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# **Policy Advisory Committee (PAC)**

Wednesday, June 10, 2009

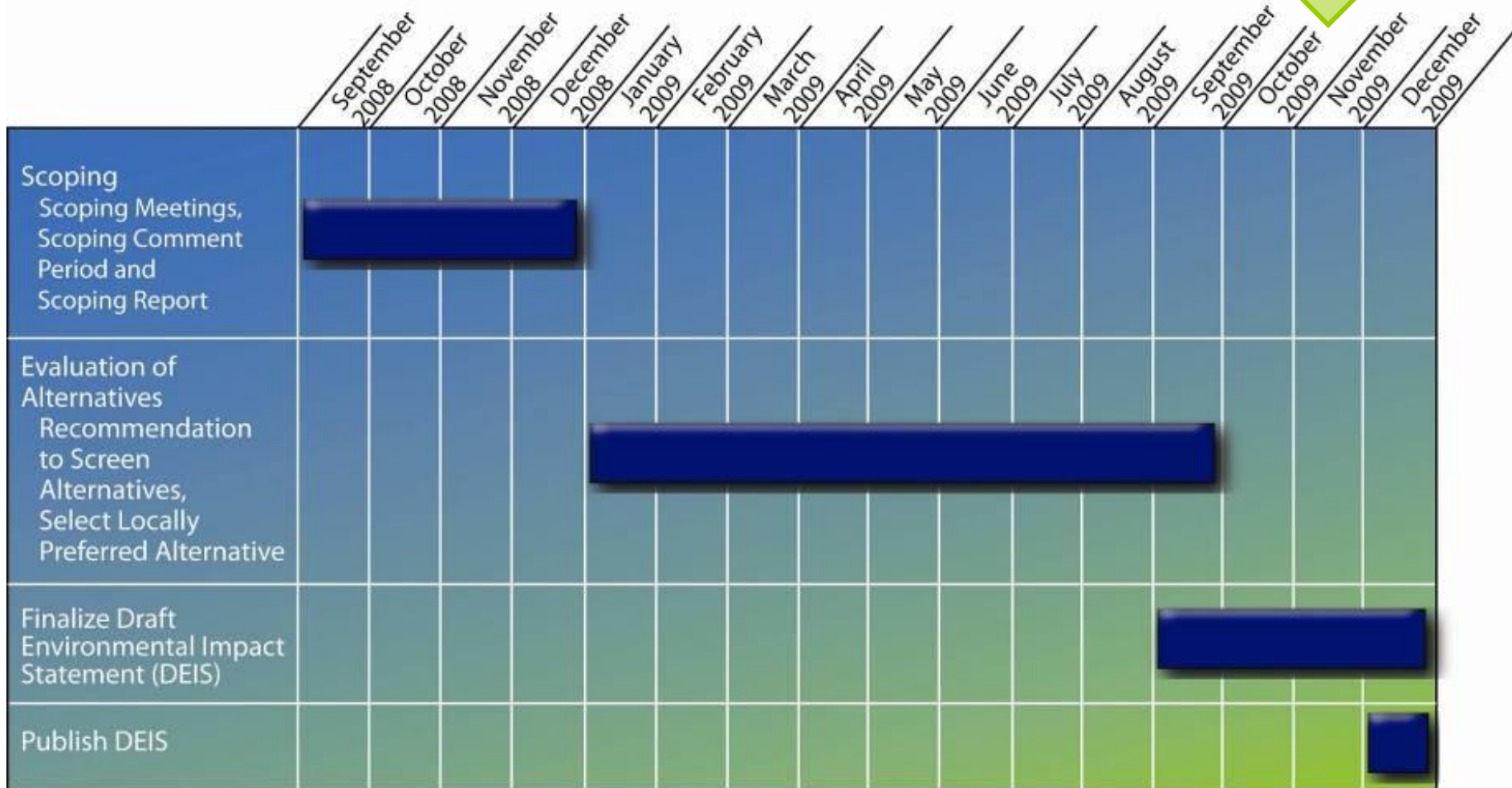
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HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY - SPONSOR



# DEIS Process

LPA Decision





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## FTA's Project Development Process

- Locally Preferred Alternative (LPA)
- New Starts
- Draft Environmental Impact Statement (DEIS)
- National Environmental Policy Act (NEPA)



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## Locally Preferred Alternative (LPA) Analysis

- Meet purpose and need for project
  - Improve mobility
  - Provide a cost-effective and efficient travel option
- Under New Starts the AA is Completed when the LPA is Selected and then the Project can progress to Preliminary Engineering
- Evaluation Criteria
  - Plan Compatibility
  - Performance (Transit Mobility)
  - Critical Environmental Resources
  - Other Factors (i.e. Property Acquisition)



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## EIS Process

- Environmental review is required under the National Environmental Policy Act (NEPA)
- Our project is a major federal action that requires analysis of social, economic, and environmental impacts
- The EIS process allows for informed decision making
- Identifies a range of mitigation options



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## Steps in the EIS Process

- Scoping (complete) – Confirm purpose and need, confirm alternatives, identify key issues
- Draft EIS – Analyze alternatives (in this case, the LPA and the no build), support and document decision making process
- Public and agency comment period/public hearing
- Final EIS - Address comments, finalize analysis, refine mitigation options
- Record of Decision – FTA's official decision document for the project



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## Minnesota Environmental Policy Act

- State-level environmental review process analogous to NEPA
- To drive process efficiency, state will use the FTA EIS for its decision-making/environmental documentation requirements

# Example Summary Matrix

	VALUE BY ALTERNATIVE			
EVALUATION CRITERIA CATEGORY AND MEASUREMENT	LRT 1A	LRT 3A	LRT 3C	LRT 3C 11th/12th Sub- alternative
<p>GENERALLY</p> <p>Best Case Scenario     Worst Case Scenario</p>				
<b>Planning Compatibility</b>				
<p>Number of Plans (21 Total) with which LRT Alignment is Compatible</p> <p>16-21 plans  11-15 plans  6-10 plans  0-5 plans </p>				
<b>Transit Mobility</b>				
<p>LRT System Integration</p> <p>With Hiawatha &amp; Central  With Hiawatha OR Central  No Integration </p>				
<p>Transit Mobility (Performance)</p> <p>Utilization (high range)  Utilization (mid range)  Utilization (low range) </p>				
<p>Transit Service</p> <p>Level of Service(high range)  Level of Service(mid range)  Level of Service(low range) </p>				
<p>Number of People, Households and Jobs Accessible by LRT Alignments</p> <p># -#(high range)  # - # (mid range)  0-# (low range) </p>				



# Example Summary Matrix

	VALUE BY ALTERNATIVE			
Environmental	LRT 1A	LRT 3A	LRT 3C	LRT 3C Sub-alternative
<p>Number of Historic Properties and 4(f)</p> <p>● # Impacts (low range)      ◐ # Impacts (mid range)      ○ # Impacts (high range)</p>				
<p>Natural and Water Resources</p> <p>● # Impacts (low range)      ◐ # Impacts (mid range)      ○ # Impacts (high range)</p>				
<p>Noise and Vibration</p> <p>● # Sensitive Receivers (low range)      ◐ # Sensitive Receivers (mid range)      ○ # Sensitive Receivers (high range)</p>				
<p>Hazardous/Contaminated Materials and Geologic Evaluation</p> <p>● # Sites (low range)      ◐ # Sites (mid range)      ○ # Sites (high range)</p> <p>● \$-S Potential Remediation (low)      ◐ \$-S Potential Remediation (mid range)      ○ \$-S Potential Remediation (high)</p>				



# Example Summary Matrix

	VALUE BY ALTERNATIVE			
Costs	LRT 1A	LRT 3A	LRT 3C	LRT 3C Sub-alternative
<p>Capital Cost</p> <p>● ○</p> <p>\$XXX - \$XXX (low range)    \$XXX - \$XXX (mid range)    \$XXX - \$XXX (high range)</p>				
<p>Operating and Maintenance Cost</p> <p>● ○</p> <p>\$XXX - \$XXX (low range)    \$XXX - \$XXX (mid range)    \$XXX - \$XXX (high range)</p>				
<p>Cost Effectiveness Index (CEI) (\$)</p> <p>● ○</p> <p>\$XXX - \$XXX (low range)    \$XXX - \$XXX (mid range)    \$XXX - \$XXX (high range)</p>				



# Example Summary Matrix

	VALUE BY ALTERNATIVE			
Other	LRT 1A	LRT 3A	LRT 3C	LRT 3C Sub-alternative
<p>Real Property Impacts</p> <p>● # Impacts (low range)      ◐ # Impacts (mid range)      ○ # Impacts (high range)</p>				
<p>Construction Complexity</p> <p>● \$XXX - \$XXX (low range)      ◐ \$XXX - \$XXX (mid range)      ○ \$XXX - \$XXX (high range)</p>				
<p>Transportation Capacity</p> <p>● Low Impacts      ◐ Moderate Impacts      ○ High Impacts</p>				

