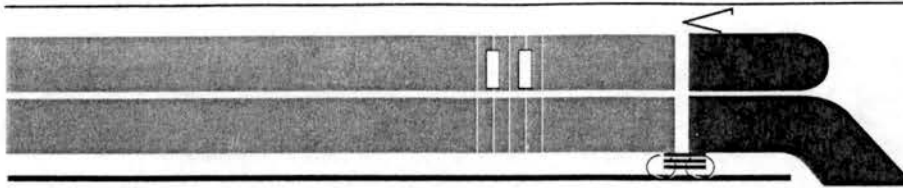




Ramsey County Regional Railroad Authority.
Records.

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Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (612) 266-2760 / FAX (612) 266-2761

AGENDA

Regional Railroad Authority Meeting

August 6, 2002

Immediately following County Board Meeting

Third Floor Council Chambers Courthouse

1. * Approve minutes of June 25, 2002, RCRRA meeting
2. * Approve the Kennedy and Graven contract in the amount of \$30,000 for state intergovernmental relations from August 1, 2002 to July 30, 2003
3. * Ratify Partial Payment No. 20 in the amount of \$28,030.23 to BRW, Inc. for professional consulting services for the Central Corridor
4. Update on Central Corridor Transit Study
5. Responsibilities of RCRRA on transit projects/voting on joint powers boards and committees

* Action is requested

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on Tuesday, June 25, 2002, in Council Chambers Third Floor Courthouse.

MEMBERS PRESENT:

Chair Rafael Ortega
Commissioner Tony Bennett
Commissioner Susan Haigh
Commissioner Jim McDonough
Commissioner Victoria Reinhardt
Commissioner Janice Rettman
Commissioner Jan Wiessner

OTHERS PRESENT:

Kathy DeSpiegelaere, David MacMillan, Alicia Vap, Julie Kleinschmidt, Vern Wehlage, Karen Tero, Steve Morris, Tim Mayasich, Esther Feldman, Jack Rhodes, Kris Longhenry

Chair Ortega called the meeting to order at 11:10 a.m.

1. Approve minutes of May 14, 2002 RCRRA meeting

Motion by Commissioner Bennett, seconded by Commissioner McDonough to approve minutes of May 14, 2002 RCRRA Meeting.

Ayes – 7, Nays – 0
Motion accepted.

2. Approve Amendment #2 for contract #79608 with Mn/DOT that provides additional funding for Central Corridor transit work and extends the term of the contract from June 30, 2002 to December 31, 2002; accepts the additional federal funding in the amount of \$472,224.48 from Mn/DOT for Central Corridor transit work; authorize the use of previously received state LRT grant funds in the amount of \$59,028.06 for Central Corridor transit work; approve the appropriation of \$59,028.06 from RCRRA fund balance for matching funds for Central Corridor transit work; and authorize the Director of the RCRRA to execute and file and certifications, assurances and agreements required by Mn/DOT Contract #79608 and this amendment

Commissioner Rettman asked for an explanation on this item. Kathy DeSpiegelaere stated that this contract with Mn/DOT is to complete the Draft Environmental Impact Statement (DEIS) on the Central Corridor Transit Study, which included a feasibility study on commuter rail in this corridor. Kathy added that this extends the contract with Mn/DOT and supplies additional federal and state funding as well as a portion of funds from RCRRA fund balance to complete the contracts.

There was an error on the agenda that shows \$742,224.48 instead of the correct \$472,224.48 shown on the cover sheet of the documentation, which will be corrected.

Commissioner Rettman asked if completion of the DEIS determines who will hold the public hearings since some of this money will be going towards the public hearings. Kathy DeSpiegelaere responded that Ramsey County will be scheduling the public hearings and Mn/DOT or Metropolitan Council will complete the project in subsequent phases. Commissioner Haigh stated that the public hearing process during the DEIS phase will be responsible by RCRRA.

Commissioner Wiessner commented that the future of the RCRRA should be discussed before the budget process as to why it exists if the RCRRA doesn't have any decision-making authority.

Motion by Commissioner Haigh, seconded by Commissioner Reinhardt to approve Amendment #2 for contract #79608 with Mn/DOT that provides additional funding for Central Corridor transit work and extends the term of the contract from June 30, 2002 to December 31, 2002; accepts the additional federal funding in the amount of \$472,224.48 from Mn/DOT for Central Corridor transit work; authorize the use of previously received state LRT grant funds in the amount of \$59,028.06 for Central Corridor transit work; approve the appropriation of \$59,028.06 from RCRRA fund balance for matching funds for Central Corridor transit work; and authorize the Director of the RCRRA to execute and file any certifications, assurances and agreements required by Mn/DOT Contract #79608 and this amendment.

Ayes – 7, Nays – 0
Motion accepted.

WHEREAS, The Ramsey County Regional Railroad Authority (RCRRA) was promised \$9 million in funding for planning and engineering work for the Central and Riverview Corridors; and

WHEREAS, The funding requires a 20% nonfederal match of \$2.25 million; and

WHEREAS, The Minnesota Department of Transportation (MnDOT) has previously approved contract #79608 that released \$2.5 million in federal funds for the Central Corridor Transit Study; and

WHEREAS, RCRRA has requested the release of an additional \$472,224.48 in federal funds to complete the Draft Environmental Impact Statement and conduct public meetings on the Central Corridor; and

WHEREAS, Mn/DOT has prepared an Amendment #2 for contract #79608 that will release the additional federal funds being requested by RCRRA; and

WHEREAS, The approval of Amendment #2 will leave a remaining balance of approximately \$6.028 million that can be accessed by RCRRA for subsequent phases of work for the Central Corridor; Now, Therefore, Be It

RESOLVED, That RCRRA hereby approves Amendment #2 and accepts the additional federal funding of \$472,224.48 for the Central Corridor Transit Study and extends the term from June 30, 2002 to December 31, 2002 for contract #79608 between the RCRRA and Mn/DOT; and Be It Further

RESOLVED, That the Chair of the RCRRA is authorized to execute Amendment #2 for contract #79608; and Be It Further

RESOLVED, That RCRRA authorizes the use of previously received state LRT funds in the amount of \$59,028.06 and the use of RCRRA fund balance of \$59,028.06 for the necessary 20% local match for Central Corridor transit work; and Be It Further

RESOLVED, That the Director of the RCRRA is authorized to execute and file any certifications, assurances, and agreements required by MN/DOT Contract #79608 and this amendment thereto.

3. Approve extension of \$3,001,400 contract with URS for professional consulting services on the Central Corridor Transit Study through December 31, 2002 at no additional cost

Motion by Commissioner Haigh, seconded by Commissioner Reinhardt to approve extension of \$3,001,400 contract with URS for professional consulting services on the Central Corridor Transit Study through December 31, 2002 at no additional cost.

Ayes – 7, Nays – 0
Motion accepted.

WHEREAS, An agreement between Ramsey County Regional Railroad Authority and URS (BRW), and engineering firm, was executed on February 15, 2000 for the Central Corridor transit study at a cost of no more than \$3,001,400.00. The term of the contract was extended at no additional cost to the end of October, 2002; Now Therefore, Be It

RESOLVED, That an amendment which reflects the current scope of work (complete Alternatives Analysis/Draft Environmental Impact Statement for Bus Rapid Transit, Light Rail Transit and Baseline Alternatives for University Avenue; complete feasibility study for commuter rail on Burlington Northern and Canadian Pacific rail lines) and the new anticipated end date of December 31, 2002 is approved by Ramsey County Regional Railroad Authority. No additional funds are being sought for completing this work; and Be It Further,

RESOLVED, That the Chair of the Ramsey County Regional Railroad Authority is authorized to execute the amendment.

4. Ratify Partial Payment No. 19 in the amount of \$98,346.35 to BRW, Inc. for professional consulting services on the Central Corridor Transit Study through February 22, 2002 at no additional cost

Motion by Commissioner Haigh, seconded by Commissioner Reinhardt to ratify Partial Payment No. 19 in the amount of \$98,346.35 to BRW, Inc. for professional consulting services on the Central Corridor Transit Study through February 22, 2002 at no additional cost.

Ayes – 7, Nays – 0
Motion accepted.

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional consulting services of BRW, Inc. for the purpose of conducting the Central Corridor Transit Study; and

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through February 22, 2002; and

WHEREAS, submittal of invoices and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation is required; and

WHEREAS, BRW, Inc. Invoice No. 267-16146, Partial Payment No. 19 in the amount of \$98,346.35, attachments thereto, provide the correct documentation of payments due BRW, Inc. through February 22, 2002; Now Therefore Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$98,346.35 for services rendered through February 22, 2002, is hereby ratified.

5. Approve extension of \$1,875,000 contract with Mn/DOT for funding of capital improvements on the Riverview Corridor through September 30, 2003 at no additional cost; and approve adjustment of Scope of Work to the contract

Commissioner Rettman asked if these funds were part of the LRT Joint Powers Board recommendations heard earlier today in an update. Kathy DeSpiegelaere responded that it is not and this contract uses old federal funds.

Motion by Commissioner Haigh, seconded by Commissioner Reinhardt to approve extension of \$1,875,000 contract with Mn/DOT for funding of capital improvements on the Riverview Corridor through September 30, 2003 at no additional cost; and approve adjustment of Scope of Work to the contract.

Ayes – 7, Nays – 0
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority executed a grant contract in the amount of \$1,875,000 in 2000 for bus shelters and lighting in the Riverview Corridor along East and West Seventh Streets and in downtown St. Paul; and

WHEREAS, the grant contract expires June 30, 2002; Now, Therefore, Be It

RESOLVED, That the grant contract with the Minnesota Department of Transportation is extended through September 30, 2003 and the current scope of work is included in the grant contract. No additional funds are being requested for this work.

6. Approve financial advisor agreement with Springsted Incorporated

Motion by Commissioner Reinhardt, seconded by Commissioner McDonough to approve financial advisor agreement with Springsted Incorporated.

Ayes – 7, Nays – 0
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority requires the services of a financial advisor for bond sale and assistance with other financings and financial options; and

WHEREAS, The financial advisor assists the Regional Railroad Authority in evaluating financial options, including the costs associated with each option, assists in technical aspects of designing financial arrangements and instruments, and assists in representing the Railroad Authority's interests in financial market dealings; and

WHEREAS, The Ramsey County Regional Railroad Authority indicated its intent to sell bonds in the amount of \$50 million to finance the Regional Railroad Authority's local share of future rail transit and related corridors connecting in the downtown St. Paul transit, transportation and rail center area; and

WHEREAS, The Railroad Authority bond proceeds could be used for the acquisition, restoration and/or refurbishment of a downtown St. Paul transit, transportation and rail center, which could include Union Depot, for the east metropolitan area; and

WHEREAS, Ramsey County's financial condition will affect the bond rating of any bonds sold by the Regional Railroad Authority and a higher bond rating will bring lower interest rates on the Regional Railroad Authority bonds; and

WHEREAS, Springsted Inc., the current financial advisor for Ramsey County has served Ramsey County well, including assisting with an upgrade to the County's Standard and Poor's bond rating to AAA and development of a bond financing plan in 2001; Now, Therefore Be It

RESOLVED, That the Chair of Ramsey County Regional Railroad Authority is authorized to sign an amendment to the agreement with Ramsey County and Springsted Incorporated that will allow the Railroad Authority to use the county's financial advisor, Springsted Inc., at the same rates as the county receives for the period through July 23, 2003.

7. Update on Central Corridor Transit Study

This item was deferred until the next meeting due to time constraints.

8. Responsibilities of RCRRA on transit projects/voting on joint powers boards and committees

This item was deferred until the next meeting due to time constraints.

9. Approve permits with Mn/DOT, AT&T Broadband, Williams Communications, Northern Line Layers and Touch America, Inc. for use of an underground cable conduit on RCRRA property near downtown St. Paul (southerly of I-94 in the vicinity of East 4th Street, between 4th Street and I-94) and authorize the Chair of the RCRRA to sign the permits on behalf of the RCRRA

Commissioner Bennett asked if there are contingencies associated with these permits if a ballpark was built in this vicinity and the conduit would have to be moved. Kathy DeSpiegelaere responded that if the conduit would have to be moved, it would be done at the expense of those who have the permits, not the RCRRA.

Commissioner Ortega questioned why these permits would be covered when there are many issues with moving conduit for the Hiawatha Corridor. Kathy DeSpiegelaere answered that a condition is added to the permits and the resolution stating "the permits are for a 30-year period and are subject to a 180-day cancellation notice, and that the permittee must move the conduit at their expense for any purpose deemed necessary by the RCRRA." Commissioner Ortega asked about the 180-day cancellation notice. Kathy DeSpiegelaere responded that the RCRRA can give their notice and the permittees would have 180-days to remove the conduit. David MacMillan commented the situation in Minneapolis is more complex than here and the protection in the permits and resolutions should be sufficient.

Motion by Commissioner Reinhardt, seconded by Commissioner Haigh to approve permits with Mn/DOT, AT&T Broadband, Williams Communications, Northern Line Layers and Touch America, Inc. for use of an underground cable conduit on RCRRA property near downtown St. Paul (southerly of I-94 in the vicinity of East 4th Street, between 4th Street and I-94) and authorize the Chair of the RCRRA to sign the permits on behalf of the RCRRA.

Ayes – 7, Nays – 0
Motion accepted.

WHEREAS, The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood was acquired by Ramsey County Regional Railroad Authority in 1992;

WHEREAS, The Northeast Corridor was acquired to preserve the property as a future option for a light rail transit line; and

WHEREAS, a consortium of telecommunication cable operations—Minnesota Department of Transportation, AT&T Broadband, Williams Communications, Northern Line Layers, and Touch America, Inc.—had constructed an underground cable conduit near downtown St. Paul (southerly of I-94 in the vicinity of East 4th Street, between 4th Street and I-94), with permission by Burlington Northern Railroad, which all parties believed to be owned by Burlington Northern Railroad at the time of construction; and

WHEREAS, it was discovered that the underground cable conduit was constructed in Ramsey County Regional Railroad Authority right of way; and

WHEREAS, A permit has been negotiated to provide for the continuation of the consortium of telecommunication cable operations to use the Ramsey County Regional Railroad Authority property as the use does not interfere with other potential uses; Now Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority Chair is authorized to execute permits with Minnesota Department of Transportation, AT&T Broadband, Williams Communications, Northern Line Layers, and Touch America, Inc. to use the RCRRA property for a one-time fee of \$1,500.00 (with the exception of the Minnesota Department of Transportation) to be paid to the RCRRA by the permittees, that the permits are for a 30-year period and are subject to a 180-day cancellation notice, and that the permittee must move the conduit at their expense for any purpose deemed necessary by the RCRRA.

10. Ratify quarterly report of payments for October 1, 2001 to March 31, 2002

Motion by Commissioner Haigh, seconded by Commissioner McDonough to ratify quarterly report of payments for October 1, 2001 to March 31, 2002.

Ayes – 7, Nays – 0
Motion accepted.

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period of October 1, 2001 through March 30, 2002 and a record of these disbursements is attached; Now, Therefore, Be It

RESOLVED, That the report of payment is accepted by the Ramsey County Regional Railroad Authority.

11. Legislative update

This item was not discussed at the meeting.

Meeting adjourned at 11:20 a.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

7/16/02
Date

Board Action Requested

Approve contract with Kennedy and Graven for intergovernmental relations in the amount not to exceed \$30,000 for August 1, 2002 to July 30, 2003.

ACTION IS REQUESTED

Request Justification

- See attached:
- 1) Proposed resolution
 - 2) Memorandum from K. DeSpiegelaere dated 7/18/02
 - 3) Contract

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

August 6, 2002

Board Date

Kristine A. Longhenry
Signature

July 18, 2002

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____

No.: _____

WHEREAS, Ramsey County Regional Railroad Authority will have several important transportation-related initiatives pending at the state level in 2003; and

WHEREAS, the Central Corridor, Red Rock Corridor, and Rush Line Corridor, as well as the St. Paul Union Depot are projects that may be the subject of state funding requests in 2003 Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby approves the contract with Kennedy and Graven for intergovernmental relations in the amount not to exceed \$30,000 for a period through July 30, 2003, subject to approvals by the County Attorney and Budgeting and Accounting Departments; and Be It Further

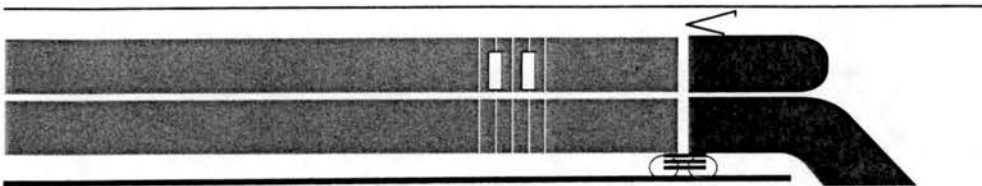
RESOLVED, That the Authority authorizes its Chair to execute the attached contract.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Susan M. Haigh	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Rafael E. Orgega, Chair

By: _____
Jim McDonough, Secretary



Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Paul Kirkwold, County Manager

FROM: Kathryn DeSpiegelaere, Director

DATE: July 18, 2002

SUBJECT: Contract with Kennedy and Graven

The attached resolution proposes a contract with the firm of Kennedy and Graven for state intergovernmental relations for the Regional Railroad Authority for from August 1, 2002 to July 30, 2003. It is anticipated that the 2003 State Legislative Session will include a transportation bill. Ramsey County Regional Railroad Authority has a strong interest in receiving funding for transit corridors and for transit related projects, and therefore intergovernmental assistance will be helpful in assuring that outcome.

The Regional Railroad Authority had a contract with Kennedy and Graven for the 2002 State Legislative Session, and the firm proved to be an asset.

This contract will be funded with funds available in the Regional Railroad Authority's 2002 budget. The contract is for \$30,000.

**RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
CONSULTANT SERVICES AGREEMENT**

The following is an agreement between **JOHN J. CHOI and KENNEDY & GRAVEN, CHARTERED, 200 SOUTH SIXTH STREET, SUITE 470, MINNEAPOLIS, MN 55402** (hereinafter the "**CONTRACTOR**") and **RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY**, a political subdivision of the State of Minnesota, (hereinafter "**RRA**").

1. SCOPE OF SERVICES

CONTRACTOR, listed above shall provide the services as outlined below:

- A. On behalf of the RRA, CONTRACTOR agrees to provide services as a legislative representative and consultant to monitor the activities of the Minnesota Legislature with particular reference to financial, programmatic, policy, and organization issues of concern to the RRA.
- B. On behalf of the RRA, CONTRACTOR will work with the Chair of the RRA, and the RRA administrator to:
 - 1) Assist in the planning and development of the RRA's legislative agenda and strategy.
 - 2) Schedule and attend meetings with legislators, state agencies and other appropriate individuals or organizations when requested by the RRA.
 - 3) Foster relationships with key legislators and members of the Ramsey County Legislative Delegation.
 - 4) Develop and assist in implementing strategies related to objectives of RRA throughout the year. Such activities should include but are not limited to
 - a) Direct lobbying of legislators, legislative staff, state agency commissioners and staff.
 - b) Work on building coalitions with other interested organizations and individuals.
 - c) Work on organizing grassroots lobbying support from community activists and other interested citizens.
 - d) Other lobbying activities that will further RRA's current and future legislative agenda and strategy.
 - 5) Coordinate with Terry Speiker and Nick Riley, Ramsey County Intergovernmental Relations staff in the Ramsey County Manager's Office.
 - 6) Focus on future as well as present needs for RRA.
 - 7) Furnish written report at the end of the session on outcomes achieved.

2. DELIVERY OF SERVICES

Services will be delivered from August 1, 2002 to July 31, 2003. The CONTRACTOR shall also perform these services during any special session of the Legislature.

3. PAYMENT

CONTRACTOR shall receive the sum of Thirty Thousand Dollars (\$30,000) for performance of its obligations to be billed in twelve equal monthly installments of Two Thousand Five Hundred Dollars (\$2,500.00) per month, starting September 1, 2002 to September 1, 2003.

CONTRACTOR shall submit an invoice monthly to the RRA after services are provided. Payment will be made within 35 days of receipt of a detailed invoice. Interest accrual and disputes regarding payment shall be governed by the provision of Minn. Stat. Section 471.425. Compensation for any services Contractor performs during any special session shall be included in the amounts stated herein, and contractor shall not be entitled to additional compensation for special session work.

4. INDEPENDENT CONTRACTOR

It is agreed that nothing contained in this Agreement is intended or should be construed as creating the relationship of agents, partners, joint venturers, or associates between the parties hereto or as constituting CONTRACTOR as the employee of the RRA for any purpose or in any manner whatsoever. The CONTRACTOR is an independent contractor and neither it, its employees, agents, nor representatives are employees of the RRA. From any amounts due the CONTRACTOR, there will be no deductions for federal income tax or FICA payments, nor for any state income tax, nor for any other purposes, which are associated with an employer-employee relationship unless required by law. Payment of federal income tax, FICA payments, and state income tax are the responsibility of the CONTRACTOR.

5. INDEMNIFICATION

CONTRACTOR shall indemnify, hold harmless and defend the RRA, its officials, employees, and agents from any and all liability, loss, costs, damages, expenses, claims or actions, including attorney's fees, which the RRA, its officials, employees, and agents may hereafter sustain, incur or be required to pay arising out of or by reason of any act or omission of CONTRACTOR, its agents or employees, in execution, performance, or failure to adequately perform CONTRACTOR's obligations pursuant to this Contract.

6. INSURANCE

The CONTRACTOR shall purchase and maintain such insurance as will protect the CONTRACTOR from claims which may arise out of or result from operations of the CONTRACTOR including but not limited to the following:

Worker's Compensation and Employer's Liability Insurance:

- 1) In accordance with the provisions of Minnesota Statutes Section 176.182 (1986), the CONTRACTOR agrees to provide acceptable evidence of compliance with the Worker's Compensation insurance coverage requirement of Minnesota Statutes

Section 176.181, subdivision 2 (1986). Insurance shall include an all states or universal endorsement.

This section shall not be construed to create any liability on the part of the RRA or any governmental subdivision to pay Worker's Compensation benefits or to indemnify the special compensation funds, an employer, or insurer who pays Worker's Compensation benefits.

- 2) Employer's Liability insurance shall be written for minimum limits of \$500,000 per accident.

Comprehensive General Liability (CGL) insurance:

- 1) Bodily Injury and Property Damage (CSC)

Minimum Limits:

\$1,000,000 per occurrence

\$1,000,000 aggregate

- 2) The following coverages must be specifically insured and certified with no internal limits:

- a) Premises and operations
- b) Independent Contractor's contingent liability or owner's protective liability
- c) Products/Completed operations liability
- d) Contractual liability
- e) Personal injury liability including coverages a through e and claims related to injuries sustained in the course of employment
- f) Broad form property damage liability, or deletion of the "Care, Custody and Control Exclusion"

- 3) Contractual liability is to be either written on a blanket basis or specifically endorsed to acknowledge this contract. The CGL policy is to be written on an occurrence basis.

- 4) Professional Liability Insurance

Minimum Limits:

\$1,000,000 per occurrence

\$1,000,000 aggregate

- 5) Automobile Liability Insurance

- a) Minimum Limits:

\$1,000,000 combined single limit

- b) Owned, non-owned and hired auto
- 6) City or state license as required

Certificates shall specifically indicate if the policy is written with an admitted or non-admitted carrier. Best's rating for the insurers shall be noted on the certificate of insurance or stated in writing by the insurance carrier, and shall not be less than an A+. Insurance carriers which do not carry a Best's rating may be allowed, subject to review and acceptance by the RRA.

All certificates of insurance shall provide that the insurance company shall give the RRA 30 days prior written notice of cancellation, non-renewal, or any material changes in the policy. On the certificate, the agency shall certify whether or not it carries errors and omissions coverage.

The above sub-paragraphs established minimum insurance requirements and it is the sole responsibility of the CONTRACTOR to purchase and maintain additional insurance that the CONTRACTOR feels may be necessary in connection with this contract.

The CONTRACTOR shall not commence work until the CONTRACTOR has obtained required insurance and filed an acceptable certificate of insurance with RRA and is approved by the Ramsey County Risk Manager. All insurance policies shall be submitted to RRA upon written request.

Nothing in this contract shall constitute a waiver by RRA of any statutory limits or exceptions on liability.

Independent Contractor Clause. For the purpose of this agreement, the CONTRACTOR shall be deemed to be an independent contractor and not an employee of the RRA. Any and all agents, servants or employees of the CONTRACTOR or other persons, while engaged in the performance of any work or services required or provided for under this agreement, shall not be considered employees of RRA, and any and all claims, including those under the Worker's Compensation Act of the State of Minnesota that may or might arise on behalf of the CONTRACTOR, its agents, servants or employees as a consequence or any act or omission on the part of the CONTRACTOR its agents, servants, employees or other persons shall in no way be the obligation or responsibility of RRA. The CONTRACTOR, its agents, servants or employees shall be entitled to none of the rights, privileges, or benefits of RCRRA employees/agents except as otherwise may be stated herein.

RRA, its officers, agents and employees shall be named as an additional insured on all liability policies with a cross suits endorsement for protection of the RRA.

7. WASTE REDUCTION

The CONTRACTOR shall participate in a recycling program for at least four broad types of recyclable materials and shall favor the purchase of recycled products in its procurement processes. All reports, publications and documents produced as paper, where commonly accepted publishing practices allow, shall use recycled and recyclable paper using soy-based inks, and shall be bound in a manner that does not use glue.

8. AUDIT

Until the expiration of three (3) years after furnishing of services pursuant to this Agreement, the CONTRACTOR, upon written request, shall make available to the RRA, the State Auditor, or RRA's ultimate funding source, a copy of this Agreement and the books, documents, records, and accounting procedures and practices of the CONTRACTOR relating to this agreement.

9. CANCELLATION

The RRA or CONTRACTOR may cancel this contract without cause by thirty (30) days written notice to the CONTRACTOR. The RRA may cancel this contract for cause by five days written notice to the CONTRACTOR. The CONTRACTOR may cancel this contract with 30 days written notice to the RRA. In the event of such a cancellation, CONTRACTOR shall be entitled to payment for work or services satisfactorily performed, as determined by an authorized representative of RRA.

10. NON-DISCRIMINATION

CONTRACTOR agrees that in the hiring of all labor for the performance of any work under this Agreement, it will not, by reason of race, creed, color, sex, national origin, or disability, discriminate against any person who is a citizen of the United States and who qualifies and is available to perform the work to which such employment relates. CONTRACTOR agrees to comply with all Federal, State, and local non-discrimination laws and ordinances, in particular the applicable provision of the Civil Rights Act of 1964, as amended by the Equal Employment Opportunity Act of 1972. The CONTRACTOR agrees to have in effect an affirmative action program and shall furnish a certificate of compliance with this requirement to the RRA, upon request.

11. DATA PRACTICES

All data collected, created, received, maintained or disseminated for any purposes in the course of the CONTRACTOR'S performance of this Agreement is governed by the Minnesota Government Data Practices Act, Minn. Stat. 13.01 et seq. or any other applicable state statutes, any state rules adopted to implement the Act and statutes, as well as federal laws and regulations on data practices. The CONTRACTOR agrees to abide strictly by these statutes, rules and regulations.

12. NON-VIOLENT WORKPLACE

The CONTRACTOR shall make all reasonable efforts to ensure that CONTRACTOR's employees, officials and subcontractors do not engage in violence while performing under this contract. Violence, as defined by the Ramsey County Workplace Violence is any action that is the use of physical force, harassment, or intimidation or abuse of power or authority where the impact is to control by causing pain, fear or hurt.

13. WORKFORCE DIVERSITY

CONTRACTOR shall make good faith efforts throughout the term of this Contract, and any extensions thereof, to employ persons of color for all classifications of work under this Contract, and shall, when requested by RRA, submit a written report to the RRA regarding the efforts and results of such efforts, including employment by job classification.

14. CONFLICT OF INTEREST

While this agreement is in force, it is understood that CONTRACTOR will discuss with RRA any new client obligations which may directly conflict with ongoing work on behalf of RRA. RRA has the right to cancel this agreement immediately if CONTRACTOR assumes a client obligation which, in RRA's estimation, conflicts with RRA's interests.

15. ENTIRE AGREEMENT

This agreement is complete and supersedes all oral agreements and negotiations between the parties as well as any previous agreements presently in effect between the parties relating to the services identified herein.

RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY

By: _____
Rafael Ortega, Chair

Dated: _____

RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY

By: Kathryn DeSpiegelaere
Kathryn DeSpiegelaere, Director

Dated: 7/16/02

CONTRACTOR

KENNEDY & GRAVEN, CHARTERED

By: [Signature]
Its Vice-President
Contractor SSN: 41-1225694

Dated: _____

INSURANCE APPROVED:

Risk Management

APPROVED AS TO FORM:

David F. MacMillan
Assistant County Attorney

FUNDS ARE AVAILABLE: \$30,000.00

Account No. 2002 12501 150101 421506

Vern Webber 7/17/02
Budgeting & Accounting

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

REGIONAL RAILROAD AUTHORITY

K. Helgeson
Authorized Signature

7/16/02
Date

Board Action Requested

Ratify Partial Payment No. 20 in the amount of \$28,030.23 to BRW, Inc. for professional consulting services for the Central Corridor Transit Study.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional consulting of BRW, Inc. for the purpose of conducting the Central Corridor Transit Study. Payment in the amount of \$28,030.23 for the period ending March 29, 2002 will be issued upon approval by the Director of Ramsey County Regional Railroad Authority in accordance with contract provisions and Rail Authority Resolution No. 00-05. Payment documentation is being submitted for ratification in compliance with the latter.

- See attached:
1. Proposed resolution ratifying payment
 2. Accounts Payable forms and Partial Payment No. 20
 3. BRW, Inc. Invoice No. 267-16546 (20) and attachments.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

August 6, 2002

Board Date

Kristine A. Longhenry
Signature

July 18, 2002
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____

No.: _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional consulting services of BRW, Inc. for the purpose of conducting the Central Corridor Transit Study; and

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through March 29, 2002; and

WHEREAS, submittal of invoices and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation is required; and

WHEREAS, BRW, Inc. Invoice No. 267-16546, Partial Payment No. 20 in the amount of \$28,030.23, attachments thereto, provide the correct documentation of payments due BRW, Inc. through March 29, 2002; Now Therefore Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$28,030.23 for services rendered through March 29, 2002, is hereby ratified.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Susan M. Haigh	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Rafael Ortega, Chair

By: _____
Jim McDonough, Secretary



Business Unit: RRA
Voucher ID: 00001763

VOUCHER Purchase Order Voucher

Page No. 1
Run Date 7.Jun.2002
Run Time 9:51:29 AM

Port ID: RMAP19

Voucher Header Information

Pay Method: System Check

Invoice Dt	Invoice ID	Invoice Dt	Vendor ID	Vendor Name	Origin	Preparer	Entry Stat	Acctg Dt	Post Stat	Pymnt Trms
Jun.2002	267-16546 (20)	12.Apr.2002	0000002207	BRW INC	ONL	LONGHEKR P		27.Jun.2002	U	Due Now

S	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip
	\$28,030.23	\$0.00	THRESHER SQUARE	700 THIRD ST SO		MINNEAPOLIS	MN	55415

Billing	Group ID	Sales Tax	Pckp Ord# Nbr
RE	000355	\$0.00	

Voucher Line Information

#	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099
	Provide consulting services	\$28,030.23		\$28,030.23		Y	Y	Y	N

Distribution Line Information

#	Account	Fund	Dept	Program	Class Fid	Client Name	BP	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asset
	421501	12501	150180	00000			2000	G205002			\$28,030.23			N

Account Name: Consulting Services

Department Name: RCRRA-Proj/Grant

ent Comments-Check Stub

ice No. 267-16546 (20), dated 4/12/02 for services for 2/23/02-3/29/02
I paid on this invoice = Total of invoice -amount over contract value +\$0.39 in error from Invoice #1 -5% retainage

her Comments

I declare that the above material and/or services have been received, are for Ramsey County, allowed by law, and approved for payment.

Authorization

K D Spiegelauer

Date

6/29/02

2

Ramsey County Purchase Order

Regional Rail Authority

Regional Rail Authority
665 RCGC-West
50 West Kellogg Blvd.
St Paul MN 55102
United States

Vendor: 0000002207
BRW INC
THRESHER SQUARE
700 THIRD ST SO
MINNEAPOLIS MN 55415
United States

Purchase Order	Date	Revision	Page
RRA - 0000000146	03/04/2002		1
Payment Terms	Freight Terms		Ship Via
Due Now	Origin PPD Allowed		US MAIL
From Date	To Date		
Buyer: RRA		Currency Code:	USD

Ship To: Regional Rail Authority
665 RCGC-West
50 West Kellogg Blvd.
St Paul MN 55102
United States
Bill To: Regional Rail Authority
665 RCGC-West
50 West Kellogg Blvd.
St Paul MN 55102
United States

Tax Exempt? Y Tax Exempt ID: 99999999999999

Line-Schd	Item	Description	Quantity	UOM	PO Price	Extended Amt	Due Date
1 - 1		Provide consulting services	1.00	EA	550,721.17	550,721.17	03/04/2002
Schedule Total						550,721.17	

Mfg ID

Item Total 550,721.17

Total PO Amount 550,721.17

All shipments, shipping papers, invoices, and correspondence must be identified with our Purchase Order Number. Overshipments will not be accepted unless authorized by Buyer prior to shipment.

Unauthorized

3

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
BRW Inc Contract History
February 15, 2000 through June 11, 2002

Payment Number	Invoice Number	Invoice Amount	Adjustment	Revised Amount	Less Retainage	Net Payment	Remaining Amount	Payment Date	Check Number
BY2000 12501 150180 00000 421501 G205002 - Total Contract Amount							3,001,400.00		
1	267-09297	106,089.14	(7.99)	106,081.15	(5,304.06)	100,777.09	2,900,622.91	8/14/2000	240170
2	267-10008	234,626.08	(88.72)	234,537.36	(11,726.87)	222,810.49	2,677,812.42	12/8/2000	275814
3	267-10321	66,912.99	(135.27)	66,777.72	(3,338.89)	63,438.83	2,614,373.59	12/22/2000	281838
4	267-10609	80,546.37	0.00	80,546.37	(4,027.32)	76,519.05	2,537,854.54	12/22/2000	281838
5	267-10963	75,525.00	(701.42)	74,823.58	(3,741.18)	71,082.40	2,466,772.14	2/9/2001	301468
6	267-11427	230,972.91	130.09	231,103.00	(11,555.15)	219,547.85	2,247,224.29	3/28/2001	320021
7	267-11819	235,525.60	(212.79)	235,312.81	(11,765.64)	223,547.17	2,023,677.12	3/30/2001	320905
8	267-12167	263,828.44	240.15	264,068.59	(13,203.43)	250,865.16	1,772,811.96	5/18/2001	340197
9	267-12557	175,926.37	(26,171.52)	149,754.85	(7,487.74)	142,267.11	1,630,544.85	6/29/2001	357196
10	267-12908	193,153.36	0.00	193,153.36	(9,657.67)	183,495.69	1,447,049.16	7/25/2001	367346
11	267-13375	207,677.68	0.00	207,677.68	(10,383.88)	197,293.80	1,249,755.36	9/12/2001	386925
12	267-13738	116,940.39	0.00	116,940.39	(5,847.02)	111,093.37	1,138,661.99	9/26/2001	391252
13	267-14086	200,879.11	(6.85)	200,872.26	(10,043.61)	190,828.65	947,833.34	10/10/2001	398165
14	267-14471	167,072.28	(30.00)	167,042.28	(8,352.11)	158,690.17	789,143.17	11/2/2001	408573
15	267-14796	113,582.99	23.52	113,606.51	(5,680.33)	107,926.18	681,216.99	12/12/2001	422953
16	267-15131	137,357.48	6.54	137,364.02	(6,868.20)	130,495.82	550,721.17	1/18/2002	438351
17	267-15451	113,352.54	0.00	113,352.54	(5,667.63)	107,684.91	443,036.26	4/5/2002	468149
18	267-15758	174,575.20	0.00	174,575.20	(8,728.76)	165,846.44	277,189.82	4/25/2002	484600
19	267-16146	103,522.47	0.00	103,522.47	(5,176.12)	98,346.35	178,843.47	5/7/2002	
20	267-16546	122,379.90	(92,874.39)	29,505.51	(1,475.28)	28,030.23	150,813.24	6/11/2002	
Totals		<u>3,120,446.30</u>	<u>(119,828.65)</u>	<u>3,000,617.65</u>	<u>(150,030.89)</u>	<u>2,850,586.76</u>			

BRW CENTRAL CORRIDOR					
	Invoice #1	Invoice #2	Invoice #3	Invoice #4	Invoice #5
LABOR	\$35,067.80	\$70,747.69	\$18,531.91	\$22,264.34	\$19,079.10
O.H. (157.41%)	\$55,200.22	\$111,363.97	\$29,171.07	\$35,046.29	\$30,032.40
TOTAL LABOR	\$90,268.02	\$182,111.66	\$47,702.98	\$57,310.63	\$49,111.50
FEE (11.5%)	\$10,380.82	\$20,942.82	\$5,485.86	\$6,590.72	\$5,647.83
SUB TOTAL LABOR	\$100,648.85	\$203,054.48	\$53,188.84	\$63,901.35	\$54,759.33
DIRECT COSTS	\$5,432.66	\$31,482.88	\$13,588.88	\$16,645.02	\$20,064.25
TOTAL INVOICE	\$106,081.54	\$234,537.36	\$66,777.72	\$80,546.37	\$74,823.58
RETAINAGE (5%)	\$5,304.08	\$11,726.87	\$3,338.89	\$4,027.32	\$3,741.18
NET PAY INVOICE	\$100,777.46	\$222,810.49	\$63,438.83	\$76,519.05	\$71,082.40
LESS AMT OVER CONTRACT					
Subsistence		\$912.85	\$1,026.96	\$836.84	\$84.95
Non-Local Transport		\$5,611.54	\$2,992.33	\$1,018.90	\$1,186.59
Local Transportation		\$1,263.93	\$492.90	\$335.40	\$209.55
Vehicle Rental		\$238.92	\$220.76	\$112.65	
Shipping Charges		\$100.73	\$117.65	\$24.02	\$41.09
Communications		\$86.73	\$27.13		\$4.39
Printing and Reprod		\$522.83		\$831.48	
Contract Labor		\$67.25	\$1,553.75		
Misc Field Supplies			\$27.56		
Professional Services		\$19,222.99	\$5,490.69	\$12,014.92	\$17,420.91
Equipment Rental		\$313.80	\$156.90		\$156.90
Miscellan Supplies			\$589.75	\$40.29	
Other		\$3,141.31	\$892.50	\$1,430.52	\$959.87
URS Greiner Woodward					
Total		\$4,054.16	\$13,588.88	\$16,645.02	\$20,064.25

Invoice #6	Invoice #7	Invoice #8	Invoice #9	Invoice #10	Invoice #11
\$74,316.38	\$59,148.38	\$70,499.54	\$41,983.91	\$42,924.11	\$59,148.62
\$116,981.34	\$93,105.46	\$110,973.33	\$66,086.87	\$67,566.93	\$93,105.84
\$191,297.72	\$152,253.84	\$181,472.87	\$108,070.78	\$110,491.04	\$152,254.46
\$21,999.25	\$17,509.19	\$20,869.38	\$12,428.14	\$12,706.49	\$17,509.26
\$213,296.97	\$169,763.04	\$202,342.25	\$120,498.92	\$123,197.53	\$169,763.73
\$17,806.03	\$65,549.77	\$61,726.34	\$29,255.93	\$69,955.83	\$37,913.98
\$231,103.00	\$235,312.81	\$264,068.59	\$149,754.85	\$193,153.36	\$207,677.68
\$11,555.15	\$11,765.64	\$13,203.43	\$7,487.74	\$9,657.67	\$10,383.88
\$219,547.85	\$223,547.17	\$250,865.16	\$142,267.11	\$183,495.69	\$197,293.80
\$1,413.81	\$1,016.67	\$3,728.63	\$744.43	\$1,338.65	\$1,175.48
\$3,538.19	\$4,950.62	\$5,607.01	\$2,224.95	\$2,338.39	\$3,455.63
\$568.70	\$390.73	\$692.27	\$349.53	\$401.02	\$771.61
\$4.00	\$168.70	\$112.64		\$177.86	\$233.68
	\$99.28	\$120.04	\$123.42	\$47.50	\$107.42
\$153.65	\$8.58	\$48.25		\$1.00	
\$418.01		\$679.98	\$55.32	\$51.41	\$361.42
		\$107.02			
\$10,660.27	\$58,644.67	\$50,231.51	\$25,507.51	\$62,527.85	\$29,311.96
\$156.90			\$132.15		
	\$156.90	\$337.18			
\$892.50	\$113.62	\$61.81	\$118.62	\$3,072.15	\$2,496.78
\$17,806.03	\$65,549.77	\$61,726.34	\$29,255.93	\$69,955.83	\$37,913.98

Invoice #12	Invoice #13	Invoice #14	Invoice #15	Invoice #16	Invoice #17
\$34,607.41	\$55,375.44	\$41,140.97	\$30,377.28	\$36,948.78	\$27,738.52
\$54,475.57	\$87,166.48	\$64,759.98	\$47,816.91	\$58,161.15	\$43,663.28
\$89,082.98	\$142,541.98	\$105,900.95	\$78,194.19	\$95,109.93	\$71,401.80
\$10,244.54	\$16,392.31	\$12,178.56	\$8,992.33	\$10,937.64	\$8,211.17
\$99,327.52	\$158,934.29	\$118,079.51	\$87,186.52	\$106,047.57	\$79,612.97
\$17,612.87	\$41,937.97	\$48,962.77	\$26,419.98	\$31,316.45	\$33,739.57
\$116,940.39	\$200,872.26	\$167,042.28	\$113,606.50	\$137,364.02	\$113,352.54
\$5,847.02	\$10,043.61	\$8,352.11	\$5,680.33	\$6,868.20	\$5,667.63
\$111,093.37	\$190,828.65	\$158,690.17	\$107,926.18	\$130,495.82	\$107,684.91
\$777.53	\$666.97	\$722.59	\$749.67	\$1,748.83	\$233.64
\$2,113.30	\$1,889.48	\$2,178.12	\$2,111.90	\$2,275.14	\$973.65
\$507.24	\$744.50	\$420.27	\$456.80	\$402.34	\$153.56
\$177.68	\$113.40	\$113.98	\$115.16		
\$108.50	\$77.28	\$31.72	\$82.28	\$181.27	
\$4.00	\$9.98				
\$655.23	\$1,030.35	\$499.47	\$188.14		\$8.70
			\$112.50		\$3,000.00
\$11,852.89	\$35,972.06	\$43,752.32	\$21,369.23	\$25,728.87	\$28,390.02
		\$264.30	\$254.30		
\$64.20					
\$1,352.30	\$1,195.05	\$980.00	\$980.00	\$980.00	\$980.00
	\$238.90				
\$17,612.87	\$41,937.97	\$48,962.77	\$26,419.98	\$31,316.45	\$33,739.57

Invoice #18	Invoice #19	Invoice #20	#20 explanation
\$35,376.50	\$29,814.31	\$32,178.10	LABOR
\$55,686.17	\$46,930.74	\$50,651.54	O.H. (157.41%)
\$91,062.67	\$76,745.05	\$82,829.64	TOTAL LABOR
\$10,472.21	\$8,825.68	\$9,525.42	FEE (11.5%)
\$101,534.88	\$85,570.73	\$92,355.06	SUB TOTAL LABOR
\$73,040.32	\$17,951.74	\$30,025.23	DIRECT COSTS
\$174,575.20	\$103,522.47	\$122,380.29	TOTAL INVOICE
\$8,728.76	\$5,176.12	\$92,874.78	LESS AMT OVER CONTRACT VALUE
\$165,846.44	\$98,346.35	\$29,505.51	SUBTOTAL
		\$1,475.28	LESS 5% RETAINAGE
		\$28,030.23	NET INVOICE TOTAL
\$493.57	\$268.69	\$438.36	
\$1,808.69	\$496.22	\$1,445.03	
\$309.43	\$142.68	\$176.57	
\$61.80			
\$55.61	\$123.35	\$101.80	
	\$578.75		
	\$7.49		
\$70,311.22	\$13,310.26	\$26,408.47	
	\$264.30		
	\$2,760.00	\$1,455.00	
\$73,040.32	\$17,951.74	\$30,025.23	



BRW, Inc.

700 THIRD STREET SOUTH, MINNEAPOLIS, MN 55415** (612) 370-0700

** INVOICE **

APRIL 12, 2002

RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY
665 RAMSEY CO. GOV. CENTER-WST
50 WEST KELLOGG BLVD.
ST. PAUL, MN 55102
ATTN: MS. KATHY DESPIEGELAERE

PLEASE INCLUDE)
ON REMITTANCE) --> INVOICE NUMBER : 267 -16546 :
ACCOUNT NUMBER 45550-001-267

TAX PAYERS I.D. NO. 41-1625272

CENTRAL CORRIDOR STUDY
CONSECUTIVE INVOICE NO.

PERIOD COVERING 02/23/02 THROUGH 03/29/02

PROFESSIONAL SERVICES RENDERED
LESS AMOUNT OVER CONTRACT VALUE

US\$
122,379.90
-92,874.78

US\$
3,094,274.78
-92,874.78

SUB TOTAL
LESS 5% RETAINAGE

29,505.12
-1,475.26

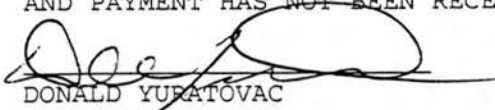
3,001,400.00
-150,070.00

TOTAL AMOUNT DUE THIS INVOICE

28,029.86

2,851,330.00

I HEREBY CERTIFY THAT THE ABOVE STATEMENT IS JUST AND CORRECT
AND PAYMENT HAS NOT BEEN RECEIVED.


DONALD YURATOVAC
PROJECT MANAGER



PROGRESS BILLING
PLEASE REMIT TO:

URS / BRW, FILE: 54967, LOS ANGELES, CA 90074-4967

THIS INVOICE IS DUE AND PAYABLE UPON PRESENTATION
PLEASE RETURN ONE COPY OF THIS INVOICE WITH YOUR REMITTANCE

9

CENTRAL CORRIDOR TRANSIT STUDY

BRW TEAM PROGRESS REPORT

FOR THE PERIOD:

February 27, 2002 – March 31, 2002

Below each of the following project tasks are listed the work items that were accomplished between February 27, 2002 and March 31, 2002.

Task 1.0: Define Goals and Objectives

- Task completed, no further work required

Task 2.0: Establish Project Charter

- Task completed, no further work required

Task 3.0: Alternatives Definition

- Task completed, no further work required

Task 4.0: Refine Alternatives

- Continued refinement of station locations
- Continued refinement of LRT and BRT conceptual design and cost estimates

Task 5.0: Implementation and Funding Plans

- Initiated research on financial plan alternatives
- Completed development of LRT operating plan
- Began development of BRT operating plan
- Continued refinement of ridership forecasts for Baseline and Build Alternatives
 - Analyzed data for Downtown St. Paul intersection and segment analyses
 - Completed the Build Alternative network for the traffic analysis

Task 6.0: EIS Preparation

- Continued work on the DEIS
 - Continued to gather information for existing conditions, potential impacts and mitigation
 - Continued work on developing forecast volumes for both Baseline and Build Alternatives
 - Worked with the Metro Transit for feeder bus operating plans for Build Alternatives

Task 7.0: Public Involvement

- Preparation of materials for forthcoming public meetings

Task 8.0: Project Management

- Prepared progress report and invoice
- Continued to update schedule
- Developed revised updated budget which reflects impacts of out-of-scope work and protracted project schedule
- Coordinated with RCRRA Project Manager to discuss work products and schedule
- Prepared for and participated in the following RCRRA meetings:
 - February 27, 2002: Working Group Team
 - February 27, 2002: Project Management Team
 - March 3, 2002: Meeting with Metro Transit to discuss bus operating plans, O & M cost development
 - March 13, 2002: Working Group Team
 - March 27, 2002: Working Group Team

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

REGIONAL RAILROAD AUTHORITY

Authorized Signature

Date

Board Action Requested

Update on Central Corridor Transit Study

DISCUSSION ONLY

Request Justification

- See attached:
- 1) Central Corridor Background Information – June 2002
 - 2) DEIS Summary Chapter
 - 3) DEIS Evaluation Chapter

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

August 6, 2002

Board Date

Kristine A. Longhenny
Signature

June 20, 2002
Date

Central Corridor

BACKGROUND INFORMATION

June 2002

Traffic congestion—A growing problem

Anyone who commutes regularly along one of the many thoroughfares around the Twin Cities will tell you that traffic congestion is a growing problem. Not surprisingly, a prime example of congestion in the Twin Cities lies in the heart of the region: between St. Paul and Minneapolis, along a stretch known as the Central Corridor. For example, traffic at several locations along Interstate 94, the main highway connecting the two cities, has already reached capacity.

Increasing congestion here will cause problems for all of us, whether we're trying to get into the area, through the area, or between destinations in the area. In addition, we'll all be affected if increasing congestion dampens the vibrancy and appeal of the Central Corridor. The area links several economic generators that help keep the whole state's economy humming, from the University of Minnesota to the Midway business area to downtown St. Paul to downtown Minneapolis.

Transportation officials predict congestion in the Central Corridor will continue to worsen. Consider the following:

- Between 1996 and 2020, the total number of miles traveled by vehicles on I-94 will increase by an average of 48 percent, according to the *Twin Cities Regional Model*. This means as many as 200,000 additional vehicle miles being traveled every day.
- While I-94 is already at capacity, engineering and environmental issues prevent lane additions to I-94. Furthermore, the *Twin Cities Metropolitan Long Range Transportation Plan* does not include any plans for expanding I-94.
- Alternative east-west routes include University Avenue and Washington Avenue, both of which have sections already at capacity levels. Projections for 2020 show traffic growth at every location along these roadways.

What's underway

Representatives of St. Paul, Minneapolis, Ramsey County, Hennepin County and other local and state government agencies have been reviewing the options for improving transit through the Central Corridor.

The Central Corridor Coordinating Committee has said that a Central Corridor transportation solution should support and promote economic opportunity and investment, preserve and enhance local communities and the environment, and expand and improve transportation opportunities for all users in the corridor. The whole region would be helped if a stronger transit network emerged.

After reviewing a wide array of options, the Coordinating Committee narrowed the study to a light rail transit (LRT) option and a bus rapid transit (BRT), both of which would run along University Avenue. For comparison purposes, the Coordinating Committee also studied a more basic "baseline" option, with some improvements to the current bus service.

In June the Coordinating Committee will indicate its initial preference, with a final preferred alternative selected by the end of the year. The committee members' final decision will depend in large part on what they hear from the community at public meetings and forums to be held this summer. The Coordinating Committee is deciding which if any of the alternatives has sufficient merit to warrant further study.

NOTE: To learn when Central Corridor planners will be coming to a community group in your area or when they will be holding public hearings, please visit www.centralcorridor.org or call Project Manager Steve Morris at 651-266-2784.

Understanding the Options: BASELINE

The Baseline alternative is essentially a "build nothing" option. It assumes the status quo bus service with investments to keep up with increased ridership demand and congestion. It considers only programmed and planned transportation improvements.

- ☐ The Baseline Alternative would have 28,000 weekday riders in 2008.
- ☐ It would provide no reduction in daily auto trips and would not reduce daily miles traveled. It would not enhance intermodal connections to the airport, bus transfer stations, regional rail system or other intermodal choices.
- ☐ Baseline Alternative would have an annual operating cost of \$57 million in 2008, the lowest of the three alternatives.
- ☐ The capital costs would be \$27 million in 2008, the lowest of the three alternatives.
- ☐ Even with optimistic assumptions, the baseline alternative would not provide enough service to meet demand.

Understanding the Options: BUS RAPID TRANSIT

BRT is distinct from regular bus service because parts of it run on an exclusive guideway, allowing it to avoid competing with traffic in those areas and speeding up travel time. BRT would be a limited-stop service, meaning it wouldn't stop at every block, with stops spaced from one mile to a half-a-mile. Riders would pay their fares before they board, unlike current bus service.

- ☐ The BRT Alternative would attract a high ridership, approximately 31,000 weekday passengers in 2020.
- ☐ At \$59 million a year, the BRT option's 2008 operating cost is more expensive than the baseline but less expensive than LRT. (This amount includes all transit services in the area, including north-south bus routes and bus service on I-94 and University Avenue.)

After reviewing a wide array of options, the Coordinating Committee narrowed the study to a light rail transit (LRT) option and a bus rapid transit (BRT), both of which would run along University Avenue. For comparison purposes, the Coordinating Committee also studied a more basic "baseline" option, with some improvements to the current bus service.

In June the Coordinating Committee will indicate its initial preference, with a final preferred alternative selected by the end of the year. The committee members' final decision will depend in large part on what they hear from the community at public meetings and forums to be held this summer. The Coordinating Committee is deciding which if any of the alternatives has sufficient merit to warrant further study.

NOTE: To learn when Central Corridor planners will be coming to a community group in your area or when they will be holding public hearings, please visit www.centralcorridor.org or call Project Manager Steve Morris at 651-266-2784.

Understanding the Options: BASELINE

The Baseline alternative is essentially a "build nothing" option. It assumes the status quo bus service with investments to keep up with increased ridership demand and congestion. It considers only programmed and planned transportation improvements.

- ☐ The Baseline Alternative would have 28,000 weekday riders in 2008.
- ☐ It would provide no reduction in daily auto trips and would not reduce daily miles traveled. It would not enhance intermodal connections to the airport, bus transfer stations, regional rail system or other intermodal choices.
- ☐ Baseline Alternative would have an annual operating cost of \$57 million in 2008, the lowest of the three alternatives.
- ☐ The capital costs would be \$27 million in 2008, the lowest of the three alternatives.
- ☐ Even with optimistic assumptions, the baseline alternative would not provide enough service to meet demand.

Understanding the Options: BUS RAPID TRANSIT

BRT is distinct from regular bus service because parts of it run on an exclusive guideway, allowing it to avoid competing with traffic in those areas and speeding up travel time. BRT would be a limited-stop service, meaning it wouldn't stop at every block, with stops spaced from one mile to a half-a-mile. Riders would pay their fares before they board, unlike current bus service.

- ☐ The BRT Alternative would attract a high ridership, approximately 31,000 weekday passengers in 2020.
- ☐ At \$59 million a year, the BRT option's 2008 operating cost is more expensive than the baseline but less expensive than LRT. (This amount includes all transit services in the area, including north-south bus routes and bus service on I-94 and University Avenue.)

- ☐ Capital costs for BRT would be \$241 million in 2008.
- ☐ There are already too many buses on Washington Ave – BRT would add even more, which is unacceptable.
- ☐ BRT would create enough capacity to meet demand only in the near future. Before 2020, BRT would not have enough capacity to meet demand.

Understanding the Options: LIGHT RAIL TRANSIT

LRT would consist of short trains of electric powered rail cars operating in an exclusive guideway separated from other traffic on existing roads. LRT would be a limited-stop service, meaning it wouldn't stop at every block, with stops spaced from one mile to a half-a-mile. Riders would pay their fares before they board, unlike current bus service.

- ☐ LRT would have 38,000 weekday transit riders in 2020, the highest ridership of all the options.
- ☐ The LRT alternative in the Central Corridor would have the highest annual operating cost at \$61 million a year in 2008. (This amount includes all transit services in the area, including north-south bus routes and bus service on I-94 and University Avenue.)
- ☐ Capital cost for LRT would be \$840 million in 2008, the highest of the three options. This is the only option that would include a tunnel under the University of Minnesota campus.
- ☐ LRT would have a "substantial" effect on traffic and is highly consistent with the Met Council's "Transit 2020" plan.
- ☐ LRT would have sufficient capacity to meet demand in 2020. Because its capacity is easily expanded, with the addition of an extra car to each train and some station remodeling, it could also meet demand beyond 2020.

Common Questions

Q: What happens after the Coordinating Committee makes a decision?

A. Its decision is referred to the Commissioner of Transportation and Metropolitan Council. If a decision is made to pursue BRT or LRT, the next step will be to secure necessary funds from federal and state sources. The public would be asked to help make decisions about the design of stops or stations during the preliminary engineering period. With final design and construction, it would take at least five years before BRT or LRT was running along University Avenue. The Coordinating Committee could also decide to not pursue a build alternative.

Q: How would BRT or LRT be funded?

A: Building either BRT or LRT would require both state and federal dollars. The Minnesota House has objected to some transit funding in recent years, but that position could change in the coming years, given the importance that many sectors of the economy are putting on making transportation improvements across the state.

Q: Why focus on the Central Corridor?

A: It is important to improve transit at the heart of the region, where transit use is already the strongest and congestion is growing. Improving transit in the Central Corridor will provide the necessary spine for the region's transit network, linking the east metro and west metro areas along with dominant destinations, such as the University of Minnesota, downtown St. Paul and downtown Minneapolis. In addition, the state Legislature has identified the Central Corridor as the next appropriate area for a possible LRT improvement.

Q: What kinds of disruptions would the construction create?

A: The Saint Paul Planning Commission issued a report in 1999 that showed how these kinds of construction projects can be managed to limit the amount of space and time needed for construction while meeting property owners' needs. Disruptions for residents would also be kept to a minimum, with the construction conducted in phases and one lane of traffic likely to be kept open in each direction.

Central Corridor planners and decision makers are very aware of the importance of on-street parking for area businesses. The news here is good. If LRT or BRT were added to University Avenue, the on-street parking supply would continue to exceed demand. On any one block, however, the situation would vary. Options to explore include creating new off-street parking areas and creating new shared-use agreements. Overall, however, on-street parking for 394 vehicles would remain along University Avenue — a far higher figure than the highest measured use of on-street parking, when 239 vehicles were parked on the avenue.

For more information contact:

- Kathy DeSpiegelaere at 651-266-2762
- Steve Morris at 651-266-2784

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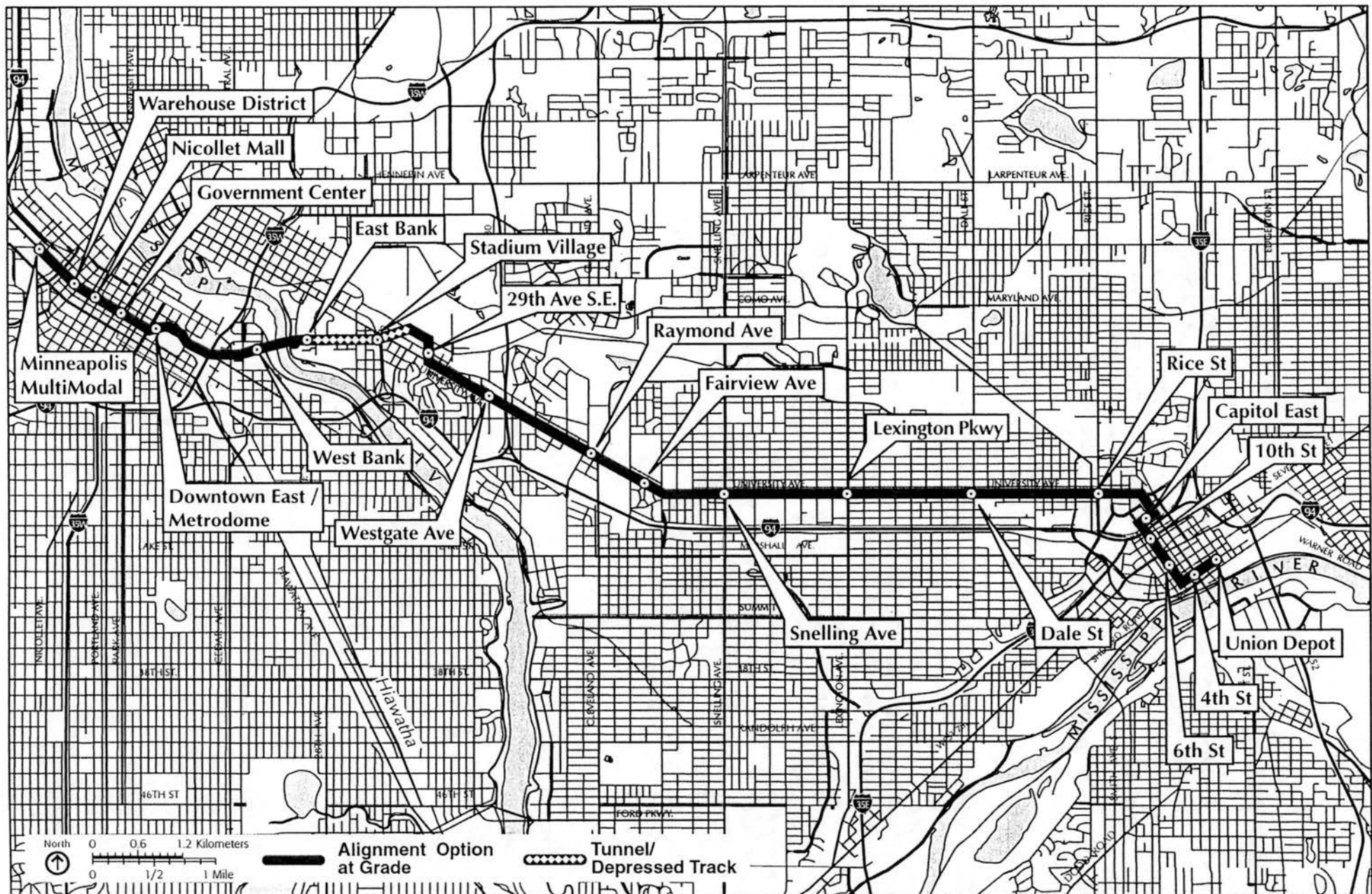
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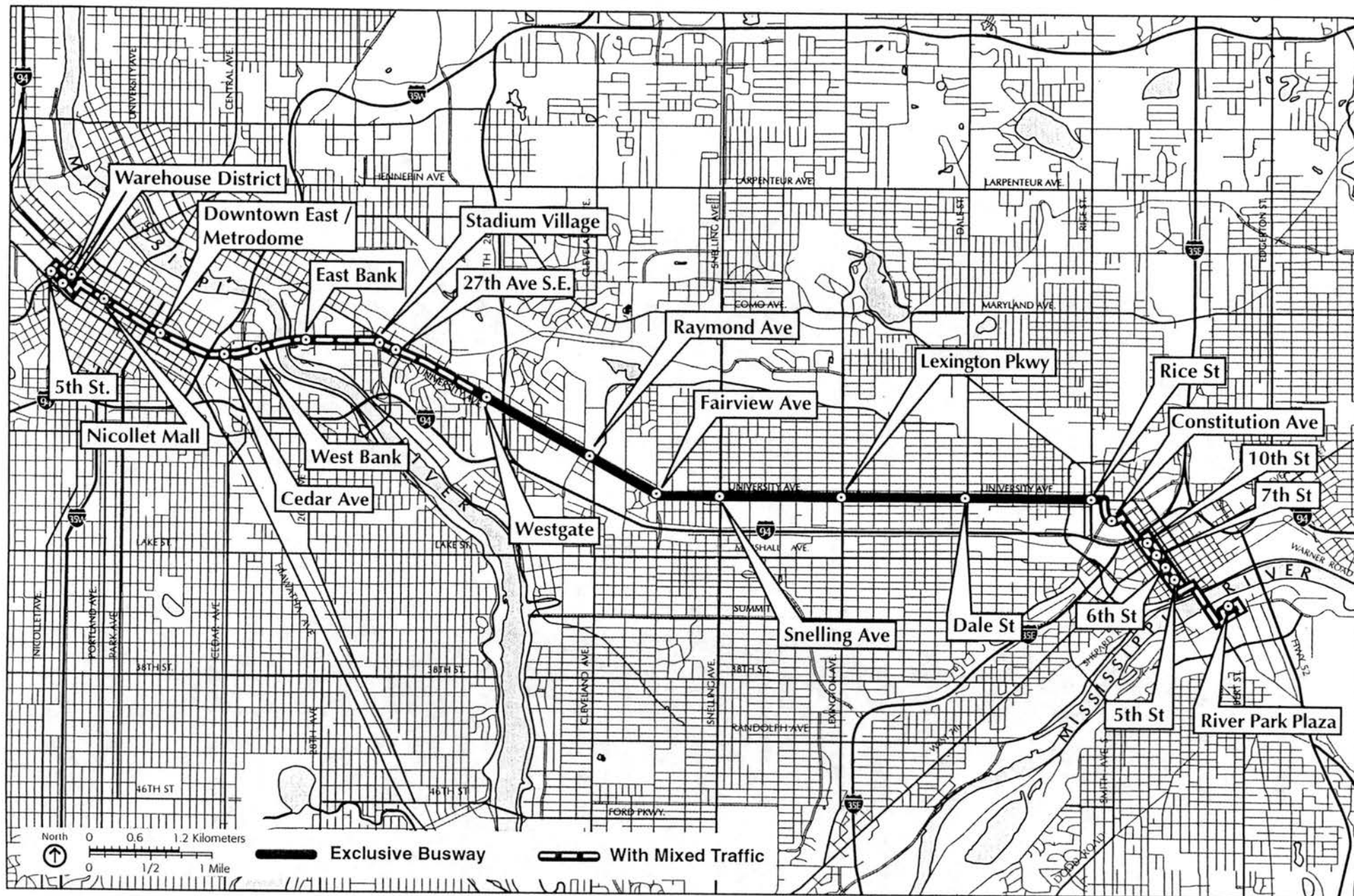


THE
CENTRAL
CORRIDOR

University Avenue LRT Alternative

April 2002

Figure S.1-1



S.0 SUMMARY

This chapter summarizes the *Central Corridor Draft Environmental Impact Statement (Draft EIS)* for the proposed transit system for the Central Corridor and addresses the following elements:

- Project description, background and the decision-making process;
- Purpose and need for action;
- Alternatives considered;
- Environmental effects (social, economic, environmental and transportation);
- Evaluation of the alternatives; and
- Public participation activities.

This chapter also summarizes the issues to be resolved in future project phases and the next steps to be taken in the decision-making process.

Graphics for the Summary Chapter are included at the end of the chapter.

S.1 PROJECT DESCRIPTION

The proposed action is either a Light Rail Transit (LRT) facility or a Busway/Bus Rapid Transit (BRT) facility for the Central Corridor, a transportation corridor that extends approximately 11-miles between downtown Minneapolis and downtown St. Paul, Minnesota. The proposed action considers two build alternatives, as shown on Figure S.1-1: University Avenue LRT Alternative and Figure S.1-2: University Avenue Busway/BRT Alternative. As indicated on the figures, the proposed alternatives include the 11-mile transit guideway with stations and modifications to an existing yard and shop facility. The alternatives and station locations were developed during a collaborative effort among the residents, local governments, the business community and the Central Corridor Coordinating Committee (CCCC). The proposed transit project also includes the improvements of the Baseline Alternative.

S.1.1 Project Background

The Central Corridor is the backbone of the existing transportation system. This 11-mile corridor serves the heart of the Twin Cities Metropolitan Area and connects some of the largest traffic generators in the Twin Cities. In addition, the neighborhoods located in the Study Area are some of the most cohesive in the Twin Cities Metropolitan Area. Since 1981, the Central Corridor has been a priority focus for bus transit service and transportation investments.

Several planning efforts have been undertaken for the Central Corridor since 1981. These include the *Regional Blueprint*, the *Twin Cities Metropolitan Long Range Transportation Plan* (the 2020 Transportation Policy Plan), the Comprehensive Plans for Minneapolis and St. Paul, and the *St. Paul on the Mississippi Development Framework* each describe the importance of transit in the region's core. Two previous studies, the *Midway Corridor Light Rail Transit Draft Environmental Impact Statement* and the *Central Corridor Alternatives Analysis/Draft Environmental Impact Statement* specifically identified LRT as the preferred transportation improvement for the Central Corridor.

In each document, part or the entire Central Corridor, as it is known today, is recognized as a priority corridor and recommended for further evaluation. Given the importance of the corridor and the number of transit modes and alignment options, the Ramsey County Regional Railroad Authority (RCRRA) initiated the Central Corridor Transit Study to determine the preferred transit option for the corridor.

The elements of the Central Corridor Transit Study include:

- Review and evaluate previous studies and recommended technology.
- Define goals and objectives for the Central Corridor.
- Define alternatives to meet the goals and objectives.
- Provide a tiered screening process to refine the options to be advanced to the EIS Scoping Process.
- Prepare the Final EIS, identifying the Locally Preferred Alternative (LPA), for regulatory agency and public review.
- Develop a financial plan for implementation of preferred transit improvement(s) for the Central Corridor.

S.1.2 Organization for the Central Corridor Transit Study

Committees were organized at the start of the Central Corridor Transit Study to provide advisory, policy and technical direction to the Project Team during decision-making and analyses. The membership of the committees is defined by state statute and its members are appointed by the agencies identified in the statute. The coordinating committees for the proposed Central Corridor project includes representatives from the following organizations and groups:

- Minnesota Department of Transportation (Mn/DOT) Commissioner
- Twin Cities Metropolitan Council
- Ramsey County Regional Railroad Authority (RCRRA)
- Hennepin County Regional Railroad Authority (HCRRA)
- Project Management Team (PMT)
- Central Corridor Coordinating Committee (CCCC)
- Local Jurisdictions and Boards
- Citizen Groups

Figure S.1-3: Organization Chart, summarizes the committee organization and functional relationships. A complete directory of the project participants is provided in the *Central Corridor Transit Study Contact Book*.

S.1.3 Completed Planning Activities

To date, completed planning activities include review and evaluation of previous studies, definition of Central Corridor goals and objectives, definition of alternatives and a tiered screening process to refine the alternatives to be advanced to the EIS Process. The tiered screening process provided the mechanism to differentiate among possible alternatives,

eliminating alternatives that would not serve the Transit Study goals. As shown on Figure S.1-4: Screening Process, the screening process initially reduced the universe of transit alternatives to seven potential build alternatives, then further reduced to the following three build alternatives for advancement to the EIS Scoping Process. The No-Build and Transportation Systems Management (TSM) alternatives were included as required by the Federal Transit Administration (FTA) under the National Environmental Policy Act (NEPA).

- No-Build Alternative
- Transportation Systems Management (TSM) Alternative
- University Avenue LRT Alternative
- University Avenue Busway/BRT Alternative
- I-94 LRT Alternative

Although the I-94 LRT Alternative did not score well during screening, it was retained through Scoping Process in the event it was determined that University Avenue was not a viable fixed guideway transit location and because it had previously been the LPA. Based on the evaluation and comments received during the Scoping Process, the CCCC scoping decision on October 11, 2001 eliminated the I-94 LRT Alternative, advancing the following alternatives for consideration in the EIS Process.

- No-Build Alternative
- Transportation Systems Management (TSM) Alternative
- University Avenue LRT Alternative
- University Avenue Busway/BRT Alternative

By letter dated February 14, 2002, included in Appendix 9.12, RCRRA requested that the FTA grant permission to eliminate the requirement for separate No-Build and TSM Alternatives and proposed the evaluation of the proposed Section 5309 New Start project against a single Baseline Alternative. This Draft EIS evaluation considers the following alternatives.

- Baseline Alternative
- University Avenue LRT Alternative
- University Avenue Busway/BRT Alternative

Early in the screening process, two commuter rail options were considered and separated into a feasibility study due to the different travel markets they serve in the Central Corridor. Commuter rail is considered to have separate utility and an environmental evaluation may be conducted by the Mn/DOT.

S.1.4 Decision-Making Process

The FTA and the Federal Highway Administration (FHWA) issued regulations on October 28, 1993 that cover all steps in the conduct of planning and development of major highway and transit projects. These regulations were revised under the Transportation Equity Act for the 21st Century (TEA-21) defining the five major steps in the process as shown on Figure S.1-5: Planning Process. In brief, the five steps are:

1. System Planning and Long Range Transportation Plan (LRTP):

System Planning – This step included the *Twin Cities Metropolitan Long Range Transportation Plan* (the 2020 Transportation Policy Plan), The Regional Blueprint, and the *2001-2004 Transportation Improvement Program* (2001-2004 TIP).

2. Major Investment Study (MIS):

This step encompasses regional studies, MIS and the Alternatives Analysis. Completion of the *Central Corridor Transit Study*, together with inclusion of the recommended program in the most recently adopted *Twin Cities Metropolitan Long Range Transportation Plan* and the *2001-2004 Transportation Improvement Program*, constitutes completion of this step. The following steps are required if a build alternative is selected.

3. Draft EIS/Preliminary Engineering (PE)/Final EIS

This step encompasses development of PE design, preparation of this Draft EIS as required under NEPA, a proposed financing plan and preparation of the Final EIS.

4. Final Design

This step will be commenced upon completion of the requirements under NEPA and FTA requirements under Section 5309 New Starts Criteria.

5. Construction

The construction steps will be commenced upon completion of the requirements under the NEPA and the FTA requirements under Section 5309 New Starts Criteria.

The Draft EIS/PE/Final EIS Process formally began with the initiation of "Scoping," which is the first step of the EIS Process, and includes public agency and community outreach to further define the scope of potential issues and the alternatives to be analyzed in the EIS. The alternatives presented or defined in the Scoping Process are then advanced to the analysis phase of the EIS and evaluated in light of public, agency and technical support. These alternatives and their potential social, economic, environmental and transportation effects are the subjects of this Draft EIS.

Steps 4 and 5, Final Design and Construction will be commenced upon completion of the requirements under NEPA and the FTA requirements under Section 5309 New Starts Criteria.

S.1.5 Decision at Hand

In accordance with federal regulations, full consideration of environmental effects as disclosed during the NEPA process is required before the proposed project can be advanced to the funding stage for final design, right-of-way acquisition, equipment and facilities and system construction. This Draft EIS will determine the environmental effects and a record of decision (ROD) is required from the FTA for advancement to the subsequent stages noted. This Draft EIS document will be circulated for review by interested parties, including private citizens, community groups, the business community, elected officials and public agencies in accordance with federal and state requirements. A public hearing will be held to provide a forum for agency and citizen participation and comment.

After consideration of the comments received during circulation of the Draft EIS and the public hearing, resolution of any outstanding issues and a final decision, including selection of the LPA, will then be made by the CCCC. The result of these decisions will then be documented in the Final EIS, which will also include responses to comments received during circulation of the Draft

EIS. Following the filing of the Final EIS by FTA, in conformance with NEPA, if a build alternative is selected as the LPA, a grant application would be submitted by the Twin Cities Metropolitan Council to FTA under Section 5309 New Starts Criteria.

The FTA will not grant approval for the project to enter into final design and construction phases of the project until PE is considered complete and the FTA has issued a ROD, as required by NEPA.

EIS COMPLETION SCHEDULE

The proposed project milestones completed and those scheduled for completion for the EIS for the proposed Central Corridor project are outlined in Table S.1-1: EIS Completion Milestones.

Table S.1-1: EIS Completion Milestones

Activity	Date
Notice of Intent (NOI) to Prepare EIS	June 5, 2001
Notice of Availability (NOA) of Scoping Booklet and Scoping Meetings in the <i>Environmental Quality Board (EQB) Monitor</i>	June 11, 2001
Interagency Scoping Meeting	June 26, 2001
Public Scoping Meetings (3)	June 26, 2001 – 8:00 AM June 26, 2001 – 5:00 PM June 27, 2001 – 5:00 PM
Close of Scoping Comment Period	July 20, 2001
Scoping Decision	October 11, 2001
Draft EIS NOA	August 2002
Public Hearing on Draft EIS	September 2002
Draft EIS Comment Period Ends	October 2002
Final EIS NOA published in the <i>Federal Register</i>	December 2002
FTA ROD	January 2003
Minnesota Adequacy Determination	February 2003

S.2 PURPOSE AND NEED FOR ACTION

The Central Corridor Study Area, and the transportation system within the corridor, is located at the core of the Twin Cities Metropolitan Area. Travel in the Central Corridor includes over 900,000 daily trips, according to the *Twin Cities Regional Model*. Approximately 702,000 of these trips were either external or internal trips, with either the origin or destination in the Study Area. In addition, 210,000 trips had both origin and destination in the Study Area. This increase in the amount of daily traffic on the existing transportation infrastructure explains the need for transit improvements, which would maintain the mobility and vitality of the corridor.

It is estimated that the total economic impact, either direct or indirect, during construction and design for the University Avenue LRT Alternative is \$1.02-1.65 billion and is \$300-480 million for the University Avenue Busway/BRT Alternative.

Traffic congestion is already a problem for the Central Corridor, especially on I-94. Between 1996 and 2020, vehicle miles traveled (VMT) on I-94 is projected to increase by an average of 48 percent. This would result in as many as 200,000 additional vehicle miles per day, if unconstrained by capacity limitations. Engineering and environmental issues prevent lane additions to I-94 and the *Twin Cities Metropolitan Long Range Transportation Plan* for the next twenty years does not include plans for expansion of I-94.

The Central Corridor has had tremendous increases in traffic demand, exceeding the amount of population and employment growth in the Study Area. Between 1990 and 1998, there was an increase in daily traffic volumes of between 29,000 to 40,000 trips at seven locations along I-94 within the Study Area. This amount of growth is projected to continue if there were no constraints on the amount of available capacity. From these traffic demand forecasts for 2020, nearly all portions of I-94 located in the Study Area would reach capacity. Even for the estimated traffic demand for the year 2000, all locations on I-94 were projected to be near capacity or at capacity. With continued traffic demand increases, it may be expected that a breakdown of the transportation system served by I-94 would occur and divert traffic onto parallel routes, potentially causing system-wide congestion or breakdown.

University Avenue and Washington Avenue are the main east-west arterial routes located in the Study Area. As previously indicated for I-94, these arterial routes have similar capacity restraints and specific locations on both University Avenue and Washington Avenue were projected to be operating near capacity in the year 2000. The projections for the year 2020 shows traffic demand growth at every location along these arterial roadways. Although none are projected to reach the existing roadway capacity, it may be anticipated that breakdowns and congestion of the system will occur on both Washington Avenue and University Avenue, causing increased travel times and safety concerns within the Study Area.

Another concern within the Study Area is the lack of available and affordable parking. New developments have reduced the amount of surface parking spaces, so new parking structures have to be developed as replacements. These parking structures are more costly and take more time to build than surface parking spaces. In downtown St. Paul, the *1998 Downtown St. Paul Parking Model Update* reported a 2,340 parking space shortage. Typically, a transit system can reduce the demand for parking spaces, especially within the two central business districts (CBDs). Further, it is projected that additional new developments in the CBDs will add nearly 5-million square feet (sq. ft.) of office space, one million sq. ft. of retail space, over 1,300 new housing units, and nearly 1,300 new hotel rooms. This amount of explosive growth, with a limited amount of available parking, presents a large need that would be alleviated by an improved transit system.

Based on the need for transportation improvements in the Central Corridor Study Area, the CCCC has determined the following goals and objectives for the proposed action.

GOAL #1: ECONOMIC OPPORTUNITY AND INVESTMENT

Objective: Support investments in infrastructure, business, and community that sustain the heart of the region.

Objective: Promote a reliable transit system that allows an efficient, effective land use development pattern in major activity centers which minimizes parking demand, facilitates the highest and best use of adjacent properties, and gives employers confidence that employees can travel to and from work.

GOAL #2: COMMUNITIES AND ENVIRONMENT

Objective: Facilitate the preservation and enhancement of neighborhoods in the Central Corridor.

Objective: Acknowledge the individual character and aspirations of each place served, and of the region as a whole.

Objective: Support regional goals for cleaner air and water, more efficient energy use and a safer and healthier environment.

GOAL #3: TRANSPORTATION AND MOBILITY

Objective: Create transportation improvements that add people carrying capacity, minimize operating costs, improve operating efficiency, provide high quality modal alternatives and reinforce the region's transportation system.

Objective: Expand opportunities for all users to move freely to, through, and within the Central Corridor.

Objective: Enhance the existing transportation infrastructure to serve the high number of transit dependent persons in the Central Corridor.

S.3 ALTERNATIVES CONSIDERED

The alternatives considered for proposed action and evaluated in the Central Corridor EIS include the Baseline Alternative, the University Avenue LRT Alternative and the University Avenue Busway/BRT Alternative:

- *Baseline Alternative* – includes programmed and planned improvements and projected growth in population, employment, and traffic through 2020.
- *University Avenue LRT Alternative* – in addition to the LRT alignment, this alternative includes baseline improvements and projected growth in population, employment, and traffic through 2020.
- *University Avenue Busway/BRT Alternative* – in addition to the BRT alignment, this alternative includes baseline improvements and projected growth in population, employment, and traffic through 2020.

S.3.1 Baseline Alternative

The transportation projects within the Central Corridor are identified in the Twin Cities and State 2001-2004 TIP. Many of these improvements are minor, i.e. do not involve expansion of existing facilities to increase capacity extensively. Examples include adjustments to signal timing and/or phasing and addition of turn lanes at intersections. The funded projects still to be completed within the Central Corridor are listed as follows:

- I-94 at TH 280 – Develop high occupancy vehicle (HOV) bypass ramp
- Snelling Avenue south of University Avenue – Develop new bus garage for Metro Transit (under development).

The following projects in the 2001-2004 TIP and located within the Central Corridor have been completed:

- I-94 between Snelling Avenue and Cedar Street – Resurface pavement
- I-94 between downtown St. Paul and Minneapolis – Widen shoulders for bus use during peak hours
- I-94 at Snelling Avenue – Improve bus stop.

Additionally, the Hiawatha LRT system is part of the TIP and currently under construction. The system will connect downtown Minneapolis to the Minneapolis-St. Paul International Airport and Mall of America in Bloomington. The segment from Minneapolis to Fort Snelling is scheduled to begin operation in fall 2003 and the segment from Fort Snelling to the Mall of America in fall 2004.

S.3.2 University Avenue Light Rail Transit (LRT) Alternative

As shown on Figure S.1-1, the proposed alignment would run between downtown Minneapolis, through the University of Minnesota, on University Avenue to downtown St. Paul. The proposed alignment would have the following characteristics:

DOWNTOWN MINNEAPOLIS

The LRT would connect with the Hiawatha LRT at-grade just east of the Downtown East/Metrodome Station.

UNIVERSITY OF MINNESOTA AND PROSPECT PARK

The LRT would run in the median of Third Street and Fourth Street. It would connect to Washington Avenue and run in a tunnel under Washington Avenue through the East Bank campus. It would then connect with University of Minnesota Transitway at-grade and proceed to University Avenue through 29th Avenue SE in Prospect Park.

UNIVERSITY AVENUE

The LRT would run at-grade in the median between 29th Avenue SE and Robert Street near the State Capitol.

STATE CAPITOL AREA AND DOWNTOWN ST. PAUL

The alternative would run at-grade on Robert Street, Columbus Street, Cedar Street and 4th Street and terminate at the Union Depot.

LRT STATIONS

Passenger boarding would occur at designated station sites. LRT stations may vary in spacing and configuration, depending on their location and function. Boarding platforms would be approximately 200-feet long to accommodate two-car trains. The platforms would be 14-inches above the top of rail to allow for level boarding with a low-floor vehicle. Each station would consist of either one center loading platform approximately 18 to 30-feet wide located between the tracks, or two side-loading platforms each approximately 12-feet wide located on the side of the tracks. Generally, each platform would be furnished with a canopy and windscreen for weather protection, signage, seating, trash receptacles and self-service fare equipment. Station platforms have an expansion capacity of 300-feet to accommodate three-car trains should future ridership warrant.

The proposed University Avenue LRT Alternative station locations, also indicated on Figure S.1-1, and their configurations are described as follows:

Downtown Minneapolis

The proposed University Avenue LRT Alternative would share stations with the Hiawatha LRT in downtown Minneapolis. The Hiawatha LRT would run on Fifth Street South with stations at the following locations:

- Minneapolis Multimodal Station (Fifth Street South/Fifth Avenue North)
- Warehouse District Station (Hennepin Avenue at First Avenue North)
- Nicollet Mall Station
- Government Center Station (between Third and Fourth Avenue South)
- Downtown East/Metrodome Station

University of Minnesota and Prospect Park

- West Bank Station – Depressed center platform near existing bus stop on Washington Avenue
- East Bank Station – Depressed center platform in front of Coffman Union on Washington Avenue
- Stadium Village Station – Depressed center platform
- 29th Avenue SE Station – Two side platforms on northwest quadrant of 29th Avenue SE and University Avenue

University Avenue

- Westgate Station – Split side platforms
- Raymond Avenue Station – Center platform between Carleton and LaSalle Streets
- Fairview Avenue Station – Two side platforms on west side of intersection
- Snelling Avenue Station – Split side platforms
- Lexington Parkway Station – Split side platforms
- Dale Street Station – Split side platforms
- Rice Street Station – Center platform on west side of intersection

Capitol Area and Downtown St. Paul

- Capitol East Station – Two side platforms on Columbus Street west of Robert Street
- 10th Street Station – Two side platforms in median between 11th and 10th Streets at Cedar Street
- 6th Street Station – Two side platforms between 7th and 6th Streets at Cedar Street
- 4th Street Station – Two side platforms on 4th Street between Robert and Minnesota Streets
- Union Depot Station – Center platform with potential expansion at 4th Street in front of the Union Depot

S.3.3 University Avenue Busway/Bus Rapid Transit (BRT) Alternative

As shown on Figure S.1-2, the proposed alignment would run between downtown Minneapolis, through the University of Minnesota, on University Avenue to downtown St. Paul. The proposed alignment would have the following characteristics:

DOWNTOWN MINNEAPOLIS

This alternative would follow the existing Routes 16 and 50 on Fourth Street South, with a western terminus at Metro Transit's Fifth Street Garage. Eastbound Busway/BRT vehicles would operate in mixed traffic. Westbound vehicles would operate on an existing contraflow bus lane on the north side of Fourth Street South.

UNIVERSITY OF MINNESOTA AND PROSPECT PARK

The alternative would run on Washington Avenue in mixed traffic through Prospect Park on University Avenue.

UNIVERSITY AVENUE

East of Bedford Avenue, the exclusive guideway for the Busway/BRT would begin. It would run in the median of University Avenue through Rice Street near the State Capitol.

CAPITOL AREA AND DOWNTOWN ST. PAUL

Similar to downtown Minneapolis, the University Avenue Busway/BRT Alternative would operate following the existing Route 16. Buses would run on Constitution Avenue, Cedar Street, Minnesota Street, and Kellogg Boulevard. This alternative would also cross to River Park Plaza south of the Mississippi River using the Robert Street Bridge to serve a large office development.

BUSWAY/BRT STATIONS

Passenger boarding would occur at designated station sites. BRT stations may vary in spacing and configuration, depending on their location and function. Boarding platforms would be approximately 120-feet long to accommodate two articulated buses. Platforms would be 14-inches above pavement to allow for level boarding with the low-floor bus. Each station would consist of two side-loading platforms each approximately 12-feet wide located on the side of guideway. Generally, each platform would be furnished with a canopy and windscreen for weather protection, signage, seating, trash receptacles and self-service fare equipment.

The proposed University Avenue Busway/BRT Alternative station locations, also indicated on Figure S.1-2, and their configurations are described as follows:

Downtown Minneapolis

In downtown Minneapolis, the proposed Central Corridor Busway/BRT would operate within mixed traffic with stops at the following locations:

- Fifth Street Garage – Metro Transit Garage on Fifth Street South
- Warehouse District – Fourth Street South/First Avenue North

- Nicollet Mall – at Fourth Street South
- Downtown East/Metrodome – Fourth Street South/Chicago Avenue

In general, buses would stop in the near side of the intersection. Existing sidewalks at station locations would be modified to accommodate and differentiate the new BRT vehicles from regular bus routes. Modifications would include signage, shelters and fare vending equipment. Bus pads would also be installed at station locations. Each bus pad would be 120-feet long to accommodate two articulated buses simultaneously.

University of Minnesota and Prospect Park

- Cedar Avenue – Buses would exit the roadway and stop at the top of the off-ramps at Cedar Avenue (near side).
- West Bank – Buses would stop at the existing major bus station in the area of the West Bank Skyway. The skyway connects Willey Hall to the north to Blegen Hall to the south.
- East Bank – Buses would not stop in front of Coffman Union on Washington Avenue.
- Stadium Village – Buses would stop at the east side of the intersection of Washington Avenue and Oak Street.
- 27th Avenue SE – Washington Avenue and 27th Avenue SE

University Avenue

All stations along the Busway/BRT guideway would be designed as split side platforms with a far side stop.

- Westgate
- Raymond Avenue
- Fairview Avenue
- Snelling Avenue
- Lexington Parkway
- Dale Street
- Rice Street

State Capitol Area and Downtown St. Paul

At the State Capitol area and downtown St. Paul, the proposed Central Corridor Busway/BRT would follow the existing bus Route 16. Stations would be sited at the following locations, with northbound buses operating on Minnesota Street and southbound buses operating on Cedar Street. To facilitate transfers and minimize confusion for passengers, this analysis assumes that Busway/BRT stations would be sited at existing locations of the Route 16 and 50.

- Constitution Avenue – at the State Capitol
- 10th Street (Cedar/Minnesota Streets)
- 7th Street (Cedar/Minnesota Streets)
- 6th Street (Cedar/Minnesota Streets)
- 5th Street (Cedar/Minnesota Streets)
- River Park Plaza

S.4 SUMMARY OF ENVIRONMENTAL EFFECTS

Each of the alternatives considered the Baseline, University Avenue LRT Alternative and University Avenue Busway/BRT Alternative has the potential to affect the residents, the economy and the environment of the Central Corridor. The following is a summary of the analysis of these effects categorized into four analysis factors: social, economic, (natural) environment, and transportation effects. Environmental Justice effects were analyzed for each of these factors.

S.4.1 Social Effects

Social effects of the Baseline, University Avenue LRT and University Avenue Busway/BRT Alternatives include an analysis and evaluation of potential adverse effects and benefits related to land use, neighborhoods, visual quality, historic and archeological resources, parklands, safety and Environmental Justice.

LAND USE, LOCAL PLANS, AND ZONING (SECTION 3.2)

Land Use and Local Plans

The analysis included a review of Comprehensive Plans and Small Area Plans for the purpose of determining the compatibility of the proposed transit alternatives. Comprehensive Plans for the municipalities and jurisdictional bodies within the Study Area include:

- *The Regional Blueprint, Twin Cities Metropolitan Area* – Adopted by the Metropolitan Council, December 1996
- *The Minneapolis Plan*, comprehensive plan for the City of Minneapolis– Adopted by the City Council, 2000
- *City of St. Paul Comprehensive Plan* – Adopted by the City Council, March 1999
- *University of Minnesota Twin Cities Campus Master Plan* – Adopted by the University of Minnesota Board of Regents, 1996
- *Comprehensive Plan For The Minnesota State Capitol Area* – Adopted by the Capitol Area Architectural and Planning Board (CAAPB), February 1998

Neighborhood organizations designated by the City of St. Paul complete Small Area Plans that the City adopts as amendments to the *City of St. Paul Comprehensive Plan*, including:

- *Historic Lowertown Small Area Plan* - Adopted by the St. Paul City Council, October 5, 1994
- *Thomas-Dale Small Area Plan And Forty Acre Study* - Adopted by the St. Paul City Council, April 2, 1997
- *Hamline Midway Community Plan* - Adopted by the St. Paul City Council, 2001
- *South St. Anthony Park Small Area Plan And 40-Acre Study* - Adopted by the St. Paul City Council, July 28, 1992

The analysis included review of the following two ancillary planning reports:

- *Light Rail Transit on University Avenue: A Review of the Potential* – Adopted by the St. Paul Planning Commission, November 5, 1999
- *1999 Annual Report of the Saint Paul Planning Commission* - Adopted by the St. Paul Planning Commission, May 2000

Each of these planning documents for the municipalities and jurisdictional bodies generally or specifically supports transit improvements as a positive contribution to economic and development goals for the Central Corridor Study Area and adjacent communities.

Zoning

Zoning codes for the City of Minneapolis and the City of St. Paul were reviewed to determine which alternatives were consistent with the existing plans and zoning regulations. The analysis determined that current configuration of land uses and related zoning codes along University Avenue are very conducive to transit-oriented development (TOD). In fact, St. Paul is currently reviewing its zoning code and may make changes to the zoning classifications to encourage a more intense mix of business and residential uses in support of TOD.

Major Activity Centers

Other land use information, such as the location of major activity centers was also reviewed. It was determined that the proposed transit project would link major trip generating land uses located in the four major activity centers in the Central Corridor Study Area: downtown Minneapolis, University of Minnesota, Midway, and State Capitol and downtown St. Paul. The major activity centers that would be served by the proposed transit facility include: employment centers and commercial and industrial areas; cultural, entertainment and sports venues; regional and local shopping districts; hospitals and medical centers; state and local government; high-density and medium-density residential neighborhoods; libraries and other community facilities.

Baseline Alternative

The Baseline Alternative is not consistent with *The Minneapolis Plan*, the *City of St. Paul Comprehensive Plan* or the *University of Minnesota Twin Cities Campus Master Plan*, which recommend LRT or busway transit improvements. Currently programmed projects include only minor improvements to public transportation within the Central Corridor Study Area. In both downtowns, the Baseline Alternative would provide no relief in land use impact as it relates to the demand for parking, where the current parking demand frequently exceeds supply. The alternative would not enhance service to major activity centers in the Twin Cities.

University Avenue LRT Alternative

The University Avenue LRT Alternative is fully consistent with *The Minneapolis Plan*, the *City of St. Paul Comprehensive Plan* and the *University of Minnesota Twin Cities Campus Master Plan*, which support transit investment in the Central Corridor. The proposed median alignment on University Avenue would place track and stations within existing Ramsey County and Hennepin County right-of-way, minimizing direct impacts to existing land use. LRT would be an incentive to intensification of commercial nodes consistent with adopted plans and zoning. The University Avenue LRT Alternative would provide transit connections to the major activity centers in the Central Corridor. A TOD overlay district may be useful to allow higher intensity development near station sites.

University Avenue Busway/BRT Alternative

The University Avenue Busway/BRT Alternative is consistent with *The Minneapolis Plan*, the *City of St. Paul Comprehensive Plan* and the *University of Minnesota Twin Cities Campus Master*

Plan, which call for improved bus transit. However, bus congestion is already a problem along University Avenue. The ability to add additional bus service is limited and would not serve year 2020 transit demand. The proposed median alignment on University Avenue would place track and stations within existing Ramsey County and Hennepin County right-of-way, minimizing direct impacts to existing land use. BRT would be an incentive to intensification of commercial nodes consistent with adopted plans and zoning. The University Avenue Busway/BRT Alternative would provide transit connections to the major activity centers in the Central Corridor. A TOD overlay district may be useful to allow higher intensity development near station sites.

NEIGHBORHOODS, COMMUNITY SERVICES, COMMUNITY COHESION AND DISPLACEMENTS (SECTIONS 3.3 AND 3.5)

The analysis included a review of neighborhoods, community services and community cohesion for the purpose of determining the compatibility of the proposed transit alternatives. Community facilities include schools, parks, libraries, fire stations, police stations, hospitals, and churches. The Central Corridor Study Area includes 14 recognized neighborhoods, some of the most cohesive in the Twin Cities Metropolitan Area. These include:

City of Minneapolis

- Downtown West
- Downtown East
- Cedar-Riverside
- University of Minnesota campus
- Prospect Park

City of St. Paul

- Saint Anthony Park
- Hamline-Midway
- Thomas-Dale
- Merriam Park
- Snelling-Hamline
- Lexington-Hamline
- Summit-University
- Downtown St. Paul
- West Side (BRT Alternative)

Neighborhood type, size, demographics, economic levels and ethnicity vary widely over the Study Area from small lot, single-family homes and low-rise multi-family units to larger lot, single-family homes and multi-family complexes with several hundred units.

Neighborhood impacts associated with the proposed alternatives were assessed in terms of the effects on neighborhood integrity and potential changes to quality of life. Factors considered include the effect of the alternative on the following:

- Level of transit service in the Central Corridor Study Area;
- Connectivity and circulation patterns for pedestrian and bicycle access;
- Displacements through acquisition of land and demolition of existing structures;
- Traffic levels, traffic patterns, and parking; and
- Visual obstructions in the urban environment.

Baseline Alternative

The projected increase in traffic over the next 20 years would have an effect on the existing quality of life in Central Corridor neighborhoods. Higher employment levels in major activity centers will cause an increase in the number of vehicles operating in the Central Corridor, resulting in more congestion. The Baseline Alternative does not include implementation of any projects in the Central Corridor that would provide new options for travel, while an increase in congestion on I-94 and University Avenue could result in an increase in the use of local neighborhood streets for trips within the Study Area. While there would be no additional displacements or visual obstructions, increasing traffic, parking demand and the need for additional parking structures would place pressure on displacing existing community facilities.

The positive impacts offered by the two build alternatives, such as improved mobility, new transportation options, and the increased accessibility that would act as a catalyst for redevelopment projects, would not be provided with the Baseline Alternative.

University Avenue LRT Alternative

The University Avenue LRT Alternative offers benefits such as improved mobility, station area enhancements and redevelopment opportunities. The negative neighborhood and community effects for the alternative include limited displacement of structures, loss of on-street parking spaces, and potential effects on traffic patterns. The proposed median alignment within the existing University Avenue right-of-way would minimize direct impacts to existing land use.

The displacement of structures would be limited to the Stadium Village Station, the Fairview Avenue Station, Rice Street Station, Robert Street Station and Capitol East Station, and these displacements would not be likely to have any major impact on neighborhoods. In fact, these displacements would enable assembly of sites for new redevelopment projects that should relate directly to the proposed new transit station, or in the case of properties in the State Capitol area, may coincide with planned redevelopment efforts. The potential displacements on Rice Street, Robert Street, and the Capitol East area are limited to older, one-story structures containing small businesses that could be relocated. A new location for City of Minneapolis Fire Station No. 19 would need to be found in the Stadium Village area.

Various federal and state statutes have been enacted to establish a uniform policy for the fair and equitable treatment of persons displaced, and from whom land is acquired as a result of programs designed and funded for the benefit of the public as a whole. As described in Section 3.5: Displacements and Property Acquisitions, these would be applied to any displacements associated with the University Avenue LRT Alternative.

Proposed changes in traffic patterns along University Avenue would impact neighborhoods because of the limiting of turn movements to right-in and right-out only, and the potential increase in U-turns at signalized intersections. These impacts may cause drivers to increase the use of local streets, especially to the north of University Avenue, as a cut-through route. Preliminary design of the LRT system just west of Vandalia Street should ensure continued turning movements at St. Paul Fire Station No. 20.

The construction of the proposed LRT transit stations in downtown St. Paul would offer an opportunity to improve the environment for pedestrians and the visual quality of the streetscape. During construction, the temporary closing of streets in the downtown would need to be mitigated by an examination of the overall pattern of pedestrian and vehicular movement and a plan developed to assist drivers and pedestrians to find new routes around the closed blocks and through the downtown.

University Avenue Busway/BRT Alternative

The University Avenue Busway/BRT Alternative offers benefits such as improved mobility, station area enhancements and redevelopment opportunities but would not meet 2020 capacity needs. There would not be any displacement of structures for the alternative, nor would there be any closing of streets. The potential negative neighborhood and community effects for the University Avenue Busway/BRT Alternative are limited to loss of on-street parking spaces, and potential effects on traffic patterns. The proposed median alignment within the existing University Avenue right-of-way would minimize direct impacts to existing land use.

Changes in traffic patterns along University Avenue would impact neighborhoods because of the limiting of turn movements to right-in and right-out only and the potential increase in U-turns at signalized intersections. These impacts may cause drivers to increase the use of local streets, especially to the north of University Avenue, as a cut-through route.

PARKLANDS (SECTION 3.4)

There are number proposed or existing parks or recreation lands within the Study Area and ten are located within 300-feet of the proposed build alternatives. All parklands are expected to retain their current activities, features and attributes without adverse impacts, regardless of the alternative. A Section 4(f) Evaluation, under the Department of Transportation (DOT) Act of 1966, would not be required for any of the parks.

VISUAL AND AESTHETIC CONDITIONS (SECTION 3.6)

The analysis included a description of the visual environments throughout the Central Corridor and an analysis of the potential effect on the visual and aesthetic character for each of the alternatives considered. The analysis of potential changes to visual or aesthetic qualities is a highly subjective judgement and changes may be deemed to detract from or enhance the visual environment.

For the build alternatives, LRT would introduce guideway, overhead contact system (OCS) and electrical substations, while BRT would not have any OCS or substations. Both systems would create impacts at station sites, but the BRT platform would be approximately 120-feet long and the LRT platform would be approximately 200-feet long. Canopies for either system would have some visual effect at the proposed station sites, however BRT would have fewer stations with full platform and canopy.

Construction impacts for the build alternatives could potentially result in temporary visual impacts. Some construction equipment and materials stored for the project may be visually displeasing to local residents, however this would be a temporary situation and would result in no lasting adverse effects.

Baseline Alternative

The Baseline Alternative would have no additional visual/aesthetic effect, nor would it improve existing conditions or benefit from the improvements related to the proposed build alternatives.

University Avenue LRT Alternative

The University Avenue LRT Alternative would introduce track, poles, OCS, stations, electrical substations, retaining walls, and vehicles, however most of the potential impacts are likely to be improvements to the existing visual environment. Station canopies and other platform facilities

would create a barrier to visual access across the street at intersections, thereby blocking the view to some business signs from the far side of the street. Sidewalks would be reconstructed along University Avenue, giving the whole corridor a look of substantial public investment.

In downtown Minneapolis, LRT vehicles would run on tracks and stop at stations constructed for the Hiawatha LRT, and other than more frequent LRT vehicles, no visual or aesthetic effects are expected.

High visual effects are anticipated at the University of Minnesota, with LRT tracks, poles, and OCS, tunnel portal and retaining walls visible in the middle of Washington Avenue. New stations would be constructed at West Bank, East Bank and Stadium Village. Low visual effects are anticipated at the industrial and railroad corridor north of University Avenue at the University of Minnesota Transitway area.

The overall visual effect along University Avenue would be moderate. Proposed tracks and OCS would add a new visual element in the middle of a wide right-of-way, where a median now exists. Tracks would be embedded in concrete creating a visual effect similar to the existing medians. Station platforms at intersections are likely to create the most prominent visual effect. New stations would be constructed at 29th Avenue SE, Westgate, Raymond Avenue, Fairview Avenue, Snelling Avenue, Lexington Parkway and Dale Street. The LRT budget assumes a complete rebuilding of the street, which would allow for aesthetic improvements.

The visual impact on the north facade (the rear) of the State Capitol may be high with the placement of OCS in the view, however the north facade is considered to be the rear view. The south facade of the capitol and the capitol mall may be effected for a short block on Cedar Street, between Columbus Avenue and I-94. New stations would be constructed at Rice Street and Capitol East. The displacement of small structures on Robert Street and in the vicinity of the proposed Capitol East Station may improve the visual quality of the area.

The overall visual effect in downtown St. Paul would be high. Proposed LRT stations, tracks and OCS would add a new visual element to the downtown area. New stations would be constructed at 10th Street, 6th Street, 4th Street and Union Depot. The 10th Street Station canopy would block part of the view of the churches at 10th and Cedar Streets. The split platform 6th Street Station would have a high impact on the visual environment, but would likely improve the aesthetic qualities of the street environment in this area, which is currently surrounded by blank walls and a parking garage elevated over Cedar at 6th Street. The visual impact of the 4th Street Station would also be high, given that the two side platforms and tracks would completely fill the right-of-way for the block between Minnesota and Robert Streets. The Union Depot Station, located in front of the Union Depot, would hinder the view of the historic landmark.

University Avenue Busway/BRT Alternative

The University Avenue Busway/BRT Alternative would introduce fewer fixed elements, with the greatest potential impact from proposed stations.

In downtown Minneapolis, BRT vehicles would operate on Fourth Street in downtown Minneapolis in a manner similar to the existing bus service and the visual effect would be low.

At the University of Minnesota campus, buses would operate in mixed traffic and use the existing bus hub areas on the West Bank and East Bank, and visual effects would be low.

The overall visual effect along University Avenue would be low, except in station areas where the impact would be moderate. BRT would operate in the middle of the existing right-of-way in exclusive bus lanes. These lanes would not require substantial new infrastructure, and would not create new vertical elements. New stations would be constructed at 27th Avenue SE, Westgate, Raymond Avenue, Fairview Avenue, Snelling Avenue, Lexington Parkway and Dale Street. Stations would include a platform and canopies that would add a potential new visual obstruction to the street scene, however this may be considered a positive addition to the public right-of-way.

The visual effect on the State Capitol would be low, with BRT operating in mixed traffic around the south facade of the capitol on Constitution Avenue, exactly like the existing bus service.

The overall visual effect in downtown St. Paul would be low. New bus shelters along Cedar and Minnesota Streets would have much the same effect as current shelters. The proposed BRT would mix with large numbers of existing buses on 5th Street and 6th Streets. The impact of the proposed BRT on the West Side neighborhood would be low, with the BRT mixing with other buses at the River Park Plaza bus hub.

CULTURAL RESOURCES (SECTION 3.7)

Section 106 of the National Historic Preservation Act (NHPA) of 1966, requires federal agencies or designees to consider the effects of their actions on historic properties before undertaking a project. The Section 106 process consists of steps for 1) identifying and evaluating historic properties; 2) assessing the effects of an undertaking on historic properties; and 3) consultation for methods to avoid, minimize, or mitigate any adverse effects.

In Subpart 800.4 Identification of Historic Properties, the Section 106 regulations state that an agency official may phase the identification and evaluation of historic properties if the alternatives consist of corridors or large land areas (Subpart 800.4[b][2]). The agency official may also defer final identification and evaluation of historic properties if it is specifically provided for in a Programmatic Agreement executed pursuant to Subpart 800.14(b). RCRRA has developed a Programmatic Agreement included in Appendix 9.5 of this document. This Programmatic Agreement outlines the process for completing Section 106 compliance for this proposed project. The inventory, evaluation, determinations of effect, and development of mitigation treatments for historic properties will be accomplished in coordination with the State Historic Preservation Office and the Advisory Council on Historic Preservation (ACHP) and will follow the process stipulated in the Programmatic Agreement.

SAFETY AND SECURITY (SECTION 3.8)

The analysis described existing safety and security conditions, identified any perceived or potential areas of concern for residents and transit users, and described the proposed facility security measures and pedestrian safety design features being considered for each of the alternatives.

Baseline Alternative

Under this scenario, the service currently provided by the City of Minneapolis and the City of St. Paul would continue without any changes.

University Avenue LRT and Busway/BRT Alternatives

As with all new public facilities, moderate potential for increases in theft, vandalism and other emergency services could develop at station locations. Metro Transit Police would assign officers

along the line and at stations for fare enforcement during rush hours. Regular police presence as part of patrol coverage should deter crime.

Additional safety and security measures that would be considered in the design of station platforms would include:

- Patron access to a pay telephone to contact 911 emergency services
- Station area lighting with limited visual obstructions
- Presence of transit users, adjacent residents and employees for natural surveillance
- Video cameras and monitors for surveillance of station platforms
- Video cameras and monitors of ticket vending machines
- Regular cleaning and maintenance of stations for increases security perception

Safety and security measures would include full-time trained Metro Transit officers assigned to the proposed Central Corridor transit line. An emergency response plan would be developed and deployed prior to opening the facilities, including emergency response scenarios, local police interface scenarios, jurisdiction determinations for crime prosecution and access provisions for emergency and maintenance vehicles.

Construction impacts related to the transit facilities could potentially result in temporary hazards to personal safety at construction sites and potential security issues related to construction site vandalism. Both federal Occupational Safety and Health Administration (OSHA) and Minnesota OSHA (MNOSHA) standards for the safety of construction site personnel would be maintained, and access to construction sites would be limited by fencing and security gates to prevent inadvertent access by persons not having access clearance. A security perimeter would minimize opportunities for property vandalism.

Pedestrian safety would be provided through the use of sidewalks, traffic signals and signage. Pedestrian, bicycle and vehicular crossings would be allowed only at designated signalized intersections.

All proposed at-grade crossings would be protected with warning signs and crossing protection, and may include automatic roadway crossing warning systems. Pedestrian, bicycle and vehicular protection at transit right-of-way may include any combination of warning signs, striping, and physical barriers (e.g.: fencing).

The proposed LRV design would be based on Hiawatha design specifications and would include features that provide for the safety of LRV passengers, pedestrians, bicyclists and vehicles, including:

- Safety mirrors on the vehicle
- Manual car door release
- Sight and sound warning systems
- Public address system with interior and exterior vehicle capabilities
- Emergency brake capabilities
- Impact-resistant windows and windshields
- Sensitive edges on passenger doors to detect obstructions

- Operator control having an automatic vehicle stop feature (dead man feature)
- Radio communications

In addition to the LRV safety features, proposed BRT vehicles would include:

- Video surveillance cameras
- Energy-absorbing bumpers
- Global positioning system (GPS) transponder
- Silent alarm

All applicable federal, state and municipal laws regulating passenger rail system design and operating procedures would be followed to ensure pedestrian, bicycle and vehicular safety.

S.4.2 Environmental Effects

Environmental effects of the proposed Alternatives include an analysis of potential adverse impacts and benefits related to soils, geology and topography; hazardous materials contamination; air quality; noise and vibration; ecology and habitat; water quality, floodplains and energy. Table S.4-3: Potential Environmental Effects, is located at the end of this section and includes a summary of the potential effects for the Baseline, University Avenue LRT and University Avenue Busway/BRT Alternatives.

SOILS, GEOLOGY AND TOPOGRAPHY (SECTION 4.1)

Soils and Geology

The proposed Central Corridor transit project lies within the physiographic region of the Mississippi River Alluvium. Eight soil types have been identified from county soil surveys and Natural Resource Conservation Service (NRCS) maps. Surface geology along portions of the proposed project located in Hennepin County is composed of middle terrace deposits, upper terrace deposits, sandy floodplain alluvium, and outwash. Surface geology along portions of the proposed project located in Ramsey County is composed of buried coarse meltwater stream sediment, meltwater stream sediment, till with stream-modified surface, glacial river stream sediment, and stream sediment. The uppermost bedrock along the proposed project consists (from youngest to oldest) of Decorah Shale (shale), Platteville and Glenwood Formations (dolostone and limestone), St. Peter Sandstone (sandstone), and Prairie du Chien Group (dolostone).

Topography

Topography for the Study Area is fairly rolling, with a range in elevation from less than 700 to 925-feet based on National Geodetic Vertical Datum (NGVD) of 1929. The high point is located between Snelling Avenue Station and Lexington Avenue Station and the low point is near the Mississippi River, southeast of downtown St. Paul.

Baseline Alternative

The Baseline Alternative is not expected to have an effect on the existing soils, geology or topography.

University Avenue LRT and Busway/BRT Alternatives

Anticipated modifications related to soils under the build alternatives would include cut and fill associated with new rail bed construction and development of station areas. Proposed

construction would not be expected to effect existing structural foundations in and around project corridors. Soil erosion and the pollution of surface water during construction caused by stormwater runoff would be addressed in the facility design and permitting phase. Mitigation measures would include bank stabilization near the Mississippi River and erosion control including ground cover and tree conservation throughout the corridor.

HAZARDOUS MATERIALS CONTAMINATION (SECTION 4.2)

The analysis searched within 1000-feet of the proposed alternatives and identified a total of 325 sites with potential contamination, primarily hazardous materials or petroleum. Of these sites, nine have been ranked as having a "High" potential for contamination, and ten were ranked "Medium" potential. The analysis determined if these medium and high ranked sites would be effected by the alternatives.

Baseline Alternative

The Baseline Alternative requires no excavation near identified hazardous material contamination sites and would require no additional remedial action.

University Avenue LRT Alternative

The University Avenue LRT alternative would require excavation at station sites, tunnel and along the LRT tracks, which increases the potential to effect 15 of the "High" and "Medium" ranked sites. Mitigation measures and their magnitude would be determined following the selection of the LPA and additional site investigations.

University Avenue Busway/BRT Alternative

The University Avenue Busway/BRT Alternative would require somewhat less excavation, but does have the potential to effect nine of the "High" and "Medium" ranked sites. Mitigation measures and their magnitude would be determined following the selection of the LPA and additional site investigations.

AIR QUALITY (SECTION 4.3)

The proposed project is located in Hennepin and Ramsey Counties, which are located in the Minneapolis-St. Paul Interstate Air Quality Control Region. The Environmental Protection Agency (EPA) has classified this region as attainment (in compliance with the National Ambient Air Quality Standards [NAAQS]) for all pollutants, except for a small area in Ramsey County (not within the proposed project corridor) which is in nonattainment for PM₁₀. However, the Twin Cities area including Hennepin and Ramsey Counties is designated as an attainment/maintenance area for carbon monoxide (CO). Because the Twin Cities region has been designated maintenance for CO, transportation plans and projects in the region must conform to the Minnesota State Implementation Plan (SIP), developed under the Clean Air Act.

The EPA has issued regulations for demonstrating conformity of federal actions in nonattainment areas to the SIP. The Transportation Conformity Rule (40 CFR Part 93 Subpart A) applies to all transit projects developed, funded, or approved by FTA under the Federal Transit Act, including the proposed Central Corridor project. The proposed project is regionally significant and a project-level emission inventory for CO must be prepared.

The analysis determined that for the Baseline, University Avenue LRT and Busway/BRT Alternatives, all CO concentrations would not exceed the allowable emissions outlined in the

NAAQS of 35 ppm or the Minnesota Ambient Air Quality Standards (MAAQS) of 30 ppm for one-hour and the NAAQS and MAAQS of 9 ppm for eight-hours.

The results of the emissions inventory for this proposed project are shown in Table S.4-1: Air Quality Impacts (Tons per Year). The table demonstrates that reductions in CO and volatile organic compounds (VOC) emissions would occur for the University Avenue LRT and Busway/BRT Alternatives when compared to the Baseline for the 2008 year of operation and 2020 forecast year. Small changes in the distribution of VMT and average travel speeds on various roadways in the region combine to increase NO_x emissions slightly even as CO and VOC emissions decrease slightly.

Table S.4-1: Air Quality Impacts (Tons per Year)

Emission	2008			2020		
	Baseline	LRT	BRT	Baseline	LRT	BRT
CO	352,853	350,787 (-2,066)	350,577 (-2,276)	414,038	411,572 (-2,466)	411,324 (-2,714)
VOC	41,580	41,402 (-178)	41,397 (-183)	46,829	46,629 (-200)	46,622 (-207)
NO _x	56,745	56,752 (+7)	56,760 (+15)	66,958	66,968 (+10)	66,972 (+14)

Source: KM Chng Environmental Inc.

Numbers in (parenthesis) indicate emissions change relative to the Baseline in the same year.

NOISE AND VIBRATION (SECTION 4.4)

Noise effects were analyzed in accordance with two methodologies. The first methodology was based on the Federal Transit Administration's *Transit Noise and Vibration Impact Assessment* guidance manual (DOT-95-16, April 1995) which consider land use categories and the cumulative exposure to predicted transit noise (e.g., 24-hour day-night noise levels). The second methodology was based on the American Public Transit Association's (APTA) design criteria¹, which considers single event, maximum vehicle passby noise levels.

In accordance with FTA noise guidelines, a noise-monitoring program was conducted along the Study Area from downtown Minneapolis to downtown St. Paul along University Avenue to (1) establish the existing ambient background levels within the proposed project area and (2) develop project criteria noise limits. At several residences, continuous 24-hour noise measurements were conducted to establish the existing background noise levels. The noise model was then used to determine noise impacts at identified noise-sensitive receptors within approximately 1,000-feet of the proposed alignments. These impacts were then compared to both the FTA and APTA criteria.

The vibration analysis was performed in accordance with FTA *Transit Noise and Vibration Impact Assessment* guidelines general assessment approach. A vibration-monitoring program was conducted along the Study Area from downtown Minneapolis to downtown St. Paul along University Avenue to better define the existing vibration characteristics. Vibration measurements were obtained at the same 10 receptor locations included in the noise-monitoring program.

¹ "Noise and Vibration", *Guidelines and Principles for Design of Rapid Transit Facilities*, Section 2.7, APTA, Washington, DC, 1979.

Baseline Alternative

In accordance with FTA guidelines, noise impacts from the proposed build alternatives are not compared to the Baseline Alternative to determine impact. Instead, the FTA analysis methodology establishes project criteria noise limits based on existing measured noise levels along the proposed project corridor. Exceedances of the FTA noise criteria limits under the build alternatives are considered impacts of the proposed project. Therefore, FTA guidelines do not require a noise assessment for the Baseline Alternative.

Future vibration levels for the Baseline Alternative would be due to local construction and existing activities. In accordance with FTA guidelines, because no new sources of vibration are expected under the Baseline Alternative, a vibration impact assessment is not required.

University Avenue LRT Alternative

The predicted noise levels would not exceed the FTA Land Use Category 3 *severe impact* criteria, or Category 2 *severe impact* criteria, or Category 1 *impact* criteria. The alternative would exceed the FTA Land Use Category 2 *impact* criteria at 11 locations and the Land Use Category 3 *impact* criteria at one location. Single event noise levels from passby operations are predicted to exceed the APTA design criteria at nine locations (three residential and six commercial). Predicted vibration levels would be well below the FTA impact criteria for frequent events measured by the FTA Land Use Categories and from LRT passbys.

When the predicted noise impacts for this University Avenue LRT Alternative are compared to the Busway/BRT Alternative, 83 fewer Land Use Category 2 *impact* criteria and 18 fewer Land Use Category 3 *impact* criteria noise impacts would occur.

University Avenue Busway/BRT Alternative

The predicted noise level would not exceed the FTA Land Use Category 3 *impact* or *severe impact* criteria or Land Use Category 1 *impact* criteria. The alternative would exceed the FTA Land Use Category 2 *impact* criteria at 94 locations and the *severe impact* criteria at 11 additional locations. The predicted noise level would exceed the Land Use Category 3 *impact* criteria at 19 locations. Single event noise levels are predicted to exceed the APTA design criteria at 59 locations (31 residential and 28 commercial). The University Avenue Busway/BRT Alternative is not expected to exceed the FTA vibration impact criteria anywhere along the proposed project corridor.

When the predicted noise impacts for this University Avenue Busway/BRT Alternative are compared to the LRT Alternative, 83 more Land Use Category 2 *impact* criteria and 18 more Land Use Category 3 *impact* criteria noise impacts would occur, however vibration impacts are not expected to occur for this alternative.

Potential Noise Mitigation

If a build alternative is selected as the LPA, mitigation measures would be evaluated. Potential mitigation actions could include techniques such vehicle skirts, undercar absorption, wheel treatments, or ballast for LRT. Potential mitigation for buses would include operational limitations and after-market noise silencers applied to the inside of the BRT vehicle engine compartment.

Potential Vibration Mitigation

If a build alternative were selected as the LPA, ambient vibration levels would be measured at sensitive sites prior to the preparation of final engineering plans. If necessary, mitigation measures would be determined following the selection of the LPA and more detailed investigations. Potential mitigation actions that could be employed in sensitive areas include ballast mats, high resilience rail fasteners and supported ties, and floating slab trackbed.

ECOLOGY AND HABITAT (SECTION 4.5)

This section presents a summary of potential effects to vegetation and wildlife, aquatic habitat, wetlands and rare, threatened and endangered (RTE) species.

Vegetation and Wildlife

Today the Study Area is mostly urbanized and primarily occupied by man-made impervious surfaces, such as high-density residential areas, streets, highways, and parking lots. Potential wildlife habitat includes the wooded banks of the Mississippi River and the maintained parklands & lawns along the corridor. These areas have limited wildlife habitat potential based on their location within a metropolitan area. Additionally, habitat within parks and lawns is further minimized by their regular maintenance (i.e., mowing and public use). However, they do provide habitat to wildlife, such as small mammals and songbirds, which have adapted to an urban/suburban environment.

Baseline Alternative

No effects to vegetation and wildlife would occur with the Baseline Alternative. No mitigation is proposed or required.

University Avenue LRT Alternative

For the University Avenue LRT Alternative, the existing right-of-way may need to be expanded in some areas to accommodate transit stations. Potential effects to vegetation and wildlife would be due to clearing and grading, however this would only affect the edge of a vegetated area. This type of effect would be negligible to urban wildlife since the vegetation that may be impacted is common within the Study Area and surrounding area (i.e., maintained bluegrass). No mitigation is proposed or required for impacts to vegetation or wildlife.

University Avenue Busway/BRT Alternative

For the University Avenue Busway/BRT Alternative, the existing right-of-way may need to be expanded in some areas to accommodate bus pullouts, although the expansion would be entirely within public right-of-way, however minimal effects to vegetation are expected. Potential effects would be associated with clearing and grading, however this would only affect the edge of a vegetated area. This type of effect would be negligible to urban wildlife since the vegetation that may be impacted is common within the Study Area and surrounding area (i.e., maintained bluegrass). No mitigation is proposed or required for the potential effects to vegetation or wildlife.

Aquatic Habitat

The proposed build alternatives would cross the Mississippi River, however aquatic habitat within the river has been degraded due to the surrounding urban setting. Habitat for aquatic threatened and endangered species is not present within the Study Area. No aquatic species data were available for the Study Area. However, about 8-miles upstream from the Washington Avenue Bridge, data indicate that walleye, catfish, crappie, sunfish, small mouth bass, drum and carp can be found. Data indicate that similar species can be found about 5-miles downstream from the Washington Avenue Bridge. Most of these species are expected to inhabit or travel through the Study Area.

Baseline Alternative

There would be no bridge construction, and the Baseline Alternative would have no effect on the aquatic habitat. No mitigation is proposed or required.

University Avenue LRT Alternative

There would be minor bridge construction associated with the University Avenue LRT Alternative including bridge surfacing to accommodate tracks and OCS installation. No effects to aquatic habitat are expected to be associated with this type of activity. Best management practices (BMPs) would be implemented and maintained as required under grading permits issued by the Mississippi and the Capitol Region Watershed Management Organizations. A National Pollution Discharge Elimination System (NPDES) permit would be required for this proposed project.

University Avenue Busway/BRT Alternative

There would be no bridge construction, and therefore no effect on aquatic habitat is associated with the University Avenue Busway/BRT Alternative. No mitigation is proposed or required.

Wetlands

Field review indicates that there are no wetlands located in the Study Area that would be effected or require mitigation for the Baseline Alternative, University Avenue LRT Alternative, or University Avenue Busway/BRT Alternative. No mitigation is proposed or required for any of the alternatives under consideration.

Rare, Threatened and Endangered (RTE) Flora and Fauna Species

Correspondence from the U.S. Fish and Wildlife Service (Appendix 9.7) indicated that no known occurrences of any federally (proposed) listed threatened and/or endangered species are within the Study Area. Correspondence from the Minnesota Department of Natural Resources (DNR) states that there are 11 known occurrences of rare species or natural communities in the area. All occurrences are either historical (dating back to over 20 years) or are associated with the Mississippi River corridor. Species with historical occurrences are not expected to inhabit the area today, but species associated with the river corridor may be present. These may include bats and/or falcon that use the wooded community on the banks of the river for roosting or foraging.

Baseline Alternative

There would be no bridge construction associated with this alternative, and the alternative will have no effect on documented RTE species. No mitigation is proposed or required.

University Avenue LRT Alternative

Although there may be potential for bats and/or falcon to utilize the wooded community on the banks of the river near the Washington Avenue Bridge for roosting or foraging, the proposed minor construction activities would not effect either species. No mitigation is proposed or required.

University Avenue Busway/BRT Alternative

There would be no bridge construction associated with this alternative and therefore no effects on documented RTE species is anticipated. No mitigation is proposed or required.

WATER QUALITY AND FLOODPLAINS (SECTION 4.6)

Natural water bodies within the Study Area are virtually non-existent with the exception of the Mississippi River. The Study Area is within two watersheds, which are direct tributaries to the Mississippi River. There are no other receiving waters in the Study Area. The river has been used for commercial, industrial and recreational use since the late 1820's and has been drastically altered to facilitate barge traffic. Lock and Dam Number One and the Upper and Lower St. Anthony Lock and Dams, are operated by the United States Army Corps of Engineers (COE). Excel Energy maintains a hydroelectric generating facility in the St. Anthony Falls area. All

stormwater runoff has been piped and flows directly into the Mississippi River. All storm drainage systems located within the Study Area are designed to accommodate runoff from the existing fully developed conditions.

The only 100-year floodplain in the Study Area is along the Mississippi River at the existing Washington Avenue Bridge crossing.

Baseline Alternative

The Baseline Alternative would have no effect on existing water quality or floodplains.

University Avenue LRT and Busway/BRT Alternatives

Both of the proposed build alternatives are located within existing roadway or transitway right-of-way, which are primarily impervious surfaces. The proposed Mississippi River crossing for the alternatives would occur at the existing Washington Avenue Bridge. Construction activities are not expected to alter the current drainage patterns of the watersheds, however permits would be required prior to construction from the following agencies:

- Middle Mississippi Watershed Management Organization
- Capitol Region Watershed Management Organization
- Minnesota Pollution Control Agency (MPCA)
- United States Army Corps of Engineers (COE)
- Minnesota Department of Natural Resources (DNR)

The build alternatives would utilize the existing Washington Avenue Bridge and no new structures would be placed in the river. The build alternatives would have no effect on the existing floodway/floodplain.

ENERGY (SECTION 4.7)

Energy consumption factors used for the analysis are based on estimates of average energy consumption, as listed in the *Oak Ridge National Laboratory, Transportation Energy Book: Edition 16, 1996*, and as used for federal new starts criteria. Energy consumption was calculated for the Baseline, University Avenue LRT and University Avenue Busway/BRT Alternatives, then the consumption for the build alternatives was compared to the Baseline Alternative. Table S.4-2: Change in Regional Energy Consumption, shows the change in regional energy consumption over the Baseline Alternative.

Table S.4-2: Change in Regional Energy Consumption (Millions of BTU¹/Year)

Modal Technology	BUILD ALTERNATIVES VS. BASELINE	
	LRT	BRT
Passenger Vehicles <i>Auto, van, truck</i>	-15,193	-10,012
Light Rail Transit	64,135	0
Bus Transit, all vehicle types	-24,589	14,581
Total Change	24,353	4,569

Source: BRW, and SRF Consulting Group, Inc., 2002.

¹/BTU stands for British Thermal Unit

SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

Table S.4-3: Potential Environmental Effects, provides a summary of Section S.4.2: Environmental Effects, for the proposed Baseline, University Avenue LRT and University Avenue Busway/BRT Alternatives.

Table S.4-3: Potential Environmental Effects

Environmental Element	Baseline Alternative	University Avenue LRT Alternative	University Avenue Busway/BRT Alternative
Hazardous Contaminated Sites (High/Medium)	0	15	9
Air Quality CO emissions (vs. Baseline)	352,853	350,787 (-2,066)	350,577 (-2,276)
Noise Impacted Sites (Federal Land Use Criteria) Category 2 impact/Category 3 impact	N/A	11/1	94/19
Noise Impacted Sites (APTA Criteria)	N/A	9	59
Vibration Impacted Sites	None	None	None
Vegetation and Wildlife	None	Minimal	Minimal
Aquatic Habitat	None	None	None
Wetlands	None	None	None
Rare, Threatened or Endangered Species	None	None	None
Surface Water Quality	None	None	None
Floodplains and Floodways	None	None Permit Required	None Permit Required
Groundwater Resources	None	Possibly during construction	Possibly during construction
Energy Consumed vs. Baseline (M-BTU/Year)	0	24,353	4,569

Source: Draft EIS, BRW

1 Contaminated Sites included are those that have a "high" or "medium" impact rating.

2 CO emissions measured in tons per year in 2008

S.4.3 Economic Effects

Economic effects of the proposed alternatives include an analysis of potential adverse impacts and benefits related to station sites, station planning areas and development effects.

ECONOMIC CONDITIONS (SECTION 5.1)

The seven county Twin Cities Metropolitan Area has a diverse economy, with a sound mix of industries and employers. Existing employment is diverse with a mix of the following largest industries: Services (29.8 percent), Trade (23.3 percent), Retail (17.4 percent), Manufacturing (16.1 percent), and Government (13.4 percent). According to the Minnesota Department of Economic Security, over forty companies headquartered in the metropolitan area have annual revenues in excess of \$1 billion. Fourteen of the *Fortune 500* companies are headquartered in the Twin Cities.

Population, housing, and employment are all expected to continue to grow substantially over the next 20-years. Population increases are forecasted at 17 percent in the metropolitan area between 2000 and 2020, with an increase of approximately 450,000 people. Employment is forecasted to increase by 18 percent and housing is projected to increase by 26 percent, both exceeding

projected population growth. These projections are shown in Table S.4-4: Twin Cities Metropolitan Area Population, Employment, and Housing Projections.

Table S.4-4: Twin Cities Metropolitan Area Population, Employment and Housing Projections

	Population			Employment			Housing		
	1990	2000	2020	1990	2000	2020	1990	2000	2020
Hennepin County	1,032,431	1,116,200	1,216,480	723,095	836,300	955,350	419,060	452,820	520,110
Ramsey County	485,765	511,035	537,340	286,835	327,170	381,300	190,500	201,570	222,760
Twin Cities Metropolitan Area	2,288,721	2,642,056	3,091,390	1,273,000	1,527,070	1,808,670	875,504	1,011,050	1,269,320

Source: U.S. Census Bureau and Metropolitan Council, 2002.

Employment growth is dispersed throughout the metropolitan area. More than 60 percent of the metropolitan area projected employment growth is expected to occur in Hennepin and Ramsey counties. Due to the limited development opportunities within the central cities the 26 percent housing growth is expected to occur primarily in the metropolitan area suburban communities.

Baseline Alternative

The Baseline Alternative would provide no impact on the current economic conditions, including employment and demographic elements. Further, the alternative would not provide the benefits derived from the mobility improvements related to the proposed build alternatives.

University Avenue LRT and Busway/BRT Alternatives

The existing intermodal transportation system has been instrumental in establishing the economic dominance of the entire Twin Cities Metropolitan Area. Given the projected employment increase and the high number of persons with mobility limitations, the University Avenue LRT and Busway/BRT Alternatives would have positive impact on the economic conditions and provide opportunity for sustained growth in the Study Area. However, ridership projections show that rush hour demand would exceed the BRT capacity. These trips would not be taken or would diver to autos.

STATION AREA DEVELOPMENT (SECTION 5.2)

The station area development analysis included a determination of the TOD potential for each proposed station location. Each station location was analyzed in terms of land use pattern, urban form, infill potential, redevelopment potential, planned development and potential major trip generators.

Baseline Alternative

The Baseline Alternative would provide no additional station area development potential.

University Avenue LRT and Busway/BRT Alternatives

Table S.4-5: University Avenue LRT and Busway/BRT Alternatives Proposed Station Area TOD Rating/Infill and Development Potential, indicates the TOD potential of the existing station area development to support and benefit from improved transit service for each proposed new LRT or BRT station and the opportunity for future development.

**Table S.4-5: University Avenue LRT and Busway/BRT Alternatives
Proposed Station Area TOD Rating/Infill and Redevelopment Potential**

Proposed Station Area	Proposed Station Area TOD Rating	Infill/Redevelopment Potential
West Bank	Excellent	High/Low
East Bank	Excellent	Low/Moderate
Stadium Village	Excellent	High/Moderate
29th Avenue Southeast	Fair	Moderate/Moderate
Westgate	Good	Low/High
Raymond Avenue	Good	Low/Moderate
Fairview Avenue	Good	High/High
Snelling Avenue	Good	Moderate/High
Lexington Parkway	Poor	High/High
Dale Street	Fair - Good	Moderate/High
Rice Street	Good	High/High
Capitol East	Excellent	High/High
10th Street	Good	Moderate/Moderate
6th Street	Excellent	Low/Moderate
4th Street	Excellent	Low/Moderate
Union Depot	Excellent	Moderate/Moderate

Source: BRW Section 5.2-1: Station Area Development

S.4.4 Transportation Effects

Transportation effects of the alternatives include potential adverse impacts and benefits related to roadway operations, bus transit operations, rail transit ridership and operating costs, regional travel demand, railroad facilities and services, pedestrians, utilities, and effects due to construction.

ROADWAY OPERATIONS (SECTION 6.1)

Section 6.1 provides an analysis of the existing transportation conditions in the Central Corridor and the potential transportation effects of the proposed alternatives in the year 2020. The analysis process includes the following:

- A review of the existing roadway system in the Central Corridor, along with all planned or programmed improvements and developments.
- An assessment of the need for improvements at-grade crossings of the surface streets at selected locations to maintain an acceptable level of service (LOS), including the potential for grade separation.
- A roadway segment and intersection LOS impact analyses for selected street segments and intersections that may be impacted by the proposed LRT or BRT alignments.

- An assessment of the potential impacts to the supporting transportation network, including an analysis of station area traffic impacts.

The existing roadway system in the Study Area includes limited access roadways, principal and minor arterial streets, collector streets, and local streets. Many of the planned improvements in the Central Corridor funded in the 2001-2004 TIP include minor operation improvements or maintenance of existing facilities. Section S.3.1: Baseline Alternative describes the planned improvements that were used for the roadway operations analysis for the year 2020.

The assessment of the potential effects to roadway operations for the alternatives considered 14 roadway segments, 34 intersections, and 21 grade crossings. A series of analysis techniques were used to evaluate the operation of transportation facilities for each alternative. All of the analyses procedures used to complete the traffic evaluation followed the methodologies established in the *Highway Capacity Manual (HCM), 2000*. The transportation conditions were analyzed for the Baseline, University Avenue LRT and Busway/BRT Alternatives in year 2020.

Baseline Alternative

Two of the roadway segments are forecasted to be operating below the acceptable LOS D for the Baseline Alternative. Fifth Street in downtown Minneapolis would only provide one travel lane due to the Hiawatha LRT and operate at LOS E. The segment of University Avenue between Dale Street and Rice Street is also expected to operate at LOS E. All other roadway segments analyzed in the corridor are expected to operate at an acceptable LOS for the Baseline Alternative.

During the PM peak hour, all intersections included in this analysis would operate at a LOS D or better, except the seven intersections listed below:

- Hennepin Avenue/Fifth Street
- Marquette Avenue/Fifth Street
- Raymond Avenue/University Avenue
- Dale Street/University Avenue
- Marion Street/University Avenue
- Rice Street/University Avenue
- Lexington Parkway/University Avenue

In addition, the analysis indicated that the Snelling Avenue and University Avenue intersection would operate at LOS D. However, due to the close proximity to the adjacent intersection to the south on Snelling Avenue and the expected queue lengths, this intersection would be expected to operate at a level worse than a LOS D and impact the operations at adjacent intersections in the area.

University Avenue LRT Alternative

None of the locations considered in the grade separation analysis attained a threshold Level 4, which would have required grade separation for the University Avenue LRT Alternative. The analysis indicated four locations that reached a threshold Level 3, which has been defined as LRT being possible without grade separation, but increased train and vehicular delays would be expected. Two of these locations are along Fifth Street in downtown Minneapolis and result from the combination of the proposed Central Corridor LRT and the Hiawatha LRT system. Between

the two LRT systems, a one and three-quarter minute headway is expected during the peak hour, essentially making Fifth Street function similar to a typical dedicated transitway. The extensive amount of transit vehicles is expected to dominate the roadway operations. The other two areas that reached a threshold Level 3 were at Cromwell Avenue (part of the Highway 280 Interchange) and at Snelling Avenue.

The University Avenue LRT Alternative roadway segment analysis indicated five roadway segments that would operate below LOS D. In addition to the two segments that would operate below LOS D for the Baseline Alternative, the Washington Avenue Bridge, University Avenue between Rice Street and Robert Street, and Cedar Street in downtown St. Paul would also be expected to have operational issues. In these three locations, the roadway would require modifications to the geometry due to the LRT alignment, whereas the University Avenue Busway/BRT Alternative would operate within the mix of vehicular traffic. The Washington Avenue Bridge, which would operate with four-lanes of bi-directional traffic in the Baseline Alternative, would need to be reduced to one-lane in each direction. University Avenue between Rice Street and Robert Street would operate below LOS D because the roadway can not be expanded without expensive reconstruction and right-of-way acquisition for the Cedar Street Bridge over University Avenue.

During the PM peak hour, all intersections included in the LRT intersection capacity analysis were expected to operate at a LOS D or better, except the 16 intersections listed below:

- Hennepin Avenue/Fifth Street
- Malcolm Avenue/University Avenue
- Eustis Street/University Avenue
- Raymond Avenue/University Avenue
- Marion Street/University Avenue
- Rice Street/University Avenue
- Constitution Avenue/University Avenue
- Robert Street/University Avenue
- 7th Street/Cedar Street
- 5th Street/Cedar Street
- Fairview Avenue/University Avenue
- Aldine Street/University Avenue
- Fry Street/University Avenue
- Snelling Avenue/University Avenue
- Hamline Avenue/University Avenue
- Lexington Parkway/University Avenue

The queues created from the delays at the intersection of Rice Street and University Avenue would be expected to result in problems at the adjacent intersections with University Avenue at Marion Street, Constitution Avenue and Robert Street. Therefore, if the conditions were improved at the Rice Street/University Avenue intersection, then improvements in the LOS would be expected at the adjacent intersections as well. Similarly, the Snelling Avenue and

Lexington Parkway intersections are expected to result in delays and queues that would be expected to impact adjacent intersections with University Avenue at Fairview Avenue, Aldine Street, Fry Street and Hamline Avenue. In general, minor mitigation measures could be expected to minimize most of the negative roadway operation impacts determined for the proposed University Avenue LRT Alternative.

University Avenue Busway/BRT Alternative

None of the locations considered in the grade separation analysis attained a threshold Level 4, which would have required grade separation for the University Avenue Busway/BRT Alternative, although eight locations did attain a threshold Level 3 and these are attributed to the increased number of crossings with the proposed six-minute headway. Two threshold Level 3 locations are expected in downtown Minneapolis along Fifth Street at Hennepin Avenue and Fifth Avenue. Five threshold Level 3 locations are along University Avenue at Cromwell Avenue, Raymond Avenue, Snelling Avenue, Lexington Parkway and Dale Street. One threshold Level 3 location is in downtown St. Paul along Cedar Street at 12th Street. Four of the locations that attained threshold Level 3 in the LRT analysis were found to have the same results for the University Avenue Busway/BRT Alternative.

The two roadway segments that were found to be expected to operate below the acceptable LOS D for the University Avenue Busway/BRT Alternative were the same segments found in the Baseline Alternative: Fifth Street in downtown Minneapolis and University Avenue between Dale Street and Rice Street.

During the PM peak hour, all intersections included in the BRT intersection capacity analysis were expected to operate at a LOS D or better, except the 14 intersections listed below:

- Hennepin Avenue/Fifth Street
- Marquette Avenue/Fifth Street
- Eustis Street/University Avenue
- Raymond Avenue/University Avenue
- Fairview Avenue/University Avenue
- Aldine Street/University Avenue
- Fry Street/University Avenue
- Snelling Avenue/University Avenue
- Hamline Avenue/University Avenue
- Lexington Parkway/University Avenue
- Dale Street/University Avenue
- Marion Street/University Avenue
- Rice Street/University Avenue
- Constitution Avenue/University Avenue

The University Avenue Busway/BRT Alternative would be expected to have two fewer intersections operating below the acceptable LOS when compared to the LRT intersection analysis, although most are the same intersections. The University Avenue Busway/BRT

Alternative is proposed to operate in the vehicular mix of traffic and would be expected to have fewer impacts in comparison to the University Avenue LRT Alternative, especially in downtown St. Paul.

Station Area Traffic Impacts

The proposed station areas along the Central Corridor for both University Avenue LRT and Busway/BRT Alternatives are expected to produce a minimal amount of new traffic since no parking facilities are proposed. In addition, because the station platforms would be aligned in the center of the roadway there are limited opportunities for drop-and-ride facilities. Most riders on the system would be expected to primarily access the Central Corridor BRT or LRT system by way of transfer from other transit modes. Overall, traffic generated by the station areas is expected to be negligible.

BUS TRANSIT OPERATIONS (SECTION 6.2)

Metro Transit, the regional transit provider, provides 132 bus routes in its service coverage area, which encompasses nearly the entire Twin Cities Metropolitan Area. The Central Corridor, considered the backbone of the regional transit system, has the highest ridership routes in the entire metropolitan area, resulting in approximately 65,000 person trips per weekday. Twelve (12) local routes, three (3) limited stop routes, and five (5) express routes serve the corridor, resulting in an annual operating cost of \$40.5 million (in \$2002).

The focus of the *Transit 2020 Master Plan*, the regional long-range transit plan, is to improve access and mobility throughout the entire metropolitan area, to serve forecasted growth in population and employment and to limit the rising levels of congestion. The main goals of this plan are to create a comprehensive network of dedicated transit corridors, promote "Smart Growth" initiatives along these corridors, and to successfully serve the unique and changing demands of the transit market.

Baseline Alternative

The Central Corridor has a strong nucleus of bus transit services and minimal changes to the existing bus system are expected for the 2020 Baseline Alternative. The Route 50 limited stop service on University Avenue is projected to double its existing service. Other new service frequencies can be expected to serve the changing demands, especially with the express and limited stop routes. Overall, the Baseline Alternative bus transit operations plan is forecasted to need 34 additional bus vehicles to serve weekday trips, resulting in an increase in the annual operating cost of approximately \$4.3 million (in \$2002).

University Avenue LRT Alternative

The LRT bus transit operations plan would require substantial changes to the Baseline Alternative bus services. The University Avenue LRT Alternative would add 31 new LRT vehicles, and 47 bus vehicles would be removed from service in the corridor. Route 16, the local service route serving the entire Central Corridor, is projected to have 20-minute peak headways and Route 50 limited stop service would be replaced by LRT. The reduced bus services and lower operating costs of bus services associated with the University Avenue LRT Alternative result in a projected annual reduction in bus transit operations costs of over \$10 million (in \$2002) over the Baseline Alternative.

University Avenue Busway/BRT Alternative

The University Avenue Busway/BRT Alternative would provide new service frequencies with 6-minute headways during the peak and midday periods, minimizing the need for the existing

services provided by Route 16 and eliminating Route 50. The University Avenue Busway/BRT Alternative is forecasted to add 55 low-floor articulated bus vehicles during the weekday, but conventional busses would be eliminated and the net change in number of bus vehicles needed to serve the corridor would be reduced by a total of six vehicles. The total changes in annual operating costs are expected to increase the net costs by \$700,000 (in \$2002) over the Baseline Alternative, including the operations of the new BRT low-floor articulated vehicles.

TRANSIT RIDERSHIP AND OPERATING COSTS (SECTION 6.3)

Section 6.2 provides the service assumption parameters used to model transit service for the alternative under consideration for the corridor. These include transit vehicle operating speed, frequency, number of cars per train, schedule as well the remaining bus service parameters, i.e. feeder bus service. These inputs and assumptions were then utilized in the regional forecasting model to produce the ridership forecasts for the 2008 start-up year and the 2020 forecast year. Table S.4-6: 2008/2020 Ridership Forecast, provides the estimated transit ridership for the Baseline, LRT and Busway/BRT Alternatives.

Table S.4-6: 2008/2020 Ridership Forecast

Alternative	Weekday Rides (2008/2020)		
	Alternative	Remaining Bus Service	Corridor Total
Baseline Alternative	28,400/33,700	--	28,400/33,700
LRT Alternative	32,100/38,100	6,000/6,700	38,100/44,800
BRT Alternative	26,500/31,200	9,200/12,400	35,700/43,600

For the University Avenue LRT and BRT Alternatives, the first column is the number of rides on that particular mode and the second column, Remaining Bus Service, is the ridership which would utilize the remaining east/west bus service in the corridor, i.e. Route 16, Route 94B/C/D, etc. For the 2008/2020 Corridor Total ridership, it is estimated that the LRT would divert 3300/3800 new riders from autos. Likewise, the BRT Alternative would divert 2300/3100 new riders in 2008/2020.

A detailed analysis of operating and maintenance (O&M) costs is included in Chapter 6.0: Transportation Impact Analysis, which are summarized in Table S.4-7: Central Corridor Annual O&M Costs. The table shows that the annual O&M costs associated with each of the alternatives are comparable. However, the quality of service, level of ridership and ability to accommodate further growth are vastly different among the three alternatives. For example, the Baseline Alternative would continue to add vehicles to a severely congested roadway network, further deteriorating running times and diversion of trips to alternate modes. The University Avenue Busway/BRT Alternative is severely constrained because of the inability to expand service beyond a 6-minute frequency and still provide a high LOS. Ridership projections show that rush hour demand would exceed the BRT capacity. These trips would not be taken or would divert to autos.

Table S.4-7: Central Corridor Annual O&M Costs¹⁷

	2002	2008	2020
Existing	\$40,500,000	—	—
Baseline	44,800,000	\$56,700,000	\$90,800,000
LRT	48,000,000	60,700,000	97,200,000
BRT	46,500,000	58,700,000	94,000,000

¹⁷ Year 2002 costs are inflated at 4 percent per year to derive 2008 and 2020 costs.

REGIONAL TRAVEL DEMAND (SECTION 6.4)

Regional travel demand forecasts are presented in Section 6.4: Regional Travel Demand Summary, for total transit trip demand (boardings), automobile trip demand, vehicle miles of travel, and transit travel times for the forecast year 2020. Table S.4-8: Forecast Regional Travel Demand, compares the regional travel demand within the corridor for the Baseline, LRT and BRT Alternatives for forecast year 2020. The analysis used the Metropolitan Council's travel demand model.

Table S.4-8: Forecast Regional Travel Demand

Alternative	Total Daily Transit Boarding Trips	Daily Automobile Person Trips	Daily Vehicle Miles of Travel
Baseline Alternative	382,000	544,050	23,815,800
LRT Alternative (Change from Baseline)	390,300 (+8,300)	542,050 (-2,000)	23,813,600 (-2,200)
BRT Alternative (Change from Baseline)	386,200 (+4,200)	543,350 (-700)	23,814,600 (-1,200)

Year 2020 peak hour travel times for trips between various Central Corridor destinations are provided in Section 6.4: Regional Travel Demand Summary. Table S.4-9: Forecast Peak Hour Travel Times, presents the forecast peak hour transit travel times between downtown Minneapolis and downtown St. Paul under each alternative.

Table S.4-9: Forecast Peak Hour Travel Times Between Downtowns

Alternative	Peak Hour Travel Time (minutes)		
	Baseline	LRT Alternative	BRT Alternative
Transit Route:			
Route 16	73	73	73
Route 50	49	N/A	N/A
Route 94 B/D	31/41	31/N/A	31/N/A
LRT Alternative	N/A	35	N/A
BRT Alternative	N/A	N/A	42

PARKING (SECTION 6.5)

The parking analysis provided a detailed review of existing parking conditions in the Central Corridor including on-street and off-street facilities. The following is a summary by corridor segment.

- Downtown Minneapolis: 63,000 parking spaces available, of which over 90 percent are off-street parking.
- University of Minnesota: 13,000 spaces in the East Bank campus, mostly in off-street facilities. Parking demand is over 90 percent in the East Bank campus.
- University Avenue: Approximately 1,500 on-street parking spaces exist along University Avenue, in addition to the numerous available off-street parking facilities.
- State Capitol: Approximately 50 on-street parking spaces along University Avenue, Robert Street and Columbus Avenue, along with several parking structures in the area.
- Downtown St. Paul: Approximately 30,000 parking spaces exist in downtown St. Paul, of which over 90 percent are off-street parking.

The potential parking impacts would be associated with the build alternatives and include the removal of on-street parking spaces, particularly at proposed station sites.

Baseline Alternative

Transportation improvements included in the Baseline Alternative have relatively minor effects on parking, except where the Hiawatha LRT alignment is proposed to operate in downtown Minneapolis. No additional parking impacts are expected.

University Avenue LRT Alternative

Impacts to parking related to the LRT Alternative are as follows:

- Downtown Minneapolis – No additional impacts are anticipated.
- University of Minnesota – During construction of the tunnel, there would be no on-street parking on Washington Avenue and access to parking lots and structures from Washington Avenue could be limited.
- University Avenue – Between Washington Avenue and Rice Street, approximately 660 on-street parking spaces would be removed.
- State Capitol – Approximately 28 on-street parking spaces would be removed.

Downtown St. Paul – Approximately 121 on-street parking spaces would be eliminated. Additionally, 10 driveways to/from parking structures and lots could be affected (closed or right-in/right-out access only).

University Avenue Busway/BRT Alternative

Impacts to parking related to the Busway/BRT Alternative are as follows:

- Downtown Minneapolis – No additional impacts are anticipated. The alternative would run on existing streets.
- University of Minnesota – No additional impacts are anticipated. The alternative would run on existing streets.
- University Avenue – Similar to LRT, approximately 660 on-street parking spaces would be removed.
- State Capitol – No additional impacts are anticipated. The alternative would run on existing streets.

Downtown St. Paul – No additional impacts are anticipated. The alternative would run on existing streets.

RAILROAD FACILITIES AND SERVICES (SECTION 6.6)

Although much of the railroad trackage used in previous years to route passenger trains in and through the Twin Cities area has been abandoned and removed, three discernable alignments can still be identified linking downtown Minneapolis and downtown St. Paul. These routes are comprised of track segments currently owned and operated by the Burlington Northern Santa Fe (BNSF) and Canadian Pacific (CP) Railways and the Minnesota Commercial Railway (MC).

Currently, AMTRAK provides service through the Twin Cities with the *Empire Builder*, consisting of one daily train in each direction between Chicago and the Pacific Northwest and stopping at the Midway AMTRAK station in St. Paul. In addition to AMTRAK passenger

service, the Midwest Regional Rail Initiative (MRRI) is actively studying a network of high-speed inter-city passenger trains, including a route that would connect the Twin Cities, Madison, and Chicago.

Traditional downtown Minneapolis railroad stations and station sites are no longer available for passenger service. Former stations have been demolished, approach tracks have been abandoned and removed and the station sites and right-of-way have been given over to redevelopment and other uses. The Northstar Corridor commuter rail service has proposed a new downtown Minneapolis passenger rail station to be located where an extended Hiawatha LRT system, running on Fifth Street, would pass above the proposed commuter rail tracks. For the University Avenue LRT Alternative, the Northeast Minneapolis Multimodal Station would be located near the intersection of Central Avenue and Northeast 7th Street, and would be configured to accommodate passenger transfers between Northstar trains and Central Corridor trains. Initial construction of this station is proposed as part of the Northstar Corridor commuter rail service.

The Northstar and Union Depot commuter rail stations would both be well served by the Central Corridor LRT alternative. With respect to the University Avenue LRT Alternative, the site of the proposed downtown Minneapolis Northstar commuter rail station was chosen specifically because it facilitates a transfer between Northstar commuter trains and the LRT station, which would be used jointly by the Hiawatha and Central Corridor LRT lines. In downtown St. Paul, all proposals for railroad passenger service contemplate utilizing the Union Depot. To this end, the Central Corridor LRT would pass in front of the Union Depot with a station adjacent to the Depot's entrance. The alignment selected for the Central Corridor BRT Alternative passes within several blocks of the proposed commuter rail stations in both downtown Minneapolis and downtown St. Paul. While not as proximate to the stations as the University Avenue LRT Alternative, the proposed BRT stops are within a reasonable walking distance of both commuter rail stations.

Neither the University Avenue LRT nor the Busway/BRT Alternative would impact the operation of freight, commuter or inter-city railroad service in the Central Corridor Study Area.

PEDESTRIANS AND BICYCLE ENVIRONMENT (SECTION 6.7)

Pedestrians and bicycle facilities within the Central Corridor Study Area include an extensive sidewalk network, on-road and off-road bicycle lanes, pedestrian and bicycle trails, bicycle racks on selected Metro Transit bus routes and bicycle lockers and racks. These amenities provide a network of facilities that are conducive to pedestrian and bicycling activities, and the *Smart Growth Initiative* program in the Twin Cities has placed increased emphasis on pedestrian-friendly and bicycle-friendly development.

Downtown Minneapolis has a substantial amount of pedestrian oriented amenities that promote walking and bicycling. These include the Nicollet Mall, a transit-only parkway and pedestrian-oriented mall and designated bicycle lanes that are provided on many of the one-way street pairs.

The University of Minnesota East Bank campus pedestrian environment is adequate, although traffic on Washington Avenue divides the campus and Fairview Hospital area into two separate entities. Painted crosswalks, walk signals, tunnel and skyway system, and pedestrian bridges are provided. Pedestrian and bicycle facilities are provided throughout campus and are also available on some of the buses that serve the campus, including Metro Transit's Route 6 and many of the University of Minnesota circulator routes. On-street and off-street bicycle lanes are provided at selected areas of campus and only the Northrup Mall green space, in the center of campus, restricts riding bicycles.

University Avenue has a minimal amount of pedestrian and bicycle facilities, because it serves a high volume of traffic at moderate speeds which can create an environment that is considered by bicyclists and pedestrians to be a safety concern. University Avenue has an extensive sidewalk network on both sides, but is not a designated bicycle route. The Prospect Park area, just east of the University of Minnesota campus, has a high number of private driveways and on-street parking and is not favorable to on-street bicycling. Pedestrians and bicyclists use the Snelling Avenue area, but the high traffic volume is a deterrent. The high traffic volumes and congestion at intersections with Fairview Avenue, Snelling Avenue, Lexington Parkway, and Dale Street make these areas unattractive to bicyclists and pedestrians. The City of St. Paul has designated parallel streets as bike routes.

Downtown St. Paul and the State Capitol area include a network of wide sidewalks, an extensive skywalk system, sheltered bus stations and pedestrian amenities that encourage a safe and efficient environment for pedestrians. A minimal number of on-street bicycle facilities are designated in the downtown area, though it is a priority in the *Saint Paul Bikeway Plan* to establish downtown bicycle routes and increase the availability of bicycle parking. Bicycle lockers would be provided at LRT stations.

Baseline Alternative

The Baseline Alternative is not expected to have any impacts on the pedestrian or bicycle environment in the Study Area. Enhancements to the bus shelters on University Avenue may have a positive influence on the pedestrian-oriented activities.

University Avenue LRT Alternative

In downtown Minneapolis, LRT would be combined with the Hiawatha LRT on Fifth Street, which has become a transit parkway, with only one lane of automobile traffic. The block between Third Avenue and Fourth Avenue in front of City Hall has become a pedestrian-only plaza, closing the street to all automobile traffic. In the University of Minnesota campus, the LRT is proposed to operate in a tunnel and no effects are expected at the street level. The LRT would operate in the University Avenue median with center station platforms, and provide pedestrians crossings. In downtown St. Paul, no sidewalks or crossings would be taken, and two roadways would be closed to enhance pedestrian connections to the LRT facilities. Overall, no physical pedestrian or bicycle amenities existing today would be removed.

University Avenue Busway/BRT Alternative

In downtown Minneapolis, the BRT would operate within the mix of vehicular traffic similar to the existing bus system. The increased frequency of buses may effect pedestrian and bicycle activities, but the safety hazards would not be substantially different than the existing conditions. The BRT would operate within the mix of vehicular traffic on Washington Avenue, and limited effects may occur. At the University of Minnesota, no crossings or facilities would be taken, and many of the pedestrian and bicycle facilities would be improved to create more efficient connections to the BRT, especially at station locations. BRT on University Avenue, between the University of Minnesota campus and downtown St. Paul, would take no crossings, and would have minimal effects. In downtown St. Paul, the BRT would be operating in the vehicular mix of traffic, like the existing bus operations. As noted for downtown Minneapolis, the safety hazards projected are no worse than those caused by the existing automobile traffic.

Both the proposed LRT and BRT would have moderate effects on the pedestrian and bicycle network in the Central Corridor. Formal pedestrian crossings may have to be developed to replace the existing roadway crossings. In addition, at proposed station sites, improved pedestrian connections from the surrounding areas and bus access points would need to be implemented.

Some of these improvements would occur with the implementation of the *Saint Paul Bikeway Plan* and additional coordination with community-wide bicycle and pedestrian planning efforts would be undertaken as the station area planning process proceeds.

UTILITIES (SECTION 6.8)

The analysis included contacts with the key utilities located in the Study Area to determine the potential utility conflicts for the alternatives. Utilities evaluated included overhead or buried potable water, hot and chilled water, sanitary and storm sewer, long distance communication, electric, gas, petroleum, gas, steam, sewer, telephone, electric, and cable television lines.

The subsequent design phase will determine specific effects to utilities by contacting potential utilities in the area, including the following.

- City of Minneapolis Department of Public Works
- City of Minneapolis Water Works
- City of St. Paul Department of Public Works
- District Cooling St. Paul, Inc.
- District Energy St. Paul, Inc.
- Qwest Communications International, Inc.
- Reliant Energy Minnegasco
- Office of Pipeline Safety
- Reliant Energy Resources, Inc.
- St. Paul Regional Water Services
- Xcel Energy

Baseline Alternative

The roadway projects included in the Baseline Alternative would not effect existing utilities:

University Avenue LRT Alternative

The proposed University Avenue LRT Alternative may effect a 46-inch subsurface water main near the West Bank Station and a 96-inch sanitary sewer near the Stadium Village Station. Storm sewers would be impacted throughout the alignment during street reconstruction and catch basins and manholes may have to be adjusted or relocated. Natural gas transmission lines located at Nineteenth Avenue South and Oak Street Southeast may be effected. A final determination of utility impacts for the LRT Alternative will be determined during the subsequent design phase.

University Avenue Busway/BRT Alternative

Potential impacts to water and wastewater manholes, valves, vaults or hydrants may occur near the planned reconstruction of a railroad bridge along University Avenue, east of Transfer Road. A final determination of utility impacts for the University Avenue Busway/BRT Alternative will be determined during the subsequent design phase.

EFFECTS DUE TO CONSTRUCTION (SECTION 6.9)

Construction of the proposed University Avenue LRT Alternative or the University Avenue Busway/BRT Alternative would include guideway (e.g.: tracks), stations, structures, maintenance facility and/or other facilities that would result in various construction-related effects. The

construction impacts may include noise, vibration, traffic distribution and access, and generation of debris and spoil. Any effects related to construction would be limited to the construction period. All applicable local and state permitting requirements would be met.

S.4.5 Environmental Justice (Sections 3.9, 4.8, 5.3, 6.10)

Benefits offered by the build alternatives would include increased access to transit, opportunities for transit-related redevelopment, potential for increased pedestrian and bicycle connections and potential for enhanced visual quality through station area improvements. These benefits are frequently accompanied with possible adverse impacts such as potential traffic impacts; displacements of residential, commercial and community facilities; and noise and vibration effects. These effects are evaluated to determine whether or not negative effects can be minimized and benefits can be maximized, with special regard to minority, low-income, and transit dependent populations.

Baseline Alternative

Negative effects of the Baseline Alternative are defined in terms of the benefits foregone. The positive effects of the build alternatives, such as those mentioned above, would not be available to the neighborhoods and communities located within the proposed project corridor. While minority and low-income populations would be free from direct physical impacts, opportunities for enhancements to the quality of life, supportive land use development patterns and mobility choices would be lost with the Baseline Alternative. Minority, low-income, and transit dependent populations would not be served to the greatest extent through this alternative.

University Avenue LRT and Busway/BRT Alternatives

The build alternatives offer the opportunity to enhance the quality of life in affected neighborhoods and communities through a major infrastructure investment and related policy changes designed to support transit. For the build alternatives, benefits and adverse impacts to protected populations and the general population are representative of the areas within and adjacent to the proposed project corridor. Opportunities for design option choices that minimize adverse effects to minority and low-income populations are low due to the substantial number of those populations within the proposed project corridor.

The build alternatives serve high concentrations of minority and low-income populations for the entire length of the corridor. Impacts to neighborhoods, community facilities, community cohesion and parklands would be low. Offsetting benefits such as increased mobility provided by transit improvements and the siting of proposed stations may act as a catalyst to significant new investment in the proposed corridor. Proposed stations would also be new community facilities that would add to the stature of the adjacent neighborhood and serve as focal points to daily activity. With the University Avenue LRT Alternative, the displacement of non-residential buildings would be a negative impact, but there would be no displacement of residential structures. No residential or non-residential displacements would occur with the University Avenue Busway/BRT Alternative. Due to the number of minority and low-income populations, potential traffic, noise and vibration impacts (vibration impacts with LRT Alternative only) would have the potential to be borne disproportionately to minority and low-income populations. All impacts identified in this document would be mitigated, if possible, to avoid adverse impacts, with special concern and emphasis with regard to minority, low-income, elderly, mobility limitation and no vehicle populations. Active public involvement in the corridor would continue to be a goal through design and implementation. Public engagement activities for all communities in the corridor would continue through the length of this proposed project and is explained in detail in Chapter 8.0: Public and Agency Involvement Program.

S.5 EVALUATION OF ALTERNATIVES (SECTION 7.0)

The purpose of the evaluation process is to summarize benefits, costs, and environmental consequences for each alternative against the stated goals and objectives for the proposed Central Corridor project (see Section S.2: Purpose and Need for Action). The purpose of the comparative analysis, summarized below, is to facilitate the decision-making process for the CCCC, public officials, interested residents, institutions, businesses, and other organizations. This section will also summarize the Central Corridor project performance with regard to the FTA Section 5309 New Starts Criteria and the proposed financial plan for the project.

S.5.1 Evaluation Against the Goals and Objectives of the Central Corridor Transit Study

For each goal outlined in Section S.2 Purpose and Need for Action, a set of objectives and evaluation measures were developed. Specific evaluation measures (outlined in Section 7.1.2: Evaluation Measures) were reviewed and approved by the CCCC and the advisory, policy and technical committees indicated in Section S.1.2: Organization for the Central Corridor Transit Study. All measures were used to compare the Baseline Alternative, University Avenue LRT Alternative and University Avenue Busway/BRT Alternative. Table S.5-1: Comparison of Alternatives Against the Project Goals and Objectives, outlines the goals and objectives of the proposed Central Corridor project, and illustrates the degree to which each alternative supports the goals and objectives. Four degrees of support were used to summarize the performance of the of each alternative:

- The Alternative "strongly supports" the objective
- The Alternative "supports" the objective
- The Alternative "somewhat supports" the objective
- The Alternative "does not support" the objective

S.5.2 Section 5309 New Starts Criteria

The United States Department of Transportation (USDOT) *Annual Report on New Starts* documents USDOT recommendations for the allocation of funds for fixed guideway transit projects as part of Section 5309 of Title 49, the New Starts Program. The FTA reviews the criteria for each candidate project and assigns an overall rating of highly recommended, recommended, or not recommended.

The New Starts Program reviews each project with regard to the following criteria:

- Project Justification
 - Mobility improvements
 - Environmental benefits
 - Operating efficiencies
 - Cost effectiveness
 - Transit supportive land use and future patterns
 - Other factors

Table S.5-1: Comparison of Alternatives Against the Project Goals and Objectives

Transit Study Goals and Objectives	Baseline Alternative	University Avenue LRT Alternative	University Avenue Busway/BRT Alternative
Goal 1: Economic Opportunity and Investment			
Objective A – Support investments in infrastructure, business, and community that sustain the heart of the region.	X	●	●
Objective B – Promote a reliable transit system that allows an efficient, effective land use development pattern in major activity centers which minimizes parking demand, facilitates the highest and best use of adjacent properties, and gives employers confidence that employees can travel to/from work.	X	●	◐
Goal 1 Average	X	●	◐
Goal 2: Communities and Environment			
Objective A – Facilitate the preservation and enhancement of neighborhoods in the Central Corridor.	X	●	◐
Objective B – Acknowledge the individual character and aspirations of each place served, and of the region as a whole.	X	●	◐
Objective C – Support regional goals for cleaner air and water, more efficient energy use and a safer and healthier environment.	X	●	◐
Goal 2 Average	X	●	◐
Goal 3 Transportation and Mobility			
Objective A – Create transportation improvements that add people carrying capacity, minimize operating costs, improve operating efficiency, provide high quality modal alternatives and reinforce the region's transportation system.	○	●	○
Objective B – Expand opportunities for all users to move freely to, through, and within the Central Corridor.	X	●	◐
Objective C – Enhance the existing transportation infrastructure to serve the high number of transit dependent persons in the Central Corridor.	X	●	◐
Goal 3 Average	X	●	◐
Overall Performance Summary – Three Goals	X	●	◐

- The Alternative "strongly supports" the objective
- ◐ The Alternative "supports" the objective
- The Alternative "somewhat supports" the objective
- X The Alternative "does not support" the objective

- Local Financial Commitment
 - Stability and reliability of the capital financing plan
 - Stability and reliability of the operating finance plan

Following the filing of the Final EIS by FTA, in conformance with NEPA, if a build alternative is selected as the LPA, the Twin Cities Metropolitan Council would submit a New Starts Program evaluation of the proposed Central Corridor project to FTA.

S.5.3 Financial Analysis

The capital cost estimates are based on concept designs determined during the Central Corridor Transit Study. The financial analysis for each build alternative includes the component costs of the build alternative, the required bus improvements and the estimated costs of the Baseline Alternative. The cost estimates include contingencies and "add-on" costs for engineering and design, construction management, insurance, project administration, start-up, etc. Table S.5-2: Central Corridor LRT and BRT Capital Cost Estimate Summary, shows estimated capital costs expressed separately in 2002 dollars and year-of-construction 2008 dollars.

Table S.5-2: LRT and BRT Capital Cost Estimate Summary^{1/}

Description	Cost (\$ million)			
	LRT		Busway/BRT	
	2002	2008	2002	2008
Civil construction	\$ 155	\$ 177	\$ 38	\$ 44
Utility allowance	\$ 27	\$ 31	\$ 7	\$ 8
Structures	\$ 41	\$ 47	\$ 0	\$ 0
Stations	\$ 100	\$ 114	\$ 44	\$ 50
Maintenance facility allowance	\$ 20	\$ 23	\$ 9	\$ 10
Traction power system	\$ 15	\$ 18	\$ 0	\$ 0
Signal system	\$ 16	\$ 18	\$ 0	\$ 0
Communications/GPS	\$ 7	\$ 8	\$ 20	\$ 23
Fare collection	\$ 2	\$ 2	\$ 4	\$ 4
Infrastructure Subtotal	\$ 383	\$ 438	\$ 122	\$ 139
Right-of-way allowance	\$ 30	\$ 34	\$ 1	\$ 1
Vehicle allowance	\$ 99	\$ 113	\$ 20	\$ 23
Miscellaneous Subtotal	\$ 129	\$ 147	\$ 21	\$ 24
Engineering and Administration ^{2/}	\$ 120	\$ 137	\$ 37	\$ 43
Contingencies ^{3/}	\$ 103	\$ 118	\$ 31	\$ 35
Soft Costs Subtotal	\$ 223	\$ 255	\$ 68	\$ 78
Preliminary Estimated Project Cost	\$ 735	\$ 840	\$ 211	\$ 241

^{1/} 2008 cost based on 2.7 percent annual rate applied to 2002 cost.

^{2/} Includes 30 percent for infrastructure improvements and 5 percent for vehicles (LRT only).

^{3/} Includes 100 percent for utilities, 20 percent for infrastructure improvements and 5 percent for vehicles.

Table S.4-7 shows projected operating costs for each alternative. These costs are based on operating year service plans and ridership forecasts. They do not include the annual cost of

operating Travel Demand Management (TDM) and Intelligent Transportation Systems (ITS) programs in the region. Costs estimates were based on 2002 dollars and inflated 4 percent annually, as calculated by Metro Transit, to the anticipated start of operations in 2008. O&M cost estimates will be refined during PE and final design.

S.6 PUBLIC AND AGENCY INVOLVEMENT PROGRAM

This section summarizes the Public and Agency Involvement Program, and the details are included in Chapter 8.0: Public and Agency Involvement Program. The purpose of the program is to support decision-making efforts and encourage an open, collaborative approach to the project. The program was initiated early in the Central Corridor Transit Study and utilized a proactive approach, designed to engage individuals, groups, agencies, and public officials who would be affected by or are interested in the transportation improvements associated with the proposed project. The program is consistent with the federal guidelines for public participation required under NEPA.

EIS SCOPING PROCESS

The NOI to prepare an EIS on the proposed project was published in the *Federal Register* on June 5, 2001. In addition, the NOA of the *Central Corridor Scoping Booklet* and announcements of the Scoping Meetings were published in the *Minnesota EQB Monitor* on June 11, 2001. The formal scoping comment period extended from June 11 to July 20, 2001. The Coordinating Committee distributed over 800 scoping booklets to federal, state and local agencies having jurisdiction in the project, all interested parties on the Coordinating Committee mailing list, elected officials, neighborhood organizations and civic groups. The scoping booklet included descriptions of the project, alternatives, and issues identified for consideration in the EIS.

In addition to appearing in the June 5, 2001 *Federal Register* and the June 11, 2001 *Minnesota EQB Monitor*, public notices were placed in the following newspapers on the following dates:

- Star Tribune June 11, 2001
- St. Paul Pioneer Press June 11, 2001
- Asian American Press May/June 2001
- The Bulletin May/June 2001
- Frogtown Times May/June 2001
- Grand Gazette May/June 2001
- Highland Villager May/June 2001
- Merriam Park Post May/June 2001
- North End News May/June 2001
- Seward Profile May/June 2001
- Southeast Angle May/June 2001
- Spokesman-Recorder May/June 2001

Table S.6-1: Scoping Meeting Participation, shows the meeting place/date, number of attendees, and number of speakers who provided verbal comments at each of the Scoping Meetings for the proposed Central Corridor project.

Verbal questions and comments were solicited from both public and agency Scoping Meeting participants. Written comments were encouraged through the use of formal comment sheets, which were available at the meetings, and verbal comments were transcribed by a court reporter.

Table S.6-1: Scoping Meeting Participation

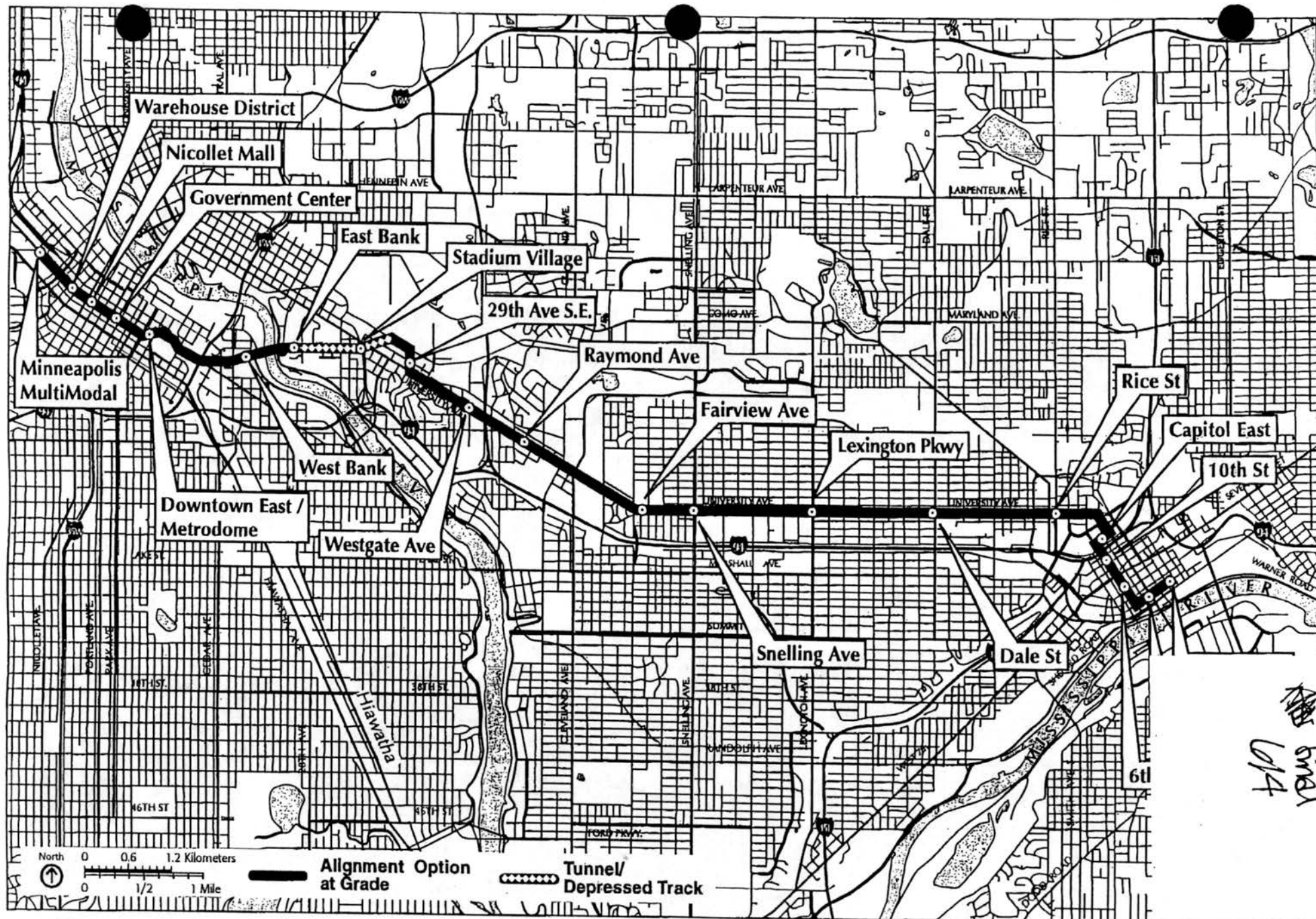
Place	Date	Time	Number of Attendees	Number of Speakers
Sheraton Midway 400 North Hamline Avenue, St. Paul	June 26, 2001	8:00 to 9:30 AM	35	7
Lifetrack Resources Job Search Center 709 University Avenue West, St. Paul	June 26, 2001	5:00 to 8:00 PM	24	12
Radisson Metrodome 615 Washington Avenue SE, Minneapolis	June 27, 2001	5:00 to 8:00 PM	23	6
Interagency Meeting: Sheraton Midway 400 North Hamline Avenue, St. Paul	June 26, 2001	2:00 to 4:00 PM	10	0
TOTALS			92	25

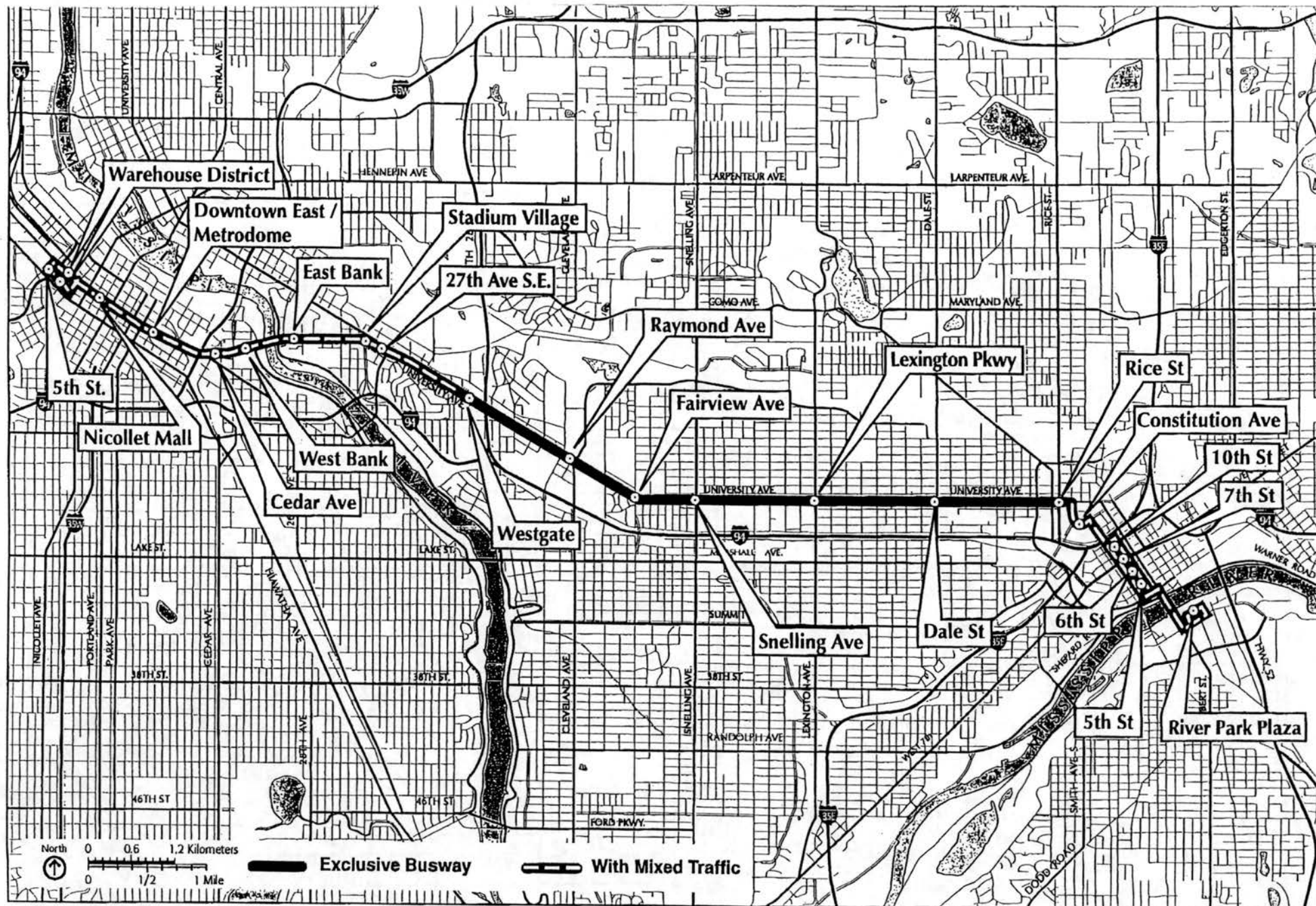
All written and verbal comments received at the formal public Scoping Meetings, by mail, or via the web page during the scoping period are recorded and addressed in the *Central Corridor Scoping Summary Report*. Comments made during the Scoping Process were incorporated into the selection of the proposed alternatives for inclusion in the EIS and into the design of the impact assessment criteria to be used in evaluating the alternatives.

OUTREACH ACTIVITIES

The Public and Agency Involvement Program implemented through the preparation of the EIS provided a variety of opportunities for communication, education and public comment at key decision points. In addition to regularly scheduled meetings, workshops and briefings, outreach techniques for citizens, elected officials and agencies used throughout EIS preparation included the following:

- Web Site – continuously updated with Central Corridor information
- E-mail comment opportunity
- TDD telephone
- Newsletters –published quarterly
- Speakers bureau presentations
- Media Alerts and news releases
- Interviews with key stakeholders
- Survey of residents along the Central Corridor
- Public presentations and briefings
- Presentations at meetings of neighborhood and other corridor groups
- Agency coordination meetings
- Committee/task-force meetings





THE
CENTRAL
CORRIDOR

University Avenue Busway/BRT Alternative

April 2002

Figure S.1-2

Overall Organization for the Central Corridor Transit Study

COORDINATING COMMITTEE

- Mn/DOT (2)
- City of St. Paul
- City of Minneapolis
- Hennepin County
- Ramsey County (2)
- Metropolitan Council (2)
- University of Minnesota
- Red Rock Corridor
 - voting on commuter rail elements
- Northstar Corridor
 - non-voting

Coordinating Committee membership is dictated by statute.

Technical
Information

Project
Management
Team

Policy
Information

Local
Jurisdictions
and
Boards

Policy
Recommendations

Commuter Rail
Recommendations

Mn/DOT
Commissioner

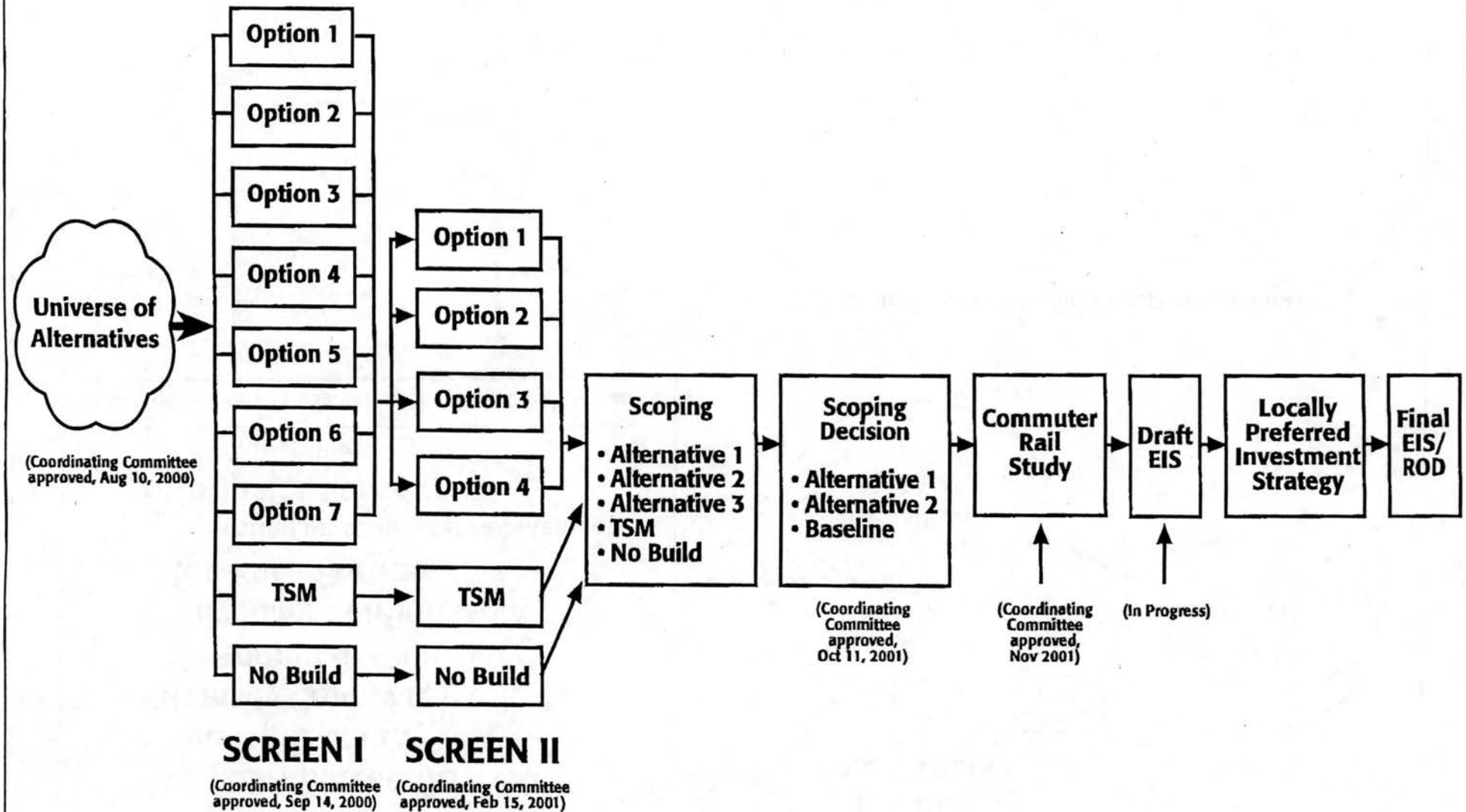
Other
Recommendations

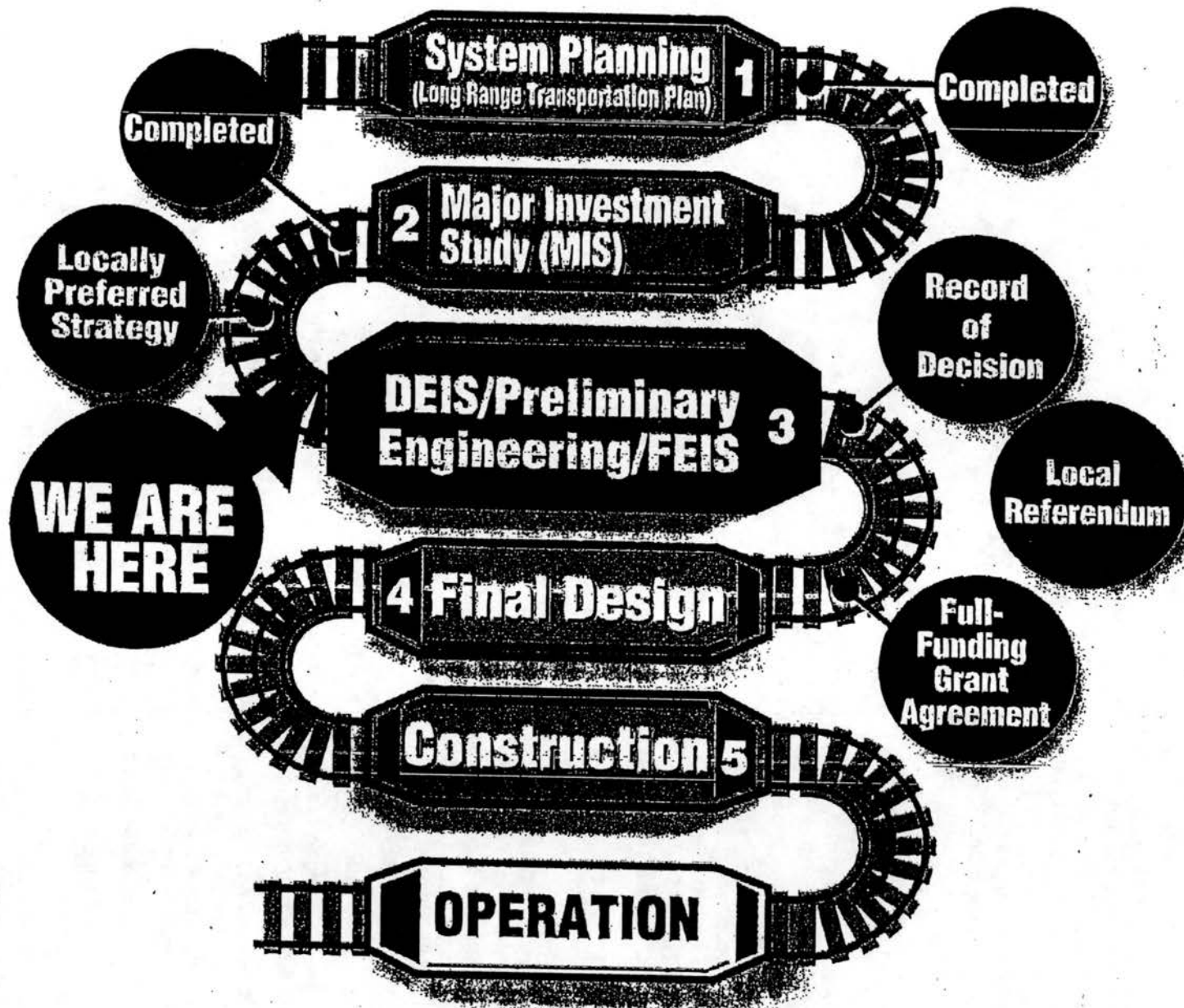
RCRRA/
HCRRRA

Metropolitan
Council

*Public Input is Provided Throughout the Process

Screening Process





7.0 EVALUATION OF ALTERNATIVES

This chapter presents the results of the evaluation conducted for each of the alternatives under consideration for the proposed action. The purpose of the evaluation process is to bring together the salient facts, both qualitative and quantitative, for each alternative so that their benefits, costs and environmental consequences can be evaluated against the stated goals for the proposed project and the region as set forth in Chapter 1.0: Purpose and Need. The intent of this comparative analysis is to facilitate the Central Corridor alternative selection process on the part of the Central Corridor Coordinating Committee (CCCC), in partnership with the Twin Cities Metropolitan Council, and in cooperation with other local, state and federal planning partners.

This chapter also summarizes the proposed project performance against the Federal Transit Administration (FTA) Section 5309 New Starts Criteria, the Environmental Justice implications of the proposed project alternatives and the proposed financial plan for the project.

7.1 CENTRAL CORRIDOR TRANSIT STUDY GOALS

This section identifies the goals, objectives and evaluation measures that were used to evaluate the proposed project alternatives. The goals and objectives for the Central Corridor were defined during previously completed studies and during the Central Corridor Transit Study beginning with *Technical Memorandum 1 – Previous Study Review and Technology Review and Evaluation* approved by the Coordinating Committee on September 14, 2000. The evaluation measures to address each of these goals and objectives were determined during the subsequent phases of the Central Corridor Transit Study, under the guidance of the Coordinating Committee, and further refined as part of the public participation process.

7.1.1 Project Goals and Objectives

In response to the transportation needs identified for the Central Corridor and the region, three project goals and objectives were identified and adopted by the stakeholders during the Central Corridor Transit Study and refined through the Environmental Impact Statement (EIS) Scoping Process. The three goals used to compare the Baseline Alternative and the two build alternatives, University Avenue Light Rail Transit (LRT) Alternative and University Avenue Busway/Bus Rapid Transit (BRT) Alternative, are:

- **Goal 1: Economic Opportunity and Investment**

Objective A – Support investments in infrastructure, business, and community that sustain the heart of the region.

Objective B – Promote a reliable transit system that allows an efficient, effective land use development pattern in major activity centers which minimizes parking demand, facilitates the highest and best use of adjacent properties, and gives employers confidence that employees can travel to and from work.

- **Goal 2: Communities and Environment**

Objective A – Facilitate the preservation and enhancement of neighborhoods in the Central Corridor.

Objective B – Acknowledge the individual character and aspirations of each place served, and of the region as a whole.

Objective C – Support regional goals for cleaner air and water, more efficient energy use and a safer and healthier environment.

- **Goal 3: Transportation and Mobility**

Objective A – Create transportation improvements that add people carrying capacity, minimize operating costs, improve operating efficiency, provide high quality modal alternatives and reinforce the region's transportation system.

Objective B – Expand opportunities for all users to move freely to, through, and within the Central Corridor.

Objective C – Enhance the existing transportation infrastructure to serve the high number of transit dependent persons in the Central Corridor.

7.1.2 Evaluation Measures

Following the identification and adoption of the project goals and objectives, specific Measures of Effectiveness (MOE) were then developed to assess the effectiveness of the alternatives in satisfying the project goals. These MOEs were used to compare the Baseline Alternative, University Avenue LRT Alternative and University Avenue Busway/BRT Alternative. The specific MOEs that were applied to evaluate the alternatives under each of the project goals and objectives are described below.

MOES FOR TRANSIT STUDY GOAL 1: ECONOMIC OPPORTUNITY AND INVESTMENT

Objective A – Support investments in infrastructure, business, and community that sustain the heart of the region.

Previous Investment – Transportation

This qualitative criterion addresses the extent to which the alternative is compatible with and supportive of previous investment in transportation infrastructure and technologies.

Previous Investment – Development

This qualitative criterion addresses the extent to which the alternative is compatible with and supportive of previous investment in land development and other infrastructure necessary to service development.

Proximity to Developable and Redevelopable Land

This qualitative and quantitative criterion addresses the amount of vacant, developable, and underdeveloped land within half-mile of the stations proposed for each alternative.

Objective B – Promote a reliable transit system that allows an efficient, effective land use development pattern in major activity centers which minimizes parking demand, facilitates the highest and best use of adjacent properties, and gives employers confidence that employees can travel to and from work.

Proven Technology

This quantitative criterion addresses the extent to which the alternative transportation mode and/or technology have been successfully, efficiently and reliably operated in revenue service.

Consistency with Land Use Patterns

This qualitative criterion addresses the alternative's consistency with existing and future regional and local land use patterns of development and trends.

Service to Major Travel Markets

This criterion is a qualitative measure of the degree to which the alternative will serve major travel demand patterns.

Proximity to Planned Development

This qualitative and quantitative criterion addresses the amount of planned developments located in proximity to the alternative under evaluation.

Parking

This quantitative criterion addresses the capability of the alternatives to reduce the demand for parking in the Central Corridor.

Major Employment Centers Served

A quantitative measure of the number of major employment centers served by the alternative, and the number of employees living within one-third mile of the proposed stations or access points.

Business Community Sentiment

This qualitative evaluation criterion addresses the support or opposition for the alternative from the business community.

MOES FOR TRANSIT STUDY GOAL 2: COMMUNITIES AND ENVIRONMENT

Objective A – Facilitate the preservation and enhancement of neighborhoods in the Central Corridor.

Residential Population Served

A quantitative measure of the number of residents who live within one-third mile of the proposed stations or access points for the alternative.

Consistency with Local Plans

This qualitative criterion addresses the alternative's consistency with the adopted local transportation plans and land use plans, both currently and for the Year 2020 for the Cities of St. Paul and Minneapolis, the University of Minnesota, and the Capitol Area Architectural and Planning Board (CAAPB).

Community Sentiment

This qualitative evaluation criterion addresses the support or opposition for the alternative from the community.

Noise and Vibration

This quantitative criterion addresses the noise and vibration levels of the alternatives as they relate to impact on neighborhoods.

Objective B – Acknowledge the individual character and aspirations of each place served, and of the region as a whole.

Compatibility with Community Character

This qualitative criterion is a measure of the effects of the alternative on and enhancements to quality of life and healthy communities, as well as compatibility with the character of the neighborhood or community.

Potential to Support Smart Growth and Livable Communities

This qualitative criterion addresses the alternative's potential to promote smart growth and livable communities by encouraging infill development and limiting opportunities for sprawl.

Objective C – Support regional goals for cleaner air and water, more efficient energy use and a safer and healthier environment.

Environmental Impacts

This quantitative criterion addresses the potential environmental impact of each alternative in terms of:

- Air Quality
- Water Quality and Floodplains
- Energy

Existing Right-of-Way Utilization

This criterion is quantitative and addresses the extent to which the alternative would make use of existing public rights-of-way, thereby limiting the potential for adverse environmental impact.

MOES FOR TRANSIT STUDY GOAL 3: TRANSPORTATION AND MOBILITY

Objective A – Create transportation improvements that add people carrying capacity, minimize operating costs, improve operating efficiency, provide high quality modal alternatives and reinforce the region's transportation system.

Capacity

This quantitative criterion addresses the number of transit riders for each of the alternatives.

Operating Costs

This quantitative criterion addresses the relative operating costs for each of the alternatives under consideration.

Efficiency

This quantitative criterion addresses the relative efficiency of the alternatives in terms of cost per rider, the ratio of transit capacity to operating costs.

Consistency with Regional Plans

This qualitative criterion addresses the alternative's consistency with the adopted regional transportation plans for the Year 2020.

Intermodal Connectivity

This qualitative criterion addresses the extent to which the alternative provides and/or enhances connections to the airport, bus transfer centers, regional rail system facilities, and other intermodal transportation facilities.

Objective B – Expand opportunities for all users to move freely to, through, and within the Central Corridor.

Regional Connectivity

This qualitative criterion addresses the extent to which the alternative provides connections to regional transportation facilities such as the freeway system, Northstar Commuter Rail, Red Rock Commuter Rail, Hiawatha LRT line and potential Riverview Corridor BRT improvements.

Objective C – Enhance the existing transportation infrastructure to serve the high number of transit dependent persons in the Central Corridor.

Diversity of Population Served

This quantitative criterion addresses the extent to which the alternative serves populations with special needs, such as the elderly, persons under 16, households without a car and minority and low-income populations.

Travel Time Savings

This quantitative criterion provides a relative comparison of estimated total travel time between the core of downtown Minneapolis (Nicollet Mall) and the core of downtown St. Paul (Cedar Street).

7.2 EVALUATION AGAINST THE GOALS AND OBJECTIVES OF THE CENTRAL CORRIDOR TRANSIT STUDY

This section discusses the evaluation of the Baseline Alternative, University Avenue LRT Alternative and University Avenue Busway/BRT Alternative relative to the MOEs used to establish the effectiveness in satisfying the goals and objectives of the Central Corridor Transit Study.

7.2.1 Evaluation Methodology

This section identifies the goals, objectives and evaluation measures that were used to evaluate the alternatives under consideration for the proposed action. The evaluation measures address each of the goals and objectives that were established during the Central Corridor Transit Study, and further refined during the public participation process.

The evaluation was performed to determine the degree to which each of the alternatives supports each of the goals and objectives. Three degrees of support – "strongly supports", "supports" and "somewhat supports" – were used to summarize the performance of the alternatives relative to these goals and objectives. The fourth assessment criterion – "does not support" – was used to indicate that the alternative is neutral or has a negative performance. Following the evaluation of alternatives indicated in the subsequent text, the results are then summarized in Section 7.2.5: Summary of Alternatives Evaluation.

7.2.2 Goal 1 – Economic Opportunity and Investment

Objective A – Support investments in infrastructure, business, and community that sustain the heart of the region.

The measures used to evaluate how well the alternatives would support investments in infrastructure, business, and community, while sustaining regional development include:

- Previous Investment – Transportation
- Previous Investment – Development
- Proximity to Developable and Redevelopable Land

Previous transportation investment compatibility included the degree to which the alternative would support the current level of investment in bus and rail routes, the proposed operating agency, and infrastructure such as shared stations, right-of-way, and maintenance facilities. Support for previous developments were determined based on a review of current land use and funded land use development plans. The availability of developable and redevelopable land in the vicinity of proposed station locations was determined from local development plans, interviews with local planners and field reconnaissance.

BASELINE ALTERNATIVE

The Baseline Alternative is consistent with previous roadway and bus transportation investments, and operations could be within the Twin Cities Metropolitan Council responsibility. However, no direct transit-related benefits to previous development investment or developable and redevelopable land would be realized. Overall, the Baseline Alternative "does not support" the objective.

UNIVERSITY AVENUE LRT ALTERNATIVE

Previous transportation investment for the Twin Cities Metropolitan Area has historically included roadway and busway infrastructure and currently includes the construction of the Hiawatha LRT line, which will operate between downtown Minneapolis and the Mall of America, including service to the Minneapolis/St. Paul International Airport. The Twin Cities Metropolitan Council is responsible for operations of the current transit services and will serve as the operating agency for the University Avenue LRT Alternative.

The University Avenue LRT Alternative would traverse areas of previous development investment in the corridor, including downtown Minneapolis and downtown St. Paul. The alternative would enter downtown Minneapolis and merge with the Hiawatha LRT line, thus serving major investments in the central business district (CBD). The proposed station locations are highly consistent with previous investments in real estate development and would serve the University of Minnesota, large investments in the Midway area, the State Capitol area, office developments, commercial nodes, and residential neighborhoods.

Published Ramsey County data indicates approximately 450-acres of vacant land within one-half mile of proposed stations in the University Avenue LRT Alternative. As noted in the May 2000 market report (Quam), and verified by windshield survey, there is an excess amount of land along University Avenue awaiting viable development and redevelopment projects. A number of proposed station sites, including those at Lexington Avenue, and Dale Street, are in close proximity to empty land and buildings.

The alternative would have highly compatible elements with current and future transit investments, including shared facilities and the operating agency. The alternative would serve previous development investments, and is in close proximity to developable and redevelopable land. The University Avenue LRT Alternative "strongly supports" the objective.

UNIVERSITY AVENUE BUSWAY/BRT ALTERNATIVE

The University Avenue Busway/BRT Alternative is also consistent with previous transportation investment, including the Twin Cities Metropolitan Council as the operating agency. The proposed station locations are highly consistent with previous investments in real estate development and would serve the University of Minnesota, large investments in the Midway area, the State Capitol area, office developments, commercial nodes, and residential neighborhoods. The alternative is also in close proximity to developable and redevelopable land.

The alternative would have highly compatible elements with current and future transit investments, including shared facilities and the operating agency. However, bus congestion is already a problem along University Avenue. The ability to add additional bus service is limited and would not serve year 2020 transit demand. The alternative would serve previous development investments, and is in close proximity to developable and redevelopable land. The University Avenue Busway/BRT Alternative "strongly supports" the objective.

Objective B – Promote a reliable transit system that allows an efficient, effective land use development pattern in major activity centers which minimizes parking demand, facilitates the highest and best use of adjacent properties, and gives employers confidence that employees can travel to and from work.

The measures used to evaluate how well the alternatives would promote reliable transit, encourage effective land use patterns in major activity centers and adjacent properties while minimizing parking demand and facilitating travel to work include:

- Proven Technology
- Consistency with Land Use Patterns
- Service to Major Travel Markets
- Proximity to Planned Development
- Parking
- Major Employment Centers Served
- Business Community Sentiment

Proven technology considered transit modes successfully being operated in revenue service in other U.S. cities. Consistency with land use patterns considered existing and planned development, discussions with local planners and field reconnaissance. Major travel markets include downtown Minneapolis, the University of Minnesota campus, the Midway area, and downtown St. Paul. Proximity to planned development was based on review of the local development plans for the Study Area. Parking considered the degree to which an alternative would reduce the current demand for parking and for land to support parking lots and parking structures. Major employment centers included businesses with greater than \$5-million in gross annual sales. Business community sentiment was based on comments received from the business community.

BASELINE ALTERNATIVE

The Baseline Alternative includes proven technology, including conventional roadway and bus technology, plus LRT technology with the Hiawatha project. The alternative is consistent with

current land use patterns, but would not enhance service to planned developments and land use patterns. It would not enhance service to major travel markets or planned developments. In both downtowns, the Baseline Alternative would provide no relief in land use impact as it relates to the demand for parking. It may be expected that continued development under the Baseline Alternative would require additional land currently being used for parking lots and structures and increase the parking deficit. Major employment centers would not receive the enhanced service provided by either build alternative, however the alternative received a total of ten supportive comments during Scoping. Overall, the Baseline Alternative "does not support" the objective.

UNIVERSITY AVENUE LRT ALTERNATIVE

In 1999, there were over 20 metropolitan areas in the United States (U.S.) with operating LRT lines, serving an estimated 7.25-million people and carrying an estimated 390-million passengers annually over 1.5-billion annual passenger miles. It has been demonstrated that, under the right conditions, LRT can move more people at less cost per rider, with increased transit ridership and better farebox recovery, than other rail or bus options.

Land use patterns along University Avenue were first shaped by the streetcar system. Nodes of commercial development grew where streetcar lines intersected crossing roadways, with a looser and less dense pattern between nodes. The dominant land use pattern along the middle and eastern portions of the Study Area is a half block of commercial buildings and uses along University Avenue backed with adjacent residential areas. These commercial and residential areas provide the high ridership for the current transit service on University Avenue. Transit service of the University Avenue LRT Alternative is highly consistent with the land use pattern throughout the Study Area.

The University Avenue LRT Alternative would provide direct service to all four major travel markets. The alternative would penetrate the two downtowns, both the west and east banks of the University of Minnesota campus, and the Midway area.

A number of planned development projects in various stages of development are identified in Chapter 5.0: Economic Impact Analysis, including projects in downtown Minneapolis, University of Minnesota campus, Midway and downtown St. Paul. The proposed LRT stations are in close proximity to each of the noted development projects, and the stations would provide transit service for both business patrons and residents. Further, the stations would provide the potential for additional growth of the planned developments.

No additional parking impacts are anticipated in downtown Minneapolis. On-street parking on Washington Avenue and access to parking lots and structures from Washington Avenue could be limited during construction of the proposed tunnel at the University of Minnesota. Approximately 660 on-street parking spaces would be removed on University Avenue between Washington Avenue and Rice Street and approximately 28 on-street parking spaces would be removed at the State Capitol. Approximately 121 on-street parking spaces would be eliminated in downtown St. Paul, and access to approximately ten driveways to/from parking structures and lots could be affected.

The total number of major employment centers that would be served by the alternative is approximately 400, and the total number of employees would be approximately 132,000.

As indicated in the *Central Corridor Scoping Summary Report*, there were 29 total comments supportive of LRT and the need for LRT in the Central Corridor. The respondents favoring LRT

commented that LRT would provide favorable economic development, travel time saving, comfort and convenience for transit within the Central Corridor. These respondents also commented that LRT would reduce automobile congestion while improving air quality and reducing noise.

The alternative uses proven technology and is highly consistent with land use patterns and service to major travel markets. The alternative is in close proximity to planned development and serves a higher number of employees than the BRT Alternative. Parking impacts would be greater than the Baseline or BRT Alternatives, however parking demand would also be reduced with increased ridership. Overall, the University Avenue LRT Alternative "strongly supports" the objective.

UNIVERSITY AVENUE BUSWAY/BRT ALTERNATIVE

The University Avenue Busway/BRT Alternative utilizes proven technology. Some of the projected and existing U.S. systems include Minneapolis/St. Paul, Eugene, Oregon, Orlando, Florida, Cleveland Ohio. BRT provides faster operating speeds, greater service reliability, and increased convenience over traditional buses and may approach the quality of rail transit. BRT has potential to be a successful mass transit alternative and typically has the least amount of capital investment needed for implementation.

Land use patterns along University Avenue were first shaped by the streetcar system. Nodes of commercial development grew where streetcar lines intersected crossing roadways, with a looser and less dense pattern between nodes. The dominant land use pattern along the middle and eastern portions of the Study Area is a half block of commercial buildings and uses along University Avenue backed by adjacent residential areas. These commercial and residential areas provide the high ridership for the current transit service on University Avenue. Transit service of the University Avenue Busway/BRT Alternative is consistent with the land use pattern throughout the Study Area.

The University Avenue Busway/BRT Alternative would provide direct service to all four major travel markets. The alternative would penetrate the two downtowns, both the west and east banks of the University of Minnesota campus, the Midway area.

A number of planned development projects in various stages of development are identified in Chapter 5.0: Economic Impact Analysis, including projects in downtown Minneapolis, University of Minnesota campus, Snelling Avenue Metro Transit bus garage, Midway, downtown St. Paul and West Side Flats. The proposed BRT stations are in close proximity to each of the noted development projects, and the stations would provide transit service for both business patrons and residents. Further, the stations would provide the potential for additional growth. However, bus congestion is already a problem along Washington Avenue. The ability to add additional bus service is limited and would not serve year 2020 transit demand.

No additional parking impacts are anticipated in downtown Minneapolis or at the University of Minnesota. Similar to LRT, approximately 660 on-street parking spaces would be removed on University Avenue between Washington Avenue and Rice Street. No additional impacts are anticipated at the State Capitol or downtown St. Paul. The total number of major employment centers that would be served by the alternative is approximately 395, and the total number employees served is approximately 131,000.

As indicated in the *Central Corridor Scoping Summary Report*, there were six total comments supportive of BRT in the Central Corridor. These respondents commented that BRT would

provide a flexible and cost-effective system for transit and would reduce the potential adverse impacts to neighborhoods and businesses that might be anticipated with the other alternatives.

The alternative uses proven technology and is consistent with land use patterns and service to major travel markets. The alternative is in close proximity to planned development and serves a high number of employees and employment centers, although slightly less than the University Avenue LRT Alternative. Parking impacts would be greater than the Baseline Alternative, but less than the LRT Alternative. Overall, the University Avenue Busway/BRT Alternative "supports" the objective.

7.2.3 Goal 2 – Communities and Environment

Objective A – Facilitate the preservation and enhancement of neighborhoods in the Central Corridor.

The measures used to evaluate how well the alternatives would preserve and enhance neighborhoods include:

- Residential Population Served
- Consistency with Local Plans
- Community Sentiment
- Noise and Vibration

Residential population served is determined from U.S. Census data for 2000. Consistency with local plans is based on review of the adopted plans, including *Regional Blueprint, Twin Cities Metropolitan Area; The Minneapolis Plan* - comprehensive plan for the City of Minneapolis; *St. Paul Comprehensive Plan; University of Minnesota Campus Master Plan; and Comprehensive Plan For The Minnesota State Capitol Area*. Review included Small Area Plans that the City of St. Paul adopted as amendments to the *St. Paul Comprehensive Plan*. Consistency with each of these plans was then determined as indicated in Chapter 3.0: Social and Land Use Impacts. The Community sentiment was determined from responses received during public participation, and noise and vibration impacts were based on FTA criterion indicated in Chapter 4.0: Environmental Impact Analysis.

BASELINE ALTERNATIVE

The Baseline Alternative would provide very little additional transit service to the residential population. The alternative is not consistent with the *City of St. Paul Comprehensive Plan*, or the *University of Minnesota Twin Cities Campus Master Plan*, which identified the need for LRT or busway transit improvements. The alternative received a total of ten supportive comments during Scoping. A noise/vibration assessment is not required and was not performed for the Baseline Alternative, however it may be said that noise levels related to traffic volumes would continue to increase as automobile traffic increases. Overall, the Baseline Alternative "does not support" the objective.

UNIVERSITY AVENUE LRT ALTERNATIVE

Total resident population served is approximately 35,500, the highest population served of all the alternatives considered and approximately 9,000 more residents than the BRT Alternative.

The University Avenue LRT Alternative is fully consistent with *The Minneapolis Plan* and the *City of St. Paul Comprehensive Plan* and the recommendations of the St. Paul Planning Commission, which strongly recommends an LRT alignment on University Avenue. Other municipal Small Area Plans seek redevelopment along University Avenue, which would be supported by the alternative. LRT on Washington Avenue is consistent with the *University of Minnesota Twin Cities Campus Master Plan*. LRT would be an incentive to intensification of commercial nodes consistent with adopted plans and zoning. A transit-oriented development overlay district may be useful to allow higher intensity development near station sites.

As indicated in the *Central Corridor Scoping Summary Report*, there were 29 total comments supportive of LRT and the need for LRT in the Central Corridor. The respondents favoring LRT commented that LRT would provide favorable economic development, travel time saving, comfort and convenience for transit within the Central Corridor. These respondents also commented that LRT would reduce automobile congestion while improving air quality and reducing noise.

The predicted noise level would not exceed the FTA Land Use Category 3 *severe impact* criteria, or Category 2 *severe impact* criteria, or Category 1 *impact* criteria. The alternative would exceed the FTA Land Use Category 2 *impact* criteria at 11 locations and the Land Use Category 3 *impact* criteria at one location. Single event noise levels from passby operations are predicted to exceed the APTA design criteria at nine locations (three residential and six commercial). Predicted vibration levels would be well below the FTA impact criteria for frequent events measured by the FTA Land Use Categories and from LRT passbys.

The alternative would serve the highest number of residents of the two build alternatives considered. The alternative is very consistent with the master plans and Small Area Plans noted. The response from the community is considered as strongly supportive. When the predicted noise impacts for this LRT Alternative are compared to the University Avenue Busway/BRT Alternative, 83 fewer Land Use Category 2 *impact* criteria and 18 fewer Land Use Category 3 *impact* criteria noise impacts would occur. Vibration levels would be well below FTA impact criteria. Overall, the University Avenue LRT Alternative "strongly supports" the objective.

UNIVERSITY AVENUE BUSWAY/BRT ALTERNATIVE

Total residential population served is approximately 26,500, which is 9,000 fewer residents than the LRT Alternative.

The University Avenue Busway/BRT Alternative is consistent with *The Minneapolis Plan* and the *City of St. Paul Comprehensive Plan* only if it provides the capacity to meet future transit demand. A BRT facility on Washington Avenue is consistent with the *University of Minnesota Campus Twin Cities Master Plan*, which calls for improved bus transit. BRT would be an incentive to intensification of commercial nodes consistent with adopted plans and zoning. A transit-oriented development overlay district may be useful to allow higher intensity development near station sites.

As indicated in the *Central Corridor Scoping Summary Report*, there were six total comments supportive of BRT in the Central Corridor. These respondents commented that BRT would provide a flexible and cost-effective system for transit and would reduce the potential adverse impacts to neighborhoods and businesses that might be anticipated with the other alternatives.

The predicted noise level would not exceed the FTA Land Use Category 3 *impact* or *severe impact* criteria or Land Use Category 1 *impact* criteria. The alternative would exceed the FTA Land Use Category 2 *impact* criteria at 94 locations and the *severe impact* criteria at 11 additional locations. The predicted noise level would exceed the Land Use Category 3 *impact* criteria at 19 locations. Single event noise levels are predicted to exceed the APTA design criteria at 59 locations (31 residential and 28 commercial). The BRT Alternative is not expected to exceed the FTA vibration impact criteria anywhere along the proposed project corridor.

The alternative would serve the lowest number of residents of the two build alternatives considered. The alternative is very consistent with the master plans and Small Area Plans noted. The response from the community is considered as supportive, but not as supportive as the LRT Alternative. When the predicted noise impacts for this BRT Alternative are compared to the LRT Alternative, 83 more Land Use Category 2 *impact* criteria and 18 more Land Use Category 3 *impact* criteria noise impacts would occur, however vibration impacts are not expected to occur for this alternative. Overall, the University Avenue LRT Alternative "supports" the objective.

Objective B – Acknowledge the individual character and aspirations of each place served, and of the region as a whole.

The measures used to evaluate how well the alternatives would acknowledge the character of the Central Corridor and region include:

- Compatibility with Community Character
- Potential to Support Smart Growth and Livable Communities

The quality of life within a neighborhood or community is determined by enhancements to the existing neighborhood, community character and cohesion. Negative impacts to neighborhood and community character and cohesion include disruption of existing pedestrian and bicycle routes, disruption of access to community facilities, increasing auto traffic and disruption of established neighborhoods. Positive impacts to neighborhood and community character and cohesion include provision of opportunity for revitalization and support and enhancement of neighborhood retail and commercial centers.

Desirable factors that contribute to smart growth and livable communities include infill development limiting opportunity for sprawl, including enhanced accessibility to parcels that encourages infill development, avoidance of increased accessibility into undeveloped areas, reduced reliance on increased accessibility via roadways, and increased development density that encourages infill development.

BASELINE ALTERNATIVE

The Baseline Alternative would not include potential improvements to community character that would occur with either of the two build alternatives, including improved transit service with connections to major destinations, new streetscape amenities, improved visual quality and new transit-oriented development. In addition, traffic congestion would continue to increase and further detract from community character and aspirations. Although the alternative would provide limited transportation improvements, it would not promote smart growth and enhance livability in the community by encouraging infill development. The Baseline Alternative "does not support" the objective.

UNIVERSITY AVENUE LRT ALTERNATIVE

As detailed in Chapter 3.0: Social and Land Use Impact Analysis, LRT transit would be very compatible with community character. University Avenue is an existing transit corridor lined by commercial and industrial land uses, with adjacent residences, and the University Avenue LRT Alternative is unlikely to have major negative impacts on the existing residential neighborhoods located to the north and south. The alternative would provide potential improvements to community character including superior transit service and connections to major destinations, new streetscape amenities, improved visual quality and new transit-oriented development. In addition, traffic congestion would increase at a lower rate as transit ridership increases, further improving community character.

Given the number of potential station sites and the level of transit service possible with University Avenue LRT Alternative, many sites suitable for infill development could be assembled and developed. The alternative would support smart growth goals for new residential, commercial, and office development while providing an amenity to improve the livability of surrounding neighborhoods.

The alternative is compatible with community character and would provide enhancements to improve community character such as new streetscape amenities, improved visual quality and new transit-oriented development. The alternative would promote new residential, commercial, and office development while providing an amenity to improve the livability of surrounding neighborhoods. The University Avenue LRT Alternative "strongly supports" the objective.

UNIVERSITY AVENUE BUSWAY/BRT ALTERNATIVE

As detailed in Chapter 3.0: Social and Land Use Impact Analysis, BRT would be compatible with community character. University Avenue is an existing transit corridor lined by commercial and industrial land uses, with adjacent residences and the University Avenue Busway/BRT Alternative is unlikely to have major negative impacts on the existing residential neighborhoods located to the north and south. The alternative would provide potential improvements to community character including superior transit service and connections to major destinations, new streetscape amenities, improved visual quality and new transit-oriented development. In addition, traffic congestion would increase at a lower rate as transit ridership increases, further improving community character. However, bus congestion is already a problem along University Avenue. The ability to add additional bus service is limited and would not serve year 2020 transit demand.

The station sites proposed for the University Avenue Busway/BRT Alternative are the same as the University Avenue LRT Alternative, and the same infill opportunities would be available. However, the effect of BRT on growth in the real estate market is not certain. The University Avenue Busway/BRT Alternative may not capture the same market of riders as LRT and may not lead to the same types of infill and smart growth development projects.

The alternative is compatible with community character and would provide enhancements to improve community character such as new streetscape amenities, improved visual quality and some new transit-oriented development. The alternative would promote some new residential, commercial, and office development while providing an amenity to improve the livability of surrounding neighborhoods. However, these would be less positive than the University Avenue LRT Alternative. The University Avenue Busway/BRT Alternative "supports" the objective

Objective C – Support regional goals for cleaner air and water, more efficient energy use and a safer and healthier environment.

The measures used to evaluate how well the alternatives would support goals for cleaner air, water and energy usage include:

- Environmental Impacts
 - Air Quality
 - Water Quality and Floodplains
 - Energy
- Existing Right-of-Way Utilization

Environmental impacts were determined as indicated in Chapter 4.0: Environmental Impact Analysis. Air quality, water quality and floodplain impacts were determined for each of the alternatives relative to current environmental regulations. Energy consumption was determined by establishing the Baseline Alternative consumption as a base then comparing the consumption of the build alternatives. The use of existing right-of-way was considered as a surrogate in determining environmental impacts as based on the estimated right-of-way requirements for the build alternatives from preliminary design information.

BASELINE ALTERNATIVE

For the Baseline Alternative all carbon monoxide (CO) concentrations would not exceed the allowable emissions outlined in the National Ambient Air Quality Standards (NAAQS) of 35 ppm or the Minnesota Ambient Air Quality Standards (MAAQS) of 30 ppm for one-hour and the NAAQS and MAAQS of 9 ppm for eight-hours. The emission inventory for 2008 would consist of 352,853 tons of CO, 41,580 tons of volatile organic compounds (VOCs) and 56,745 tons of nitrogen oxides (NO_x) per year. The alternative would not cause impacts to water quality or floodplains. This alternative would consume 150,072,932 million British Thermal Units (BTUs) of energy annually, which is less than both of the build alternatives. The alternative would not include construction outside of the existing right-of-way. Overall, this alternative "does not support" the objective.

UNIVERSITY AVENUE LRT ALTERNATIVE

For the University Avenue LRT Alternative all CO concentrations would not exceed the allowable emissions outlined in the NAAQS of 35 ppm or the MAAQS of 30 ppm for one-hour and the NAAQS and MAAQS of 9 ppm for eight-hours. The annual emission inventory for 2008 would consist of 350,787 tons of CO, 2,066 tons less than the Baseline, 41,402 tons of VOCs, 178 tons less than the Baseline, and 56,752 tons of NO_x, seven tons more than the Baseline Alternative. No significant impacts to the surface water quality in the Study Area are anticipated during construction or operations. The alternative is located outside the 100-year floodplain or on the existing Washington Avenue Bridge and will not impact floodplain. This alternative would consume 150,097,285 million BTUs of energy annually, which is 24,353 million BTUs more than the Baseline Alternative, and 19,784 million BTUs more than the BRT Alternative. The alternative would generally be constructed within the existing right-of-way. Overall, this alternative "strongly supports" the objective.

UNIVERSITY AVENUE BUSWAY/BRT ALTERNATIVE

For the University Avenue Busway/BRT Alternative all CO concentrations would not exceed the allowable emissions outlined in the NAAQS of 35 ppm or the MAAQS of 30 ppm for one-hour

and the NAAQS and MAAQS of 9 ppm for eight-hours. The annual emission inventory for 2008 would consist of 350,577 tons of CO, 2,276 tons less than the Baseline, 41,397 tons of VOCs, 183 tons less than the Baseline, and 56,760 tons of NO_x, 15 tons more than the Baseline Alternative. No significant impacts to the surface water quality in the Study Area are anticipated during construction or operations. The alternative is located outside the 100-year floodplain or on the existing Washington Avenue Bridge and will not impact floodplain. This alternative would consume 150,077,501 million BTUs of energy annually, which is 4,569 million BTUs more than the Baseline Alternative, and 19,784 million BTUs less than the LRT Alternative. The alternative would generally be constructed within the existing right-of-way. Overall, this alternative "supports" the objective.

Table 7.2-1: Potential Environmental Effects, provides a summary of other environmental effects for the Baseline, University Avenue LRT and University Avenue Busway/BRT Alternatives as determined in Chapter 4.0: Environmental Impact Analysis.

Table 7.2-1: Potential Environmental Effects

Environmental Element	Baseline Alternative	University Avenue LRT Alternative	University Avenue Busway/BRT Alternative
Hazardous Contaminated Sites (High/Medium) ¹	0	15	9
Vegetation and Wildlife	None	Minimal	Minimal
Aquatic Habitat	None	None	None
Wetlands	None	None	None
Rare, Threatened or Endangered (RTE) Species	None	None	None
Groundwater Resources	None	Possibly during construction	Possibly during construction

¹Contaminated Sites included are those that have a "high" or "medium" rating.

7.2.4 Goal 3 – Transportation and Mobility

Objective A – Create transportation improvements that add people carrying capacity, minimize operating costs, improve operating efficiency, provide high quality modal alternatives and reinforce the region's transportation system.

The measures used to evaluate how well the alternatives would add efficient transit capacity with modal alternatives for the Central Corridor and region, while minimizing operating costs include:

- Transit Capacity
- Operating Costs
- Efficiency
- Consistency with Regional Plans
- Intermodal Connectivity

Transit capacity was based on the Central Corridor Ridership Forecasts described in memorandum dated March 21, 2002 and included in Appendix 9.12. Operating costs were determined as described in Chapter 2.0 Alternatives Considered. Efficiency, the operating cost per transit rider, was determined as the ratio of transit capacity to operating costs.

Consistency with regional plans was determined based on compatibility with adopted regional transportation plans for the Year 2020. Intermodal connectivity considers the opportunities of the alternative to link trips to other modes of transportation, including connections to the airport, bus transfer centers, regional rail system and other intermodal transportation facilities. Northstar Commuter Rail, Red Rock Commuter Rail, Hiawatha LRT and Riverview Corridor improvements are not included in this analysis since they are considered in the Regional Connectivity MOE.

BASELINE ALTERNATIVE

In 2008, the Baseline Alternative would have 28,400 daily riders, but attracts no new transit riders, provides no reduction in daily auto trips and does not reduce daily miles traveled. The Baseline Alternative would have an annual operating cost of \$56.7 million, the lowest of the alternatives considered. Overall these improvements will not have a significant effect on the traffic operations in the immediate area around the proposed transit alignments, although they can be expected to provide some improvement in the operating efficiency of the regional transportation network. The alternative does not support the Twin Cities Metropolitan Council "Transit 2020" plan that specifies LRT on University Avenue. The alternative would not enhance intermodal connections to the airport, bus transfer centers, regional rail system or other intermodal choices.

Although the alternative does have reduced operating costs, it has the highest cost per rider for the alternatives considered. The Baseline Alternative is not consistent with regional plans and does not enhance intermodal connections. The Baseline Alternative "does not" support the objective.

UNIVERSITY AVENUE LRT ALTERNATIVE

In 2008, the University Avenue LRT Alternative would have 38,100 daily transit riders in the University Avenue corridor, including 3,300 new riders. The alternative involves an annual operating cost of \$60.7 million, the highest of the alternatives. Overall these improvements would have a substantial effect on the traffic operations in the immediate area around the proposed transit alignments, and improvement in the operating efficiency of the regional transportation network. The alternative is highly consistent with the Twin Cities Metropolitan Council "Transit 2020" plan that specifies LRT on University Avenue. Direct intermodal connections would be provided to bus transfer centers, Union Depot and other intermodal choices.

Although the alternative does have the highest operating costs, it has the lowest cost per rider for the alternatives considered. The alternative is consistent with regional plans and provides intermodal connections for more transit riders. The University Avenue LRT Alternative "strongly supports" the objective. However, bus congestion is already a problem along University Avenue. The ability to add additional bus service is limited and would not serve year 2020 transit demand.

UNIVERSITY AVENUE BUSWAY/BRT ALTERNATIVE

This University Avenue Busway/BRT Alternative would have 35,700 daily transit riders in the University Avenue corridor, including 2,300 new riders. The alternative involves an annual operating cost of \$58.7 million, more than the Baseline Alternative, but lower than the LRT Alternative considered. Overall these improvements would have a substantial effect on the traffic operations in the immediate area around the proposed transit alignments, and improvement in the

operating efficiency of the regional transportation network. The alternative is not consistent with the Twin Cities Metropolitan Council "Transit 2020" plan that specifies LRT on University Avenue. Direct intermodal connections would be provided to bus transfer centers, Union Depot and other intermodal choices.

Although the alternative does have lower operating costs than the University Avenue LRT Alternative, it has a higher cost per rider. The alternative is not consistent with regional plans but does provide intermodal connections. The University Avenue Busway/BRT Alternative "somewhat supports" the objective.

Objective B – Expand opportunities for all users to move freely to, through, and within the Central Corridor.

The measure used to evaluate how well the alternatives would provide mobility to, through and within the Central Corridor is regional connectivity. The MOEs presented for Goal 3, Objective A are also pertinent to this objective.

Regional connectivity addresses the extent to which the alternative provides connections to regional transportation facilities such as the freeway system, Northstar Commuter Rail, Red Rock Commuter Rail, Hiawatha LRT and Riverview Corridor improvements. Bus, regional rail, Minneapolis/St. Paul Airport, and pedestrian/hiking/bicycle routes are not included in this analysis since they are considered in the Intermodal Connectivity MOE.

BASELINE ALTERNATIVE

The alternative would allow continued freeway use, although continued development under the Baseline Alternative would add congestion and extend drive times. The alternative provides the same connections to the intermodal facilities such as Northstar Commuter Rail, Red Rock Commuter Rail, Hiawatha LRT and Riverview Corridor as BRT. The Baseline Alternative "does not support" the objective.

UNIVERSITY AVENUE LRT ALTERNATIVE

The University Avenue LRT Alternative has multiple opportunities to link trips to other regional mass transportation systems. The proposed alternative would connect to the Hiawatha LRT line, Northstar Commuter Rail line, the Red Rock Commuter Rail line, and the Riverview BRT. The connections to the Northstar and Red Rock lines are not seamless, but within closer walking distance than the other alternatives. The University Avenue LRT Alternative is rated as highly enhancing of connections to regional facilities and "strongly supports" the objective.

UNIVERSITY AVENUE BUSWAY/BRT ALTERNATIVE

The University Avenue Busway/BRT Alternative would have multiple opportunities to link trips to other regional mass transportation systems. The alternative would connect to the Hiawatha LRT line, Northstar Commuter Rail line, the Red Rock Commuter Rail line, and the Riverview Corridor Busway. The connections to the Northstar and Red Rock lines are not seamless, but within the same walking distance as the Baseline Alternative. The University Avenue Busway/BRT Alternative is rated as highly enhancing of connections to regional facilities and "supports" the objective.

Objective C – Enhance the existing transportation infrastructure to serve the high number of transit dependent persons in the Central Corridor.

The measures used to evaluate how well the alternatives would serve transit dependent persons in the Central Corridor include:

- Diversity of Population Served
- Travel Time Savings

Transit-dependent persons were defined as those with special needs, the elderly (age 65 and older), persons under 16, and households without a car, and minority and low-income populations as determined from county averages. The 1990 U.S. Census was used to determine the number of special needs persons within one-quarter mile of transit access points, and the number of minority and low-income populations within one-third mile of transit access points.

Travel time savings were calculated for a model trip between downtown Minneapolis (Nicollet Mall) and downtown St. Paul (Cedar Street) for each alternative, using the Year 2020 Transit Model and comparing to travel time during peak hour for the same trip using the existing bus system (the Baseline Alternative). Travel times to various points within the corridor are provided in Table 6.4-7.

BASELINE ALTERNATIVE

The Baseline Alternative would provide no enhancements in transit service to the transit-dependent, including people with special needs and minority and low-income population. The Baseline Alternative was used as the measure for all alternatives and would provide no travel time saving; in fact, increasing traffic congestion in the corridor would increase the model trip time to approximately 58-minutes for the alternative. The Baseline Alternative "does not support" the objective.

UNIVERSITY AVENUE LRT ALTERNATIVE

The University Avenue LRT Alternative would serve approximately 6,400 persons with special needs and 24,700 minority and low-income residents, the highest for the build alternatives in both categories.

The estimated total travel time is approximately 43-minutes for the University Avenue LRT Alternative model trip between downtown Minneapolis and downtown St. Paul. This would result in a travel time saving of 15-minutes over the Baseline Alternative and seven-minutes over the BRT Alternative. Travel times to various points within the corridor are provided in Table 6.4-7.

The University Avenue LRT Alternative would serve the highest number transit-dependent persons for all the alternatives considered and would provide a moderate travel time saving over the University Avenue Busway/BRT Alternative and a large travel time saving over the Baseline Alternative. The University Avenue LRT Alternative "strongly supports" the objective.

UNIVERSITY AVENUE BUSWAY/BRT ALTERNATIVE

The University Avenue Busway/BRT Alternative would serve approximately 5,400 persons with special needs and 20,300 minority and low-income residents, approximately 1,000 and 4,400 persons less than the LRT Alternative.

The estimated total travel time is approximately 50-minutes for the University Avenue Busway/BRT Alternative model trip between downtown Minneapolis and downtown St. Paul. When compared to the Baseline Alternative, an eight-minute travel time saving would be realized, however, travel time would increase by seven minutes over the LRT Alternative. However, bus congestion is already a problem along University Avenue. The ability to add additional bus service is limited and would not serve year 2020 transit demand.

The University Avenue Busway/BRT Alternative would provide some service to the transit-dependent and moderate travel time saving over the Baseline Alternative, but moderate travel time increase over the LRT Alternative. The University Avenue Busway/BRT Alternative "supports" the objective.

7.2.5 Summary of Alternatives Evaluation

After each alternative was evaluated against the Transit Study goals and objectives, the following symbols were applied to each alternative for each objective, then summarized in Table 7.2-2: Comparison of Alternatives Against the Project Goals and Objectives. The table also provides an average rating for each goal, and an overall performance summary for each alternative, which is simply an unweighted average of the ratings for each goal.

7.3 EQUITY CONSIDERATIONS

This section summarizes Sections 3.9, 4.8, 5.3 and 6.10 Environmental Justice concerns as they have been addressed in the evaluation of alternatives for the proposed Central Corridor.

7.3.1 Legal and Regulatory Requirements

Presidential Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, (February 11, 1994) requires that federal agencies consider and address disproportionate adverse environmental effects of proposed federal projects on minority and low-income communities.

The intent of the Department of Transportation Final Order on Environmental Justice [DOT Order 5610.2, *Environmental Justice*, (April 15, 1997)] is to integrate the goals of Executive Order 12898 into DOT operations.

To meet both the requirements of National Environmental Policy Act (NEPA) and Executive Order 12898, this section addresses the characteristics of the affected communities, potential effects on minority and low-income populations and potential mitigation measures.

7.3.2 Community Characteristics

Ethnic composition and income characteristics within the impact assessment area have been identified in accordance with definitions established by United States Department of Transportation (USDOT) and the United States Environmental Protection Agency (EPA) guidance on Environmental Justice.

Table 7.2-2: Comparison of Alternatives Against the Project Goals and Objectives

Transit Study Goals and Objectives	Baseline Alternative	University Avenue LRT Alternative	University Avenue Busway/BRT Alternative
Goal 1: Economic Opportunity and Investment			
<i>Objective A</i> – Support investments in infrastructure, business, and community that sustain the heart of the region.	X	●	●
<i>Objective B</i> – Promote a reliable transit system that allows an efficient, effective land use development pattern in major activity centers which minimizes parking demand, facilitates the highest and best use of adjacent properties, and gives employers confidence that employees can travel to/from work.	X	●	◐
Goal 1 Average	X	●	◐
Goal 2: Communities and Environment			
<i>Objective A</i> – Facilitate the preservation and enhancement of neighborhoods in the Central Corridor.	X	●	◐
<i>Objective B</i> – Acknowledge the individual character and aspirations of each place served, and of the region as a whole.	X	●	◐
<i>Objective C</i> – Support regional goals for cleaner air and water, more efficient energy use and a safer and healthier environment.	X	●	◐
Goal 2 Average	X	●	◐
Goal 3: Transportation and Mobility			
<i>Objective A</i> – Create transportation improvements that add people carrying capacity, minimize operating costs, improve operating efficiency, provide high quality modal alternatives and reinforce the region's transportation system.	○	●	○
<i>Objective B</i> – Expand opportunities for all users to move freely to, through, and within the Central Corridor.	X	●	◐
<i>Objective C</i> – Enhance the existing transportation infrastructure to serve the high number of transit dependent persons in the Central Corridor.	X	●	◐
Goal 3 Average	X	●	◐
Overall Performance Summary – Three Goals	X	●	◐

- The Alternative "strongly supports" the objective
- ◐ The Alternative "supports" the objective
- The Alternative "somewhat supports" the objective
- X The Alternative "does not support" the objective

MINORITY POPULATIONS

Based on the USDOT April 15, 1997, Order 5610.2, minorities are defined as those that are black, Hispanic, Asian American, and American Indian and Alaskan Native.

In Hennepin County, the 2000 county average of minority persons was estimated to be 21.1 percent and in Ramsey County, the 2000 county average of minority persons was estimated to be 24.7 percent.

LOW-INCOME POPULATIONS

In Hennepin County, the 1990 county average of low-income persons (as defined by the U.S. Census Bureau) was estimated to be 9.2 percent and in Ramsey County, the 1990 county average of low-income persons was estimated to be 11.4 percent.

To determine areas of minority or low-income populations, race/ethnic and income characteristics were identified and compared to the overall characteristics of the counties of Hennepin and Ramsey and the cities of Minneapolis and St. Paul. Potential environmental justice issue areas were identified as those census blocks or block groups that exceeded a rate higher than the county's rate of minority and low-income persons. Since the corridor traverses two counties and each county has a different percentages of minority and low-income persons, the county with the lowest percent minority and low-incomes was used as the threshold to determine where minority and low-income populations are located. In both cases, Hennepin County had the lowest percent minority at 21.1 percent and low-income population at 9.2 percent. Environmental justice issue areas were shown previously on Figures 3.9-1: Minority Population and 3.9-2: Population Below Poverty Level. These areas were analyzed for disproportionately high and adverse effects.

7.3.3 Environmental Justice Conclusions

The evaluation of alternatives takes into consideration whether minority and/or low-income populations will bear a disproportionate share of the impacts associated with the alternatives and the extent to which these groups will share in the benefit of the proposed project. Service and impacts to the transit dependent will also be considered. In this evaluation, impacts both positive and negative are identified. Benefits offered by the build alternatives include increased mobility, access to transit, improved access to local businesses and educational facilities, visual enhancements provided in station areas and transit-related redevelopment opportunities. These benefits are frequently accompanied with possible adverse impacts such as potential traffic impacts; displacements of residential, commercial and community facilities; and noise and vibration effects. These effects are evaluated to determine whether or not negative effects can be minimized and benefits can be maximized, with special regard to minority, low-income, and transit dependent populations.

BASELINE ALTERNATIVE

Negative effects of the Baseline Alternative are defined in terms of the benefits foregone. Positive effects of the build alternatives, such as those mentioned above, would not be available to the communities located within the proposed project corridor. While minority and low-income populations are free from direct physical impacts, opportunities for enhancements to the quality of life, supportive land use development patterns and mobility choices are lost with the Baseline Alternative. Minority, low-income, and transit dependent populations are not served to the greatest extent through this alternative.

UNIVERSITY AVENUE LRT ALTERNATIVE

The LRT Alternative offers the opportunity to enhance the quality of life in affected neighborhoods and communities through a major infrastructure investment and related policy changes designed to support transit. The LRT Alternative offers increased access to transit, opportunities for transit-related redevelopment, potential for increased pedestrian and bicycle connections and potential for enhanced visual quality through station area improvements. For the build alternatives, benefits and adverse impacts to protected populations and the general population are representative of the areas within and adjacent to the proposed project corridor. Opportunities for design option choices that minimize adverse effects to minority and low-income populations are low due to the substantial number of those populations within the proposed project corridor.

The University Avenue LRT Alternative serves high concentrations of minority and low-income populations for the entire length of the corridor. Impacts to neighborhoods, community facilities, community cohesion and parklands would be low. Off-setting benefits such as increased mobility provided by transit improvements and the siting of proposed LRT stations may act as a catalyst to significant new investment in the proposed corridor. Proposed stations would also be new community facilities that would add to the stature of the adjacent neighborhood and serve as focal points to daily activity. The displacement of non-residential buildings would be a negative impact. There would be no displacement of residential structures. Due to the number of minority and low-income populations, potential traffic, noise and vibration impacts would have the potential to be borne disproportionately to minority and low-income populations.

UNIVERSITY AVENUE BUSWAY/BRT ALTERNATIVE

The University Avenue Busway/BRT Alternative offers the opportunity to enhance the quality of life in affected neighborhoods and communities through a major infrastructure investment and related policy changes designed to support transit. The BRT Alternative offers increased access to transit, opportunities for transit-related redevelopment, potential for increased pedestrian and bicycle connections and potential for enhanced visual quality through station area improvements. However, bus congestion is already a problem along University Avenue. The ability to add additional bus service is limited and would not serve year 2020 transit demand. For the build alternatives, benefits and adverse impacts to protected populations and the general population are representative of the areas within and adjacent to the proposed project corridor. Opportunities for design option choices that minimize adverse effects to minority and low-income populations are low due to the substantial number of those populations within the proposed project corridor.

The University Avenue Busway/BRT Alternative serves high concentrations of minority and low-income populations for the entire length of the corridor. Impacts to neighborhoods, community facilities, community cohesion and parklands would be low. Off-setting benefits such as increased mobility provided by transit improvements and the siting of proposed University Avenue Busway/BRT stations may act as a catalyst to significant new investment in the University Avenue corridor. Proposed stations would also be new community facilities that would add to the stature of the adjacent neighborhood and serve as focal points to daily activity. The BRT Alternative would not displace any residential or non-residential structures. Due to the number of minority and low-income populations, potential traffic and noise impacts would have the potential to be borne disproportionately to minority and low-income populations. No vibration impacts are associated with the BRT Alternative.

7.3.4 Mitigation Measures for Environmental Justice Analysis

All impacts identified in this document would be mitigated, if possible, to avoid adverse impacts to all neighborhoods, with special concern and emphasis with regard to minority and low-income populations. The active involvement of all neighborhoods in the corridor would continue to be a goal through design and implementation. Public engagement for all communities along the corridor is explained in detail in Chapter 8.0: Public and Agency Involvement Program.

7.4 SECTION 5309 NEW STARTS CRITERIA

The USDOT *Annual Report on New Starts* documents USDOT recommendations for the allocation of funds for fixed guideway transit projects as part of Section 5309 of Title 49, the New Starts Program. The FTA reviews the criteria for each candidate project and assigns an overall rating of highly recommended, recommended, or not recommended.

The New Starts Program reviews each project with regard to the following criteria:

- Project Justification
 - Mobility improvements;
 - Environmental benefits;
 - Operating efficiencies;
 - Cost effectiveness;
 - Transit supportive land use and future patterns; and
 - Other Factors
- Local Financial Commitment
 - Stability and reliability of the capital financing plan; and
 - Stability and reliability of the operating finance plan.

The Twin Cities Metropolitan Council will submit a New Starts criteria evaluation of the proposed Central Corridor project to FTA.

7.5 FINANCIAL ANALYSIS

Financial planning has been an integral element of the Central Corridor project since its inception. A formal financial plan based on deliberations and decisions made to date will be developed for the proposed project by the Twin Cities Metropolitan Council as part of the New Starts process. The financial planning process will continue through preliminary engineering (PE), final design, construction, and procurement as an integral part of the project development process.

The final financial plan will incorporate the following:

- Estimates of capital costs
- Estimates of operating and maintenance (O&M) costs
- Estimates of farebox revenues and other income from operations
- Evaluation of revenue stream required for capital costs
- Evaluation of revenue stream required for operating costs
- Evaluations of potential funding sources from federal, state, and local governments, including innovative sources

Financial planning will be conducted in accordance with FTA guidelines and will include programs developed for funding capital costs and operating costs for the proposed Central Corridor project and the feeder bus system. Required funding amounts will be expressed in constant dollars and year-of-expenditure dollars, and a cash flow calendar will be established.

The Financial Plan will identify funding sources and establish the financial capacity of the Twin Cities region to construct and operate the Locally Preferred Alternative (LPA). The final version of the Financial Plan will be completed at the conclusion of the Final EIS.

7.5.1 Sources and Uses of Funds Analysis

PROJECTED CAPITAL EXPENDITURES

Capital cost estimates were prepared during the Central Corridor Transit Study. The cost estimates are based on concept designs. Costs were estimated for all major facilities elements. The numbers of units for each facility sub-element were measured from the concept designs and multiplied by unit costs to yield construction costs. The cost estimates include contingencies and "add-on" costs for engineering and design, construction management, insurance, project administration, etc. Costs were expressed separately in 2002 dollars and mid-year-of-construction 2007.

During the PE phase of the proposed project, the cost estimating process will be refined with respect to better definitions for the LPA. Greater detail in the cost estimating will reflect greater detail in design, as well. As the system configuration becomes better defined, contingency amounts will be reduced.

At the conclusion of PE, complete cost estimates will be prepared for the LPA, covering final design, other professional services, insurance, real estate acquisition, procurements, construction, construction management, operations staff development, testing, contingencies, and service start-up. These estimates will provide the basis for a Full Funding Grant Agreement (FFGA) between FTA and the Twin Cities Metropolitan Council. Once the FFGA is consummated, a control budget will be established describing receipts by source, expenditures by purpose, and schedule through start-up of revenue service.

Capital costs will be refined continually during PE and final design. During construction and procurement, forecasted costs will be replaced by bid costs and actual costs as part of the ongoing cost monitoring system.

Cost reporting will be in accordance with the FTA's Grants Management Information System (GMIS). The GMIS specifies a numerical breakdown structure for categorizing and reporting costs. The proposed project's cost-reporting format will conform to the GMIS structure.

Table 7.5-1: Central Corridor LRT and BRT Capital Cost Estimate Summary, presents a summary of the capital costs for the proposed build alternatives.

OPERATING AND MAINTENANCE (O&M) COSTS

Table 7.5-2: Central Corridor Annual O&M Costs, shows projected alternative and bus operating costs in Year 2002 dollars for the proposed build alternatives. Estimated incremental operating costs for the Baseline, University Avenue LRT and University Avenue Busway/BRT Alternatives and supporting bus services include:

- Vehicle operations: operators, supervisors, fuel
- Vehicle maintenance: service and inspection, cleaning, repair, parts replacement
- Fixed facilities maintenance: inspection, cleaning, repair, minor replacement
- Track/guideway maintenance
- Management and administration

O&M cost estimates will be refined during PE and final design.

Table 7.5-1: Central Corridor LRT and BRT Capital Cost Estimate Summary^{1/}

Description	Cost (\$ million)			
	LRT		Busway/BRT	
	2002	2008	2002	2008
Civil construction	\$ 155	\$ 177	\$ 38	\$ 44
Utility allowance	\$ 27	\$ 31	\$ 7	\$ 8
Structures	\$ 41	\$ 47	\$ 0	\$ 0
Stations	\$ 100	\$ 114	\$ 44	\$ 50
Maintenance facility allowance	\$ 20	\$ 23	\$ 9	\$ 10
Traction power system	\$ 15	\$ 18	\$ 0	\$ 0
Signal system	\$ 16	\$ 18	\$ 0	\$ 0
Communications/GPS	\$ 7	\$ 8	\$ 20	\$ 23
Fare collection	\$ 2	\$ 2	\$ 4	\$ 4
Infrastructure Subtotal	\$ 383	\$ 438	\$ 122	\$ 139
Right-of-way allowance	\$ 30	\$ 34	\$ 1	\$ 1
Vehicle allowance	\$ 99	\$ 113	\$ 20	\$ 23
Miscellaneous Subtotal	\$ 129	\$ 147	\$ 21	\$ 24
Engineering and Administration ^{2/}	\$ 120	\$ 137	\$ 37	\$ 43
Contingencies ^{3/}	\$ 103	\$ 118	\$ 31	\$ 35
Soft Costs Subtotal	\$ 223	\$ 255	\$ 68	\$ 78
Preliminary Estimated Project Cost	\$ 735	\$ 840	\$ 211	\$ 241

^{1/} 2008 cost based on 2.7 percent annual rate applied to 2002 cost.

^{2/} Includes 30 percent for infrastructure improvements and 5 percent for vehicles (LRT only).

^{3/} Includes 100 percent for utilities, 20 percent for infrastructure improvements and 5 percent for vehicles.

Table 7.5-2: Central Corridor Annual O&M Costs

	2002	2008	2020
Existing	\$40,500,000	—	—
Baseline	44,800,000	\$56,700,000	\$90,800,000
LRT	48,000,000	60,700,000	97,200,000
BRT	46,500,000	58,700,000	94,000,000

^{1/} Year 2002 costs are inflated at 4 percent per year to derive 2008 and 2020 costs.

CAPITAL MODERNIZATION COSTS

Costs for periodically modernizing and replacing capital equipment will be estimated and assigned a schedule, and will be refined as design progresses. The modernization program will include long-cycle maintenance, equipment overhauls, and other maintenance activities not normally included in operating costs. Also included is routine replacement of rolling stock and replacement of aging building components, such as roofs and pavement. A capital replacement or sinking fund with regular contributions from O&M budgets will be considered for inclusion in the Project Financial Plan.

7.5.2 Capital Revenue Sources

FEDERAL

Funding from Section 5309 New Starts grants would comprise approximately 50 percent or \$419,900,000 (2007 year of expenditure dollars) for the University Avenue LRT Alternative or \$120,600,000 for the University Avenue Busway/BRT Alternative. Federal New Starts funding is estimated to remain at 50 percent through the life of the project as capital costs are incurred.

The federal grant will be formalized in a FFGA. Federal monies will be allocated through the federal budgeting process on a year-to-year basis during design and construction. Once budgeted by Congress, the FTA will authorize the Twin Cities Metropolitan Council to draw against those funds provided that it matches the FTA funds with state and/or local funds at the prescribed ratio, as expenditures are made.

STATE

The State of Minnesota, through bonds supported by the general funds, and legislature appropriation, is anticipated to fund between 40 and 50 percent of the total capital cost of the project.

LOCAL

No local funding from either Ramsey or Hennepin Counties, or from the cities of St. Paul or Minneapolis, or from the regional railroad authorities of Ramsey or Hennepin counties has been committed at this juncture. However, it is conceivable that any or all of the aforementioned entities could ultimately participate in financing a portion of the 50 percent non-Federal share of project costs.

The regional railroad authorities of Ramsey and Hennepin counties have the power to levy a tax on taxable property, as set forth in Minnesota Statute 398A.04, Sub d. 8. This allows the regional railroad authorities to assess and receive tax proceeds to meet their annual budgetary needs.

SUMMARY OF CAPITAL FUNDING

Table 7.5-3: Funding By Source, summarizes the funds for final design and construction that are expected to be available.

Table 7.5-3: Funding By Source

Source	Share	Funding by Source (millions)	
		LRT Alternative	BRT Alternative
Federal Transit Administration	50 %	\$420	\$120.5
State of Minnesota and/or Local Entities	50 %	\$420	\$120.5
Total	100 %	\$840	\$241.0

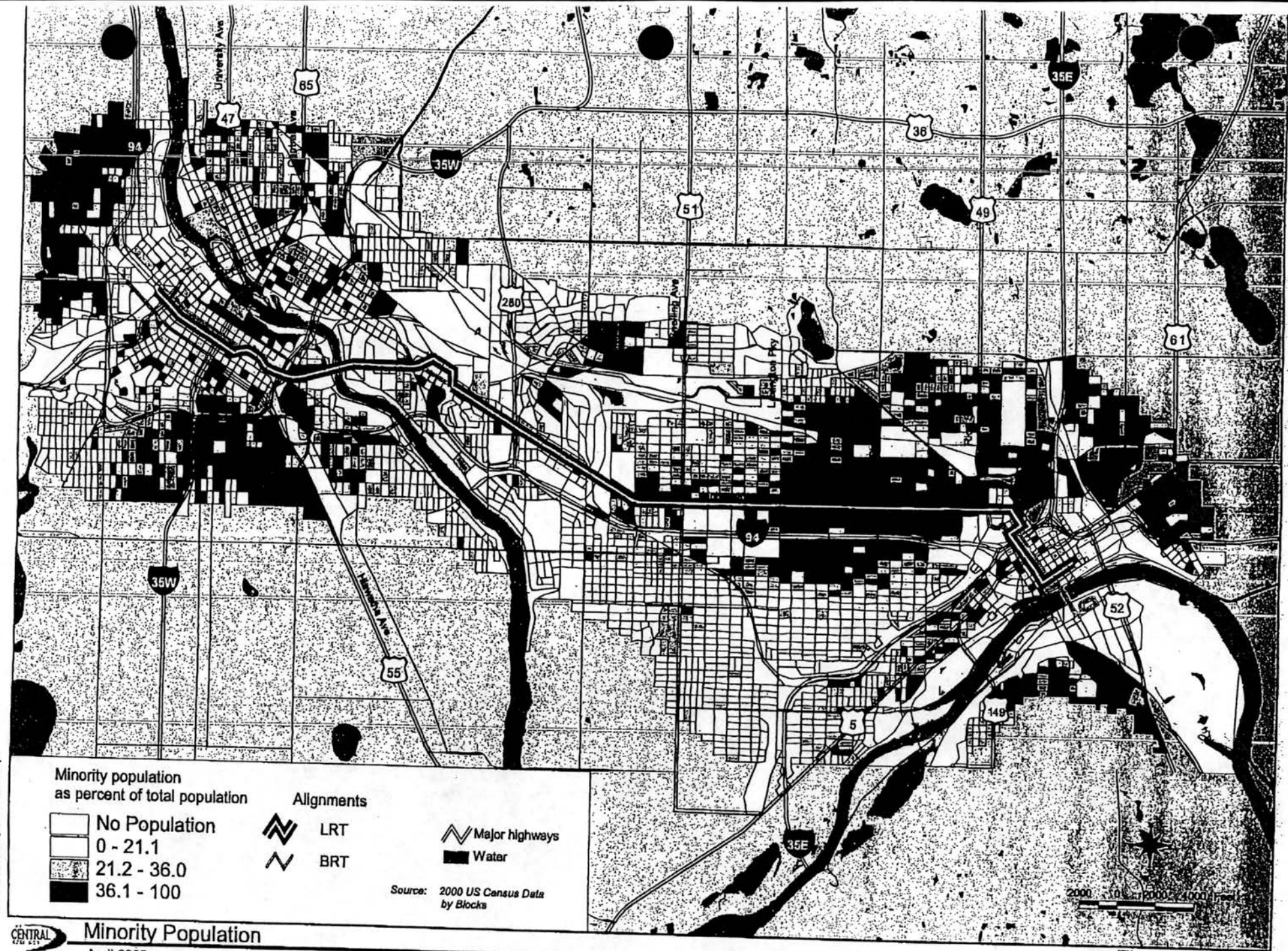
7.5.3 Operating & Maintenance (O&M) Revenue Sources

The financial plan will estimate revenues from a variety of potential sources to finance the Central Corridor LPA systems operation and maintenance. Following are potential revenue sources:

- Passenger revenue
- Advertising
- Other revenues from operations
- Dedicated transit taxes
- General taxes

The fare and structure for the University Avenue Busway/BRT and LRT Alternatives is anticipated as being the same as other services operated by Metro Transit (Appendix 9.10). The off-board method of fare collection for both build alternatives would be the same as that proposed for the Hiawatha LRT.

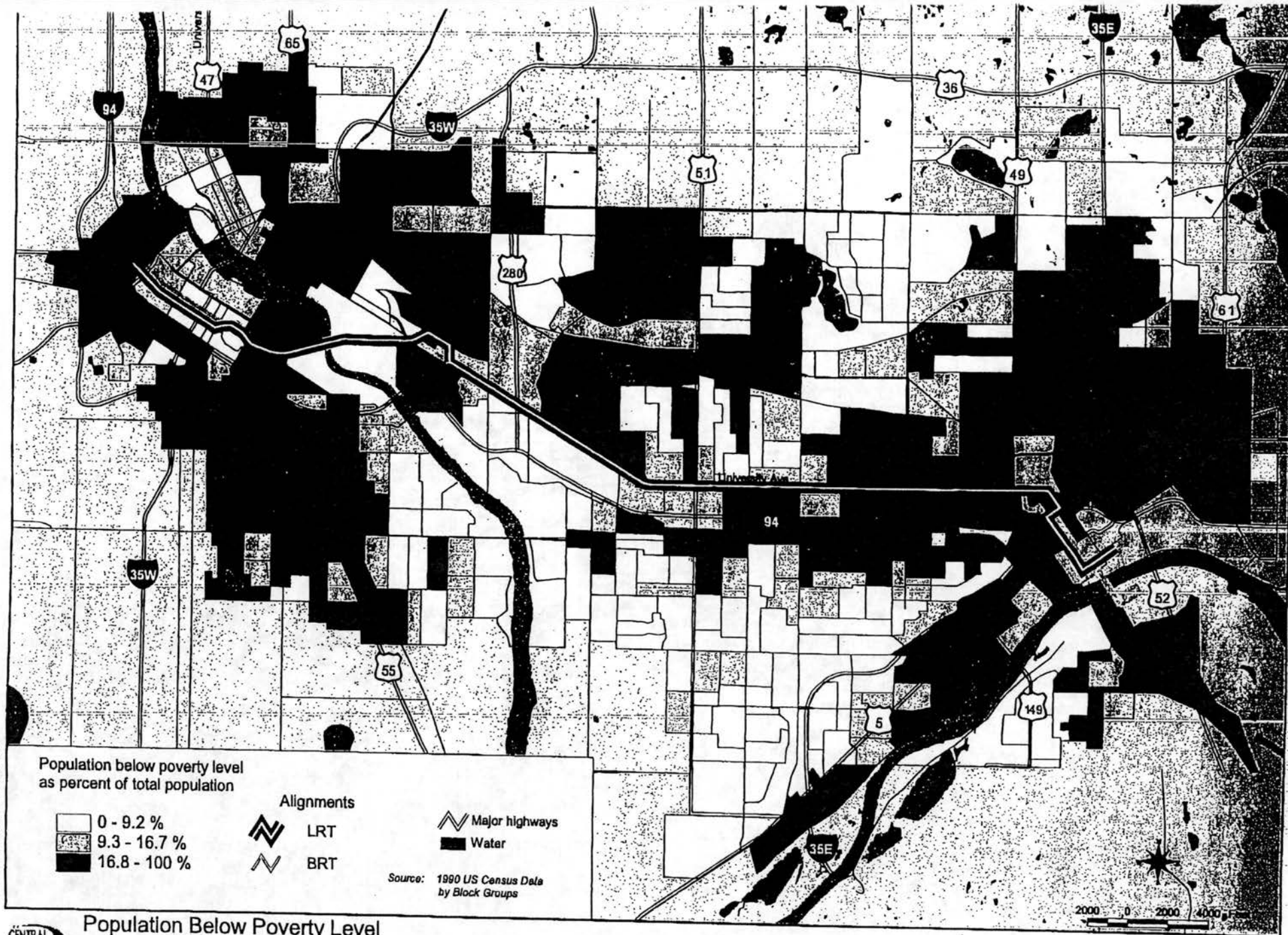
A program for upgrading or replacing capital facilities as they become obsolete will be part of the financial plan. Sources of financing for this modernization program will be the same as for O&M.



Minority Population

April 2002

Figure 3.9-1



Population Below Poverty Level

April 2002

Figure 3.9-2

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

[Signature]
Authorized Signature

6/20/02
Date

Board Action Requested

Responsibilities of RCRRA on transit projects/voting on joint powers boards and committees.

DISCUSSION ONLY

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

August 6, 2002

Board Date

Kristine A. Longhenry
Signature

June 20, 2002

Date

OFFICE OF THE RAMSEY COUNTY ATTORNEY

Susan Gaertner, County Attorney



50 West Kellogg Boulevard, Suite 560 • St. Paul, Minnesota 55102-1556

Telephone (651) 266-3111 • Fax (651) 266-3032

Civil Division

May 28, 2002

Mr. Rafael Ortega

Chair

Ramsey County Regional Railroad Authority

220 Courthouse

St. Paul, MN 55102

Dear Chair Ortega:

At the May 14, 2002 meeting of the Ramsey County Regional Railroad Authority (RCRRA) you requested an opinion of our office as to the nature and extent of the RCRRA's authority in the selection of rail transit modes and routes and planning, design, and construction of rail transit systems. This opinion assumes that state and federal funds will be sought and I have framed your question as follows:

QUESTION

WHAT AUTHORITY DOES A REGIONAL RAILROAD AUTHORITY HAVE TO REVIEW AND APPROVE OR DISAPPROVE DECISIONS REGARDING RAIL TRANSIT?

OPINION

As a political subdivision of the State of Minnesota, a Regional Railroad Authority only has such powers as are specifically granted by the legislature, and such powers as are reasonably related to and necessary to implement the powers that are specifically granted.

Because the statutes governing the answers to the question vary, depending on the nature of the rail transit system under consideration, this opinion will be divided into two sections; one addressing light rail transit and one addressing commuter rail transit. In addition, the extensive legislation on these subjects means that the statutory scheme must be looked to to determine the nature and extent of a Regional Railroad Authority's powers.

A. LIGHT RAIL TRANSIT

Planning and construction of light rail transit (LRT) is governed by a number of statutes. The most significant of these are M.S. 174.35, M.S. 473.399, M.S. 473.3993, 473.3994, and 473.3997.

M.S. 174.35 provides that the Commissioner of Transportation (the Commissioner) may plan, design, acquire, construct, etc., LRT facilities in the metropolitan area. It seems clear that this statute was enacted to provide the Commissioner authority to construct LRT, and there is no suggestion that such authority preempted the existing RRA authority.

Minnesota Statutes Chapter 473 generally governs the organization, duties and authority of the Metropolitan Council (the Council). Beginning in the mid 1990's, the legislature enacted a number of statutes to delineate the role and authority of the Council in transit planning and operation, and particularly in rail transit planning, construction, and operation. The statutory scheme the legislature enacted is as described below.

M.S. 473.399 required the Council to adopt a plan to ensure orderly development of LRT facilities in the metropolitan area. M.S. 473.399, subd. 1(a). This plan was to be adopted before the Commissioner began construction of LRT. The Commissioner is required to act in conformity with the plan. M.S. 473.399, subd. 1(b). The Council did develop and approve the plan as required, so the plan is now in place.

The next statutory section of importance is M.S. 473.3993, which describes and defines the terminology of LRT Facility plans. Included are definitions for preliminary design plans, which include the draft environmental impact statement (DEIS); preliminary engineering plans; and final design plans.

Next, M.S. 473.3994, subd. 2, provides that before final designs are prepared, the Commissioner AND the RRA in whose jurisdiction the line is to be built must hold public hearings on the physical design component of the preliminary design plans. The Commissioner summarizes the proceedings and maintaining a record of the hearing. Other than helping to arrange the hearing, the RRA has no authority or responsibility with respect to the hearing.

M.S. 473.3994, subd. 3, prescribes the requirements for local approval of the preliminary design plan. Thirty days prior to the public hearing required by subd. 2, the Commissioner must submit the physical component of the preliminary design plan to the governing body of each city, county, and town in which the line is to be located. The physical component includes facility design, route location, general dimension, station locations, and other fractures of the physical location.

Within forty-five days after the hearing provided for above, the city, county, or town must review and approve or disapprove the plan. If the plan is disapproved, the local unit must specify amendments to the plan which, if satisfied, would result in the local unit's approval. Note that RRA's are NOT given authority to review or approve or disapprove or comment on the plan.

M.S. 473.3994, subd. 4, provides that if the Commissioner decides not to accept the local unit of government proposed amendments, he or she may refer the plan to the Metropolitan Council. The Council then reviews, modifies if it thinks necessary, and approves the plan.

M.S. 473.3994, subd. 5, provides that if the final design plan incorporates significant changes from the preliminary plans with respect to location, length and termini of the line; general dimensions, elevation, or alignment of routes and crossings; grade; or station location, then the local government unit approvals must again be obtained, amendments incorporated, or

the matter returned to the metropolitan council. Again, RRA's have NO approval or review authority.

M.S. 473.3994, subd. 7, provides that the Commissioner may not proceed with LRT construction until AFTER the Metropolitan Council has reviewed the design plans for consistency with its development guide, and has given final approval to the plan.

M.S. 473.3994, subd. 10, establishes a corridor management committee, consisting of the following members:

1. One member appointed by each City and County in which a corridor is proposed.
2. The Commissioner.
3. Two Metropolitan Council appointees.
4. One member appointed by the University of Minnesota, if the line provides direct service to the University.
5. One member appointed by the Metropolitan Airports Commission (MAC) if service is provided to the International Airport.

This committee is advisory only, and advises the Commissioner on issues relating to the alternatives analysis, environmental review, and construction of LRT. The Commissioner appears to have no statutory obligation to follow or apply the advice of the corridor management committee, if he or she so chooses.

Once again, the RRA's have no membership in the corridor management committee.

M.S. 473.3997 provides the mechanism for seeking federal funding for LRT construction in the central corridor. This section provides that upon completion of the alternative analysis and DEIS, the Metropolitan Council, Commissioner, AND the affected Regional Railroad Authorities may prepare a joint application for federal assistance. The application must be reviewed and approved by the Metropolitan Council before it is submitted by the Council and Commissioner. This section also provides that until the approved application is submitted, no local government until, which would include the RRA's, may on its own apply for federal funds.

This section of the statute is not particularly well drafted and in theory leaves open the question of the consequences of an RRA's refusal to join in an application. The statute refers to the application as a "joint application" in the context of the Commissioner, Metropolitan Council, and RRA's. The statute goes on to say, however, that the application, after approval by the Metropolitan Council, will be submitted to the Federal Government by the Council and the Commissioner, not including RRA's.

Based on the limited role RRA's have in the overall statutory scheme, and the fact that the only joint parties who would submit the application to the federal government are the Council and Commissioner, I have concluded that an RRA's refusal to join in the application

process would NOT be fatal to or otherwise impede the application as developed by the Commissioner and Council acting alone.

In summary, it appears that at present, a Regional Railroad Authority has no review or approval authority with respect to LRT planning, design, and construction, except to arrange the public hearings (M.S. 473.3994, subd. 2) and prepare a joint application for federal assistance. Support for the conclusion that the legislature has intended to diminish or minimize the role of RRA's with respect to LRT planning and development is found in the legislative action regarding M.S. 473.3994, subd. 11, in 1998. Prior to 1998, M.S. 473.3994, subd. 11 required the Commissioner to submit preliminary design and preliminary engineering plans, and final design plans to each RRA in which a corridor was located. In addition, the Commissioner was required to submit major construction contract changes during construction to RRA's for comment. In 1998, the legislature repealed subdivision 11 in its entirety. Other 1998 amendments also eliminated the RRA in preparation of the various preliminary and final design plans.

B. COMMUTER RAIL TRANSIT

In 2000, the legislature enacted Minn. Stat. §174.80 et. seq. to govern planning, design, and construction of commuter rail systems. M.S. 174.82 essentially invests in the Commissioner of Transportation all authority and responsibility for planning, developing, constructing, operating and maintaining commuter rail. This section also provides that the Commissioner may (emphasis added) enter into a memorandum of understanding with Regional Railroad Authorities to carry out these activities. It is significant, however, that it is not mandatory that the Commissioner enter into a memorandum of understanding, and the statutory language leaves it in the discretion of the Commissioner.

M.S. 174.86, which prescribes the local approval requirements for commuter rail systems parallels the requirements of M.S. 473.3994 subd. 3, described above. Once again, as in by LRT planning, the Regional Railroad Authority does not have review or approval authority, and the Commissioner does not need to submit any plans or decisions to the Regional Railroad Authorities.

M.S. 174.86, subd. 5, does provide for establishment of commuter rail coordinating committee to advise the Commissioner on issues relating to the alternatives analysis, environmental review, advanced corridor planning, preliminary engineering, final design, construction, land use, and other matters. The coordinating committee is purely advisory in nature and has no review or approval authority over the plans/decisions of the Commissioner.

In contrast to the LRT corridor management committee, the commuter rail coordinating committee has provided for a Regional railroad Authority member, if the RRA is a "significant funding partner."

SUMMARY AND CONCLUSION

It is apparent that since 1998 the legislature has reduced the role of Regional Railroad Authorities with respect to planning and development of light rail and commuter rail transit in the metropolitan area. RRA's have, at this point, no effective power to review and approve or disapprove any of the plans or decisions which are made by the Commissioner of Transportation and Metropolitan Council. Such power as the RRA's may have is only those which the Commissioner agrees to, such as by entering into the memorandum of understanding for commuter rail.

The conclusion that Regional Railroad Authorities have no statutory authority to review or comment on decisions affecting LRT and commuter rail does not preclude an authority from such review and comment; it means that any such review and comment is of no legal force or effect. Certainly, however, it would serve to communicate your views to appropriate decision makers, whether this would be the Commissioner of Transportation or the Metropolitan Council.

Yours truly,

A handwritten signature in dark ink, appearing to read "David MacMillan", written over a horizontal line.

David MacMillan
Assistant Ramsey County Attorney
651-266-3121

CENTRAL CORRIDOR UPDATE

SUMMER 2002

SUMMARIZING THE ALTERNATIVES ANALYSIS / DRAFT ENVIRONMENTAL IMPACT STATEMENT



■ introduction

CORRIDOR DESCRIPTION

The Central Corridor is 11 miles long, running between downtown Minneapolis and downtown St. Paul, at the heart of the Twin Cities region. Running east-west, the major roadways that run the length of the corridor are Interstate 94 and University Avenue. Several major roadways enter the corridor from the north and south, including Hiawatha Avenue, Interstate 35W, Highway 280, Snelling Avenue and Interstate 35E.

The corridor includes a string of destinations that generate many of the trips people take in the area, from the University of Minnesota to the state Capitol complex to downtown offices. The corridor also includes vibrant neighborhoods, thriving small businesses, important cultural resources and a plethora of other educational institutions.

STUDY DESCRIPTION

For more than two decades, the Central Corridor has been the focus of planning efforts around transit service improvements. Given the importance of the corridor and the risks posed by increasing congestion for future mobility, the Ramsey County Regional Railroad Authority (RCRRA) started the Central Corridor Transit Study to determine the preferred transit option for the corridor. Elements include defining goals for the corridor, defining options, screening options, evaluating alternatives and identifying a locally preferred alternative.

State legislation defined the agencies to be involved in the decision making. The Central Corridor Coordinating Committee includes voting representatives from Ramsey County, Hennepin County, St. Paul, Minneapolis, the Metropolitan Council, the Minnesota Department of Transportation and the University of Minnesota.

This is a summary of the Alternatives Analysis / Draft Environmental Impact Statement (EIS), which records the findings and research that have been gathered to-date. It is a helpful tool for interested citizens and policy makers will be asked to comment on its contents at a public hearing or in writing *in the fall of 2002*. The Central Corridor Coordinating Committee will consider the comments and then make a final decision on a locally preferred alternative.

CONTEXT

Traffic congestion is already a problem for the Central Corridor, with traffic at several locations along I-94 already at capacity. And the traffic demand is going to keep growing. According to the Twin Cities Regional Model, between 1996 and 2020 the total number of vehicle miles traveled on I-94 is expected to increase an average of 48 percent.

The continuation of this increase in traffic demand may trigger a breakdown of the area's transportation system, with congestion on the freeway pushing more drivers to seek parallel routes, causing these routes to become overly congested as well. In fact, University Avenue and Washington Avenue already have sections at traffic capacity levels. Projections for 2020 show traffic growth at every location along these roadways.

Engineering, political, financial and environmental issues prevent lane additions to I-94. This view is confirmed by the Twin Cities Metropolitan Long Range Transportation Plan, which does not include any plans for expanding I-94. Transit improvements remain the only viable alternative.

Beyond congestion, another relevant issue in the corridor is the availability and cost of parking in the two downtowns and at the

ALTERNATIVES

Baseline: This "build nothing" option assumes improvements to the current bus service.

Bus Rapid Transit (BRT): Buses operating either along an exclusive guideway, allowing them to avoid competing with other traffic, or on city streets mixed in with other traffic.

Light Rail Transit (LRT): Short trains of electric powered rail cars operating along an exclusive guideway, allowing them to avoid competing with other traffic.

continued on next page

University of Minnesota. In these densest areas new development has reduced surface parking space, causing new parking structures to be developed as replacements. With high construction costs, public subsidies and significant lost-opportunity costs, these parking structures are expensive. They also are failing to keep up with demand. Downtown

St. Paul, for example, already reports a 2,000-plus parking space shortage and new growth in both downtowns will exacerbate the problem. Transit improvements in the Central Corridor could help out, given that a transit system can reduce the demand for parking places.

■ goals and objectives

What kinds of objectives should guide planning around improving transit in the Central Corridor? Eight statements have been created and endorsed by the Central Corridor Coordinating Committee to articulate objectives for any transit improvements. They are organized here under three broad goals: economic opportunity and investment, communities and environment, and transportation and mobility.

GOAL 1: ECONOMIC OPPORTUNITY AND INVESTMENT

- **Objective A** — Support investments in infrastructure, business and community that sustain the heart of the region.
- **Objective B** — Promote a reliable transit system that allows an efficient, effective land use development pattern in major activity centers which minimizes parking demand, facilitates the highest and best use of adjacent properties and gives employers confidence that employees can travel to and from work.

GOAL 2: COMMUNITIES AND ENVIRONMENT

- **Objective A** — Facilitate the preservation and enhancement of neighborhoods in the Central Corridor.

- **Objective B** — Acknowledge the individual character and aspirations of each place served and of the region as a whole.
- **Objective C** — Support regional goals for cleaner air and water, more efficient energy use, and a safer and healthier environment.

GOAL 3: TRANSPORTATION AND MOBILITY

- **Objective A** — Create transportation improvements that add people-carrying capacity, minimize operating costs, improve operating efficiency, provide high-quality modal alternatives and reinforce the region's transportation system.
- **Objective B** — Expand opportunities for all users to move freely to, through and within the Central Corridor.
- **Objective C** — Enhance the existing transportation infrastructure to serve the high number of transit-dependent persons in the Central Corridor.

■ alternatives

Three options are now under review:

- **Baseline** — The Baseline alternative is essentially a "build nothing" option. It assumes a 10 percent increase by 2020 over current bus service to keep up with growing ridership demand and congestion.
- **Bus Rapid Transit (BRT) on University Avenue** — BRT is distinct from regular bus service because parts of it run on an exclusive guideway, allowing it to avoid competing with traffic in those areas and speeding up travel time. BRT would be a limited-stop service, meaning it wouldn't stop at every block, with stops spaced from one mile to a half-mile apart. Riders would pay their fares before they board, unlike current bus service.

- **Light Rail Transit (LRT) on University Avenue** — LRT would consist of short trains of electric powered rail cars operating in an exclusive guideway separated from other traffic on existing roads. LRT would be a limited-stop service, meaning it wouldn't stop at every block, with stops spaced from one mile to a half-mile apart. Riders would pay their fares before they board, unlike current bus service. The LRT option includes a tunnel through the University of Minnesota's east bank to avoid problems with LRT, buses and car traffic all using Washington Avenue.

SERVICE ASSUMPTIONS

Baseline:

- ▶ Continue existing service; improve north-south coverage

BRT:

- ▶ 6 minute peak frequency and off-peak frequency
- ▶ 50 minute end-to-end running time
- ▶ Continue Route 16 service at 15 minute peak frequency
- ▶ Continue I-94 express service (8.5 minute peak and off-peak frequency)

LRT:

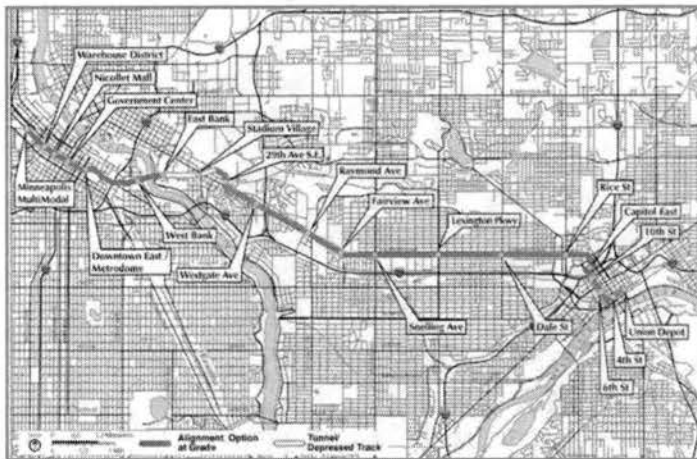
- ▶ 7.5 minute peak frequency; 10 minute off-peak frequency
- ▶ 43 minute end-to-end running time
- ▶ Continue Route 16 service at 20 minute peak frequency
- ▶ Continue I-94 express service (20 minute peak service)



BRT Route

Process

The process started with planners looking at a variety of possibilities and culled them down in 2000 to seven viable alternatives. After careful review, three build-alternatives were deemed strongest: University Avenue Light Rail Transit (LRT), I-94 LRT and University Avenue Bus Rapid Transit (BRT). In addition, a no-build alternative and a Transportation Systems Management (TSM) alternative were identified and were ultimately merged to create the Baseline alternative. The I-94 alternative was eliminated in 2001 because it didn't perform as well as the University Avenue alignment alternative on the evaluation criteria.



LRT Route

■ evaluation

EVALUATION AGAINST GOALS AND OBJECTIVES

Using the project's goals and objectives, planners identified specific measures of effectiveness to assess the alternatives. Planners then determined the degree to which each of the alternatives supports each of the goals and objectives. On this basis, the University Avenue LRT performed the best and the Baseline option performed the worst.

EVALUATION OF ENVIRONMENTAL EFFECTS AND OTHER FACTORS

Planners reviewed how the three alternatives would affect the environment as well as social, economic and transportation impacts.

Environment

Several potential environmental effects were reviewed. While no wetland and aquatic habitat impacts were found, other factors were more significant. For example, carbon monoxide (CO) levels would be lower with the LRT and BRT options than with the Baseline alternative. When it comes to contact with hazardous materials, the University Avenue LRT alternative would require the greatest amount of contact and mitigation of hazardous waste because of the need to excavate for the tunnel and the tracks. Noise is another factor where the alternatives would have different impacts: The predicted noise impacts for University Avenue BRT would be significantly greater than with LRT.

Social effects

The Baseline alternative is not consistent with the master plans of Minneapolis, St. Paul and the University of Minnesota. The build alternatives, meanwhile, offer the opportunity to enhance the quality of life in nearby neighborhoods through the addition of a major infrastructure investment. Existing plans and zoning encourage more intense commercial activity, which would be supported by the build alternatives. BRT's capacity limits, however, mean it would stop meeting the communities' needs within 10 years.

The visual environment would be impacted the most with the University Avenue LRT alternative, which would include tracks, poles, wires, electrical substations, stations and vehicles. The LRT option includes a complete rebuilding of University Avenue, from building-face to building-face, which would improve the look and feel of the avenue for all users. The LRT option would also trigger the acquisition and removal of a few one-story commercial buildings and one fire station near a handful of station areas.

Economic effects

Both the University Avenue LRT and BRT alternatives would have a positive impact on economic conditions, providing an opportunity for sustaining growth in the area. They both also offer opportunities for station area development. The potential for nearby development to support and benefit from

improved transit service would be strongest in Minneapolis at the West Bank, East Bank and Stadium Village stations and in St. Paul at the Capitol East, 6th Street, 4th Street and Union Depot stations.

Transportation effects

Projected growth along the corridor will create more intersections where the level of service during the afternoon commute would be graded below a "D" than what exists today. By putting a greater emphasis on transit users' needs, both the University LRT and BRT alternatives would create more of these D-grade intersections than the Baseline alternative.

On-street parking would be impacted by both the University Avenue LRT and BRT alternatives, with about 660 spaces effected. Overall, however, on-street parking for 394 vehicles would remain along University Avenue — a far higher figure than the highest measured use of on-street parking, when 239 vehicles were parked on the avenue. Specific areas, though, would experience problems with parking supply. Planners and public officials will need to work with area businesses to address these problem areas.

Potential Northstar and Union Depot commuter rail stations would both be well served by the Central Corridor's build alternatives. Transit service in the area would change under the build alternatives, as mentioned in the alternative description section.

EVALUATION ON PERFORMANCE AND COST

Planners modeled ridership figures and came up with detailed cost estimates for the three options. Looking out to 2018, ten years after any build-alternative would be constructed, the planners found that both the Baseline and University Avenue BRT options would fail to meet demand. While the LRT option is more costly to build, it continues to serve a higher expected ridership past 2018, with capacity for expansion to continue to meet demand into 2030.

Weekday Passengers

	Guideway	Other buses	Total
Current	N/A	24,800	24,800
2020 Baseline	N/A	31,000	31,000
2020 BRT	31,000	10,000	41,000
2020 LRT	38,000	5,000	43,000

Baseline Overview

- ▶ Lowest overall ridership.
- ▶ Congestion slows the speed of bus service. It would not enhance intermodal connections to the airport, bus transfer stations, regional rail system or other intermodal choices.
- ▶ Annual operating cost of \$57 million in 2008, the lowest of the three alternatives. (This amount includes all transit services in the area, including north-south bus routes and bus service on I-94 and University Avenue.)
- ▶ Capital costs of \$27 million in 2008, the lowest of the three alternatives.
- ▶ Even with optimistic assumptions, not enough service to meet demand by 2020.

BRT Overview

- ▶ High overall ridership.
- ▶ At \$59 million a year, the BRT option's 2008 operating cost is more expensive than the Baseline but less expensive than LRT. (This amount includes all transit services in the area, including north-south bus routes and bus service on I-94 and University Avenue.)
- ▶ Capital costs of \$241 million in 2008.
- ▶ Enough capacity to meet demand only in the near future. Before 2020, BRT would not have enough capacity to meet demand. In addition, BRT would create an unacceptable number of buses on Washington Avenue.

LRT Overview

- ▶ Highest overall ridership.
- ▶ Highest annual operating cost at \$61 million a year in 2008. (This amount includes all transit services in the area, including north-south bus routes and bus service on I-94 and University Avenue.)
- ▶ Capital costs of \$840 million in 2008, the highest of the three options. (This is the only option that would include a tunnel under the University of Minnesota campus.)
- ▶ Capacity to meet demand in 2020.
- ▶ Ability to be easily expanded to handle increased demands in 2030. (Extra car can be added to each train and stations can be lengthened.)

Capital Costs

These capital cost estimates include contingencies and costs for engineering, design, construction management, insurance and project administration. Cost estimates are given in both 2002 and 2007 dollars, with costs escalated 2.7 percent per year.

	COSTS (in millions)			
	LRT Alternative		BRT Alternative	
	2002	2007	2002	2007
Civil construction	\$155.3	\$177.4	\$38.5	\$44.0
Utility allowance	26.8	30.6	6.7	7.7
Structures	41.3	47.2	-0-	-0-
Stations	99.7	113.9	44.1	50.4
Maintenance facility allowance	20.0	22.8	8.9	10.2
Traction power system	15.4	17.6	-0-	-0-
Signal system	15.6	17.8	-0-	-0-
Communications / GPS	7.3	8.3	20.2	23.1
Fare collection	2.1	2.4	3.5	4.0
Subtotal — Infrastructure	\$383.5	\$438.1	\$121.9	\$139.4
Right-of-way allowance	\$29.8	\$34.0	\$1.0	\$1.1
Vehicle allowance	\$98.7	\$112.8	\$19.8	\$22.6
Subtotal — Miscellaneous	128.5	146.8	20.8	23.7
Engineering and administration	\$120.0	\$137.1	\$37.6	\$43.0
Contingencies	103.1	117.8	30.7	35.1
Subtotal — Soft costs	223.1	254.9	68.3	78.1
PRELIMINARY ESTIMATE PROJECT COSTS	\$735.1	\$839.8	\$211.0	\$241.2

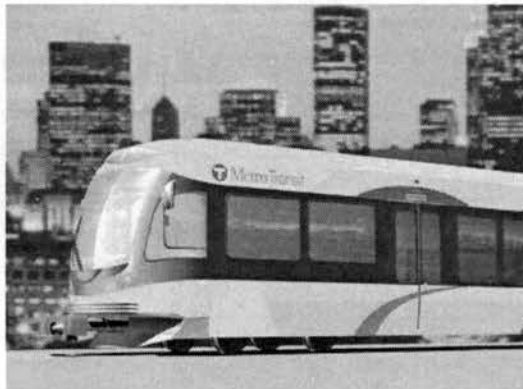
Operating and Maintenance Costs

These annual operating cost projections include a 4 percent per year inflation adjustment. The 2002 figures for Baseline, BRT and LRT options are given for comparison purposes — any build alternative wouldn't be possible until 2008.

	2002	2008	2020
Existing	\$41 million	—	—
Baseline	\$45 million	\$57 million	\$91 million
BRT	\$46 million	\$59 million	\$94 million
LRT	\$48 million	\$61 million	\$97 million

In June 2002 the Central Corridor Coordinating Committee voted to identify the University Avenue LRT alternative as the locally favored alternative. The committee members voted for this preliminary recommendation because it appears that the LRT alternative is best able to meet the project's goals over the long-term. These policy makers also wanted to help the public get involved by clarifying which of the alternatives has the strongest support at this time.

■ community input & next steps



BRT and LRT are the two build alternatives being considered for the Central Corridor.

Community members and various stakeholders have been invited to follow the planning and contribute their views throughout the process. The goal has been to have an open, collaborative discussion with people on how best to improve transit in the area. In addition to regularly scheduled committee and task-force meetings, outreach efforts have included Web site postings, the solicitation of e-mail comments, the availability of a TDD telephone line, newsletters, news releases, media relations, a survey of area residents and presentations to various community groups.

Next steps

Community members are invited to comment on the planning that has been done to-date at the Public Hearing on the Draft EIS, which will be held this fall — after the Federal Transit Administration approves the

release of the document. You can also join in a discussion and learn more about the Central Corridor at one of the meetings that planners are holding with area community groups.

For more information about the hearing and various public presentations or to share any comments or questions, contact project manager Steve Morris. He can be reached at:

- ▶ **Phone:** 651-266-2784
- ▶ **E-mail:** Steve.Morris@co.ramsey.mn.us
- ▶ **Mail:** Steve Morris
Suite 665, RCGC-West
50 W. Kellogg Blvd.
St. Paul MN 55102
- ▶ **Web:** centralcorridor.org

CENTRAL CORRIDOR COORDINATING COMMITTEE MEMBERS

Dennis Probst, Chair
*representing Minnesota
Department of Transportation*

Jay Benanav
City of Saint Paul

Susan Haigh
Ramsey County

Carol Kummer
Metropolitan Council

Peter McLaughlin
Hennepin County

Jan Morlock
University of Minnesota

Janice Rettman
Ramsey County

Mukhtar Thakur
*Minnesota Department of
Transportation*

Lee Pao Xiong
Metropolitan Council

Paul Zerby
City of Minneapolis

Myra Peterson
Washington County

Mark Stenglein
*Northstar Corridor
Development Authority*



Suite 665, RCGC-West
50 W. Kellogg Blvd.
St. Paul MN 55102

Central Corridor Transit Study

*Downtown St. Paul to
Downtown Minneapolis Along
University Avenue*



Opportunities

Improving Central Corridor transit could:

- Address growing congestion given 94 at capacity and freeway expansion impractical
- Keep residents' transit options strong for the long haul
- Promote transit-related development in neighborhoods and in the downtowns



Process

- Long history of past research and study, with current study begun in 2000
- Central Corridor Coordinating Committee includes decision makers from the cities, counties, and other jurisdictions
- Local decision expected by the end of 2002



Public Involvement

- Information shared through public meetings, mailings, media relations and presentations before civic groups
- Public hearings are planned for the fall
- If project development continues, advisory committees will be formed to work with the designers



Status

- Three Central Corridor options remain
 - Baseline
 - Bus Rapid Transit on University
 - LRT on University

(Commuter rail option being separately reviewed by MnDOT)



Baseline Service

- 10% Service Increase Compared to Today
 - Additional North/South Feeder Buses
 - Buses added to Compensate for Congestion
- 2008 Capital Costs - \$27 Million (2008 \$)
- Operating & Maintenance Costs - \$57 Million (2008 \$)



Baseline Issues

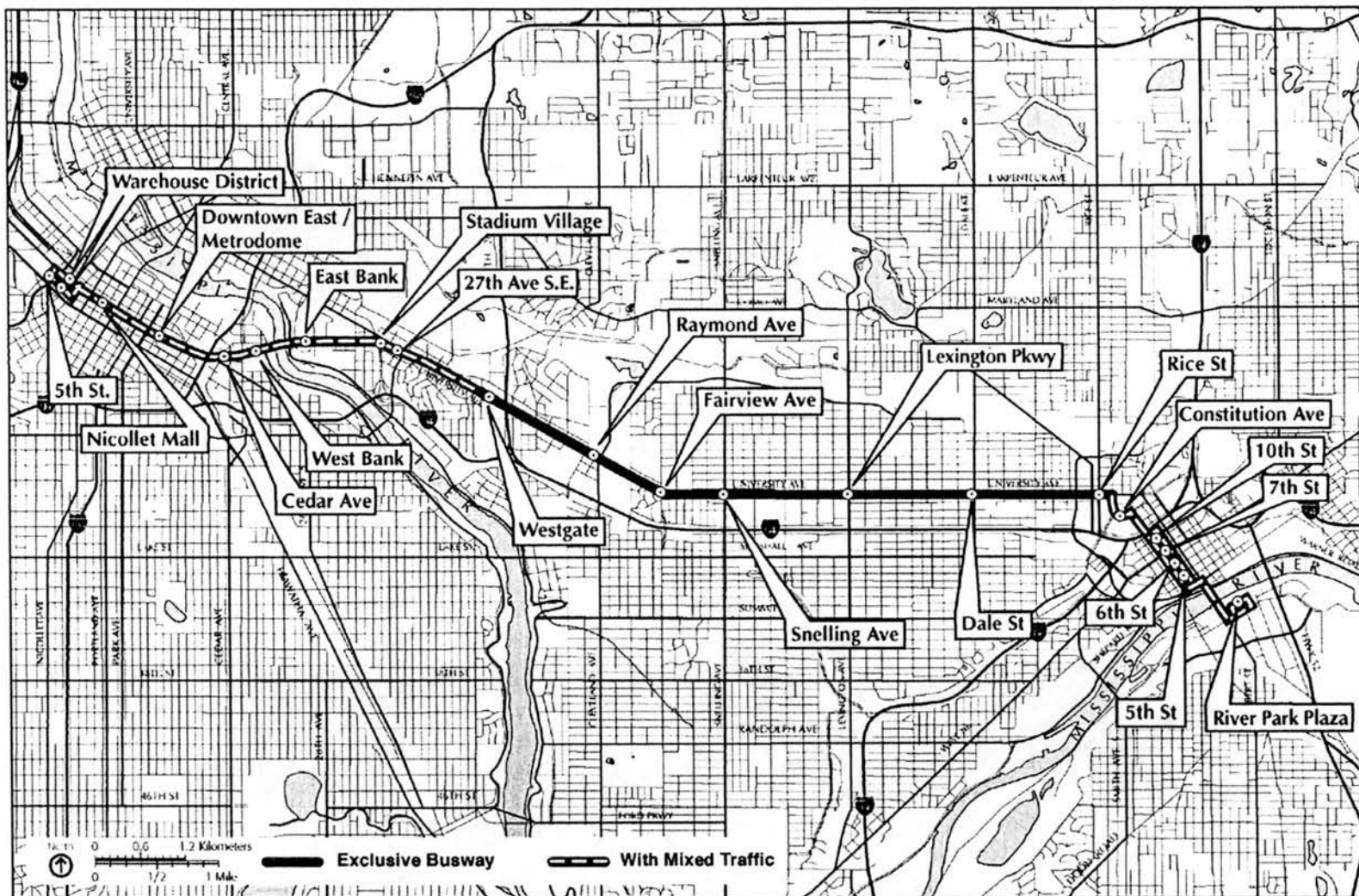
- Maintains well-patronized services
- Serves the smallest number of riders
- Service will slow as congestion increases
- Adds to bus crowding in downtowns and at U of M
- Recent Census Data Suggests Capacity Problems are Worse Than Projected



Bus Rapid Transit (BRT)

- Dedicated Right of Way on University
- 6 Minute Frequency on BRT
 - 15 Minutes on 16
 - 8.5 minutes on I-94 Route
- \$241 Million Capital Cost (2008 \$)
- \$59 Million Operating Costs (2008 \$)





University Avenue Busway/BRT Alternative

April 2002

Figure S.1-2

Bus Rapid Transit (BRT) Issues

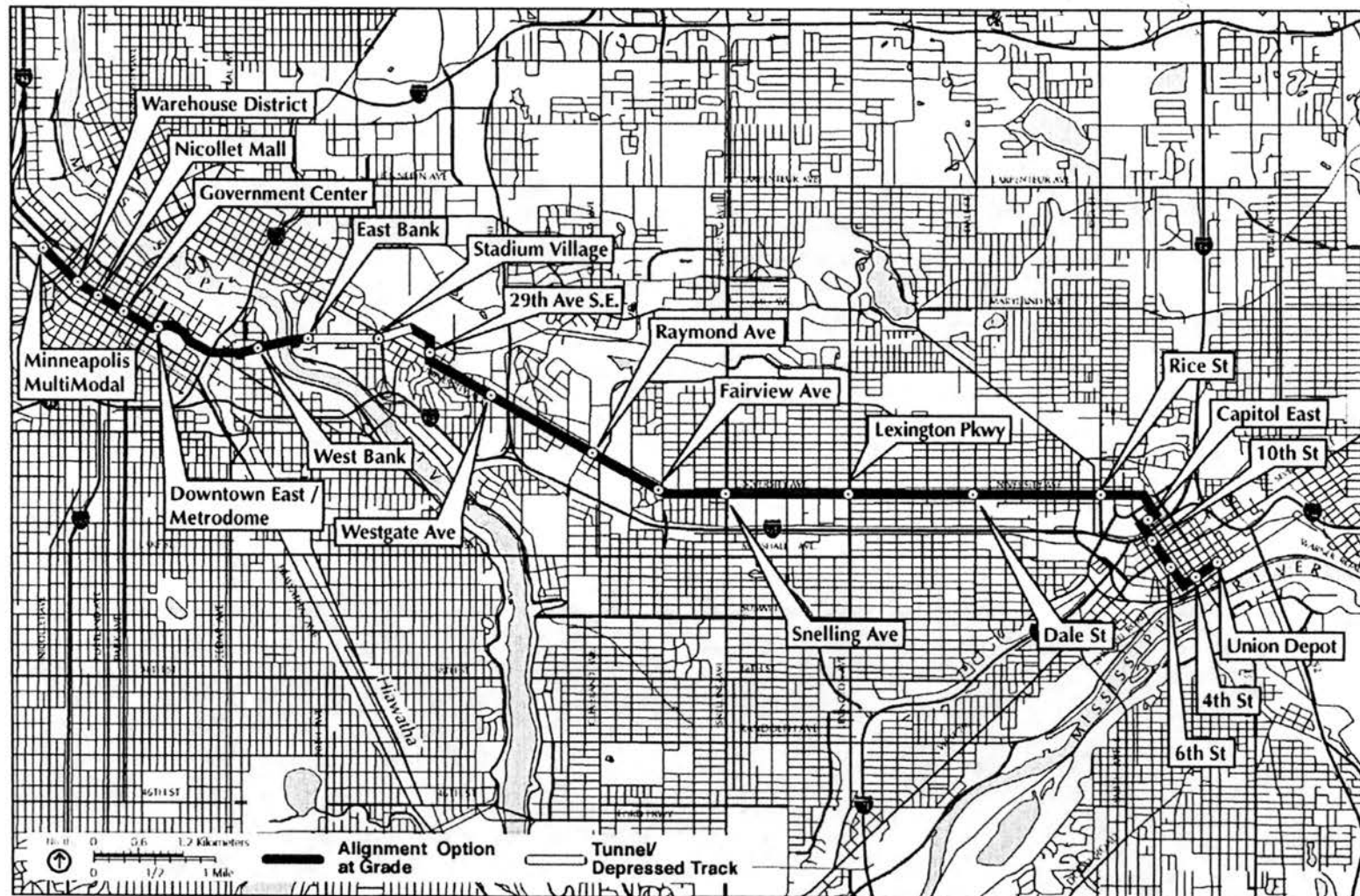
- By About 2018 Will Not Meet Demand
- Assumes Riders Will be Distributed Evenly Over the Six Hours per Day
- Excessive Bus Traffic at U of M and in Downtowns Will Reduce Reliability
- More Buses Can't be Added



Light Rail Transit (LRT)

- 7.5 Minute Rush Hour Frequency
 - 20 Minute Frequency on 16 and I-94
- Exclusive Lanes with Tunnel at U of M
- \$840 Million Capital Cost (2008 \$)
- \$61 Million Annual Operating Cost (2008 \$)





University Avenue LRT Alternative
April 2002

Figure S.1-1

LRT Issues

- Approaches Capacity by 2020
- Capacity Can Be Increased by Adding a Third Car to Trains, Increasing Frequency, or Adding Buses
- Only Alternative That Can Meet Demand Beyond 2020



Transit Passengers Per Weekday

Transit Service	Guideway	Other Buses	Total	Expansion Capability
Current	N/A	24,800	24,800	N/A
2020 Baseline	N/A	31,000	31,000	No
2020 BRT	31,000	10,000	41,000	No
2020 LRT	38,000	5,000	43,000	Yes

Measures	Baseline	BRT	LRT
Economic Opportunity and Investment			
Supports Prior Investments	X	+	++
Provide Reliable Transit System That Supports Development	X	+	++
Communities and Environment			
Preserve and Enhance Neighborhoods	X	+	++
Support Community Character	X	+	++
Support Regional Environmental Goals	X	+	++
Transportation and Mobility			
Add Transportation Capacity	O	+	++
Regional Connectivity	X	++	++
Service to Transit Dependent Populations	X	+	++
Summary	X	+	++

X - Does Not Support

O -Somewhat Supports

+ - Supports

++ - Strongly Supports



Recent Steps

- Coordinating Committee identifies LRT as initially favored alternative in June, 2002
- Preliminary Draft Environmental Impact Statement sent to Federal government for their review on July 2, 2002



Next Steps

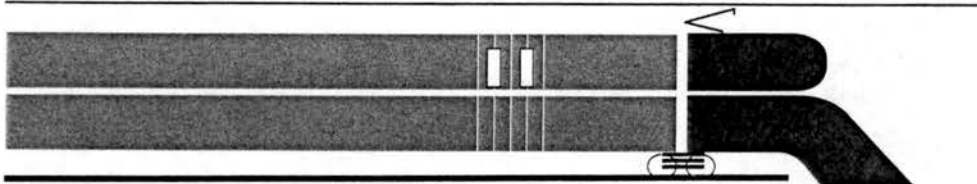
- Draft EIS is released by Federal government in fall
- Public Hearings are held
- Coordinating Committee reviews public input and makes final decision on Locally Preferred Alternative



What do *You* Think?

- Share questions, concerns or comments
 - Speak at public meetings and hearings
 - Write letters or e-mails
 - Make phone calls
- Fill out comment sheets





Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

AGENDA

Regional Railroad Authority Worksession

August 20, 2002

Immediately following Housing and Redevelopment Authority Meeting

Room 220 Courthouse, Large Conference Room

1. Discussion of proposed 2003 budget and levy

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Longhenry
Authorized Signature

8/15/02
Date

Board Action Requested

Discussion of proposed 2003 budget and levy

DISCUSSION ONLY

Request Justification

See attached information.

Budgeting and Accounting _____

County Attorney _____

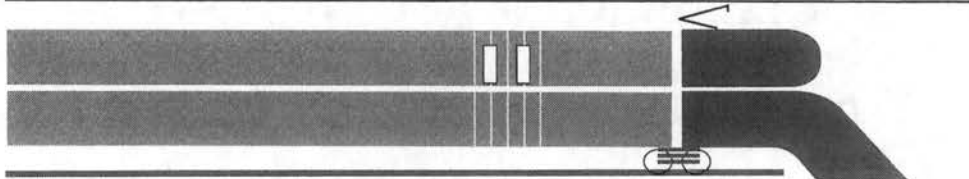
Risk Management _____

Documentation certified complete for:

August 20, 2002
Board Date

Kristine A. Longhenry
Signature

August 15, 2002
Date



Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

Memorandum

To: Ramsey County Regional Railroad Authority Commissioners
Paul Kirkwold, County Manager

From: Kathryn DeSpiegelaere, Director

Subject: Budget and Debt issuance for Ramsey County Regional Railroad
Authority

Date: August 15, 2002

The purpose of this memo is to outline the proposed budget and levy for Ramsey County Regional Railroad Authority for 2003 and to provide you with the results of a summary of financing options for the Rail Authority's initial contributions for transit capital projects. Also included is the effect of the contributions on the 2003 proposed budget for the Rail Authority.

The Ramsey County Regional Railroad Authority passed a resolution (attachment 1) R01-17 to issue \$50 million of bonds to finance transit capital projects in the County. The Rail Authority cited several reasons in its resolution for the bonding, including providing diverse solutions to congestion, providing a catalyst to development, enhancing the tax base, creating vibrant pedestrian friendly urban areas, access to jobs for employees, revitalization of commercial districts, federal support for high speed rail and regional transit linkages.

The regional plan shows that the needs for the next 10 years for transit corridor development in Ramsey County may require a Rail Authority share of \$140 million. This investment by the Rail Authority can leverage ten times the amount contributed in state and federal funds, and would provide additional benefits in increased development and increased mobility for Ramsey County citizens and businesses.

The \$140 million Rail Authority contribution would require, if bonded, an annual levy of approximately \$8,809,000. The maximum that the Rail Authority could levy for 2003 is estimated to be \$13,982,265.

Information has been developed by the Rail Authority's financial advisor, Springsted, about financing options (attachment 2) and will be discussed at the August 20 Ramsey County Regional Railroad Authority meeting. The long-term plan for transit was prepared for Rail Authority members to see the entire picture of potential contributions.



Springsted identified the pros and cons of financing options and ran numbers based on the cash needed to match the potential Rail Authority contributions over the next 10 years for transit corridors.

The 2003 budget proposed for your consideration is \$59,985,945. This includes an operating amount of \$930,762, a debt service fund of \$3,921,619 and capital projects amount of \$55,133,564.

The 2003 proposed revenue is \$50,885,600. This includes general obligation bond proceeds of \$50,660,000 and various other operating revenues of \$225,600.

The total levy proposed is \$9,400,000. This 2003 budget includes the levy requirement for the debt service on the first \$50 million of Rail Authority contribution for transit corridor development in Ramsey County.

Attached (attachment 3) is a comparison of the net tax capacity values and rates for the 2002 approved tax levy and the 2003 proposed tax levy for the overall Regional Railroad Authority as prepared by the Property Records and Revenue Department.

The proposed budget is attachment 4.

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: November 6, 2001

No.: R01-17

(Page 1 of 3)

WHEREAS, Residents and policymakers in the Twin Cities metropolitan area have recognized that, although congestion is increasing at a dramatic rate, enough roadway capacity to meet transportation needs cannot be built; and

WHEREAS, Several studies have demonstrated broad public support in the Twin Cities for aggressive and diverse solutions to congestion, including a mix of buses, commuter rail, light rail and high speed rail; and

WHEREAS, Rail transit, when combined with supportive public policies, is a catalyst for development along rail lines, enhances the tax base of the cities where it is located, and acts as an economic stimulus, as has been demonstrated in case studies of cities throughout the United States; and

WHEREAS, Major transit projects can help fulfill the vision of a vibrant, pedestrian-friendly, urban area that meets the diverse needs of those who rely on transit and those who have a choice about means of transportation; and

WHEREAS, Employers recognize the importance of access to jobs for their employees; and

WHEREAS, Businesses, especially smaller businesses that are helping to revitalize neighborhoods and commercial districts, recognize the importance of convenient access for customers; and

WHEREAS, Transit studies in this metropolitan region have consistently demonstrated the strong viability of transit corridors in the east metropolitan area, including those in Ramsey County. The many transit studies have demonstrated that the time for implementation of those studies is now; and

WHEREAS, The federal government has shown support for funding improvements to and development of inter-city, high-speed passenger trains nationwide, including a line that has the downtown St. Paul transit, transportation and rail center as its Twin Cities stop; and

WHEREAS, High-speed passenger trains serving the Twin Cities region, with arrivals and departures from the downtown St. Paul transit, transportation and rail center, promise to significantly contribute to the economic vitality and growth of St. Paul, Ramsey County, and the region; and

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: November 6, 2001

No.: R01-17

(Page 2 of 3)

WHEREAS, Transit lines that stop at the downtown St. Paul transit, transportation and rail center would also link commuter rail from other metropolitan counties, including Northstar Corridor, Rush Line Corridor and Red Rock Corridor, and would link St. Paul to the Hiawatha Corridor through the Central Corridor; and

WHEREAS, The downtown St. Paul transit, transportation and rail center, through these connections, could become a major transportation center for the east metropolitan area, the Twin Cities region, and the entire Midwest, by linking the transit corridors in the east metropolitan area, including Central Corridor, Rush Line Corridor, and Red Rock Corridor – all of which have been shown to be economically viable – with buses, high-speed rail, Midwest Regional Rail, and Amtrak, and with connections to the Minneapolis-St. Paul International Airport; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority, for reasons of economic stimulus and investment in transportation choices for the future, will sell bonds in 2002, in the amount of \$50 million for the acquisition, restoration, and/or refurbishment of a downtown St. Paul transit, transportation and rail center, which could include the St. Paul Union Depot, for the east metropolitan area; and Be It Further

RESOLVED, That the \$50 million in bonding will be the Ramsey County Regional Railroad Authority's contribution for local share for future rail transit and related corridors connecting in the downtown St. Paul transit, transportation and rail center area; and Be It Further

RESOLVED, That Ramsey County Regional Railroad is committed to having the location of downtown St. Paul transit, transportation and rail center be the station for high-speed rail and Amtrak service; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority recognizes that the Central Corridor is the central link for transit between downtown St. Paul and downtown Minneapolis, and recognizes the importance of the state legislation that already specifies that the next light rail transit line to be constructed in the region will be the Central Corridor; and Be It Finally

RESOLVED, That the Ramsey County Regional Railroad Authority encourages St. Paul, Hennepin County, Minneapolis and other east metropolitan area cities and counties to contribute resources to the vision embodied in this resolution, of a vibrant, diverse, and economically stable Twin Cities metropolitan area.

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: November 6, 2001 No.: R01-17

(page 3 of 3)

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	X		
Susan M. Haigh		X	
Jim McDonough	X		
Rafael E. Ortega	X		
Victoria Reinhardt	X		
Janice Rettman		X	
Jan Wiessner	X		

Tony Bennett, Chair

By: 
Rafael E. Ortega, Secretary

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SPRINGSTED
Advisors to the Public Sector



**Ramsey County Regional Railroad Authority
 Initial Review of Financing Options**

1. Attachment 1 – chart containing a discussion of financing alternatives for the initial financing of \$50,000,000 for the Regional Railroad Authority.
2. Attachments 2 & 3 – Levy Alternatives.

Enclosed are two sets of preliminary schedules for your review. They illustrate two potential approaches to levying for anticipated debt service for RCRRA bonds.

In each case three bond issues have been assumed, sized to generate \$140,000,000 in project dollars. Gross estimates for issuance costs and underwriting fees are added to the transactions. No capitalized interest is assumed. They illustrate two levy approaches:

- Scenario 1: As each issue is sold, the levy increases to meet debt service.
- Scenario 2: The levy is set initially at the amount that will be needed to fund the entire \$140,000,000. The cash accumulated in the early years is used to reduce the bonding needed in later years.

	Stepped Levy	Uniform Levy
2002 Bond Issue	\$ 50,660,000	\$ 50,660,000
2006 Bond Issue	48,640,000	35,095,000
2006 Cash Applied	0	13,407,274
2010 Bond Issue	42,580,000	34,450,000
2010 Cash Applied	0	8,046,759
TOTAL needed to fund \$140M	\$141,880,000	\$141,659,033
		(difference is COI & UW fees, not project dollars)
2003 Levy Required @ 100%	\$ 3,921,618	\$ 8,395,183
2006 Levy Required @ 100%	7,457,971	8,395,183
2010 Levy Required @ 100%	9,980,271	8,395,183
Maximum Levy @ 105%	10,489,000	8,809,000
Total Debt Service Amount	\$241,276,273	\$205,094,299
Plus Cash Applied	0	21,454,033
Total Contribution	\$241,276,273	\$226,548,332
Reduced Cost		\$ 14,727,941

The following schedules are attached as illustrations:

1. Schedule of assumed project costs
2. Scenario 1
 - a. Total Issue Sources and Uses
 - b. Total Debt Service by Issue
 - c. Combined Total Debt Service and Projected Levy
3. Scenario 2
 - a. Total Issue Sources and Uses
 - b. Total Debt Service by Issue
 - c. Combined Total Debt Service and Projected Levy

Summary of Financing Alternatives

Bond Option	Features	+	-
Fixed Rate	Fixed rate of interest throughout term of bonds.	Locks in current interest rates.	Results in negative arbitrage under current reinvestment rates.
Fixed Rate w/CABs	Fixed rate of interest throughout term of bonds. Accretion of interest cost on some/all of bonds until maturity.	Locks in current interest rates.	Results in negative arbitrage under current reinvestment rates. Generally not callable and higher cost than coupon bonds.
Variable Rate	Interest rate on the bonds changes (generally every seven days) resulting in a very low rate at any given market point. Callable anytime without penalty.	Historically, rate has been below fixed rate. Should eliminate negative arbitrage. Underwriting fees are generally lower than fixed rate.	Subjects financing to interest rate risk as rate moves up and down. Does not capture current low fixed rates. Costs of issuance are slightly higher, although underwriting fee is generally less.
Combination Fixed/Variable	Portion of transaction done as a fixed rate, portion done as a variable rate.	Moderates interest rate risk by fixing part of the issue. The variable rate portion of the issue incurs no negative arbitrage. If grant funds are received, bond could be called immediately, without penalty.	Portion of issue subject to interest rate risk. Costs of issuance are slightly higher because two issues would be sold instead of one, however underwriting fees on the variable rate piece would generally be lower than if at a fixed rate.
Futures Contract	Fixes today's market rates in but delivers the bonds at a later date, even up to two years.	The interest rate is locked in today, capturing the current market. No negative arbitrage would be incurred until the bonds are actually delivered.	A premium in the form of higher interest rates is charged for the delayed settlement. The premium is .03% to .07% per month, currently at the .03% to .05% level, but will be dependent on length of time to closing.

Ramsey County Regional Railroad Authority
Initial Review of Financing Options
Page 4

Bond Option	Features	+	-
"Draw Down" Bonds	A full amount of bonds would be authorized at a rate certain and proceeds could be "drawn down" as needed.	Debt would not be incurred until funds were needed, eliminating negative arbitrage.	Not a well developed type of municipal bond. Each "traunch" would either be priced at the time of draw-down, subjecting RRA to interest rate risk or premium pricing would be incurred.
Levy Now/Bond Later	Impose a levy now and defer the issuance of bonds until such time as project and funding needs are clear.	Limits negative arbitrage exposure.	Does not lock in current interest rates. Does not result in having funds at the ready for anticipated project expenditures.

Ramsey County Regional Railroad Authority
Illustrative Expenditure Timing/Draw Schedule

Date	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2002 Financing	2006 Financing	2010 Financing	Total Financings
6/1/2003	14,000,000										14,000,000			14,000,000
6/1/2004		14,000,000									14,000,000			14,000,000
6/1/2005			14,000,000								14,000,000			14,000,000
6/1/2006				14,000,000							8,000,000	6,000,000		14,000,000
6/1/2007					14,000,000							14,000,000		14,000,000
6/1/2008						14,000,000						14,000,000		14,000,000
6/1/2009							14,000,000					14,000,000		14,000,000
6/1/2010								14,000,000					14,000,000	14,000,000
6/1/2011									14,000,000				14,000,000	14,000,000
6/1/2012										14,000,000			14,000,000	14,000,000
Total	\$14,000,000	\$14,000,000	\$14,000,000	\$14,000,000	\$14,000,000	\$14,000,000	\$14,000,000	\$14,000,000	\$14,000,000	\$14,000,000	\$50,000,000	\$48,000,000	\$42,000,000	\$140,000,000

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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY, MINNESOTA

\$141,880,000

Scenario 1 - Rail Facility Bonds, Series 2002A
(Limited Tax)

TOTAL ISSUE SOURCES AND USES

Dated 11/01/2002

Delivered 11/01/2002

	2002 Financing	2006 Financing	2010 Financing	Issue Summary
SOURCES OF FUNDS				
Par Amount of Bonds.....	\$50,660,000.00	\$48,640,000.00	\$42,580,000.00	\$141,880,000.00
TOTAL SOURCES.....	\$50,660,000.00	\$48,640,000.00	\$42,580,000.00	\$141,880,000.00
USES OF FUNDS				
Projects for 2010.....	-	-	14,000,000.00	14,000,000.00
Projects for 2011.....	-	-	14,000,000.00	14,000,000.00
Projects for 2012.....	-	-	14,000,000.00	14,000,000.00
Projects for 2007.....	-	14,000,000.00	-	14,000,000.00
Projects for 2008.....	-	14,000,000.00	-	14,000,000.00
Projects for 2009.....	-	14,000,000.00	-	14,000,000.00
Projects for 2003.....	14,000,000.00	-	-	14,000,000.00
Projects for 2004.....	14,000,000.00	-	-	14,000,000.00
Projects for 2005.....	14,000,000.00	-	-	14,000,000.00
Projects for 2006 - Partial.....	8,000,000.00	6,000,000.00	-	14,000,000.00
Total Underwriter's Discount (1.000%).....	506,600.00	486,400.00	425,800.00	1,418,800.00
Costs of Issuance.....	150,000.00	150,000.00	150,000.00	450,000.00
Rounding Amount.....	3,400.00	3,600.00	4,200.00	11,200.00
TOTAL USES.....	\$50,660,000.00	\$48,640,000.00	\$42,580,000.00	\$141,880,000.00

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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY, MINNESOTA**\$141,880,000****Scenario 1 - Rail Facility Bonds, Series 2002A
(Limited Tax)****TOTAL DEBT SERVICE**

DATE	Rail Authority 50 Rail Bonds 2002A 2002 Financing	Rail Authority 50 Rail Bonds 2006A 2006 Financing	Rail Authority 50 Rail Bonds 2010A 2010 Financing	TOTAL
2/01/2004	3,921,618.75	-	-	3,921,618.75
2/01/2005	3,925,785.00	-	-	3,925,785.00
2/01/2006	3,926,505.00	-	-	3,926,505.00
2/01/2007	3,925,475.00	3,532,496.25	-	7,457,971.25
2/01/2008	3,922,275.00	3,532,515.00	-	7,454,790.00
2/01/2009	3,925,442.50	3,531,990.00	-	7,457,432.50
2/01/2010	3,922,135.00	3,531,670.00	-	7,453,805.00
2/01/2011	3,922,072.50	3,531,170.00	2,527,028.13	9,980,270.63
2/01/2012	3,921,795.00	3,534,387.50	2,530,277.50	9,986,460.00
2/01/2013	3,925,945.00	3,532,687.50	2,530,562.50	9,989,195.00
2/01/2014	3,922,750.00	3,530,850.00	2,529,522.50	9,983,122.50
2/01/2015	3,923,170.00	3,529,947.50	2,527,097.50	9,980,215.00
2/01/2016	3,921,585.00	3,529,637.50	2,528,045.00	9,979,267.50
2/01/2017	3,922,565.00	3,533,737.50	2,527,655.00	9,983,957.50
2/01/2018	3,924,027.50	3,532,427.50	2,530,867.50	9,987,322.50
2/01/2019	3,921,620.00	3,530,547.50	2,527,815.00	9,979,982.50
2/01/2020	3,924,845.00	3,532,692.50	2,528,680.00	9,986,217.50
2/01/2021	3,924,325.00	3,532,197.50	2,527,980.00	9,984,502.50
2/01/2022	3,922,970.00	3,529,562.50	2,530,890.00	9,983,422.50
2/01/2023	3,921,750.00	3,529,325.00	2,532,130.00	9,983,205.00
2/01/2024	-	7,451,895.00	2,531,650.00	9,983,545.00
2/01/2025	-	7,453,725.00	2,534,127.50	9,987,852.50
2/01/2026	-	7,453,575.00	2,534,515.00	9,988,090.00
2/01/2027	-	-	9,982,752.50	9,982,752.50
2/01/2028	-	-	9,984,247.50	9,984,247.50
2/01/2029	-	-	9,984,437.50	9,984,437.50
2/01/2030	-	-	9,980,300.00	9,980,300.00
Total	78,468,656.25	82,397,036.25	80,410,580.63	241,276,273.13

PAR AMOUNTS OF SELECTED ISSUES

Rail Authority -2002 Financing.....	50,660,000.00
Rail Authority -2006 Financing.....	48,640,000.00
Rail Authority -2010 Financing.....	42,580,000.00
TOTAL.....	141,880,000.00

Preliminary

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY, MINNESOTA

\$141,880,000

Scenario 1 - Rail Facility Bonds, Series 2002A

(Limited Tax)

DEBT SERVICE SCHEDULE

Date	Principal	Coupon	Interest	Total P+I	105% Levy
2/01/2003	-	-	-	-	-
2/01/2004	1,290,000.00	1.900%	2,631,618.75	3,921,618.75	4,117,699.69
2/01/2005	1,845,000.00	2.400%	2,080,785.00	3,925,785.00	4,122,074.25
2/01/2006	1,890,000.00	2.700%	2,036,505.00	3,926,505.00	4,122,830.25
2/01/2007	3,710,000.00	2.714%	3,747,971.25	7,457,971.25	7,830,869.81
2/01/2008	3,220,000.00	3.179%	4,234,790.00	7,454,790.00	7,827,529.50
2/01/2009	3,325,000.00	3.417%	4,132,432.50	7,457,432.50	7,830,304.13
2/01/2010	3,435,000.00	3.655%	4,018,805.00	7,453,805.00	7,826,495.25
2/01/2011	4,425,000.00	3.567%	5,555,270.63	9,980,270.63	10,479,284.16
2/01/2012	4,035,000.00	3.898%	5,951,460.00	9,986,460.00	10,485,783.00
2/01/2013	4,195,000.00	4.078%	5,794,195.00	9,989,195.00	10,488,654.75
2/01/2014	4,360,000.00	4.195%	5,623,122.50	9,983,122.50	10,482,278.63
2/01/2015	4,540,000.00	4.316%	5,440,215.00	9,980,215.00	10,479,225.75
2/01/2016	4,735,000.00	4.442%	5,244,267.50	9,979,267.50	10,478,230.88
2/01/2017	4,950,000.00	4.578%	5,033,957.50	9,983,957.50	10,483,155.38
2/01/2018	5,180,000.00	4.678%	4,807,322.50	9,987,322.50	10,486,688.63
2/01/2019	5,415,000.00	4.779%	4,564,982.50	9,979,982.50	10,478,981.63
2/01/2020	5,680,000.00	4.872%	4,306,217.50	9,986,217.50	10,485,528.38
2/01/2021	5,955,000.00	4.972%	4,029,502.50	9,984,502.50	10,483,727.63
2/01/2022	6,250,000.00	5.043%	3,733,422.50	9,983,422.50	10,482,593.63
2/01/2023	6,565,000.00	5.098%	3,418,205.00	9,983,205.00	10,482,365.25
2/01/2024	6,900,000.00	5.372%	3,083,545.00	9,983,545.00	10,482,722.25
2/01/2025	7,275,000.00	5.426%	2,712,852.50	9,987,852.50	10,487,245.13
2/01/2026	7,670,000.00	5.480%	2,318,090.00	9,988,090.00	10,487,494.50
2/01/2027	8,085,000.00	5.300%	1,897,752.50	9,982,752.50	10,481,890.13
2/01/2028	8,515,000.00	5.400%	1,469,247.50	9,984,247.50	10,483,459.88
2/01/2029	8,975,000.00	5.450%	1,009,437.50	9,984,437.50	10,483,659.38
2/01/2030	9,460,000.00	5.500%	520,300.00	9,980,300.00	10,479,315.00
Total	141,880,000.00	-	99,396,273.13	241,276,273.13	253,340,086.79

SIGNIFICANT DATES

Dated..... 11/01/2002
 Delivery Date..... 11/01/2002
 First Coupon Date..... 8/01/2003

YIELD STATISTICS

Bond Year Dollars..... \$2,463,200.00
 Average Life..... 17.361 Years
 Average Coupon..... 4.0352498%
 Net Interest Cost (NIC)..... 4.0928497%
 True Interest Cost (TIC)..... 5.0384705%
 Bond Yield for Arbitrage Purposes..... 4.9335510%
 All Inclusive Cost (AIC)..... 5.0717269%

IRS FORM 8038

Net Interest Cost..... 4.0352498%
 Weighted Average Maturity..... 17.361 Years

Interest rates are estimates. Changes in rates may
 cause significant alterations to this schedule.
 The actual underwriter's discount bid may also vary.

RAMSEY COUNTY RAILROAD REGIONAL AUTHORITY, MINNESOTA**\$120,205,000****Scenario 2 - Rail Facility Bonds****(Limited Tax)****TOTAL ISSUE SOURCES AND USES**

Dated 11/01/2002

Delivered 11/01/2002

	2002 Financing	2006 Financing	2010 Financing	Issue Summary
SOURCES OF FUNDS				
Par Amount of Bonds.....	\$50,660,000.00	\$35,095,000.00	\$34,450,000.00	\$120,205,000.00
Accumulated Excess Levy.....	-	13,407,273.75	8,046,758.75	21,454,032.50
TOTAL SOURCES.....	\$50,660,000.00	\$48,502,273.75	\$42,496,758.75	\$141,659,032.50
USES OF FUNDS				
Projects for 2010.....	-	-	14,000,000.00	14,000,000.00
Projects for 2011.....	-	-	14,000,000.00	14,000,000.00
Projects for 2012.....	-	-	14,000,000.00	14,000,000.00
Projects for 2007.....	-	14,000,000.00	-	14,000,000.00
Projects for 2008.....	-	14,000,000.00	-	14,000,000.00
Projects for 2009.....	-	14,000,000.00	-	14,000,000.00
Projects for 2003.....	14,000,000.00	-	-	14,000,000.00
Projects for 2004.....	14,000,000.00	-	-	14,000,000.00
Projects for 2005.....	14,000,000.00	-	-	14,000,000.00
Projects for 2006 - Partial.....	8,000,000.00	6,000,000.00	-	14,000,000.00
Total Underwriter's Discount (1.000%).....	506,600.00	350,950.00	344,500.00	1,202,050.00
Costs of Issuance.....	150,000.00	150,000.00	150,000.00	450,000.00
Rounding Amount.....	3,400.00	1,323.75	2,258.75	6,982.50
TOTAL USES.....	\$50,660,000.00	\$48,502,273.75	\$42,496,758.75	\$141,659,032.50

Springsted Incorporated
Advisors to the Public Sector

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RAMSEY COUNTY RAILROAD REGIONAL AUTHORITY, MINNESOTA

\$120,205,000

*Scenario 2 - Rail Facility Bonds
(Limited Tax)*

TOTAL DEBT SERVICE

DATE	Rail Authority 2002 Financing	Rail Authority 2006 Financing	Rail Authority 2010 Financing	TOTAL
2/01/2004	3,921,618.75	-	-	3,921,618.75
2/01/2005	3,925,785.00	-	-	3,925,785.00
2/01/2006	3,926,505.00	-	-	3,926,505.00
2/01/2007	3,925,475.00	2,457,398.13	-	6,382,873.13
2/01/2008	3,922,275.00	2,460,237.50	-	6,382,512.50
2/01/2009	3,925,442.50	2,458,052.50	-	6,383,495.00
2/01/2010	3,922,135.00	2,457,932.50	-	6,380,067.50
2/01/2011	3,922,072.50	2,459,582.50	2,008,247.50	8,389,902.50
2/01/2012	3,921,795.00	2,457,242.50	2,008,610.00	8,387,647.50
2/01/2013	3,925,945.00	2,462,007.50	2,007,230.00	8,395,182.50
2/01/2014	3,922,750.00	2,458,332.50	2,005,030.00	8,386,112.50
2/01/2015	3,923,170.00	2,457,225.00	2,006,980.00	8,387,375.00
2/01/2016	3,921,585.00	2,458,392.50	2,007,740.00	8,387,717.50
2/01/2017	3,922,565.00	2,461,012.50	2,007,615.00	8,391,192.50
2/01/2018	3,924,027.50	2,460,252.50	2,006,565.00	8,390,845.00
2/01/2019	3,921,620.00	2,461,012.50	2,004,820.00	8,387,452.50
2/01/2020	3,924,845.00	2,457,947.50	2,007,360.00	8,390,152.50
2/01/2021	3,924,325.00	2,460,327.50	2,003,790.00	8,388,442.50
2/01/2022	3,922,970.00	2,458,120.00	2,004,455.00	8,385,545.00
2/01/2023	3,921,750.00	2,461,195.00	2,004,095.00	8,387,040.00
2/01/2024	-	6,384,610.00	2,007,680.00	8,392,290.00
2/01/2025	-	6,385,580.00	2,004,752.50	8,390,332.50
2/01/2026	-	6,382,750.00	2,010,697.50	8,393,447.50
2/01/2027	-	-	8,389,960.00	8,389,960.00
2/01/2028	-	-	8,389,825.00	8,389,825.00
2/01/2029	-	-	8,388,455.00	8,388,455.00
2/01/2030	-	-	8,392,525.00	8,392,525.00
Total	78,468,656.25	60,959,210.63	65,666,432.50	205,094,299.38

PAR AMOUNTS OF SELECTED ISSUES

Rail Authority -2002 Financing.....	50,660,000.00
Rail Authority -2006 Financing.....	35,095,000.00
Rail Authority -2010 Financing.....	34,450,000.00
TOTAL.....	120,205,000.00

Springsted Incorporated
Advisors to the Public Sector

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RAMSEY COUNTY RAILROAD REGIONAL AUTHORITY, MINNESOTA

\$120,205,000

Scenario 2 - Rail Facility Bonds
(Limited Tax)

NET DEBT SERVICE SCHEDULE

Date	Principal	Coupon	Interest	Total P+I	Net New D/S	105% of Total	Levy	Surplus	Balance
2/01/2003	-	-	-	-	-	-	-	-	-
2/01/2004	1,290,000.00	1.900%	2,631,618.75	3,921,618.75	3,921,618.75	4,117,699.69	8,395,182.50	4,473,563.75	4,473,563.75
2/01/2005	1,845,000.00	2.400%	2,080,785.00	3,925,785.00	3,925,785.00	4,122,074.25	8,395,182.50	4,469,397.50	8,942,961.25
2/01/2006	1,890,000.00	2.700%	2,036,505.00	3,926,505.00	3,926,505.00	4,122,830.25	8,395,182.50	4,468,677.50	13,411,638.75
2/01/2007	3,105,000.00	2.775%	3,277,873.13	6,382,873.13	6,382,873.13	6,702,016.79	8,395,182.50	2,012,309.37	2,016,674.37
2/01/2008	2,760,000.00	3.225%	3,622,512.50	6,382,512.50	6,382,512.50	6,701,638.13	8,395,182.50	2,012,670.00	4,029,344.37
2/01/2009	2,850,000.00	3.454%	3,533,495.00	6,383,495.00	6,383,495.00	6,702,669.75	8,395,182.50	2,011,687.50	6,041,031.87
2/01/2010	2,945,000.00	3.681%	3,435,067.50	6,380,067.50	6,380,067.50	6,699,070.88	8,395,182.50	2,015,115.00	8,056,146.87
2/01/2011	3,710,000.00	3.594%	4,679,902.50	8,389,902.50	8,389,902.50	8,809,397.63	8,395,182.50	5,280.00	14,668.12
2/01/2012	3,390,000.00	3.908%	4,997,647.50	8,387,647.50	8,387,647.50	8,807,029.88	8,395,182.50	7,535.00	22,203.12
2/01/2013	3,530,000.00	4.081%	4,865,182.50	8,395,182.50	8,395,182.50	8,814,941.63	8,395,182.50	-	22,203.12
2/01/2014	3,665,000.00	4.195%	4,721,112.50	8,386,112.50	8,386,112.50	8,805,418.13	8,395,182.50	9,070.00	31,273.12
2/01/2015	3,820,000.00	4.310%	4,567,375.00	8,387,375.00	8,387,375.00	8,806,743.75	8,395,182.50	7,807.50	39,080.62
2/01/2016	3,985,000.00	4.430%	4,402,717.50	8,387,717.50	8,387,717.50	8,807,103.38	8,395,182.50	7,465.00	46,545.62
2/01/2017	4,165,000.00	4.570%	4,226,192.50	8,391,192.50	8,391,192.50	8,810,752.13	8,395,182.50	3,990.00	50,535.62
2/01/2018	4,355,000.00	4.670%	4,035,845.00	8,390,845.00	8,390,845.00	8,810,387.25	8,395,182.50	4,337.50	54,873.12
2/01/2019	4,555,000.00	4.771%	3,832,452.50	8,387,452.50	8,387,452.50	8,806,825.13	8,395,182.50	7,730.00	62,603.12
2/01/2020	4,775,000.00	4.853%	3,615,152.50	8,390,152.50	8,390,152.50	8,809,660.13	8,395,182.50	5,030.00	67,633.12
2/01/2021	5,005,000.00	4.953%	3,383,442.50	8,388,442.50	8,388,442.50	8,807,864.63	8,395,182.50	6,740.00	74,373.12
2/01/2022	5,250,000.00	5.019%	3,135,545.00	8,385,545.00	8,385,545.00	8,804,822.25	8,395,182.50	9,637.50	84,010.62
2/01/2023	5,515,000.00	5.073%	2,872,040.00	8,387,040.00	8,387,040.00	8,806,392.00	8,395,182.50	8,142.50	92,153.12
2/01/2024	5,800,000.00	5.379%	2,592,290.00	8,392,290.00	8,392,290.00	8,811,904.50	8,395,182.50	2,892.50	95,045.62
2/01/2025	6,110,000.00	5.432%	2,280,332.50	8,390,332.50	8,390,332.50	8,809,849.13	8,395,182.50	4,850.00	99,895.62
2/01/2026	6,445,000.00	5.485%	1,948,447.50	8,393,447.50	8,393,447.50	8,813,119.88	8,395,182.50	1,735.00	101,630.62
2/01/2027	6,795,000.00	5.300%	1,594,960.00	8,389,960.00	8,389,960.00	8,809,458.00	8,395,182.50	5,222.50	106,853.12
2/01/2028	7,155,000.00	5.400%	1,234,825.00	8,389,825.00	8,389,825.00	8,809,316.25	8,395,182.50	5,357.50	112,210.62
2/01/2029	7,540,000.00	5.450%	848,455.00	8,388,455.00	8,388,455.00	8,807,877.75	8,395,182.50	6,727.50	118,938.12
2/01/2030	7,955,000.00	5.500%	437,525.00	8,392,525.00	8,392,525.00	8,812,151.25	8,395,182.50	2,657.50	121,595.62
Total	120,205,000.00	-	84,889,299.38	205,094,299.38	205,094,299.38	215,349,014.35	233,542,976.76	(18,193,962.41)	

Dated..... 11/01/2002
 Delivery Date..... 11/01/2002
 First Coupon Date..... 8/01/2003

YIELD STATISTICS

Bond Year Dollars..... \$2,073,151.25
 Average Life..... 17.247 Years
 Average Coupon..... 4.0946988%
 Net Interest Cost (NIC)..... 4.1526806%
 True Interest Cost (TIC)..... 5.0137860%
 Bond Yield for Arbitrage Purposes..... 4.9099790%
 All Inclusive Cost (AIC)..... 5.0520827%

IRS FORM 8038

Net Interest Cost..... 4.0946988%
 Weighted Average Maturity..... 17.247 Years

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NET TAX CAPACITY VALUES AND RATES
OVERALL Regional Rail Authority

	2002	Estimated 2003	INC/ (DECREASE)	PERCENT INC/(DEC)
Certified Levy	\$306,000	\$9,400,000	\$9,094,000	2971.9%
Net Tax Capacity	266,595,503	300,435,333	33,839,830	12.7%
Tax Capacity Rate	0.096%	3.107%	3.011%	3136.5%

PROPERTIES in Ramsey County
Regional Rail Authority COMPARISON - PAYABLE 2003 (ESTIMATED)

(A) Constant Market Value

Home with an Est. Market Value of:

	\$75,000	\$100,000	\$150,000	\$300,000
2003 Gross Regional Rail Only Tax (Estimated)	\$23.30	\$31.07	\$46.61	\$93.21
2002 Gross Regional Rail Only Tax	\$0.72	\$0.96	\$1.44	\$2.88
Net Increase/(Decrease)	\$22.58	\$30.11	\$45.17	\$90.33
Percent Change	3136.1%	3136.5%	3136.8%	3136.5%

(B) Market Value increase of

10.00%

Home with a 2002

Estimated Market Value of:

	\$75,000	\$100,000	\$150,000	\$300,000
2003 Gross Regional Rail Only Tax (Estimated)	\$23.30	\$31.07	\$46.61	\$93.21
2002 Gross Regional Rail Only Tax	\$0.65	\$0.87	\$1.31	\$2.62
Net Increase/(Decrease)	\$22.65	\$30.20	\$45.30	\$90.59
Percent Change	3484.6%	3471.3%	3458.0%	3457.6%

(A) Constant Market Value

Business with an Est. Market Value of:

	\$100,000	\$500,000	\$1,000,000
2003 Gross Regional Rail Only Tax (Estimated)	\$46.61	\$287.40	\$598.10
2002 Gross Regional Rail Only Tax	\$1.44	\$8.88	\$18.48
Net Increase/(Decrease)	\$45.17	\$278.52	\$579.62
Percent Change	3136.8%	3136.5%	3136.5%

Apartment with an Est. Market Value of:

	\$100,000	\$500,000	\$1,000,000
2003 Gross Regional Rail Only Tax (Estimated)	\$46.61	\$233.03	\$466.05
2002 Gross Regional Rail Only Tax	\$1.73	\$8.64	\$17.28
Net Increase/(Decrease)	\$44.88	\$224.39	\$448.77
Percent Change	2594.2%	2597.1%	2597.0%

DRAFT

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REGIONAL RAILROAD AUTHORITY

MISSION STATEMENT

Ramsey County Regional Railroad Authority is dedicated to a long-range vision of transit services to meet changing needs for today and for succeeding generations.

The Authority strives to shape the future of Ramsey County and the region by preserving options for rail transit corridors and by providing rail transit services.

The Authority shall respond to the changing transit needs of the County's citizens in a manner that is sensitive to the financial impact to County taxpayers.

The Authority is committed to planning of integrated transportation services in cooperation with other agencies.

The Authority will encourage continuing community participation in its deliberations and decision-making process.

ADDITIONAL INFORMATION

The Ramsey County Regional Railroad Authority was organized by Resolution 87-230, April 20, 1987, Board of Ramsey County Commissioners, pursuant to Minnesota Statutes, 1986, Chapter 398A, as a political subdivision and local government unit of Minnesota, to exercise thereunder part of the sovereign power of the state.

The registered office of this Authority shall be situated in St. Paul, County of Ramsey, Minnesota.

Neither the State of Minnesota, the County of Ramsey, nor any other political subdivision is liable for obligations of the Authority.

There will be an appropriate citizen participation component, including municipalities, in the rail authority process.

The corporate existence was created and filed with the Secretary of State, Minnesota, on June 9, 1987.

ORGANIZATION

The Ramsey County Regional Railroad Authority consists of the seven Ramsey County Commissioners.

PROGRAM/SERVICE ALLOCATION (PROPOSED)

REGIONAL RAILROAD AUTHORITY

Program/Service	Mand./ Discr.	Performance Measure(s)	2003 Proposed			
			FTE's	Budget	Financing	Levy
Administration (RCRRA)	D	0	0.00	897,312	210,600	686,712
Northeast Corridor Maintenance (Kellogg to Beam Avenue)	D	0	0.00	31,950	15,000	16,950
Projects & Grants						
Rush Line Corridor	D	0	0.00	1,500	0	1,500
Riverview Transit Improvements	D	0	0.00	0	0	0
RCRRA Debt Service						
\$50 Million Bond Issue	LO	0	0.00	3,921,619	0	3,921,619
RCRRA Capital Projects						
Capital Improvements	D	0	0.00	55,133,564	50,660,000	4,473,564
			0.00	59,985,945	50,885,600	9,100,345

SUMMARY

		Levy %	FTE's	Budget	Financing	Levy
Total Mandated	M	0.0%	0.00	0	0	0
Total Mandated/Discretionary	M/D	0.0%	0.00	0	0	0
Total Discretionary/Mandated	D/M	0.0%	0.00	0	0	0
Total Discretionary	D	56.9%	0.00	56,064,326	50,885,600	5,178,726
Total Legal Obligations	LO	43.1%	0	3,921,619	0	3,921,619
			0.00	59,985,945	50,885,600	9,100,345
2002 Approved Budget			0.00	2,560,500	2,260,500	300,000
Inc/(Dec) from Previous Year			0.00	57,425,445	48,625,100	8,800,345
% Inc/(Dec) from Previous Year			0%	2242.7%	2151.1%	2933.4%

KEY: M = Program and Service Level is Mandated; M/D = Program is Mandated, Service Level is Discretionary; D/M = Program is Discretionary, Service Level is Mandated; D = Program and Service Level is Discretionary; and LO = Legal Obligations

**PROGRAM/SERVICE ALLOCATION (PROPOSED)
CHANGE FROM PREVIOUS YEARS APPROVED**

REGIONAL RAILROAD AUTHORITY

Program/Service	Change from 2002 Approved			
	FTE's	Budget	Financing	Levy
Administration (RCRRA)	-	245,168	(162,900)	408,068
Northeast Corridor Maintenance (Kellogg to Beam Avenue)	-	(6)	3,000	(3,006)
Projects & Grants				
Rush Line Corridor	-	100	-	100
Riverview Transit Improvements	-	(1,875,000)	(1,875,000)	-
RCRRA Debt Service				
\$50 Million Bond Issue	-	3,921,619	-	3,921,619
RCRRA Capital Projects				
Capital Improvements	-	55,133,564	50,660,000	4,473,564
Inc(Dec) from Previous Year	-	57,425,445	48,625,100	8,800,345
% Inc(Dec) from Previous Year		2242.7%	2151.1%	2933.4%

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

OVERALL BUDGET SUMMARY

	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
Expenditure/Appropriation	2,516,793	2,560,500	59,985,945	59,985,945	
Revenue/Estimated Revenue	503,435	2,260,500	50,885,600	50,885,600	
Fund Balance	1,813,358	-	-	-	
RCRRA Tax Levy	200,000	300,000	9,100,345	9,100,345	
Allowance for Uncollectible Taxes	4,000	6,000	299,655	299,655	
Total RCRRA Tax Levy	204,000	306,000	9,400,000	9,400,000	
Inc/(Dec) From Previous Year			9,094,000	9,094,000	
% Inc/-Dec From Previous Year			2971.9%	2971.9%	

EXPENDITURE/APPROPRIATION SUMMARY BY FUND

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
12501	RCRRA Operating Fund	2,516,793	2,560,500	930,762	930,762	
16801	RCRRA Debt Service Fund	-	-	3,921,619	3,921,619	
17801	RCRRA Capital Projects	-	-	55,133,564	55,133,564	
	Total Expenditure/Appropriation RCRRA	2,516,793	2,560,500	59,985,945	59,985,945	
	Inc/(Dec) From Previous Year			57,425,445	57,425,445	
	% Inc/-Dec From Previous Year			2242.7%	2242.7%	

REVENUE/ESTIMATED REVENUE & FUND BALANCE SUMMARY BY FUND

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
12501	RCRRA Operating Fund	503,435	2,260,500	225,600	225,600	
16801	RCRRA Debt Service Fund	-	-	-	-	
17801	RCRRA Capital Projects	-	-	50,660,000	50,660,000	
	Total Revenue/Estimated Revenue	503,435	2,260,500	50,885,600	50,885,600	
	Inc/(Dec) From Previous Year			48,625,100	48,625,100	
	% Inc/-Dec From Previous Year			2151.1%	2151.1%	

FUND BALANCE SUMMARY

Dec/(Inc) Northeast Corridor-ROW	2,060,390	-	-	-
Dec/(Inc) Adjustment to actuals	(247,032)	-	-	-
Total Fund Balance	1,813,358	-	-	-

MAJOR CHANGES (PROPOSED)**RAMSEY COUNTY REGIONAL RAIL AUTHORITY**

LISTED BELOW ARE THE MAJOR ITEMS THAT HAVE CONTRIBUTED TO CHANGES IN THE DEPARTMENT'S APPROPRIATION AND FINANCING OVER THE PREVIOUS YEAR. THIS MAY NOT EQUAL THE DIFFERENCE OVER 2002 AS ONLY THE MAJOR CHANGES ARE LISTED HERE.

Description	2003 Budget	2003 Financing	2003 Levy
Operating Budget inc/(dec) over 2002	245,162	(159,900)	405,062
Special Projects inc/(dec) over 2002	(1,874,900)	(1,875,000)	100
Debt Service inc/(dec) over 2002	3,921,619	0	3,921,619
Capital Improvements inc/(dec) over 2002	55,133,564	50,660,000	4,473,564
Adjusted inc/(dec) over 2002	57,425,445	48,625,100	8,800,345
% Inc/-Dec over 2002	2242.7%	2151.1%	2875.9%

OPERATING BUDGET:

1 Contingent	70,131	0	70,131
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To provide funds for professional services that may be needed in 2003 in relation to the \$50 million bond issuance and for special needs or projects which could include planning, engineering or outreach activities in 2003.

2 Support Services	42,741	0	42,741
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There is an anticipated increase in the cost of legal services provided by the County Attorney's Office and accounting services provided by the Budgeting & Accounting Office due to the increase in the budget as a result of the planned issuance of the \$50 million in bonds.

3 Interest on Investments	0	(162,900)	162,900
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There is a decrease in the estimated amount of interest on investments that will be earned in 2003 due to the anticipation that less cash will be available to invest and lower interest rates. The interest rates that the County is currently receiving on investments are at a 40-year low. Also, allocation of interest earnings to the various funds was changed from the overall portfolio rate to the rate of the chosen benchmark, the one-year Treasury index.

4 County Project Management Services	56,741	0	56,741
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Includes \$50,000 to assist the Authority in transportation planning assistance on funding issues.

MAJOR CHANGES (PROPOSED)**RAMSEY COUNTY REGIONAL RAIL AUTHORITY**

<u>Description</u>	<u>2002 Budget</u>	<u>2002 Financing</u>	<u>2002 Levy</u>
5 Information Services	50,000	0	50,000

Funds for LOCATE to provide information for public meetings and follow up work.

SPECIAL PROJECTS

1 Riverview Transit Improvements	(1,875,000)	(1,875,000)	0
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This was a one-time grant in 2002 from the Minnesota Department of Transportation (Mn/DOT) for the purpose of constructing transit improvements of bus shelters, lighting and benches along East and West Seventh Streets and in downtown Saint Paul. The estimated completion of this project is September 30, 2003.

RCRRA DEBT SERVICE

1 Bond Principal & Interest Costs	3,921,619	0	3,921,619
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Regional Railroad Authority Resolution R01-17, dated November 6, 2001, stated "That for reasons of economic stimulus and investment in transportation choices for the future, will sell bonds in 2002, in the amount of \$50 million for the acquisition, restoration, and/or refurbishment of a downtown Saint Paul transit, transportation and rail center, which could include the Saint Paul Union Depot, for the east metropolitan area.

The 2003 proposed amount is based on the information received from Springsted, Inc., the Authority's financial advisor, on the estimated debt service cost for the \$50 million bond issue. The proposal is based on a "level" annual property tax levy of \$8,395,183. The tax levy would finance the annual debt service costs and also provide levy funds in the early years for capital

RCRRA CAPITAL PROJECTS

1 Capital Improvements	55,133,564	50,660,000	4,473,564
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The estimated cost of Regional Rail transit projects from now until the year 2012 is \$140 million. It is anticipated that the total cost would be financed partially through the issuance of General Obligation Bonds and the balance through tax levy. Financing the projects with tax levy saves the annual debt service costs over the length of the bond issue.

TOTAL	<u>57,399,796</u>	<u>48,622,100</u>	<u>8,777,696</u>
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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
RCRRA Operating Budget

EXPENDITURE/APPROPRIATION SUMMARY BY DIVISION

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
OPERATING BUDGET						
150101	Regional Railroad Administration	312,910	652,144	897,312	897,312	
150106	NE Corridor Maintenance Kellogg to Beam	2,132	31,956	31,950	31,950	
	Total Operations	315,042	684,100	929,262	929,262	
SPECIAL PROJECTS						
150111	Red Rock Corridor	70,000	-	-	-	
150180	Northeast Corridor - Right of Way (ROW)	2,060,390	-	-	-	
150180	Northeast Diagonal Corridor	70,000	-	-	-	
150180	Rush Line Corridor	1,361	1,400	1,500	1,500	
150180	Riverview Transit Improvements	-	1,875,000	-	-	
	Total Special Projects	2,201,751	1,876,400	1,500	1,500	
	Total Expenditure/Appropriation RCRRA	2,516,793	2,560,500	930,762	930,762	

REVENUE/ESTIMATED REVENUE & FUND BALANCE SUMMARY BY DIVISION

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
OPERATING BUDGET						
150101	Regional Railroad Administration	487,683	373,500	210,600	210,600	
150106	NE Corridor Maintenance Kellogg to Beam	15,729	12,000	15,000	15,000	
	Total Operations	503,412	385,500	225,600	225,600	
SPECIAL PROJECTS						
150180	Northeast Corridor - Right of Way (ROW)	-	-	-	-	
150180	Rush Line Corridor	23	-	-	-	
150180	Riverview Transit Improvements	-	1,875,000	-	-	
	Total Special Projects	23	1,875,000	-	-	
	Total Revenue/Estimated Revenue	503,435	2,260,500	225,600	225,600	
	Fund Balance - Dec/(Inc) Northeast Corridor-ROW	2,060,390	-	-	-	
	Fund Balance - Dec/(Inc) Adjustment to actuals	(247,032)	-	-	-	
RCRRA TAX LEVY SUMMARY						
	Tax Levy	200,000	300,000	705,162	705,162	
	Allowance for Uncollectible Tax (2%)	4,000	6,000	14,103	14,103	
	Net Tax Levy	204,000	306,000	719,265	719,265	
	Inc/(Dec) From 2002			413,265	413,265	
	% Inc/(Dec) From 2002			135.1%	135.1%	

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MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
150101 – ADMINISTRATION**

STATEMENT OF MISSION

To provide overall administration consistent with the Railroad Authority's mission and direction provided by the Board of the Regional Railroad Authority.

OBJECTIVES

1. To advocate for transit services to meet changing needs for today and for succeeding generations.
2. To respond to the transit needs of the County's citizens in a manner that is sensitive to the financial impact to County taxpayers.
3. To plan integrated transportation services in cooperation with other agencies.
4. To encourage community participation in Rail Authority deliberations and decision-making processes.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150101-ADMINISTRATION

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2001 Approved	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
420010	Other Services & Charges	302,163	485,295	668,032	668,032	
430000	Supplies	2,251	4,050	4,050	4,050	
440000	Capital Outlay	8,496	12,700	5,000	5,000	
470000	Contingent	-	150,099	220,230	220,230	
	Total Expenditures/Appropriations	312,910	652,144	897,312	897,312	
	Inc/(Dec) From Previous Year			245,168	245,168	
	% Inc/(Dec) From Previous Year			37.6%	37.6%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	2001 Approved	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
318000	Revenue from Use of Money/Property	481,833	373,500	210,600	210,600	
319000	Other Revenues	5,850	-	-	-	
	Total Revenues/Estimated Revenues	487,683	373,500	210,600	210,600	
	Inc/(Dec) From Previous Year			(162,900)	(162,900)	
	% Inc/(Dec) From Previous Year			-43.6%	-43.6%	

Fund Balance - Dec/(Inc) Adjustment to actuals

(212,571) - - -

RCRRA TAX LEVY

37,798 278,644 686,712 686,712

Inc/(Dec) From Previous Year

408,068 408,068

% Inc/(Dec) From Previous Year

146.4% 146.4%

EXPENDITURE/APPROPRIATION DETAIL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

150101-ADMINISTRATION

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
<u>OPERATING CAPITAL OUTLAY</u>						
441204	Office Furniture & Equipment	-	7,500	-	-	-
441206	Communications Equipment	-	-	-	-	-
441211	Data Processing Equipment	8,496	5,200	5,000	5,000	-
441215	PC Software	-	-	-	-	-
442201	Remodeling	-	-	-	-	-
	Total Operating Capital Outlay	8,496	12,700	5,000	5,000	-
<u>CONTINGENT</u>						
471101	Contingent Appropriations	-	150,099	220,230	220,230	-
	Total Contingent	-	150,099	220,230	220,230	-
	Total 150101 - Administration	312,910	652,144	897,312	897,312	-

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

59101-ADMINISTRATION

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	2001 Approved	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
<u>REVENUE FROM USE OF MONEY & PROPERTY</u>						
318102	Interest on Investments	481,833	373,500	210,600	210,600	-
	Total Revenue from Use of Money/Prop.	481,833	373,500	210,600	210,600	-
<u>OTHER REVENUES</u>						
319103	Recovery-Current Year's Expense	5,850	-	-	-	-
	Total Other Revenues	5,850	-	-	-	-
<u>TAXES & PENALTIES</u>						
314618	Market Value Homestead Credit	-	-	-	-	-
321804	Fiscal Disparity	-	-	-	-	-
322101	Current-RE & PP	199,339	300,000	-	-	-
322102	Current-Mobile Homes	277	-	-	-	-
322103	Delinquent Re & PP	133	-	-	-	-
322104	Delinquent Mobile Homes	7	-	-	-	-
322110	HRA Shelter Rentals	122	-	-	-	-
322111	Gov't Acquired Property Rental	18	-	-	-	-
	Total Taxes & Penalties	199,896	300,000	-	-	-
	Total 150101 - Administration	687,579	673,500	210,600	210,600	-

EXPENDITURE/APPROPRIATION DETAIL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150101-ADMINISTRATION

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
<u>OTHER SERVICES AND CHARGES</u>						
421102	State Auditor	2,356	2,400	4,000	4,000	
421103	Budgeting & Accounting Services	7,033	7,000	30,000	30,000	
421208	County Attorney Services	15,235	12,000	25,000	25,000	
421402	Data Processing Services-MTCE	3,606	4,600	4,900	4,900	
421501	Consulting Services	-	60,000	60,000	60,000	
421506	Legislative Representative	25,750	50,000	70,000	70,000	
421511	County Project Management Services	156,496	203,422	260,163	260,163	
421519	Clerical Services	15,542	15,000	15,000	15,000	
421520	Microfilm / Microfiche Processing	161	-	200	200	
421527	County Manager Services	2,995	10,000	10,000	10,000	
421528	Management & Information Svcs	-	-	50,000	50,000	
421602	Advertising & Promotion	220	-	-	-	
421603	Printing & Stationery	1,661	5,375	5,644	5,644	
421701	Postage	1,769	2,000	2,100	2,100	
421706	Telephone Long Dist Charges	105	200	210	210	
421707	Telephone-Local Service	2,203	2,200	2,310	2,310	
421710	Telephone-Cellular	977	1,600	1,680	1,680	
421712	Pager Services	64	65	68	68	
422402	Building & Office Space	12,662	12,883	12,883	12,883	
422403	Parking Space	2,104	2,600	2,730	2,730	
422601	Equipment & Machinery Repairs	1,151	2,000	2,100	2,100	
423101	Tuition	-	1,000	1,050	1,050	
423111	Employee Development	300	500	500	500	
424107	Liability & Property Damage-Ins	2,202	2,400	2,950	2,950	
424302	Membership & Dues	6,028	5,500	20,000	20,000	
424303	Conference & Seminar Expenses	21,854	20,000	20,000	20,000	
424304	Other Travel	985	10,000	10,000	10,000	
424305	Volunteer/Committee Meeting Expense	74	200	210	210	
424306	Meeting Expense Account	633	3,000	3,150	3,150	
424501	Mileage	1,580	3,000	3,150	3,150	
424507	Messenger Service	195	850	890	890	
424620	Books, Periodicals, and Subscriptions	50	500	525	525	
425102	Subsidies to Other Entities	16,172	45,000	46,619	46,619	
Total Other Services & Charges		302,163	485,295	668,032	668,032	
<u>SUPPLIES</u>						
431101	Office Supplies	1,423	2,800	2,500	2,500	
431102	Computer Operating Supplies	503	1,000	1,300	1,300	
432201	Non Capitalized Equipment	-	-	-	-	
432202	PC Software	325	250	250	250	
Total Supplies		2,251	4,050	4,050	4,050	

SELECTED LINE ITEM EXPLANATIONS**REGIONAL RAILROAD AUTHORITY
150101 - ADMINISTRATION****SELECTED EXPENDITURE EXPLANATIONS**

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
Budgeting & Accounting Services	\$7,033	\$7,000	\$30,000	\$30,000	

EXPLANATION: This amount will provide for a half-time budget analyst to offer assistance with contracts, grant agreements, and audits in 2003.

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
County Attorney Services	\$15,235	\$12,000	\$25,000	\$25,000	

EXPLANATION: This amount will provide for additional attorney time on new agreements with the Minnesota Department of Transportation and other agencies for corridors in 2003.

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
Consultant Services	\$ -	\$60,000	\$60,000	\$60,000	

EXPLANATION: This amount will provide for special needs for consultant services, which could include planning, engineering or outreach activities in 2003.

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
Legislative Representative	\$25,750	\$50,000	\$70,000	\$70,000	

EXPLANATION: Legislation impacts Regional Railroad Authority taxing ability and responsibilities. This account provides funds for monitoring legislation and providing information to Legislators and Congress.

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
County Project Management Serv	\$156,496	\$191,000	\$260,163	\$260,163	

EXPLANATION: Ramsey County provides staff to assist the Regional Railroad Authority to develop plans, manage consultant services, coordinate with other agencies and citizen groups, provide information services, and engineering and transportation planning services. Persons providing these services are in the County Public

Works Department. This account provides a specific identifier to reimburse Ramsey County departments for these services.

In 2003, County Project Management Services will be provided for administration and activities on the Riverview, Central, Red Rock, Northeast Diagonal and Rush Line Corridors. The information on this page is only for the overall Administration of the Railroad Authority.

PROJECT MANAGEMENT TEAM (Administration Cost Center)

Estimated Cost
(including salaries, fringe benefits,
and indirect costs)

Staff

Director	1.0 FTE	\$117,034
Transportation Planner	1.0 FTE	\$66,955
Administrative Secretary	<u>.525FTE</u>	\$26,175
Transportation Planning Assistance		<u>\$49,999</u>
Total FTE	2.525 FTE	
Total Estimated Cost		\$260,163

NOTE: Costs include salaries, fringe benefits and prorated indirect costs for processing payrolls as determined by Ramsey County Public Works Department. Costs for the Regional Railroad Authority's Right of Way Specialist position have been included in the Northeast Corridor maintenance and Beam to North County Line activities. There is an increase of \$49,999 to be used to assist the Authority in transportation planning assistance on fund issues.

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
Management & Information Serv	\$0	\$0	\$50,000	\$50,000	

EXPLANATION: This line item will provide funds for 2003 LOCATE public meetings and follow up work.

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
Subsidies to Other Entities	\$16,172	\$45,000	\$46,619	\$46,619	

EXPLANATION: The Metropolitan Rail Transit Joint Powers Board undertakes legislative, planning and coordination of transit activities in the seven county metro area. Ramsey County Regional Railroad Authority is a member, and this provides for the 2003 contribution to the work of the organization.

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
Memberships and Dues	\$6,028	\$5,500	\$20,000	\$20,000	

EXPLANATION: This amount provides for fees associated with membership to the American Public Transportation Association, I-35W Corridor Coalition, St. Paul Transportation Management Organization, Midwest High Speed Rail Coalition and others.

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
Data Processing Equipment	\$8,496	\$5,200	\$5,000	\$5,000	

EXPLANATION: Equipment needs for the Rail Authority in 2003 may include updating existing computer and technical equipment.

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
Contingent	\$-	\$150,099	\$220,230	\$220,230	

EXPLANATION: This line item will provide funds for professional services that may be needed in 2003 in relation to the issuance of the \$50 million in bonds and for special needs or projects which could include planning, engineering or outreach activities in 2003. This will also allow for other unforeseen needs that may arise during 2003.

SELECTED REVENUE EXPLANATIONS

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
Interest on Investments	\$481,833	\$373,500	\$210,600	\$210,600	

EXPLANATION: The Regional Railroad Authority's cash is included with the County's investments and the earnings are distributed at the end of each month. The interest that can be earned in 2003 depends on how much cash is available for investment and the rate of the chosen benchmark, the one year Treasury index.

In 2002 or 2003, the Regional Railroad Authority is anticipating a right-of-way purchase of the Burlington Northern line from the West County Line to Rollins Oil in Roseville. The Regional Railroad Authority has also received several federal grants where the grant funds are received on a reimbursement type arrangement. This means the cash on hand is temporarily not available for investment, until the cash reimbursement is received from the granting authority.

Taking into account the cash on hand (\$8.6 million as of 12/31/2001) and the expected uses of cash, the amount available for investment during the year will be \$8.1 million.

The rate of return on short-term investments for the first six months of 2002 has been at its lowest level in 40 years. The rate has remained at the low range of 1.7%-2.3% for most of the first half of 2002. For the preparation of the 2003 budget, it is estimated that the rate of return will increase slightly, possibly to 2.6% for the year 2003. A rate of return of 2.6% would provide interest income of \$210,600 in 2003 to assist in financing the Regional Railroad Authority's 2003 budget.

Cash on Hand 12/31/2001	\$8,600,000
Less: right-of-way purchase	-200,000
Less: cash flow for grants	-300,000
Cash Available for Investment	<u>\$8,100,000 x 2.60% = \$210,600</u>

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MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
150106 – NORTHEAST CORRIDOR
KELLOGG TO BEAM**

STATEMENT OF MISSION

To provide for acquisition and maintenance of right of way purchased in order to preserve options for rail transit.

OBJECTIVES

1. To monitor rail abandonments in Ramsey County.
2. To coordinate with other units of government on rail abandonment and right of way re-use issues.
3. To purchase rail corridors with potential for light rail transit use.
4. To maintain property acquired by the Railroad Authority in accordance with the public interest.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150106-NORTHEAST CORRIDOR MAINTENANCE
KELLOGG TO BEAM AVENUE

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
420010	Other Services & Charges	2,132	31,956	31,950	31,950	
	Total Expenditures/Appropriations	2,132	31,956	31,950	31,950	
	Inc/(Dec) From Previous Year			(6)	(6)	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
318000	Revenue from Use of Money/Property	15,729	12,000	15,000	15,000	
	Total Revenues/Estimated Revenues	15,729	12,000	15,000	15,000	
	Inc/(Dec) From Previous Year			3,000	3,000	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	
	Fund Balance - Dec/(Inc) Adjustment to actuals	(34,674)	-	-	-	
	RCRRA TAX LEVY	21,077	19,956	16,950	16,950	
	Inc/(Dec) From Previous Year			(3,006)	(3,006)	
	% Inc/(Dec) From Previous Year			-15.1%	-15.1%	

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150106 - NORTHEAST CORRIDOR MAINTENANCE
KELLOGG TO BEAM AVENUE

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	<u>OTHER SERVICES AND CHARGES</u>					
421208	County Attorney Services	138	-	-	-	
421511	County Project Management	1,971	11,956	11,950	11,950	
422801	Grounds-Repairs	-	15,000	15,000	15,000	
424202	Assessments	23	5,000	5,000	5,000	
	Total Other Services & Charges	2,132	31,956	31,950	31,950	

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	<u>REVENUE FROM USE OF MONEY & PROPERTY</u>					
318203	Rental of Land	15,729	12,000	15,000	15,000	
	Total Revenue from Use of Money/Prop.	15,729	12,000	15,000	15,000	

SELECTED LINE ITEM EXPLANATIONS**REGIONAL RAILROAD AUTHORITY
150106 – NORTHEAST CORRIDOR
KELLOGG TO BEAM****SELECTED EXPENDITURE EXPLANATIONS**

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
County Project Management Serv	\$1,971	\$11,956	\$11,950	\$11,950	

EXPLANATION: This account will provide funds to reimburse Ramsey County Public Works Department for staff time spent on right of way issues related to the Northeast Corridor, Kellogg to Beam.

SELECTED REVENUE EXPLANATIONS

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
Rental of Land	\$15,729	\$12,000	\$15,000	\$15,000	

EXPLANATION: Leases of Rail Authority property generates revenue to the Rail Authority.

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MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
150111 – RED ROCK CORRIDOR**

STATEMENT OF MISSION

To plan transit for the Red Rock Corridor from St. Paul to Hastings.

OBJECTIVES

1. To improve transportation in the corridor.
2. To meet local and community goals.
3. To improve the environment.
4. To improve social and economic climate.
5. To minimize cost; to maximize ridership of transit.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150111 - RED ROCK CORRIDOR

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
420010	Other Services & Charges	70,000	-	-	-	-
	Total Expenditures/Appropriations	70,000	-	-	-	-
	Inc/(Dec) From Previous Year			-	-	-
	% Inc/(Dec) From Previous Year			0.0%	0.0%	0.0%

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	None	-	-	-	-	-
	Total Revenues/Estimated Revenues	-	-	-	-	-
	Inc/(Dec) From Previous Year			-	-	-
	% Inc/(Dec) From Previous Year			0.0%	0.0%	0.0%

Fund Balance - Dec/(Inc) Adjustment to actuals

- - - - -

RCRRA TAX LEVY

70,000	-	-	-	-
Inc/(Dec) From Previous Year			-	-
% Inc/(Dec) From Previous Year			0.0%	0.0%

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150111 - RED ROCK CORRIDOR

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	<u>OTHER SERVICES AND CHARGES</u>					
424610	Participation Fees	70,000	-	-	-	-
425103	Subsidies Local Match	-	-	-	-	-
	Total Other Services & Charges	70,000	-	-	-	-
	Total 150111 Red Rock Corridor	70,000	-	-	-	-

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	None	-	-	-	-	-
	Total Revenues/Estimated Revenues	-	-	-	-	-

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MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
150180 – PROJECTS & GRANTS
P121001 – NORTHEAST CORRIDOR ROW**

STATEMENT OF MISSION

To acquire and provide for maintenance of right of way purchased in order to preserve options for rail transit.

OBJECTIVES

1. To monitor rail abandonments in Ramsey County.
2. To coordinate with other units of government on rail abandonment and right of way re-use issues.
3. To purchase rail corridors with potential for light rail transit use.
4. To maintain property acquired by the Railroad Authority in accordance with the public interest.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
P121001 - NORTHEAST CORRIDOR ROW

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
420000	Other Services & Charges	47,136	-	-	-	
430000	Supplies	13,254	-	-	-	
440000	Operating Capital Outlay	2,000,000	-	-	-	
	Total Expenditures/Appropriations	2,060,390	-	-	-	

Inc/(Dec) From Previous Year

% Inc/(Dec) From Previous Year

0.0%

0.0%

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	None	-	-	-	-	
	Total Revenues/Estimated Revenues	-	-	-	-	

Inc/(Dec) From Previous Year

% Inc/(Dec) From Previous Year

0.0%

0.0%

Fund Balance Dec/(Inc)

2,060,390

-

-

-

Fund Balance - Dec/(Inc) Adjustment to actuals

-

-

-

-

RCRRA TAX LEVY

Inc/(Dec) From Previous Year

% Inc/(Dec) From Previous Year

0.0%

0.0%

NOTE: This was set up as a project for 2001. Funds were carried forward from a prior year budget pursuant to Resolution R00-29, dated December 19, 2000. These funds will be carried forward as needed until the project is completed.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
P121001 - NORTHEAST CORRIDOR ROW

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
<u>OTHER SERVICES AND CHARGES</u>						
421511	Co. Project Management Services	4,483	-	-	-	
422801	Grounds-Repairs	23,500	-	-	-	
424402	Surveying Service	19,153	-	-	-	
	Total Other Services & Charges	47,136	-	-	-	
<u>SUPPLIES</u>						
431905	Signs & Sign Repair	13,254	-	-	-	
	Total Supplies	13,254	-	-	-	
<u>OPERATING CAPITAL OUTLAY</u>						
441102	Land Acquisition-Right of Way	2,000,000	-	-	-	
	Total Operating Capital Outlay	2,000,000	-	-	-	
Total P121001 - Northeast Corridor ROW		2,060,390	-	-	-	

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
<u>INTERGOVERNMENTAL REVENUE</u>						
	None	-	-	-	-	-
	Total Intergovernmental Revenue	-	-	-	-	-
Total P121001 - Northeast Corridor ROW		-	-	-	-	-

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MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
150180 – PROJECTS & GRANTS
P121002 – NORTHEAST DIAGONAL
CORRIDOR**

STATEMENT OF MISSION

To plan transit for the Northeast Diagonal Corridor from Minneapolis to White Bear Lake.

OBJECTIVES

1. To improve transportation in the corridor.
2. To coordinate with the local communities in planning for this corridor.
3. To meet local and community goals.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
P121002 - NORTHEAST DIAGONAL CORRIDOR

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
420010	Other Services & Charges	70,000	-	-	-	-
	Total Expenditures/Appropriations	70,000	-	-	-	-
	Inc/(Dec) From Previous Year			-	-	-
	% Inc/(Dec) From Previous Year			0.0%	0.0%	0.0%

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	None	-	-	-	-	-
	Total Revenues/Estimated Revenues	-	-	-	-	-
	Inc/(Dec) From Previous Year			-	-	-
	% Inc/(Dec) From Previous Year			0.0%	0.0%	0.0%
	Fund Balance - Dec/(Inc) Adjustment to actuals	-	-	-	-	-
	RCRRA TAX LEVY	70,000	-	-	-	-
	Inc/(Dec) From Previous Year			-	-	-
	% Inc/(Dec) From Previous Year			0.0%	0.0%	0.0%

NOTE: This was a new project for 2001. Funds will be carried forward as needed until the project is completed.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
P121002 - NORTHEAST DIAGONAL CORRIDOR

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	<u>OTHER SERVICES AND CHARGES</u>					
421501	Consulting Services	50,000	-	-	-	-
421511	Co. Project Management Services	16,251	-	-	-	-
421527	County Manager Services	144	-	-	-	-
421602	Advertising & Promotion	93	-	-	-	-
421603	Printing & Stationery	1,138	-	-	-	-
421701	Postage	31	-	-	-	-
424306	RCRRA Meeting Expenses Account	224	-	-	-	-
424507	Messenger Service	15	-	-	-	-
424606	Administration Fees	2,104	-	-	-	-
	Total Other Services & Charges	70,000	-	-	-	-
Total P121002 - Northeast Diagonal Corridor		70,000	-	-	-	-

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	<u>INTERGOVERNMENTAL REVENUE</u>					
314433	MN DOT LRT Grant	-	-	-	-	-
	Total Intergovernmental Revenue	-	-	-	-	-
Total P121002 - Northeast Diagonal Corridor		-	-	-	-	-

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MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
150180 – PROJECTS & GRANTS
P121003 – RUSH LINE CORRIDOR**

STATEMENT OF MISSION

To plan transit for the Rush Line Corridor from St. Paul to Hinckley.

OBJECTIVES

1. To improve transportation in the corridor.
2. To meet local and community goals.
3. To improve the environment.
4. To improve social and economic climate.
5. To minimize cost; to maximize ridership of transit.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
P121003 - RUSH LINE CORRIDOR

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
420010	Other Services & Charges	1,361	1,400	1,500	1,500	
	Total Expenditures/Appropriations	1,361	1,400	1,500	1,500	
	Inc/(Dec) From Previous Year			100	100	
	% Inc/(Dec) From Previous Year			7.1%	7.1%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
319105	Insurance Dividends	23	-	-	-	
	Total Revenues/Estimated Revenues	23	-	-	-	
	Inc/(Dec) From Previous Year			-	-	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	

Fund Balance - Dec/(Inc) Adjustment to actuals

213 - - -

RCRRA TAX LEVY

1,125	1,400	1,500	1,500
Inc/(Dec) From Previous Year		100	100
% Inc/(Dec) From Previous Year		7.1%	7.1%

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
P121003 - RUSH LINE CORRIDOR

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	<u>OTHER SERVICES AND CHARGES</u>					
424104	Money & Security Insurance	236	-			
424107	Liability & Property Damage-Ins	1,125	1,400	1,500	1,500	
	Total Other Services & Charges	1,361	1,400	1,500	1,500	
Total 150112 Rush Line Corridor		1,361	1,400	1,500	1,500	

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
319105	Insurance Dividends	23	-	-	-	
	Total Revenues/Estimated Revenues	23	-	-	-	

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MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
150180 – PROJECTS & GRANTS
G205004 – RIVERVIEW TRANSIT
IMPROVEMENTS**

STATEMENT OF MISSION

To improve the convenience and safety for transit patrons as they wait for buses along the Riverview Corridor in St. Paul, or along East Seventh and West Seventh Streets.

OBJECTIVES

1. To add bus shelters along East Seventh and West Seventh Streets.
2. To add lighting along East Seventh and West Seventh Streets.
3. To add benches along East Seventh and West Seventh Streets.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
G205004 - RIVERVIEW TRANSIT IMPROVEMENTS

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
490000	Intergovernmental Payments	-	1,875,000	-	-	-
	Total Expenditures/Appropriations	-	1,875,000	-	-	-
	Inc/(Dec) From Previous Year			(1,875,000)	(1,875,000)	(1,875,000)
	% Inc/(Dec) From Previous Year			-100.0%	-100.0%	-100.0%

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
314000	Intergovernmental Revenue	-	1,875,000	-	-	-
	Total Revenues/Estimated Revenues	-	1,875,000	-	-	-
	Inc/(Dec) From Previous Year			(1,875,000)	(1,875,000)	(1,875,000)
	% Inc/(Dec) From Previous Year			-100.0%	-100.0%	-100.0%

Fund Balance - Dec/(Inc) Adjustment to actuals

- - - - -

RCRRA TAX LEVY

Inc/(Dec) From Previous Year	-	-	-	-	-
% Inc/(Dec) From Previous Year			0.0%	0.0%	0.0%

NOTE: This was a new project that was set up in 2002. Funds will be carried forward as needed until the project is completed.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
G205004 - RIVERVIEW TRANSIT IMPROVEMENTS

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	<u>INTERGOVERNMENTAL PAYMENTS</u>					
491306	Other Governmental Units	-	1,875,000	-	-	-
	Total Intergovernmental Payments	-	1,875,000	-	-	-
	Total G205004 - Riverview Transit Imp.	-	1,875,000	-	-	-

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	<u>INTERGOVERNMENTAL REVENUE</u>					
314306	Special Projects-Federal	-	1,500,000	-	-	-
314433	MN DOT LRT Grant	-	375,000	-	-	-
	Total Intergovernmental Revenue	-	1,875,000	-	-	-
	Total G205004 - Riverview Transit Imp.	-	1,875,000	-	-	-

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MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
840302 – RCRA DEBT SERVICE**

STATEMENT OF MISSION

To finance the Regional Railroad Authority's local share of future rail transit and related corridors connecting in the downtown Saint Paul transit, transportation and rail center.

OBJECTIVES

To finance the debt service costs on general obligation bonds in the amount of \$50 million that will be used for the acquisition, restoration and/or refurbishment of a downtown Saint Paul transit, transportation and rail center, which could include the Union Depot, for the east metropolitan area.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

840302 - RCRRA Debt Service

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
500000	Bond Principal & Interest	-	-	3,921,619	3,921,619	
	Total Expenditures/Appropriations	-	-	3,921,619	3,921,619	
	Inc/(Dec) From Previous Year			3,921,619	3,921,619	
	% Inc/(Dec) From Previous Year			~	~	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	None	-	-	-	-	
	Total Revenues/Estimated Revenues	-	-	-	-	
	Inc/(Dec) From Previous Year			-	-	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	

Fund Balance - Dec/(Inc) Adjustment to actuals

- - - -

RCRRA DEBT SERVICE TAX LEVY

Tax Levy	-	-	3,921,619	3,921,619	
Allowance for Uncollectible Taxes (5%)	-	-	196,081	196,081	
Total Tax Levy	-	-	4,117,700	4,117,700	
Inc/(Dec) From Previous Year			4,117,700	4,117,700	
% Inc/(Dec) From Previous Year			~	~	

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
840302 - RCRRA Debt Service

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	<u>Bond Principal & Interest</u>					
501101	Bond Principal Payment	-	-	1,290,000	1,290,000	
502101	Bond Interest Expense	-	-	2,631,619	2,631,619	
	Total Bond Principal & Interest	-	-	3,921,619	3,921,619	
	Total 840302 RCRRA Debt Service	-	-	3,921,619	3,921,619	

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	<u>None</u>	-	-	-	-	
	Total Revenues/Estimated Revenues	-	-	-	-	

SELECTED LINE ITEM EXPLANATIONS**REGIONAL RAILROAD AUTHORITY
840302 – RCRRA Debt Service****SELECTED EXPENDITURE EXPLANATIONS**

TITLE	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
Bond Principal & Interest	0	0	3,921,619	3,921,619	

Explanation: On November 6, 2001, the Ramsey County Regional Railroad Authority (RCRRA) approved Resolution R01-17, which stated "That the Ramsey County Regional Railroad Authority, for reasons of economic stimulus and investment in transportation choices for the future, will sell bonds in 2002, in the amount of \$50 million for the acquisition, restoration, and/or refurbishment of a downtown Saint Paul transit, transportation and rail center, which could include the Saint Paul Union Depot, for the east metropolitan area".

On June 25, 2002, the RCRRA approved a contract with Springsted Inc., for financial advisor services. It is anticipated that Springsted, Inc. will prepare a financial plan for the issuance of the \$50 million in bonds that will provide a detailed debt service schedule to be used for the 2003 budget.

The total estimated amount needed for transit improvements through the year 2012 is estimated at \$140 million. Based on this estimated need, Springsted, Inc. provided an "Initial Review of Financing Options" dated August 9, 2002. The preliminary recommendation calls for a 'Single-level Levy' of \$8,395,183 each year to fund the annual debt service tax levy plus, in the early years, a tax levy for transit improvements. For a \$50 million bond issue, the first year debt service cost would be \$3,921,619 leaving \$4,473,564 of tax levy that would be used for financing future year transit improvements. Following is a summary of the proposal:

Sources of Fund – Par amount of bonds	<u>\$50,660,000</u>
---------------------------------------	---------------------

Uses of Funds:

Deposit to Project Construction Fund	\$50,000,000
Underwriter's Discount (1.000%)	506,600
Costs of Issuance	150,000
Rounding Amount	<u>3,400</u>
Total Uses	<u>\$50,660,000</u>

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MISSION AND OBJECTIVES

REGIONAL RAILROAD AUTHORITY 150000 – RCRRA CAPITAL PROJECTS

STATEMENT OF MISSION

To finance the Regional Railroad Authority's local share of future rail transit and related corridors connecting in the downtown Saint Paul transit, transportation and rail center.

OBJECTIVES

To finance transit improvement that may be needed in providing diverse solutions to congestion, providing a catalyst to development, enhancing the tax base, creating vibrant pedestrian friendly urban areas, access to jobs for employees, revitalization of commercial districts, federal support for high speed rail and regional transit linkages.

The regional plan shows that the needs for the next ten years for transit corridor development in Ramsey County may require a Rail Authority share of \$140 million. This investment by the Rail Authority can leverage ten times the amount contributed in state and federal funds, and would provide additional benefits in increased development and increased mobility for Ramsey County citizens and businesses.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150000 - RCRRA Capital Improvements

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
420000	Other Services & Charges	-	-	656,600	656,600	
440000	Capital Outlay	-	-	54,476,964	54,476,964	
	Total Expenditures/Appropriations	-	-	55,133,564	55,133,564	
	Inc/(Dec) From Previous Year			55,133,564	55,133,564	
	% Inc/(Dec) From Previous Year			~	~	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
341000	Proceeds From Debt Issuance	-	-	50,660,000	50,660,000	
	Total Revenues/Estimated Revenues	-	-	50,660,000	50,660,000	
	Inc/(Dec) From Previous Year			50,660,000	50,660,000	
	% Inc/(Dec) From Previous Year			~	~	

Fund Balance - Dec/(Inc) Adjustment to actuals

- - - -

RCRRA DEBT SERVICE TAX LEVY

Tax Levy	-	-	4,473,564	4,473,564
Allowance for Uncollectible Taxes (2%)	-	-	89,471	89,471
Total Tax Levy	-	-	4,563,035	4,563,035
Inc/(Dec) From Previous Year			4,563,035	4,563,035
% Inc/(Dec) From Previous Year			~	~

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150000 - RCRRA Capital Improvements

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
<u>Other Services & Charges</u>						
421109	Bond Issuance Costs	-	-	656,600	656,600	
	Total Other Services & Charges	-	-	656,600	656,600	
<u>Capital Outlay</u>						
442322	Transit Improvements-(Gen Ob Bonds)	-	-	50,003,400	50,003,400	
442322	Transit Improvements-(Tax Levy)	-	-	4,473,564	4,473,564	
	Total Capital Outlay	-	-	54,476,964	54,476,964	
	Total 150000 RCRRA Capital Imp	-	-	55,133,564	55,133,564	

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
341101	Proceeds From Gen Ob Bonds	-	-	50,660,000	50,660,000	
	Total Revenues/Estimated Revenues	-	-	50,660,000	50,660,000	

SELECTED LINE ITEM EXPLANATIONS**REGIONAL RAILROAD AUTHORITY
150000 – RCRRRA Capital Improvements****SELECTED EXPENDITURE EXPLANATIONS**

TITLE	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
Bond Issuance Costs	0	0	656,000	656,000	

Explanation: Includes \$506,600 as the Total Underwriter's Discount (1.000%) and \$150,000 for other related bond issuance costs, such as bond rating fees, bond counsel, etc., on a \$50 million bond issue.

TITLE	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
Transit Improvements	0	0	54,476,964	54,476,964	

Explanation: The regional plan shows that the needs for the next ten years for transit corridor development in Ramsey County may require a Rail Authority share of \$140 million. This investment by the Rail Authority can leverage ten times the amount contributed in state and federal funds, and would provide additional benefits in increased development and increased mobility for Ramsey County citizens and businesses.

The requested and proposed budget of \$55,133,564 is financed with \$50,660,000 in general obligation bond proceeds and \$4,473,564 in 'pay-as-you-go' tax levy. Through the use of a single-level tax levy, the financing of the transit improvements is stable over the years and the use of 'pay-as-you-go' tax levy avoids bond interest costs that would be needed if only bonds were issued to finance the transit improvements.

SELECTED REVENUE EXPLANATIONS

TITLE	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
General Obligation Bond Proceeds	0	0	50,660,000	50,660,000	

Explanation: A \$50 million bond issue in 2002 or 2003 would provide funds to finance transit improvements for the years 2003 - 2005 and partially for 2006. These proceeds would be used to pay bond issuance costs as well as transit improvements for that time period.