



SOUTHWEST
transitway

green means go.

Southwest LRT

Technical Memorandum No. 8D

PERMITTING

PRELIMINARY
FOR REVIEW ONLY

September 9, 2009



1.0 PERMITTING

While it is too early in the project development process to have a detailed understanding of all the permits and approvals required for the Southwest LRT Project, a review of the likely permits and approvals can help inform the Locally Preferred Alternative (LPA) decision-making process. The table on the following page summarizes the major permits and approvals anticipated for the project by each LRT alternative. In most cases, each given permit or approval applies to all LRT alternatives. However, the complexity associated with obtaining the permit or approval may vary between alternatives. These potential differences in complexity between each LRT alternative are noted in the table.

It is important to note that detailed analyses associated with the Environmental Impact Statement (EIS) process and further project engineering will likely result in the identification of additional permits and approvals. Also, the complexity of obtaining permits and approvals as noted in the table will likely change as more is understood about the corridors and design details are developed.

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Table 1 - Preliminary List of Permits and Approvals

Level of Government	Agency	Permit or Approval	LRT 1A	LRT 3A	LRT 3C-1 (Nicollet Mall)	LRT 3C-2 (11 th /12 th Street)
Federal	FTA	Section 106 Approval	Required	Required	Required - likely greater complexity due to density of historic property	Required - likely greater complexity due to density of historic property
	Advisory Council on Historic Preservation	Section 106 Approval	Required	Required	Required - likely greater complexity due to density of historic property	Required - likely greater complexity due to density of historic property
	FTA	Section 4(f) Approval	Likely	Likely	Probable - likely greater complexity due to density of historic property	Probable - likely greater complexity due to density of historic property
	Department of the Interior	Section 4(f) Approval	Likely	Likely	Probable - likely greater complexity due to density of historic property	Probable - likely greater complexity due to density of historic property
	FHWA	Interstate Access Request Approval	Required on Segment A near Intermodal Station	Required on Segment 3 crossing of I-494, TH 212, TH 62; required on segment A near Intermodal Station	Required on Segment 3 crossing of I-494, TH 212, and TH 62	Required on Segment 3 crossing of I-494, TH 212, and TH 62; required near Intermodal Station
	USACE	Section 404 Permit	Required on Segments 1 and 4; and potentially on Segment A near lakes	Required on Segments 3 and 4; and potentially on Segment A near lakes	Required on Segments 3 and 4	Required on Segments 3 and r
State	MnDNR	Protected Waters Work Permit	Required on Segments 1 and 4	Required on Segments 3 and 4	Required on Segments 3 and 4	Required on Segments 3 and 4
	Mn/DOT	Bridge Plan Review	Required	Required	Required	Required
	Mn/DOT	Utility Permits	Likely	Likely	Likely	Likely
	MPCA	Section 401 Water Quality Certification	Required	Required	Required	Required
	MPCA	NPDES Construction Stormwater Permit	Required	Required	Required	Required
	MPCA	Voluntary Investigation and Cleanup Program Approvals	Preferable – would limit environmental liability	Preferable – would limit environmental liability	Preferable – would limit environmental liability	Preferable – would limit environmental liability
	MDH	Water Well Abandonment Documentation	Required if wells are encountered	Required if wells are encountered	Required if wells are encountered	Required if wells are encountered
City/Local	Cities	Utility Permits	Required	Required	Required – tunnel utility relocations may increase complexity	Required – tunnel utility relocations may increase complexity
	Cities	Building Permits	Required for traction power substations and signal bungalows	Required for traction power substations and signal bungalows	Required for traction power substations and signal bungalows	Required for traction power substations and signal bungalows
	Cities	Driveway Access Permits	Required	Required	Required	Required
	Cities/Watershed Districts/WMOs	Wetland Conservation Act Approval	Required for likely impacts to Segments 1 and 4	Required for likely impacts to Segments 3 and 4	Required for likely impacts to Segments 3 and 4	Required for likely impacts to Segments 3 and 4
	Cities/Watershed Districts/WMOs	Sediment/Erosion Control Permits/ Approvals	Required	Required	Required	Required