“Who Are All These People?”

Lessons Learned from Working With Multiple Federal Agencies
Agenda

• Introduction
• Brief Project Reviews
  – Kandice Krull – FAA
  – Steve Morris – RCRRA (rtd.)
  – Kathryn O’Brien – Metro Transit
  – Garneth Peterson – MnDOT
• Panel Discussion
Minneapolis/St Paul International Airport 2020 Improvement Project

By: Kandice Krull, FAA
Minneapolis Airports District Office
Federal Aviation Administration

• The Airports organization is responsible for:
  – All programs related to:
    • Airport safety and inspections
    • Standards for airport design, construction, and operation
  – Airport Improvement Program - provides grants for the planning and development of public-use airports included in the National Plan of Integrated Airport Systems (NPIAS)
  – National airport planning
  – Establishing policies related to:
    • Airport rates and charges
    • Compliance with grant assurances
    • Airport privatization
FAA’s Role in NEPA Process

• For an EIS:
  – FAA is responsible for completing the EIS
  – Selects & directs consultant
  – Develops scope & content in consultation with the Airport Sponsor

• For an EA or CATEX:
  – Evaluates documents to ensure accuracy and compliance with various laws and orders
  – Makes final determination of significance
  – Approves document
MSP 2020 Improvement Project

Project includes improvements to:

- Terminals
- Roadways - on & off airport property
- Apron

Project is to improve level of service for passengers & does not include any runway improvements/construction
Union Depot Multi-Modal Hub

Steve Morris – RCRRA (rtd.)
History

At its peak in the 1920s, there were 282 train movements daily.

1919 – Construction of the current Union Depot
Funding

- Funding is a mixture of federal sources, state bonds and RCRRA levy dollars.
  - SAFETEA LU, 1301 federal funds $45.3 million
  - Federal Railroad Administration $40 million
  - TIGER 1 federal funds $35 million
  - Federal Transit Administration $4 million
  - State bond funds $13.7 million
  - Balance funded by RCRRA levy $105 million
  - Total project cost $243 million
BOTTINEAU TRANSITWAY

Kathryn O’Brien – Metro Transit
Four LRT alternatives are under consideration for the Bottineau Transitway Project, in addition to the No-Build and Enhanced Bus alternatives.
AGENCY INVOLVEMENT

• Cooperating Agencies
  – FHWA, FRA, USACE, MnDOT

• Participating Agencies
  – FAA, HUD, DOI, EPA, FEMA, MnDNR, MPCA, MDH, MDA, Three Rivers Parks, Bassett Creek WMC, Shingle Creek and West Mississippi WMC, Minneapolis, Golden Valley, Robbinsdale, Crystal, New Hope, Brooklyn Park, Osseo, Maple Grove, Maple Grove Transit
Federal Railroad Administration and NEPA

Garneth Peterson – MnDOT Office of Environmental Stewardship
FRA and MnDOT Roles

FRA strengthened NEPA involvement through:
- PRIIA (2008)
- ARRA (2009)
- HSIPR (2009)

MnDOT Passenger Rail Office
- Statewide Freight and Passenger Rail Plan (2009)
- Passenger Rail Office Responsibilities Include:
  - Planning development and implementation
  - Manage planning funds
  - $26M in state bonding has leveraged over $40M in federal planning funds
High Speed Intercity Passenger Rail

Current projects include:

- Milwaukee to Twin Cities High Speed Rail
  Tier 1 EIS scoping
- Twin Cities to Rochester ZIP Rail
  Tier 1 EIS scoping
- Twin Cities to Duluth Northern Lights Express (NLX)
  Tier 1 EA comment period closed; FONSI anticipated in June 2013
  Tier 2 PE/NEPA just underway
Northern Lights Express

- Proposed passenger rail to Duluth on existing BNSF track
- Track and signal improvements for speeds up to 110 mph
- Eight roundtrips per day with trip time of 2 hrs, 17 min.
- Stations planned for Minneapolis, Coon Rapids, Cambridge, Hinckley, Superior, Wis., and Duluth
PANEL DISCUSSION
FRA’s Tiered Approach to Environmental Documents

- Tier 1/Service Level NEPA
  - “Big Picture” view of proposed action, identifies:
    - Preferred corridor
    - Level of rail service
    - Communities to be served, potential stops
    - Major infrastructure components
  - Document can be EA or EIS, followed by Tier 2 EIS, EA or CE
FRA’s Tiered Approach to Environmental Documents

Tier 2/Project Level NEPA

- Site-specific environmental review to lead directly to construction once permits secured
  - Evaluates alternatives and specific impacts associated with actual construction and operation of program elements
- Type of Tier 2 document (EIS, EA, CE) depends on scope and magnitude of project and likely environmental impacts
- Tier 2 document should contain summary, not duplicate, issues discussed in Tier 1