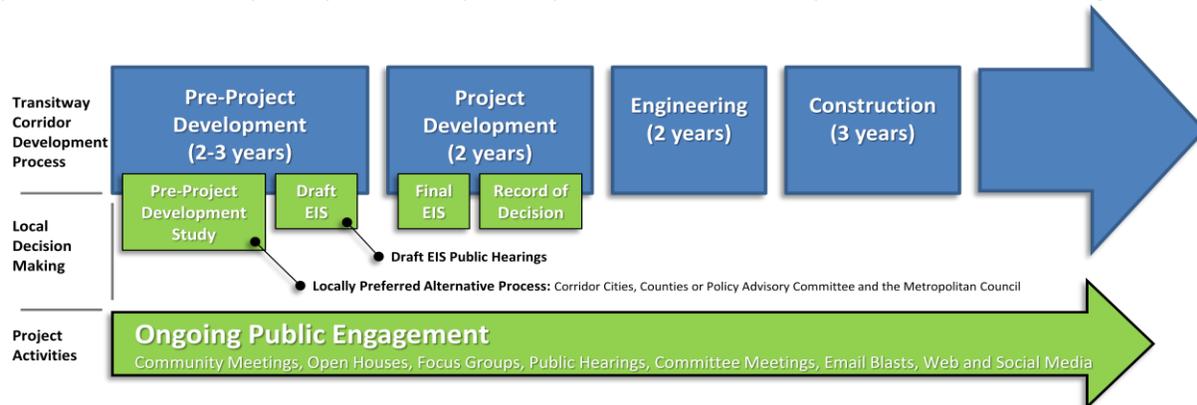


TRANSITWAY DEVELOPMENT PROCESS

Because local residents, cities, counties, the Metropolitan Council, the State of Minnesota, the Federal Transit Administration, and Cooperating Agencies have a say in project design, each of the steps in the transitway development process takes time. Though the process is lengthy, its intent is to create a financially feasible project that delivers mobility, accessibility, environmental, economic development, and quality of life benefits while imposing few negative impacts to the people and land around it. Public involvement occurs throughout the process to ensure transparency and to add public input to the technical analysis and the decisions being made.



TRANSITWAY DEVELOPMENT PROCESS

Under [MAP-21](#), there are two phases in the New Starts project development process, [Project Development](#) and [Engineering](#). According to federal guidance, the [Project Development](#) process must be done within a two-year period. In this region, local governments conduct a [Pre-Project Development](#) study prior to starting [Project Development](#). This allows for more time to evaluate the alternatives and more opportunities to involve corridor residents and stakeholders in the study.

- The [Pre-Project Development](#) process is the evaluation of the No-build alternative and a range of Build alternatives. It is a comparison of the benefits, costs, and impacts of a range of light rail, commuter rail, bus rapid transit, and express bus alternatives that may be in different alignments. Comparisons are made using transit market analysis, the evaluation of social, environmental and economic impacts and the preparation of preliminary project costs.
- The selection of a [Locally Preferred Alternative \(LPA\)](#) is completed in the [Pre-Project Development](#) process which also includes the Draft Environmental Impact Statement (DEIS). The LPA is the transitway alternative that the corridor's cities, counties, and the Metropolitan Council prefer and expect to be competitive and achieve support at the federal level. The LPA is a general description of the transit mode and route; LPA design specifics and definition of additional elements of the project, including station locations, are decided during subsequent engineering and planning efforts.
- The [Project Development](#) process includes preparation of the Final EIS for the LPA. The Final EIS process will refine the LPA and examine the benefits, impacts and costs in greater detail. The subsequent Record of Decision will commit the project to a range of actions and physical elements that mitigate its negative impacts. In order to complete the Final EIS and Record of Decision, project engineering will advance, and design decisions and elements of the project will be defined more specifically.
- During the [Engineering](#) phase further advances are made in project design and construction documents are prepared. The Metropolitan Council leads this phase of work.
- During [Construction](#) the guideway, stations, and all other infrastructure associated with the project are constructed. The Metropolitan Council also leads this phase of work.