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Evaluation Results

Community Advisory Committee (CAC)
July 29, 2009

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Metropolitan Council's Transportation Policy Plan (TPP)

Goal: Double Transit Ridership by 2030 through enhancing the bus system and implementing a system of transitways.

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Locally Preferred Alternative (LPA)- One that best meets the Purpose and Need as documented in the Southwest Transitway Purpose and Need Statement (*Southwest Transitway Alternatives Analysis (AA), chapter 3, 2006*)

Purpose and Need Statement

(*Southwest Transitway AA, 2006, accepted by HCRRA February 2007*)

- Improved Mobility;
- Competitive, reliable transit options to attract choice riders and serve transit dependents;
- Improved reverse commute transit service.

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Southwest Transitway Goals

Tier 1:

- (1) Improve Mobility
- (2) Provide a Cost-Effective/Efficient Travel Option

Tier 2:

- (3) Protect the Environment
- (4) Preserve the Quality of Life
- (5) Support Economic Development

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LPA Evaluation Measures *Consistent with Federal Transit Administration's (FTA) New Starts Evaluation and the National Environmental Policy Act (NEPA) Guidance.*

- ❖ Planning Compatibility
- ❖ Performance
- ❖ Other Factors
- ❖ Critical Environmental Resources

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LPA Evaluation Measures

Strongly Supports	<input type="radio"/>
Supports	<input checked="" type="radio"/>
Does Not Support	<input type="radio"/>

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PLANNING COMPATIBILITY

Defined as consistency with land use and transportation plans

- ❖ Metropolitan Land Planning Act (TPP, Hennepin County Transportation System Plan (TSP), and local comprehensive plans)
- ❖ Other plans

	MN Land Planning Act	Other Plans/Studies	Summary
LRT 1A	○	●	●
LRT 3A	○	○	○
LRT 3C-1 (Nicollet Mall)	●	○	●
LRT 3C-2 (11 th /12 th St.)	●	○	●



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PLANNING COMPATIBILITY SUMMARY:

- LRT 3A is compatible with land use and transportation plans (MN Land Planning Act and others)
- LRT 1A is considered incompatible with the Eden Prairie and Minnetonka comprehensive plans
- LRT 3C-1 (Nicollet Mall) is considered incompatible with the Metropolitan Council's TPP & the Access Minneapolis Plan
- LRT 3C-2 (11th/12th St.) is considered incompatible with the Metropolitan Council's TPP & the Access Minneapolis Plan

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PERFORMANCE – MOBILITY:

- ❖ Accessibility is defined as the number of persons, households, and jobs within ½ mile of the station locations
- ❖ System Integration is defined as the ability of the alternative to integrate and function as part of the regional LRT system
- ❖ Transit Service defined as the transit improvement provided by the alternative to reach the goal of doubling transit ridership by 2030
- ❖ Transportation Capacity Impact is defined as changes to the transportation system resulting from LRT implementation

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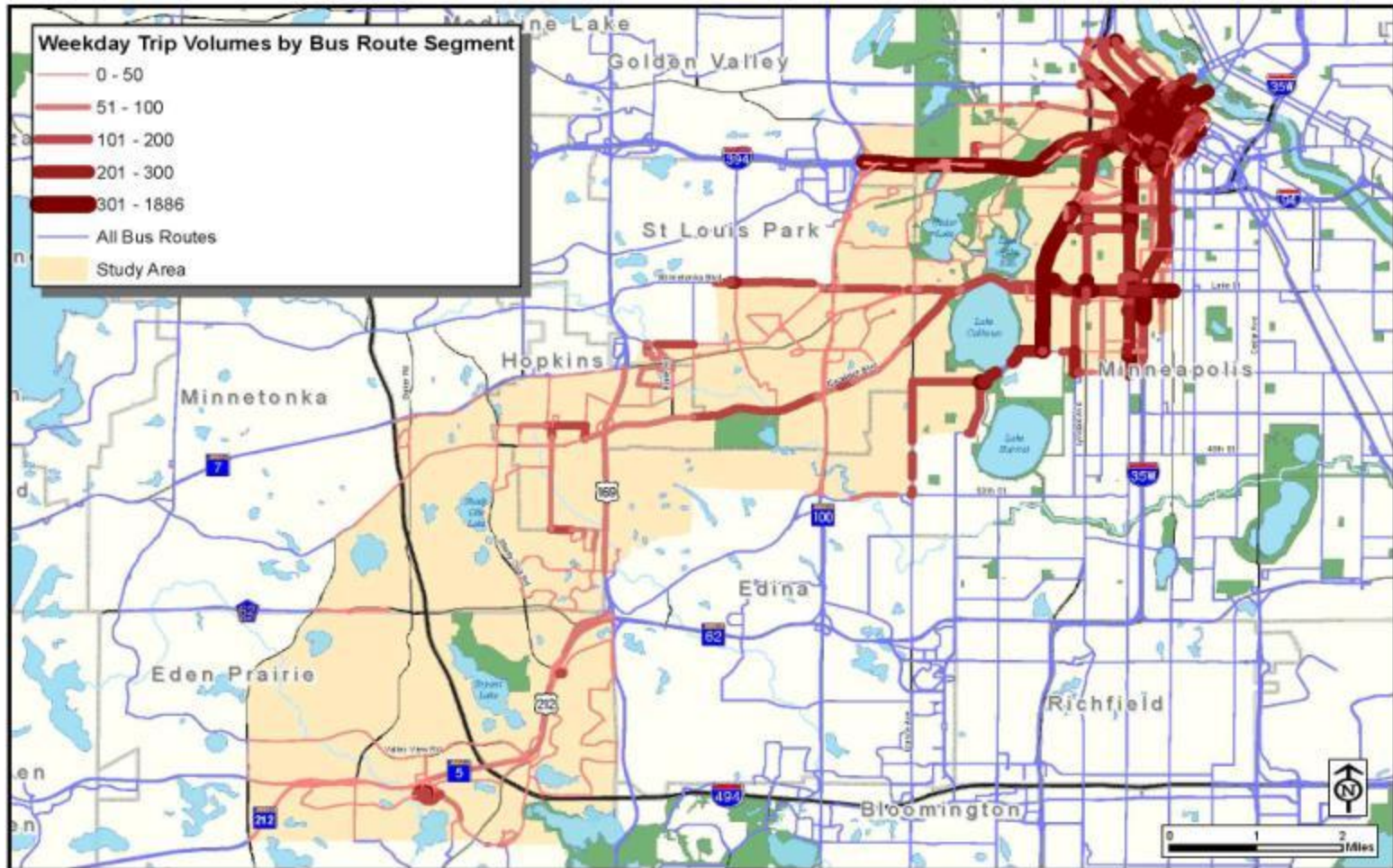
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	Accessibility	System Integration	Transpo. Capacity	Transit Service			
				Span	LOS	TMI	Duplication
LRT 1A	●	○	○	○	○	●	○
	P: 76,073 H: 36,657 E: 233,752			Limited transit service options available. Socio-economic characteristics in Minnetonka and Eden Prairie suggest this area will not be a major transit trip generator now or in the future. Limited potential for duplication of transit service.			
LRT 3A	●	○	○	○	○	○	●
	P: 72,684 H: 36,250 E: 265,632			Existing transit service is mostly inter-city line haul express service. The area displays continued growth in population, households and employment suggesting enhanced transit market in the future. Moderate service duplication due to SouthWest Transit.			
LRT 3C-1 (Nicollet Mall)	○	●	●	●	●	●	●
	P: 121,528 H: 65,590 E: 289,248	Does not interline with existing LRT.		Existing transit service is a mixture of express and local bus service. Primary concern with duplication of transit service is in Midtown Corridor and Downtown Minneapolis.			
LRT 3C-2 (11 th /12 th St.)	○	○	●	○	○	○	●
	P: 125,183 H: 67,338 E: 298,943			Existing transit service is a mixture of express and local bus service. Primary concern with duplication of transit service is in Midtown Corridor and Downtown Minneapolis.			

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PERFORMANCE - MOBILITY SUMMARY:

- LRT 3A is fully integrated into the regional LRT system, provides for enhanced transit service with relatively little duplication of bus service and substantially increases the capacity of the overall transportation system
- LRT 1A is fully integrated into the LRT system, but does not provide as much enhanced transit service as LRT 3A and therefore only moderately increases the capacity of the overall transportation system
- LRT 3C-1 is not integrated into the transportation system, would likely result in a high level of service duplication in Minneapolis and has capacity impacts on the overall transportation system
- LRT 3C-2 is fully integrated into the transportation system, would likely result in a high level of service duplication and has capacity impacts on the overall transportation system

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PERFORMANCE – MOBILITY:

- ❖ LRT ridership is defined as the average trips per day carried on the LRT alternative
- ❖ New riders are defined as new riders attracted to the transit system
- ❖ Reverse commute are defined as home based work trips originating in Minneapolis destined for jobs outside of Minneapolis
- ❖ Travel time savings is defined as savings in time to people between areas being served by alternative

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CAPITAL AND OPERATING AND MAINTENANCE COSTS

- ❖ Capital costs are defined as the one-time costs to construct the transitway, including the guideway (ballast, track and catenary system), stations, structures, right-of-way, engineering/design, administrative costs and contingencies. Operating costs are the costs required to operate and maintain the system.

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IMPLEMENTATION FACTORS

	Property Acquisition	Constructability	Permits/Approvals	Summary
LRT 1A	○	○	○	○
			Limited environmental permitting	
LRT 3A	●	●	●	●
			Water resource permitting required; MnDOT/FHWA permits/approval required	
LRT 3C-1 (Nicollet Mall)	●	●	●	●
			Water resource permitting required, maximum cultural resource/4(f) approvals	
LRT 3C-2 (11 th /12 th St.)	●	●	●	●
			Water resource permitting required, maximum cultural resource/4(f) approvals, MnDOT/FHWA permits/approval required	





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CRITICAL ENVIRONMENTAL RESOURCE SCREENING:

- ❖ Hazardous/Contaminated Properties – sites with known contamination based on regulatory databases.
- ❖ Geologic Conditions – assessment of soil stability, likely presence of shallow groundwater, and need for significant excavation.
- ❖ Natural Resources – include threatened or endangered species (T&E), critical habitat for T&E species, vegetation restoration areas, and other significant habitat resources.
- ❖ Water Resources – include Waters of the U.S., wetlands, riparian areas, and floodplains.
- ❖ Noise & Vibration – screening-level assessment of potential noise and vibration sensitive receptors.

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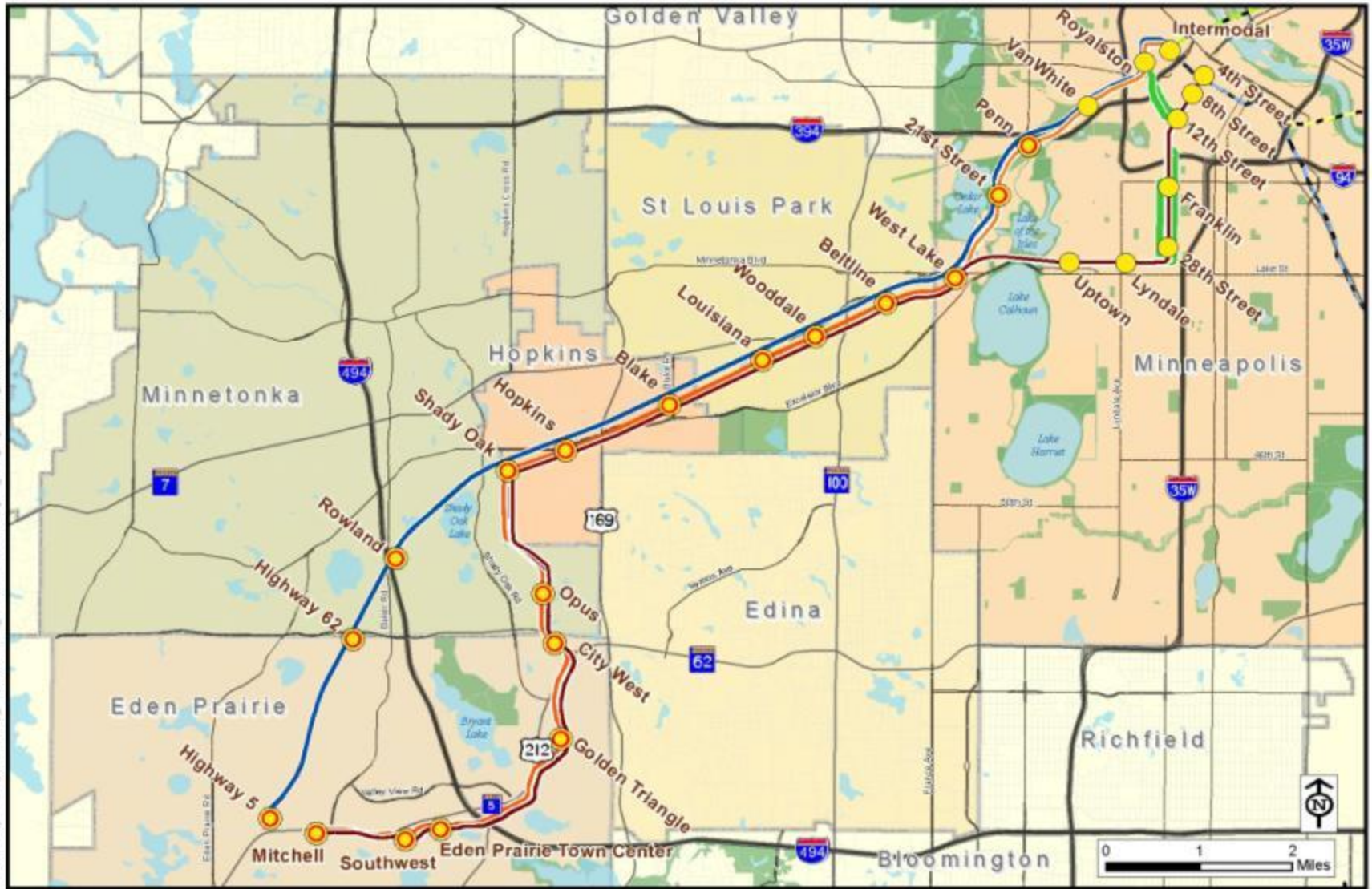
	Hazardous/ Contaminated	Geologic	Natural Resources	Water	Noise	Vibration
LRT 1A	○	○	○	○	○	○
	(99 known contaminated sites)	(3 cut areas; 1 potential permanent dewatering location)		(<10 acres of wetland impact)	(3510 potentially affected receptors)	(1130 potentially affected receptors)
LRT 3A	○	●	○	○	○	○
	(98 known contaminated sites)	(7 cut areas; 5 potential permanent dewatering locations)		(<10 acres of wetland impact)	(3301 potentially affected receptors)	(1049 potentially affected receptors)
LRT 3C-1 (Nicollet Mall)	●	●	○	○	●	●
	(144 known contaminated sites)	(6 cut areas; 5 potential permanent dewatering locations)		(<10 acres of wetland impact)	(7133 potentially affected receptors)	(2401 potentially affected receptors)
LRT 3C-2 (11th/12th St.)	●	●	○	○	●	●
	(176 known contaminated sites)	(6 cut areas; 5 potential permanent dewatering locations)		(<10 acres of wetland impact)	(6939 potentially affected receptors)	(3508 potentially affected receptors)

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LRT Alignment Alternatives



Map Document: I:\mapa_gis\Map\2009\HantCity\0113\map_4\locat\STE CH_Memo\TechMemo\Fig 1_TML_Alignments_20090822.mxd 6/22/2009 - cee



Draft Environmental Impact Statement

Legend

- | | | | |
|---------------------|--------------------------------------|-----------------------------|------|
| Station | LRT Alternative 1A | Hiawatha Light Rail | Park |
| Park & Ride Station | LRT Alternative 3A | Northstar Commuter Rail | |
| | LRT Alternative 3C-1 (Nicollet Mall) | Central Corridor Light Rail | |
| | LRT 3C-2 (11th/12th Sub-Alternative) | | |

Contaminated Properties: Segment 1

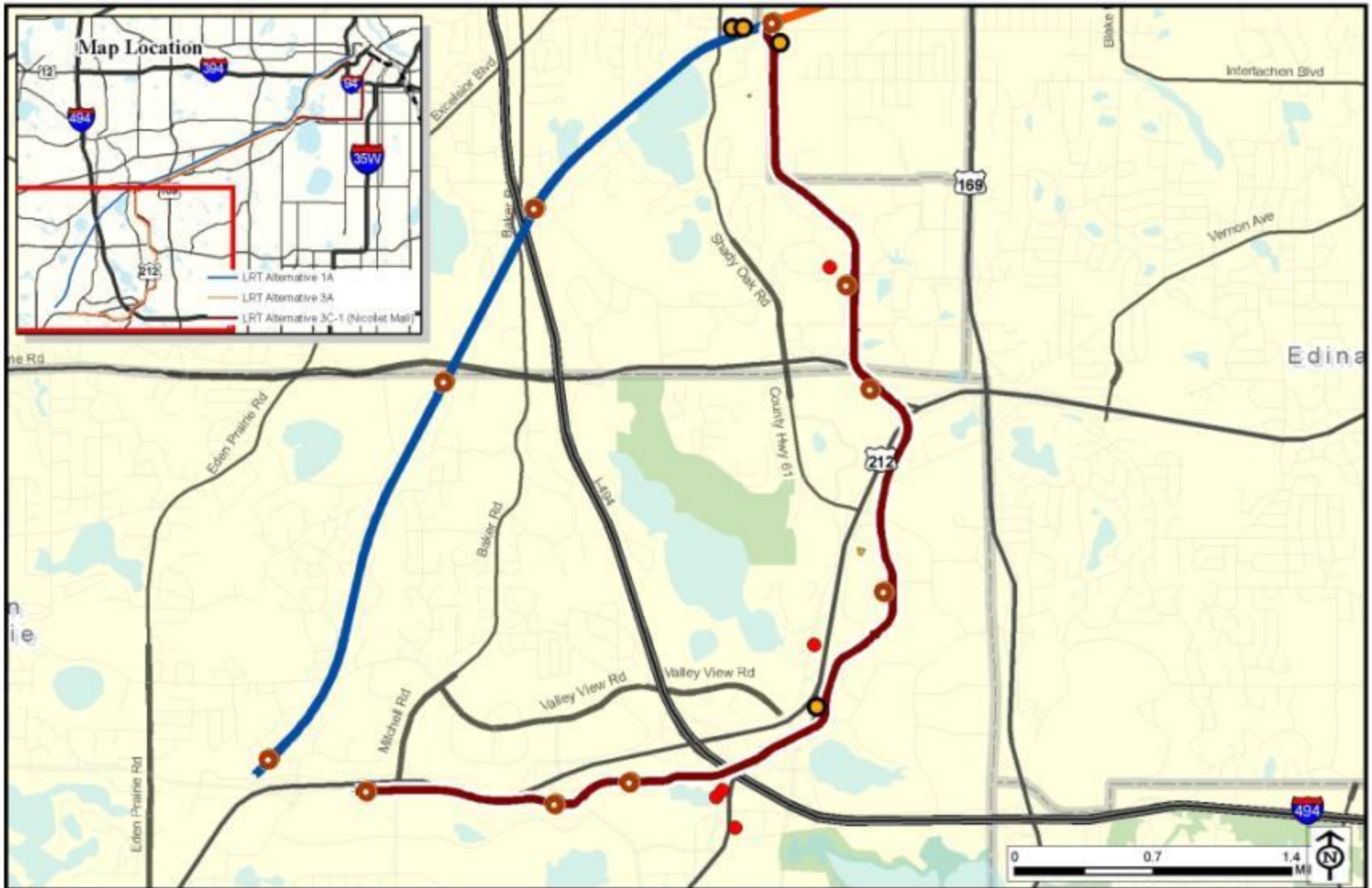


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**Draft Environmental
Impact Statement**

Legend		WIMN_PCA_Hennepin	
Station	Segment 1	Other	Leaking Underground Storage Tank Site
Park & Ride Station	Segment 3	Superfund	Agricultural Chemical Spill
Parks	Segment 4	Unpermitted Dump	Agricultural Chemical Site Investigation
	Segment C-1 (Nicollet Mall)	VICNFRAP	
	Hiawatha Light Rail		
	Northstar Commuter Rail		
	Central Corridor Light Rail		

Contaminated Properties: Segment 3



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**Draft Environmental
Impact Statement**

Contaminated Properties: Segment 4



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**Draft Environmental
Impact Statement**

Legend		WIMN_PCA_Hennepin	
Station	Segment 1	Other	Leaking Underground Storage Tank Site
Park & Ride Station	Segment 3	Superfund	Agricultural Chemical Spill
Parks	Segment 4	Unpermitted Dump	Agricultural Chemical Site Investigation
	Segment A	VICNFRAP	
	Segment C-1 (Nicollet Mall)		
	Hiawatha Light Rail		
	Northstar Commuter Rail		
	Central Corridor Light Rail		

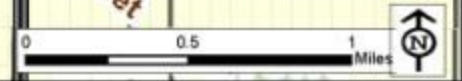
Contaminated Properties: Segment A



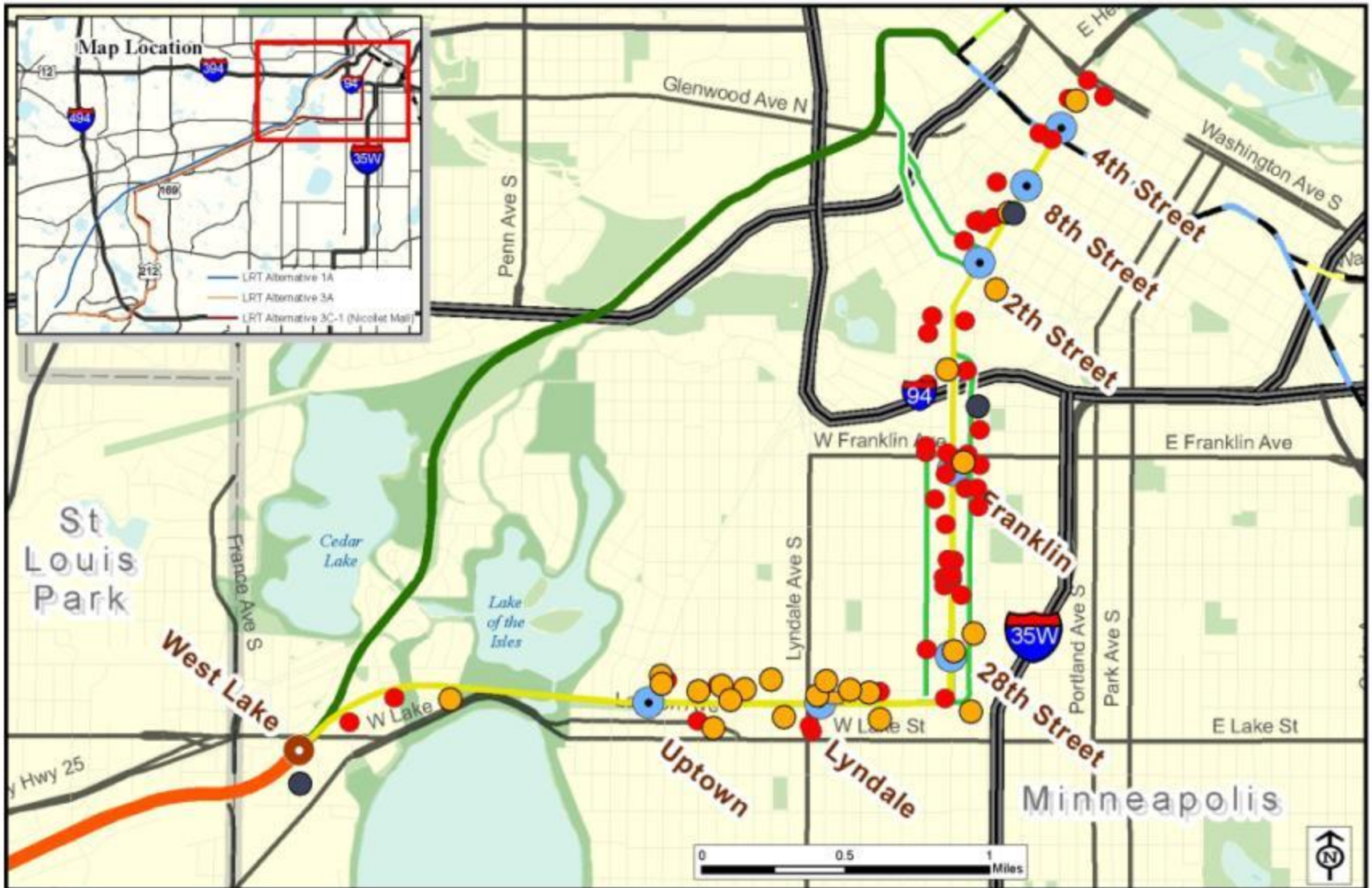
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**Draft Environmental
Impact Statement**

Legend		WIMN_PCA_Hennepin	
● Station	— Segment 1	● Other	● Leaking Underground Storage Tank Site
● Park & Ride Station	— Segment 3	● Superfund	● Agricultural Chemical Spill
■ Parks	— Segment 4	● Unpermitted Dump	■ Agricultural Chemical Site Investigation
	— Segment A	● VICNFRAP	
	— Hiawatha Light Rail		
	— Northstar Commuter Rail		
	— Central Corridor Light Rail		



Contaminated Properties: Segment C

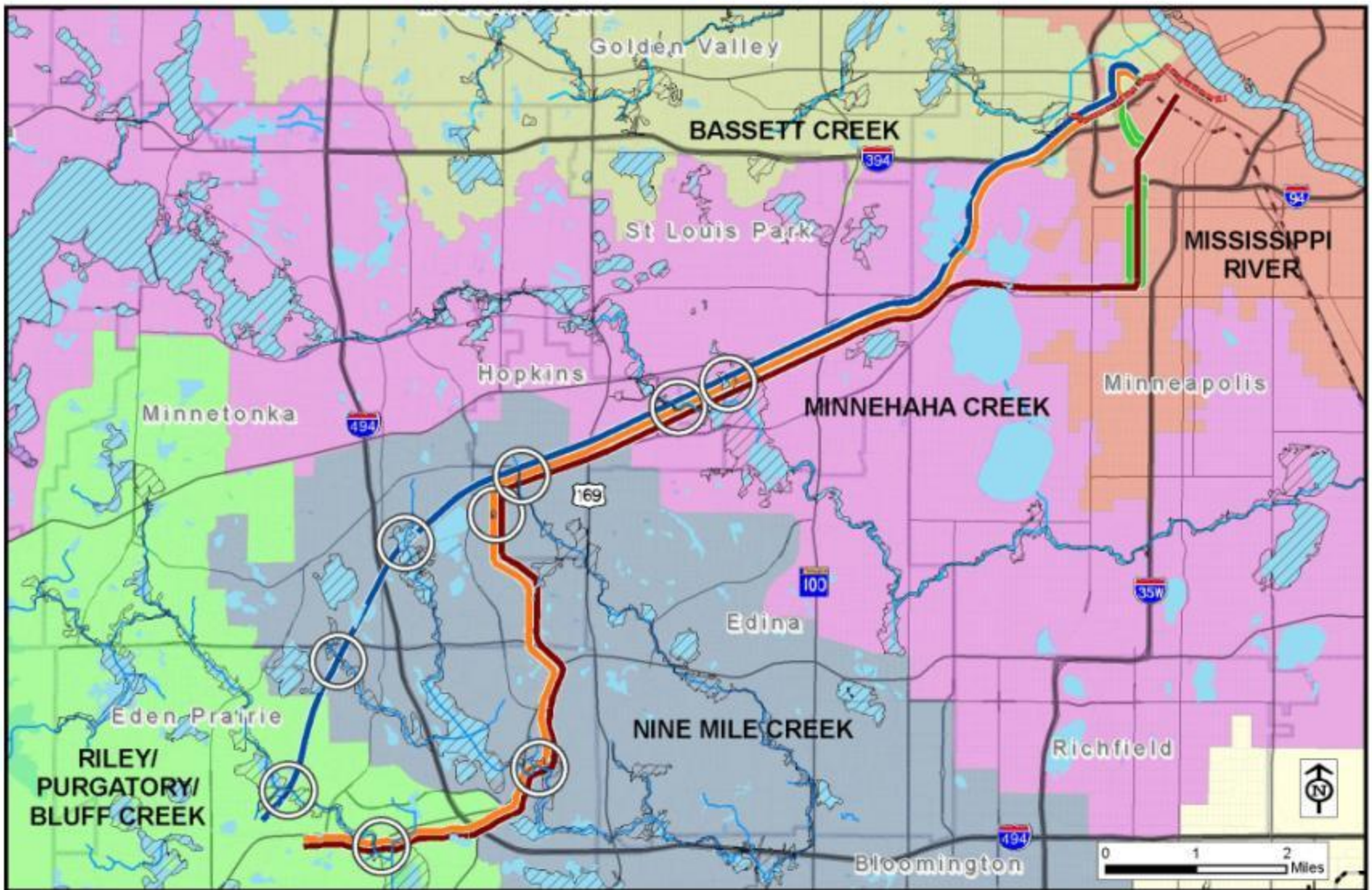



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**Draft Environmental
Impact Statement**

Legend		WIMN_PCA_Hennepin	
● Station	— Segment 1	● Other	● Leaking Underground Storage Tank Site
● Park & Ride Station	— Segment 3	● Superfund	● Agricultural Chemical Spill
■ Parks	— Segment 4	● Unpermitted Dump	■ Agricultural Chemical Site Investigation
	— Segment A	● VICNFRAP	
	— Segment C-1 (Nicollet Mall)		
	— Hiawatha Light Rail		
	— Northstar Commuter Rail		
	— Central Corridor Light Rail		

100-year Floodplain, Water Management Areas, and Impact Areas





Draft Environmental Impact Statement

<p>Legend</p> <ul style="list-style-type: none"> Stream Lake Bassett Creek Tunnel 	<ul style="list-style-type: none"> LRT Alternative 1A LRT Alternative 3A LRT Alternative 3C-1 (Nicollet Mall) LRT 3C-2 (11th/12th Sub-Alternative) 	<ul style="list-style-type: none"> 100-year Floodplain Potential area of concern 	<p>WMO Name</p> <ul style="list-style-type: none"> BASSETT CREEK MINNEHAHA CREEK RILEY/PURGATORY/BLUFF CREEK
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- MISSISSIPPI RIVER
- NINE MILE CREEK



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CRITICAL ENVIRONMENTAL RESOURCES:

- ❖ Section 106 Process (Historic Properties)
 - ❖ Agencies involved include FTA, Mn/DOT, State Historic Preservation Office (SHPO), Native American Tribes, Hennepin County, Stakeholder Agencies
 - ❖ Determines presence of listed or eligible properties
 - ❖ Determines adverse effects
 - ❖ Determines appropriate mitigation
 - ❖ Programmatic Agreement





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CRITICAL ENVIRONMENTAL RESOURCES:

❖ Section 4(f) Process

- ❖ Only applies to DOT agencies
- ❖ Agencies involved include FTA, Department of Interior, Mn/DOT, SHPO, Hennepin County, Stakeholder Agencies
- ❖ Identify 4(f) resources – parks, wildlife and waterfowl refuges, recreation areas, and historic property
- ❖ Determine if the project will have an adverse effect (known as a “use” of the 4(f) property)
- ❖ Determine if there are no prudent and feasible alternatives
- ❖ Take action to minimize harm

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	Presence of Historic and Cultural Resources	Presence of 4(f) Resources
LRT 1A	○	●
	(6 known properties identified)	(17 park properties within 500')
LRT 3A	○	●
	(7 known properties identified)	(15 park properties within 500')
LRT 3C-1 (Nicollet Mall)	●	●
	(53 known properties identified)	(21 park properties within 500')
LRT 3C-2 (11th/12th St.)	●	●
	(53+ known properties identified)	(21 park properties within 500')





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CRITICAL ENVIRONMENTAL RESOURCES SUMMARY:

- ❖ LRT 1A and 3A have the fewest known environmental resources, and present less environmental risk
- ❖ LRT 3C-1 and 3C-2 have more known environmental resources, and present greater environmental risk

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NEXT STEPS

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