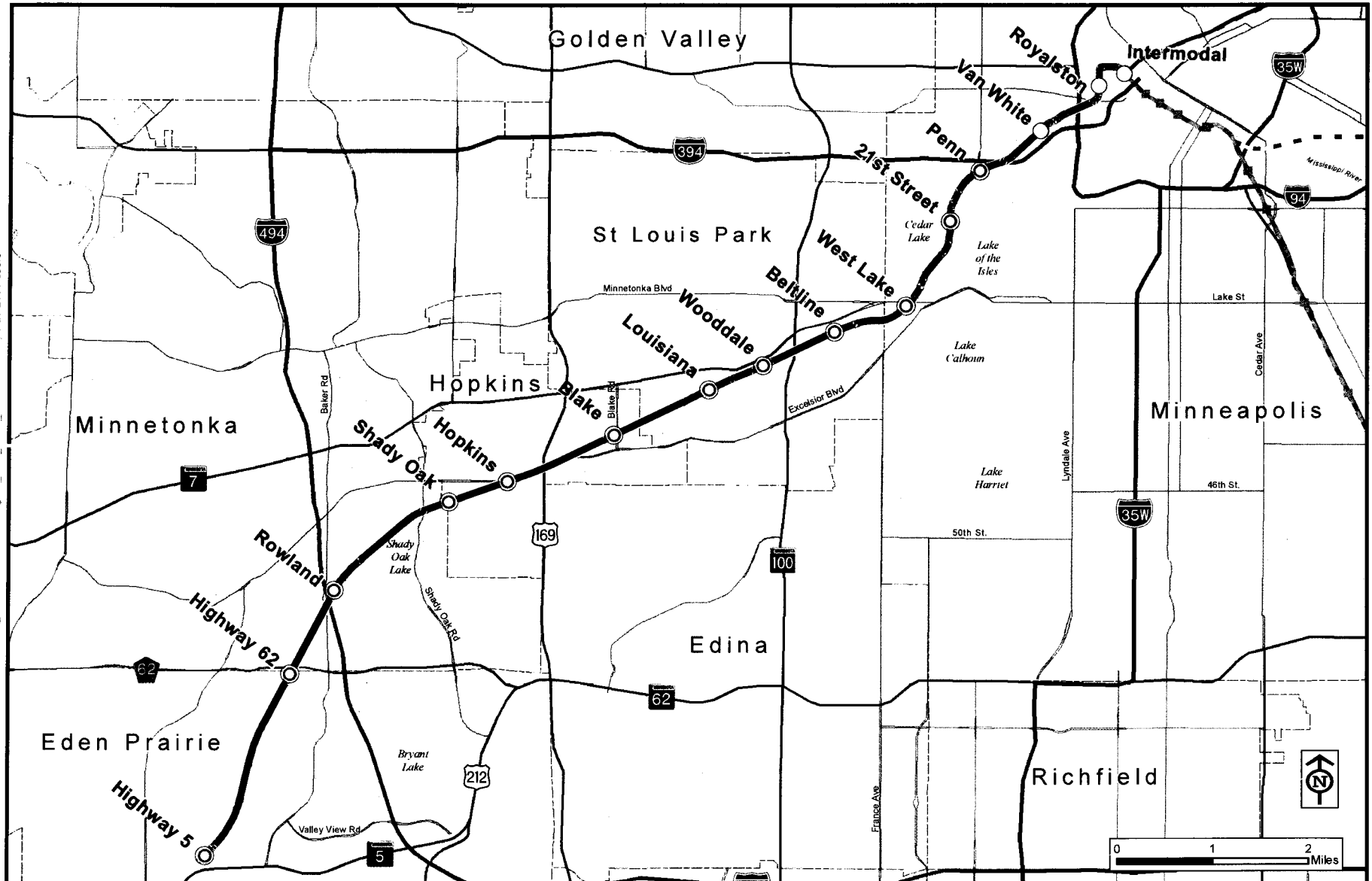
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# LRT 1A Alternative



## LPA Report

### Legend

○ Station

⊙ Park & Ride Station

■ Hiawatha LRT Station

— LRT 1A

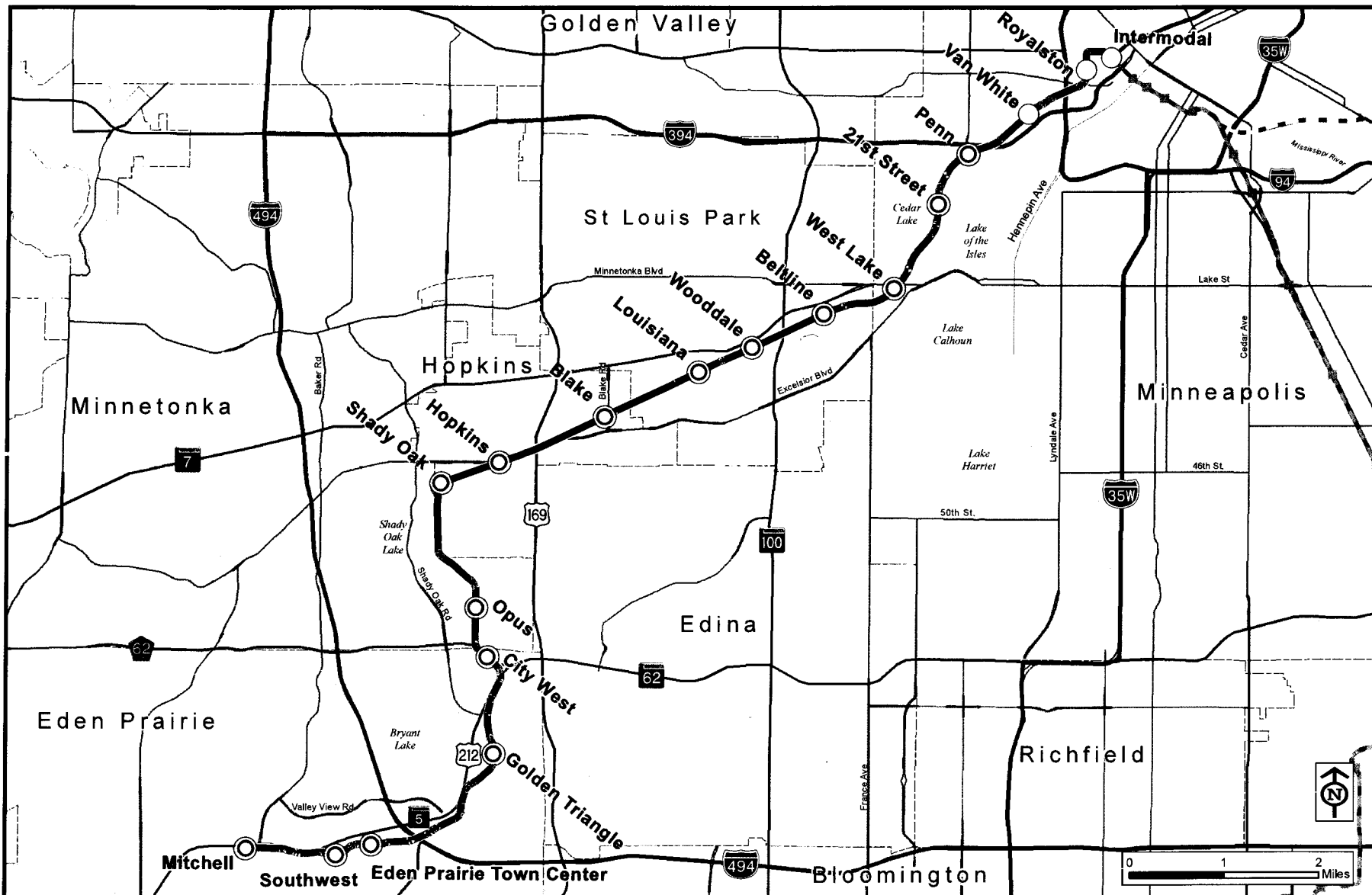
--- Hiawatha Light Rail

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# LRT 3A Alternative



## LPA Report

### Legend

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■ Hiawatha LRT Station

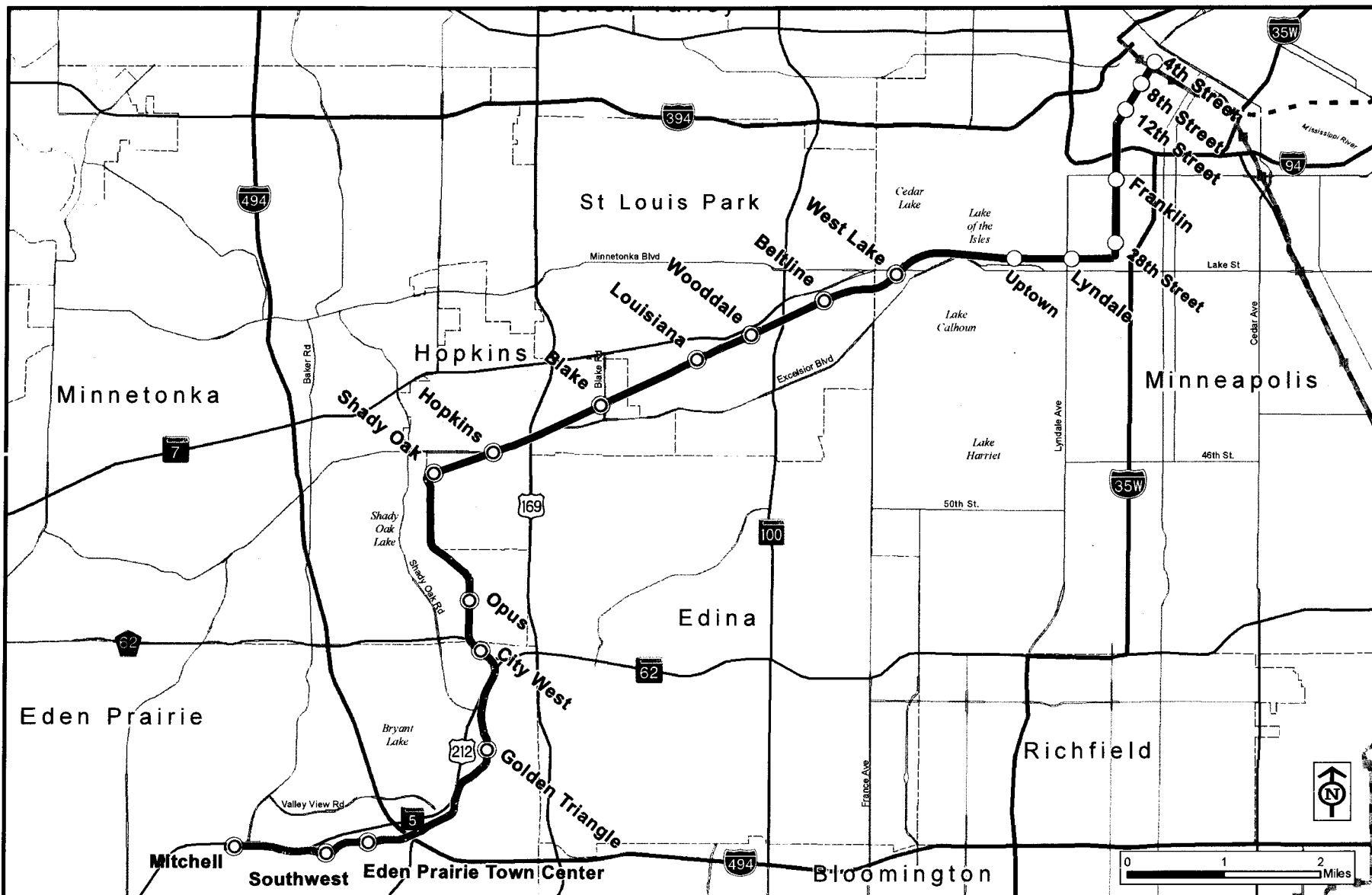
— LRT 3A

--- Hiawatha Light Rail

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- - Central Corridor Light Rail

## LRT 3C-1 (Nicollet Mall) Alternative



## LPA Report

### Legend

- Station
- Park & Ride Station
- Hiawatha LRT Station

■ LRT 3C-1 (Nicollet Mall)

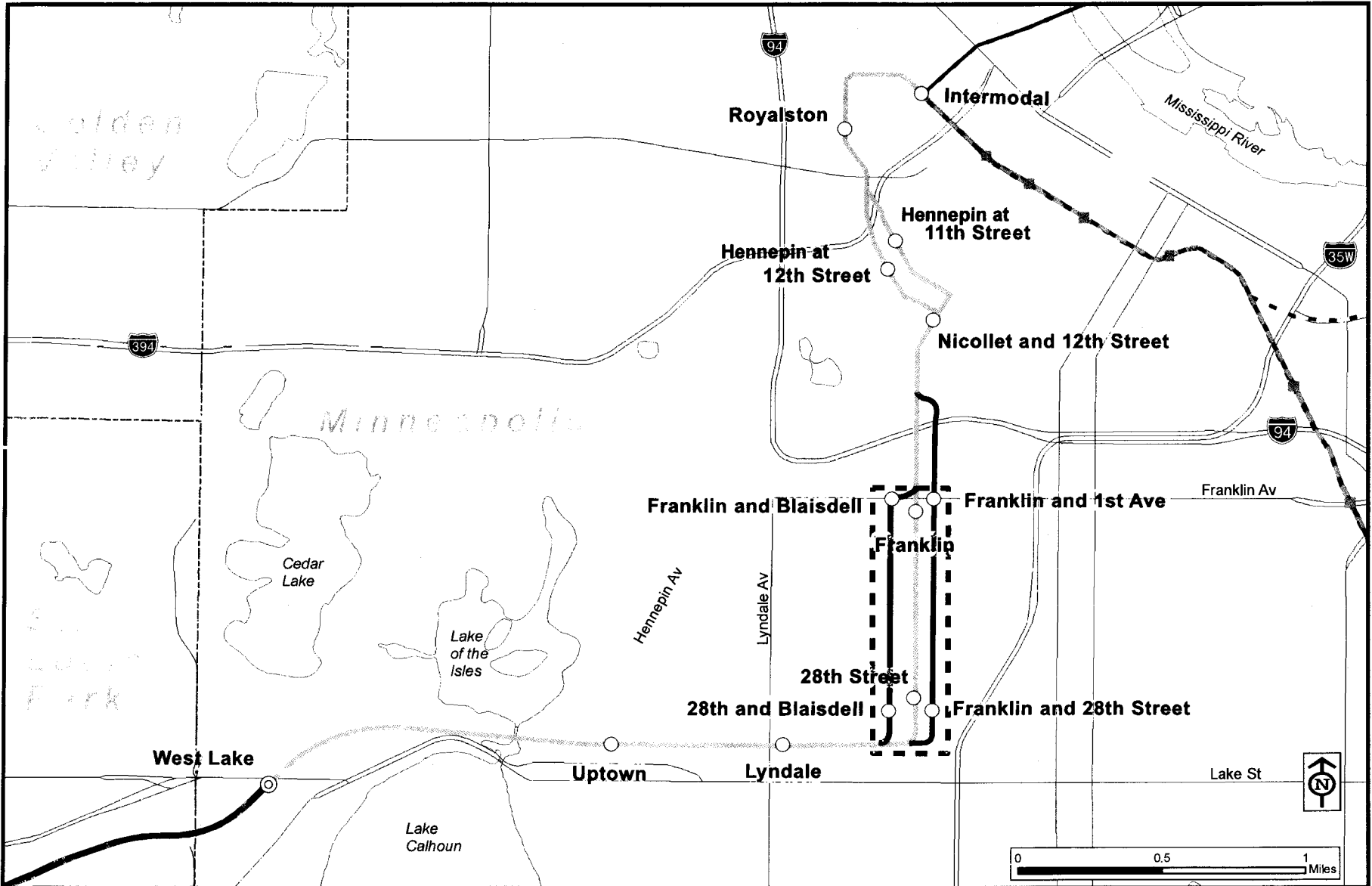
 **Hiawatha Light Rail**

— Northstar Commuter Rail

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# LRT 3C-2 (11th / 12th Street) Alternative



## LPA Report

### Legend

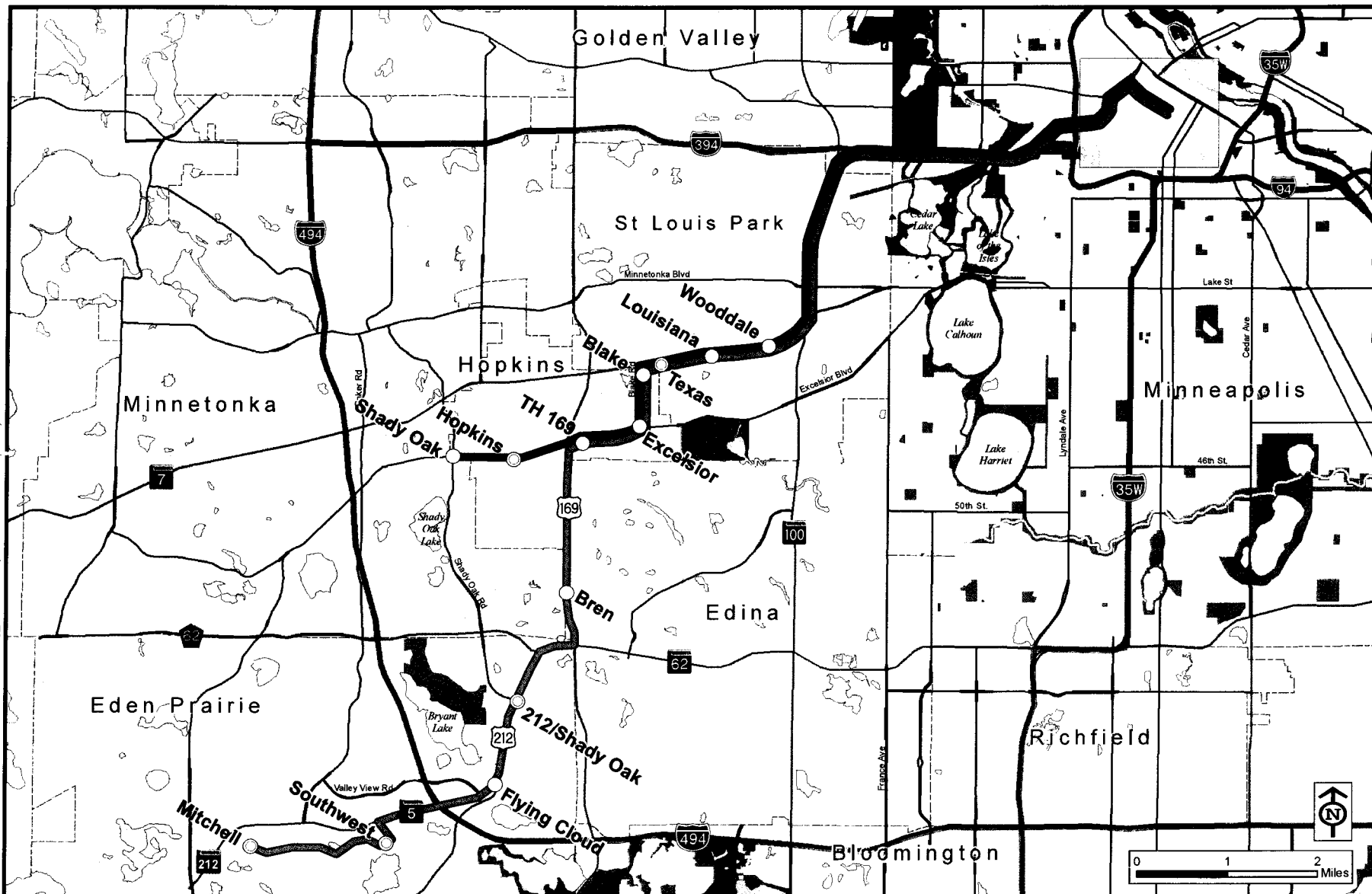
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## LPA Report

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U.S. Department  
of Transportation  
**Federal Transit  
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REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

September 9, 2009

Gabe Prescott, President  
Lower Sioux Indian Community Council  
P.O. Box 308  
Reservation Highway 1  
Morton, MN 56270

Re: Southwest Corridor Transit Project

Dear President Prescott:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Department of Housing, Community Works and Transit (Hennepin County), intends to prepare a Draft Environmental Impact Statement (DEIS) for the proposed Southwest Corridor Transit Project. A number of alignments and modes (light rail transit and bus rapid transit) are under consideration. The Southwest Corridor Transit Project would connect downtown Minneapolis with the cities of St. Louis Park, Hopkins, Minnetonka, Edina, and Eden Prairie. The DEIS will be prepared in accordance with the National Environmental Policy Act (NEPA).

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SW Corridor Tribal Consultation Letter  
September 9, 2009  
Page 2

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Sincerely,

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Marisol R. Simon  
Regional Administrator

Enclosure

cc: Katie Walker, Hennepin County



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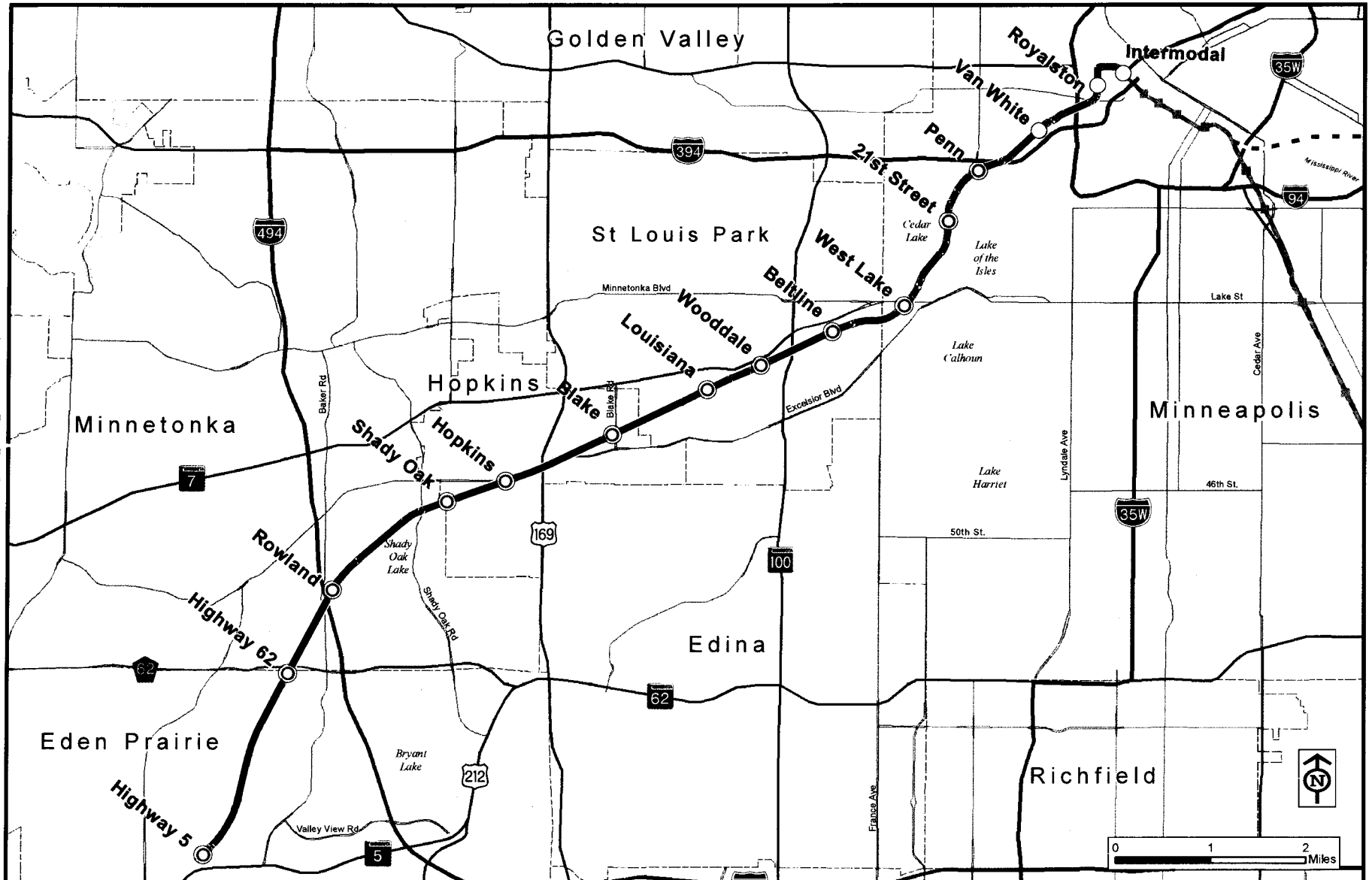
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# LRT 1A Alternative



## LPA Report

### Legend

○ Station

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■ Hiawatha LRT Station

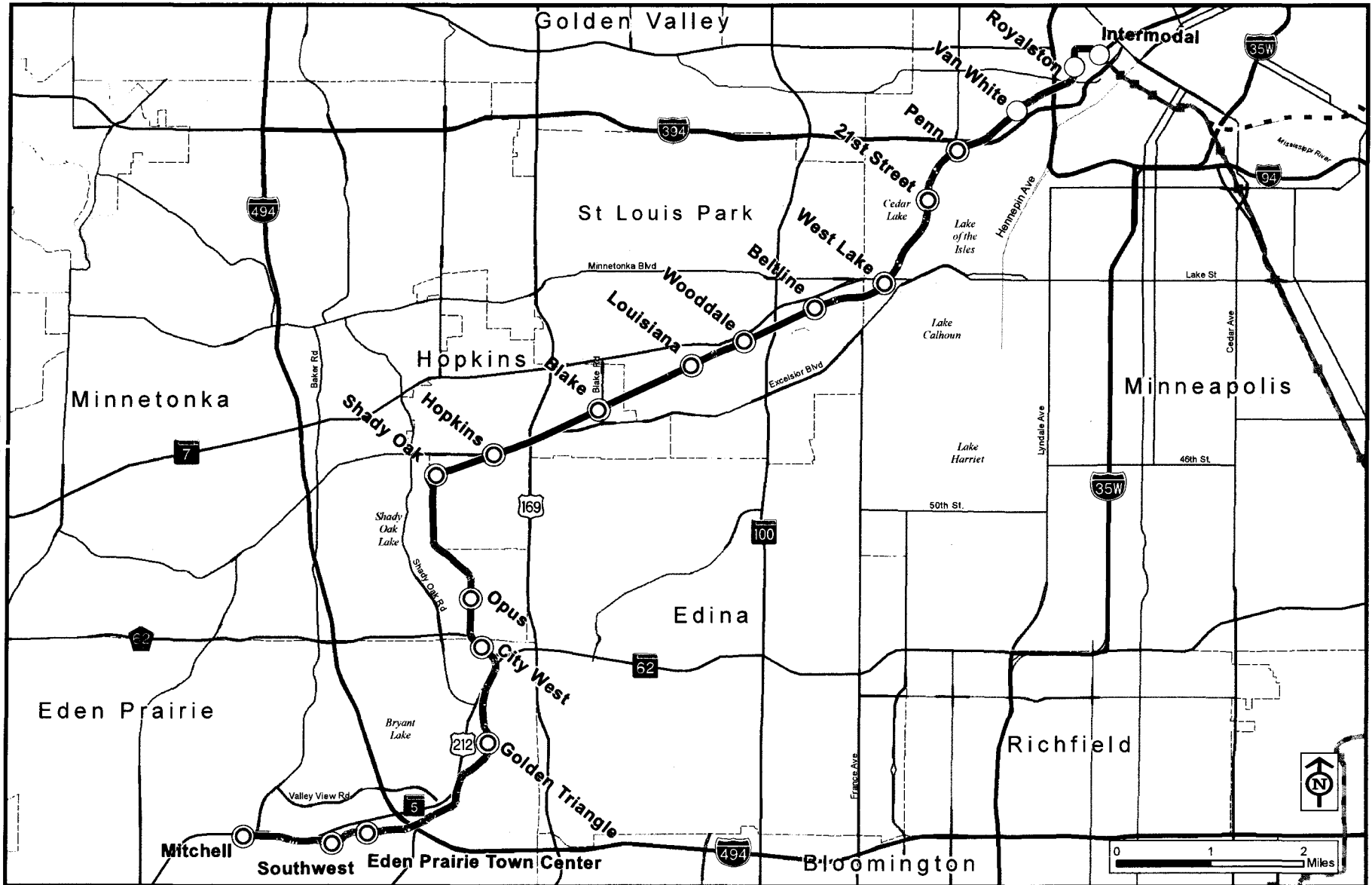
— LRT 1A

— Hiawatha Light Rail

— Northstar Commuter Rail

- - Central Corridor Light Rail

# LRT 3A Alternative



## LPA Report

### Legend



Station



Park & Ride Station



Hiawatha LRT Station



LRT 3A



Hiawatha Light Rail



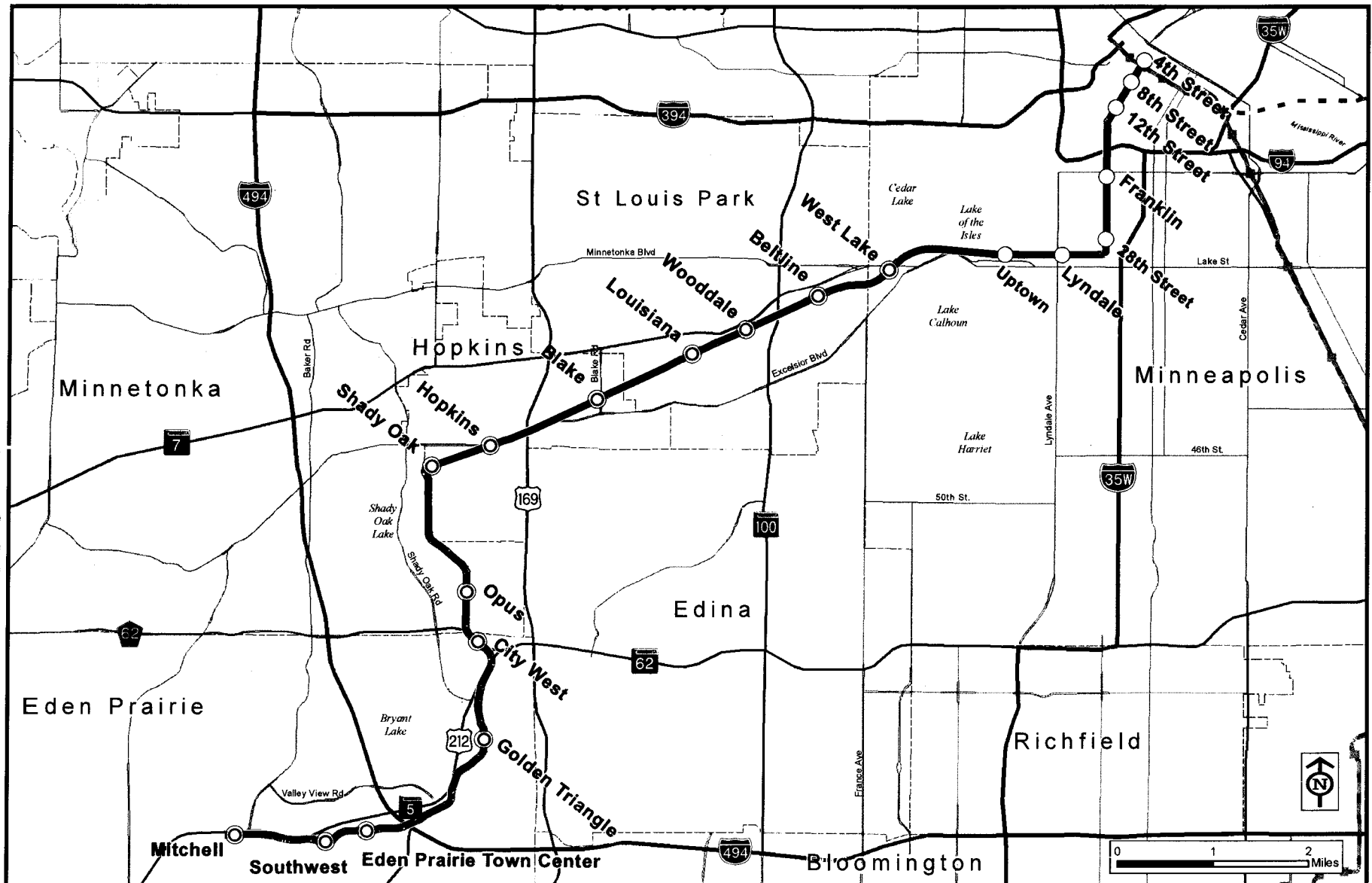
Northstar Commuter Rail



Central Corridor Light Rail



# LRT 3C-1 (Nicollet Mall) Alternative



## LPA Report

### Legend

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■ Hiawatha LRT Station

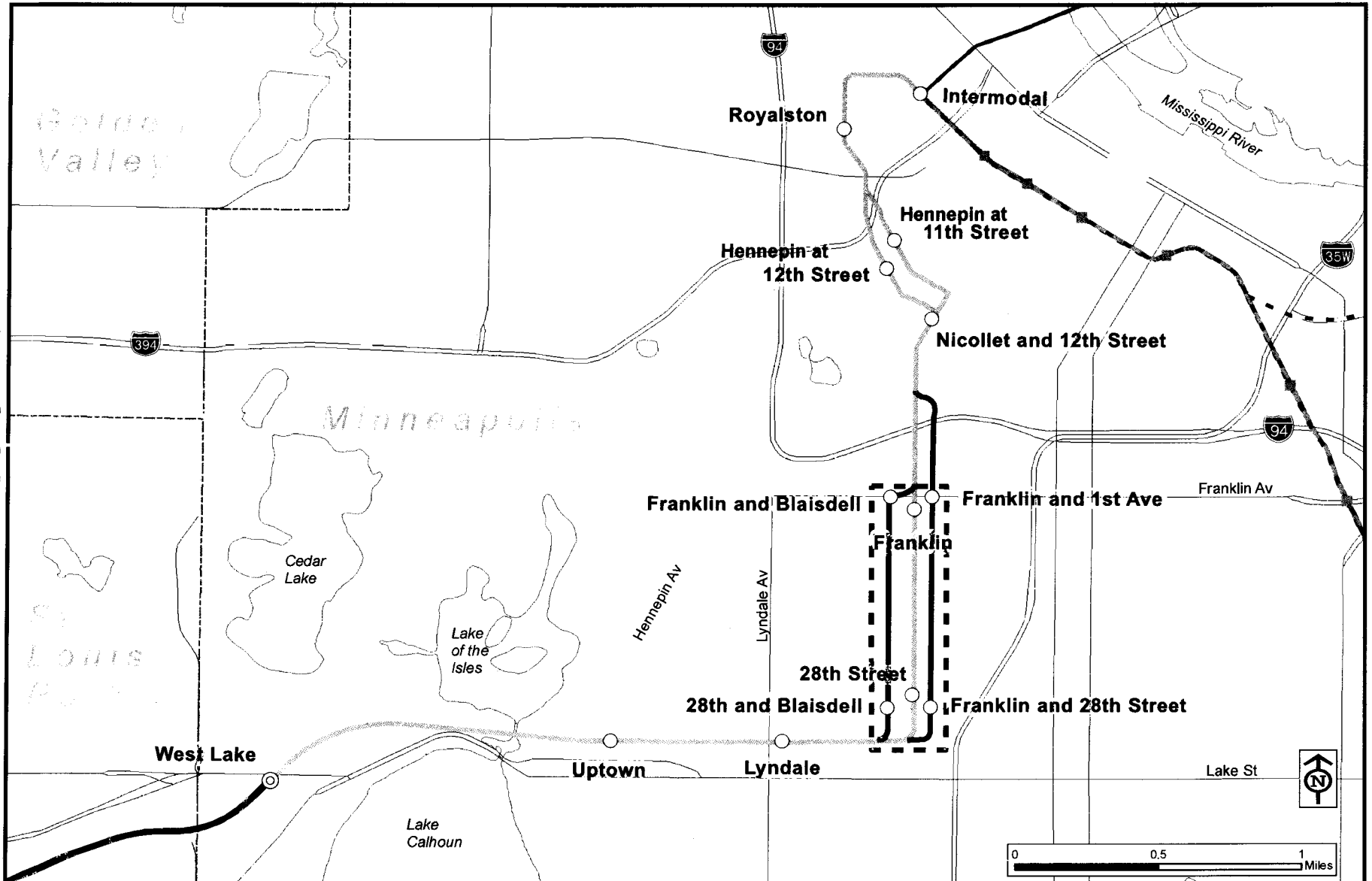
— LRT 3C-1 (Nicollet Mall)

— Hiawatha Light Rail

— Northstar Commuter Rail

- - Central Corridor Light Rail

# LRT 3C-2 (11th / 12th Street) Alternative



## LPA Report

### Legend

#### Segment C-2 Stations

- Station
- ⊙ Park and Ride Station
- Hiawatha LRT Station

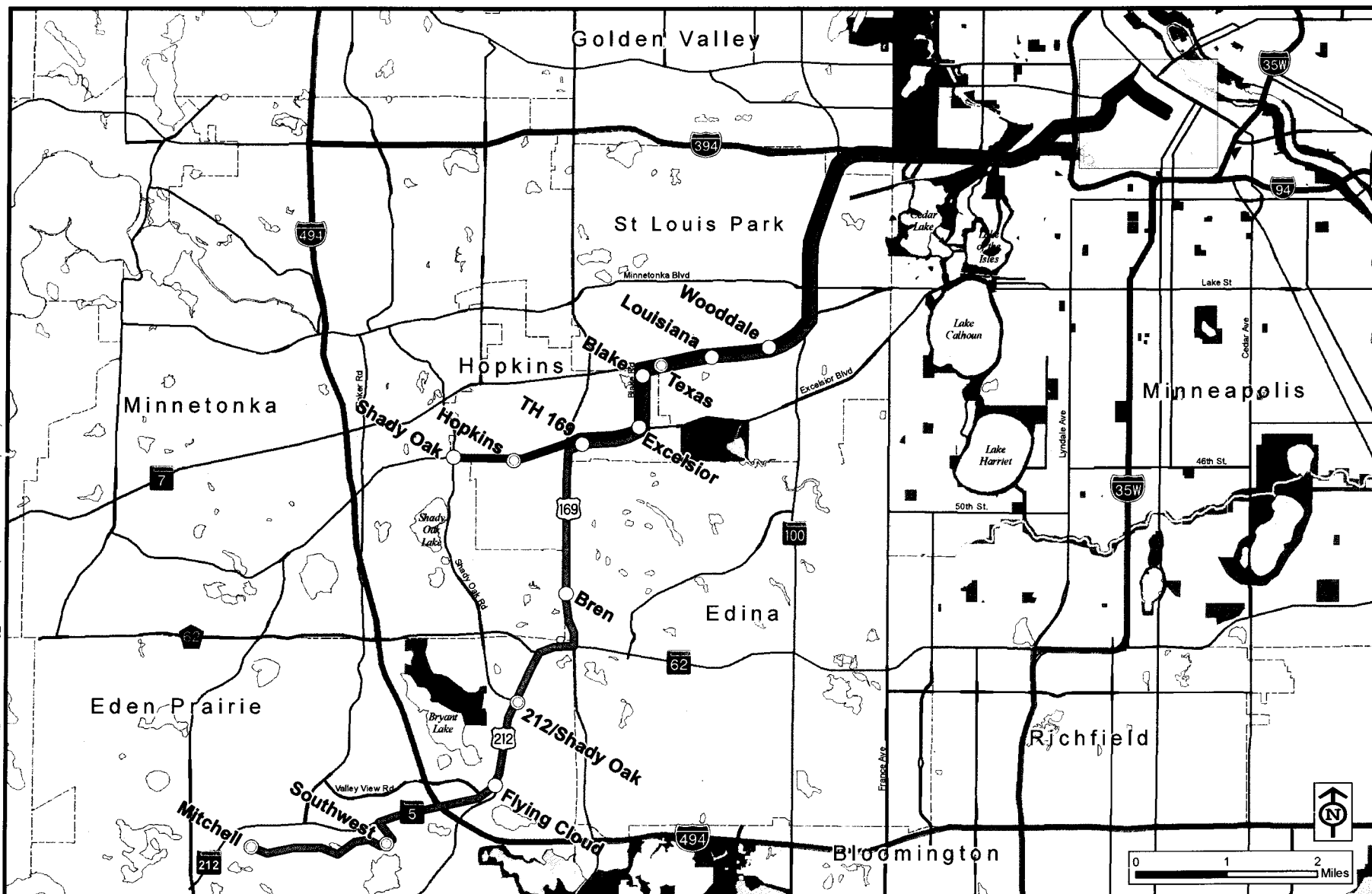
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# TSM/Baseline Alternative



## LPA Report

### Legend

- Limited Stop Route A
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- Downtown Minneapolis
- Proposed Stop
- Proposed Park and Ride Stop

Data Sources: Mn/DOT, LMIC, Metropolitan Council, Mn/DNR



5309 West 70<sup>th</sup> Street  
Edina, MN 55401

September 23, 2009

Ms. Katie Walker  
Transit Project Manager  
Hennepin County  
417 North 4<sup>th</sup> Street - Suite 320  
Minneapolis, MN 55401

Dear Ms Walker:

Enclosed are Xcel Energy's comments regarding the route alternatives proposed for the Southwest Light Rail Transit line. Xcel Energy is supportive of light rail, and recognizes that any route selected will impact Xcel Energy, its facilities, and its ratepayers. However, we have serious concerns about alternative 3C.

Xcel Energy understands that three route options are being considered for the Southwest Light Rail Transit line. The routes under consideration are 1A, 3A, and 3C, with alternate concepts as identified on the Southwest Light Rail Transit web site. At this time, we recommend choosing route 1A or 3A. Route 3C would have significant impacts to our system. Generally speaking, Xcel Energy has extensive underground transmission and distribution facilities on Route 3C along Nicollet Mall. These facilities would be difficult, if not impossible, to relocate because the area is highly congested with underground utility facilities. It would also be very expensive to relocate these facilities. If Route 3C is selected, preliminary estimates to relocate distribution facilities alone on Nicollet Mall would likely exceed \$30 million. The most difficult area on Route 3C from Xcel Energy's perspective is in the downtown area on Nicollet Mall from Grant Street to Washington Avenue. The number of facilities that would be impacted on this section of Nicollet Mall exceed the number of facilities impacted and the complexities experienced on Fifth Street during the Hiawatha Light Rail Transit project.

Xcel Energy is happy to meet with light rail planners to discuss in greater detail the impacts to our system resulting from any or all of the routes currently being evaluated. Further, we would be able to share in greater detail the facilities we have in this area and potential costs to relocate such facilities.

Thank you for the opportunity to comment on the Southwest Light Rail Transit route alternatives. We look forward to working with you in the future.

Sincerely,

Patrick Cline  
Director, Community Relations  
Xcel Energy



United States Department of Agriculture



Natural Resources Conservation Service  
375 Jackson Street, Suite 600  
St. Paul, MN 55101-1854

Phone: (651) 602-7900  
FAX: (651) 602-7914

File Code: 190-15-13

September 30, 2008

Ms. Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit  
417 North 5<sup>th</sup> Street, suite 320  
Minneapolis, MN 55401

**IN REPLY REFER TO: Invitation to Participate in the Environmental Review Process for the Southwest Transitway Project**

Dear Ms. Walker:

The Natural Resources Conservation Service (NRCS) has considered your invitation to participate in any environmental reviews required by the referenced project. The project sponsors are not USDA program benefit recipients, thus the wetland conservation provisions of the 1985 Food Security act, as amended are not applicable.

The following agencies may have federal or state wetlands, cultural resources, water quality or threatened and endangered species jurisdiction in the proposed project, and should be consulted.

- Army Corps of Engineers (USACOE) – Clean Water Act
- US Fish and Wildlife Service (FWS) – Endangered Species Act
- Board of Water and Soil Resources (BWSR) - Minnesota Wetlands Conservation Act
- Minnesota Department of Natural Resources (MDNR)
- Minnesota Pollution Control Agency (MPCA)
- State Historic Preservation Officer/State Archaeologist (SHPO)

Your project will not affect prime agricultural land within your proposed project area in the Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park, nor in downtown Minneapolis, MN. This precludes the need for any further action on this project as required by the federal Farmland Policy Protection Act (FPPA) which is administered by our agency, the NRCS, and we therefore elect not to become a participating agency. The NRCS has no jurisdiction or authority with respect to the project, no expertise or information relevant to the project, and therefore, does not intend to submit comments on the project as it progresses. If you have any questions concerning this matter, please call me at 651-602-7883, or email at: [bill.lorenzen@mn.usda.gov](mailto:bill.lorenzen@mn.usda.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "William E. Lorenzen", is written over a horizontal line.

WILLIAM E. LORENZEN  
Environmental Review/Justice Coordinator  
An Equal Opportunity Provider and Employer



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606  
312-353-2789  
312-886-0351 (fax)

November 6, 2009

Ms. Britta Bloomberg  
Deputy State Historic Preservation Officer  
State Historic Preservation Office  
Minnesota Historical Society  
345 Kellogg Blvd. W.  
St. Paul, MN 55102-1903

Re: Southwest Corridor Transit Project

Dear Ms. Bloomberg:

The Hennepin County Department of Housing, Community Works and Transit (Hennepin County) and Metropolitan Council are seeking financial assistance from the Federal Transit Administration (FTA) for the Southwest Corridor Transit Project (The Project). The Project would connect downtown Minneapolis with the cities of St. Louis Park, Hopkins, Minnetonka, Edina, and Eden Prairie. A number of alignments and modes (light rail transit and bus rapid transit) are under consideration.

The proposed Project is a Federal undertaking subject to Section 106 of the National Historic Preservation Act and its implementing regulations (36 Code of Federal Regulations (CFR) Part 800). In accordance with 36 CFR Section 800.2(c)(4) of these regulations, FTA has designated Hennepin County to lead the consultation process. This role will include preparing information, analysis, and recommendations regarding the Section 106 consultation process for the Project. The delegated authority to initiate consultation does not extend to the designation of consulting parties or to making determinations of adverse effect.

Ms. Katie Walker of Hennepin County will be contacting your office to initiate the Section 106 process for the Project. If you have any question, please contact Bill Wheeler at (312) 353-2639.

Sincerely,

Marisol R. Simon  
Regional Administrator

cc: Katie Walker, Hennepin County





U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

November 25, 2009

AT Rusty Stafne, Chairman  
Fort Peck Tribes  
501 Medicine Bear Road  
P.O. Box 1027  
Poplar, Montana 59255

Re: Central Corridor Light Rail Transit Project

Dear Chairman Stafne:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Department of Housing, Community Works and Transit (Hennepin County), intends to prepare a Draft Environmental Impact Statement (DEIS) for the proposed Southwest Corridor Transit Project. A number of alignments and modes (light rail transit and bus rapid transit) are under consideration. The Southwest Corridor Transit Project would connect downtown Minneapolis with the cities of St. Louis Park, Hopkins, Minnetonka, Edina, and Eden Prairie. The DEIS will be prepared in accordance with the National Environmental Policy Act (NEPA).

In accordance with 23 CFR Sections 771.105 (a) and 771.133, the FTA and the Hennepin County will comply with all Federal environmental laws, regulations, and executive orders applicable to the proposed project during the environmental review process. These requirements include, but are not limited to the regulation implementing Section 7 of the Endangered Species Act (50 CFR Part 402), Executive Orders 12898 on Environmental Justice and 11990 on Wetlands, and the regulation implementing Section 106 of the National Historic Preservation Act (36 CFR Part 800).

With this letter, FTA requests the Fort Peck Tribes to identify any concerns regarding the potential impacts of the project, particularly with regard to any potential adverse effects to historic properties.

SW Corridor Tribal Consultation Letter  
November 25, 2009  
Page 2

Information on this project, including maps, is enclosed for your viewing.

If you wish to acquire additional information about the project or to consult regarding historic properties, please contact Bill Wheeler at (312) 353-2639.

Sincerely,

A handwritten signature in black ink, appearing to read "Marisol R. Simon". The signature is fluid and cursive, with the first name "Marisol" being more prominent than the last name "Simon".

Marisol R. Simon  
Regional Administrator

Enclosure

cc: Katie Walker, Hennepin County



## **Description of Alternatives**

### **LRT 1A**

LRT 1A travels between TH 5 in Eden Prairie and downtown Minneapolis, providing service to Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park, and Minneapolis.

This alternative would operate from downtown Minneapolis to Eden Prairie (TH 5) via an extension of the Hiawatha LRT tracks on 5<sup>th</sup> Street, past the downtown Minneapolis Intermodal Station to Royalston Avenue, to the Kenilworth Corridor through Minneapolis and the Hennepin County Regional Railroad Authority (HCRRA) property through St. Louis Park, Hopkins, Minnetonka and Eden Prairie terminating at TH 5 and the HCRRA's property.

Stations are proposed at Royalston Avenue, Van White Boulevard, Penn Avenue, 21<sup>st</sup> Street, West Lake Street, Beltline Boulevard, Wooddale Avenue, Louisiana Avenue, Blake Road, downtown Hopkins, Shady Oak Road, Rowland Road, TH 62, and TH 5.

### **LRT 3A**

LRT 3A travels between Mitchell Road in Eden Prairie and downtown Minneapolis, providing service to Eden Prairie, Minnetonka, Hopkins, Edina, St. Louis Park, and Minneapolis.

This alternative would operate from downtown Minneapolis to Eden Prairie (Mitchell Road/TH 5) via an extension of the Hiawatha LRT tracks on 5<sup>th</sup> Street, past the downtown Minneapolis Intermodal Station to Royalston Avenue, to the Kenilworth Corridor through Minneapolis and the HCRRA property through St. Louis Park and Hopkins to a new right-of-way through the Opus/Golden Triangle areas, along Technology Drive and TH5 terminating at Mitchell Road.

Stations are proposed at Royalston Avenue, Van White Boulevard, Penn Avenue, 21<sup>st</sup> Street, West Lake Street, Beltline Boulevard, Wooddale Avenue, Louisiana Avenue, Blake Road, downtown Hopkins, Shady Oak Road, Opus, City West, Golden Triangle, Eden Prairie Town Center, Southwest Station, and Mitchell Road.

### **LRT 3C-1 (Nicollet Mall)**

LRT 3C-1 (Nicollet Mall) travels between Mitchell Road in Eden Prairie and downtown Minneapolis, providing service to Eden Prairie, Minnetonka, Hopkins, Edina, St. Louis Park, and Minneapolis.

This alternative would operate between downtown Minneapolis to Eden Prairie (Mitchell Road/TH 5) via Nicollet Mall to Nicollet Avenue (tunnel from Franklin Avenue to 28<sup>th</sup> Street), the Midtown corridor through Minneapolis, the HCRRA property in St. Louis Park and Hopkins, to new right-of-way through the Opus/Golden Triangle areas, along Technology Drive and TH5 terminating at Mitchell Road.

Stations are proposed at 4<sup>th</sup> Street, 8<sup>th</sup> Street, 12<sup>th</sup> Street, Franklin Avenue, 28<sup>th</sup> Street, Lyndale Avenue, Hennepin Avenue (Uptown), West Lake Street, Beltline Boulevard, Wooddale Avenue, Louisiana Avenue, Blake Road, downtown Hopkins, Shady Oak Road, Opus, City West, Golden Triangle, Eden Prairie Town Center, Southwest Station, and Mitchell Road.

**LRT 3C-2 (11<sup>th</sup>/12<sup>th</sup> Street)**

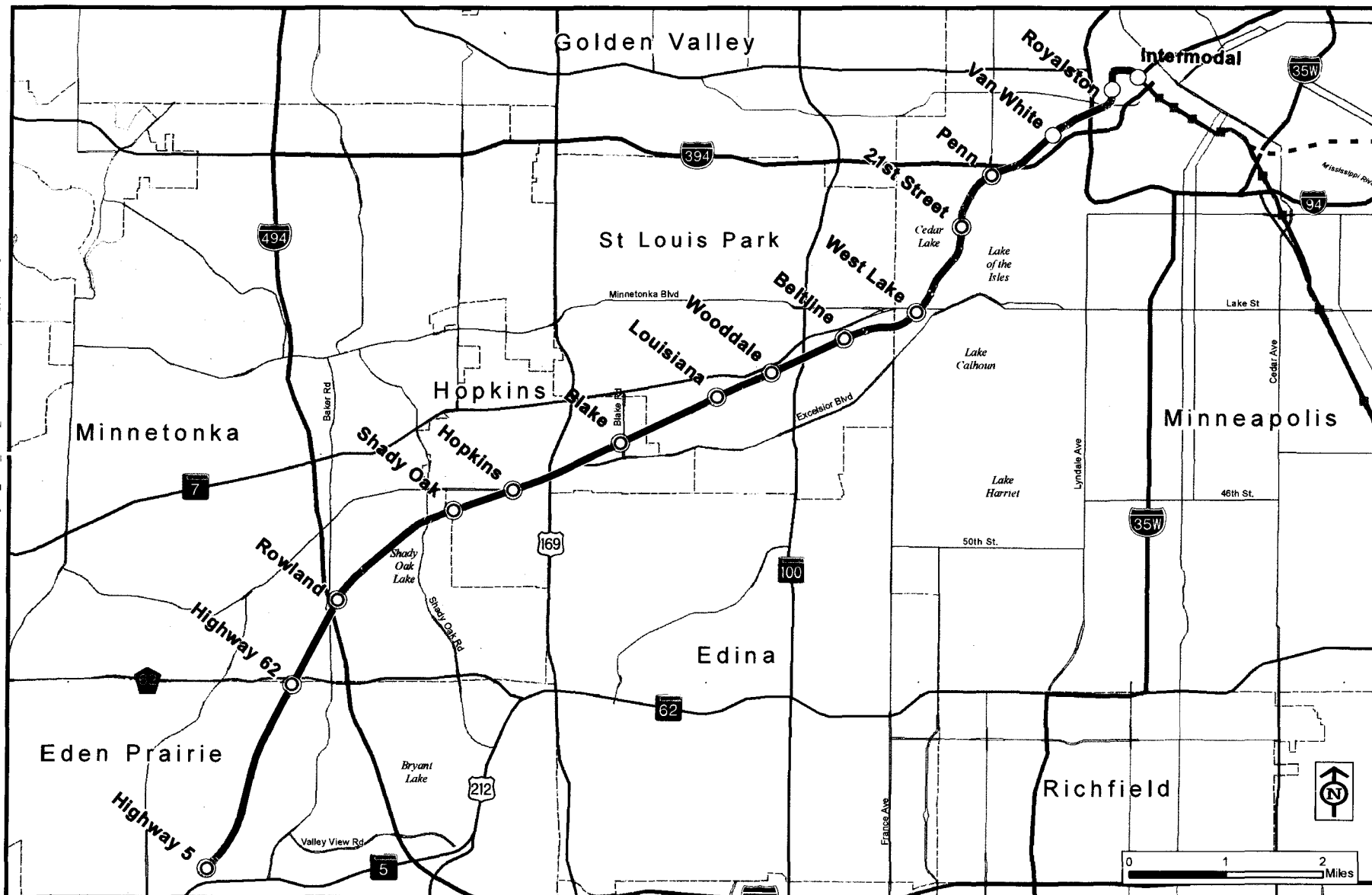
LRT 3C-2 (11<sup>th</sup>/12<sup>th</sup> Street) travels between Mitchell Road in Eden Prairie and downtown Minneapolis, providing service to Eden Prairie, Minnetonka, Hopkins, Edina, St. Louis Park, and Minneapolis.

LRT 3C-2 (11<sup>th</sup>/12<sup>th</sup> Street) would operate on the same alignment as LRT 3C-1 (Nicollet Mall) alternative between the West Lake Station in Minneapolis and Eden Prairie (see LRT 3C-1 graphic). At the Midtown Corridor in the vicinity of Nicollet Avenue, the alignment would travel either under Nicollet Avenue, Blaisdell Avenue, or 1<sup>st</sup> Avenue in a tunnel between the Midtown Corridor and Franklin Avenue. Generally, north of Franklin Avenue, it would operate on-street to the vicinity of 11<sup>th</sup>/12<sup>th</sup> Street where it would turn west onto 11<sup>th</sup> Street operating as a one-way pair between Nicollet Mall and Royalston Avenue. At Royalston, the alternative would use the same routing as the LRT 1A and LRT 3A alternatives, which interline with the Hiawatha and/or Central LRT lines on 5<sup>th</sup> Street.

Stations are proposed at Royalston Avenue, 11<sup>th</sup> Street/Hennepin Avenue, 12<sup>th</sup> Street/Hawthorne Avenue, 12<sup>th</sup> Street/Nicollet Mall, Franklin Avenue and either Blaisdell Avenue or 1<sup>st</sup> Avenue, and 28<sup>th</sup> Street and either Blaisdell Avenue or 1<sup>st</sup> Avenue. And similar to LRT 3C-1 (Nicollet Mall) West Lake Street, Beltline Boulevard, Wooddale Avenue, Louisiana Avenue, Blake Road, downtown Hopkins, Shady Oak Road, Opus, City West, Golden Triangle, Eden Prairie Town Center, Southwest Station, and Mitchell Road.

The LRT 3C (11<sup>th</sup>/12<sup>th</sup> Street) alternative proposes to use either a tunnel under Nicollet Avenue with optional routes on Blaisdell or 1<sup>st</sup> Avenue between the Midtown Corridor and Franklin Avenue. For the Blaisdell Avenue option, the LRT would exit the tunnel at Blaisdell and Franklin and then transition across the Plymouth Congregational Church property to enter center running operations on Nicollet Avenue. The LRT would operate in the center of Nicollet Avenue to 12<sup>th</sup> Street. For the 1<sup>st</sup> Avenue option, the LRT would exit the tunnel north of Franklin and operate center running on 1<sup>st</sup> Avenue to 16<sup>th</sup> Street where it would transition diagonally across the City of Minneapolis meter farm entering Nicollet Avenue at 15<sup>th</sup> Street for center running operations to 12<sup>th</sup> Street. At 12<sup>th</sup> Street under all options the LRT would as a one-way couplet on 11<sup>th</sup> and 12<sup>th</sup> Street rejoining as a two-way configuration on 12<sup>th</sup> Street at Glenwood, then operating on Royalston Avenue with a short tunnel under 7<sup>th</sup> Street and through-routing on the Hiawatha/Central LRT tracks on 5<sup>th</sup> Street in downtown Minneapolis.

# LRT 1A Alternative



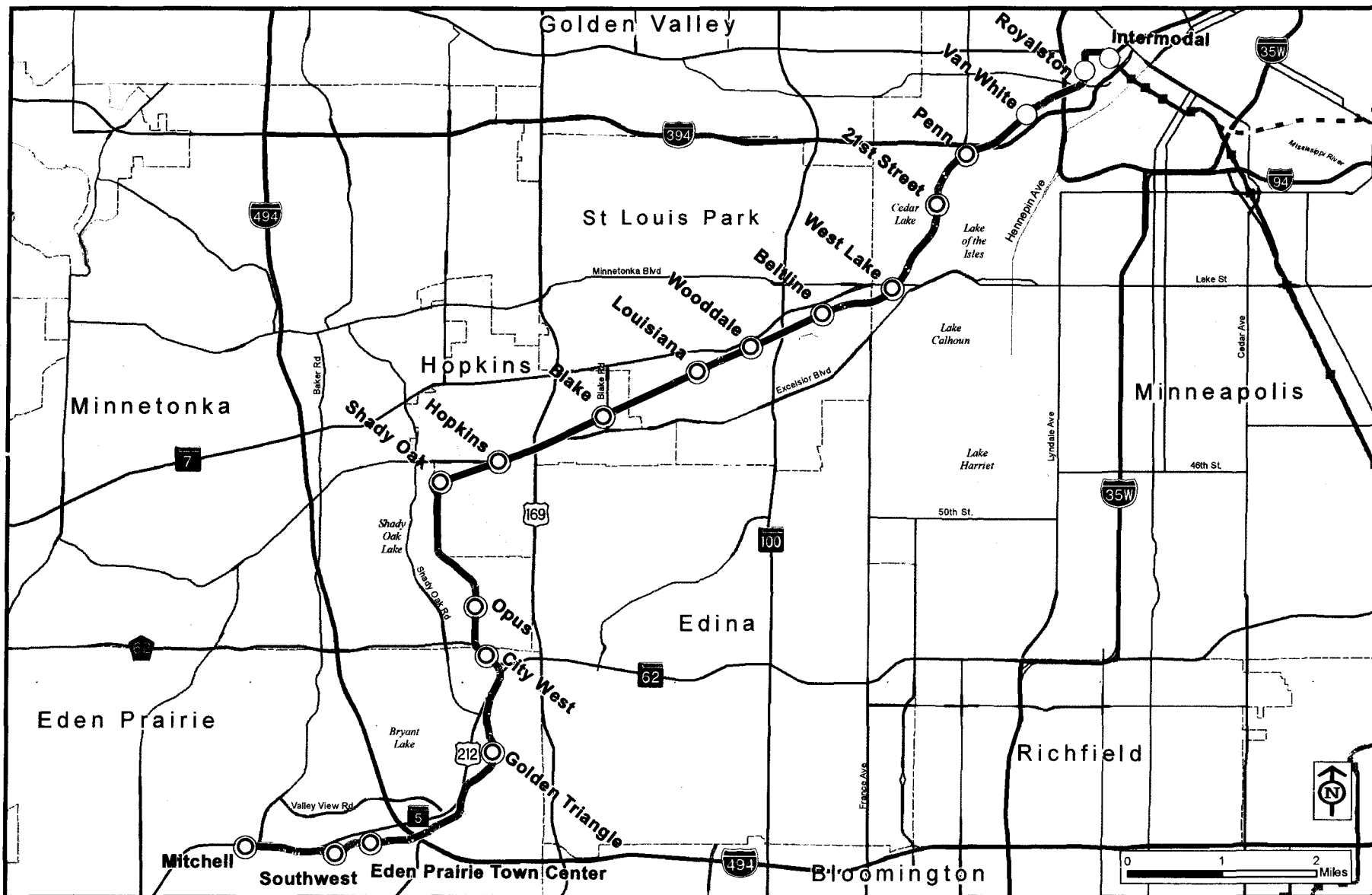
## LPA Report

### Legend

- Station
- Park & Ride Station
- Hiawatha LRT Station
- LRT 1A
- Hiawatha Light Rail
- Northstar Commuter Rail
- - Central Corridor Light Rail



# LRT 3A Alternative



## LPA Report

### Legend

○ Station

⊙ Park & Ride Station

■ Hiawatha LRT Station

— LRT 3A

— Hiawatha Light Rail

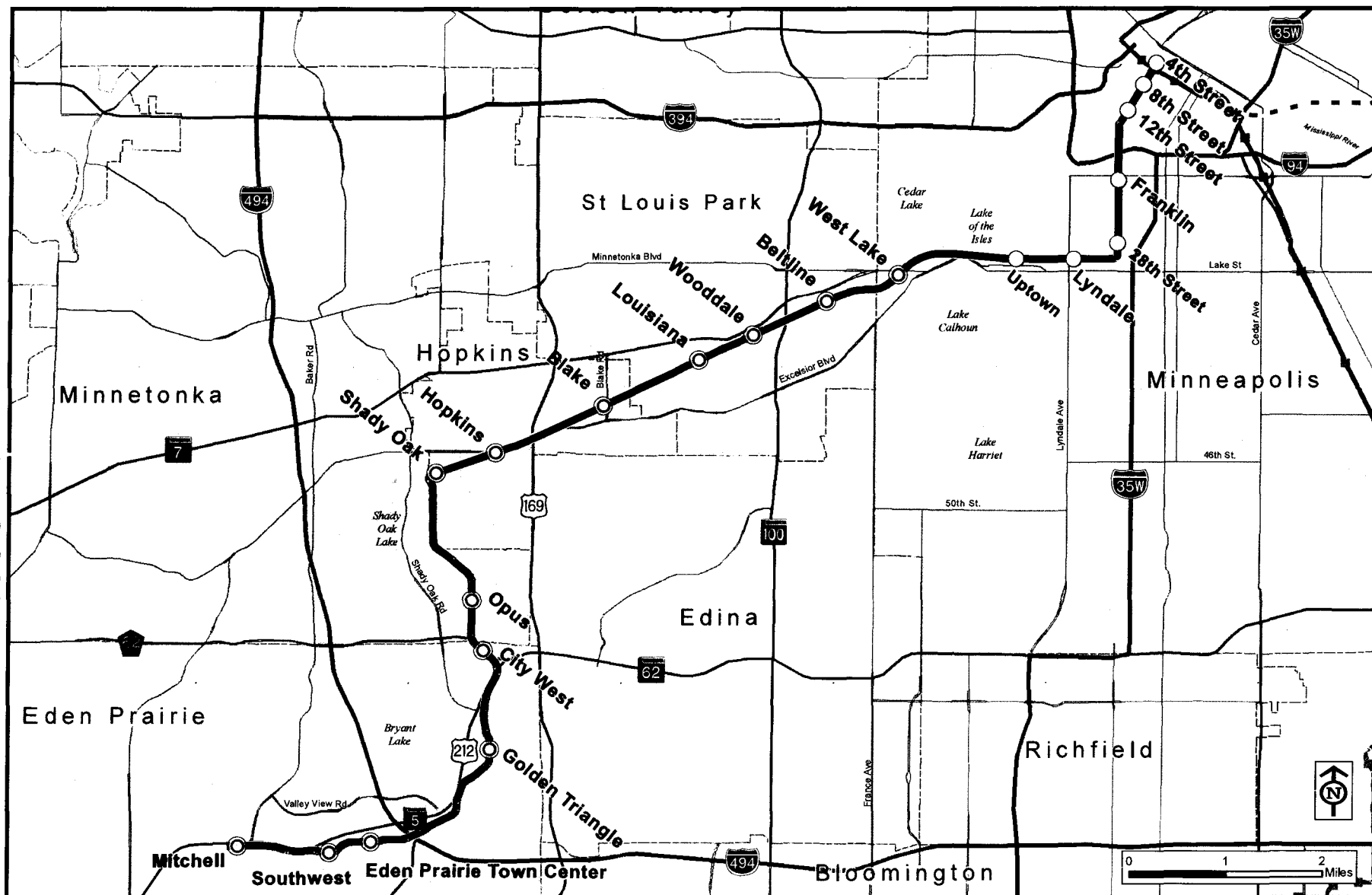
— Northstar Commuter Rail

- - Central Corridor Light Rail

0 1 2 Miles



# LRT 3C-1 (Nicollet Mall) Alternative



**LPA Report**

## Legend

○ Station

⊙ Park & Ride Station

■ Hiawatha LRT Station

— LRT 3C-1 (Nicollet Mall)

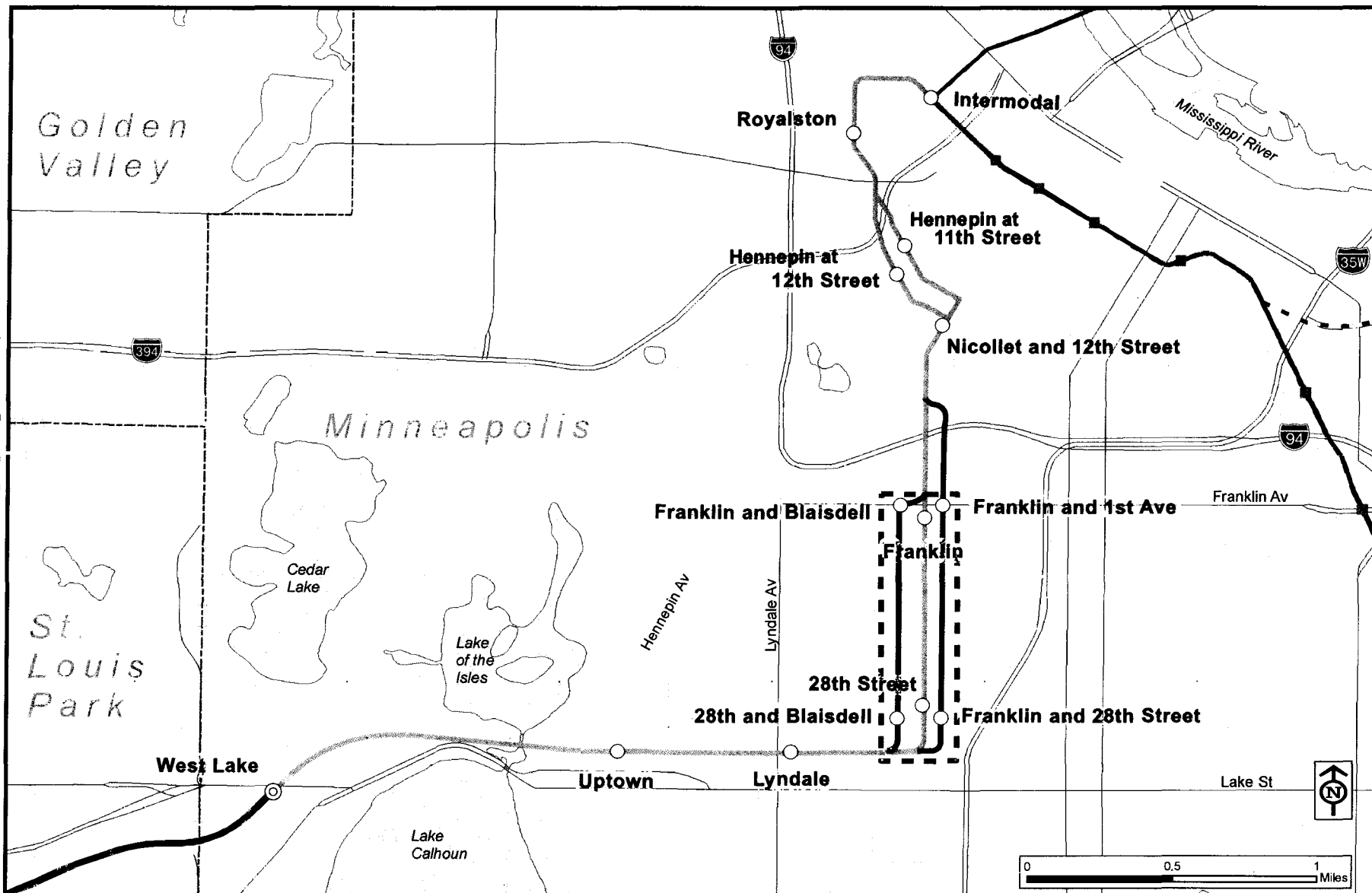
— Hiawatha Light Rail

— Northstar Commuter Rail

- - Central Corridor Light Rail

# LRT 3C-2 (11th / 12th Street) Alternative

Map Document: \\insp-geis-filer\GIS\Proj\HennCity\37130map\_docs\mxd\TECH\_MEMO\TechMemo9\Fig2\_4\_TM9\_Alt3C2\_20090820.mxd 8/20/2009 csers



## LPA Report

### Legend

#### Segment C-2 Stations

- Station
- ⊙ Park and Ride Station
- Hiawatha LRT Station

#### Segment C-2 (11th/12th Street)

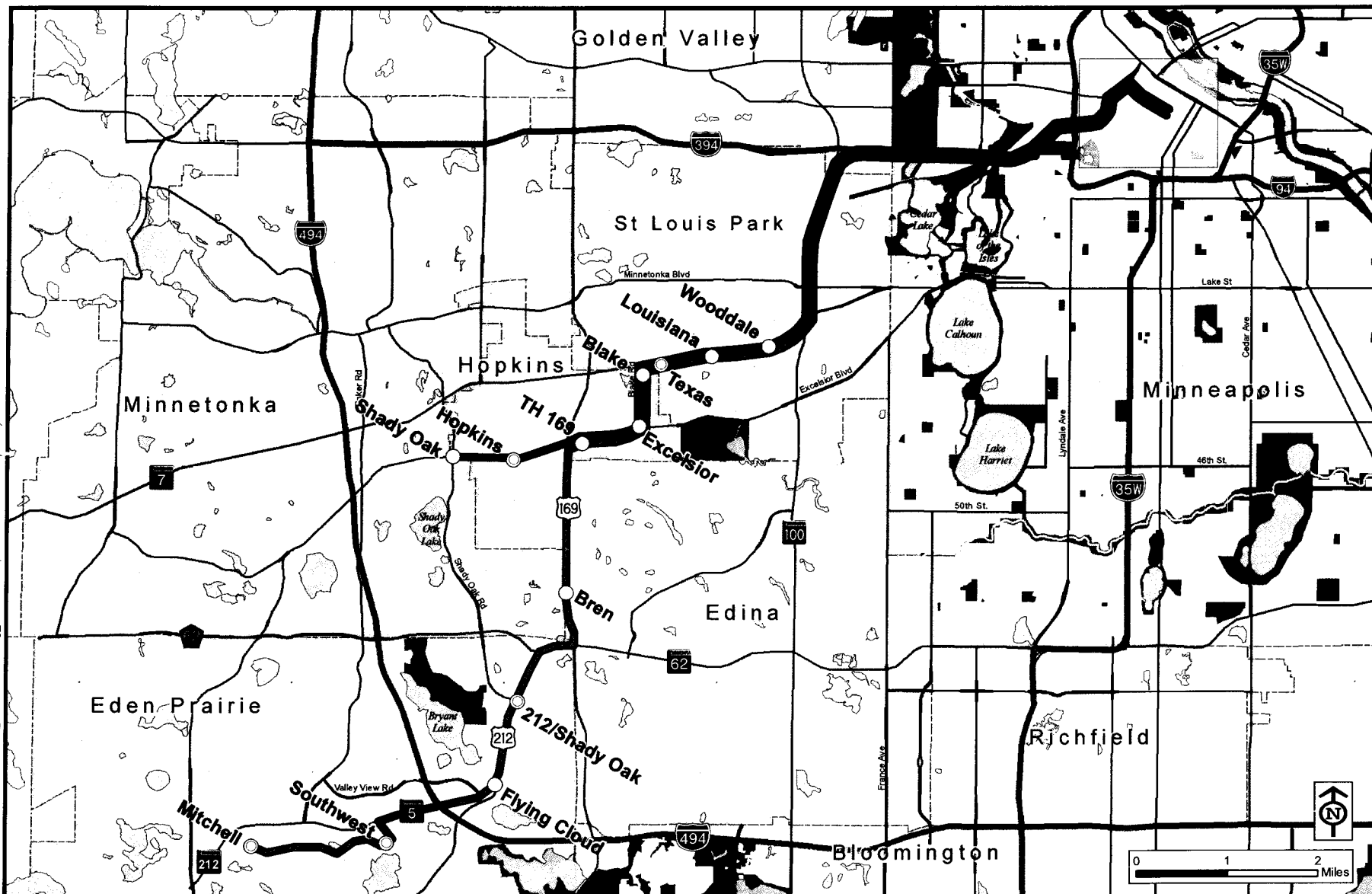
- Segment C-2A (Blaisdell Avenue)
- Segment C-2B (1st Avenue)
- Segment 4

#### Tunnel Area

- Hiawatha Light Rail
- Northstar Commuter Rail
- - Central Corridor Light Rail



# TSM/Baseline Alternative



## LPA Report

### Legend

- Limited Stop Route A
- Limited Stop Route B
- Downtown Minneapolis
- Proposed Stop
- Proposed Park and Ride Stop

Data Sources: Mn/DOT, LMIC, Metropolitan Council, Mn/DNR



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

November 25, 2009

Roger Trudell, Chairman  
Santee Sioux Nation  
108 Spirit Lake Avenue West  
Niobrara, Nebraska 68760-7219

Re: Central Corridor Light Rail Transit Project

Dear Chairman Trudell:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Department of Housing, Community Works and Transit (Hennepin County), intends to prepare a Draft Environmental Impact Statement (DEIS) for the proposed Southwest Corridor Transit Project. A number of alignments and modes (light rail transit and bus rapid transit) are under consideration. The Southwest Corridor Transit Project would connect downtown Minneapolis with the cities of St. Louis Park, Hopkins, Minnetonka, Edina, and Eden Prairie. The DEIS will be prepared in accordance with the National Environmental Policy Act (NEPA).

In accordance with 23 CFR Sections 771.105 (a) and 771.133, the FTA and the Hennepin County will comply with all Federal environmental laws, regulations, and executive orders applicable to the proposed project during the environmental review process. These requirements include, but are not limited to the regulation implementing Section 7 of the Endangered Species Act (50 CFR Part 402), Executive Orders 12898 on Environmental Justice and 11990 on Wetlands, and the regulation implementing Section 106 of the National Historic Preservation Act (36 CFR Part 800).

With this letter, FTA requests the Santee Sioux Nation to identify any concerns regarding the potential impacts of the project, particularly with regard to any potential adverse effects to historic properties.

SW Corridor Tribal Consultation Letter  
November 25, 2009  
Page 2

Information on this project, including maps, is enclosed for your viewing.

If you wish to acquire additional information about the project or to consult regarding historic properties, please contact Bill Wheeler at (312) 353-2639.

Sincerely,

A handwritten signature in black ink, appearing to read "Marisol R. Simon". The signature is fluid and cursive, with the first name "Marisol" being more prominent than the last name "Simon".

Marisol R. Simon  
Regional Administrator

Enclosure

cc: Katie Walker, Hennepin County



## **Description of Alternatives**

### **LRT 1A**

LRT 1A travels between TH 5 in Eden Prairie and downtown Minneapolis, providing service to Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park, and Minneapolis.

This alternative would operate from downtown Minneapolis to Eden Prairie (TH 5) via an extension of the Hiawatha LRT tracks on 5<sup>th</sup> Street, past the downtown Minneapolis Intermodal Station to Royalston Avenue, to the Kenilworth Corridor through Minneapolis and the Hennepin County Regional Railroad Authority (HCRRRA) property through St. Louis Park, Hopkins, Minnetonka and Eden Prairie terminating at TH 5 and the HCRRRA's property.

Stations are proposed at Royalston Avenue, Van White Boulevard, Penn Avenue, 21<sup>st</sup> Street, West Lake Street, Beltline Boulevard, Wooddale Avenue, Louisiana Avenue, Blake Road, downtown Hopkins, Shady Oak Road, Rowland Road, TH 62, and TH 5.

### **LRT 3A**

LRT 3A travels between Mitchell Road in Eden Prairie and downtown Minneapolis, providing service to Eden Prairie, Minnetonka, Hopkins, Edina, St. Louis Park, and Minneapolis.

This alternative would operate from downtown Minneapolis to Eden Prairie (Mitchell Road/TH 5) via an extension of the Hiawatha LRT tracks on 5<sup>th</sup> Street, past the downtown Minneapolis Intermodal Station to Royalston Avenue, to the Kenilworth Corridor through Minneapolis and the HCRRRA property through St. Louis Park and Hopkins to a new right-of-way through the Opus/Golden Triangle areas, along Technology Drive and TH5 terminating at Mitchell Road.

Stations are proposed at Royalston Avenue, Van White Boulevard, Penn Avenue, 21<sup>st</sup> Street, West Lake Street, Beltline Boulevard, Wooddale Avenue, Louisiana Avenue, Blake Road, downtown Hopkins, Shady Oak Road, Opus, City West, Golden Triangle, Eden Prairie Town Center, Southwest Station, and Mitchell Road.

### **LRT 3C-1 (Nicollet Mall)**

LRT 3C-1 (Nicollet Mall) travels between Mitchell Road in Eden Prairie and downtown Minneapolis, providing service to Eden Prairie, Minnetonka, Hopkins, Edina, St. Louis Park, and Minneapolis.

This alternative would operate between downtown Minneapolis to Eden Prairie (Mitchell Road/TH 5) via Nicollet Mall to Nicollet Avenue (tunnel from Franklin Avenue to 28<sup>th</sup> Street), the Midtown corridor through Minneapolis, the HCRRRA property in St. Louis Park and Hopkins, to new right-of-way through the Opus/Golden Triangle areas, along Technology Drive and TH5 terminating at Mitchell Road.

Stations are proposed at 4<sup>th</sup> Street, 8<sup>th</sup> Street, 12<sup>th</sup> Street, Franklin Avenue, 28<sup>th</sup> Street, Lyndale Avenue, Hennepin Avenue (Uptown), West Lake Street, Beltline Boulevard, Wooddale Avenue, Louisiana Avenue, Blake Road, downtown Hopkins, Shady Oak Road, Opus, City West, Golden Triangle, Eden Prairie Town Center, Southwest Station, and Mitchell Road.

**LRT 3C-2 (11<sup>th</sup>/12<sup>th</sup> Street)**

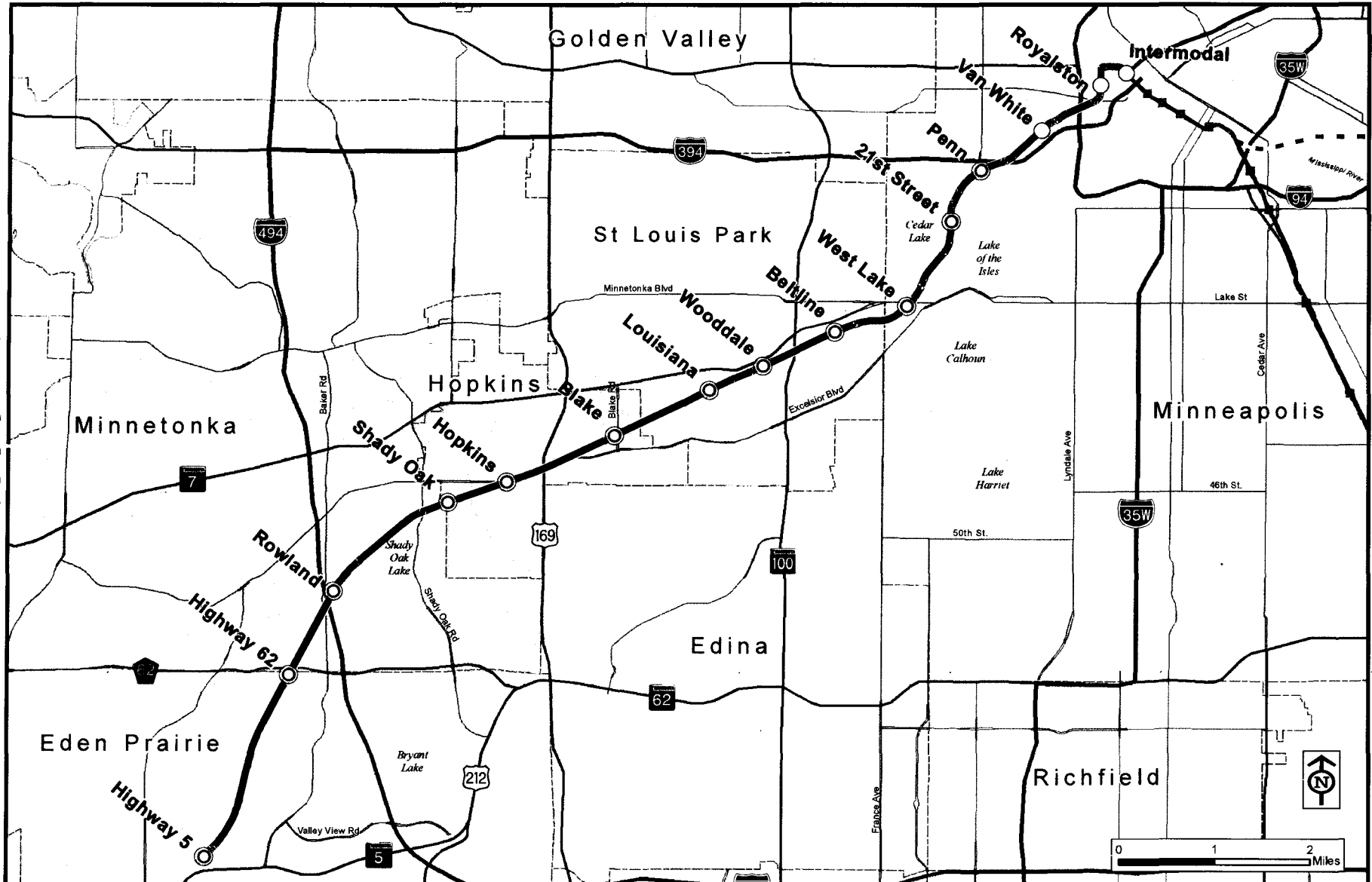
LRT 3C-2 (11<sup>th</sup>/12<sup>th</sup> Street) travels between Mitchell Road in Eden Prairie and downtown Minneapolis, providing service to Eden Prairie, Minnetonka, Hopkins, Edina, St. Louis Park, and Minneapolis.

LRT 3C-2 (11<sup>th</sup>/12<sup>th</sup> Street) would operate on the same alignment as LRT 3C-1 (Nicollet Mall) alternative between the West Lake Station in Minneapolis and Eden Prairie (see LRT 3C-1 graphic). At the Midtown Corridor in the vicinity of Nicollet Avenue, the alignment would travel either under Nicollet Avenue, Blaisdell Avenue, or 1<sup>st</sup> Avenue in a tunnel between the Midtown Corridor and Franklin Avenue. Generally, north of Franklin Avenue, it would operate on-street to the vicinity of 11<sup>th</sup>/12<sup>th</sup> Street where it would turn west onto 11<sup>th</sup> Street operating as a one-way pair between Nicollet Mall and Royalston Avenue. At Royalston, the alternative would use the same routing as the LRT 1A and LRT 3A alternatives, which interline with the Hiawatha and/or Central LRT lines on 5<sup>th</sup> Street.

Stations are proposed at Royalston Avenue, 11<sup>th</sup> Street/Hennepin Avenue, 12<sup>th</sup> Street/Hawthorne Avenue, 12<sup>th</sup> Street/Nicollet Mall, Franklin Avenue and either Blaisdell Avenue or 1<sup>st</sup> Avenue, and 28<sup>th</sup> Street and either Blaisdell Avenue or 1<sup>st</sup> Avenue. And similar to LRT 3C-1 (Nicollet Mall) West Lake Street, Beltline Boulevard, Wooddale Avenue, Louisiana Avenue, Blake Road, downtown Hopkins, Shady Oak Road, Opus, City West, Golden Triangle, Eden Prairie Town Center, Southwest Station, and Mitchell Road.

The LRT 3C (11<sup>th</sup>/12<sup>th</sup> Street) alternative proposes to use either a tunnel under Nicollet Avenue with optional routes on Blaisdell or 1<sup>st</sup> Avenue between the Midtown Corridor and Franklin Avenue. For the Blaisdell Avenue option, the LRT would exit the tunnel at Blaisdell and Franklin and then transition across the Plymouth Congregational Church property to enter center running operations on Nicollet Avenue. The LRT would operate in the center of Nicollet Avenue to 12<sup>th</sup> Street. For the 1<sup>st</sup> Avenue option, the LRT would exit the tunnel north of Franklin and operate center running on 1<sup>st</sup> Avenue to 16<sup>th</sup> Street where it would transition diagonally across the City of Minneapolis meter farm entering Nicollet Avenue at 15<sup>th</sup> Street for center running operations to 12<sup>th</sup> Street. At 12<sup>th</sup> Street under all options the LRT would as a one-way couplet on 11<sup>th</sup> and 12<sup>th</sup> Street rejoining as a two-way configuration on 12<sup>th</sup> Street at Glenwood, then operating on Royalston Avenue with a short tunnel under 7<sup>th</sup> Street and through-routing on the Hiawatha/Central LRT tracks on 5<sup>th</sup> Street in downtown Minneapolis.

# LRT 1A Alternative



## LPA Report

### Legend

○ Station

⊙ Park & Ride Station

■ Hiawatha LRT Station

— LRT 1A

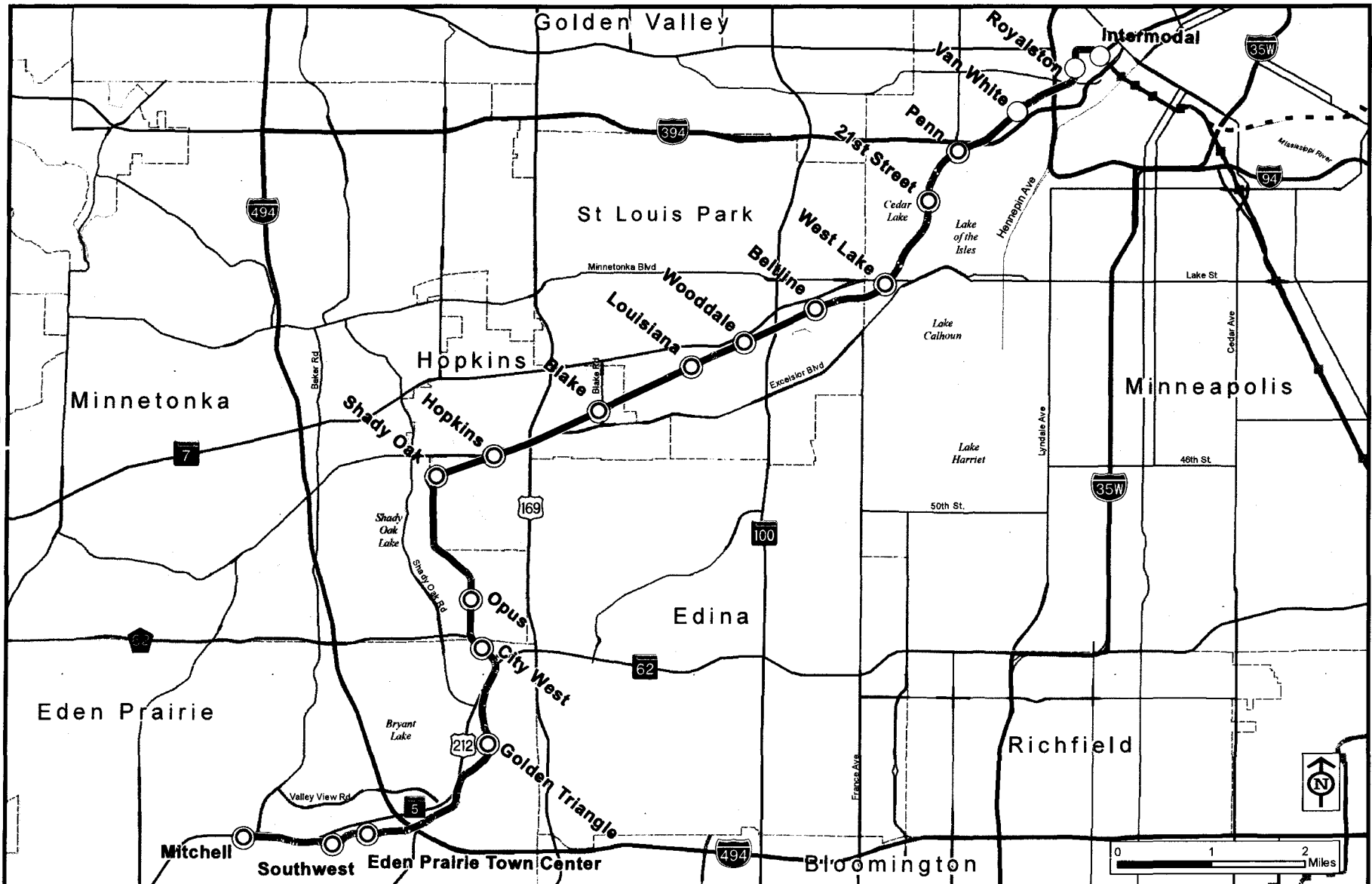
— Hiawatha Light Rail

— Northstar Commuter Rail

- - Central Corridor Light Rail



# LRT 3A Alternative



## LPA Report

### Legend

○ Station

⊙ Park & Ride Station

■ Hiawatha LRT Station

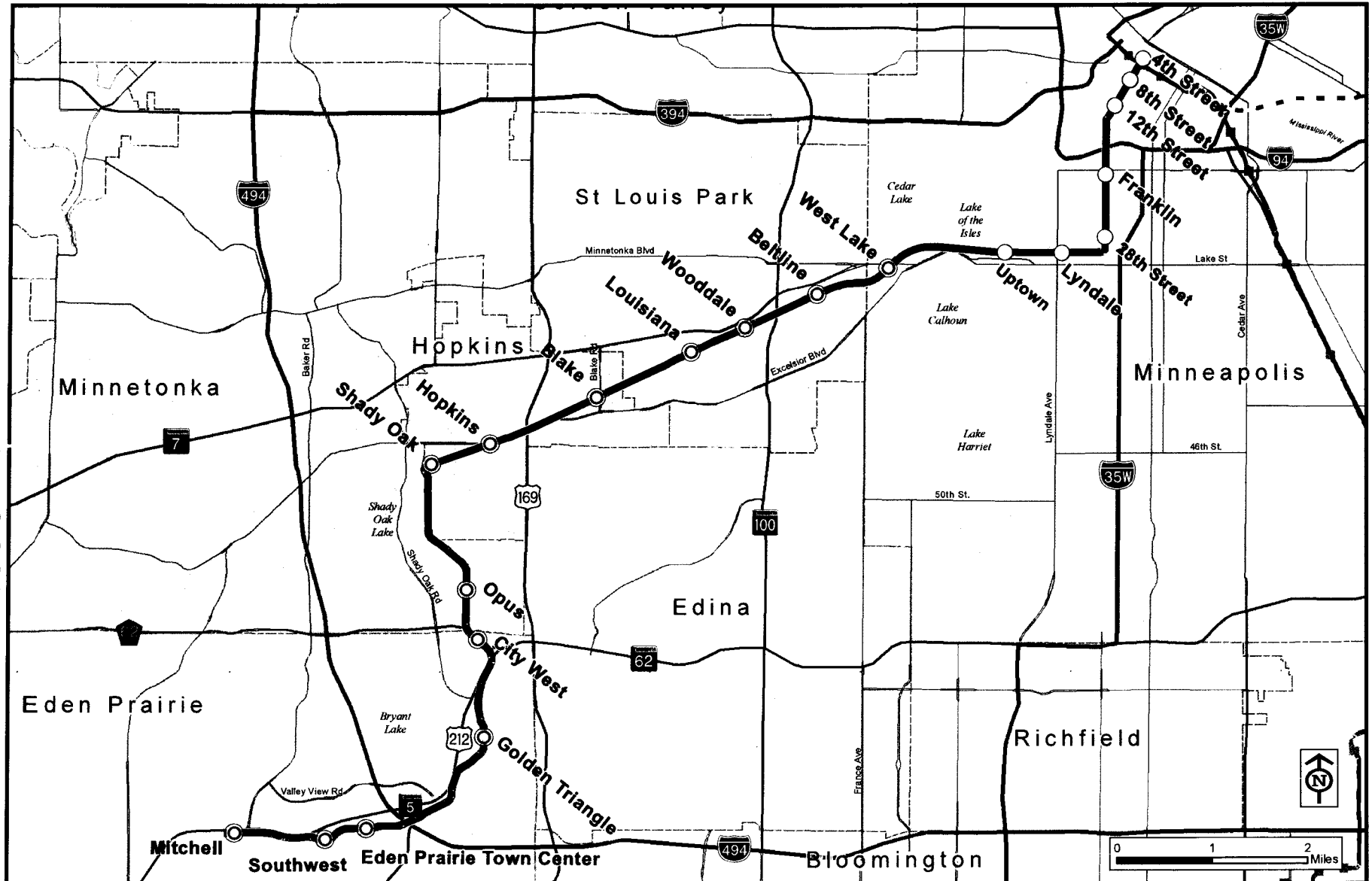
— LRT 3A

— Hiawatha Light Rail

— Northstar Commuter Rail

- - Central Corridor Light Rail

# LRT 3C-1 (Nicollet Mall) Alternative



## LPA Report

### Legend

○ Station

⊙ Park & Ride Station

■ Hiawatha LRT Station

— LRT 3C-1 (Nicollet Mall)

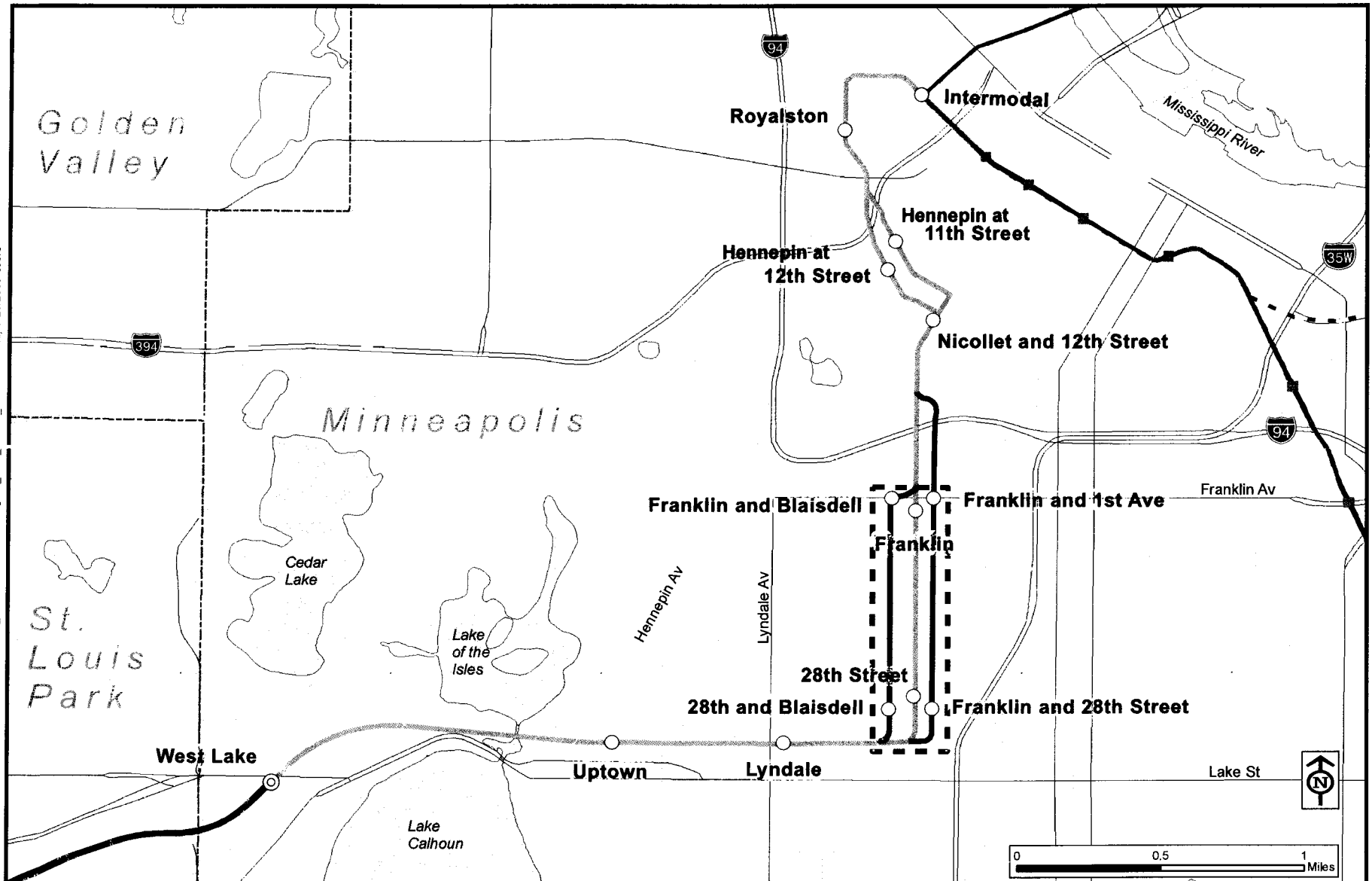
— Hiawatha Light Rail

— Northstar Commuter Rail

- - Central Corridor Light Rail

# LRT 3C-2 (11th / 12th Street) Alternative

Map Document: (v:\spec-gis\file\GIS\Proj\HennCty\87130\map\_docs\mxd\TECH\_MEMO\TechMemo9\Fig2-4\_TM9\_AltC2\_20090820.mxd) 8/20/2009 cser/s



## LPA Report

### Legend

#### Segment C-2 Stations

- Station
- ⊙ Park and Ride Station
- Hiawatha LRT Station

#### Segment C-2 (11th/12th Street)

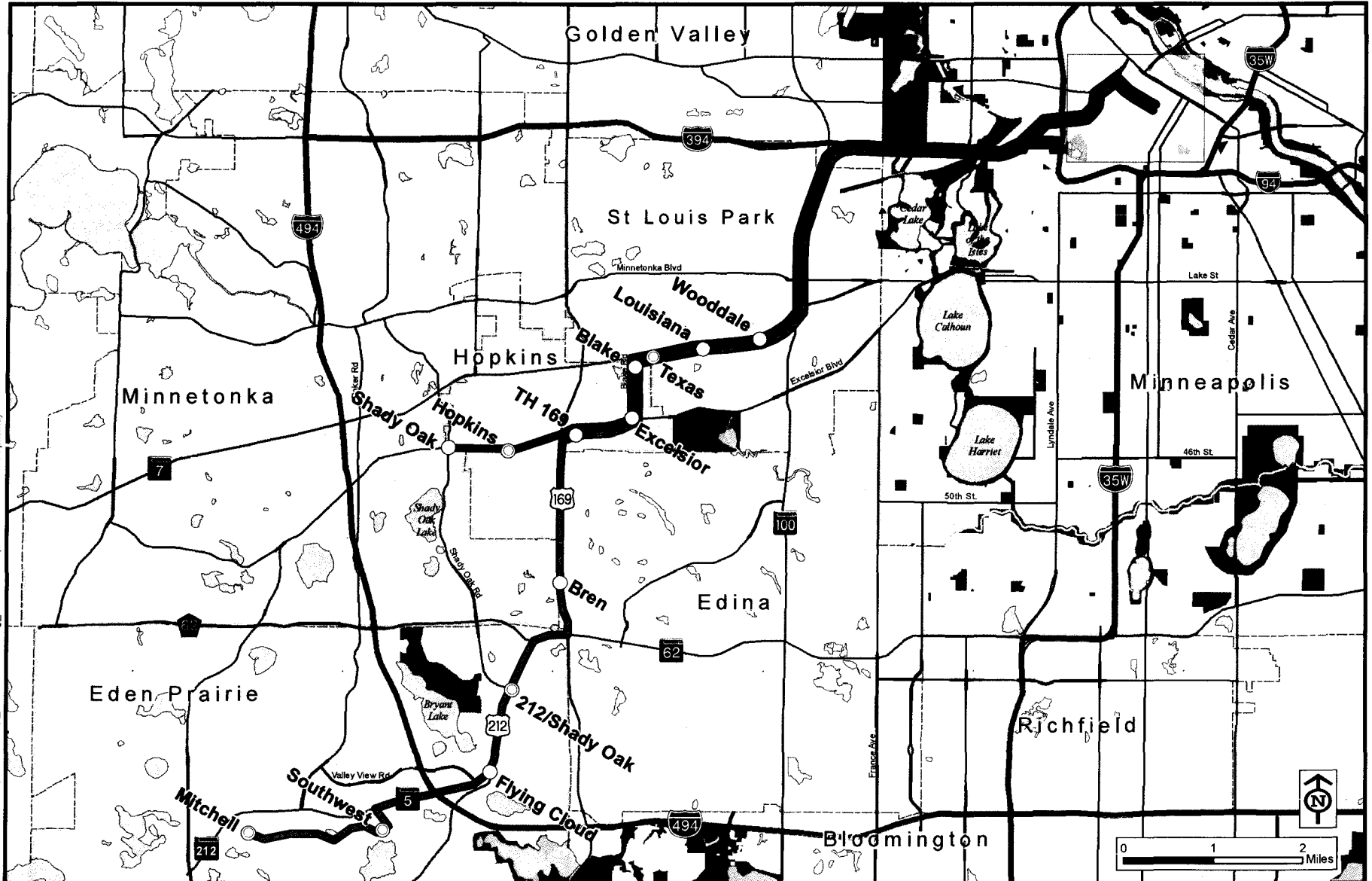
- Segment C-2A (Blaisdell Avenue)
- Segment C-2B (1st Avenue)
- Segment 4

#### Tunnel Area

- Hiawatha Light Rail
- Northstar Commuter Rail
- - Central Corridor Light Rail



# TSM/Baseline Alternative



**LPA Report**

## Legend

- Limited Stop Route A
- Limited Stop Route B
- Downtown Minneapolis
- Proposed Stop
- Proposed Park and Ride Stop

Data Sources: Mn/DOT, LMIC, Metropolitan Council, Mn/DNR



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

November 25, 2009

Dianne Desrosiers  
Tribal Historic Preservation Office  
Sisseton-Wahpeton Oyate  
P.O. Box 907  
Sisseton, South Dakota 57262

Re: Central Corridor Light Rail Transit Project

Dear Ms. Desrosiers:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Department of Housing, Community Works and Transit (Hennepin County), intends to prepare a Draft Environmental Impact Statement (DEIS) for the proposed Southwest Corridor Transit Project. A number of alignments and modes (light rail transit and bus rapid transit) are under consideration. The Southwest Corridor Transit Project would connect downtown Minneapolis with the cities of St. Louis Park, Hopkins, Minnetonka, Edina, and Eden Prairie. The DEIS will be prepared in accordance with the National Environmental Policy Act (NEPA).

In accordance with 23 CFR Sections 771.105 (a) and 771.133, the FTA and the Hennepin County will comply with all Federal environmental laws, regulations, and executive orders applicable to the proposed project during the environmental review process. These requirements include, but are not limited to the regulation implementing Section 7 of the Endangered Species Act (50 CFR Part 402), Executive Orders 12898 on Environmental Justice and 11990 on Wetlands, and the regulation implementing Section 106 of the National Historic Preservation Act (36 CFR Part 800).

With this letter, FTA requests the Sisseton-Wahpeton Oyate to identify any concerns regarding the potential impacts of the project, particularly with regard to any potential adverse effects to historic properties.

SW Corridor Tribal Consultation Letter  
November 25, 2009  
Page 2

Information on this project, including maps, is enclosed for your viewing.

If you wish to acquire additional information about the project or to consult regarding historic properties, please contact Bill Wheeler at (312) 353-2639.

Sincerely,

A handwritten signature in black ink, appearing to read "Marisol R. Simon". The signature is fluid and cursive, with the first name "Marisol" being more prominent than the last name "Simon".

Marisol R. Simon  
Regional Administrator

Enclosure

cc: Katie Walker, Hennepin County



## **Description of Alternatives**

### **LRT 1A**

LRT 1A travels between TH 5 in Eden Prairie and downtown Minneapolis, providing service to Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park, and Minneapolis.

This alternative would operate from downtown Minneapolis to Eden Prairie (TH 5) via an extension of the Hiawatha LRT tracks on 5<sup>th</sup> Street, past the downtown Minneapolis Intermodal Station to Royalston Avenue, to the Kenilworth Corridor through Minneapolis and the Hennepin County Regional Railroad Authority (HCRRA) property through St. Louis Park, Hopkins, Minnetonka and Eden Prairie terminating at TH 5 and the HCRRA's property.

Stations are proposed at Royalston Avenue, Van White Boulevard, Penn Avenue, 21<sup>st</sup> Street, West Lake Street, Beltline Boulevard, Wooddale Avenue, Louisiana Avenue, Blake Road, downtown Hopkins, Shady Oak Road, Rowland Road, TH 62, and TH 5.

### **LRT 3A**

LRT 3A travels between Mitchell Road in Eden Prairie and downtown Minneapolis, providing service to Eden Prairie, Minnetonka, Hopkins, Edina, St. Louis Park, and Minneapolis.

This alternative would operate from downtown Minneapolis to Eden Prairie (Mitchell Road/TH 5) via an extension of the Hiawatha LRT tracks on 5<sup>th</sup> Street, past the downtown Minneapolis Intermodal Station to Royalston Avenue, to the Kenilworth Corridor through Minneapolis and the HCRRA property through St. Louis Park and Hopkins to a new right-of-way through the Opus/Golden Triangle areas, along Technology Drive and TH5 terminating at Mitchell Road.

Stations are proposed at Royalston Avenue, Van White Boulevard, Penn Avenue, 21<sup>st</sup> Street, West Lake Street, Beltline Boulevard, Wooddale Avenue, Louisiana Avenue, Blake Road, downtown Hopkins, Shady Oak Road, Opus, City West, Golden Triangle, Eden Prairie Town Center, Southwest Station, and Mitchell Road.

### **LRT 3C-1 (Nicollet Mall)**

LRT 3C-1 (Nicollet Mall) travels between Mitchell Road in Eden Prairie and downtown Minneapolis, providing service to Eden Prairie, Minnetonka, Hopkins, Edina, St. Louis Park, and Minneapolis.

This alternative would operate between downtown Minneapolis to Eden Prairie (Mitchell Road/TH 5) via Nicollet Mall to Nicollet Avenue (tunnel from Franklin Avenue to 28<sup>th</sup> Street), the Midtown corridor through Minneapolis, the HCRRA property in St. Louis Park and Hopkins, to new right-of-way through the Opus/Golden Triangle areas, along Technology Drive and TH5 terminating at Mitchell Road.

Stations are proposed at 4<sup>th</sup> Street, 8<sup>th</sup> Street, 12<sup>th</sup> Street, Franklin Avenue, 28<sup>th</sup> Street, Lyndale Avenue, Hennepin Avenue (Uptown), West Lake Street, Beltline Boulevard, Wooddale Avenue, Louisiana Avenue, Blake Road, downtown Hopkins, Shady Oak Road, Opus, City West, Golden Triangle, Eden Prairie Town Center, Southwest Station, and Mitchell Road.

**LRT 3C-2 (11<sup>th</sup>/12<sup>th</sup> Street)**

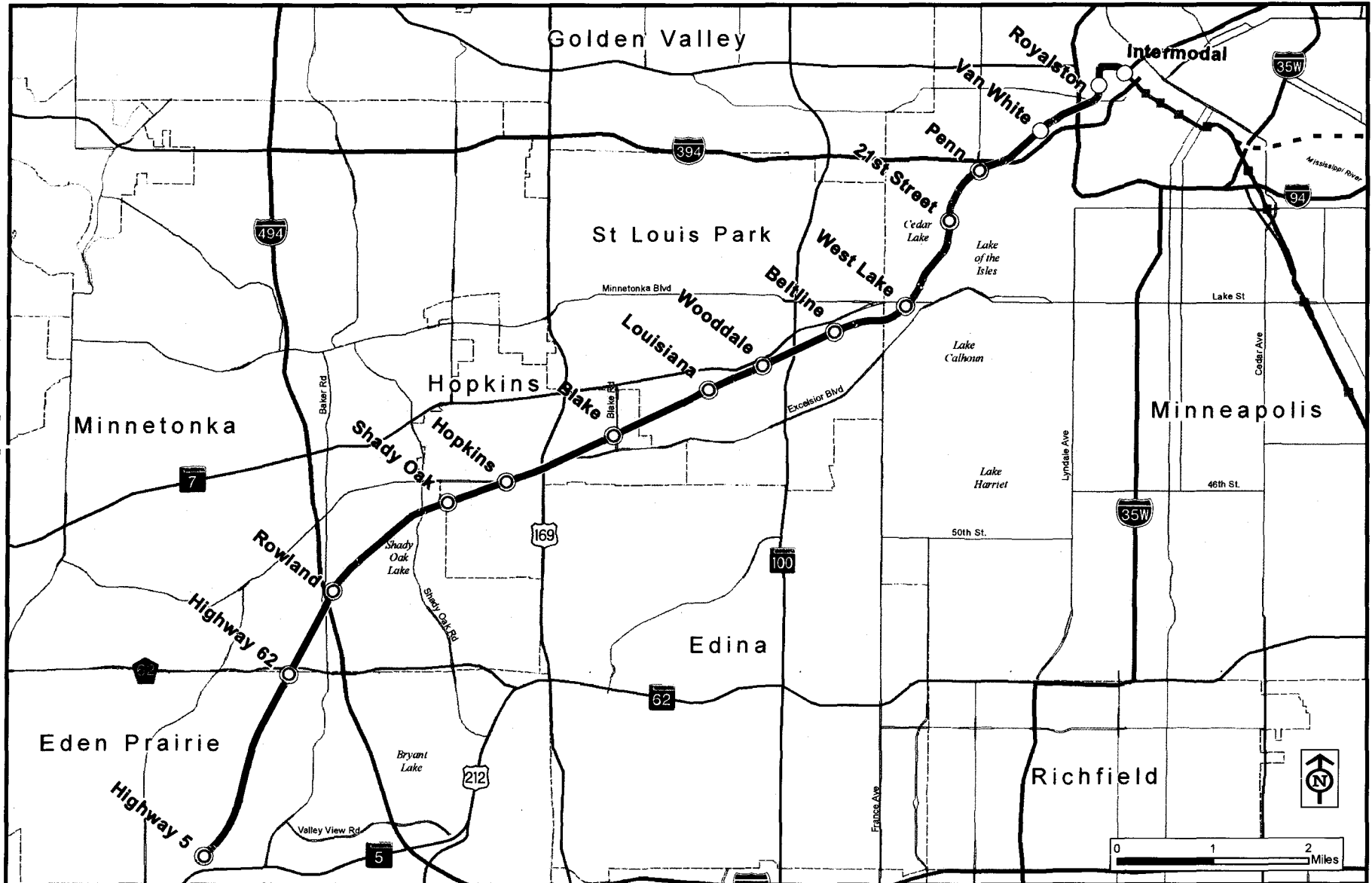
LRT 3C-2 (11<sup>th</sup>/12<sup>th</sup> Street) travels between Mitchell Road in Eden Prairie and downtown Minneapolis, providing service to Eden Prairie, Minnetonka, Hopkins, Edina, St. Louis Park, and Minneapolis.

LRT 3C-2 (11<sup>th</sup>/12<sup>th</sup> Street) would operate on the same alignment as LRT 3C-1 (Nicollet Mall) alternative between the West Lake Station in Minneapolis and Eden Prairie (see LRT 3C-1 graphic). At the Midtown Corridor in the vicinity of Nicollet Avenue, the alignment would travel either under Nicollet Avenue, Blaisdell Avenue, or 1<sup>st</sup> Avenue in a tunnel between the Midtown Corridor and Franklin Avenue. Generally, north of Franklin Avenue, it would operate on-street to the vicinity of 11<sup>th</sup>/12<sup>th</sup> Street where it would turn west onto 11<sup>th</sup> Street operating as a one-way pair between Nicollet Mall and Royalston Avenue. At Royalston, the alternative would use the same routing as the LRT 1A and LRT 3A alternatives, which interline with the Hiawatha and/or Central LRT lines on 5<sup>th</sup> Street.

Stations are proposed at Royalston Avenue, 11<sup>th</sup> Street/Hennepin Avenue, 12<sup>th</sup> Street/Hawthorne Avenue, 12<sup>th</sup> Street/Nicollet Mall, Franklin Avenue and either Blaisdell Avenue or 1<sup>st</sup> Avenue, and 28<sup>th</sup> Street and either Blaisdell Avenue or 1<sup>st</sup> Avenue. And similar to LRT 3C-1 (Nicollet Mall) West Lake Street, Beltline Boulevard, Wooddale Avenue, Louisiana Avenue, Blake Road, downtown Hopkins, Shady Oak Road, Opus, City West, Golden Triangle, Eden Prairie Town Center, Southwest Station, and Mitchell Road.

The LRT 3C (11<sup>th</sup>/12<sup>th</sup> Street) alternative proposes to use either a tunnel under Nicollet Avenue with optional routes on Blaisdell or 1<sup>st</sup> Avenue between the Midtown Corridor and Franklin Avenue. For the Blaisdell Avenue option, the LRT would exit the tunnel at Blaisdell and Franklin and then transition across the Plymouth Congregational Church property to enter center running operations on Nicollet Avenue. The LRT would operate in the center of Nicollet Avenue to 12<sup>th</sup> Street. For the 1<sup>st</sup> Avenue option, the LRT would exit the tunnel north of Franklin and operate center running on 1<sup>st</sup> Avenue to 16<sup>th</sup> Street where it would transition diagonally across the City of Minneapolis meter farm entering Nicollet Avenue at 15<sup>th</sup> Street for center running operations to 12<sup>th</sup> Street. At 12<sup>th</sup> Street under all options the LRT would as a one-way couplet on 11<sup>th</sup> and 12<sup>th</sup> Street rejoining as a two-way configuration on 12<sup>th</sup> Street at Glenwood, then operating on Royalston Avenue with a short tunnel under 7<sup>th</sup> Street and through-routing on the Hiawatha/Central LRT tracks on 5<sup>th</sup> Street in downtown Minneapolis.

# LRT 1A Alternative



## LPA Report

### Legend

○ Station

⊙ Park & Ride Station

■ Hiawatha LRT Station

— LRT 1A

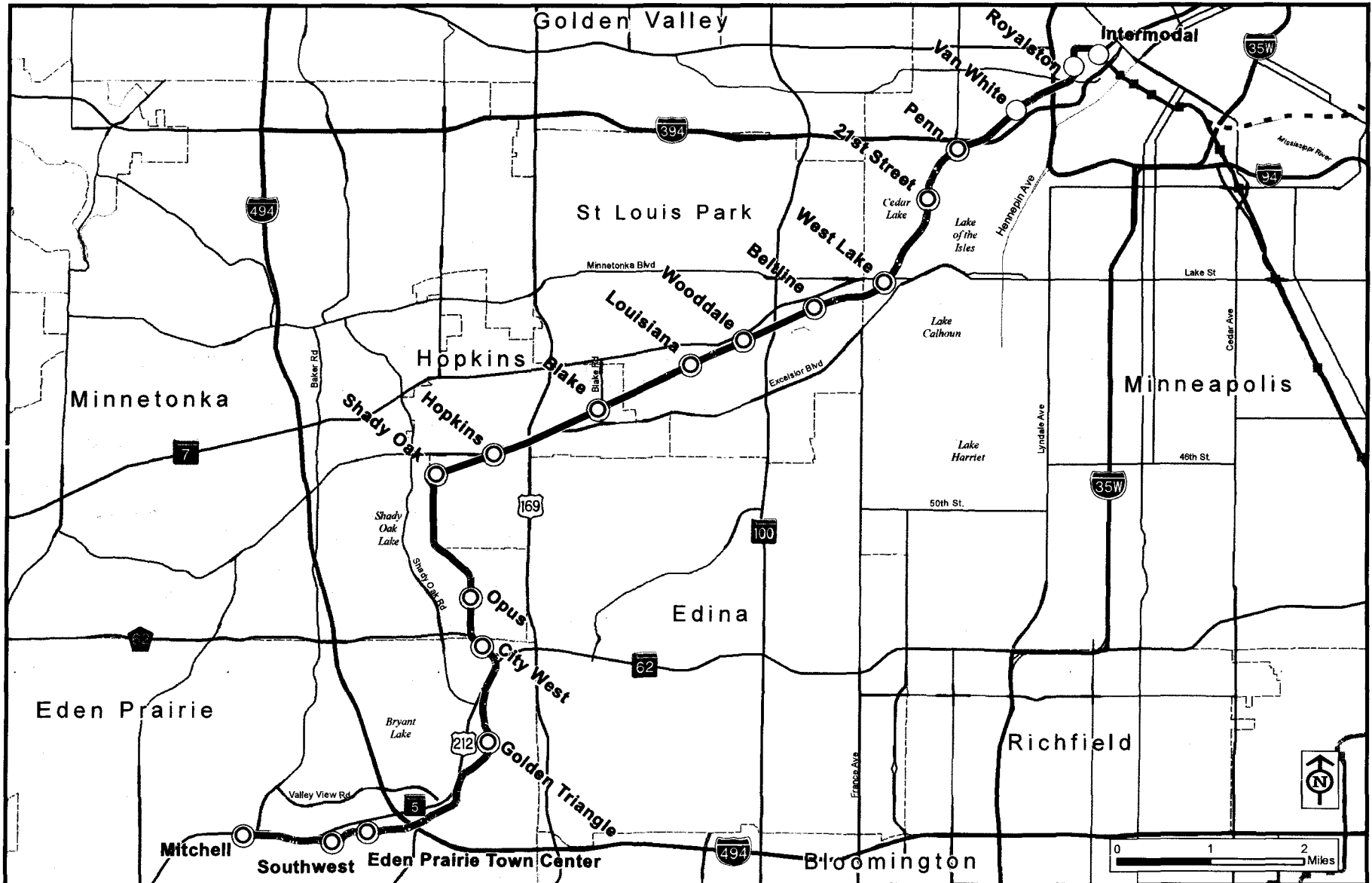
— Hiawatha Light Rail

— Northstar Commuter Rail

- - Central Corridor Light Rail



# LRT 3A Alternative



## LPA Report

### Legend

○ Station

⊙ Park & Ride Station

■ Hiawatha LRT Station

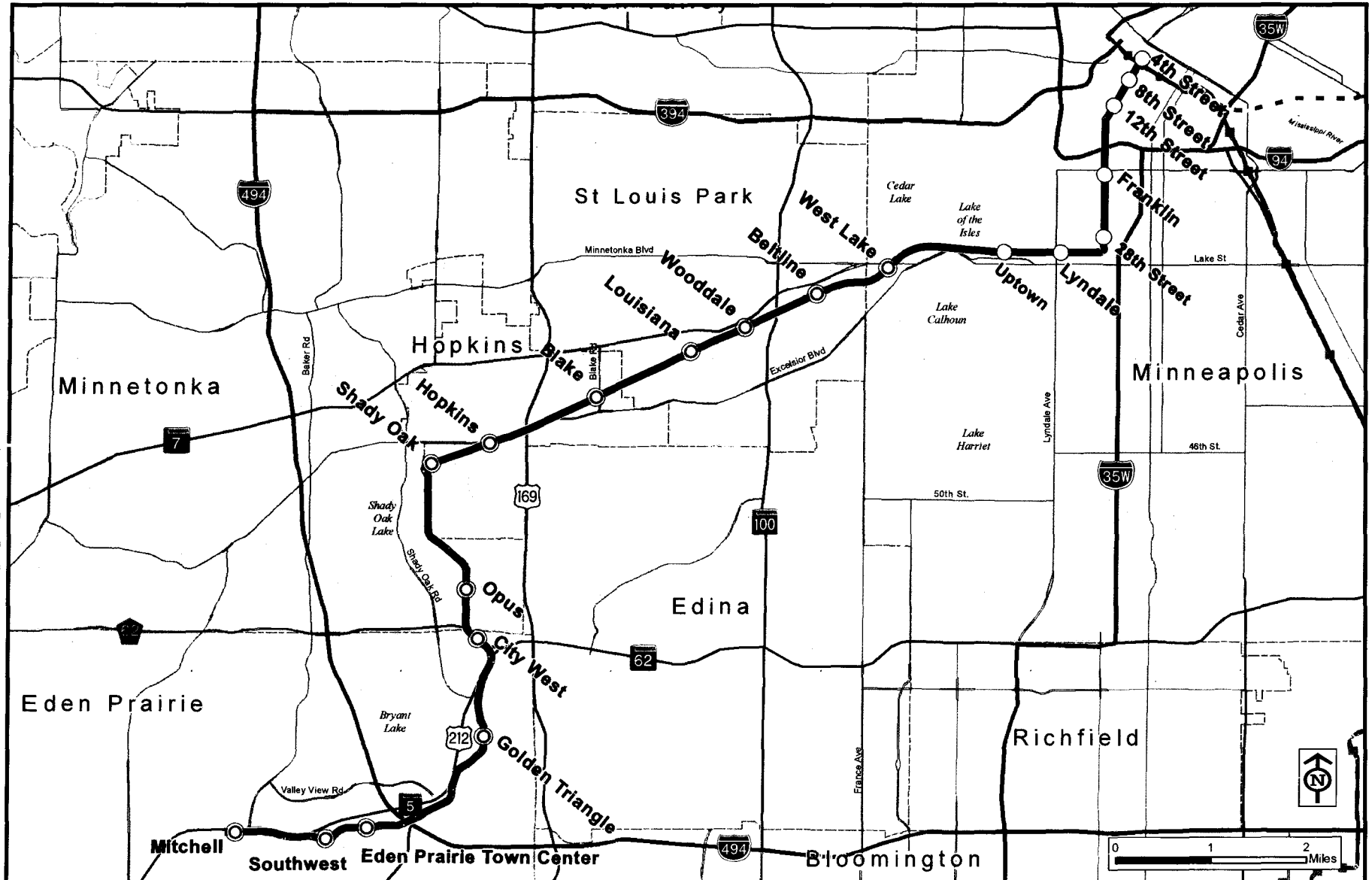
— LRT 3A

— Hiawatha Light Rail

— Northstar Commuter Rail

- - Central Corridor Light Rail

# LRT 3C-1 (Nicollet Mall) Alternative



## LPA Report

### Legend

○ Station

⊙ Park & Ride Station

■ Hiawatha LRT Station

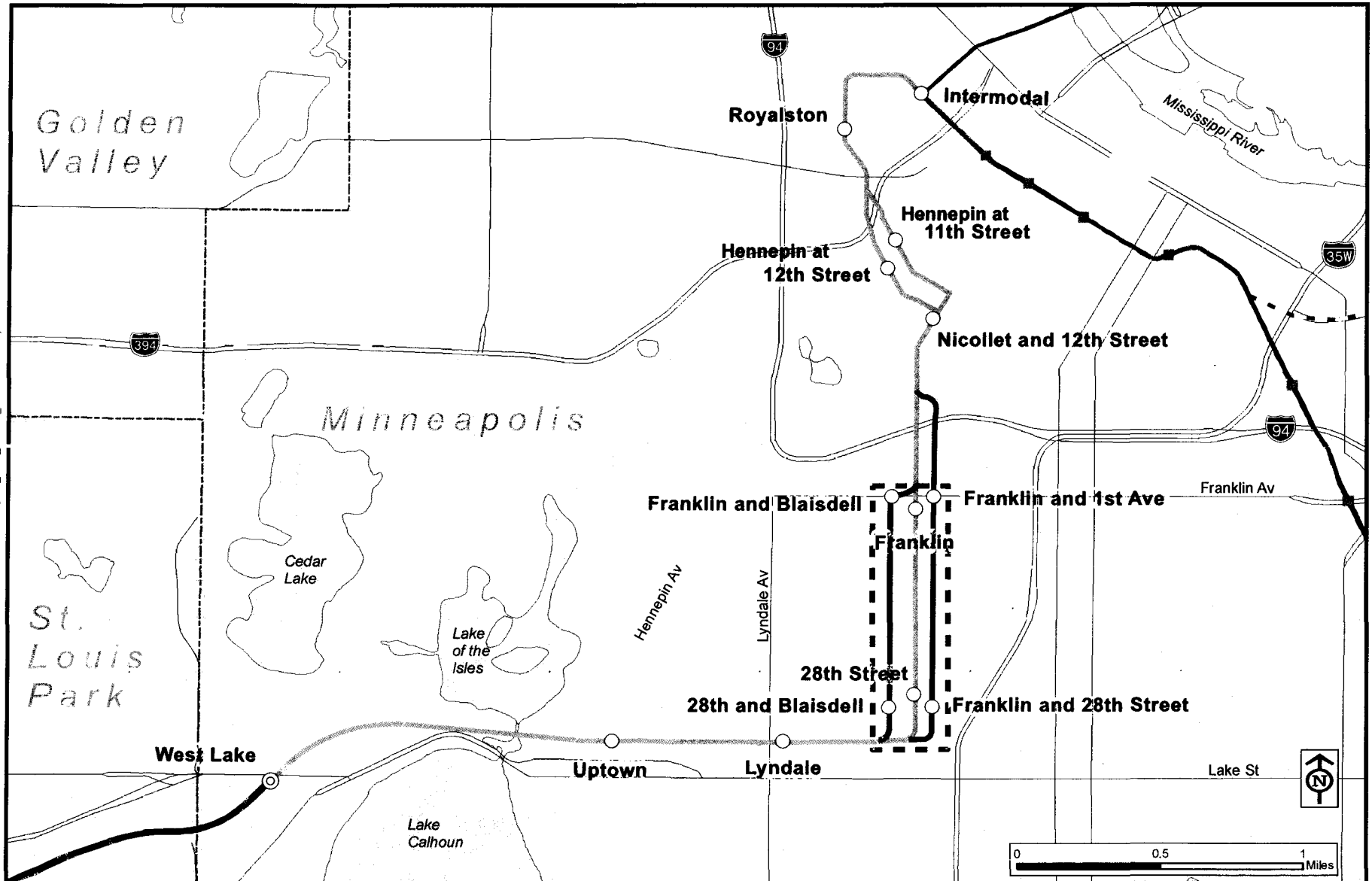
— LRT 3C-1 (Nicollet Mall)

— Hiawatha Light Rail

— Northstar Commuter Rail

- - Central Corridor Light Rail

# LRT 3C-2 (11th / 12th Street) Alternative



## LPA Report

### Legend

#### Segment C-2 Stations

- Station
- ⊙ Park and Ride Station
- Hiawatha LRT Station

#### Segment C-2 (11th/12th Street)

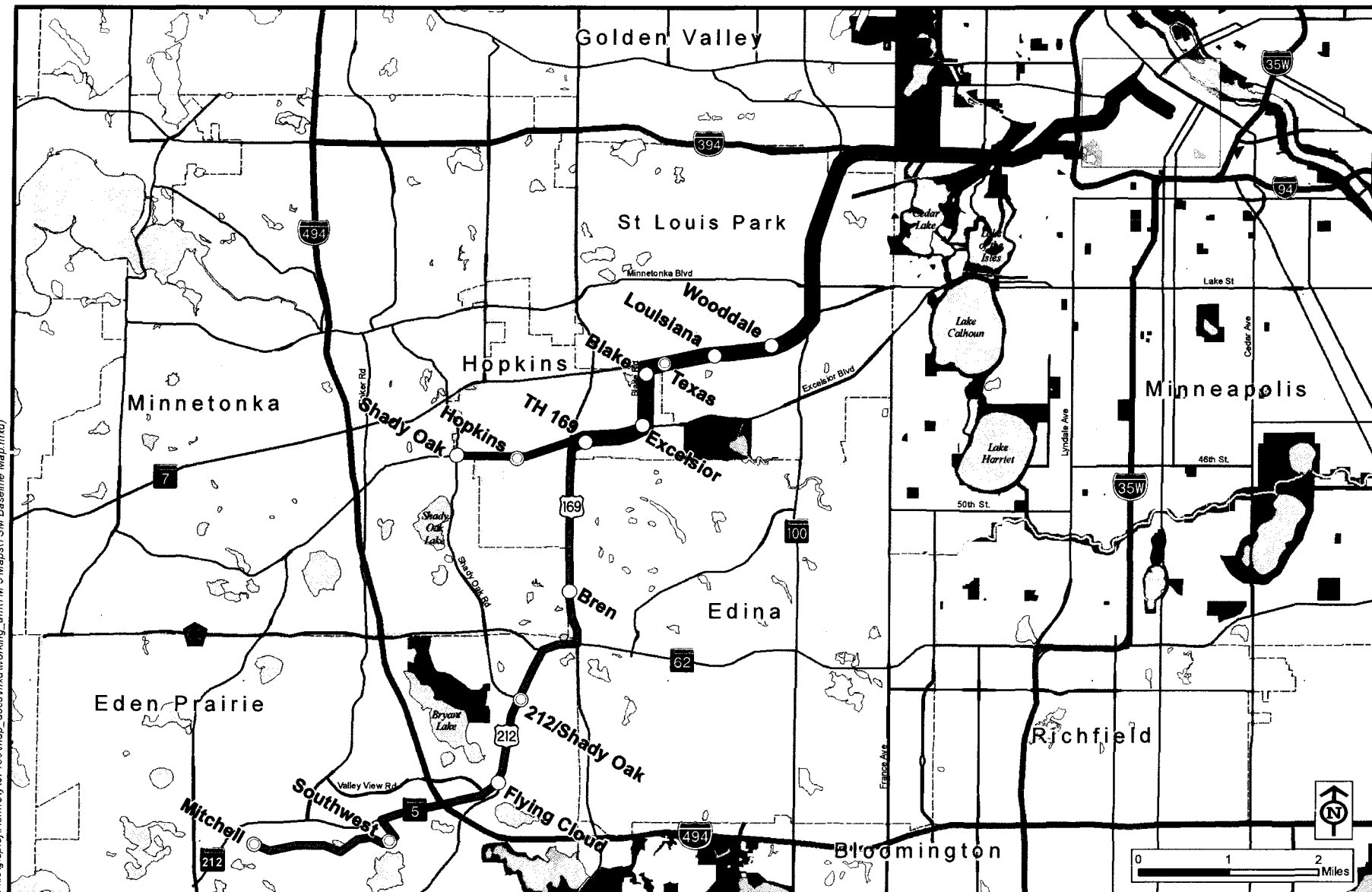
- Segment C-2A (Blaisdell Avenue)
- Segment C-2B (1st Avenue)
- Segment 4

#### Tunnel Area

- Hiawatha Light Rail
- Northstar Commuter Rail
- - Central Corridor Light Rail



# TSM/Baseline Alternative



LPA Report

## Legend

- Limited Stop Route A
- Limited Stop Route B
- Proposed Stop
- Proposed Park and Ride Stop
- Downtown Minneapolis

Data Sources: Mn/DOT, LMIC, Metropolitan Council, Mn/DNR



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606  
312-353-2789  
312-886-0351 (fax)

December 17, 2009

Ms. Britta Bloomberg  
Deputy State Historic Preservation Officer  
State Historic Preservation Office  
Minnesota Historical Society  
345 Kellogg Blvd. W.  
St. Paul, MN 55102-1903

Re: Southwest Corridor Transit Project Update

Dear Ms. Bloomberg:

This correspondence serves as an update to the letter dated November 6, 2009 which designated the Hennepin County Department of Housing, Community Works and Transit (Hennepin County) as the lead agency for the Section 106 consultation process for the Southwest Corridor Transit Project (The Project).

The Federal Transit Administration (FTA) designates the Minnesota Department of Transportation's Cultural Resources Unit (MnDOT) to lead the consultation process. This role will include preparing information, analysis, and recommendations regarding the Section 106 consultation process for the Project. The delegated authority to initiate consultation does not extend to the designation of consulting parties or to making determinations of adverse effect.

Mr. Dennis Gimmestad of MnDOT will be contacting your office to continue with the consultation of the Section 106 process for the Project. If you have any question, please contact Bill Wheeler at (312) 353-2639.

Sincerely,

Marisol R. Simon  
Regional Administrator



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

February 16, 2010

Kevin Jensvold  
Chairman  
Upper Sioux Indian Community  
PO Box 147  
Granite Falls, MN 56241

Re: Southwest Corridor Transit Project

Dear Mr. Jensvold:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Department of Housing, Community Works and Transit (Hennepin County), intends to prepare a Draft Environmental Impact Statement (DEIS) for the proposed Southwest Corridor Transit Project. A number of alignments and modes (light rail transit and bus rapid transit) are under consideration. The Southwest Corridor Transit Project would connect downtown Minneapolis with the cities of St. Louis Park, Hopkins, Minnetonka, Edina, and Eden Prairie. The DEIS will be prepared in accordance with the National Environmental Policy Act (NEPA).

In accordance with 23 CFR Sections 771.105 (a) and 771.133, the FTA and the Hennepin County will comply with all Federal environmental laws, regulations, and executive orders applicable to the proposed project during the environmental review process. These requirements include, but are not limited to the regulation implementing Section 7 of the Endangered Species Act (50 CFR Part 402), Executive Orders 12898 on Environmental Justice and 11990 on Wetlands, and the regulation implementing Section 106 of the National Historic Preservation Act (36 CFR Part 800).

With this letter, FTA requests the Upper Sioux Indian Community to identify any concerns regarding the potential impacts of the project, particularly with regard to any potential adverse effects to historic properties.

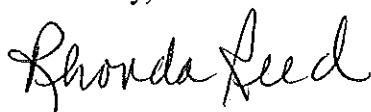


SW Corridor Tribal Consultation Letter  
February 16, 2010  
Page 2

Information on this project, including maps, is enclosed for your viewing.

If you wish to acquire additional information about the project or to consult regarding historic properties, please contact Bill Wheeler at (312) 353-2639.

Sincerely,

A handwritten signature in cursive script that reads "Rhonda Reed".

*for* Marisol R. Simon  
Regional Administrator

Enclosure

cc: Katie Walker, Hennepin County

## **Description of Alternatives**

### **LRT 1A**

LRT 1A travels between TH 5 in Eden Prairie and downtown Minneapolis, providing service to Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park, and Minneapolis.

This alternative would operate from downtown Minneapolis to Eden Prairie (TH 5) via an extension of the Hiawatha LRT tracks on 5<sup>th</sup> Street, past the downtown Minneapolis Intermodal Station to Royalston Avenue, to the Kenilworth Corridor through Minneapolis and the Hennepin County Regional Railroad Authority (HCRRA) property through St. Louis Park, Hopkins, Minnetonka and Eden Prairie terminating at TH 5 and the HCRRA's property.

Stations are proposed at Royalston Avenue, Van White Boulevard, Penn Avenue, 21<sup>st</sup> Street, West Lake Street, Beltline Boulevard, Wooddale Avenue, Louisiana Avenue, Blake Road, downtown Hopkins, Shady Oak Road, Rowland Road, TH 62, and TH 5.

### **LRT 3A**

LRT 3A travels between Mitchell Road in Eden Prairie and downtown Minneapolis, providing service to Eden Prairie, Minnetonka, Hopkins, Edina, St. Louis Park, and Minneapolis.

This alternative would operate from downtown Minneapolis to Eden Prairie (Mitchell Road/TH 5) via an extension of the Hiawatha LRT tracks on 5<sup>th</sup> Street, past the downtown Minneapolis Intermodal Station to Royalston Avenue, to the Kenilworth Corridor through Minneapolis and the HCRRA property through St. Louis Park and Hopkins to a new right-of-way through the Opus/Golden Triangle areas, along Technology Drive and TH5 terminating at Mitchell Road.

Stations are proposed at Royalston Avenue, Van White Boulevard, Penn Avenue, 21<sup>st</sup> Street, West Lake Street, Beltline Boulevard, Wooddale Avenue, Louisiana Avenue, Blake Road, downtown Hopkins, Shady Oak Road, Opus, City West, Golden Triangle, Eden Prairie Town Center, Southwest Station, and Mitchell Road.

### **LRT 3C-1 (Nicollet Mall)**

LRT 3C-1 (Nicollet Mall) travels between Mitchell Road in Eden Prairie and downtown Minneapolis, providing service to Eden Prairie, Minnetonka, Hopkins, Edina, St. Louis Park, and Minneapolis.

This alternative would operate between downtown Minneapolis to Eden Prairie (Mitchell Road/TH 5) via Nicollet Mall to Nicollet Avenue (tunnel from Franklin Avenue to 28<sup>th</sup> Street), the Midtown corridor through Minneapolis, the HCRRA property in St. Louis Park and Hopkins, to new right-of-way through the Opus/Golden Triangle areas, along Technology Drive and TH5 terminating at Mitchell Road.

Stations are proposed at 4<sup>th</sup> Street, 8<sup>th</sup> Street, 12<sup>th</sup> Street, Franklin Avenue, 28<sup>th</sup> Street, Lyndale Avenue, Hennepin Avenue (Uptown), West Lake Street, Beltline Boulevard, Wooddale Avenue, Louisiana Avenue, Blake Road, downtown Hopkins, Shady Oak Road, Opus, City West, Golden Triangle, Eden Prairie Town Center, Southwest Station, and Mitchell Road.

**LRT 3C-2 (11<sup>th</sup>/12<sup>th</sup> Street)**

LRT 3C-2 (11<sup>th</sup>/12<sup>th</sup> Street) travels between Mitchell Road in Eden Prairie and downtown Minneapolis, providing service to Eden Prairie, Minnetonka, Hopkins, Edina, St. Louis Park, and Minneapolis.

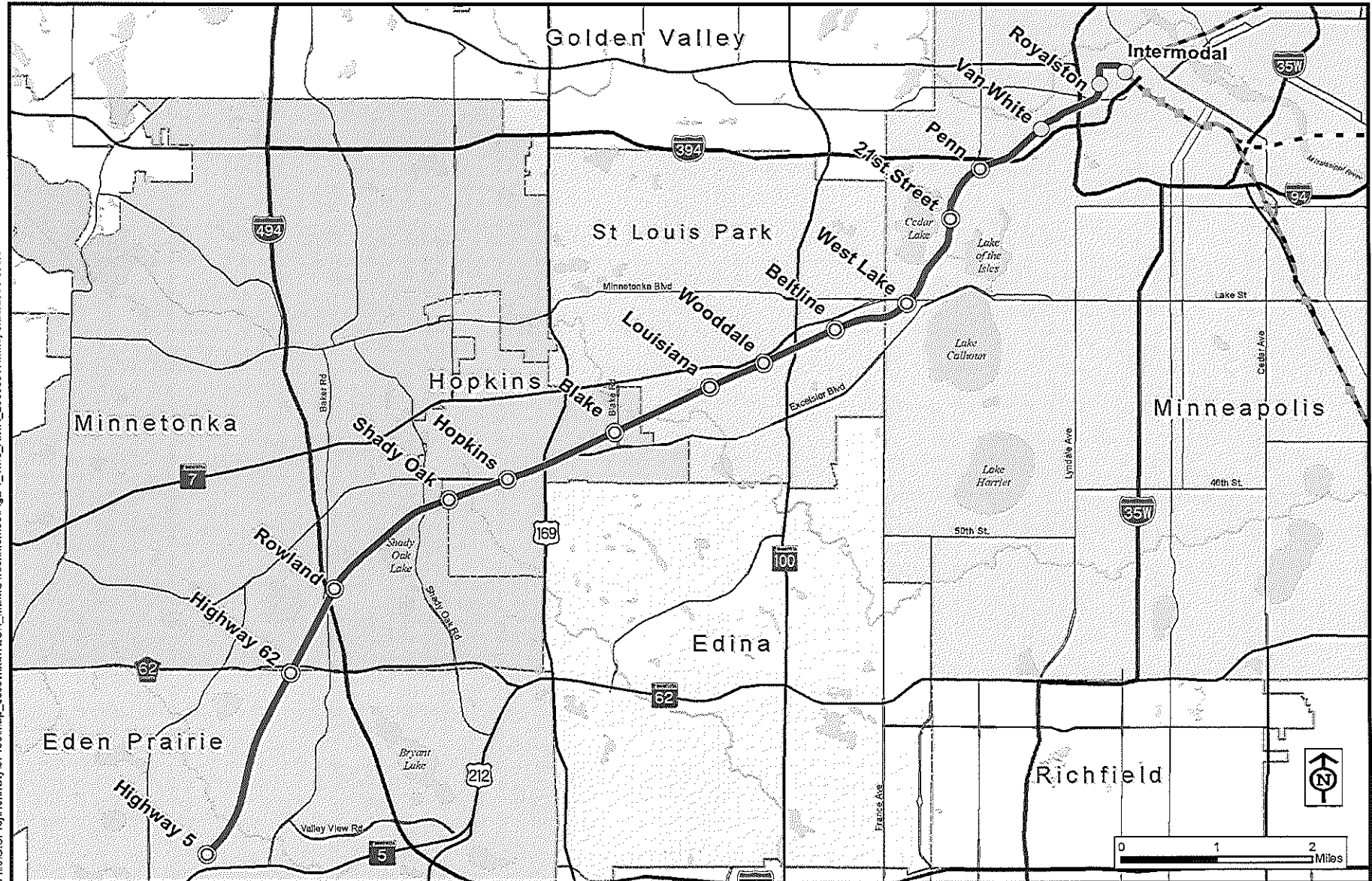
LRT 3C-2 (11<sup>th</sup>/12<sup>th</sup> Street) would operate on the same alignment as LRT 3C-1 (Nicollet Mall) alternative between the West Lake Station in Minneapolis and Eden Prairie (see LRT 3C-1 graphic). At the Midtown Corridor in the vicinity of Nicollet Avenue, the alignment would travel either under Nicollet Avenue, Blaisdell Avenue, or 1<sup>st</sup> Avenue in a tunnel between the Midtown Corridor and Franklin Avenue. Generally, north of Franklin Avenue, it would operate on-street to the vicinity of 11<sup>th</sup>/12<sup>th</sup> Street where it would turn west onto 11<sup>th</sup> Street operating as a one-way pair between Nicollet Mall and Royalston Avenue. At Royalston, the alternative would use the same routing as the LRT 1A and LRT 3A alternatives, which interline with the Hiawatha and/or Central LRT lines on 5th Street.

Stations are proposed at Royalston Avenue, 11<sup>th</sup> Street/Hennepin Avenue, 12<sup>th</sup> Street/Hawthorne Avenue, 12<sup>th</sup> Street/Nicollet Mall, Franklin Avenue and either Blaisdell Avenue or 1<sup>st</sup> Avenue, and 28<sup>th</sup> Street and either Blaisdell Avenue or 1<sup>st</sup> Avenue. And similar to LRT 3C-1 (Nicollet Mall) West Lake Street, Beltline Boulevard, Wooddale Avenue, Louisiana Avenue, Blake Road, downtown Hopkins, Shady Oak Road, Opus, City West, Golden Triangle, Eden Prairie Town Center, Southwest Station, and Mitchell Road.

The LRT 3C (11<sup>th</sup>/12<sup>th</sup> Street) alternative proposes to use either a tunnel under Nicollet Avenue with optional routes on Blaisdell or 1<sup>st</sup> Avenue between the Midtown Corridor and Franklin Avenue. For the Blaisdell Avenue option, the LRT would exit the tunnel at Blaisdell and Franklin and then transition across the Plymouth Congregational Church property to enter center running operations on Nicollet Avenue. The LRT would operate in the center of Nicollet Avenue to 12<sup>th</sup> Street. For the 1<sup>st</sup> Avenue option, the LRT would exit the tunnel north of Franklin and operate center running on 1<sup>st</sup> Avenue to 16<sup>th</sup> Street where it would transition diagonally across the City of Minneapolis meter farm entering Nicollet Avenue at 15<sup>th</sup> Street for center running operations to 12<sup>th</sup> Street. At 12<sup>th</sup> Street under all options the LRT would as a one-way couplet on 11<sup>th</sup> and 12<sup>th</sup> Street rejoining as a two-way configuration on 12<sup>th</sup> Street at Glenwood, then operating on Royalston Avenue with a short tunnel under 7<sup>th</sup> Street and through-routing on the Hiawatha/Central LRT tracks on 5<sup>th</sup> Street in downtown Minneapolis.



# LRT 1A Alternative



## LPA Report

### Legend

○ Station

⊙ Park & Ride Station

■ Hiawatha LRT Station

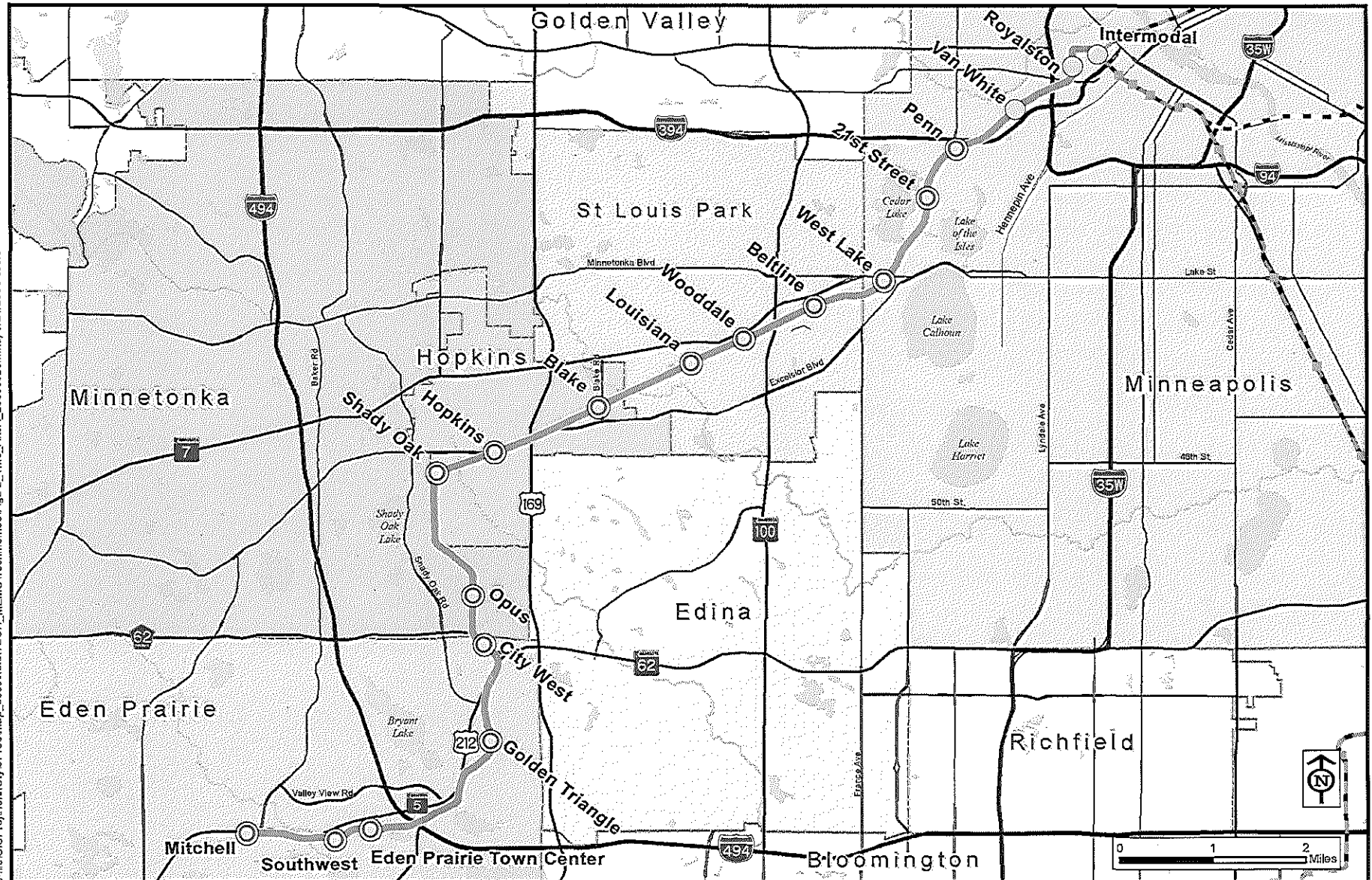
— LRT 1A

— Hiawatha Light Rail

— Northstar Commuter Rail

- - Central Corridor Light Rail

# LRT 3A Alternative



## LPA Report

### Legend

● Station

⊙ Park & Ride Station

■ Hiawatha LRT Station

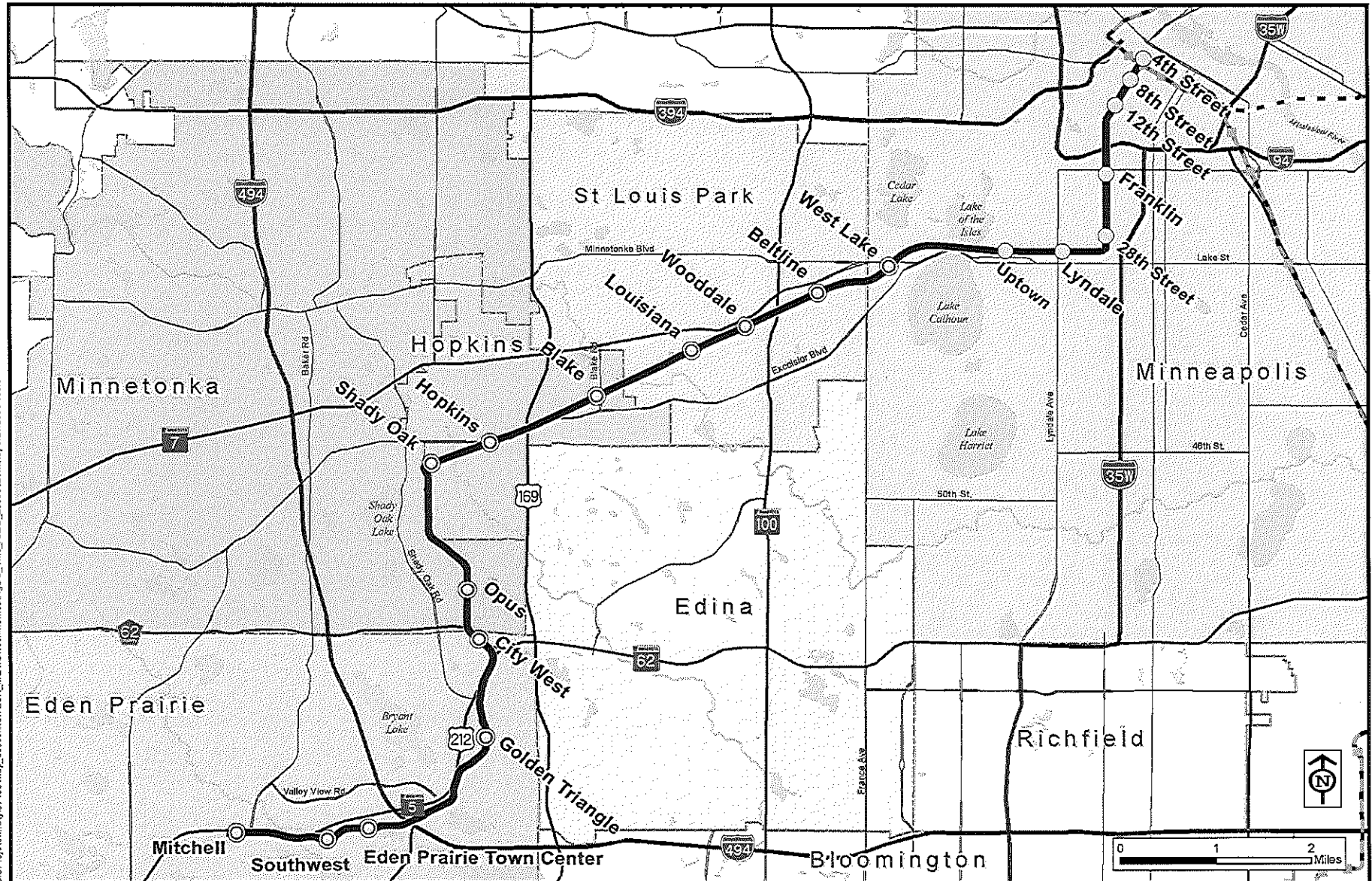
— LRT 3A

— Hiawatha Light Rail

— Northstar Commuter Rail

— Central Corridor Light Rail

# LRT 3C-1 (Nicollet Mall) Alternative



## LPA Report

### Legend

○ Station

⊙ Park & Ride Station

■ Hiawatha LRT Station

— LRT 3C-1 (Nicollet Mall)

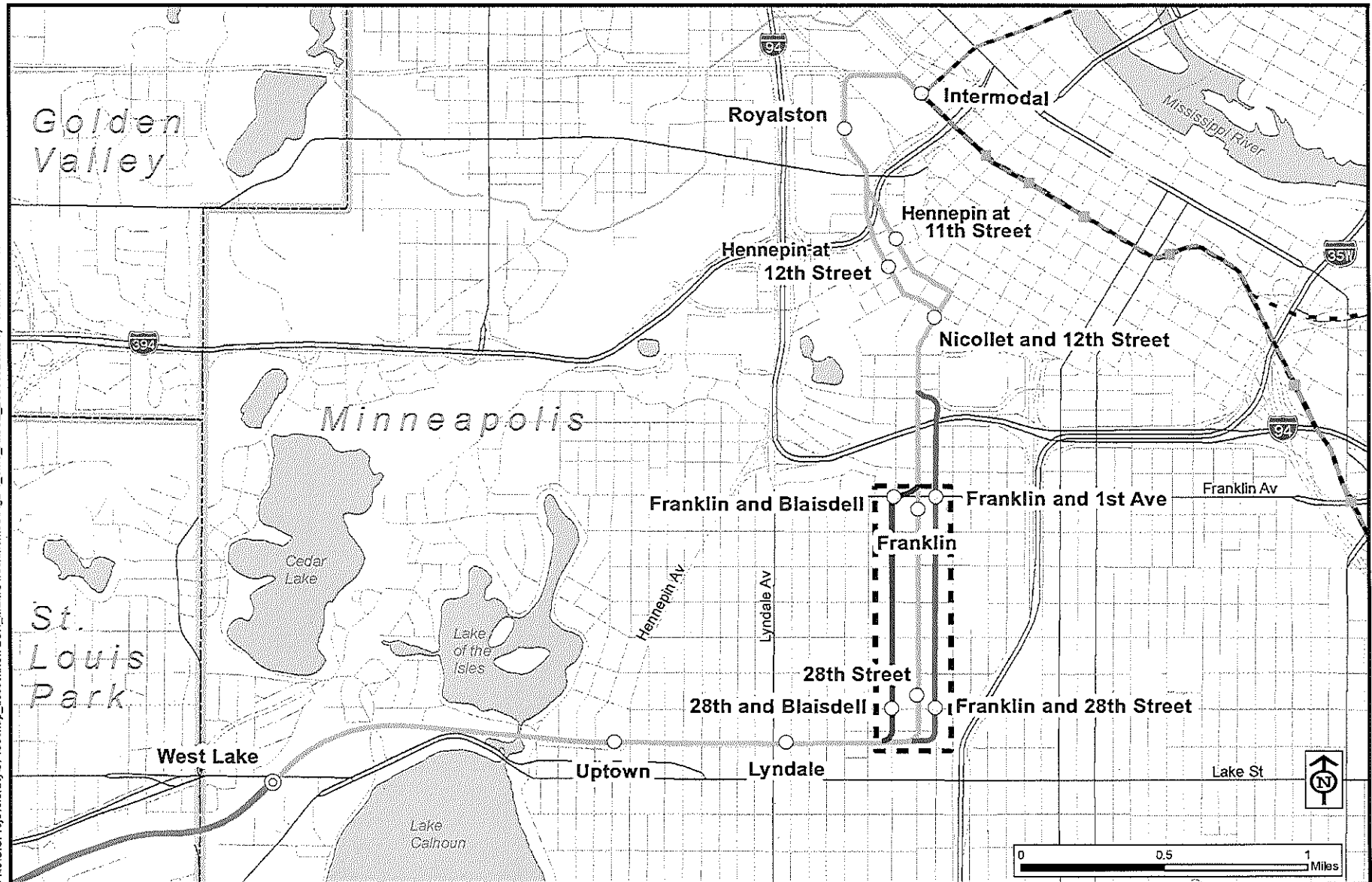
— Hiawatha Light Rail

— Northstar Commuter Rail

- - Central Corridor Light Rail



# LRT 3C-2 (11th / 12th Street) Alternative



## LPA Report

### Legend

Segment C-2 Stations

○ Station

⊙ Park and Ride Station

■ Hiawatha LRT Station

Segment C-2 (11th/12th Street)

Segment C-2A (Blaisdell Avenue)

Segment C-2B (1st Avenue)

Segment 4

■ Tunnel Area

Hiawatha Light Rail

Northstar Commuter Rail






Central Corridor Light Rail

This map illustrates the Minneapolis-St. Louis Park area, highlighting the following features:

- Cities and Towns:** Minneapolis, St. Louis Park, Wooddale, Louisiana, Hopkins, Excelsior, Edina, Bloomington, Richfield, Golden Valley, Eden Prairie, Mitchell, and Southwest.
- Highways:** I-35, I-494, I-69, I-7, I-5, and various state and local roads like 35th St, 40th St, 50th St, and 169th St.
- Lakes:** Lake Calhoun, Lake Harriet, Lake Coon, Lake Shady Oak, and Lake Eden.
- Geographical Features:** The Mississippi River, various smaller lakes, and the city of St. Louis Park.
- Scale and Orientation:** A scale bar in the top right corner shows distances up to 2 miles. A north arrow is also present.


**satellite**  
**transitway**

### Legend

-  Limited Stop Route A  
 Limited Stop Route B  
 Downtown Minneapolis  
 Proposed Park and Ride Stop  
 Proposed Stop

Data Sources: Mn/DOT, LMIC, Metropolitan Council, Mn/DNR



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

August 22, 2012

Victoria Rutson, Director  
Office of Environmental Analysis  
Surface Transportation Board  
395 E Street SW  
Washington, DC. 20423

Re: Invitation to Become a Cooperating Agency for the Southwest Light Rail Transit in  
Minneapolis, Minnesota

Dear Ms. Rutson:

For the purpose of complying with the National Environmental Policy Act (NEPA), the Federal Transit Administration (FTA), Metropolitan Council (METC) and the Hennepin County Regional Rail Authority (HCRRA) are preparing a draft Environmental Impact Statement (EIS) for the Southwest Light Rail Transit project, providing transit connections between downtown Minneapolis and activity centers in Hennepin County, including the cities of St. Louis Park, Hopkins, Edina, Minnetonka and Eden Prairie. Five Light Rail Transit (LRT) alternatives and one Bus Rapid Transit (BRT) alternative are being considered for analysis in the draft EIS. The Southwest LRT would add transportation system capacity in order to respond to growing travel demand and increasing traffic congestion in the project corridor, as well as provide an attractive, competitive transit option that would serve transit-dependent populations. This line would also be an expansion of the Minneapolis region's transit system which includes the Hiawatha Light Rail Transit (LRT) and Northstar commuter rail line, as well as the planned Central Corridor LRT line.

The Surface Transportation Board (STB) has jurisdiction and expertise with respect to the freight rail operations that will be affected by the Southwest LRT; therefore, we are inviting STB to be a cooperating agency with FTA in the review of the draft EIS and other NEPA documents for this project. This is in accordance with the Council on Environmental Quality's regulations for implementing the procedural provisions of NEPA (40 CFR 1501.6).

Pursuant to Section 6002 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (23 USC §139), cooperating agencies are responsible to identify, as early as practicable, any issue of concern regarding the potential environmental or socioeconomic impacts of a project that could substantially delay or prevent an agency from granting a permit or other approval that is needed for a project. We suggest that your agency become involved in the development of this project in the following ways, as they relate to your area of expertise:



- 1) Provide timely review and written comment on the draft EIS and other project documents, to reflect your agency's views and concerns on the adequacy of the documents, proposed purpose and need, alternatives considered, anticipated impacts, and mitigation measures.
- 2) Participate in coordination meetings, conference calls, and joint field reviews, as appropriate.

To either accept or decline this invitation, please respond to FTA in writing prior to August 31, 2012. If your agency chooses to accept our invitation to become a cooperating agency, your participation will be highly valued throughout project development. If you choose to decline the invitation, your response should state your reasons for declining.

If you have any questions or would like to discuss the project in more detail, please contact Maya Sarna at 202-366-5811.

Thank you for your cooperation and interest in this project.

Sincerely,



Marisol Simon  
Regional Administrator

cc: Maya Sarna, FTA  
William Wheeler, FTA  
Cyrell McLemore, FTA  
Cecelia Comito, FTA  
Katie Walker, HCRRA  
Nani Jacobson, Metropolitan Council  
Janet Kennison, HDR



**SURFACE TRANSPORTATION BOARD**  
**Washington, DC 20423**

*Office of Environmental Analysis*

Marisol Simon, Regional Administrator  
U.S. Department of Transportation  
Federal Transit Administration  
200 West Adams Street, Suite 320  
Chicago, IL 60606-5253

August 28, 2012

RE: Southwest Light Rail Transit Project in Minneapolis, Minn.

Dear Ms. Simon:

Thank you for your August 22, 2012 letter inviting the Surface Transportation Board to participate as a cooperating agency in the preparation of an Environmental Impact Statement (EIS) for the proposed Southwest Light Rail Transit project in Minneapolis, Minnesota. As you know, the Board has jurisdiction over rail restructuring transactions, and this responsibility includes mergers and acquisitions, line sales, line constructions, and line abandonments. The Board's Office of Environmental Analysis (OEA) is responsible for conducting the environmental review process to ensure compliance with the National Environmental Policy Act and related environmental laws as part of the Board's licensing process.

Based on available information, it appears that the proposed Southwest Light Rail Transit project would provide light rail transit connections between downtown Minneapolis and activity centers in Hennepin County, via existing freight rail lines. Because the proposed project may be subject to the Board's licensing authority under 49 U.S.C. 10901, we are writing to accept your invitation to participate in the current environmental review process as a cooperating agency. Accordingly, OEA will review the Draft EIS during the public comment period and submit comments if warranted.

We look forward to working with you. If you have any questions, please contact Christa Stoebner at (202) 245-0299 or [christa.stoebner@stb.dot.gov](mailto:christa.stoebner@stb.dot.gov).

Sincerely,

Phillis Johnson-Ball  
Acting Director  
Office of Environmental Analysis