

Ramsey County Regional Railroad Authority. Records.

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Version 3
August 20, 2018

RAMSEY COUNTY
Regional Railroad Authority

Kathy Despiegelaere file

Ramsey County Regional
Railroad Authority
Documentation

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, February 6, 1990

*Immediately following 2:00 P.M. County Board Meeting, or approximately 3:00 P.M.

Room 316 - Large Conference Room

1. * Minutes of the Ramsey County Regional Railroad Authority Meeting of January 16, 1990.
2. Chairman's Comments
3. Update on Northeast Corridor - Discussion
4. Update on LRT Development and Financial Plan and on Coordination Plan - Discussion
5. 1990 Legislation - Discussion Met Council Terry L SW
6. Midway Corridor Coordination - Discussion only
7. * Approve Draft Scoping Decision Document and Environmental Assessment Worksheet. Establish March 27 Scoping Meeting date. need Comms at mtng
8. * Review of Midway Corridor work by Ramsey County Reginal Railroad Authority.
9. Progress on LRT in Hennepin, Anoka, and Dakota Counties - Discussion South
10. Transportation Research Board Annual Conference - Discussion
11. * Approve adjustments to the 1990 Ramsey County Regional Railroad Authority budget in the amount of $2,228,000 in accordance with attached budget adjustments.

* Action is required.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

January 16, 1990

The meeting of the Ramsey County Regional Railroad Authority Board was held on Tuesday, January 16, 1990 at 3:10 P.M. in the Large Conference Room of 316 Court House.

MEMBERS PRESENT:

Chairman John Finley
Commissioner Diane Ahrens(entered during #2)
Commissioner Ruby Hunt
Commissioner Duane McCarty
Commissioner Donald Salverda
Commissioner Warren Schaber
Commissioner Hal Norgard (entered during #4)

Also Present:

David MacMillan represented the County Attorney's Office, Kathryn DeSpiegelaere, Jill Goski, James Tolaas, Ben Sebesta, Hugh Faville, Robert Clarkson, James Van Houdt, Ed Glaubitz, Karen Tero, Terry Schutten, Frances Glendenning

1. Minutes - of the Ramsey County Regional Railroad Authority Meeting of December 19, 1989.

Commissioner Salverda moved the following recommendation, seconded by Commissioner Hunt.

The Ramsey County Regional Railroad Authority approves the minutes of the December 19, 1989 Board Meeting as written.

Roll Call: Ayes - 5, Nays - 0
Motion adopted.

2. Chairman's Comments

Chairman Finley does not have any comments, as we will be talking about the Development of the Financial Plan when we come to No. 5.

3. Appoint Officers for 1990 for Ramsey County Regional Railroad Authority and Joint LRT Advisory Committee.

Commissioner Schaber made the motion to appoint the Officers for 1990, which was seconded by Commissioner Salverda.

Commissioner Hunt would like to place Commissioner Finley's name in nomination. Having served on the LRT Advisory Committee, having attended a number of meetings with Commissioner Finley and other key members from the RTB, Hennepin County, Commissioner Hunt stated that he has done an outstanding job of really protecting Ramsey County's interests, and she is sure he will continue to do that.

Commissioner McCarty said he would second that.

Commissioner Schaber recommended that Commissioner Hunt move the slate of officers as recommended with the comments, which Commissioner Hunt did.

Chairman Finley called for any further nominations for the Chairman, Vice-Chairman, Secretary, Treasurer or members of the LRT Joint Advisory Committee.

There being no further nominations, Chairman Finley declared the nominations closed.

The following motion was moved and seconded.

WHEREAS, The Board of Ramsey County Commissioners organized a regional railroad authority pursuant to Minnesota Statutes Chapter 398A by Resolution 87-230 in April, 1987; and

WHEREAS, Chairman Finley has done an outstanding job of protecting and promoting Ramsey County's interest in light rail transit, and there is a desire that he continue to do so; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint the following officers to the Ramsey County Regional Railroad Authority for 1990:

R90-01

John T. Finley, Chairman
Duane W. McCarty, Vice Chairman
Warren W. Schaber, Secretary
Ruby Hunt, Treasurer

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Joint Light Rail Transit Advisory Committee for 1990:

Diane Ahrens
Ruby Hunt

Roll Call: Ayes - 6, Nays - 0
Motion adopted.

Chairman Finley thanked the Board for the fine comments, he will try to continue to do the best he can. He does not think that there is any question that Ramsey County is as far along as any other county in the metropolitan area, as far as Light Rail Transit is concerned. He is also convinced that the members of this Board are probably more well-versed as a Board on LRT issues, with the exception of individual Board members on a particular board, but as a unit, he thinks that we are much more well-versed.

Chairman Finley continued, this is a credit to our staff, Kathy DeSpiegelaere, Jill Goski, and Jim Tolaas who have really kept the members of this Board fully advised of the issues as they come along, and have done an excellent job in preparing him (Finley) as well as other members who have had to be in a position to vote, or to argue our collective points of view at the respective bodies, for example, the RTB, the Transportation Advisory Board, or the LRT Joint Advisory Committee. The staff has done a great job in anticipating what issues would be coming up, and what would be important for us, where the pitfalls may be, so that we could be properly prepared. Chairman Finley thinks it is a credit for the Board members to take the time to be prepared, and to ask the questions so that we can adequately respond, and to our staff to be able to give us that type of information.

Chairman Finley feels that the "proof of the pudding" has been when we did go out with the Comprehensive Plan, every Commissioner on the Board went in their areas. The reception, even though there were not many people attending, those that did attend were quite impressed with the knowledge that we had of the subject. We will plug along, right now it is pretty much in the hands of the metro agencies, for example, the Midway Corridor which we will be dealing with today, and keeping up with the Regional Development and Financial Plan.

4. Update on Midway Corridor LRT Progress

Chairman Finley discussed the memo which Ms. DeSpiegelaere provided with regard to the selection of the alignment which will be in November of 1990. With regard to the different corridor alignments for Midway, he has a request from the City of St. Paul that we are at a point now where we are going to be in the engineering part, and we are going to need engineering type personnel, as opposed to just planning personnel, and the Mayor has assured him that those resources will be made available to the Technical Staff and the Consultants for those studies.

Ms. DeSpiegelaere asked that Jim Tolaas and Jill Goski give a very brief update on some of the activities.

James Tolaas addressed the Board, it has been a considerable period of time since an update was provided to the RRA, as it was in October when we had the last Work Session. This initiation was delayed, Federal funding opportunties were discussed, and the process of their requirements were being considered at length at that time, rather than go too far in the study, and then have to back up. The emerging regional local consensus of the Midway Corridor is indeed a corridor unto itself. It should be built first, without delay, and the regional state funding sources be used as opposed to getting locked up into the Federal process which could delay the process considerably. The Work Plan has been written and rewritten, and developed for the State Environmental Impact Statement process. It is abbreviated somewhat from the combined process, but because of the delay with the initiation, they are really looking at December 1990 before we can make an official alignment

selection. This grew out of a meeting that just occurred last week when they discussed the schedule again.

Mr. Tolaas continued, the initial product is the next product, there are actually two which will come before this Board, Environmental Assessment Worksheet and the Draft Scoping Decision Document. These two products will really set the stage for what the upcoming studies over the next months are, it will define more clearly what the alternatives are, and how we approach studying those, and also how we identify the substantive and environmental issues that have to be undertaken. Most importantly, we should look at the schedule for that, it will be coming before this Authority on February 13, with a Public Meeting on March 27th concerning the decision. The Draft EIS will be issued next September. Following that, there is a series of public input, and there are a series of products along the way, but the formal selection of the alignment will occur in December. Should any delays occur along the way, and there may be a number of stumbling blocks in the formal process which could delay that. In addition to that there are specific minimum review periods which have to be allowed to be consistent with the statutory requirements. It may require that we schedule Authority Meetings at selected dates other than the dates for the normal meetings, so that we do not jumble that process up.

Chairman Finley asked if the project is being jointly considered with Hennepin County. Mr. Tolaas replied that they have a weekly staff meeting that includes Hennepin County. In addition, the Technical Committee meets regularly which includes Hennepin, Ramsey and all of the participating agencies in Minneapolis and St. Paul, MTC, RTB, University of Minnesota.

Ms. DeSpiegelaere added that the answer to Chairman Finley's question is yes, in fact, today Ken Stevens is going through the same schedule with the Hennepin RRA.

Commissioner Hunt's question was in regard to the utilities that are in University Avenue, as this issue came up at a recent meeting. What effect would this have on the selection of the alignment, will that be part of the deliberations. Mr. Tolaas said yes, this will be included. An interesting extension of that is that Hennepin County has taken the approach that all utilities should be removed from underneath any rail alignment. This has far reaching consequences because it impacts a great number of utilities, and they have taken the approach that the utility owner, whether it be the City or a private utility owner, is responsible for removing that at their costs. This has not gone to a point where it was challenged in court, but it is a policy, it does not mean that we don't consider it in the study, but they have taken the position that if that is encountered, they would request that the utility move the service to another location.

Ms. DeSpiegelaere called the Board's attention to Attachment, page 3, under July 1990, this is the list of items going to the Midway Corridor Task Force and the Technical Group, this indicates that utilities will be one of the items they would be reviewing, so it will be considered.

Mr. Tolaas said this can be a significant consideration, an example in the Comprehensive Plan, they were looking at downtown alignments - one of the considerations for the streets selected was the presence of utilities, particularly the steam heat which is very expensive to move.

Commissioner Schaber feels that we should get an idea as to whether this is practical, is it really needed.

Ms. DeSpiegelaere informed the Board that the RTB is assisting in the preparation of the Coordination Plan on LRT due July 1st. On Friday the staff group met, and she asked that this be added to the plan, the issue of utilities, so this is something that they will be addressing as a region.

Mr. Tolaas explained that this is not in reference to crossings, that is not really the problem, the problem is when you run parallel to the alignment, as you obviously cannot dig it up, repair it, and detour traffic, so it is important that those utilities are accessible from outside of that rail.

Ms. DeSpiegelaere pointed out, in Calgary, their high platform stations were portable, not easily, but they were portable with the train, so that you could have access to those utilities.

5. Update on Regional Development and Financial Plan

Chairman Finley had mentioned at the County Board meeting last week, that the Regional Plan has been approved by the RTB. He has seen the Executive Summary today for the first time. One of the things that was not spelled out was that the financing of Group A, which is the Midway Corridor, that it is to be Regional and State funding, as opposed to Federally funded. By Regional funding you would go to the financial recommendations which are ranked, first sales tax, 2 would be property tax levy issued by the RTB, and third would be bonding, and 4 would be fiscal disparities, which would be for 40% of the growth. The B and C corridors would be funded as they became ready for development which would be as the need is in environmental considerations adopted, and the B has the South line going across Lafayette Freeway, and C has the Northeast which is essentially the rail line going up to the northeastern part of the county, and the Northwest would be essentially going out North. The D are the extensions out from all of these.

One of the disturbing things is the South line which keeps coming up that we are talking about future development, when the B category is not dealing with future developments, but existing developments, because if you go out to 110, that is the first phase of the South alignment, that is West St. Paul, that is not a future growth city, that is an existing growth city. When you get to Mendota Heights and Eagan, now that is future development. This is where the plan is presently at the Metropolitan Council, this will come back to the RTB for submission to the Legislature prior to February 15th.

Commissioner Ahrens would like to know about the tunnel, which is in Minneapolis, is this included in A.

Chairman Finley thinks that Minneapolis goes to 29th Street, and Ms. DeSpiegelaere said Group A does include the tunnel to 29th Street, and there is discussion occurring as to whether or not that long a tunnel would be needed to serve the Central Corridor.

Commissioner Ahrens has concerns, the tunnel is an expensive part of the system, and she does not see the justification for the tunnel going to 29th Street to serve downtown Minneapolis from St. Paul. She asked if this has actually been approved, and do those who are approving understand that this tunnel goes to 29th Street.

Chairman Finley stated that the tunnel was approved by the RTB, that is the way that alignment was dealt with all through the system. Commissioner Ahrens said they never really discussed this, and she does not consider it a Central Corridor going south to 29th Street in Minneapolis.

Commissioner McCarty mentioned that he will be meeting with the Transportation Committee tomorrow, and he would like some direction as there may be attempts to modify the RTB draft at the Council.

Chairman Finley said this Board did not vote on the tunnel, it is not our discretion to vote on the tunnel, the Minneapolis alignment decision is made by the respective RRA, as Anoka County does not vote on our plan, and Hennepin County does not vote on our plan. It will be up to the RTB and the Metropolitan Council to modify this, this is a regional, it is not their decision as to what the alignment is, but the decision has very much of a consideration from a financial standpoint what will be funded in that first stage.

Chairman Finley continued, we must remember what hat we are wearing, if we are wearing Ramsey County RRA hat, we really do not have much to say what they choose for an alignment, whether it be underground, above ground, etc. If we wear our regional hat, we have to say not only what is going to be funded, tunnel or no tunnel, and that the regional issue has to do with the funding.

Commissioner McCarty said that the Groups A - B - C takes some other projects out of the first funding competition, are we supporting these things. Chairman Finley said we are not supporting this - this is just an informational item.

Commissioner Hunt said the question is if the Transportation Advisory Board, are they in a position to go through the same things that everybody else has. What is the charge of the Transportation Advisory Board?

Commissioner McCarty said the TAB will make a recommendation to the full Metropolitan Council.

Chairman Finley said, under the legislation, the Metropolitan Council will probably have it back to the RTB , prior to the TAB voting.

Ms. DeSpiegelaere is not sure that is the case. The Technical Advisory Committee, the staff has taken a position of reviewing it, but they are carefully recognizing all the work of the other people that has gone into it during the process. She thinks that Commissioner McCarty's question is directed to Group B and C if there is a motion to combine those into one group, would this Board be supportive of that.

Chairman Finley made a motion at the RTB to combine B and C, which was passed twice, and lost 6 to 5 on the last vote. This looked like two cities as joint hubs more so than one city, with all the data that was available, it appears to him that the Northeast and Northwest Corridors were in the Ramsey County plan, the same with the Southwest plan with Hennepin County. As to the tunnel, they did not get into that, dividing it off because he was afraid that if they got into the issue of tunnel funding, that we may end up winning a battle, and loosing a war, which would be that Hennepin County if they want the tunnel, they would fund the tunnel, and Ramsey County and everyone will fund everything that they have in their county, to the extent of 10%, which would mean that Ramsey County would be funding the large portion of Group A, which under the plan, we do not fund any. He stayed away from this intentionally so they would not get into the political football as to who funds what. The 10% match is not in Group A, but it is in Group B. Group A does not require any local funds or Federal. Groups B and C require a 10% match, which would be waived if Federal funds are sought.

Chairman Finley explained the reason he was opposed to that as it is stupid to go through this whole plan the Legislature set up, and then have seven counties rushing in to try and get Federal funds so that they do not have to levy property tax. Certainly, that is what any county would do. If you have a choice, you would rather go after Federal funds rather than levying a property tax. He was opposed to it, the dollar amounts are not that significant from our standpoint. We might as well fund it regionally.

Commissioner Ahrens said this was never discussed at the LRT Advisory Committee meetings, that the tunnel was going out of Minneapolis.

Commissioner Hunt added that they did not discuss the pros and cons of the tunnel at the Advisory meetings, nor did they take a position on the tunnel at all. There may be political ramifications if we make an issue of this. This is one of the means of the RTB to come up with so we do not have to pay for LRT in Ramsey County with local levy, which we have been trying to avoid. This was a political consideration that made it possible for the RTB to come up with something that means that we do not have to levy locally to pay for LRT in Ramsey County.

Chairman Finley agrees with Commissioner Hunt, he feels it is more important for Ramsey County to get what we want as to the method of funding, than to whether or not there is a tunnel in Minneapolis, and how far it goes. It is more important for us to get the sales tax and regional bonding through as the primary sources for funding, and the 100% funding for the primary corridor than it was to get into cost of the tunnel, the study did not have the cost of the tunnel in it. He never raised that issue.

Commissioner Schaber agrees that we could Combine Groups B and C, this combination would be to our advantage. The East Corridor status was another question, as to where it was included. Chairman Finley said that it is included in the Group D corridor, but is not shown on the map. It is in the 10 to 20 year plan. Group D is the remainder of the 20 year plan which included the East Corridor, this is the only new corridor in that, the rest are extensions of the existing corridors.

Commissioner Hunt mentioned a discussion which came out of the LRT Advisory Committee is a recommendation that these corridors be evaluated every two years as to population growth, so that if things change, they could be moved up.

Chairman Finley said they specifically voted on the East Corridor - there had been an attempt to remove it at the RTB, but it did stay in.

Commissioner Schaber would like to know if the $340,000,000 is an accurate amount under Group A. He is concerned as to what our line would cost. Chairman Finley said it would probably be $1 million.

6. Exempt County Department billings from the $2,000 signoff limit, and raise the limit on other billings to $5,000.

Commissioner Salverda moved the following recommendation, seconded by Commissioner Hunt.

WHEREAS, The current maximum limit on signoff authority granted to Regional Rail staff is $2,000; and

WHEREAS, Costs accrued monthly for routine services provided to the Rail Authority by other County departments and area vendors often exceed $2,000; and

WHEREAS, To expedite payment, service providers submit invoices more frequently than once per month to keep invoice amounts below $2,000; and

WHEREAS, Current billing frequencies and amounts result in more cumbersome procedures and increased administrative costs for rail staff and billing parties; and

WHEREAS, The Authority is supportive of changes which improve the efficiency of accounting and administrative procedures and ensure prompt payment for services rendered to the Authority; Now Therefore Be It

RESOLVED, That the authorized limit on signoff authority granted to Regional Railroad Authority staff is increased to $5,000; And Be It Further

RESOLVED, That billings from County departments providing services to the Authority are exempt from the established dollar limit on signoff authority granted to Regional Railroad Authority staff.

Roll Call: Ayes - 7, Nays - 0
Motion adopted. R90-02

There being no further matters to come before this Board, Chairman Finley declared the meeting adjourned.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

Chairman Finley
Originating Department

John T. Finley /s/ — 1/30/90
Authorized Signature — Date

Board Action Requested

Chairman's Comments

Request Justification

Budgeting and Accounting
County Attorney
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date FEbruary 6, 1990 Board Date	Signature F. L. Glendenning Signature	Date 1/30/90 Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

Regional Railroad Authority
Originating Department

K. DeSpiegelaere 1/26/90
Authorized Signature Date

Board Action Requested

Update on Northeast Corridor

*Discussion Only

Request Justification

See attached memorandum from K. DeSpiegelaere

Budgeting and Accounting Ed Blankfuss 1/31/90
County Attorney [signature]
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
February 6, 1990		1/30/90
Board Date	Signature	Date

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MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere, Director of LRT Planning KD

SUBJECT: Update on Northeast Corridor

DATE: January 23, 1990

The Comprehensive LRT Plan for Ramsey County identified the Northeast Corridor as one with potential for light rail transit and you have directed Rail Authority staff to:

1. Initiate an alignment study of LRT in the Northeast Corridor.

2. Negotiate an option for purchase with Burlington Northern of right of way in the Northeast Corridor.

3. Develop a joint powers agreement with the City of St. Paul for trail use of the Burlington Northern right of way.

4. Negotiate with the Minnesota Department of Transportation (Mn/DOT) to assure that LRT/trail use can be accommodated in the vicinity of T.H. 36 and the Burlington Northern line.

The purpose of this memorandum is to provide you with an update on these activities.

1. Alignment Study

A request for proposal for consultant services for an alignment study resulted in two proposals: One from BRW ($211,200 anticipated cost) and another from Strgar-Roscoe-Fausch, Inc. with DeLeuw, Cather & Company ($244,865 anticipated cost). A staff committee will meet on February 14 to review written proposals, hear oral presentations and make a recommendation to you on consultants for this project.

1

The study will take approximately one year to complete. Nominations to a citizens group, Northeast Corridor Task Force, have been requested. Involvement of technical staff will be sought and an Intergovernmental Committee of elected and appointed officials may be formed.

2. Purchase Option

Discussions with Burlington Northern (BN) property managers have focused first on acquisition of the portion of railroad property from downtown St. Paul to Beam Avenue. Although we have indicated an interest in the portion to the North Ramsey County border to BN, they have suggested working on the portion available for acquisition first and negotiating subsequently on the northern portion that is still in service for trains.

Proposed option agreements are continuing to be modified and reviewed by BN's and Ramsey County Regional Railroad Authority's attorneys.

3. Joint Powers Agreement

As requested by the City of St. Paul, a joint powers agreement regarding a trail on the Burlington Northern property has been developed. The proposed agreement is being reviewed by City of St. Paul staff at this time. When staff agreement is reached, the proposed agreement will be presented to the St. Paul City Council, Board of Ramsey County Commissioners, and to Ramsey County Regional Railroad Authority (RCRRA).

4. T.H. 36 - Negotiations with Mn/DOT

Negotiations with Mn/DOT are continuing to assure that RCRRA and Ramsey County interests will be accommodated at T.H. 36 and the BN crossing.

Recommendation:

For your information.

KD/blk

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

Regional Railroad Authority Originating Department K DeSpiegelaere 1/26/90 Authorized Signature Date	**Board Action Requested** Update on LRT Development and Financial Plan and on Coordination Plan. ***Discussion Only**

Request Justification

See attached:
1. Memorandum from K. DeSpiegelaere.
2. Minneapolis Tunnel Issues Summary.
3. Local Match Issues Summary.

Budgeting and Accounting Ed Blaufuss 1/31/90

County Attorney [illegible]

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date February 6, 1990 Board Date	Signature F. L. Glendenning Signature	Date 1/30/90 Date

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MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere, Director of LRT Planning KD

SUBJECT: Update on Development and Financial Plan;
Progress on Coordination Plan

DATE: January 25, 1990

The Development and Financial Plan for LRT is being reviewed by the Metropolitan Council. The Systems Committee of the Metropolitan Council has addressed it at two recent meetings and is expected to take action on it at a meeting at 11:00 AM on February 6. The Metropolitan Council will take action on the Plan on February 8. I will brief you on the Systems Committee action at your February 6 Rail Authority meeting.

Attachments 1 and 2 are summaries prepared by Metropolitan Council staff on (1) the Minneapolis tunnel and (2) local match.

The Regional Transit Board is expected to take action on the Development and Financial Plan on February 15 at 4:00 PM.

Another requirement by the Legislature is that a Coordination Plan be prepared by the Joint LRT Advisory Committee by July 1, 1990. The Coordination Plan will address:

- o Construction, ownership and operation of the LRT system.
- o Uniform standards for vehicles, tracks, operations and other system elements.

The first meeting of the Joint LRT Advisory Committee about the Coordination Plan will be held on February 7.

Recommendation:

For your information.

MINNEAPOLIS TUNNEL ISSUES SUMMARY

Attachment 1-1

INTRODUCTION

- The RTB plan includes a tunnel from the north end of downtown Minneapolis to the vicinity of 29th Street south and Portland Ave. According to most recent estimates, the tunnel would cost an estimated $163 million, compared to $77 million for the comparable at-grade alternative.

- The tunnel would cover not only the downtown service area but a portion of south Minneapolis.

- The Hennepin County Regional Railroad Authority is studying at-grade and subway options for the "Central Minneapolis Area" as part of the environmental impact statement for its LRT system. The final EIS, including selection of a preferred alternative in this area, is expected to be completed this spring. An east/west tunnel option was ruled out early in the EIS process due to poor geologic and other conditions.

- The legislation requiring the Regional Development and Financial Plan requires that additional costs attributable to any below grade construction be included in the plan.

MAJOR ADVANTAGES AND DISADVANTAGES OF A TUNNEL TO THE REGION

MAJOR REGIONAL ADVANTAGES

- LRT operating costs would be lower due to higher speeds;

- Common alignment in South Minneapolis could serve three LRT corridors;

- System capacity, reliability and safety are maintained regardless of street traffic levels;

- Regional LRT system causes environmental impacts that are more thoroughly mitigated with a tunnel;

- Tunnel could serve as a focal point for regional system, enhancing interconnection among corridors.

MAJOR REGIONAL DISADVANTAGES

- Higher capital cost ($86 million);

- The risk that LRT system is not developed in all six corridors or proceeds so slowly that investment in a tunnel in first phase would not prove prudent;

- The risk that street congestion does not materialize to the extent it would have impeded surface operations;

MINNEAPOLIS CENTRAL AREA CONSTRUCTION OPTIONS

OPTION			CAPITAL COST (Millions)	COMMENTS
1.	At-Grade Only:	Downtown Only	$ 40 (Approx.)	- Would require additional $40-52 million for I-35W connection - Potential operational problems for interlining multiple LRT corridors - Lowest cost in first stage - Potential traffic impact risk
2.	At-Grade Only:	Downtown and South Minneapolis	$ 77	- Highest traffic impact risk - Moderate cost
3.	At-Grade Now: Tunnel Later:	Downtown Downtown and South Minneapolis Total:	$ 40 (Approx.) $ 163 $ 203	- Highest cost risk if rapid LRT system development occurs - Potential to evaluate street operations impact
4.	Tunnel Now: Tunnel Later:	Downtown South Minneapolis Total:	$ 82 (Approx.) $ 81+ (Approx.) $163+	- Slightly higher than single full tunnel due to costs of restarting tunnel construction - Reduced risk of tunnel if LRT system development is slow
5.	Tunnel Now:	Downtown and South Minneapolis	$163	- High initial cost - Highest risk of over-investment if LRT system development does not occur - Option included in RTB plan

OPTIONS FOR FINANCING THE "CENTRAL MINNEAPOLIS AREA"

OPTIONS:

1. Include Downtown and South Minneapolis in Group A (Regional/State Split)

2. Include Downtown in Group A (Regional/State), and South Minneapolis in Group B (Regional/State/Local Match);

3. Downtown and South Minneapolis included in Group A (Regional/State Split), but a local match required for incremental cost of tunnel, if a tunnel is built;

4. Downtown included in Group A (Regional/State), South Minneapolis included in Group B, with an additional local match required for incremental cost of tunnel in both downtown and South Minneapolis areas, if a tunnel is built;

DISCUSSION:

- Group A, the system "core", should include only the downtown portion of the Central Minneapolis Area, since areas to the south of the downtown area are beyond the metro center.

- While the region benefits from the subway, substantial local benefits are also obtained. It is therefore appropriate for local participation in funding the additional cost of a tunnel, if a tunnel is built.

- Option 4 would be the most consistent with Council policy (Policy 9 and Funding Principle 2 of the Transportation Policy Plan) regarding "who benefits and who pays" for different portions of the Central Minneapolis Area" and how a tunnel would be financed;

WHAT WOULD BE AN APPROPRIATE "LOCAL MATCH" FOR THE TUNNEL

- A local contribution would provide an incentive for development, parking and other strategies to ensure that LRT is successful enough to warrant a tunnel;

- An additional local match for the incremental cost of a tunnel equal to that for the Group B, C corridors would take into account regional and local benefits;

- Operating cost savings due to higher speeds in a tunnel would be roughly equal to about 30 percent of annualized incremental cost of tunnel. Therefore, regional participation in the incremental cost of a tunnel is appropriate.

LOCAL MATCH ISSUES SUMMARY

Attachment 2-1

INTRODUCTION

- The RTB plan proposes that a 10 percent local match be required for Group B and Group C corridors. The source of this match is not stated. A regional railroad authority could offset this requirement by obtaining federal funding for a corridor.

- Policy 2 , Strategy C of the Transportation Policy Plan requires a "regional/local" match, but no specific amount is given. The primary concern is stated that the source be equitable and fair;

- Policy 9 says financing should be the responsibility of federal, state, regional and local governments, users and the private sector;

- Funding principle #2 says that users and other beneficiaries should pay whenever possible;

A LOCAL MATCH:

- Strengthens the local commitment to LRT by encouraging cost-effective lines and implementation strategies;

- Provides a more direct relationship between the project funding responsibilities and the level of implementation control of the counties;

- Reduces the burden on a broad-based source of regional funding (such as a sales tax), allowing that source to be used for not only LRT but other needed regional services and improvements;

- Gives incentive for the regional railroad authorities to pursue federal funding to offset its local match;

- Provides incentives for the regional railroad authorities to pursue cost-sharing or joint development strategies that encourage private sector participation;

- Strengthens the local commitment to making the LRT/transit system work through local initiatives such as development and parking strategies, etc.

A LOCAL MATCH OF 20 PERCENT WOULD:

- Be generally consistent with the levels of local funding most regional railroad authorities were willing to commit in their comprehensive plans;

- Be in line with goal for federal participation (at least 20 percent) therefore providing incentive to pursue that level of federal participation;

- Offer incentive to pursue private sector/joint development opportunities that are believed capable of offsetting 5-15 percent of system cost;

- Under a worst case scenario (no growth in tax base, no federal or private contributions, all lines built at same time) require less than full CRRA taxing authority;

LOCAL MATCH REQUIREMENT AT DIFFERENT PERCENTAGE LEVELS

(FOR GROUPS B AND C ONLY)

COUNTY	LRT CAPITAL COST IN COUNTY	REQUIRED LOCAL MATCH (MAX. WORST CASE EST. % OF PROPERTY TAX AUTHORI 10 %	15 %	20 %	25 %
ANOKA	$109	$10.9 (35%)	$16.4 (53%)	$21.8 (70 %)	$27.3 (88%)
DAKOTA	$93	$9.3 (21%)	$14.0 (32%)	$18.6 (42%)	$23.2 (52%)
HENNEPIN	$570	$57.0 (28%)	$85.5 (42%)	$114.0 (56%)	$142.5 (69%)
W/TUNNEL	*$737*	*$73.7 (36%)*	*$110.6 (54%)*	*$147.4 (72%)*	*$184.3 (89%)*

(ESTIMATED AT $81 MILLION SOUTH HALF OVERALL MATCH PLUS $86 MILLION AT GRADE/TUNNEL COST DIFFERENCE)

RAMSEY	$224	$22.4 (31%)	$33.6 (46%)	$44.8 (62%)	$56.0 (77%)

* ASSUMES NO FEDERAL FUNDING OFFSET OF LOCAL MATCH, NO GROWTH IN TAX BASE, NO PRIVATE SECTOR PARTICIPATION AND THAT ALL LINES ARE CONSTRUCTED AT SAME TIME

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

Regional Railroad Authority
Originating Department

K DeSpiegelaere 1/26/90
Authorized Signature Date

Board Action Requested

1990 Legislation

*Discussion Only

Request Justification

See attached memorandum from K. DeSpiegelaere

Budgeting and Accounting Ed Blaylock 1/31/90
County Attorney Dick Moe
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
February 6, 1990	F. L. Glendenning	1/30/90
Board Date	Signature	Date

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere, Director LRT Planning

SUBJECT: 1990 Legislation KD

DATE: January 24, 1990

The purpose of this memorandum is to inform you about expectations for legislation relating to light rail transit in the 1990 session of the Minnesota Legislature.

The Legislature will review the Regional Transit Board's LRT Development and Financial Plan this session. Financing of LRT is an area that will receive consideration.

Information has been provided to me that a bill on state bonding for construction of LRT, perhaps the $100 million that was discussed at the end of the 1989 session, is likely to be introduced. A bill for a regional sales tax for transportation capital expenditures (light rail transit, roads, trails, bikeways) will be introduced.

If a sales tax bill is introduced, some of the issues to be addressed are:

- What are the eligible uses for funds?
- What should the distribution formula be among uses?
- What should the distribution formula be among jurisdictions?
- Who should collect and distribute the funds?

A one cent sales tax is expected to generate about $180 million annually in the seven county metropolitan area.

Recommendation:

Discussions on these subject are occurring and I will continue to update you about legislation throughout the session.

1

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

Regional Railroad Authority Originating Department K DeSpiegelaere 1/26/90 Authorized Signature Date	Board Action Requested Midway Corridor Coordination *Discussion Only

Request Justification

See attached memorandum from K. DeSpiegelaere and diagram.

Budgeting and Accounting Ed Glawitsch 1/31/90

County Attorney Dennis Mulligan

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
February 6, 1990	F. L. Glendenning	1/30/90
Board Date	Signature	Date

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MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere, Director of LRT Planning KD

SUBJECT: Midway Corridor Coordination

DATE: January 23, 1990

Bruce Davis, Chair of the Midway Corridor Task Force, has asked me to report at the February meeting of the task force on how Ramsey County Regional Railroad Authority (RCRRA) will work with the City of St. Paul, Downtown, neighborhoods and Capitol Area Architectural and Planning Board during the Midway Corridor work in progress. Our objective is to encourage participation and communication, to build understanding and to reach a consensus on a preferred alignment for LRT in the Midway Corridor and in downtown St. Paul. A diagram illustrating the coordination is attached.

City of St. Paul

Rail Authority staff will work with and through City of St. Paul staff on this project. Peggy Reichert (Planning and Economic Development) is the primary contact person. Leon Pearson (Public Works), Al Lovejoy and Mark Filipi (Planning and Economic Development) are additional participants.

A working group of technical staff will meet at minimum once a month. The group has met three times thus far. It is expected that City staff will provide their knowledge and perspectives to the project on a continuing basis, and will communicate information throughout the course of the project to the Mayor, City Council, and Planning Commission. City staff may invite RCRRA Commissioners or staff to present information to the City Council or Planning Commission when they feel it is appropriate.

St. Paul staff, Planning Commission and City Council receive mailings of the Midway Corridor Task Force. St. Paul staff participate in a downtown task force and the City Council has been requested to appoint a member to that group.

Downtown

The St. Paul Area Chamber of Commerce is forming an LRT Task Force to work for one year on this project. Representation will be requested from the Downtown Council, District 17, Capitol Area Architectural and Planning Board, Convention Bureau and St. Paul City Council. City of St. Paul staff will assist.

The downtown task force will recommend a preferred alternative for the downtown area to RCRRA.

Neighborhoods

District Councils in the affected area have appointed representatives to the Midway Corridor Task Force. It is expected that Midway Corridor Task Force representatives will communicate with their respective district councils throughout the course of the project. Community organizers of each affected District Council receive mailings of task force material.

A preferred alternative for the Midway Corridor is expected to be recommended by the Midway Corridor Task Force.

Capitol Area Architectural and Planning Board

The Capitol Area Architectural and Planning Board (CAAPB) has a representative on the Midway Corridor Task Force and on the Downtown Task Force.

It is anticipated that work sessions with CAAPB staff will be held at periodic intervals throughout the course of the project and that CAAPB representatives to the task forces will communicate with Board members about significant elements as the study progresses.

General

RCRRA will distribute newsletters that discuss progress on the Midway Corridor project.

Forums will be held at intervals of the process in Midway Corridor locations.

Public hearings and meetings as required by state environmental impact statement procedures will be held. The first anticipated public meeting is a Scoping meeting to be scheduled for March 27.

Hennepin County/Minneapolis

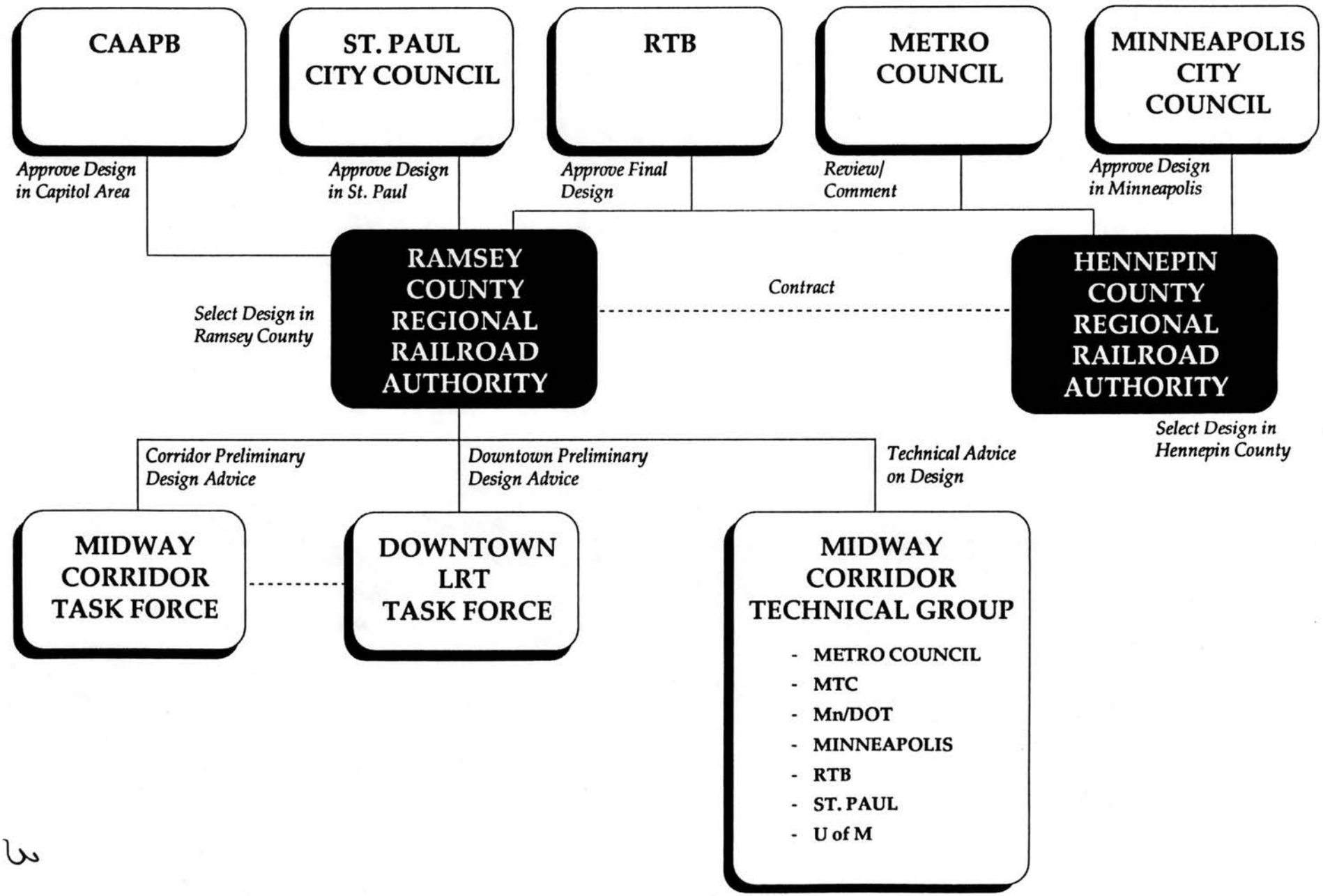
Hennepin County is a joint participant in this project. City of Minneapolis Public Works staff participate on the technical group and four members of the Midway Corridor Task Force represent the Minneapolis-area portion of the corridor.

Recommendation:

For your information.

KD/blk
Attachment

Agency/Advisory Committee Coordination Program for Midway Corridor Preliminary Design/EIS



BRW 1/23/90 cp
B:\RCRRA\Predesgn

WHEREAS, Ramsey County Regional Railroad Authority is conducting an Environmental Impact Statement and preliminary engineering on light rail transit in the Midway Corridor; and

WHEREAS, The Midway Corridor is located within the City of St. Paul and coordination and communication with the City of St. Paul is an important element of this study; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority requests that all presentations on the Midway Corridor light rail transit study to the City Council and Planning Commission are to be made by Ramsey County Regional Railroad Authority Commissioners or staff; and Be It Further

RESOLVED, That a copy of this resolution is to be sent to the Mayor and City Councilmembers of St. Paul.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

Regional Railroad Authority
Originating Department

K. DeSpiegelaere 1/29/90
Authorized Signature Date

Board Action Requested

Approve Draft Scoping Decision Document and Environmental Assessment Worksheet. Establish March 27 Scoping Meeting date.

***Action is Requested**

Request Justification

See attached:
1. Proposed Resolution
2. Memorandum from K. DeSpiegelaere
3. Environmental process schedule
4. Scoping Document
5. Environmental Assessment Worksheet

Budgeting and Accounting Ed Glaubitz 1/31/90
County Attorney Dan MacSmith
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date February 6, 1990 Board Date	Signature F. L. Glendenning Signature	Date 1/30/90 Date

Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for Phase I Preliminary Engineering / Environmental Impact Statement studies for the Midway Corridor; and

WHEREAS, An Environmental Assessment Worksheet (EAW) and Draft Scoping Decision Document have been prepared, in accordance with State requirements, to identify alternatives and environmental issues to be addressed in subsequent Environmental Impact Statement studies for the Midway Corridor; and

WHEREAS, The documents will be submitted to the Environmental Quality Board (EQB) to initiate the formal public review process, upon approval by the Authority; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority approves the Environmental Assessment Worksheet (EAW) and the Draft Scoping Decision Document for the Midway Corridor; and Be It Further

RESOLVED, That a public Scoping Document Meeting for environmental studies on the Midway Corridor will be held on March 27, 1990, to be convened both during normal business hours and during evening hours to ensure adequate opportunity for public comments on study considerations.

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

RAMSEY COUNTY
Regional Railroad Authority

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MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere, Director of LRT Planning KD

SUBJECT: Phase I PE/EIS Studies for the Midway Corridor
Approval of the Environmental Assessment Worksheet and Draft Scoping Decision Document; Establish March 27 Date for Scoping Meeting

DATE: January 26, 1990

Study Approach

The Midway Corridor LRT work is following the State Environmental Impact Statement(EIS) process. The purpose of this memorandum is to request approval of the Environmental Assessment Worksheet and Draft Scoping Decision Document and to set a date for a Scoping meeting.

The reports are adopted at this time for the purposes of circulating them for review and comment. Final action on them occurs in April, 1990, after the review period.

Environmental Assessment Worksheet/Draft Scoping Decision Document

The first major products of the State environmental process are the Environmental Assessment Worksheet (EAW) and Draft Scoping Decision Document. These documents identify major alternatives to be studied and lay the foundation and framework for subsequent Preliminary Engineering (PE) and Environmental Impact Statement (EIS) studies. Major alternatives to be addressed in the EIS include one no-build option and three potential LRT alignments:

- Alternate 1 - No Build
- Alternate 2 - Burlington Northern/Pierce Butler Route
- Alternate 3 - University Avenue
- Alternate 4 - Interstate 94

Variations and/or combinations of alternatives will also be considered in the EIS.

Approval of these documents by the Regional Railroad Authority will allow them to be submitted to the Environmental Quality Board, starting the environmental review process. The schedule requires a public Scoping Document Meeting on March 27. It is recommended that the meeting be initially convened during a regular Rail Authority meeting, and recessed and reconvened in the evening. Approval of the March 27 meeting time is also sought in the proposed resolution.

Environmental Review Schedule Overview

The proposed environmental review schedule (Attachment 1) identifies significant dates and activities for the Midway Corridor EIS, culminating with selection of a preferred alignment in December, 1990. The process begins with Regional Railroad Authority approval of the attached Environmental Assessment Worksheet (EAW) and Draft Scoping Decision Document. The documents will then be submitted to the Environmental Quality Board and distributed for public review, followed by a required public Scoping meeting on March 27. The Final Scoping Document will be completed in April. The EIS study officially begins upon completion of the scoping process. Issuance of the Draft Environmental Impact Statement (DEIS) and the Final Environmental Impact Statement (FEIS) is expected to occur in late September, 1990 and early January, 1991, respectively. Approximately two additional months will be required to complete Determination of Adequacy requirements. Phase II Preliminary Engineering work could begin in March, 1991.

Recommendation:

1. Approve the Environmental Assessment Worksheet and Draft Scoping Decision Document for the Midway Corridor.

2. Establish March 27 as the date of the public Scoping Document Meeting.

BRW, Inc.
01/22/90

PROPOSED ENVIRONMENTAL REVIEW SCHEDULE FOR THE MIDWAY CORRIDOR

DATE	ACTIVITY
February 6, 1990*	Ramsey County Regional Railroad Authority (RCRRA) Approves Environmental Assessment Worksheet (EAW)
February 13, 1990	Copy of Approved EAW Submitted to Environmental Quality Board (EQB) (Note: Must submit within five working days of approval)
February 13, 1990	Copies of Approved EAW distributed to EQB distribution list
February 20, 1990	RCRRA submits press release regarding Notice of Availability of EAW Note: must submit within five working days of submitting EAW to EQB and distribution list)
March 5, 1990	Notice of EAW Availability published in EQB Monitor
March 27, 1990	Scoping Document Meeting (Note: Public Meeting cannot be held prior to fifteen working days after the notice of availability)
April 5, 1990	Thirty-day Scoping Period Closes (Note: includes weekends and holidays)
April 24, 1990*	Scoping Decision Document Approved by RCRRA (Note: must be made within fifteen working days after the close of the thirty-day scoping period)
May 7, 1990	Summary of Scoping Decision Submitted to EQB -- Serves as Environmental Impact Statement (EIS) Preparation Notice Press Release

May 14, 1990	EIS Preparation Notice published in the EQB Monitor
	(Note: Must be published within 45 days following approval of Scoping Decision Document)
September 24, 1990	Submit Draft Environmental Impact Statement (DEIS) to EQB
October 1, 1990	DEIS Notice of Availability Published in EQB Monitor
	Submit Press Release
	Distribute DEIS Document to Distribution List
October 30, 1990	Public Meeting Regarding LRT DEIS
	(Note: Cannot be held prior to fifteen working days after EQB Notice on Availability)
November 13, 1990	Comment Period Closes
	(Note: must remain open ten working days following public meeting)
December 11, 1990	RCRRA identifies preferred Alignment
January 12, 1991	FEIS Submitted to EQB
January 22, 1991	FEIS Notice of Availability Published in EQB Monitor
	Press Release
	FEIS Distributed to EQB Distribution List
February 19, 1991*	RCRRA Determination of Adequacy/Notice of Determination
March 5, 1991	Notice of Determination in EQB Monitor

* The proposed schedule assumes RCRRA Board Meetings on Tuesdays.

DRAFT

PRELIMINARY

MIDWAY CORRIDOR LIGHT RAIL TRANSIT

SCOPING DECISION DOCUMENT

Prepared by:

Ramsey County Regional Railroad Authority
Ramsey County Courthouse
15 West Kellogg Boulevard
Room 316
Saint Paul, Minnesota 55102

With Assistance by:

BRW, Inc.
700 Third Street South
Minneapolis, Minnesota 55415

January 25, 1990

PRELIMINARY

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PRELIMINARY

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PRELIMINARY

SUMMARY

The Ramsey County Regional Railroad Authority (RCRRA) and the Hennepin County Regional Railroad Authority (HCRRA) have prepared this Scoping Decision Document in conformance with Environmental Quality Board (EQB) regulations pertaining to Environmental Impact Statement (EIS) preparation. The scoping decision reflects information prepared for an Environmental Assessment Worksheet (EAW) on the proposed project. The information in the EAW was based on previous studies of LRT in the Midway Corridor and data collection and evaluation.

This scoping decision document identifies the four primary alternatives to be analyzed in the EIS which will be prepared for the proposed project, as well as topics to be addressed in detail in the EIS.

PROPOSED PROJECT

The proposed project is a light rail transit line to serve the Midway Corridor in St. Paul and Minneapolis, Minnesota. The Midway Corridor is located in Ramsey County and a portion of eastern Hennepin County and extends from the University of Minnesota East Bank Campus to Downtown St. Paul, generally between Larpenteur Avenue and Short Line Railroad.

The project is the result of a number of studies by the Ramsey County Regional Railroad Authority (RCRRA) and the Hennepin County Regional Railroad Authority (HCRRA) and several years of planning by Twin Cities regional agencies. The Central Corridor from Downtown Minneapolis to Downtown St. Paul, which includes the Midway Corridor, has been identified in the Metropolitan Council Policy Plan/Development Guide as appropriate for LRT and the number one priority corridor for implementation in the Twin Cities area. The corridor has been identified in the plan due in part to its high projected ridership.

The viability of LRT implementation in the Midway Corridor was reaffirmed in the Comprehensive LRT System Plan for Ramsey County. The comprehensive plan was prepared in accordance with legislative requirements and approved by RCRRA in December 1989.

ALTERNATIVES TO BE STUDIED IN THE EIS

Four alternatives have been identified for study in the EIS. These include one no-build option and three potential LRT alignment locations. Each of the LRT alignments connects the University Connector LRT line at the planned Oak Street Station in Minneapolis with Downtown St. Paul. Each of Alternatives 2, 3, and 4 (build alternatives) will include the alignment alternatives for the Downtown St. Paul/State Capitol Area as shown in Figure 4. Combinations of portions of Alternatives 2, 3, and 4 (build alternatives) may also be considered for study in the EIS. The four primary alternatives for study in the EIS are shown in Figure 1 and described below.

Alternative 1: No-Build

The no-build alternative assumes that the proposed light rail transit line in the Midway Corridor is not constructed. Transit service would be provided by the existing bus transit system plus any bus system improvements planned by the Metropolitan Transit Commission (MTC).

Alternative 2: Burlington Northern/Pierce Butler Route

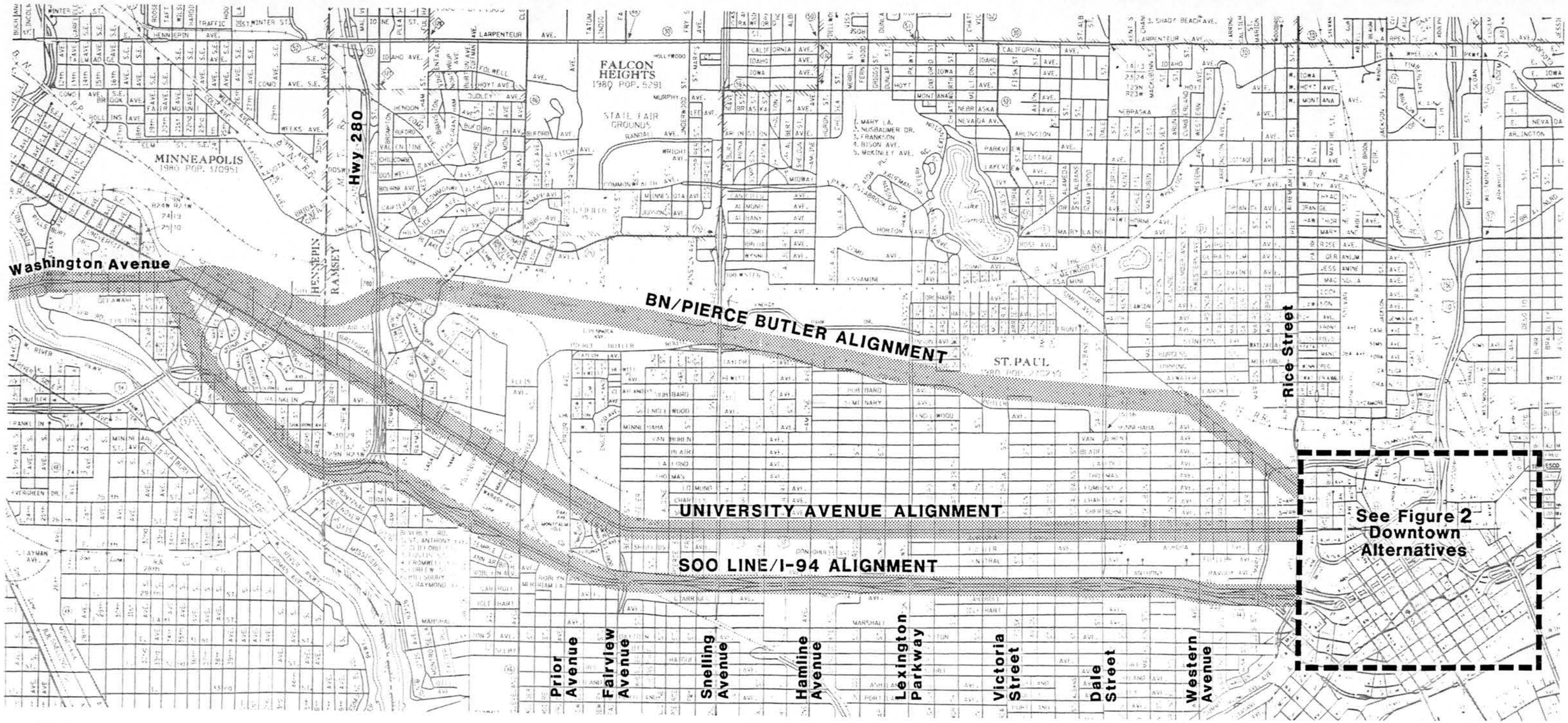
This alternative includes the construction of a light rail transit line that generally parallels the Burlington Northern Railroad Southern Mainline. The alignment may be located within former railroad right-of-way, street right-of-way, or along the edge of street right-of-way. The alignment would be located along either the Pierce Butler Route or Energy Park Drive, between Raymond Avenue and Lexington Parkway and portions of the planned University of Minnesota Transitway, the Burlington Northern Railroad east of Lexington Avenue, and Como Avenue to Downtown St. Paul. Combinations of these alignment segments will be considered.

Alternative 3: University Avenue

This alternative alignment will be located along the north side of Washington Avenue from the Oak Street Station to the Washington Avenue and University Avenue intersection. The alignment will be located on University Avenue from Washington Avenue to near Downtown St. Paul. The alignment will use either Rice, Marion or Robert Street to access the downtown area.

Alternative 4: Interstate 94

From the Oak Street Station this alternative alignment follows the Soo Line railway. The alignment uses the southern edge of the railroad right-of-way, south of



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Ramsey County Regional Railroad Authority

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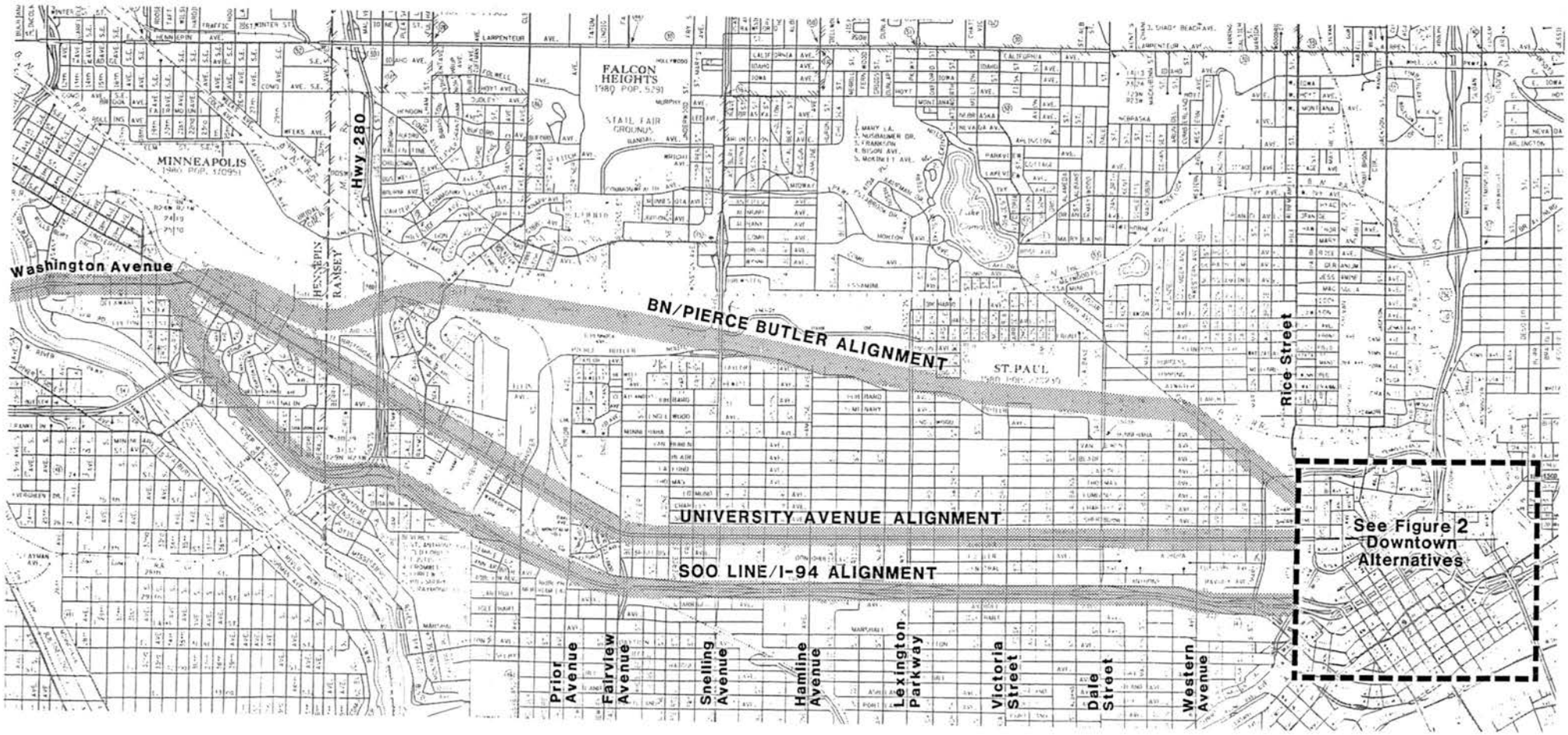
Midway Corridor Light Rail Transit
Preliminary Engineering and
Environmental Impact Statement - E.A.W.

NORTH

0 1/4 1/2 1 Mile

Figure 1

Midway Corridor Alignment Alternatives



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Ramsey County Regional Railroad Authority

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Midway Corridor Light Rail Transit
Preliminary Engineering and
Environmental Impact Statement - E.A.W.

NORTH

0 1/4 1/2 1 Mile

Figure 1

Midway Corridor
Alignment Alternatives

Interstate 94 to Fairview Avenue and then along either the median or the frontage roads of Interstate 94 to Downtown St. Paul.

Downtown/Capitol Area

Special alignment studies will be conducted for the Downtown and Capitol Area. These studies will include assessments of traffic impacts, station considerations, right-of-way constraints, utility impacts, curbside impacts, development opportunities, and visual impacts.

The alternatives for study in the Downtown/Capitol Area are shown in Figure 2 and would include portions and combinations of:

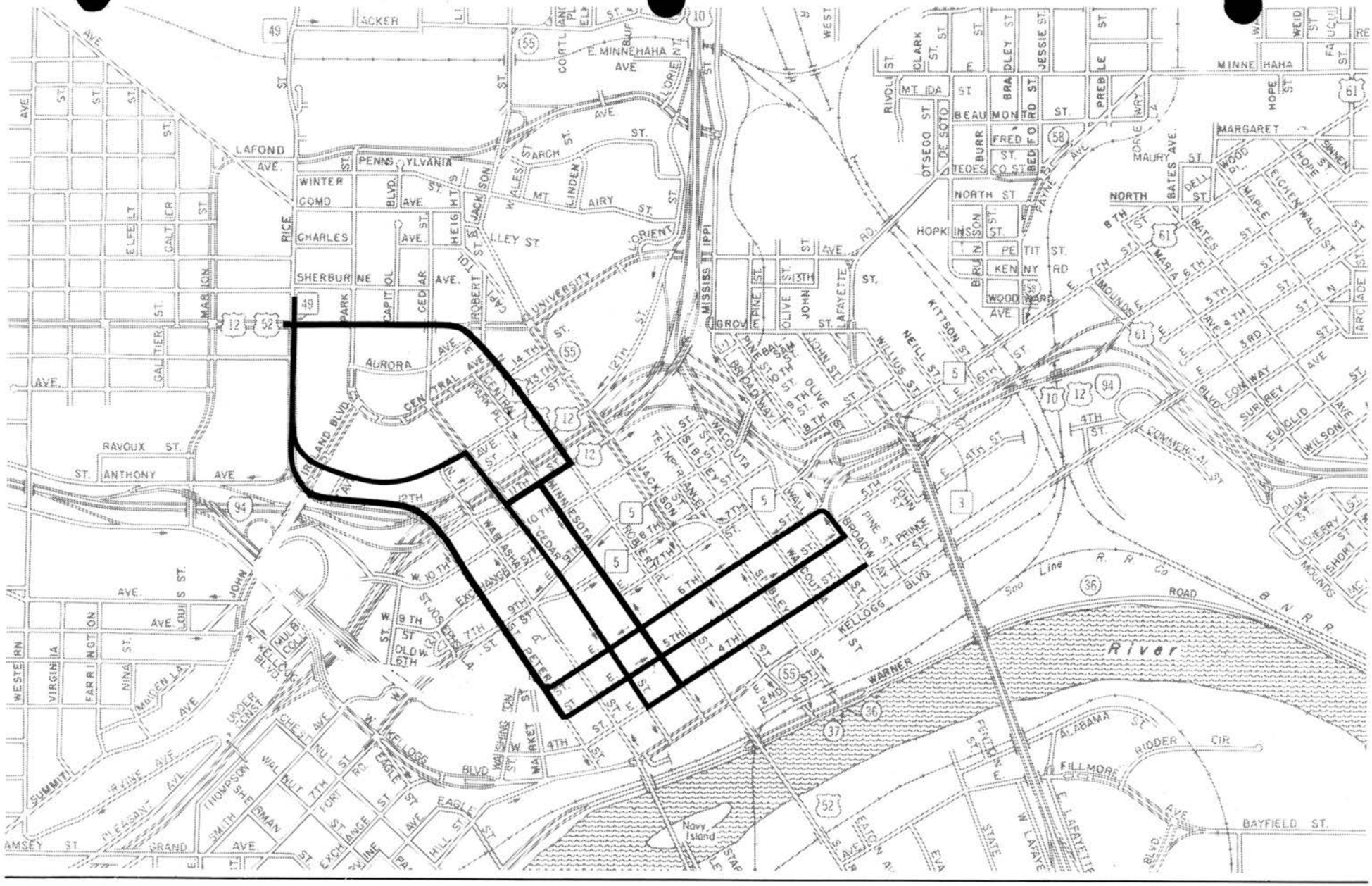
- Saint Peter Street
- Cedar Street
- Minnesota Street
- Robert Street
- Fourth Street
- Fifth Street
- Sixth Street
- Eleventh Street
- Twelfth Street
- Rice Street
- University Avenue

Potential LRT alignments in the downtown area would likely be at-grade, occupying a portion of the existing street. Circumstances may warrant the evaluation of tunnel options for portions of these alignments in the downtown and Capitol areas.

TOPICS TO BE ADDRESSED IN THE EIS

Topics that will be addressed in the EIS include:

- Wetlands, Vegetation, and Wildlife
- Soils
- Runoff, Receiving Waters
- Air Quality
- Noise and Vibration
- Cultural Resources
- Parkland
- Traffic
- Transit Service
- Visual Impacts
- Financial Impacts
- Economic Development, Employment, and Sociological Impacts



Ramsey County Regional Railroad Authority

BRW

PRELIMINARY

Midway Corridor Light Rail Transit
Preliminary Engineering and
Environmental Impact Statement - E.A.W.

NORTH

0 800 1600 Feet

Figure 2
Downtown St. Paul Alternatives

1.0 EIS SCOPE

Using information prepared for the EAW which was based on collected and analyzed data as well as information from previous studies of LRT in the Midway Corridor, the following topics have been identified for in-depth analysis in the Environmental Impact Statement. The LRT alternatives previously defined will be evaluated in terms of these topics. This section provides a brief description of each of the major topics to be studied.

1.1 WETLANDS, VEGETATION, AND WILDLIFE

The EIS will address impacts on wetlands, vegetation, and wildlife.

Portions of the alignment alternatives are located along railroad right-of-way. Current land use in these rights-of-way is not known to include wildlife supporting habitat. Nor are there known endangered, threatened, or special concern animals located along these alignments.

There may be: rare, threatened, or endangered prairie plant species present along the former railroad right-of-way segments of the proposed corridors. The Minnesota Department of Natural Resources Natural Heritage Program database will be reviewed for records of such species. The results of this review will be discussed in the EIS.

Protected Waters will be identified if impacted by the project and any impacts will be questioned, to the extent possible. Potential impacts to wetland areas in the area of Burlington Northern Railroad and Highway 280 will be addressed in the EIS.

Park-and-ride lots may be constructed as part of the Midway Corridor LRT project. The exact size and location of these lots have not yet been determined. Proposed parking facilities will be analyzed for their impact on wetlands, vegetation, and wildlife.

1.2 SOILS

LRT alignments are primarily located along railroad and highway rights-of-way. The soils in these rights-of-way

have been previously designed to provide an adequate base for railroad and highway construction. Possible exceptions to this are those areas not yet designated as park-and-ride lots and embankment areas. The soil types for these areas are most likely sand, silty sand, and gravel (SP, SP-SM, SM) in places overlain by deposits of silt to clay loam (CL, SC, OL, CL-ML), generally two to four feet thick.

The EIS will address soil conditions at potential facility sites, cleanup and disposal of contaminated soil as necessary, and the impacts directly related to this project.

1.3 RUNOFF, RECEIVING WATERS

Storm water runoff resulting from the construction of stations and major (more than 200 spaces) park-and-ride lots, and its impact on receiving bodies of water, will be addressed in the EIS.

Receiving waters throughout the corridors vary from creeks and ditches to local storm water pipe systems. The expected impact on receiving waters will be identified and addressed in the EIS.

1.4 AIR QUALITY

The EIS will address project-related air quality impacts.

The EIS will estimate the amount of energy the proposed LRT line will consume and the amount of air pollution likely to be emitted to produce that energy.

The EIS will estimate the vehicle miles of travel (VMT) in the corridor with and without the proposed LRT. The change in VMT will be used to estimate the change in vehicle air pollutant emissions.

Where LRT operates at-grade and will significantly change traffic operations, the EIS will contain detailed analyses of project impacts on carbon monoxide concentrations.

If LRT station generated traffic causes a significant change in traffic operations, detailed analyses of carbon monoxide concentrations will be done and presented in the EIS.

1.5 NOISE AND VIBRATION

The EIS will address project-related noise and vibration impacts.

The EIS will estimate LRV noise levels and identify land uses which will exceed applicable noise standards and guidelines due to LRT operation.

The EIS will identify noise impacts caused by feeder bus operations and LRT station-generated traffic.

The EIS will estimate LRV ground-borne vibration and identify vibration sensitive land uses which may be impacted by LRV operations.

A detailed description of criteria, guidelines, and methodologies for assessment of noise and vibration impacts is included in Appendix A.

1.6 CULTURAL RESOURCES

The project is being reviewed pursuant to the responsibilities given the SHPO by the National Historic Preservation Act of 1966 and the Procedure of the National Advisory Council of Historic Preservation (36 CFR 800). The request for SHPO review is included as Appendix B.

This review is expected to reveal the location of any known sites of historic, architectural, cultural, archaeological, or engineering significance within the area of the proposed project or the need for further investigation for previously undetected and/or unrecorded cultural resources.

If the State Historic Preservation Officer (SHPO) determines that historic, archaeological or architectural resources are present in the project area, the EIS will document their location and measures to prevent or mitigate negative impacts.

1.7 PARKLAND

The EIS will address potential impacts of the project on public park and recreation areas, such as access, user safety, and projected adjacent development. Potential impacts are outlined below.

Soo Line/I-94 Alignment

This alignment is adjacent to Luxton Park, Merriam Terrace Park, Dunning Park, and Oxford Park. There is the potential for visual impacts on these recreation/open space resources. These will be addressed in the EIS.

University Avenue Alignment

The University Avenue Alignment is adjacent to Tower Park, Clarence Mini-Park, Oakley Square Park and Dickerman Park. There is the potential for impacts on these recreation resources. These will be addressed in the EIS.

Burlington Northern/Pierce Butler Alignment

This alignment is adjacent to Tatum Park, Newell Park, the Municipal Stadium, West Minnehaha Park, Horseshoe Park and Scheffer Park. There is the potential for impacts on these recreation/open space resources. These will be addressed in the EIS.

Capitol Area

Recreation resources within and adjacent to the Capitol Area include Valley Park and Eastern Park. Other resources include the State Capitol Building and surrounding grounds and the various state office buildings. Visual impacts on these resources are possible and will be addressed in the EIS.

Downtown St. Paul

The downtown area is fully urbanized; no natural areas will be impacted. Recreation/Open Space resources within downtown include the Seventh Place Mall, Town Square, Rice Park, Hamm Memorial Park, Kellogg Mall, Capitol Center Plaza, American National Plaza, and Mears Park. Visual Impacts specific to downtown will be addressed in the EIS.

1.8 TRAFFIC

Traffic impacts associated with LRT in the Midway Corridor will be addressed in the EIS.

There are four purposes of the Midway LRT Transportation Analysis:

- Identification/quantification of transportation impacts and benefits of LRT implementation in the Midway Corridor
- Design/evaluation of measures to mitigate the identified impacts
- Provide input in the design/evaluation of LRT facilities and operating scenarios
- Provide input to analysis of traffic related environmental issues

A description of the traffic analyses to be conducted for the EIS is included in Appendix C.

PRELIMINARY

1.9 TRANSIT SERVICE

The impacts of the project on existing and future transit service in the affected areas of Ramsey and Hennepin Counties will be addressed in the EIS. This will include:

- o Definition of feeder bus system; frequency of buses; required fleet size
- o Potential impacts on on-street traffic operations
- o Impact on existing bus service

1.10 VISUAL IMPACTS

The EIS will address visual impacts of LRT in the Midway Corridor. Special attention to potential visual impacts in the Capitol area, Downtown area, and along University Avenue will be included in the EIS. The EIS will also include an overview of potential mitigation measures throughout the system.

1.11 FINANCIAL IMPACTS

The EIS will address the financial impacts of constructing, maintaining and operating the system, including "who benefits" and "who pays." Cost-effectiveness will be evaluated.

1.12 ECONOMIC DEVELOPMENT, EMPLOYMENT, AND SOCIOLOGICAL IMPACTS

The EIS will address:

- o Economic impacts on downtown St. Paul, the Capitol Area, and the Midway Corridor Area
- o Impacts on housing development and urban design around LRT stations in St. Paul and Minneapolis
- o Impacts on housing patterns for University administration, staff, and students
- o Pedestrian and transit user safety
- o Impacts on low-to-moderate income, and transit dependent residents
- o Impacts on community facilities and services
- o The expected number of construction and permanent jobs

PRELIMINARY

2.0 EIS SCHEDULE

The following are anticipated completion dates for the various tasks and phases of the EIS process for the Midway Corridor.

Work Task	Approximate Date
RCRRA Approves EAW	February 6, 1990*
Copy of Approved EAW Submitted to EQB	February 13, 1990
Copies of Approved EAW distributed to EQB distribution list	February 13, 1990
RCRRA submits press release regarding Notice of Availability of EAW	February 20, 1990
Notice of EAW Availability published in EQB Monitor	March 5, 1990
Scoping Document Meeting	March 27, 1990
Thirty-day Scoping Period Closes	April 5, 1989
Scoping Decision Document Approved by RCRRA	April 24, 1990*
Summary of Scoping Decision Submitted to EQB--Serves as EIS Preparation Notice	May 7, 1990
Press Release	
EIS Preparation Notice published in the EQB Monitor	May 14, 1990
Submit DEIS to EQB	September 24, 1990
DEIS Notice of Availability Published in EQB Monitor	October 1, 1990
Submit Press Release	

PRELIMINARY

Work Task	Approximate Date
Distribute DEIS Document to Distribution List	
Public Meeting Regarding LRT DEIS	October 30, 1990
Comment Period Closes	November 13, 1990
RCRRA Identifies Preferred Alignment	December 11, 1990
FEIS Submitted to EQB	January 12, 1991
FEIS Notice of Availability Published in EQB Monitor	January 22, 1991
Press Release	
FEIS Distributed to EQB Distribution List	
RCRRA Determination of Adequacy/ Notice of Determination	February 19, 1991*
Notice of Determiniation in EQB Monitor	March 5, 1991

* The proposed schedules assumes RCRRA Board Meetings on Tuesdays.

PRELIMINARY

3.0 PERMITS REQUIRED FOR PROJECT COMPLETION

A number of permits will be required as part of the Midway LRT project approval process. Where possible, data required for permits will be collected during the EIS process. These permits include or may include the following:

LEVEL OF GOVERNMENT	TYPE OF APPLICATION	STATUS
FEDERAL:		
U.S. Army Corps of Engineers	Section 404 Permit for dredge and fill activities within wetlands	To be determined
STATE:		
MN Pollution Control Agency	NPDES Permit	To be determined
Minnesota Public Service Commission	Permit to Operate a Transit System	To be determined
Minnesota Department of Transportation	Permit to Use/Access a Trunk Highway	To be determined
Minnesota Department of Natural Resources	Permit to Work in Protected Waters of Wetlands	To be applied for
	Water Appropriations Permit	To be determined
REGIONAL:		
Regional Transit Board	Preliminary Design Plans Recommend Modifications	To be submitted
	Final Design Plans	To be submitted

PRELIMINARY

LEVEL OF GOVERNMENT	TYPE OF APPLICATION	STATUS
Ramsey County Regional Railroad Authority	Preliminary Engineering Approval	To be submitted
	Final Design Approval	To be submitted
Hennepin County Regional Railroad Authority	Preliminary Engineering Approval	To be submitted
	Final Design Approval	To be submitted
Ramsey County Board of Commissioners	Preliminary Engineering Approval	To be submitted
	Final Design Approval	To be submitted
Hennepin County Board of Commissioners	Preliminary Engineering Approval	To be submitted
	Final Design Approval	To be submitted
OTHERS:		
Burlington Northern Railroad	Operating Agreement	To be negotiated (need will be determined by alignment selections)
Soo Line Railroad	Operating Agreement	To be negotiated (need will be determined by alignment selections)
Middle Mississippi River Watershed Management Organization	Varies	To be determined

PRELIMINARY

LEVEL OF GOVERNMENT	TYPE OF APPLICATION	STATUS

LOCAL:

Preliminary Engineering plan approval and final design plan approval will be required from the cities of St. Paul and Minneapolis.

Any and all permits associated with zoning (including Shoreland Zoning), platting, subdivision, site plan, and building processes where and if applicable.

The required information for these permits will be collected at appropriate times during project development. Appropriate permit application forms will be filed as required.

4.0 LRT ALTERNATIVES

Four alternatives have been identified for study in the EIS. These include one no-build option and three potential LRT alignment locations. Each of the LRT alignments shown in Figure 1, connects the planned Oak Street Station in Minneapolis with Downtown St. Paul. Each of Alternatives 2, 3, and 4 (build alternatives) will include the alignment alternatives for the Downtown St. Paul/State Capitol Area as shown in Figure 2. Combinations of portions of Alternatives 2, 3, and 4 (build alternatives) may also be considered for study in the EIS. The four primary alternatives for study in the EIS are described below.

Alternative 1: No-Build

The no-build alternative assumes that the proposed light rail transit line in the Midway Corridor is not constructed. Transit service would be provided by the existing bus transit system plus any bus system improvements planned by the Metropolitan Transit Commission (MTC).

Alternative 2: Burlington Northern/Pierce Butler Route

This alternative includes the construction of a light rail transit line that generally parallels the Burlington Northern Railroad Southern Mainline. The alignment may be located within former railroad right-of-way, street right-of-way, or along the edge of street right-of-way. The alignment would be located along either the Pierce Butler Route or Energy Park Drive between Raymond Avenue and Lexington Parkway, and portions of the planned University of Minnesota Transitway, the Burlington Northern Railroad east of Lexington Avenue, and Como Avenue to Downtown St. Paul. Combinations of these alignment segments will be considered.

Alternative 3: University Avenue

This alternative alignment will be located along the north side of Washington Avenue from the Oak Street Station to the Washington Avenue and University Avenue intersection. The alignment will be located on University Avenue from Washington Avenue to near Downtown St. Paul. The alignment will use either Rice, Marion or Robert Street to access the downtown area.

Alternative 4: Interstate 94

From the Oak Street Station this alternative alignment follows the Soo Line railway. The alignment uses the southern edge of the railroad right-of-way, south of Interstate 94 to Fairview Avenue and then along either the median or the frontage roads of Interstate 94 to Downtown St. Paul.

Downtown/Capitol Area

Special alignment studies will be conducted for the Downtown and Capitol Area. These studies will include assessments of traffic impacts, station considerations, right-of-way constraints, utility impacts, curbside impacts, development opportunities, and visual impacts.

The alternatives for study in the Downtown/Capitol Area are shown in Figure 2 and would include portions and combinations of:

- Saint Peter Street
- Cedar Street
- Minnesota Street
- Robert Street
- Fourth Street
- Fifth Street
- Sixth Street
- Eleventh Street
- Twelfth Street
- Rice Street
- University Avenue

Potential LRT alignments in the downtown area would likely be at-grade, occupying a portion of the existing street. Circumstances may warrant the evaluation of tunnel options for portions of these alignments in the downtown and Capitol areas.

PRELIMINARY

5.0 IDENTIFICATION AND EXAMINATION OF INDIRECT EFFECTS

All expected or potential direct and indirect effects of the LRT project have been listed under Section 1.0: EIS Scope.

PRELIMINARY

6.0 BACKGROUND DATA COLLECTION AND STUDIES

Some new research and data collection will be conducted to refine ridership estimates. Also, data for Traffic Impact Studies will be collected where appropriate. Some additional data collection may be required to complete the noise and air quality analyses. The data will be analyzed in accordance with standardized and approved predictive modeling. Noise impacts will be predicted using the STAMINA 1.0 computer model.

Other studies related to the completion of the EIS are not expected to require the collection of new data, but rather, an examination and analysis of data available from a number of sources.

APPENDIX A

NOISE AND AIR QUALITY GUIDELINES, CRITERIA, AND METHODOLOGIES

PRELIMINARY

APPENDIX A

NOISE GUIDELINES, CRITERIA, AND METHODOLOGIES

NOISE

Noise generated during the operation of the proposed LRT system would be from the following sources.

- o Light rail vehicles
- o Feeder-buses
- o Station-related automobile traffic

The remainder of this section documents methodologies which will be used to identify future noise levels and noise standards, guidelines and criteria which will be used to evaluate noise impacts.

Existing Environment

The existing noise environment adjacent to the proposed rail lines and station sites will be characterized through noise monitoring. Noise monitoring sites selected will represent the most noise sensitive uses proximate to the rail corridors and proposed station sites.

Noise Impact Measurement

Generally, a proposed development would create the potential for a significant noise impact when one or both of the following conditions are met.

- o Predicted noise levels exceed state or federal one-hour noise standards
- o Noise associated with the proposed development causes a three decibel increase in predicted one-hour no-build noise levels

These criteria will be used in evaluating the potential for impacts from feeder-buses and from automobile traffic associated with the proposed system. The federal noise abatement criteria and state noise standards are documented in Tables 1 and 2. LRV noise, because of the relatively short single-point passby duration and the low number of passbys per hour would not noticeably affect the predicted one-hour noise levels. Therefore, evaluation of the potential for impacts based on the State Noise Standards or Federal Abatement criteria is not appropriate. LRV noise impacts

PRELIMINARY

TABLE 1
FEDERAL NOISE ABATEMENT CRITERIA

Hourly A-Weighted Sound Level - decibels (dBA) 1/

Activity Category	Leq(h)	$L_{10}(h)$	Description of Activity Category
A	57 (Exterior)	60 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	75 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	--	Undeveloped lands.
E	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

1/ Either $L_{10}(h)$ or Leq(h) (but not both) may be used on a project.

Source: FHPM 7-7-3, 23 CFR 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise," FHWA, July 1982.

TABLE 2
STATE NOISE STANDARDS

General Land Use	Minnesota State Noise Standards (dBA) Daytime (7:00AM-10:00PM) L10*	L50*	Nighttime (10:00PM-7:00AM) L10*	L50*
Residential	65	60	55	50
Commercial	70	65	70	65
Industrial	80	75	80	75

* Sound levels for a one-hour survey.

Source: Minnesota Rules Chapter 7010.0400. Statutory Authority Minnesota Statutes Section 116.07 Subdivisions 2, 4.

will be evaluated by comparing average maximum passby noise levels (Lmax) to American Public Transit Association (APTA) Lmax Guidelines. The Lmax noise level is the average maximum noise level associated with an LRT passby. APTA Lmax noise level guidelines, documented in Table 3, are set at levels which would likely be acceptable to communities potentially affected by the additional transient noise.

In addition to establishing Lmax passby noise levels for general land use categories, the APTA has established Lmax guidelines for a number of more sensitive building uses. These guidelines are shown in Table 4.

Impact Quantification Methodology

The potential for significant noise impacts from the sources listed above will be quantified using the methodologies described in the following sections.

LRV Noise

LRV noise impacts on surrounding developments will be quantified the following general methodology:

- Lmax LRV noise emission rates over the assumed range of operating speeds for the system will be established. Lmax noise emission rates developed for the Hennepin County Light Rail Transit Draft Environmental Impact Statement are also applicable for use in Ramsey County. Surveys of other operating systems or additional noise monitoring may be completed. For the Hennepin County system, noise emission rates from systems in Portland, Sacramento, San Diego and Baltimore were used in establishing best-case and worst-case noise emission levels.

- The general land use of the area surrounding the proposed rail corridors will be determined. The appropriate APTA guideline which would be applicable along various segments of the line is dependent on the use of the land.

- The setback distance to receiver sites adjacent to the rail corridors will be determined.

- Based on the emission rates, applicable APTA guidelines and the setback distance to adjacent receiver sites, the number of residential, commercial, industrial and public uses which would fall within the appropriate Lmax contour will be identified.

PRELIMINARY

TABLE 3
GUIDELINES FOR MAXIMUM AIRBORNE NOISE FROM TRAIN OPERATIONS

Community Area Category		Single Event Maximum Noise Level Design Goal		
		Single-Family Dwellings	Multi-Family Dwellings	Commercial Buildings
I	Low Density Residential	70 dBA	75 dBA	80 dBA
II	Average Residential	75	75	80
III	High Density Residential	75	80	85
IV	Commercial	80	80	85
V	Industrial/Highway	80	85	85

Source: 1981 Guidelines for Design of Rapid Transit Facilities, American Public Transit Asociation, Washington, DC, 1981

TABLE 4
GUIDELINES FOR MAXIMUM AIRBORNE NOISE FROM TRAIN OPERATIONS

Building or Occupancy Type	Single Event Maximum Noise Level Design Goal
Amphitheatres	60 dBA
"Quiet" Outdoor Recreation Areas	65 dBA
Concert Halls, Radio and TV Studios, Auditoriums	70 dBA
Churches, Theatres, Schools, Hospitals, Museums, Libraries	75 dBA

Source: 1981 Guidelines for Design of Rapid Transit Facilities, American Public Transit Association, Washington, DC, 1981

Traffic and Bus Noise

Vehicle traffic and bus traffic noise impacts will be quantified using methodologies documented in the Federal Highway Administration (FHWA) Highway traffic Noise Prediction Model (Federal Highway Administration, FHWA-RD-77-108, Washington, DC, 1978). The model estimates traffic noise levels at adjacent receivers from roadway sources based on:

- Peak hour background and site-generated traffic levels
- Mixture of heavy trucks, medium trucks and cars in the vehicle stream. Transit buses generated by the proposed facility are assumed to have noise emission levels comparable to medium trucks
- National average vehicle noise emission levels
- Vehicle operating speeds representative of existing or forecast operating conditions
- The distance from the roadway source and receiver site

Using this methodology, predicted noise levels for the build and no-build condition will be calculated. Based on a comparison of the build condition noise levels to no-build levels and a comparison of the predicted noise levels to the federal and state noise standards, the potential for a significant impact will be determined.

VIBRATION

The proposed LRT system has the potential to create ground-borne vibration impacts on developments adjacent to the corridors. The effects of LRT ground-borne vibration are generally perceived in two forms:

- Floor vertical vibration which could be felt in adjacent buildings
- Rumbling noise within adjacent buildings which results from resonance through the building structure

Adjacent to at-grade sections, vertical vibration of interior floors is the dominant effect. In contrast, adjacent to rail tunnel sections, the rumbling of ground-borne noise is more dominant. Guideline levels for evaluating the potential for a significant impact have been established for each of these vibration effects.

Vibration Impact Criteria

American Public Transit Association (APTA) guidelines apply to ground-borne noise from train operations. Criteria for acceptable levels of interior floor vibration have also been established. These guidelines are not intended for design of a system that is imperceptible, but rather a system which would emit vibration levels sufficiently low so that no significant intrusion or annoyance would occur (San Diego East Urban Corridor Alternatives Analysis/Environmental Impact Statement Technical Report: Noise and Vibration, Wilson, Ihrig, and Associates, April 1984). The established guidelines for LRT ground-borne noise and criteria for vibration are documented in Tables 5 and 6.

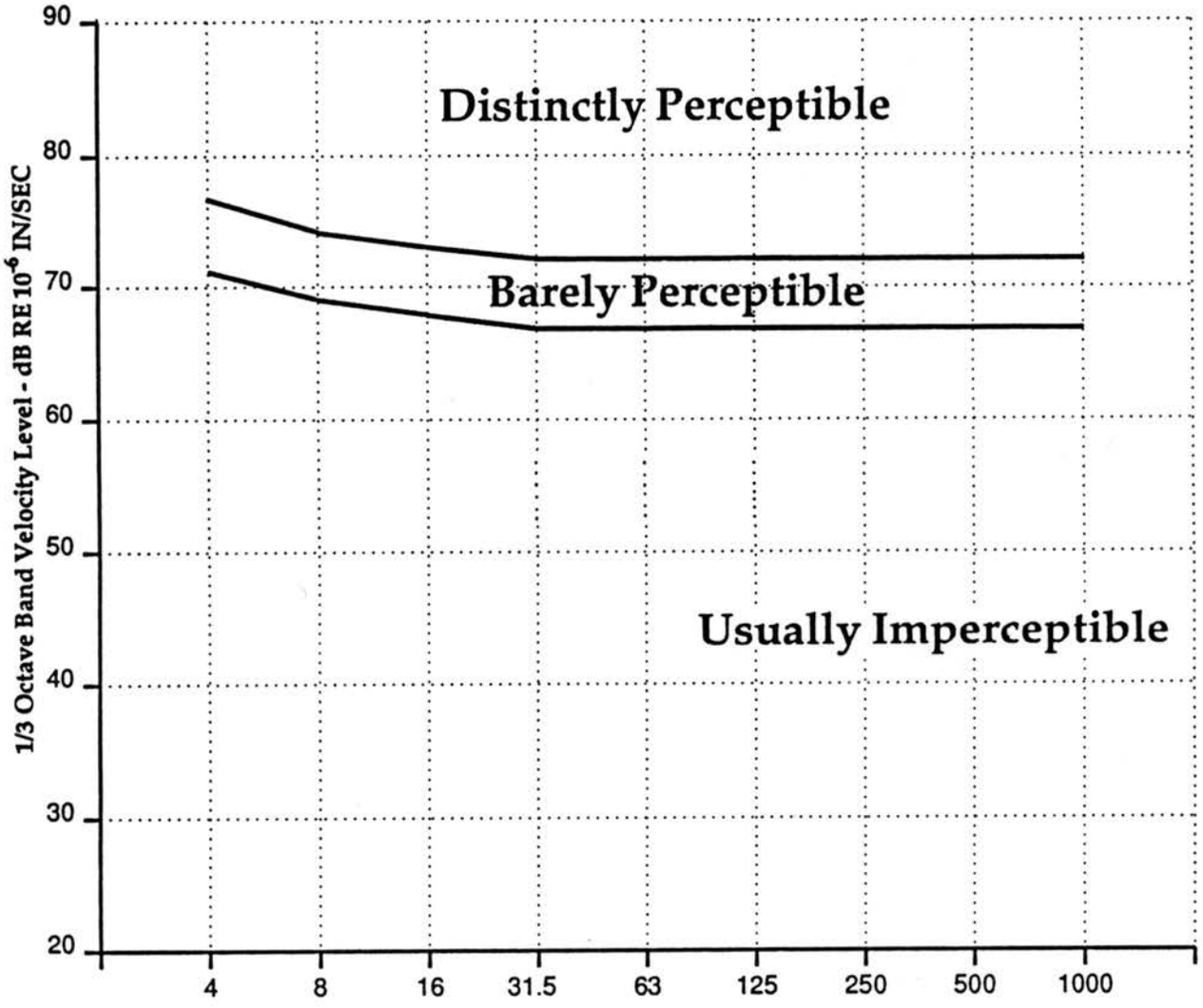
- Identification of surrounding land uses and applicable vibration guidelines. Included in the land use inventory process would be identification of specific vibration sensitive uses. Type of uses identified are described in Table 7.

- An evaluation of vibration analyses completed for other LRT systems relative to the proposed Midway LRT corridor.

The potential impact area is highly dependent on the propagation rate of the geological strata between the rail source and the adjacent receiver sites. Evaluation of the strata will be completed as part of the preliminary engineering and system design phases of project planning.

As with LRT-generated air-borne noise, supplemental maximum ground-borne noise and vibration guidelines for a number of specific vibration sensitive non-residential uses have been established. The average maximum LRT pass-by vibration criteria for these sensitive uses are documented in Table 7.

The threshold for perception of vibration resulting from an LRT passby varies based on the frequency of the shock wave. The degree of perception of LRT generated ground-borne vibration, by frequency band, is displayed in Figure 3. The figure shows that if predicted levels of ground-borne vibration from the proposed LRT system do not exceed approximately 72 dB over most frequency bands, re: 1.0 micro inch per second, the level would be barely perceptible. In addition, if the predicted vibration level falls below 67 dB over most of the frequency bands, ground-borne vibration from the proposed LRT would likely be imperceptible.



Vertical Vibration RE: 1 Micro Inch Per Second

Source: San Diego East Urban Corridor Alternatives Analysis EIS Technical Report: Noise & Vibration, 1984.

PRELIMINARY

Ramsey County Regional Railroad Authority

BRW

Midway Corridor Light Rail Transit
Preliminary Engineering and
Environmental Impact Statement

Figure 7

Level of Perception of Normalized Ground Surface Vibration at 50 Feet

PRELIMINARY

TABLE 5
APTA GUIDELINES FOR MAXIMUM GROUND-BORNE NOISE FROM TRAIN OPERATIONS

Community Area Category		Maximum Single Event Ground-borne Noise Level Design Goal		
		Single-Family Dwellings	Multi-Family Dwellings	Hotel/Motel Buildings
I	Low Density Residential	30 dBA	35 dBA	40 dBA
II	Average Residential	35	40	45
III	High Density Residential	35	40	45
IV	Commercial	40	45	50
V	Industrial/ Highway	40	45	55

Source: 1981 Guidelines for Design of Rapid Transit Facilities, APTA, Washington, DC, 1981

TABLE 6
CRITERIA FOR MAXIMUM GROUND-BORNE VIBRATION FROM TRAIN OPERATIONS

Community Area Category	Maximum Single Event Vibration Velocity (dB)		
	Single-Family Dwelling	Multi-Family Dwelling	Hotel/Motel
Low-Density Residential	70 dB	70 dB	70 dB
Average Residential	70 dB	70 dB	75 dB
High-Density Residential	70 dB	75 dB	75 dB
Commercial	70 dB	75 dB	75 dB
Industrial/Highway	75 dB	75 dB	75 dB

Note: Criteria apply to vertical vibration of floor surfaces within the buildings. Vertical vibration
RE: 1.0 micro inch per second.

Source: Wilson, Ihrig and Associates, Inc., Technical Memorandum, Acoustical Study Guadalupe Corridor, 1983.

PRELIMINARY

TABLE 7
SPECIFIC BUILDING USE MAXIMUM GROUND-BORNE
VIBRATION CRITERIA FROM TRAIN OPERATIONS

Type of Building or Room	Maximum Single Event Vibration Velocity (dB)	Maximum Single Event Ground-Borne Noise Level (dBA)
Concert Hall/TV Studio	65 dB	25 dBA
Auditorium/Music Room	70 dB	30 dBA
Church/Theater	70 dB	35 dBA
Hospital Sleeping Room	75 dB	35-40 dBA
Courtrooms	75 dB	35 dBA
Schools/Library	75 dB	40 dBA
University Building	75-80 dB	35-40 dBA
Office	75-80 dB	35-45 dBA
Commercial/Industrial	75-85 dB	35-45 dBA
Vibration Sensitive Research Laboratory	60-70 dB	--

Note: Criteria apply to vertical vibration of floor surfaces within the buildings. Vertical vibration
RE: 1.0 micro inch per second.

PRELIMINARY

Vibration Impact Analysis

As part of the EIS process, the following vibration impacts analyses will be completed:

- Identification of rail vibration emission levels
- Identification of surrounding land uses and applicable vibration guidelines. Included in the land use inventory process would be identification of specific vibration sensitive uses. Type of uses identified are described in Table 7.
- An evaluation of vibration analyses completed for other LRT systems relative to the proposed Midway LRT Corridor.

APPENDIX B

SHPO DOCUMENTATION

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

December 11, 1989

Mr. Ted Lofstrom
Environmental Assessment Officer
State Historic Preservation Office
The Minnesota Historical Society
Fort Snelling History Center
St. Paul, MN 55111

Dear Mr. Lofstrom:

Please find the enclosed photocopy map of the Midway Corridor Light Rail Transit (LRT) alternatives and a photocopy map of potential downtown St. Paul LRT street alignments. The alternatives consist of the following alignments:

Burlington Northern/Pierce Butler Route

This alignment would run from a planned station at Oak and Washington Avenue and along the planned University of Minnesota Transitway in Minneapolis to downtown St. Paul along one of three possible routes.

- One route along Burlington Northern Railroad southern mainline from the transitway to Como Avenue, and along Como Avenue to the Capitol area and downtown.

- One route using Energy Park Drive from Raymond Avenue to Lexington Avenue, then along the Burlington Northern Railroad to Como Avenue and downtown St. Paul.

- A third potential route along the Pierce Butler Route from Prior Avenue to its eastern terminus, then east along Minnehaha Avenue to Como Avenue to downtown St. Paul.

University Avenue Alignment

This alignment would run along Washington Avenue from Oak Street to University Avenue in Minneapolis and along University Avenue to Rice Street in St. Paul with connections to the downtown alternatives.

Interstate 94 Alignment

This alignment utilizes the soon-to-be abandoned Soo Line railroad tracks from the Oak Street/Washington Street area southeasterly to Interstate 94. The alignment would then be located in the median of Interstate 94 to downtown St. Paul.

Capitol Area/Downtown St. Paul

There are several alternatives for LRT operations in downtown St. Paul that connect to each of the alternative alignments above. Potential alignments downtown are to be located along portions of:

- 4th Street
- 5th Street
- 6th Street
- 10th Street
- 11th Street
- Minnesota Street
- Cedar Street
- Robert Street
- St. Peter Street
- John Ireland Boulevard
- University Avenue
- Rice Street

These potential alignments are shown on the attached map entitled downtown St. Paul alternatives.

I would appreciate, at your earliest convenience, the State Historic Preservation Office review for the need of an "on-site" archaeological/historical reconnaissance survey and any known cultural resource constraints, pursuant to responsibilities given to the SHPO by the National Historic Preservation Act of 1966 and the Procedures of the National Advisory Council on Historic Preservation (36 CFR 800).

As a point of interest, this is a State Environmental Impact Statement for the Ramsey County Regional Railroad Authority.

Please feel free to contact me if you have questions, or are in need of additional information. Thank you.

Sincerely,

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Kathryn DeSpiegelaere

Kathryn DeSpiegelaere
Director of Light Rail Transit Planning

KD/jkf
Enclosures
cc: Ken Stevens, HCRRA
Dave Warner, BRW
Joe Hudak, BRW

APPENDIX C

TRAFFIC STUDY METHODOLOGY

PRELIMINARY

MIDWAY CORRIDOR TRANSPORTATION ANALYSIS:

There are four purposes of the Midway LRT Transportation Analysis:

- o Identification/quantification of transportation impacts and benefits of LRT implementation in the Midway Corridor
- o Design/evaluation of measures to mitigate the identified impacts
- o Provide input in the design/evaluation of LRT facilities and operating scenarios
- o Provide input to analysis of traffic-related environmental issues

Transportation impacts to be considered in the analysis are the direct and immediate effects of LRT operations adjacent to the alignment and stations as well as those that may occur in other locations. Effects of LRT implementation on the transportation system can be identified/quantified within three analysis areas:

- o On-Street:
  - at-grade LRT street and railroad crossings
  - taking general traffic lanes and consequent reductions in available on-street capacity
  - closure of streets
  - restrictions on certain traffic movements and operations
  - removal of on-street parking
  - closure of driveways to parking lots and building access points
  - emergency vehicle access
  - reductions in sidewalk width and pedestrian circulation
- o Stations:
  - feeder bus access to LRT stations, park-and-ride, and drop-off facilities

- vehicle access to LRT stations, park-and ride, and drop-off facilities

- pedestrian circulation and accessibility

- reduction in available sidewalk widths

- location of crosswalks and other pedestrian amenities/aids

o Traffic Diversions:

- reduction in Midway Corridor traffic volume due to bus/LRT mode split

- rerouting of traffic volume adjacent to the alignment that cannot be accommodated by available capacity and permitted traffic movements and operations

- reduction in available on-street capacity and land use accessibility along streets where traffic will be rerouted

DRAFT

PRELIMINARY

E. R. # (filled in by EQB)_____

ENVIRONMENTAL ASSESSMENT WORKSHEET (EAW)

MARK APPROPRIATE BOX:

___ REGULAR EAW X SCOPING EAW

NOTE TO REVIEWERS: For regular EAWs, written comments should address the accuracy and completeness of the EAW information, potential impacts that may warrant investigation and/or the need for an EIS. For scoping EAWs, written comments should address the accuracy and completeness of the information and suggest issues for investigation in the EIS. Such comments must be submitted to the Responsible Government Unit (RGU) during the 30-day period following notice of the EAW's availability in the EQB Monitor. Contact the EQB (metro: 612/296-8253; non-metro: 1-800-652-9747, ask for environmental review program) or the RGU to find out when the 30-day comment period ends.

1. **Project Name** Midway Corridor Light Rail Transit

2. **Proposer** Ramsey County Regional Railroad Authority

Contact Person Kathy DeSpiegelaere

Address RCRRA, 316 Courthouse
15 West Kellogg Boulevard
St. Paul, MN 55102

Phone (612) 298-4145

Proposer Hennepin County Regional Railroad Authority

Contact Person Ken Stevens

Address Hennepin County Government Center, Minneapolis, MN 55487

Phone (612) 348-9260

3. **RGU** Ramsey County Regional Railroad Authority

Contact Person James Tolaas

and Title Project Manager

Address RCRRA, 316 Courthouse
15 West Kellogg Boulevard
St. Paul, MN 55102

Phone (612) 298-4145

4. **Project Location:** ___1/4 ___1/4 **Section**___ **Township**_____ **Range**____

The project lies within two townships (T29N and T28N) and three ranges in T29N (R22W, R23W, R24W) and two ranges in T28N (R22W, R23W) and extends through western Ramsey County and a small portion of eastern Hennepin County.

a. **County/Name** Ramsey, Hennepin **City/Township(s)/Name** St. Paul, Mpls.

4. (continued)

b. Attach copies of each of the following to the EAW:

1. USGS Map of the Midway Corridor Area
2. RCRRA Ramsey County Comprehensive LRT Plan: Proposed LRT Corridors
3. Midway Corridor Alignment Alternatives
4. Downtown St. Paul Potential LRT Street Alignments

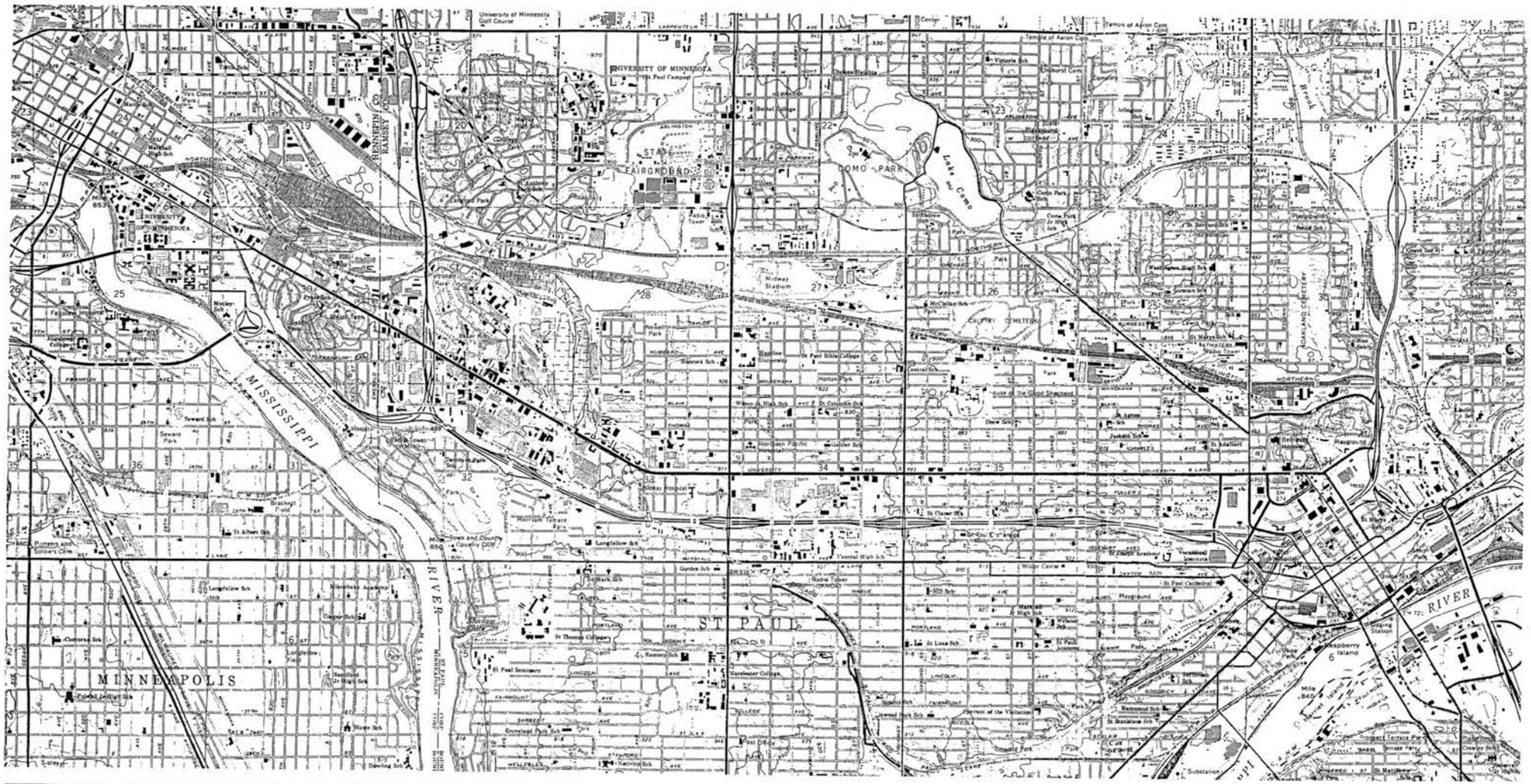
5. Describe the proposed project completely (attach additional sheets as necessary).

The proposed project is a light rail transit line to serve the Midway Corridor in St. Paul and Minneapolis, Minnesota. The Midway Corridor is located in Ramsey County and a portion of eastern Hennepin County and extends from the University of Minnesota East Bank Campus to Downtown St. Paul, generally between Larpenteur Avenue and Short Line Railroad (Figure 1).

The project is the result of a number of studies by the Ramsey County Regional Railroad Authority (RCRRA) and the Hennepin County Regional Railroad Authority (HCRRA) and several years of planning by Twin Cities regional agencies. The Central Corridor from Downtown Minneapolis to Downtown St. Paul, which includes the Midway Corridor, has been identified in the Metropolitan Council Policy Plan/ Development Guide as appropriate for LRT and the number one priority corridor for implementation in the Twin Cities area. The corridor has been identified in the plan due in part to its high projected ridership. Several major studies have examined LRT in the Midway Corridor. They include:

- University/Southwest Corridors Study: Alternatives Analysis and Draft Environmental Impact Statement. 1985
- Regional Transit Board Transit Service Needs Assessment. 1986
- Long-Range Transit Analysis. 1986
- Metropolitan Council Transportation Development Guide/Policy Plan. 1988
- Planning Analysis for Light Rail Transit in the Midway Corridor. 1988
- Draft Comprehensive Light Rail Transit Plan for Ramsey County. 1989

The viability of LRT implementation in the Midway Corridor was reaffirmed in the Comprehensive LRT System Plan for Ramsey County. The comprehensive plan was prepared in accordance with legislative requirements and approved by RCRRA in December 1989. The recommended LRT Corridors from the comprehensive plan are shown in Figure 2.



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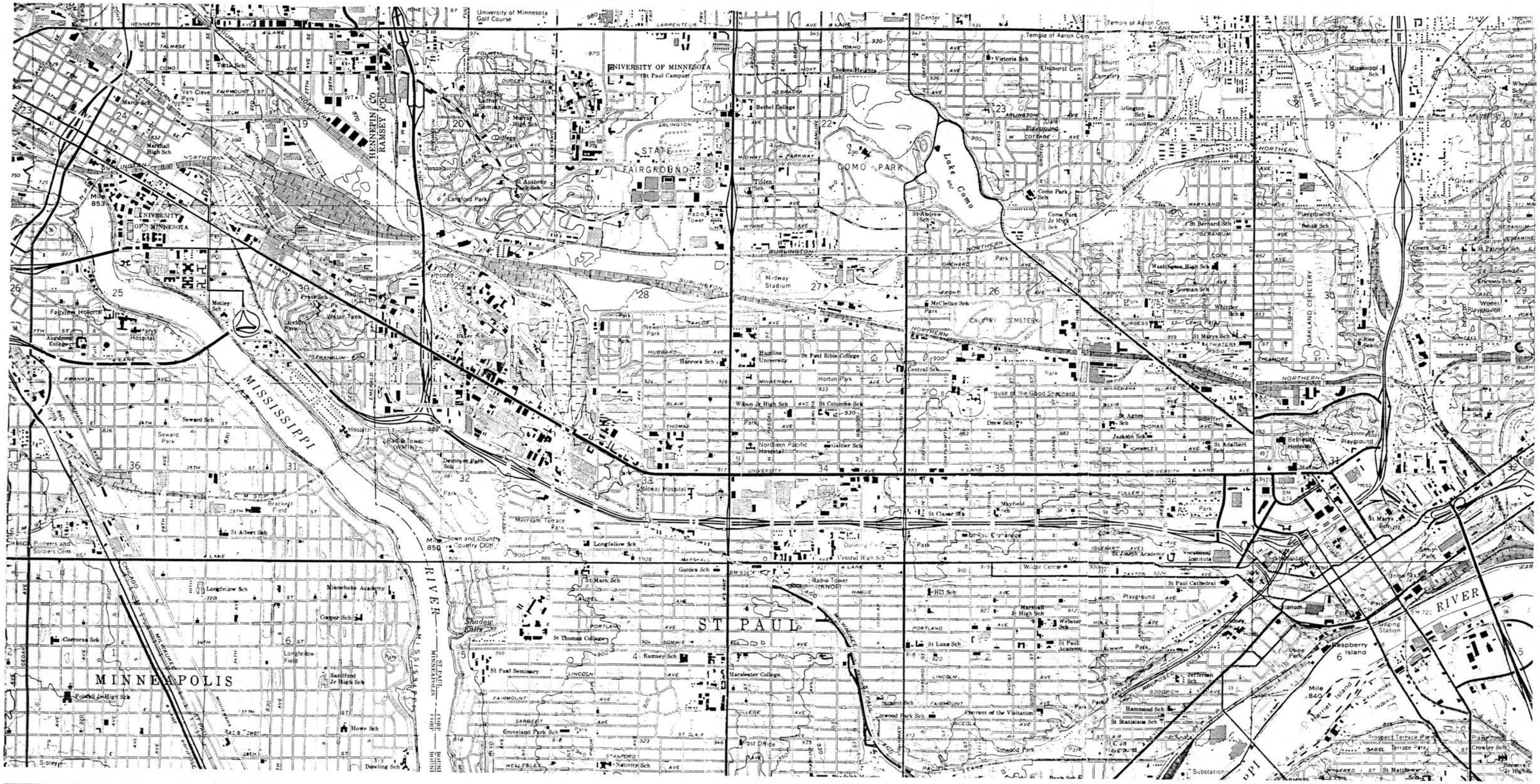
Midway Corridor Light Rail Transit
Preliminary Engineering and
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NORTH

0 1/4 1/2 1 Mile

Figure 1

USGS Map



Ramsey County Regional Railroad Authority

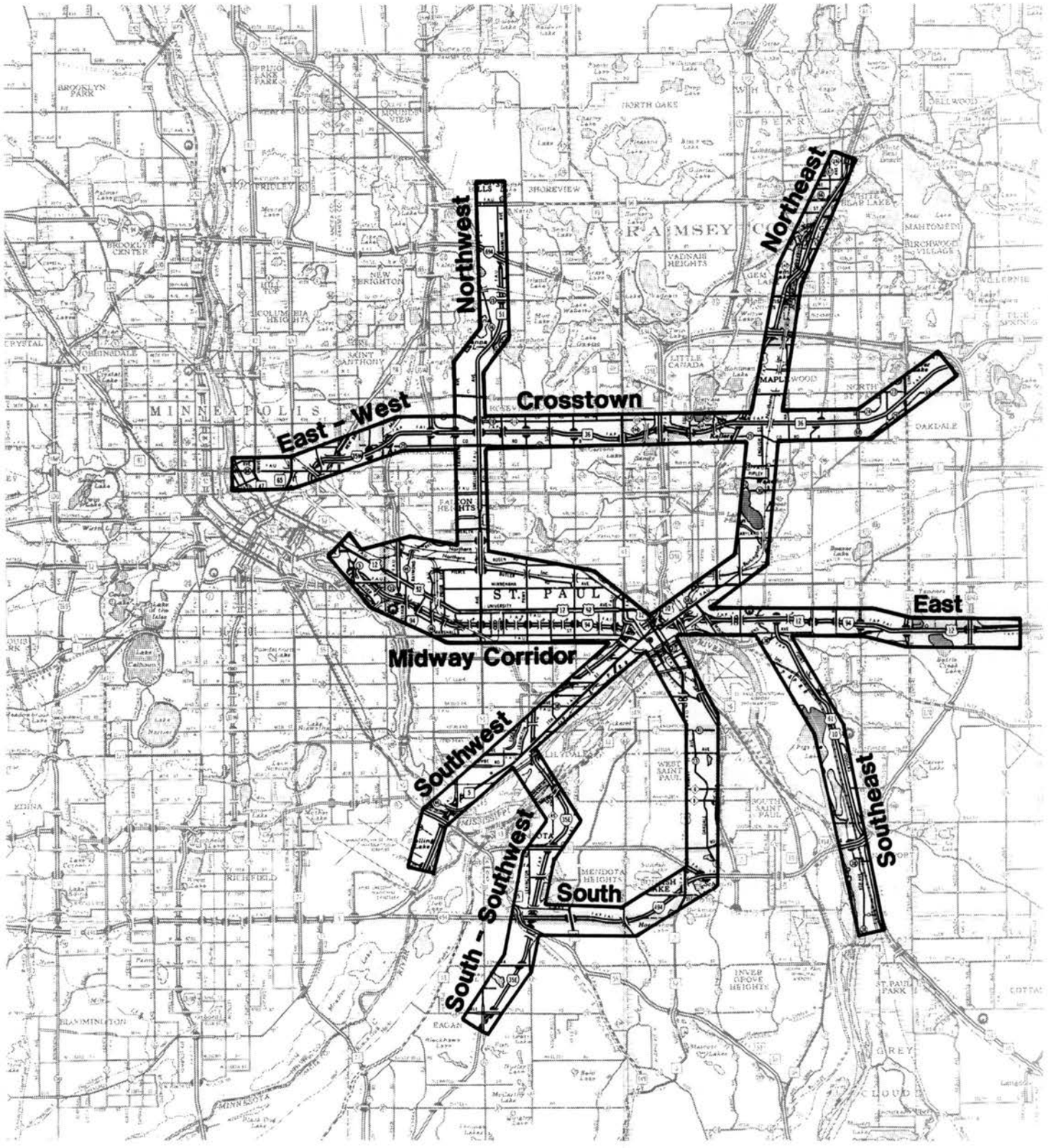
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NORTH

0 1/4 1/2 1 Mile

Figure 1
USGS Map



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NORTH

0 1 2 4 Miles

Figure 2
Comprehensive LRT System Plan

5. (continued)

The selection of three LRT alignment alternatives for further analysis in the Midway Corridor was based on evaluations and recommendations of previous LRT studies, particularly those from the LRT Planning Analysis for The Midway Corridor (1988). The LRT Planning Analysis for the Midway Corridor evaluated six alternative alignments in the corridor:

- o Burlington Northern Railroad Northern Mainline
- o Burlington Northern Railroad Southern Mainline
- o University Avenue
- o Interstate 94
- o Marshall Avenue/Selby Avenue
- o Short Line/I-35E or Shepard Road

Two of these alternatives, Burlington Northern Railroad Northern Mainline and Marshall Avenue/Selby Avenue, were eliminated on the basis of evaluations of:

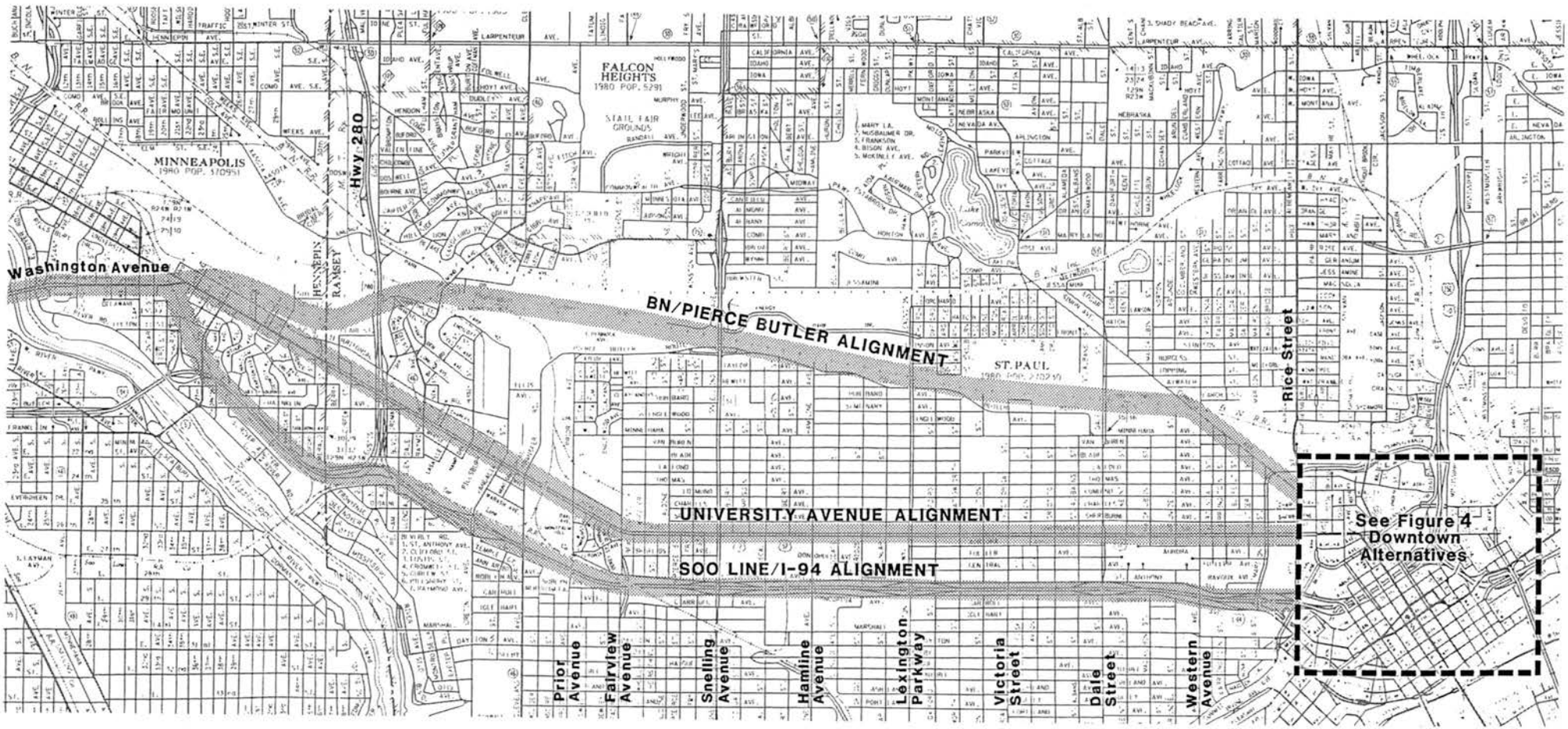
- o right-of-way availability
- o connection to other LRT lines
- o traffic impacts
- o development potential
- o LRT ridership
- o transit system integrity
- o land use compatability
- o environmental impacts
- o capital and operating costs
- o construction impacts

Upon further consideration of analysis results and input from a Citizen's Advisory Committee, the Midway Corridor Task Force, and other agencies, the Ramsey County Regional Railroad Authority advanced three alternatives for further study:

- o Burlington Northern Railroad/Pierce Butler Route
- o University Avenue
- o Interstate 94

Each of these alignments begins at Oak Street and Washington Avenue in Minneapolis and terminates in Downtown St. Paul. The Oak Street station is the eastern terminus of the Hennepin County Regional Railroad Authority's (HCRRA) planned University Connector LRT line. HCRRA's University Connector will provide a connection from Oak Street to Downtown Minneapolis and the rest of the Hennepin County System. The three corridor alignment alternatives being considered in the Midway Corridor are shown in Figure 3.

A brief description of each alternative is provided on Page 4. It should be noted that variations and/or combinations of alignments will be considered in the scoping process.



PRELIMINARY

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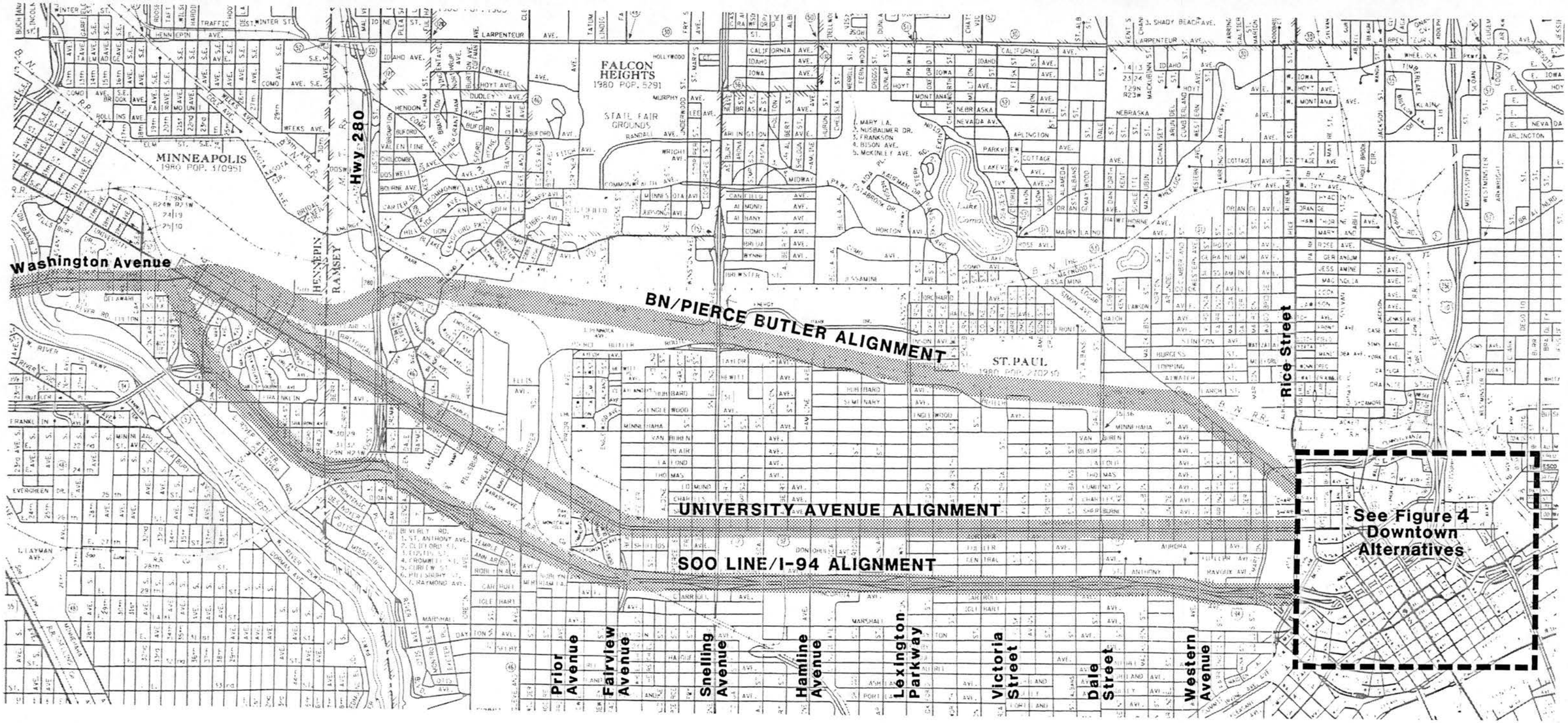
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NORTH

0 1/4 1/2 1 Mile

Figure 3

Midway Corridor Alignment Alternatives



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Midway Corridor Light Rail Transit
Preliminary Engineering and
Environmental Impact Statement - E.A.W.

NORTH

0 1/4 1/2 1 Mile

Figure 3

Midway Corridor Alignment Alternatives

5. **(continued)**

BURLINGTON NORTHERN/PIERCE BUTLER ROUTE - This alignment generally follows the southern mainline of the Burlington Northern Railroad. There are two potential routes for this alignment. From the planned Oak Street station in Minneapolis both of the routes follow either 25th Avenue or the planned University of Minnesota Transitway to Raymond Avenue. One route could be located along Energy Park Drive east of Raymond Avenue, with a transition to the Burlington Northern Railroad east of Lexington Avenue. The other possible route could be located along the Pierce Butler Route from Prior Avenue to Dale Street, and Minnehaha Avenue to Como Avenue. Each of the two possible routes would use Como Avenue and either Rice Street or Marion Street to Downtown St. Paul.

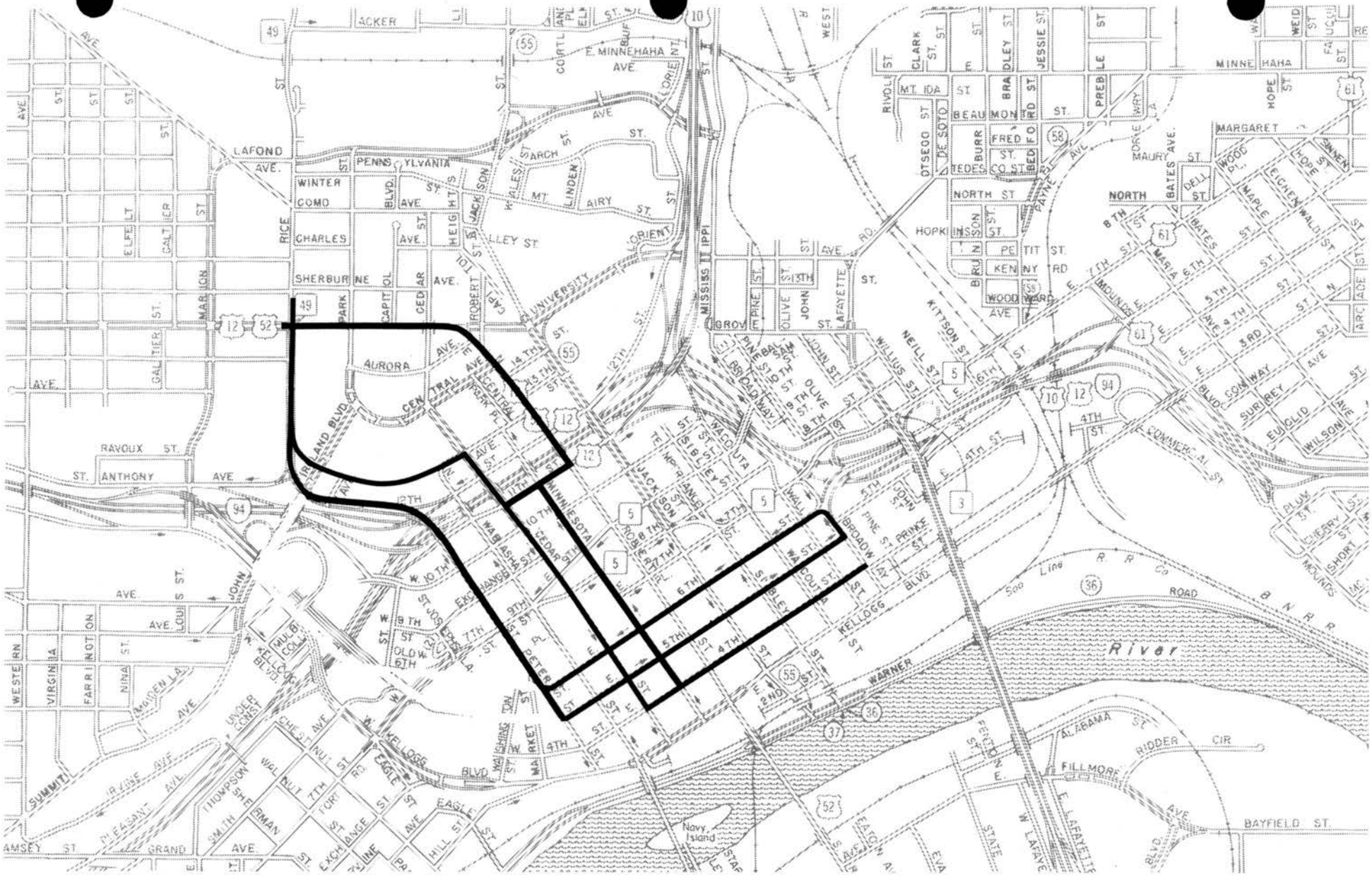
UNIVERSITY AVENUE - This alignment will be located along the north side of Washington Avenue from the Oak Street Station to the Washington Avenue and University Avenue intersection. The alignment will be located on University Avenue from Washington Avenue to near Downtown St. Paul. The alignment will use either Rice, Marion or Robert Street to access the downtown area.

INTERSTATE 94 - From the Oak Street Station the alignment follows the Soo Line railway. The alignment uses the southern edge of the railroad right-of-way, south of Interstate 94 to Fairview Avenue and then along either the median or the frontage roads of Interstate 94 to Downtown St. Paul.

In addition to each of these corridor alignments there are several potential alignment combinations in the Downtown St. Paul and the state Capitol areas. These potential alignments, as shown in Figure 4, include portions of the following streets.

- Saint Peter Street
- Cedar Street
- Minnesota Street
- Robert Street
- Fourth Street
- Fifth Street
- Sixth Street
- Eleventh Street
- Twelfth Street
- Rice Street
- University Avenue

Potential LRT alignments in the downtown area would likely be at-grade, occupying a portion of the existing street, and would include combinations of these street segments. Circumstances may warrant the evaluation of tunnel options for portions of these alignments in the downtown and capitol areas.



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NORTH

0 800 1600 Feet

Figure 4
Downtown St. Paul Alternatives

6. **Reason for EAW preparation:** EIS Scoping Document MEQB Rule #4410.2000 subp. 3. **List all mandatory category rules which apply:**

No existing mandatory category for EAW's or EIS's covers an LRT system. The EQB has determined that this type of project most likely falls under Rule No. 4410.2000, Subpart 3, as a project which has "the potential for significant environmental effects."

7. **Estimated construction cost:** $101 to $127 million plus $40 million for Downtown St. Paul portion

8. **Total project area (acres)** N/A
or length from Oak Street Station to the edge of Downtown St. Paul at Rice Street.

Burlington Northern/Pierce Butler Route Alignment Alternative	6.1 miles
University Avenue Alignment Alternative	6.3 miles
Interstate 94 Alignment Alternative	6.4 miles

9. **Number of residential units** N/A **or commercial, industrial, or institutional square footage** N/A

Potential need for yards and shops to be determined.

10. **Number of proposed parking spaces:** To be determined.

11. **List all known local, state and federal permits/approvals/funding required:**

A number of permits will be required as part of the Midway LRT project approval process. These permits include or may include the following:

LEVEL OF GOVERNMENT	TYPE OF APPLICATION	STATUS
FEDERAL:		
U.S. Army Corps of Engineers	Section 404 Permit for dredge and fill activities within wetlands	To be Determined
STATE:		
Minnesota Pollution Control Agency	NPDES Permit	To be Determined
Minnesota Public Service Commission	Permit to Operate a Transit System	To be Determined
Minnesota Department of Transportation	Permit to Use/Access a Trunk Highway	To be Determined

11. (continued)

LEVEL OF GOVERNMENT	TYPE OF APPLICATION	STATUS
Minnesota Department of Natural Resources	Permit to Work in Protected Waters of Wetlands	To be applied for
	Water Appropriations Permit	To be Determined
REGIONAL:		
Regional Transit Board	Preliminary Design Plans Recommend Modifications	To be submitted
	Final Design Plans	To be submitted
Ramsey County Regional Railroad Authority	Preliminary Engineering Approval	To be submitted
	Final Design Approval	To be submitted
Hennepin County Regional Railroad Authority	Preliminary Engineering Approval	To be submitted
	Final Design Approval	To be submitted
Ramsey County Board of Commissioners	Preliminary Engineering Approval	To be submitted
	Final Design Approval	To be submitted
Hennepin County Board of Commissioners	Preliminary Engineering Approval	To be submitted
	Final Design Approval	To be submitted
OTHERS:		
Burlington Northern Railroad	Operating Agreement	To be Negotiated (need will be determined by alignment selection)
Soo Line Railroad	Operating Agreement	To be Negotiated (need will be determined by alignment selection)

11. (continued)

LEVEL OF GOVERNMENT	TYPE OF APPLICATION	STATUS
Middle Mississippi River Watershed Management Organization	Varies	To be Determined

LOCAL:

Preliminary Engineering plan approval and final design plan approval will be required from the cities of St. Paul and Minneapolis.

Any and all permits associated with zoning, platting, subdivision, site plan, and building processes where and if applicable.

The required information for these permits will be collected at appropriate times during project development. Appropriate permit application forms will be filed as required.

12. Is the proposed project inconsistent with the local adopted comprehensive land use plan or any other adopted plan? _X_ No ___ Yes
If yes, explain:

The University Avenue Alignment and Capitol/Downtown Alignments are consistent with the City of St. Paul Comprehensive Plan (1981). Construction of a Light Rail System along this alignment was also endorsed in a study conducted by the City Planning Commission: University Avenue Transit: Bus or Light Rail? (1984).

Although inconsistent with the present comprehensive plan for the City of Minneapolis, the Midway Corridor LRT Project is consistent with the Minneapolis Metro Center Metro 2000 Plan (1988) prepared by the City. Officials in the City Planning Department have indicated their desire to update the City's comprehensive plan to assure compliance with this project.

The project is consistent with the Metropolitan Council's recently updated Transportation Development Guide/Policy Plan, which mandates that local units of government revise their comprehensive plans to assure consistency with the Guide/Development Plan.

Previous planning efforts for Light Rail Transit within the Twin Cities Metropolitan Area have resulted in the development of the following guidelines by the Metropolitan Council, which are intended to assure continued consistency between local planning efforts and the development of LRT service within the region. These guidelines are recommended for use on this project:

- Each planning jurisdiction should revise its comprehensive plan to reflect the adopted LRT system plan. Revisions should include identification of LRT alignments; adjustments, as desired, to land use plans; adjustments to transportation plans needed to

12. (continued)

support LRT; changes necessary, if any, to zoning ordinances and official maps. Jurisdictions are encouraged to review other programs which may have the potential to support or encourage LRT implementation.

- o City, county, regional, and state agencies should recognize the future construction of LRT in carrying out their functions.
- o Local government units are encouraged to request review and comment by the rail authorities on development proposals within one-half mile of a proposed LRT alignment, or those which may affect implementation of the LRT System Plan.
- o LRT station/shop area planning should be carried out jointly by the rail authorities and the local government unit.
- o Local government units, through cooperative agreements with the rail authorities, should finance LRT station/shop area construction through tax increment financing, benefit assessment or other methods.

13. Describe current and recent past land use and development on and near the site.

Existing land use varies greatly along the proposed alignments of the Midway Corridor LRT project. Current uses include single- and multi-family residential, retail and office commercial, industrial, railroad lines and yards, public/institutional, freeways and other roadways, recreation/open space, and vacant land.

SOO LINE/I-94 ALIGNMENT

The Soo Line segment passes through predominantly industrial areas, with some commercial and multi-family residential uses. The I-94 segment is bordered, predominantly, by single-family land uses, with some commercial, industrial, open space and public/institutional uses.

Current or recent past development includes:

- o Dinnaken House 120-unit multi-family housing project (private), City of Minneapolis.

UNIVERSITY AVENUE ALIGNMENT

The University Avenue alignment passes through a variety of commercial areas, including office, retail, automobile-oriented strip development and shopping centers. Other land uses include industrial, recreation and some low- and medium-density residential.

Current or recent past development includes:

- o Dinnaken House 120-unit multi-family housing project (private), City of Minneapolis

13. (continued)

- o Westgate Office/Industrial Complex, City of St. Paul
- o Twin Cities Testing Laboratory, City of St. Paul
- o Spruce Tree Center retail complex, City of St. Paul
- o Midway Market Place shopping center redevelopment (planned), City of St. Paul
- o Small commercial redevelopment east of Dale Street, City of St. Paul

BURLINGTON NORTHERN/PIERCE BUTLER ROUTE ALIGNMENT

The Burlington Northern/Pierce Butler Alignment, from Lexington Parkway east to Como Avenue, abuts low- and moderate-density residential uses and a cemetery. Along Como Avenue segment southeast to Rice Street the alignment passes through commercial and industrial uses, with some medium-density residential uses.

The Pierce Butler Route segment of the alignment abuts areas that are predominately low-density residential development, with industrial development east of Snelling Avenue. In the area north of the Burlington Northern right-of-way, there is the mixed-use Energy Park Development. There is residential development north and east of Energy Park, with industrial uses, bordered by residential development, to the west. Access from Washington Avenue to these alignment alternatives is through areas of predominately commercial and industrial development, including the Westgate mixed-use project, and some pockets of residential development.

Current or recent past development includes:

- o Dinnaken House 120-unit multi-family housing project (private), City of Minneapolis
- o Energy Park industrial, commercial, multi-family residential development, City of St. Paul
- o Westgate Office/Industrial Complex, City of St. Paul

CAPITOL AREA

Land use within the Capitol Area is devoted almost exclusively to public/institutional land uses and public open space.

Current development includes:

- o State Department of Justice renovation/addition
- o Major road and bridge reconstruction (I-94 and approaches)

13. (continued)

DOWNTOWN ST. PAUL

Land uses within the downtown are typical of a large urban central business district, with high-density office towers, retail development, parking facilities, public/institutional uses, and recreation/open space.

Current or recent past development includes:

- o Minnesota History Center
- o State High School for the Performing Arts (proposed)
- o St. Paul Companies Expansion (office tower)
- o HEMAR Expansion (office tower) (proposed)
- o Lowertown Municipal Parking Ramp
- o Minnesota Telecenter (office tower)
- o Community Services Building (office tower)
- o Major road and bridge reconstruction

14. Approximately how many acres of the site are in each of the following categories? (Acreages should add up to total project area before and after construction.)

Because of the linear nature of the project, the units used are miles rather than acres. The typical LRT route cross-section is anticipated to be approximately thirty to sixty feet, depending on the cut and fill required.

BN/Pierce Butler Alignment

	Before	After
Forest/Wooded	-	-
Cropland	-	-
Brush/Grassland	-	-
Wetland (types 3-8)	-	-
Impervious Surface	4	-
- Consolidated LRT roadbed material	-	4
- Paved LRT roadbed	-	3
Other (specify)	-	-
- Abandoned Railroad	3	-

14. (continued)

University Avenue Alignment

	Before	After
Forest/Wooded	-	-
Cropland	-	-
Brush/Grassland	-	-
Wetland (types 3-8)	-	-
Impervious Surface	7	-
- Consolidated LRT roadbed material	-	-
- Paved LRT roadbed	-	7
Other (specify)	-	-

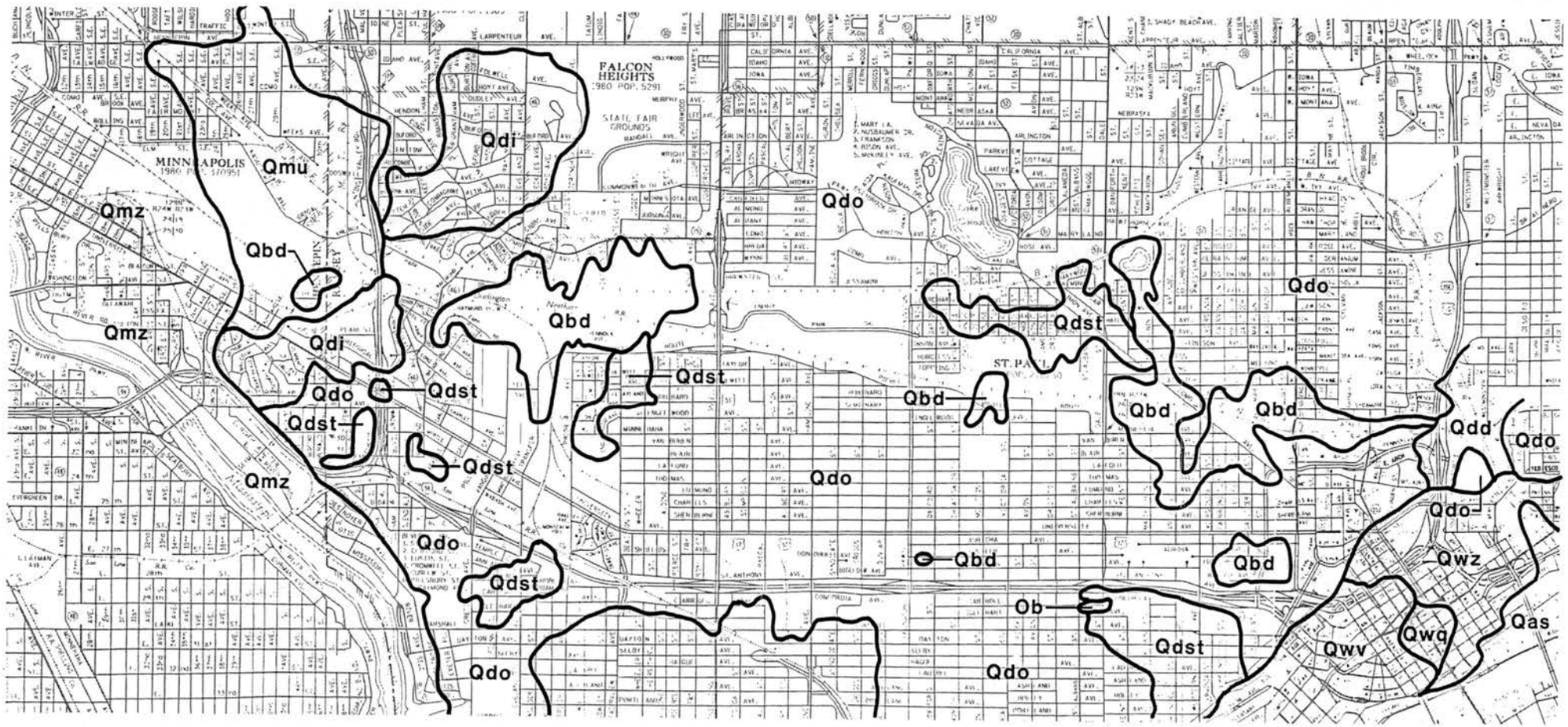
Soo Line/I-494 Alignment

	Before	After
Forest/Wooded	-	-
Cropland	-	-
Brush/Grassland	-	-
Wetland (types 3-8)	-	-
Impervious Surface	5	-
- Consolidated LRT roadbed material	-	5
- Paved LRT roadbed	-	2
Other (specify)	-	-
- Abandoned Railroad	2	-

The size and location of park-and-ride lots has not yet been determined. The lots will vary in size; their size and location will be addressed in the EIS.

15. **Describe the soils on the site, giving the SCS soil classification types, if known.**

LRT alignments are primarily located along railroad and highway rights-of-way. The base materials in these rights-of-way have been previously designed to support railroad and highway construction. Possible exceptions to this are those areas not yet designated as park-and-ride lots and embankment areas. The soil types for these areas are most likely sand, silty sand, and gravel (SP, SP-SM, SM) in places overlain by deposits of silt to clay loam (CL,SC, OL,CL-ML), generally two to four feet thick. Refer to Figure 5 for general locations. The soil types, if they differ, will be identified in the EIS.



Source: U.S. Geological Survey
Surficial Geology Map (1979)

Qas FLOOD PLAIN ALLUVIUM, SAND—Principally sand and gravelly sand (SP, minor SM) interstratified with clay and silty clay (CL, CL–CH, ML–CL)

Qbd BOGS AND MARSHES, DRAINED AND FILLED—Artificial fill generally less than 10 feet thick; overlies organic deposits (Pt, OL, OH)

Qmu SAND—Sand, gravelly sand and silty sand (SP, SP-SM, SM), may be overlain by a thin soil composed of clay loam or silt (CL, ML). Bedrock more than 10 feet below land surface

Ob Exposures of Ordovician bedrock formations and areas with numerous discontinuous bedrock exposures; may be covered by thin mantle of colluvium or fill

Qdi ICE CONTACT DEPOSITS—Sand and silty sand (SP, SP-SM, SM); cobbles and boulders commonly present

Qwq FINE GRAINED FACIES—Fat clay (CH); overlies boulder zones, sand and gravelly sand

Qwv VARIABLE SURFICIAL DEPOSITS—Artificial fill, organic deposits silty sand, clay loams and clays (OL, SM, CL, CH). Bedrock commonly less than 10 feet below land surface

Qmz SAND—Sand, gravelly sand and silty sand (SP, SP-SM); may be overlain by a thin soil of variable composition (CL, CH-CL, or OL). Underlain by glacial till which crops out in ravines and banks along the Mississippi River. Bedrock more than 10 feet below land surface

Qdo OUTWASH PLAIN DEPOSITS—Sand and silty sand (SP, SP-SM, SM); may be overlain by thin soil of variable composition (CL, SC, OL, CL-ML)

Odd DRAINAGEWAY DEPOSITS—Sand (SP, SP-SM); substantial thickness of artificial fill (10 to 30 feet) overlies part of unit. Includes some alluvium of Phalen and Trout Creeks

Qdst GLACIAL TILL—Complexly intermixed gray and red till: clay loam, sandy clay and silty sand (CL, SC, SM) containing sand lenses (SP)

Qwz SAND AND SILTY SAND—Sand and silty sand (SP, SM); boulder zones (GM), stiff clays and clay loams (CL) and minor fat clays (CH) interbedded with sands. Bedrock more than 10 feet below surface

Ramsey County Regional Railroad Authority

BRW

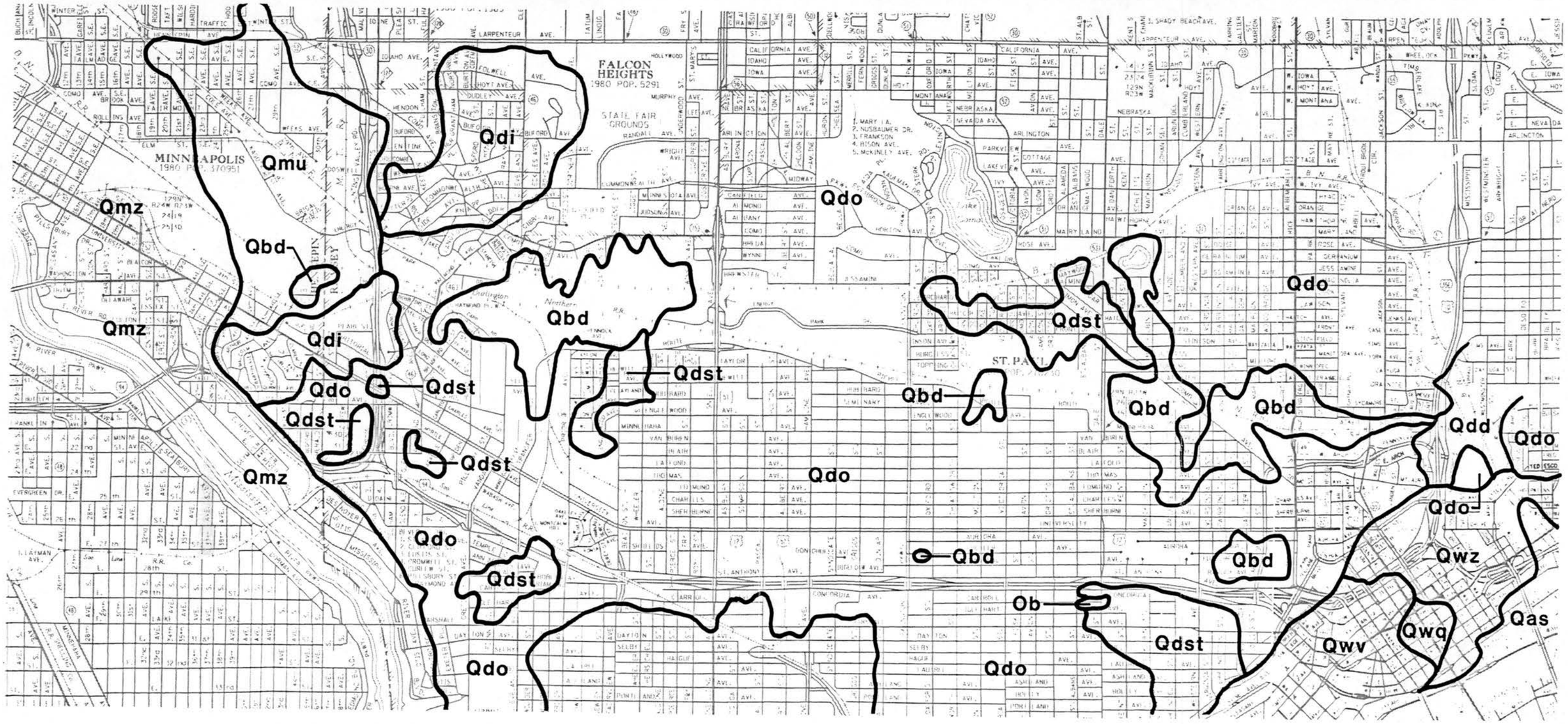
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NORTH

0 1/4 1/2 1 Mile

PRELIMINARY

Figure 5
Soils Map



Source: U.S. Geological Survey
Surficial Geology Map (1979)

Ramsey County Regional Railroad Authority

BRW

Qas FLOOD PLAIN ALLUVIUM, SAND—Principally sand and gravelly sand (SP, minor SM) interstratified with clay and silty clay (CL, CL–CH, ML–CL)

Qbd BOGS AND MARSHES, DRAINED AND FILLED—Artificial fill generally less than 10 feet thick; overlies organic deposits (Pt, OL, OH)

Qmu SAND—Sand, gravelly sand and silty sand (SP, SP–SM, SM), may be overlain by a thin soil composed of clay loam or silt (CL, ML). Bedrock more than 10 feet below land surface

Ob Exposures of Ordovician bedrock formations and areas with numerous discontinuous bedrock exposures; may be covered by thin mantle of colluvium or fill

Qdi ICE CONTACT DEPOSITS—Sand and silty sand (SP, SP–SM, SM); cobbles and boulders commonly present

Qwq FINE GRAINED FACIES—Fat clay (CH); overlies boulder zones, sand and gravelly sand

Qwv VARIABLE SURFICIAL DEPOSITS—Artificial fill, organic deposits silty sand, clay loams and clays (OL, SM, CL, CH). Bedrock commonly less than 10 feet below land surface

Qmz SAND—Sand, gravelly sand and silty sand (SP, SP–SM); may be overlain by a thin soil of variable composition (CL, CH–CL, or OL). Underlain by glacial till which crops out in ravines and banks along the Mississippi River. Bedrock more than 10 feet below land surface

Qdo OUTWASH PLAIN DEPOSITS—Sand and silty sand (SP, SP–SM, SM); may be overlain by thin soil of variable composition (CL, SC, OL, CL–ML)

Odd DRAINAGEWAY DEPOSITS—Sand (SP, SP–SM); substantial thickness of artificial fill (10 to 30 feet) overlies part of unit. Includes some alluvium of Phalen and Trout Creeks

Qdst GLACIAL TILL—Complexly intermixed gray and red till; clay loam, sandy clay and silty sand (CL, SC, SM) containing sand lenses (SP)

Qwz SAND AND SILTY SAND—Sand and silty sand (SP, SM); boulder zones (GM), stiff clays and clay loams (CL) and minor fat clays (CH) interbedded with sands. Bedrock more than 10 feet below surface

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NORTH

0 1/4 1/2 1 Mile

PRELIMINARY

Figure 5
Soils Map

16. Does the site contain peat soils, highly erodible soils, steep slopes, sinkholes, shallow limestone formations, abandoned wells, or other geologic hazards? If yes, show on site map and explain: X No ___Yes

BN/PIERCE BUTLER ALIGNMENT

No peat or highly erodible soils, sinkholes, shallow limestone formations or abandoned wells are expected in this alignment.

Track facilities along this alignment are proposed to occupy existing rail and roadway right-of-way. East of Lexington Avenue the LRT tracks may be constructed on roadbeds where tracks previously existed, but have been removed. A preliminary assessment of area slopes did not reveal any steep slopes that are likely to be impacted by this alignment. As the alternatives are refined any impacts to steep slpes will be addressed in the EIS.

UNIVERSITY AVENUE ALIGNMENT

No peat or highly erodible soils, sinkholes, shallow limestone formations or abandoned wells, steep slopes, or other geologic hazards are expected in this alignment.

SOO LINE/I-94 ALIGNMENT

No peat or highly erodible soils, sinkholes, shallow limestone formations or abandoned wells are expected in this alignment.

Track facilities along this alignment are proposed to occupy existing rail and highway right-of-way. The LRT track will be constructed on railroad beds where tracks previously existed and highway medians and/or frontage roads. Under these conditions the LRT track facilities may impact some adjacent slopes if the LRT is in the median. Traffic lanes will be moved away from the centerline of I-94 to allow for the LRT right-of-way. This may require the installation of retaining walk to allow for the new tracks and roadway alignment to stay within the existing right-of-way.

17. What is the approximate depth (in feet) to:

a. Groundwater

Groundwater depths vary substantially along the various corridor alignments from five to ten feet below track elevation to over 70 feet near the Mississippi River and downtown.

b. Bedrock

Depth of glacial drift (depth to bedrock) varies from thirty to one hundred feet throughout the Midway Corridor.

18. Does any part of the project area involve:

a. shoreland zoning district? ___X___ **No** _____ **Yes**

b. delineated 100-year floodplain? _____ **No** ___X___ **Yes**

c. state or federally designated river land use district? ___X___ **No** _____ **Yes**

If yes, identify water body and applicable state classification(s), and describe measures to protect water and related land resources:

b. The wetland north of the intersection of Prior Avenue and Pierce Butler Route along the BN/Pierce Butler Route alignment is designated as a protected Department of Natural Resources Wetland (224W). Protection of this area is described in Question 21. Refer to Figure 6 for general location.

19. Describe any physical alteration (e.g., dikes, excavation, fill, stream diversion) of any drainage system lake, stream and/or wetland. Describe measures to minimize impairment of the water-related resources. Estimate quantity of material to be dredged and indicate where spoils will be deposited.

There is the potential for some alteration of wetland areas along the Burlington Northern/Pierce Butler Alignment in the area near TH 280. These will be identified and addressed in the EIS.

No physical alterations are anticipated in the other alignments.

20. a. Will the project require an appropriation of ground or surface water? ___X___ **No** _____ **Yes**

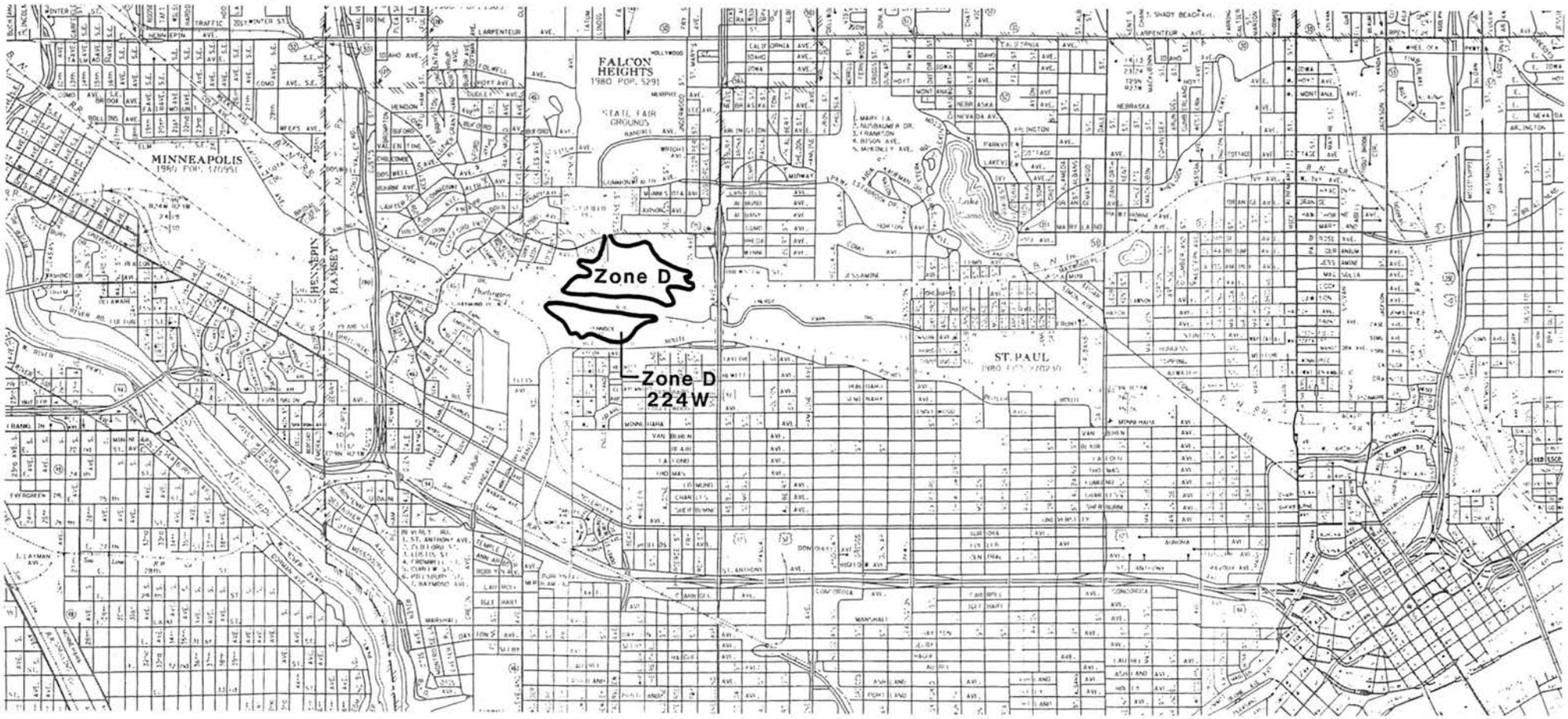
No ground or surface water appropriation is expected for any of the alignments.

b. Will the project affect groundwater levels in any wells (on or off the site)? ___X___ **No** _____ **Yes**

Groundwater levels are not expected to be affected in any wells, on or off the site for any of the alignments.

21. Describe the erosion and sedimentation control measures to be used during and after construction of the project.

During construction, storm runoff will be routed through sediment barriers (silt fences) to prevent sediment from reaching any existing wetlands or storm sewer systems. After construction, disturbed areas will be fine graded and revegetated.



Explanation of Zone Designation:

Zone D – Areas of undetermined, but possible, flood hazards

224W – Department of Natural Resources Protected Wetland

Ramsey County Regional Railroad Authority

BRW

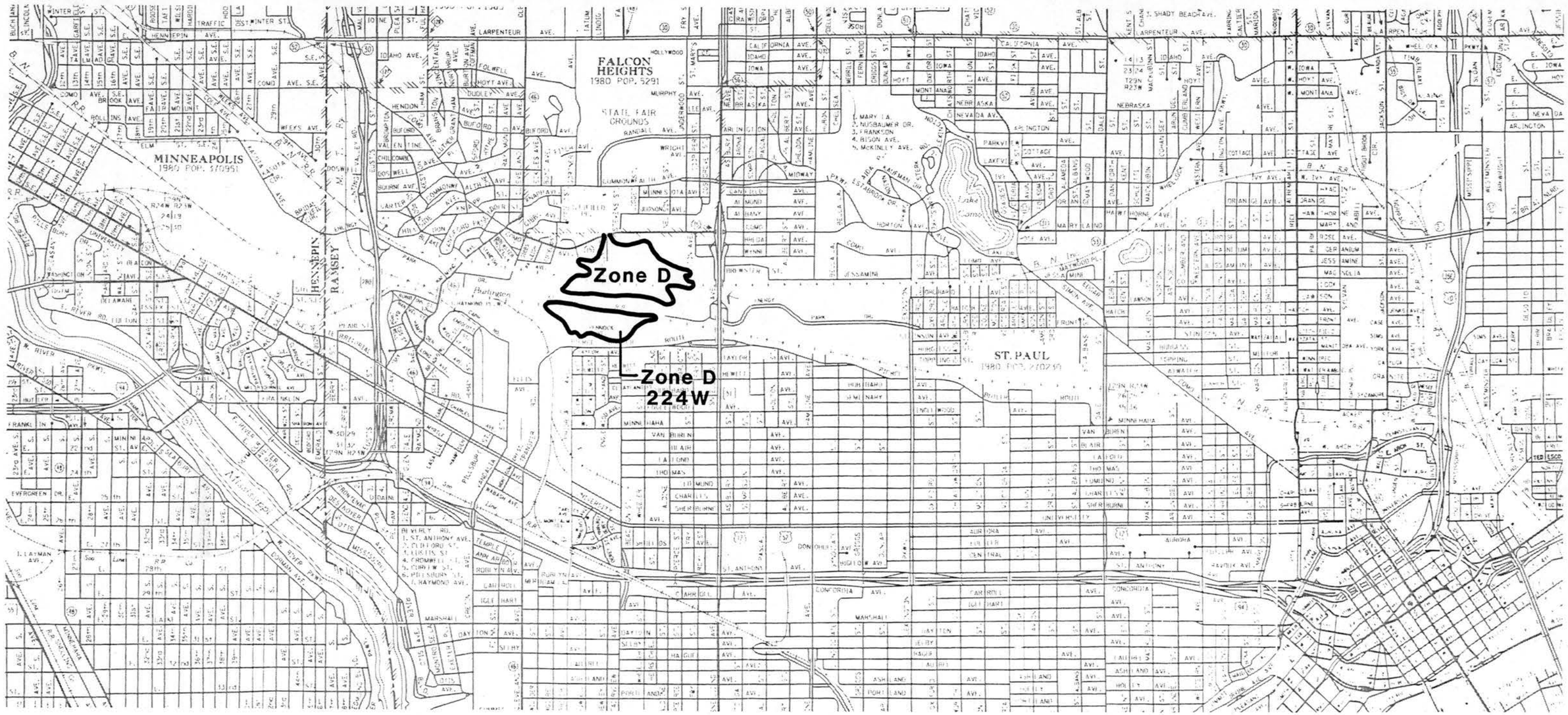
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Environmental Impact Statement - E.A.W.

NORTH

0 1/4 1/2 1 Mile

PRELIMINARY

Figure 6
Flood Plain Map



Explanation of Zone Designation:

Zone D – Areas of undetermined, but possible, flood hazards

224W – Department of Natural Resources Protected Wetland

Ramsey County Regional Railroad Authority

BRW

Midway Corridor Light Rail Transit
Preliminary Engineering and
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NORTH

0 1/4 1/2 1 Mile

PRELIMINARY

Figure 6
Flood Plain Map

22. a. Will the project generate:

1. surface and storm water runoff?	**___No**	**_X_Yes**
2. sanitary wastewater?	**_X_No**	**___Yes**
3. industrial wastewater?	**_X_No**	**___Yes**
4. cooling water (contact and noncontact?	**_X_No**	**___Yes**

If yes, identify sources, volumes, quality (if other than normal domestic sewage), and treatment methods. Give the basis or methodology of estimates.

1. Additional surface storm water runoff will be generated by the increase in impervious surfaces such as roofs and bituminous and concrete paving at the stations. The net increases in the storm water volumes and rates should be minimal. Storm water handling considerations will be included along rail bed and roadway interfaces, as well as in the design for each station, in cooperation with the local governing agencies.

b. Identify receiving waters, including groundwater, and evaluate the impacts of the discharges listed above. If discharges to groundwater are anticipated, provide percolation/permeability and other hydrogeological test data, if available.

Receiving waters throughout the various alignments vary from ditches to local storm water pipe systems. The receiving water will be identified as part of preliminary design for the proposed alignment and each station location and addressed in the EIS.

23. Will the project generate (either during or after construction):

a. air pollution?	**___No**	**_X_Yes**
b. dust?	**___No**	**_X_Yes**
c. noise?	**___No**	**_X_Yes**
d. odors?	**_X_No**	**___Yes**

If yes, explain, including as appropriate; distances to sensitive land uses; expected levels and duration of noise; types and quantities of air pollutants from stacks, mobile sources, and fugitive emissions (dust); odor sources; and mitigative measures for any impacts. Give the basis or methodology of estimates.

a. air pollution

The proposed LRT system has the potential to affect air pollution in the following ways:

- o The LRT will be electrically powered. If additional fossil fuels are burned to generate power for the LRT, additional sulfur dioxide, nitrogen oxides, and particulates will be emitted in the vicinity of the power generating facility.

23. (continued)

The EIS will estimate the amount of energy the proposed LRT line will consume and the amount of air pollution likely to be emitted to produce that energy.

- o By providing an alternative to the automobile, the proposed LRT line could reduce vehicle travel and resulting vehicle emissions of carbon monoxide, hydrocarbons, and nitrogen oxides. The EIS will estimate the vehicle miles of travel (VMT) in the corridor with and without the proposed LRT. The change in VMT will be used to estimate the change in vehicle air pollutant emissions.

- o Where LRT operates on existing roadway right-of-way or crosses roadways at-grade, LRT operations are likely to affect the capacity of the existing street system. By changing existing roadway capacity, the LRT could potentially change vehicle volumes, delay times, operating speeds, and pollutant emissions. The EIS will analyze the change in roadway capacity associated with the proposed LRT line and the resultant changes in traffic volumes, delay times, and operating speeds. Where the LRT will significantly change existing traffic operations, detailed analyses of carbon monoxide concentrations will be done and presented in the EIS.

- o In the vicinity of LRT stations, vehicles attracted to the station will emit air pollutants. Concentrations of carbon monoxide adjacent to roadways are proportionate to both the volume of traffic and the level of traffic congestion. If the LRT station generated traffic causes a significant change in traffic operations, detailed anayses of carbon monoxide concentrations will be done and presented in the EIS.

- o As noted above, the effect of LRT operations on vehicle emissions of carbon monoxide (CO) will be studied in detail in the EIS. There have been CO concentrations monitored in excess of the state air quality standard of 9 PPM eight-hour average at a number of locations along University Avenue and in downtown St. Paul. To address these existing air quality problems, the state is in the process of implementing a vehicle inspection and maintenance program to test vehicle emissions in the metropolitan area. Vehicles found to be emitting CO outside established limits will need to be maintenanced and retested. This program will be implemented in 1991.

b. Dust

Dust will be generated during construction of the proposed LRT line. The amount of dust generated will depend on:

- o the area of exposed soil surface

23. (continued)

- o The amount of excavation or filling required
- o Soil moisture during the construction period
- o Wind speeds and directions during the construction period
- o The duration of the construction activities

Dust generation during construction can be minimized by paving or revegetating promptly, applying water or dust suppressants during dry periods, cleaning streets in the vicinity of construction activities, and/or ceasing construction during periods of high winds. The generation of dust is regulated by the MPCA (Minnesota Rules Part 7005.0550) which requires reasonable measures to control dust during construction.

c. Noise

The proposed LRT system will generate noise during both the construction and operations phases. During the construction phase, noise will be generated by heavy machinery used to prepare the station sites, park-and-ride lots and track sections. Noise generated by construction will be controlled by using construction equipment that is properly maintained, operated, and muffled in accordance with manufacturers' specifications and by restricting construction activities to daytime hours. Noise generated during the operations phase would be from the sources described below.

- o Light rail vehicles traveling along existing freight rail and roadway corridors is a potential noise source. Light rail traffic through freight rail corridors would be more frequent than existing freight service, but average passby exposure periods and peak noise levels would likely be lower than presently experienced from freight rail traffic. In roadway corridors, LRT would replace a portion of the existing vehicular traffic. The noise impacts of LRT in the corridor compared to vehicle traffic will be addressed in the EIS.
- o Feeder-buses which extend the service area of station sites may include noise impacts. The EIS will address the noise impacts of potential changes in existing transit bus routes.
- o Automobile traffic to and from proposed station sites and parking lots associated with the system is also a potential noise source.

Guidelines, criteria, and methodologies to address noise impacts are documented in Appendix A.

23. (continued)

Vibration

The proposed LRT system has the potential to create ground-borne vibration impacts on developments adjacent to the corridors. The effects of LRT ground-borne vibration are generally perceived in two forms:

- o Floor vertical vibration which could be felt in adjacent buildings
- o Rumbling noise within adjacent buildings which results from resonance through the building structure

Adjacent to at-grade sections, vertical vibration of interior floors is the dominant effect. In contrast, adjacent to rail tunnel sections, the rumbling of ground-borne noise is more dominant. Guideline levels for evaluating the potential for a significant impact have been established for each of these vibration effects.

Guidelines, criteria, and methodologies to address vibration impacts in the EIS are documented in Appendix A.

24. Describe the type and amount of solid and/or hazardous waste including sludges and ashes that will be generated and the method and location of disposal:

Portions of the system are expected to generate very minimal solid wastes, such as are gathered in a waste receptacle. These wastes will be collected by maintenance personnel and become part of the normal solid waste stream.

Hazardous wastes will not be generated in significant quantities, and there will be no sludges. As compared to earlier electric railway technology, modern LRT systems are engineered to avoid hazardous materials through the use of inert materials and air (instead of oil bath) cooling of electrical equipment.

The overall expansion of LRT in the Midway Corridor may include marshalling and maintenance yards. These yards may include a light rail vehicle (LRV) washer. Dirt from the automatic LRV washer (similar to a car wash), and minor amounts of lubricants, light and medium oils and greases, will be generated at the maintenance shop, principally from underneath LRV's in a structurally-enclosed "blow-down" facility. These materials will be captured in settling tanks, with oils separated and removed to a separate tank. Tanks will be cleaned periodically, and the materials taken by truck to approved recycling or dumping facilities. The recycled wash water is returned to the system for further use in the LRV washer. Road salt is not anticipated to have a significant impact on the recycled water system. The small amount of road salt that would be picked up by the LRV at-grade crossings is expected to wash off by snow that would thaw on the exterior skin of the LRV. Any water discharged into the local storm sewer will meet any local codes.

24. (continued)

Quantities of solid and/or hazardous waste cannot be estimated until the size of the LRV fleet and certain details of its mechanical and electrical design are specified and a Maintenance Plan is prepared. Once these parameters are known, appropriate disposal locations will be determined in cooperation with Ramsey County waste management staff. These activities are scheduled to occur during preliminary engineering and final design.

25. Will the project affect:

a. fish or wildlife habitat, or movement of animals? ___No ___Yes

To be determined.

The proposed LRT corridors will be located on or adjacent to existing railroad or highway right-of-way. The present land use does not typically contain wildlife supporting habit. However, the DNR Wetland (224W) south of the BN/Pierce Butler Alignment may be used by some species of wildlife. The extent of impacts to this wetland will be studied in the EIS.

b. any native species that are officially listed as endangered, threatened or of special concern (animals and/or plants) ___No _X_Yes

If yes, explain (identify species and describe impacts:

There may be rare, threatened, or endangered prairie plant species present along the railroad right-of-way segments of the proposed alignments. The Minnesota Department of Natural Resources Natural Heritage Program database will be reviewed for records of such species. The results of this review will be discussed in the EIS.

26. Do any historic, archaeological or architectural resources exist on or near the project site? If yes, explain (show resources on a site map and describe impact): To be determined ___No ___Yes

The project is being reviewed (letter dated December 11, 1989) pursuant to the responsibilities given the State Historic Preservation Officer (SHPO) by the National Historic Preservation Act of 1966 and the Procedure of the National Advisory Council of Historic Preservation (36 CFR 800). The request for SHPO review is included in Appendix B of this document.

27. Will the project cause the impairment or destruction of:

a. designated park or recreation areas?	___No	_X_Yes
b. prime or unique farmlands?	_X_No	___Yes
c. ecologically sensitive areas?	_X_No	___Yes
d. scenic views and vistas?	___No	_X_Yes
e. other unique resources (specify)?	_X_No	___Yes

If yes, explain:

27. (continued)

SOO LINE/I-94 ALIGNMENT

This alignment is adjacent to Luxton Park, Merriam Terrace Park, Dunning Park, and Oxford Park. There is the potential for visual impacts on these recreation/open space resources. These will be addressed in the EIS.

UNIVERSITY AVENUE ALIGNMENT

The University Avenue Alignment is adjacent to Tower Park, Clarence Mini-Park, Oakley Square Park and Dickerman Park. There is the potential for impacts on these recreation resources. These will be addressed in the EIS.

BURLINGTON NORTHERN/PIERCE BUTLER ALIGNMENT

This alignment is adjacent to Tatum Park, Newell Park, the Municipal Stadium, West Minnehaha Park, Horseshoe Park and Scheffer Park. There is the potential for impacts on these recreation/open space resources. These will be addressed in the EIS.

CAPITOL AREA

Recreation resources within and adjacent to the Capitol Area include Valley Park and Eastern Park. Other resources include the State Capitol Building, various state office buildings, and the surrounding grounds and mall area. Visual impacts on these resources are possible and will be addressed in the EIS.

DOWNTOWN ST. PAUL

The downtown area is fully urbanized; no natural areas will be impacted. Recreation/Open Space resources within downtown include the Seventh Place Mall, Town Square, Rice Park, Hamm Memorial Park, Kellogg Mall, Capitol Center Plaza, American National Plaza, and Mears Park. Visual Impacts specific to downtown will be addressed in the EIS.

28. For each affected road indicate the current average daily traffic (ADT), increase in ADT contributed by the project and the directional distributions of traffic.

There are four purposes of the Midway LRT Transportation Analysis:

- o Identification/quantification of transportation impacts and benefits of LRT implementation in the Midway Corridor
- o Design/evaluation of measures to mitigate the identified impacts
- o Provide input in the design/evaluation of LRT facilities and operating scenarios

28. (continued)

- o Provide input to analysis of traffic related environmental issues

A description of the traffic analyses to be conducted for each alternative alignment is included in Appendix C.

29. Are adequate utilities and public services now available to service the project? ___No _X_ Yes

Water and sewer service is available downtown and along all system alignments. A representative of Northern States Power Company has been contacted and has stated that adequate electrical power is and will continue to be available to power the system. It is estimated that it will take approximately a quarter of one percent of the total demand of the community to power the system. Smaller substations located approximately one mile apart can be fed from the existing grid.

ALTERNATIVES TO BE STUDIED IN THE EIS

Four alternatives have been identified for study in the EIS. These include one no-build option and three potential LRT alignment locations. Each of the LRT alignments connects the planned Oak Street Station in Minneapolis with Downtown St. Paul. Each of Alternatives 2, 3, and 4 (build alternatives) will include the alignment alternatives for the Downtown St. Paul/State Capitol Area as shown in Figure 4. Combinations of portions of Alternatives 2, 3, and 4 (build alternatives) may also be considered for study in the EIS. The four primary alternatives for study in the EIS are described below.

Alternative 1: No-Build

The no-build alternative would not include the construction of a light rail transit line in the Midway Corridor. This alternative would include the existing bus transit system plus any bus improvements planned by the Metropolitan Transit Commission (MTC).

Alternative 2: Burlington Northern/Pierce Butler Route

This alternative includes the construction of a light rail transit line generally parallel to the Burlington Northern Railroad Southern Mainline. The alignment would be located along either the Pierce Butler Route or Energy Park Drive, and portions of the planned University of Minnesota Transitway, the Burlington Northern Railroad east of Lexington Avenue, and Como Avenue to Downtown St. Paul. Combinations of these alignment segments will be considered.

Alternative 3: University Avenue

Alternative 3 includes an LRT line located along University Avenue from Washington Avenue to Downtown St. Paul.

Alternative 4: Soo Line/Interstate 94

This alternative includes the construction of an LRT line along the soon-to-be abandoned Soo Line Railroad from Washington Avenue to Interstate 94 and along Interstate 94 to Downtown St. Paul.

Special alignment studies will be conducted for the Downtown and Capitol Area. These studies will include assessments of traffic impacts, station considerations, right-of-way constraints, utility impacts, curbside impacts, development opportunities, and visual impacts.

The alternatives for study in the Downtown/Capitol Area are shown in Figure 4 and would include portions and combinations of:

- Saint Peter Street
- Cedar Street
- Minnesota Street
- Robert Street
- Fourth Street
- Fifth Street
- Sixth Street

- Eleventh Street
- Twelfth Street
- Rice Street
- University Avenue

Potential LRT alignments in the downtown area would likely be at-grade, occupying a portion of the existing street. Circumstances may warrant the evaluation of tunnel options for portions of these alignments in the downtown and Capitol areas.

SUMMARY OF ISSUES

For regular EAWs, list the issues as identified by "yes" answers above. Discuss alternatives and mitigative measures for these issues. For scoping EAWs, list known issues, alternatives, and mitigative measures to be addressed in EIS.

ISSUES TO BE STUDIED IN THE EIS

- Question 13: Development

  The EIS will identify the positive and/or negative impacts on land use and development opportunities within one-half mile of the proposed alignment and station locations.

- Question 14: Wetlands, Vegetation and Wildlife

  The EIS will address wetland, vegetation and wildlife impacts resulting from the construction of LRT and its support facilities.

- Question 15: Soils

  The EIS will address soil conditions at potential facility sites, cleanup and disposal of contaminated soil as necessary, and the impacts directly related to this project.

- Question 19:

  The EIS will identify and address any potential alterations of wetland areas for any alignments near the BN Railroad and Prior Avenue area.

- Question 22: Runoff, Receiving Waters

  Storm water runoff resulting from the construction of stations and park-and-ride lots, and its impact on receiving bodies, will be addressed in the EIS.

- Question 26: Cultural Resources

  If the State Historic Preservation Officer (SHPO) determines that historic, archaeological or architectural resources are present in the project area, the EIS will document their location and measures to prevent or mitigate impacts.

- Question 27: Parkland

  The EIS will address the impacts of the project on public recreation areas and the St. Paul State Capitol area.

- Question 28: Traffic

  Traffic impacts associated with LRT and station areas which generate significant traffic impacts will be addressed in the EIS.

- Transit Service:

  The impacts of the project on existing and future transit service in the affected areas of Ramsey and Hennepin County will be addressed in the EIS.

- Visual Impacts:

  The EIS will address visual impacts of light rail transit.

- Financial Impacts:

  The cost of constructing, maintaining and operating the system will be addressed in the EIS.

ECONOMIC, EMPLOYMENT AND SOCIOLOGICAL IMPACTS

The EIS will address:

- Economic impacts on downtown St. Paul, the Capitol Area, and the Midway Corridor Area
- Impacts on housing development and urban design around LRT stations in St. Paul and Minneapolis
- Impacts on housing patterns for University administration, staff, and students
- Pedestrian and transit user safety
- Impacts on low-to-moderate income, and transit dependent residents
- Impacts on community facilities and services
- The expected number of construction and permanent jobs

CERTIFICATION BY RESPONSIBLE GOVERNMENTAL UNIT

I hereby certify that the information contained in this document is true and correct to the best of my knowledge and that copies of the completed EAW have been made available to all points on the official EQB distribution list.

Signature _____

Title _____

Date _____

APPENDIX A

NOISE AND AIR QUALITY GUIDELINES, CRITERIA, AND METHODOLOGIES

PRELIMINARY

APPENDIX A

NOISE GUIDELINES, CRITERIA, AND METHODOLOGIES

NOISE

Noise generated during the operation of the proposed LRT system would be from the following sources.

- o Light rail vehicles
- o Feeder-buses
- o Station-related automobile traffic

The remainder of this section documents methodologies which will be used to identify future noise levels and noise standards, guidelines and criteria which will be used to evaluate noise impacts.

Existing Environment

The existing noise environment adjacent to the proposed rail lines and station sites will be characterized through noise monitoring. Noise monitoring sites selected will represent the most noise sensitive uses proximate to the rail corridors and proposed station sites.

Noise Impact Measurement

Generally, a proposed development would create the potential for a significant noise impact when one or both of the following conditions are met.

- o Predicted noise levels exceed state or federal one-hour noise standards
- o Noise associated with the proposed development causes a three decibel increase in predicted one-hour no-build noise levels

These criteria will be used in evaluating the potential for impacts from feeder-buses and from automobile traffic associated with the proposed system. The federal noise abatement criteria and state noise standards are documented in Tables 1 and 2. LRV noise, because of the relatively short single-point passby duration and the low number of passbys per hour would not noticeably affect the predicted one-hour noise levels. Therefore, evaluation of the potential for impacts based on the State Noise Standards or Federal Abatement criteria is not appropriate. LRV noise impacts

PRELIMINARY

TABLE 1
FEDERAL NOISE ABATEMENT CRITERIA

Hourly A-Weighted Sound Level - decibels (dBA) 1/

Activity Category	Leq(h)	$L_{10}(h)$	Description of Activity Category
A	57 (Exterior)	60 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	75 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	--	Undeveloped lands.
E	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

1/ Either $L_{10}(h)$ or Leq(h) (but not both) may be used on a project.

Source: FHPM 7-7-3, 23 CFR 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise," FHWA, July 1982.

TABLE 2
STATE NOISE STANDARDS

	Minnesota State Noise Standards (dBA)			
	Daytime (7:00AM-10:00PM)		Nighttime (10:00PM-7:00AM)	
General Land Use	L10*	L50*	L10*	L50*
Residential	65	60	55	50
Commercial	70	65	70	65
Industrial	80	75	80	75

* Sound levels for a one-hour survey.

Source: Minnesota Rules Chapter 7010.0400. Statutory Authority Minnesota Statutes Section 116.07 Subdivisions 2, 4.

will be evaluated by comparing average maximum passby noise levels (Lmax) to American Public Transit Association (APTA) Lmax Guidelines. The Lmax noise level is the average maximum noise level associated with an LRT passby. APTA Lmax noise level guidelines, documented in Table 3, are set at levels which would likely be acceptable to communities potentially affected by the additional transient noise.

In addition to establishing Lmax passby noise levels for general land use categories, the APTA has established Lmax guidelines for a number of more sensitive building uses. These guidelines are shown in Table 4.

Impact Quantification Methodology

The potential for significant noise impacts from the sources listed above will be quantified using the methodologies described in the following sections.

LRV Noise

LRV noise impacts on surrounding developments will be quantified the following general methodology:

- Lmax LRV noise emission rates over the assumed range of operating speeds for the system will be established. Lmax noise emission rates developed for the Hennepin County Light Rail Transit Draft Environmental Impact Statement are also applicable for use in Ramsey County. Surveys of other operating systems or additional noise monitoring may be completed. For the Hennepin County system, noise emission rates from systems in Portland, Sacramento, San Diego and Baltimore were used in establishing best-case and worst-case noise emission levels.

- The general land use of the area surrounding the proposed rail corridors will be determined. The appropriate APTA guideline which would be applicable along various segments of the line is dependent on the use of the land.

- The setback distance to receiver sites adjacent to the rail corridors will be determined.

- Based on the emission rates, applicable APTA guidelines and the setback distance to adjacent receiver sites, the number of residential, commercial, industrial and public uses which would fall within the appropriate Lmax contour will be identified.

PRELIMINARY

TABLE 3
GUIDELINES FOR MAXIMUM AIRBORNE NOISE FROM TRAIN OPERATIONS

Community Area Category		Single Event Maximum Noise Level Design Goal		
		Single-Family Dwellings	Multi-Family Dwellings	Commercial Buildings
I	Low Density Residential	70 dBA	75 dBA	80 dBA
II	Average Residential	75	75	80
III	High Density Residential	75	80	85
IV	Commercial	80	80	85
V	Industrial/Highway	80	85	85

Source: 1981 Guidelines for Design of Rapid Transit Facilities, American Public Transit Asociation, Washington, DC, 1981

TABLE 4
GUIDELINES FOR MAXIMUM AIRBORNE NOISE FROM TRAIN OPERATIONS

Building or Occupancy Type	Single Event Maximum Noise Level Design Goal
Amphitheatres	60 dBA
"Quiet" Outdoor Recreation Areas	65 dBA
Concert Halls, Radio and TV Studios, Auditoriums	70 dBA
Churches, Theatres, Schools, Hospitals, Museums, Libraries	75 dBA

Source: 1981 Guidelines for Design of Rapid Transit Facilities, American Public Transit Association, Washington, DC, 1981

Traffic and Bus Noise

Vehicle traffic and bus traffic noise impacts will be quantified using methodologies documented in the Federal Highway Administration (FHWA) Highway traffic Noise Prediction Model (Federal Highway Administration, FHWA-RD-77-108, Washington, DC, 1978). The model estimates traffic noise levels at adjacent receivers from roadway sources based on:

- Peak hour background and site-generated traffic levels
- Mixture of heavy trucks, medium trucks and cars in the vehicle stream. Transit buses generated by the proposed facility are assumed to have noise emission levels comparable to medium trucks
- National average vehicle noise emission levels
- Vehicle operating speeds representative of existing or forecast operating conditions
- The distance from the roadway source and receiver site

Using this methodology, predicted noise levels for the build and no-build condition will be calculated. Based on a comparison of the build condition noise levels to no-build levels and a comparison of the predicted noise levels to the federal and state noise standards, the potential for a significant impact will be determined.

VIBRATION

The proposed LRT system has the potential to create ground-borne vibration impacts on developments adjacent to the corridors. The effects of LRT ground-borne vibration are generally perceived in two forms:

- Floor vertical vibration which could be felt in adjacent buildings
- Rumbling noise within adjacent buildings which results from resonance through the building structure

Adjacent to at-grade sections, vertical vibration of interior floors is the dominant effect. In contrast, adjacent to rail tunnel sections, the rumbling of ground-borne noise is more dominant. Guideline levels for evaluating the potential for a significant impact have been established for each of these vibration effects.

PRELIMINARY

Vibration Impact Criteria

American Public Transit Association (APTA) guidelines apply to ground-borne noise from train operations. Criteria for acceptable levels of interior floor vibration have also been established. These guidelines are not intended for design of a system that is imperceptible, but rather a system which would emit vibration levels sufficiently low so that no significant intrusion or annoyance would occur (San Diego East Urban Corridor Alternatives Analysis/Environmental Impact Statement Technical Report: Noise and Vibration, Wilson, Ihrig, and Associates, April 1984). The established guidelines for LRT ground-borne noise and criteria for vibration are documented in Tables 5 and 6.

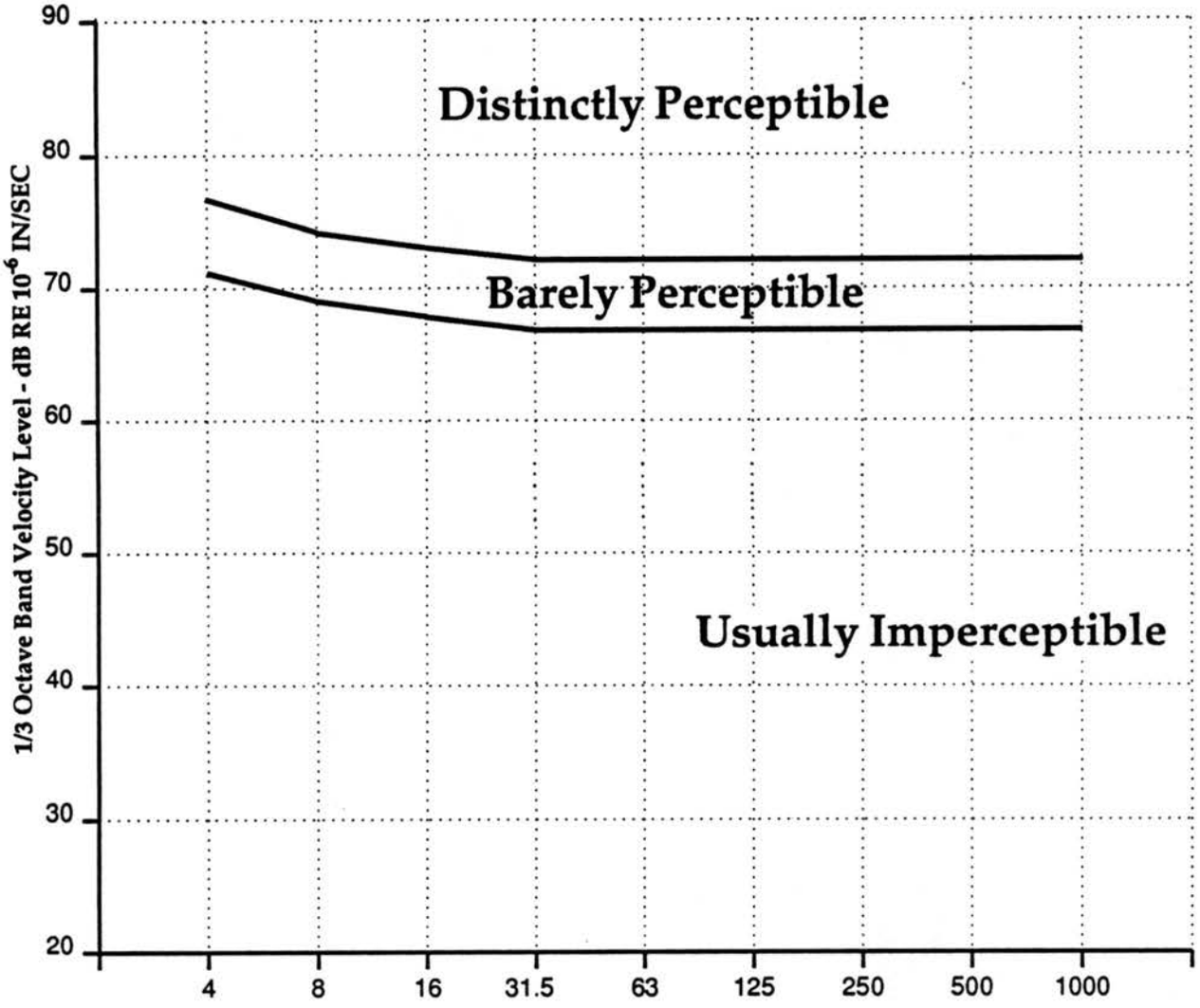
- o Identification of surrounding land uses and applicable vibration guidelines. Included in the land use inventory process would be identification of specific vibration sensitive uses. Type of uses identified are described in Table 7.

- o An evaluation of vibration analyses completed for other LRT systems relative to the proposed Midway LRT corridor.

The potential impact area is highly dependent on the propagation rate of the geological strata between the rail source and the adjacent receiver sites. Evaluation of the strata will be completed as part of the preliminary engineering and system design phases of project planning.

As with LRT-generated air-borne noise, supplemental maximum ground-borne noise and vibration guidelines for a number of specific vibration sensitive non-residential uses have been established. The average maximum LRT pass-by vibration criteria for these sensitive uses are documented in Table 7.

The threshold for perception of vibration resulting from an LRT passby varies based on the frequency of the shock wave. The degree of perception of LRT generated ground-borne vibration, by frequency band, is displayed in Figure 3. The figure shows that if predicted levels of ground-borne vibration from the proposed LRT system do not exceed approximately 72 dB over most frequency bands, re: 1.0 micro inch per second, the level would be barely perceptible. In addition, if the predicted vibration level falls below 67 dB over most of the frequency bands, ground-borne vibration from the proposed LRT would likely be imperceptible.



Vertical Vibration RE: 1 Micro Inch Per Second

Source: San Diego East Urban Corridor Alternatives Analysis EIS Technical Report: Noise & Vibration, 1984.

PRELIMINARY

Ramsey County Regional Railroad Authority

BRW

Midway Corridor Light Rail Transit
Preliminary Engineering and
Environmental Impact Statement

Figure 7

Level of Perception of Normalized Ground Surface Vibration at 50 Feet

PRELIMINARY

TABLE 5
APTA GUIDELINES FOR MAXIMUM GROUND-BORNE NOISE FROM TRAIN OPERATIONS

Community Area Category		Maximum Single Event Ground-borne Noise Level Design Goal		
		Single-Family Dwellings	Multi-Family Dwellings	Hotel/Motel Buildings
I	Low Density Residential	30 dBA	35 dBA	40 dBA
II	Average Residential	35	40	45
III	High Density Residential	35	40	45
IV	Commercial	40	45	50
V	Industrial/ Highway	40	45	55

Source: 1981 Guidelines for Design of Rapid Transit Facilities, APTA, Washington, DC, 1981

TABLE 6
CRITERIA FOR MAXIMUM GROUND-BORNE VIBRATION FROM TRAIN OPERATIONS

Community Area Category	Maximum Single Event Vibration Velocity (dB)		
	Single-Family Dwelling	Multi-Family Dwelling	Hotel/Motel
Low-Density Residential	70 dB	70 dB	70 dB
Average Residential	70 dB	70 dB	75 dB
High-Density Residential	70 dB	75 dB	75 dB
Commercial	70 dB	75 dB	75 dB
Industrial/Highway	75 dB	75 dB	75 dB

Note: Criteria apply to vertical vibration of floor surfaces within the buildings. Vertical vibration
RE: 1.0 micro inch per second.

Source: Wilson, Ihrig and Associates, Inc., Technical Memorandum, Acoustical Study Guadalupe Corridor, 1983.

TABLE 7
SPECIFIC BUILDING USE MAXIMUM GROUND-BORNE VIBRATION CRITERIA FROM TRAIN OPERATIONS

Type of Building or Room	Maximum Single Event Vibration Velocity (dB)	Maximum Single Event Ground-Borne Noise Level (dBA)
Concert Hall/TV Studio	65 dB	25 dBA
Auditorium/Music Room	70 dB	30 dBA
Church/Theater	70 dB	35 dBA
Hospital Sleeping Room	75 dB	35-40 dBA
Courtrooms	75 dB	35 dBA
Schools/Library	75 dB	40 dBA
University Building	75-80 dB	35-40 dBA
Office	75-80 dB	35-45 dBA
Commercial/Industrial	75-85 dB	35-45 dBA
Vibration Sensitive Research Laboratory	60-70 dB	--

Note: Criteria apply to vertical vibration of floor surfaces within the buildings. Vertical vibration
RE: 1.0 micro inch per second.

PRELIMINARY

Vibration Impact Analysis

As part of the EIS process, the following vibration impacts analyses will be completed:

- o Identification of rail vibration emission levels
- o Identification of surrounding land uses and applicable vibration guidelines. Included in the land use inventory process would be identification of specific vibration sensitive uses. Type of uses identified are described in Table 7.
- o An evaluation of vibration analyses completed for other LRT systems relative to the proposed Midway LRT Corridor.

APPENDIX B

SHPO DOCUMENTATION

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

December 11, 1989

Mr. Ted Lofstrom
Environmental Assessment Officer
State Historic Preservation Office
The Minnesota Historical Society
Fort Snelling History Center
St. Paul, MN 55111

Dear Mr. Lofstrom:

Please find the enclosed photocopy map of the Midway Corridor Light Rail Transit (LRT) alternatives and a photocopy map of potential downtown St. Paul LRT street alignments. The alternatives consist of the following alignments:

Burlington Northern/Pierce Butler Route

This alignment would run from a planned station at Oak and Washington Avenue and along the planned University of Minnesota Transitway in Minneapolis to downtown St. Paul along one of three possible routes.

- One route along Burlington Northern Railroad southern mainline from the transitway to Como Avenue, and along Como Avenue to the Capitol area and downtown.

- One route using Energy Park Drive from Raymond Avenue to Lexington Avenue, then along the Burlington Northern Railroad to Como Avenue and downtown St. Paul.

- A third potential route along the Pierce Butler Route from Prior Avenue to its eastern terminus, then east along Minnehaha Avenue to Como Avenue to downtown St. Paul.

University Avenue Alignment

This alignment would run along Washington Avenue from Oak Street to University Avenue in Minneapolis and along University Avenue to Rice Street in St. Paul with connections to the downtown alternatives.

Interstate 94 Alignment

This alignment utilizes the soon-to-be abandoned Soo Line railroad tracks from the Oak Street/Washington Street area southeasterly to Interstate 94. The alignment would then be located in the median of Interstate 94 to downtown St. Paul.

Capitol Area/Downtown St. Paul

There are several alternatives for LRT operations in downtown St. Paul that connect to each of the alternative alignments above. Potential alignments downtown are to be located along portions of:

- 4th Street
- 5th Street
- 6th Street
- 10th Street
- 11th Street
- Minnesota Street
- Cedar Street
- Robert Street
- St. Peter Street
- John Ireland Boulevard
- University Avenue
- Rice Street

These potential alignments are shown on the attached map entitled downtown St. Paul alternatives.

I would appreciate, at your earliest convenience, the State Historic Preservation Office review for the need of an "on-site" archaeological/historical reconnaissance survey and any known cultural resource constraints, pursuant to responsibilities given to the SHPO by the National Historic Preservation Act of 1966 and the Procedures of the National Advisory Council on Historic Preservation (36 CFR 800).

As a point of interest, this is a State Environmental Impact Statement for the Ramsey County Regional Railroad Authority.

Please feel free to contact me if you have questions, or are in need of additional information. Thank you.

Sincerely,

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Kathryn DeSpiegelaere

Kathryn DeSpiegelaere
Director of Light Rail Transit Planning

KD/jkf
Enclosures
cc: Ken Stevens, HCRRA
Dave Warner, BRW
Joe Hudak, BRW

APPENDIX C

TRAFFIC STUDY METHODOLOGY

PRELIMINARY

MIDWAY CORRIDOR TRANSPORTATION ANALYSIS:

There are four purposes of the Midway LRT Transportation Analysis:

- o Identification/quantification of transportation impacts and benefits of LRT implementation in the Midway Corridor
- o Design/evaluation of measures to mitigate the identified impacts
- o Provide input in the design/evaluation of LRT facilities and operating scenarios
- o Provide input to analysis of traffic-related environmental issues

Transportation impacts to be considered in the analysis are the direct and immediate effects of LRT operations adjacent to the alignment and stations as well as those that may occur in other locations. Effects of LRT implementation on the transportation system can be identified/quantified within three analysis areas:

- o On-Street:
  - at-grade LRT street and railroad crossings
  - taking general traffic lanes and consequent reductions in available on-street capacity
  - closure of streets
  - restrictions on certain traffic movements and operations
  - removal of on-street parking
  - closure of driveways to parking lots and building access points
  - emergency vehicle access
  - reductions in sidewalk width and pedestrian circulation
- o Stations:
  - feeder bus access to LRT stations, park-and-ride, and drop-off facilities

- vehicle access to LRT stations, park-and ride, and drop-off facilities

- pedestrian circulation and accessibility

- reduction in available sidewalk widths

- location of crosswalks and other pedestrian amenities/aids

o Traffic Diversions:

- reduction in Midway Corridor traffic volume due to bus/LRT mode split

- rerouting of traffic volume adjacent to the alignment that cannot be accommodated by available capacity and permitted traffic movements and operations

- reduction in available on-street capacity and land use accessibility along streets where traffic will be rerouted

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

8

Regional Railroad Authority
Originating Department

K. DeSpiegelaere 1/26/90
Authorized Signature Date

Board Action Requested

Review of Midway Corridor work by Ramsey County Regional Railroad Authority.

***Action is Requested**

Request Justification

See attached memorandum from K. DeSpiegelaere.

Budgeting and Accounting Ed Glantitz 1/31/90
County Attorney David Wade Smith
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
February 6, 1990	F. L. Glendenning	1/30/90
Board Date	Signature	Date

RAMSEY COUNTY

Regional Railroad Authority

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere, Director of LRT Planning KD

SUBJECT: Proposed Review of Midway Corridor Progress

DATE: January 25, 1990

Consultants and staff would like to review progress on the Midway Corridor with Railroad Authority Commissioners.

The comment period on the Scoping Report/Environmental Assessment Worksheet for the Midway Corridor ends on April 5, 1990. On April 24 you will be asked to approve the report as revised based on comments that were received. There is a maximum limit of 15 working days between the end of the comment period and your approval of the revised report. The result is that we will be unable to provide information for you to review prior to meetings at which you will be asked to take action on the Scoping Report, and it may be necessary to have meetings on days that would not typically be scheduled for Rail Authority meetings. You may, therefore, want to consider the following options for review/action on the Scoping Report:

Review and take action at Tuesday Railroad Authority meetings:

o Option 1 - No prior review of comments; prior review of revised report

Comments would be reviewed at the regularly scheduled Regional Railroad Authority meeting on Tuesday, April 10. Because comments would not be received until April 5, staff and consultants would not have sufficient time to provide you with the written summary and recommendations prior to the April 10 Rail Authority meeting, but would discuss the information with you at the meeting. Based on your comments, the Scoping Report would be revised and copies provided to you on Friday, April 20, prior to requesting your approval of the report on Tuesday, April 24.

o Option 2 - Prior review of comments; no prior review of revised report

  Comments would be reviewed at a special Regional Railroad Authority meeting on Tuesday, April 17. A summary and recommendations would be provided to you on Friday, April 13. The Scoping Report would be revised based on action you take on April 17 and you would be asked to approve it on Tuesday, April 24. You would not, however, receive copies of the revised report until the meeting on April 24.

Review comments at work session; take action at Railroad Authority meeting

o Option 3 - A work session would be held on Monday, April 16, to review comments on the Scoping Report. This would permit Railroad Authority Commissioners a prior review of comments and of the revised report. The report would be adopted on April 24.

Other items for the work session agenda would include information on:

o Downtown alternatives
o Alignments

A two hour meeting with an additional half hour for lunch is recommended for the work session.

o Option 4 - A work session on April 9, 11, 12, 18 or 19 would be possible, but prior review of comments or of the final report would not be able to occur if one of those dates is selected.

Recommendation:

For discussion at the February 6 Regional Railroad Authority meeting.

Staff preference, pending review of your schedules, is in order of priority:

1. Option 3 - work session on April 16

2. Option 4 - work session on April 18, or 19

3. Option 4 - work session on April 9, 11, or 12

4. Option 2

5. Option 1

WHEREAS, Ramsey County Regional Railroad Authority has approved circulation of a Draft Scoping Decision Document and an Environmental Assessment Worksheet; and

WHEREAS, The public comment period on the draft scoping decision document ends on April 5, 1990; Now, Therefore, Be It

RESOLVED, That a work session will be held with Rail Authority Commissioners to review Midway Corridor light rail transit progress on Tuesday, April 17, 1990 after the County Board meeting at a location other than 316 Courthouse.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

9

Regional Railroad Authority
Originating Department

K. DeSpiegelaere 1/29/90
Authorized Signature Date

Board Action Requested

Progress on LRT in Hennepin, Anoka, and Dakota Counties.

Discussion Only

Request Justification

See attached: Memorandum from K. DeSpiegelaere

Budgeting and Accounting Ed Glaudt 1/31/90
County Attorney David MacMillan
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date February 6, 1990	Signature J L Glendenning	Date 1/30/90
Board Date	Signature	Date

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
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District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere, Director of LRT Planning

SUBJECT: Progress on LRT in Other Counties

DATE: January 29, 1990

At a recent meeting of LRT staff members, progress on light rail transit was discussed.

Hennepin County Regional Railroad Authority

- An Environmental Impact Statement (State, not Federal) has been prepared for Southwest, Northwest, Hiawatha Corridors, and University Connector. Still to be resolved: tunnel vs. at-grade alignment in downtown Minneapolis and alignment from downtown to Oak/Washington in Central Corridor.

  Plans to close Washington Avenue to traffic so that LRT could operate there are opposed by Minneapolis and University of Minnesota.

- Acquisition of rail line from Hopkins to Chaska is expected to be completed in Spring, 1990.

- Properties in the yards and shops area are being acquired.

- In the Northwest Corridor, Hennepin County will buy a Burlington Northern line and lease it back to the railroad for continuing operations.

Anoka County Regional Railroad Authority

- For the Northeast Corridor, Anoka County is following the State Environmental Impact Statement (EIS) process, but would like to follow the federal process as well once regional and federal approval can be obtained to do so.

- Two alignments for the Northeast Corridor, Central and University Avenue, will be carried into the EIS.

- Acquisition or property at station areas is being considered at this time.

Dakota County Regional Railroad Authority

- A hearing on the Comprehensive LRT Plan is scheduled for February 27.

- A work session with Commissioners is scheduled for January 30. One item to be discussed is the work to be done on the St. Paul South Corridor.

Recommendation:

For your information.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

10

Regional Railroad Authority Originating Department K. DeSpiegelaere 1/26/90 Authorized Signature Date	**Board Action Requested** Transportation Research Board Annual Conference. ***Discussion Only**

Request Justification

See attached memorandum from K. DeSpiegelaere

Budgeting and Accounting Ed Grankite 1/31/90

County Attorney [signature]

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
February 6, 1990	F. L. Glendenning	1/30/90
Board Date	Signature	Date

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
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District 2
Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere, Direct of LRT Planning KD

SUBJECT: Transportation Research Board Annual Conference

DATE: January 23, 1990

The Transportation Research Board held its annual conference in Washington, D.C. in early January. I was one of the 5,000 who attended the academically-oriented conference which covered all aspects of transportation, including rail.

The speaker at one of the sessions on light rail transit was Sam Zimmerman of the Urban Mass Transportation Administration (UMTA). The information was familiar to those of us in the Twin Cities who have worked closely with UMTA:

- o The amount of federal funds available for rail transit is insufficient to meet needs.
- o Greater local financial participation is required than previously.
- o Congressional earmarking is important in obtaining federal funds.

Regional Transit Board and Metropolitan Council Staff met privately with UMTA staff in Washington during the conference to review the LRT Development and Financial Plan with them.

At another session, a speaker from Baltimore discussed cost estimates for LRT. Because amenities are added later and it is difficult to establish reliable cost estimates at the zero percent engineering level, he said cost estimates at early points in a project's development should be stated as plus or minus 50 percent.

While I was in Washington, I joined Regional Transit Board, Metropolitan Council, and BRW staff members in a meeting with Dick Pratt and Gordon Schultz, patronage forecasting consultants. The communication achieved at the meeting is likely to result in a savings of several thousand dollars in costs for ridership forecasts for the Midway Corridor and a breakthrough in obtaining the information on schedule.

A winter snow and ice storm that occurred during my visit had a visible impact on increasing ridership of the Metro rail system.

Recommendation: For your information.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

11

Regional Railroad Authority
Originating Department

K. DeSpiegelaere 1/26/90
Authorized Signature Date

Board Action Requested

Approve adjustments to the 1990 Ramsey County Regional Railroad Authority budget in the amount of $2,228,000 in accordance with the attached documentation.

ACTION IS REQUESTED

Request Justification

See attached: 1) Proposed resolution approving adjustments
2) Memorandum from Kathryn DeSpiegelaere
3) Budget adjustment information

Budgeting and Accounting Ed Stanley 1/31/90
County Attorney Dan Mc Mullen
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
February 6, 1990	F. L Glendenning	1/30/90
Board Date	Signature	Date

Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

WHEREAS, The 1990 Ramsey County Regional Railroad Authority budget identified major project areas in the Contingent Account series within the 59101 - Ramsey County Regional Railroad Authority budget; and

WHEREAS, The projects identified are eligible for State grant assistance; and

WHEREAS, State grant provisions require separate accounting of costs incurred in each work area; and

WHEREAS, Regional Railroad Authority staff have prepared attached Exhibit A documenting budget adjustment recommendations which establish cost centers 59106 - Right of Way Acquisition, 59107 - Northeast Corridor Study, and 59108 - South Corridor Study; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority approves the budget adjustments, in the amount of $2,228,000, in accordance with the documentation attached and incorporated herein as Exhibit A.

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

RAMSEY COUNTY
Regional Railroad Authority

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCar
District
Hal Norgard
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Donald E. Salverda
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Warren W. Schaber
District 6

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere, Director of LRT Planning KD

SUBJECT: Adjustments to 1990 Ramsey County Regional Railroad Authority Budget

DATE: January 26, 1990

The 1990 Ramsey County Regional Railroad Authority Budget (59101) identifies four major projects in the contingent account series:

- o 061002 Phase II Preliminary Engineering - Midway Corridor
- o 061003 Right of Way Acquisition
- o 061004 Northeast Corridor Study
- o 061005 South Corridor Study

These projects are eligible for State grant assistance. Grant provisions require separate accounting of costs incurred in each work area. Funds for the South, Northeast, and Midway studies are expected to be received in March, 1990. The Rail Authority can be reimbursed for expenses incurred before the grant award, and therefore we request your approval at this time to establish separate grant centers for three of the projects. This will allow work on the projects to be charged appropriately and subsequent reimbursement for that work from grant funds. The projects are:

- o 59106 - Right of Way Acquisition.....$1,728,000
- o 59107 - Northeast Corridor Study..... 400,000
- o 59108 - South Corridor Study..... 100,000

Adjustment Total $2,228,000

Establishment of a grant center for Phase II Preliminary Engineering for the Midway Corridor is being deferred at this time, pending additional progress on Phase I work.

The attached budget adjustment documentation details the source and distribution of funding for each grant center.

Recommendation:

Approve adjustments to the 1990 Ramsey County Regional Railroad Authority budget in accordance with attached documentation.

2

White & Yellow - Acctg. Dept. Copies
Pink - Report Copy
Green - Retained Copy

No. _____
(For Budgeting & Acct Use Only)

RAMSEY COUNTY
REQUEST FORM FOR BUDGET ADJUSTMENTS

DEPARTMENT: NAME: **Regional Railroad Authority** ORG.# **See Attached** **FUND: 591**

The Budget Adjustment requested will require the following:

2. For Accounting Dept. Use Only Unencumbered Balance Before Adjustment

1. [XX] Transfer From Appropriation } Check Applicable
[XX] Increase Estimated Revenue } Box(es)

Org. #	Account No.	Account Title	Amount	
		See Attached		
		TOTAL	2,228,000	

3. [XX] Transfer to Appropriation } Check Applicable
[ ] Increase Appropriation } Box(es)

Org. #	Account No.	Account Title	Amount	
		See Attached		
		TOTAL	2,228,000	

4. Reasons for Adjustment Request:

This budget adjustment is to transfer estimated revenues and appropriations from the Ramsey County Regional Railroad Authority Operational Cost Center - 59101 - to the three new grant centers:

59106 - Right-of-way Acquisition
59107 - Northeast Corridor Study
59108 - South Corridor Study

The grants have not been received at this time, but the terms of the grant application are that expenses incurred now for these grant projects may be recovered. This transfer is to establish the project cost centers for accounting for project expenses. Funding for the expenses will be from Railroad Authority matching funds until the grants are received.

(Attach sheet if more space is needed)

Approval requested by: K. DeSpiegelaere Date: 1/26/90
Authorized Signature

Approved by Budget Analyst: Ed Glawitz Date: 1/26/90

Approved by Budget Director: Vern W. Illegible Date: 1/29/90

Approved by Board of Co. Commissioners: _____ Date: _____

B&A 349-(3-83) Instructions on reverse side of green copy 3

RESULTS OF BUDGET ADJUSTMENT

	1990 BUDGET		
59101 RC REGIONAL RAILROAD AUTHORITY	ORIGINAL	ADJUSTMENT	REVISED
Appropriation:	6,547,496	(2,228,000)	4,319,496
Funding:			
Tax Levy:	3,838,496	(1,228,000)	2,610,496
Grant:	2,709,000	(1,000,000)	1,709,000
	6,547,496	(2,228,000)	4,319,496
59106 RCRAA RIGHT-OF-WAY ACQUISITION			
Appropriation:	-	1,728,000	1,728,000
Funding:			
Tax Levy:	-	978,000	978,000
Grant:	-	750,000	750,000
	-	1,728,000	1,728,000
59107 RCRRA NORTHEAST CORRIDOR STUDY			
Appropriation:	-	400,000	400,000
Funding:			
Tax Levy:	-	200,000	200,000
Grant:	-	200,000	200,000
	-	400,000	400,000
59108 RCRRA SOUTH CORRIDOR STUDY			
Appropriation:	-	100,000	100,000
Funding:			
Tax Levy:	-	50,000	50,000
Grant:	-	50,000	50,000
	-	100,000	100,000

1990	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY		INC REVENUE DEC APPROP	DEC REVENUE INC APPROP
	TRANSFER TO MINNESOTA GRANT ACCOUNTS:			
	REDUCE ESTIMATED REVENUE:			
59101	321067	Minnesota DOT LRT Grant		1,000,000
	INCREASE ESTIMATED REVENUE:			
59106	321068	Minnesota Rail Bank	750,000	
59107	321067	Minnesota DOT LRT Grant	200,000	
59108	321067	Minnesota DOT LRT Grant	50,000	
		TOTAL ESTIMATED REVENUE ADJUSTMENTS:	1,000,000	1,000,000
	TRANSFER FROM APPROPRIATION:			
59101	061003	Right-of-Way Acquisition	1,728,000	
59101	061004	Northeast Corridor Study	400,000	
59101	061005	South Corridor Study	100,000	
			2,228,000	
	TRANSFER TO APPROPRIATION:			
	RCRRA RIGHT-OF-WAY ACQUISITION			
59106	020102	Consulting Services		166,000
59106	020174	County Attorney		36,000
59106	020176	Executive Director		2,000
59106	020179	Budgeting & Accounting		2,000
59106	020185	Data Processing		500
59106	020193	Project Management		20,000
59106	020202	Postage		500
59106	020401	Publishing Minutes & Notices		500
59106	020501	Printing & Stationery		500
59106	040103	Land Acquisition Right-of-Way		1,500,000
				1,728,000
	RCRRA NORTHEAST CORRIDOR STUDY:			
59107	020102	Consulting Services		270,000
59107	020174	County Attorney		17,000
59107	020176	Executive Director		6,500
59107	020179	Budgeting & Accounting		3,000
59107	020185	Data Processing		1,000
59107	020193	Project Management		100,000
59107	020202	Postage		500
59107	020401	Publishing Minutes & Notices		500
59107	020501	Printing & Stationery		500
59107	021226	Committee Compensation		500
59107	021408	Volunteer Expense		500
				400,000

RCRRA SOUTH CORRIDOR STUDY:

59108	020102	Consulting Services		65,000
59108	020174	County Attorney		2,500
59108	020176	Executive Director		1,000
59108	020179	Budgeting & Accounting		500
59108	020185	Data Processing		200
59108	020193	Project Management		30,000
59108	020202	Postage		200
59108	020401	Publishing Minutes & Notices		200
59108	020501	Printing & Stationery		200
59108	021226	Committee Compensation		100
59108	021408	Volunteer Expense		100
				100,000
		TOTAL APPROPRIATIONS:	2,228,000	2,228,000

6