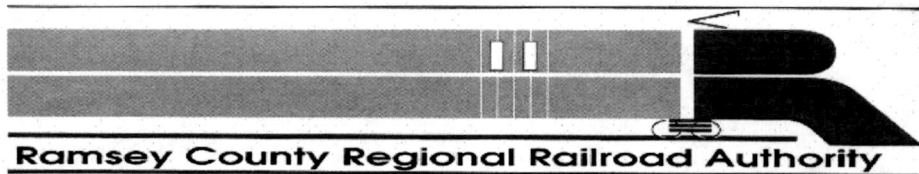




Ramsey County Regional Railroad Authority.
Records.

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6560 Ramsey County Government Center West
50 Kellogg Boulevard West
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

REGIONAL RAILROAD AUTHORITY ANNUAL ORGANIZATIONAL MEETING

AGENDA

January 8, 2008
Immediately following the
County Board Meeting

Council Chambers - Third Floor Court House

.....
ROLL CALL and Call to Order

AGENDA of the January 8, 2008 Board Meeting is presented for approval.

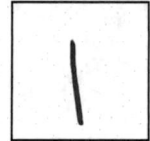
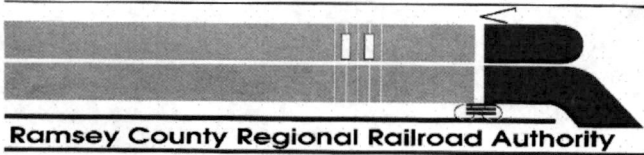
ADMINISTRATIVE AGENDA

1) 2008 Officer Appointments

Action Requested:

1) Appoint officers for 2008 for Ramsey County Regional Railroad Authority, and members for 2008 to Metro Transitways Development Board, Rush Line Task Force, Red Rock Corridor, Robert Street Corridor, Central Corridor Partnership, Northeast Diagonal Policy Advisory Committee, LOCATE, Midwest High Speed Rail Association and the Northstar Corridor.

ADJOURNMENT



REQUEST FOR ACTION

Type of Agenda: ☐ Policy ☐ Discussion
☒ Administrative ☐ Information

Regional Railroad Authority Meeting Date: 01/08/08

Regional Railroad Authority Meeting Date: _____

SUBJECT 2008 Officer Appointments

EXECUTIVE SUMMARY

ACTION REQUESTED

- 1) Appoint officers for 2008 for Ramsey County Regional Railroad Authority, and members for 2008 to Metro Transitways Development Board, Rush Line Task Force, Red Rock Corridor, Robert Street Corridor, Central Corridor Partnership, Northeast Diagonal Policy Advisory Committee, LOCATE, Midwest High Speed Rail Association and the Northstar Corridor.

SUBJECT: 2008 Officer Appointments

ATTACHMENTS:

1) Draft resolution.

PREVIOUS ACTION:

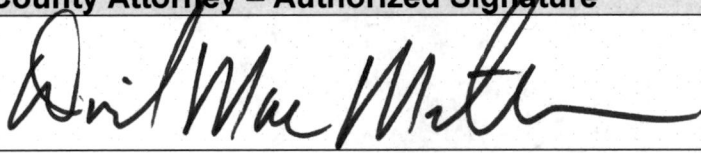
COUNTY MANAGER'S COMMENTS:

The County Manager recommends approval of this request.

SUBJECT: 2008 Officer Appointments

Regional Railroad Authority – Authorized Signature	Date
	1-3-08

Budgeting & Accounting – Authorized Signature	Date

County Attorney – Authorized Signature	Date
	1/3/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

1 WHEREAS, The Board of Ramsey County Commissioners organized a regional
2 railroad authority pursuant to Minnesota Statutes Chapter 398A by Resolution 87-230 in
3 April, 1987; Now, Therefore, Be It
4

5 RESOLVED, That the Ramsey County Regional Railroad Authority
6 Commissioners hereby appoint the following officers to the Ramsey County Regional
7 Railroad Authority for 2008:
8

9 Jim McDonough, Chair
10 Jan Parker, Vice-Chair
11 Tony Bennett, Secretary
12 Toni Carter, Treasurer
13

14 and Be It Further
15

16 RESOLVED, That the Ramsey County Regional Railroad Authority
17 Commissioners hereby appoint to the Metro Transitways Development Board for 2008:
18

19 Jim McDonough, Member
20 Rafael Ortega, Alternate
21

22 and Be It Further
23

24 RESOLVED, That the Ramsey County Regional Railroad Authority
25 Commissioners hereby appoint to the Rush Line Task Force for 2008:
26

27 Victoria Reinhardt, Representative
28 Jan Parker, Alternate
29

30 And Be It Further
31

32 RESOLVED, That the Ramsey County Regional Railroad Authority
33 Commissioners hereby appoint to the Red Rock Corridor for 2008:
34

35 Jim McDonough, Representative
36 Janice Rettman, Alternate
37

38 and Be It Further
39

40 RESOLVED, That the Ramsey County Regional Railroad Authority
41 Commissioners hereby appoint to the Robert Street Corridor for 2008:
42

43 Rafael Ortega, Member
44 Jim McDonough, Alternate
45

46 And Be It Further
47

48 RESOLVED, That the Ramsey County Regional Railroad Authority
49 Commissioners hereby appoint Rafael Ortega as the Central Corridor Partnership
50 representative for 2008; and Be It Further
51

52 RESOLVED, That the Ramsey County Regional Railroad Authority
53 Commissioners hereby appoint to the Northeast Diagonal Policy Advisory Committee for
54 2008:

55
56 Jan Parker, Member
57 Victoria Reinhardt, Alternate
58

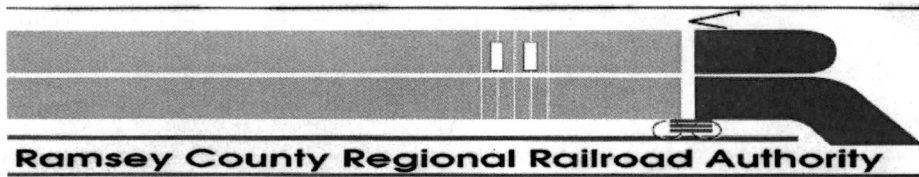
59 And Be It Further
60

61 RESOLVED, That the Ramsey County Regional Railroad Authority
62 Commissioners hereby appoint Tony Bennett and Rafael Oretga as the LOCATE
63 representatives for 2008; and Be It Further
64

65 RESOLVED, That the Ramsey County Regional Railroad Authority
66 Commissioners hereby appoint Jim McDonough as the Midwest High Speed Rail
67 Association representative for 2008:
68

69 And Be It Finally
70

71 RESOLVED, That the Ramsey County Regional Railroad Authority
72 Commissioners hereby appoint Janice Rettman as the Northstar Corridor liaison for
73 2008.



6560 Ramsey County Government Center West
50 Kellogg Boulevard West
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

REGIONAL RAILROAD AUTHORITY

WORKSESSION

AGENDA

January 15, 2008

Immediately following Human Services/Workforce Solutions Committee Meeting
Room 220 Courthouse – Large Conference Room

-
- 1) **Discussion of Potential Downtown St. Paul LRT Alignments.**



RAMSEY COUNTY MANAGER
RECEIVED
08 JAN 15 AM 11:03

January 11, 2008

Mr. Thomas A. Egan
Dakota County Commissioner
County Board of Commissioners
1590 Highway 55
Hastings, MN 55033-2343

RE: Proposed United States Postal Service, Eagan, Minnesota, Mail Processing Plant Expansion Project

Commissioner Egan:

We have reviewed your offer to place a traffic light at our Lexington Avenue and Gemini Road entrance in conjunction with the United States Postal Service's (USPS) granting of an easement to either the City or County for the purpose of the City/County constructing a Clubview to Gemini connector road across our property. We are pleased to inform you that the Postal Service is supportive of and in agreement with this alternative solution and find it to be a win-win for all concerned. We commend all those involved with working through the issues in order that we can move forward with our expansion project.

Since our primary goal remains the safe, efficient, and cost effective delivery of mail, we only ask your assurance that the installation and operation of the light will occur by December 2010, whether or not the City/County has completed the connector road by this time. We ask this, given that you must still acquire the funding for the road's construction and without such funding, you cannot yet guarantee the road's completion by December 2010. We also remain committed to the following once all agreements are in place:

- Granting the easement for the connecting road for \$1.00;
- Paying for the installation of the light;
- Deeding the property for the Denmark Avenue extension to the City for \$1.00; and
- Constructing Denmark Avenue at our cost.

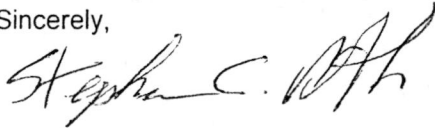
We also request agreement to the following points concerning the proposed connector link road:

- USPS is allowed to determine our semi-truck access location to the Eagan plant site from the new connector road;
- The USPS' traffic consultant determine the necessary width of the new connector road as well as the length of the existing deceleration lane for southbound traffic into the USPS site;
- Direct access from the new connector road into the existing west lot at the retail Post Office property; and
- The existing traffic signal at Lexington-Clubview remains operational until after the traffic light at Lexington-Gemini is installed and the new connector road is completed.

In order to conclude this matter and seek construction funding approval from our Board, we ask for your agreement in ensuring the light will operational by December 2010 as well as your acknowledgement of your commitment to seek public funding for the connector road no later than February 12, 2008. Once your response is received, we offer to draft the binding agreement all parties will sign.

We are again pleased with the solution you have offered. Please contact Larry Duss (703) 526-2827; Todd Taylor (703) 526-2725; or myself (703) 526-2783 with any questions or concerns regarding this response.

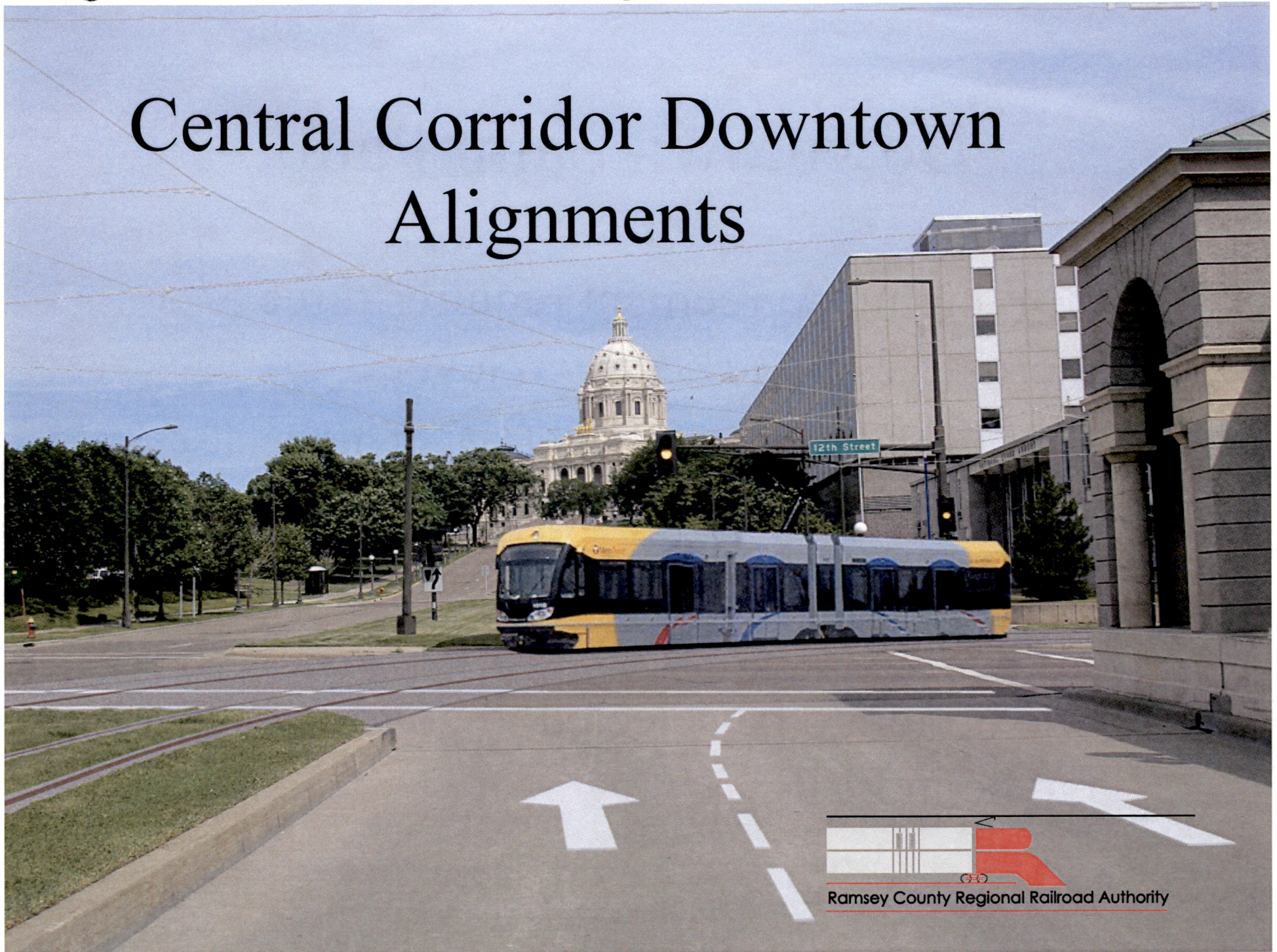
Sincerely,

A handwritten signature in black ink, appearing to read "Stephen C. Roth". The signature is fluid and cursive, with the first name "Stephen" being more legible than the last name "Roth".

Stephen C. Roth
Manager, Realty Assets

cc: Jon Hohenstein, City of Eagan
Mark Krebsbach, Dakota County
David Twa, Ramsey County Manager
Tom Colbert, Public Works Director
Senator Norm Coleman
Senator Amy Klobuchar
Congresswoman Betty McCollum
Congressman John Kline
Brandt Richardson, County Administrator
Mike Matuzek, USPS Consultant
Stephen Cox, Fabyanske, Westra, Hart & Thomson

Central Corridor Downtown Alignments



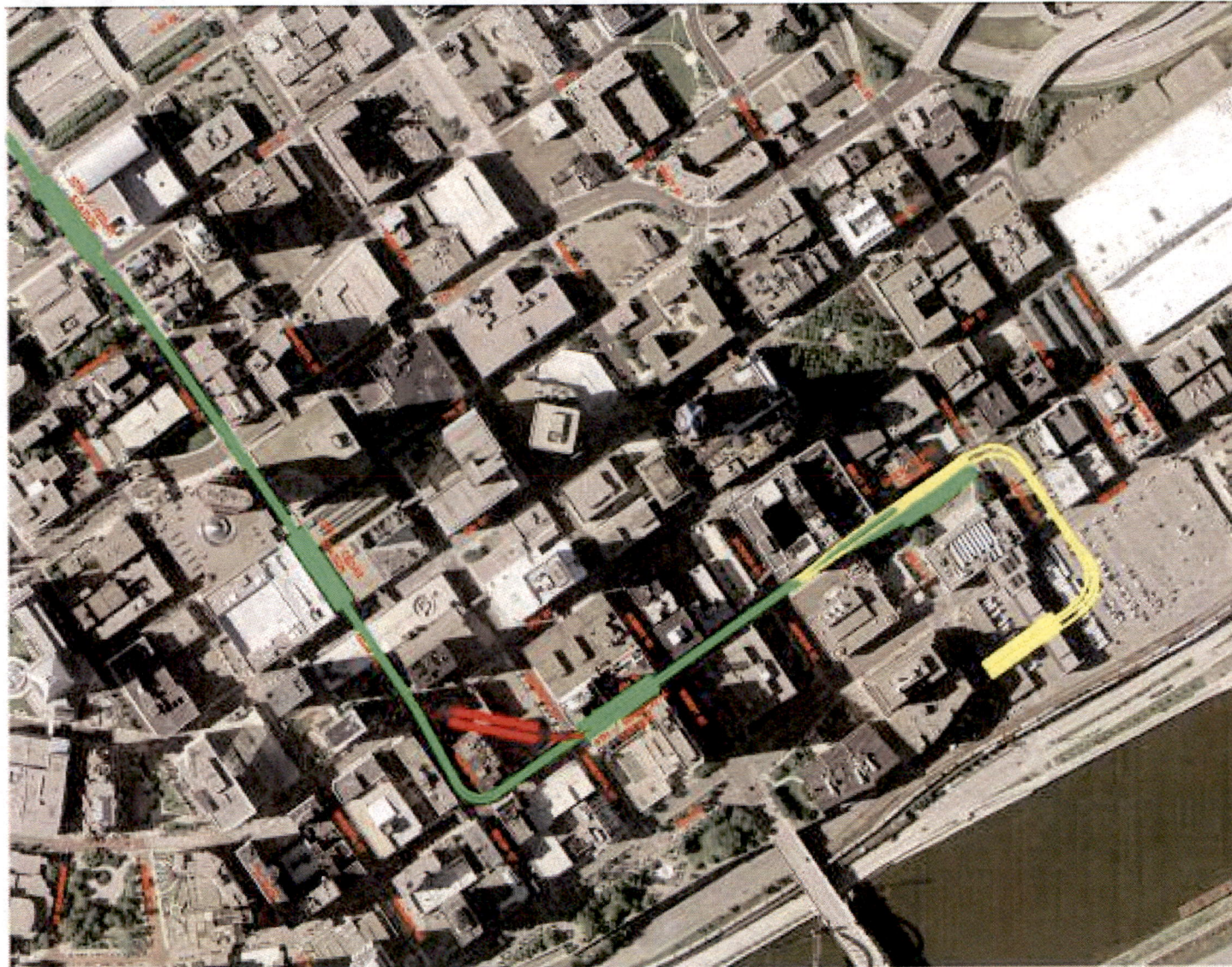
Downtown Saint Paul

- PE Funding Agreement requires three alternatives to 30% design level
 - DEIS alternative on 4th in front of headhouse
 - Continuing to concourse on Wacouta
 - Tunnel under Kellogg to 2nd Street and concourse
- One option to be selected to go to 70% level and be in FEIS

DEIS Alternative (1)



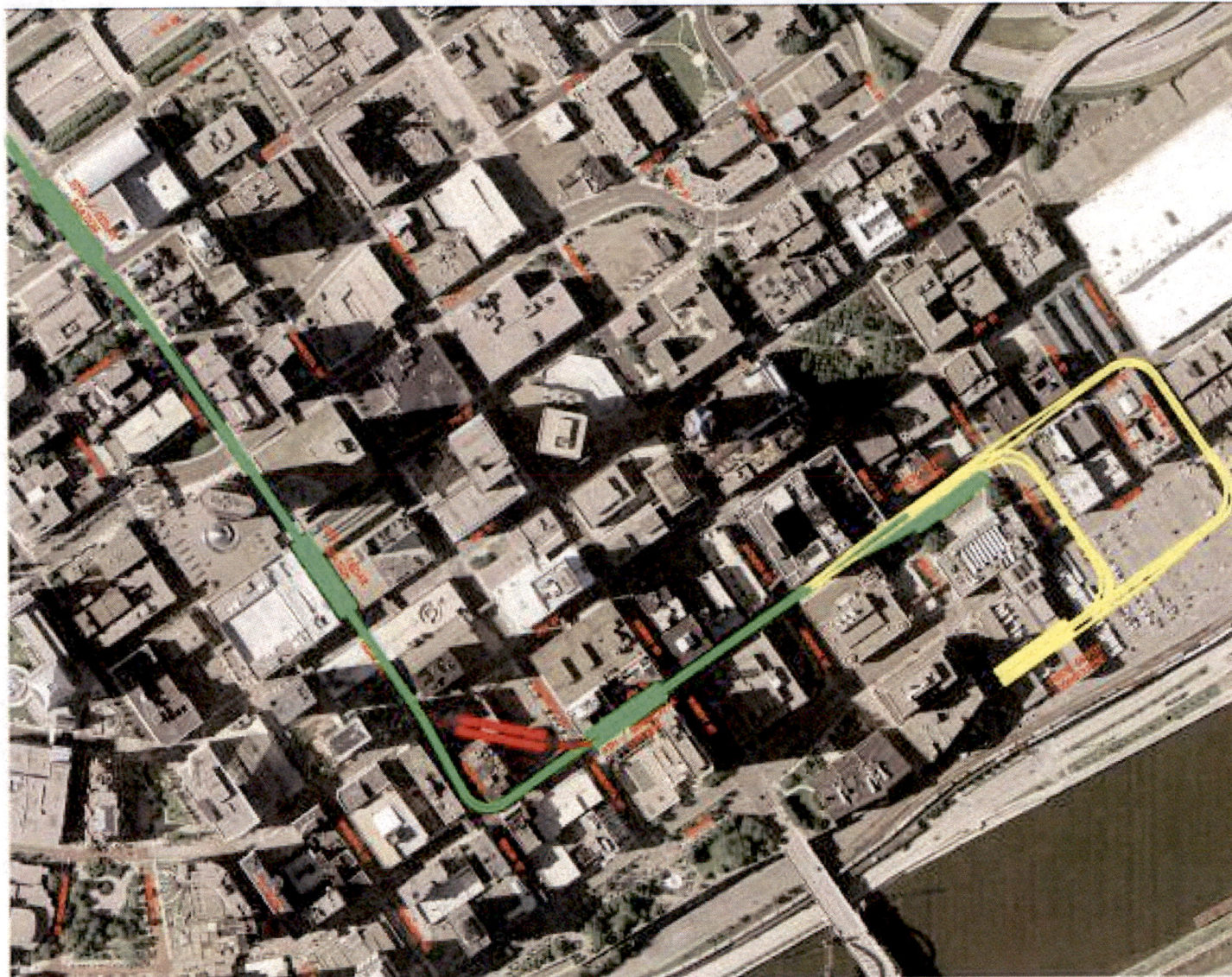
Wacouta (East) (2)



2nd Street (3)

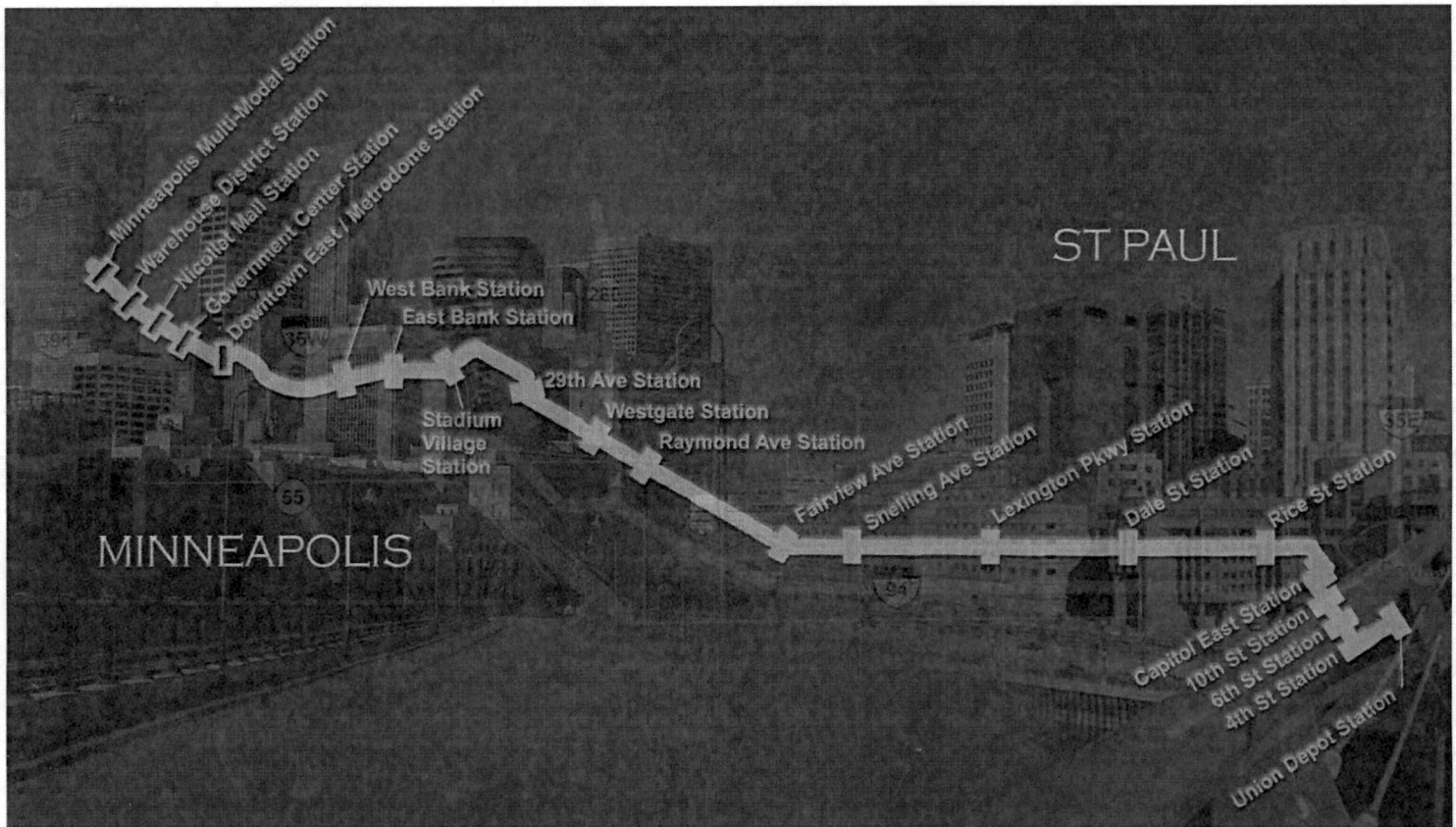


Broadway (4)



Met Council Request

- Do not continue work on 2nd Street
- Analyze Broadway option



Central Corridor Light Rail Transit

 Metropolitan Council

Downtown Saint Paul Alignment and Stations

DRAFT Preliminary Evaluation of Alternatives

December 2007

Prepared for:
Metropolitan Council
Saint Paul, MN

Downtown Saint Paul Alignment and Stations

DRAFT Preliminary Evaluation of Alternatives

Prepared By

Reviewed By

The DMJM Harris Team
December 2007
Document No.: 60027097.00005

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Executive Summary

This Technical Memorandum evaluates alignment and station location options for the portion of the Central Corridor Light Rail Transit (CCLRT) project in downtown Saint Paul. It compares the Locally Preferred Alternative (LPA) for the CCLRT to an LPA Option, as well as Wacouta Mid-Block, Broadway, and 2nd Street alternatives. A number of areas were assessed, including technical feasibility, capital and operating costs, operational performance, patronage, utility, and right-of-way (ROW) impacts, station access, environmental, and other factors. Capital and operating costs, operational performance, patronage estimates, and user benefits were then estimated to determine the performance of the CCLRT project with the various alternatives.

The results of this analysis are intended to be used by the Metropolitan Council and project partners to determine how to proceed with these alternatives as the project progresses through Preliminary Engineering. Each of the alternatives evaluated has opportunities and issues associated with implementation, as outlined below:

- **LPA.** This alternative was evaluated in the Draft Environmental Impact Statement (DEIS) for the Central Corridor and approved by the Federal Transit Administration (FTA) for entry into Preliminary Engineering.
- **LPA Option.** The LPA Option is the only alternative evaluated that would have a positive impact on (reduces) the project CEI calculation. The LPA Option would also reduce the impact on District Energy utilities and is compatible with the City of Saint Paul's adopted Central Corridor Development Strategy. The LPA Option is also compatible with two of the other alternatives, but is not compatible with the 2nd Street Alternative. One remaining issue with this alternative is the resolution of ROW acquisition for the 4th/5th/Cedar/Minnesota property that would be required for construction and is not assumed in the cost of this option.
- **Wacouta Mid-Block Alternative.** The Wacouta Mid-Block Alternative would meet the goal of providing service to the concourse/ platform area of the Saint Paul Union Depot. However, this alignment is not consistent with conceptual layouts for the bus/ taxi areas as proposed by RCRRA and would also have significant ROW impacts on the properties immediately east of Wacouta. This alternative would not add significant riders to the system and would increase the project CEI.
- **Broadway Alternative.** The Broadway Alternative would meet the goal of providing service to the concourse/ platform area of the Saint Paul Union Depot and is consistent with conceptual layouts for the bus/ taxi areas as proposed by RCRRA. This alternative would have fewer ROW impacts than the Wacouta Alternative, but would have additional traffic impacts on 4th and Broadway. This alternative would not add significant riders to the system and would increase the project CEI.
- **2nd Street Alternative.** The 2nd Street Alternative would meet the goal of providing service to the concourse/ platform area of the Saint Paul Union Depot and is consistent with conceptual layouts for the bus/ taxi areas as proposed by RCRRA. This alternative would have fewer ROW impacts than the Wacouta or Broadway alternatives, but would have additional utility and traffic impacts on Cedar Street. This alternative would not add significant riders to the system and would significantly increase the project CEI. The 2nd Street Alternative also has the highest potential for environmental impacts. Further analysis would be required to determine the environmental impacts, but if impacts to Kellogg Park were considered severe, then this alternative may not be viable due to the availability of other feasible and prudent alternatives.

1.0 Background and Purpose

This Technical Memorandum evaluates alignment and station location options for the portion of the Central Corridor Light Rail Transit (CCLRT) project in downtown Saint Paul. It assesses these alternatives compared to the Locally Preferred Alternative (LPA) in a number of areas, including technical feasibility, capital and operating costs, operational performance, patronage, utility, and right-of-way (ROW) impacts, station access, environmental, and other factors. Capital and operating costs, operational performance, patronage estimates and user benefits were then estimated to determine the performance of the CCLRT project with the various options. This analysis culminates in a summary of findings and conclusions. This report evaluates the following alternatives, as listed below and shown in Figure 1:

- LPA
- LPA Option
- Wacouta Mid-Block Alternative
- Broadway Alternative
- 2nd Street Alternative

The alternatives considered and issues evaluated for this analysis were developed and refined in a series of meetings with a CCLRT Issues Resolution Group assembled and convened specifically for this issue. The Resolution Group was led by the Central Corridor Project Office (CCPO) and consisted of representatives from Ramsey County Regional Railroad Authority (RCRRA), the City of Saint Paul, MnDOT, and the CCPO's engineering services and environmental services consultants.

The results of this analysis are intended to be used by the Metropolitan Council and project partners to determine how to proceed with these alternatives as the project progresses through Preliminary Engineering.

Figure 1: Downtown Saint Paul Alternatives



More detailed illustrations of each alternative, including conceptual Plan and Profile drawings, are shown in Appendix A.

2.0 Description of Alternatives

This section provides a brief description of the Downtown Saint Paul Locally Preferred Alternative alignment as outlined in the Draft Environmental Impact Statement (DEIS) and approved by the FTA for entry into Preliminary Engineering. The proposed alignment alternatives are then defined, including the proposed locations of the alignment and stations. Conceptual Plan and Profile Drawings for the alternatives are included in Appendix A.

For purposes of this evaluation, downtown Saint Paul alignments are defined to begin at approximately 7th and Cedar Streets. For simplicity in describing directions, numbered streets are assumed to run east-west, cross streets are assumed to run north-south.

2.1 Locally Preferred Alternative

Beginning at 7th and Cedar Streets, the LPA alignment would continue south on Cedar Street to 4th Street, where it would turn east on 4th Street and continue to a terminal station in front of the Saint Paul Union Depot. The alignment would generally run along the east side of Cedar Street to a point between 4th and 5th Streets, where the alignment would shift west across Cedar Street to accommodate the horizontal curve transition to 4th Street. The alignment would run along the south side of 4th Street to the Union Depot.

LPA stations would be provided at 6th and Cedar, 4th and Minnesota, and Union Depot. The 6th/ Cedar and 4th/ Minnesota Stations would be side platform stations. The Union Depot Station would be a two-platform, three-track configuration to accommodate end-of-line turn back operations.

2.2 Locally Preferred Alternative Option

Following the selection of the LPA, an option was proposed that would eliminate the tight horizontal curve and potential utility impacts at 4th/ Cedar associated with the LPA alignment. Beginning at 7th and Cedar Streets, the LPA Option alignment would continue south on Cedar Street to a point south of 5th Street, where it would turn southeast into the 4th/ Cedar block. The alignment would continue diagonally across the block, emerging onto 4th Street at Minnesota Street. From there, the alignment would continue on 4th Street to the terminal station at Union Depot. The alignment would run along the east side of Cedar Street and the south side of 4th Street, similar to the LPA alignment.

The LPA Option would combine the 6th/ Cedar and 4th/ Minnesota Stations into a single side platform station at 4th and Cedar Streets, located on the diagonal in the block. The Union Depot Station would be a two-platform, three-track configuration to accommodate end-of-line turn back operations identical to the LPA alignment.

2.3 Ramsey County Regional Railroad Authority Alternatives

Prior to the start of Preliminary Engineering and Final Environmental Impact Statement (FEIS) work efforts, the Metropolitan Council entered into a funding agreement with RCRRA to study two new alignment options that would provide CCLRT service to the concourse/ platform area of the Saint Paul Union Depot. The RCRRA is undertaking studies that would provide intermodal transportation at the Depot including potentially, AMTRAK, high speed rail, commuter rail, local and express bus, and other transportation services at the Depot. The specific alternatives that the Metropolitan Council agreed to study are described in the agreement; the language pertaining to the alignments is noted below:

D. Scope of Work for PE and FEIS. The parties agree that the scope of work for Preliminary Engineering and the Final Environmental Impact Statement ("FEIS") will include for consideration and analysis those features identified in the draft environmental impact statement (DEIS) which has been prepared in connection with the Central Corridor, and shall include an analysis to "30% complete" plans and specifications for the following three options for connecting to the St. Paul Union Depot from 4th Street and Cedar Street: (1) an alignment following 4th Street east and terminating on 4th Street with a station in front of the Union Depot Head House; (2) an alignment following 4th Street east to Wacouta with a station in front of the Union Depot Head House, thence heading south on Wacouta, across Kellogg Boulevard (which may necessitate a bridge), and entering the east side of the Union Depot concourse, and (3) an alignment heading south on Cedar, crossing Kellogg Boulevard (which may necessitate a tunnel), heading east along the 2nd Street viaduct and entering the west side of the Union Depot concourse. The 30% analysis for each option shall include an estimate of operating costs. Upon completion of the analysis to the thirty percent (30%) level, the three alternatives will be submitted to the Central Corridor Management Committee established pursuant to Minnesota Statutes Section 473.3994, subd. 10. The Corridor Management Committee shall review the three options and make a recommendation as to the preferred option. The Met Council shall select one of the above options as the "preferred" Union Depot alignment, which shall, subject to FTA approval, be analyzed to 70% complete plans and specifications and included in the FEIS. Nothing in this section shall be deemed to predetermine the scope of final design for the Project.

In addition to the LPA alignment, noted under number 1 above, the agreement led to the development of two additional alternatives – one that would continue past the Depot and turn south on Wacouta Street to serve the Union Depot concourse/ platform, and one that would continue south on Cedar Street past 4th Street to the 2nd Street viaduct. In the descriptions of the alternatives below, these are referred to respectively as the Wacouta and 2nd Street alternatives.

The CCLRT team obtained the most recent concept plans for the RCRRA study of Union Depot to determine the locations currently under consideration for LRT in the Depot redevelopment plans and the potential impacts on the proposed CCLRT alternative alignments. The team has noted that the information obtained is conceptual in nature and is subject to change as the RCRRA project is advanced.

2.4 Wacouta Alternatives

The Wacouta Alternative described in the RCRRA agreement would follow the LPA alignment to the station in front of Union Depot and continue east to Wacouta Street, where it would turn south on Wacouta passing over Kellogg Boulevard on structure then turn west to the Union Depot concourse area. Some major issues were discovered with this alignment as follows:

- The Wacouta alignment would require shifting the Union Depot Station west along 4th Street to accommodate the proposed 3-car platform length and the absolute minimum horizontal curve radius. This shift pushed the platform across Sibley Street and would result in closing the street. The station proposed for the concourse/ platform area of Union Depot would likewise be shifted across Sibley Street.
- The vertical clearance over Kellogg and minimum vertical CCLRT geometry configuration would place the CCLRT tracks several feet above the existing Union Depot platform level.

To solve these two major issues, a modification to the Wacouta alignment was developed, called the Wacouta Mid-Block Alternative. The proposed alignment would continue past Wacouta to a point midway between Wacouta and Wall Streets, where it would turn south, crossing Kellogg on structure, then turn west to the Union Depot concourse/ platform area. This alignment would allow the Union Depot platforms to be placed in front of Union Depot, and would also allow the CCLRT tracks to nearly match the existing platform grades, requiring only a few feet of fill. This alternative would have impacts on existing buildings in the 4th/ Wacouta block.

Two other alternatives to evaluate the full range of potential Wacouta alternatives were developed. Included was an alternative that would use Wall Street in lieu of the mid-block between Wacouta and Wall Streets. However, due to the required horizontal and vertical geometry, this alignment would have more severe property and street impacts than other alternatives. As such, it was dropped from further consideration.

The final Wacouta alignment alternative developed would continue on 4th Street to Broadway, where it would turn south on Broadway, crossing Kellogg at grade, then turn west to the Union Depot concourse/ platform area. This alternative, called the Broadway Alternative would run along the south side of 4th Street to a point just west of Broadway where the alignment would transition north across 4th Street to make the horizontal curve transition to Broadway. The alignment would then run south on the east side of Broadway, crossing Kellogg at-grade then entering the Union Depot property. The alignment would then turn west to the platform concourse area of Union Depot.

Based on the potential impacts, the Wacouta and Wall Street alternatives were dropped, and the Wacouta Mid-Block and Broadway alternatives were evaluated for this report.

All of the Wacouta alternatives would have stations at 6th/ Cedar, 4th/ Minnesota identical to the LPA alignment. A median platform station would be located in front of Union Depot, and a three-track, two-platform station would be provided at the Union Depot head house concourse/ platform area for end of line turn-back operations.

It should be noted that both of the Wacouta alternatives are also compatible with the LPA Option. However, for purposes of this analysis, the LPA is used to describe the similarities and differences among the alignment and station alternatives.

2.5 2nd Street Alternative

Beginning at 7th and Cedar Streets, the 2nd Street Alternative would continue south on Cedar Street to a point just north of 4th Street, where a transition to a below-grade alignment would begin. The alignment would run in an open cut section to a point north of Kellogg, where the tunnel portal would be located. The alignment would cross under Kellogg in tunnel and continue under Kellogg Park, then turn east to meet the 2nd Street viaduct at the roadway level. The alignment would continue along the 2nd Street viaduct, crossing under Robert Street. At Robert Street, the alignment would run on a new structure over Jackson Street to a point where the alignment would meet the existing structure near Sibley Street. The alignment would then continue on existing structure to a terminal station at the head house area of Union Depot.

The 2nd Street Alternative would have a side platform station at 6th and Cedar Streets and a three track, two platform station at the Union Depot head house concourse/ platform area.

It should be noted that the 2nd Street Alternative is not compatible with the LPA Option.

3.0 Evaluation of Alternatives

3.1 Technical Feasibility/ Constructability

All of the alternatives appear to be technically feasible and constructible based on the level of design completed for this analysis. Specific feasibility/ constructability issues for each alternative are described below.

3.1.1 LPA

The LPA alignment would require construction of embedded track and associated transit systems elements, including the overhead contact system, communications and train control elements. While this type of construction is not unique to transit construction, it would require excavation, utility relocation and construction in a relatively narrow street right-of-way. During construction full or partial closure of streets, sidewalks and parking ramp access may be required. This impact is likely to be greatest at the 4th and Cedar intersection, where the alignment transitions on a tight horizontal curve and where utility relocations are expected to be significant.

3.1.2 LPA Option

The LPA Option would have similar impacts to the LPA. However, because this option would avoid the 4th and Cedar intersection, the impacts at this intersection would be eliminated.

3.1.3 Wacouta Mid-Block Alternative

The Wacouta Mid-Block Alternative would have the same impacts as the LPA for the portion of the alignment from 7th and Cedar Streets to the proposed station in front of Union Depot. Impacts from street reconstruction on the extension to the proposed station behind Union Depot would be similar, with additional impacts from the construction of the proposed elevated crossing of Kellogg Boulevard.

3.1.4 Broadway Alternative

The Broadway Alternative would have the same impacts as the LPA for the portion of the alignment from 7th and Cedar Streets to the proposed station in front of Union Depot. The impacts of the extension to the proposed station behind Union Depot would be similar, with significant additional street reconstruction along 4th Street and Broadway. The proposed grade crossing at Broadway and Kellogg Boulevard would likely result in partial closures of Kellogg Boulevard during construction.

3.1.5 2nd Street Alternative

The 2nd Street Alternative would have the same impacts as the LPA for the portion of the alignment from 7th and Cedar to 4th and Cedar. At approximately 5th and Cedar, the transition to a below grade section would result in potentially more severe impacts to the 4th and Cedar intersection. The construction of the below grade section is anticipated to be cut-and-cover, and the impacts of the construction could result in full or partial closures of the portion of Cedar Street below 5th Street, including the Cedar and Kellogg intersection.

Based on the level of design completed for this evaluation, the impacts of the reconstruction of the 2nd Street viaduct cannot be fully-determined. However, it is apparent that, due to the grades and availability of construction staging areas along 2nd Street, Kellogg Park would be partially or fully-closed during construction.

Finally, the construction of a new elevated structure to carry the CCLRT from Robert Street over Jackson Street to the existing structure near Sibley may have impacts on Jackson Street, Sibley Street, the Ramsey County Building between Robert and Jackson Streets, and the Post Office Building between Jackson and Sibley Streets.

3.2 Capital Costs

Preliminary capital costs were developed for the alternatives. Summarized in Table 1 below, the costs show the variance for each alternative as compared with the LPA. All costs are total program capital costs, including engineering, management, and contingency, escalated to the assumed midpoint of construction or year of expenditure (YOE) dollars.

Table 1: Capital Cost Difference from LPA, YOE Dollars

	LPA Option	Wacouta Mid-Block	Broadway	2 nd Street
Capital Cost – difference from LPA	(\$2,634,000)	\$32,181,000	\$42,145,000	\$57,839,000

Source: DMJM Harris, 2007.

Note: ROW costs not included for LPA Option.

Throughout this report, bracketed amounts () indicate a reduction in cost when compared to the LPA.

The LPA Option could be less expensive than the LPA, due primarily to the slightly shorter length and one less station. Property acquisition costs could partially offset this savings. The costs for the Wacouta Mid-Block, Broadway, and 2nd Street alternatives are significantly higher than the LPA, due primarily to additional structures, trackway, and systems. Summaries of the costs for each alternative by the FTA's Standard Cost Categories (SCC) are included in Appendix B.

3.3 Operational Performance and Operating Costs

Preliminary operating performance characteristics for each of the alternatives also were prepared. Summarized in Table 2 below, the run times show the variance for each alternative as compared with the LPA. Details of the one-way run times for each alternative are shown in Appendix C.

Table 2: Operating Run Time Difference from LPA

	LPA Option	Wacouta Mid-Block	Broadway	2 nd Street
One-way Run Time— difference from LPA (minutes: seconds)	(0:28)	1:58	2:47	(0:53)

Source: Connetics Transportation Group, 2007.

The one-way run times for the LPA Option and the 2nd Street Alternative would be less than the LPA, due primarily to one less station and slightly shorter overall length for the LPA Option, and two less stations and slightly faster speeds possible on the 2nd Street Alternative. The two-way run time on the Broadway Alternative adds a total of 5 minutes and 34 seconds, reducing the recovery time for end of line turn back. It is possible that if this alternative is selected, an extra train set may be necessary. However, no extra train sets have been assumed in the capital or operating costs.

The walk time from the Union Depot concourse/ platform level to the plaza area was estimated to be approximately 3 minutes and 30 seconds.

Annual operating and maintenance (O&M) costs for each of the alternatives, as compared with the LPA are shown in Table 3 below. It should be noted that O&M costs are based on the original LPA costs from the DEIS, escalated to 2007 and adjusted for the different lengths of alignment, operating scenarios, number of stations and other factors that would affect the O&M costs.

Table 3: Annual Operating and Maintenance Cost Difference from LPA, 2007 Dollars

	LPA Option	Wacouta Mid-Block	Broadway	2 nd Street
Annual O&M cost - difference from LPA (\$000)	(\$76)	\$806	\$1,088	\$679

Source: Connetics Transportation Group, 2007.

3.4 Patronage Impacts/ User Benefits

This section presents the preliminary patronage estimates, accompanying user benefits, and the project's Cost Effectiveness Index (CEI) for each of the alternatives. Summarized in the table below, the boardings, user benefits, and CEI show the variance for each alternative as compared with the LPA.

In order to calculate the CEI, a "Baseline" must first be developed against which the alternatives are compared. For this analysis, each alternative was assessed against the Baseline that was approved by the FTA to evaluate the LPA in New Starts. However, because the three alternatives provide a different service pattern, an "Alternative-Specific" Baseline was developed to provide a more even comparison of alternatives. A comparison to both the FTA-approved New Starts Baseline and the Alternative-Specific Baseline is provided.

It should be noted that, if any of the Saint Paul alternatives were selected for advancement, the Baseline Alternative would have to be discussed with and approved by the FTA. Based on that discussion, the resulting user benefit and CEI calculations may be different.

3.4.1 Boardings

The LPA Option and 2nd Street Alternative show slight decreases in average weekday boardings, and the Wacouta Mid-Block and Broadway alternatives show slight increases, as shown in Table 4. However, these differences are not significant compared to the total average weekday boardings of approximately 43,940 and are only significant in the context of the change in resulting user benefits and cost effectiveness.

Table 4: Average Weekday Boardings, 2030

	LPA Option	Wacouta Mid-Block	Broadway	2 nd Street
Total average weekday CCLRT boardings, year 2030 – change from LPA	(990)	170	150	(780)

Source: AECOM Consult, 2007.

3.4.2 User Benefits

As shown in Table 5, the LPA Option results in the greatest improvement in hours of travel time savings, known as user benefits. Other alternatives result in either marginal improvement or negative change to user benefits. There are fewer differences with the Alternative-Specific Baseline because the service patterns were adjusted to reflect the various alternatives, as previously mentioned.

Table 5: Hours of User Benefits Change from LPA

	LPA Option	Wacouta Mid-Block	Broadway	2 nd Street
Hours of User Benefits –change from LPA compared to Baseline	114	(208)	(220)	(359)
Hours of User Benefits –change from LPA compared to Alternative-Specific Baseline	92	12	10	(13)

Source: AECOM Consult, 2007.

3.4.3 Cost Effectiveness Index (CEI)

The LPA Option results in an improvement (decrease) in CEI, while all other alternatives result in an increase in the CEI, regardless of the Baseline comparison. It should be noted that the current CEI for the LPA is \$26.05. The current maximum CEI for projects to gain final design and funding approval is \$23.99. Details of the patronage estimates, user benefits, and cost effectiveness index calculations are shown in Appendix D.

Table 6: Cost Effectiveness Index Change from LPA

	LPA Option	Wacouta Mid-Block	Broadway	2 nd Street
CEI –change from LPA compared to Baseline	(\$0.46)	\$1.89	\$2.33	\$3.11
CEI –change from LPA compared to Alternative-Specific Baseline	(\$0.39)	\$0.83	\$1.21	\$1.55

Source: AECOM Consult, 2007.

3.5 Utility/ Other 3rd Party Impacts

A limited preliminary review of existing utilities was conducted along each alignment. The current level of alignment design does not permit a determination of the extent of relocation. However, based on existing utility information, the following general differences among alternatives can be expected. Appendix E contains existing available utility information within each of the five different alignments.

3.5.1 LPA

The LPA alignment contains significant utilities along Cedar and 4th Streets, including District Energy chilled and hot water pipes, City of Saint Paul Water and Sewer pipes, Xcel Energy duct banks, Qwest Communications duct banks, Comcast ducts, MCI crossings, and AT&T ducts. In addition, there are a number of areaways under the sidewalks that may be impacted by CCLRT construction. All of these utilities have the potential to be impacted, depending on location and depth. The 4th and Cedar intersection contains a high

concentration of District Energy chilled and hot water pipes that would likely be relocated for the LPA.

3.5.2 LPA Option

The LPA Option would be similar to the LPA alignment. However, because the LPA Option crosses the 4th and Cedar block on a diagonal alignment and avoids the 4th and Cedar intersection, the relocation of existing District Energy pipes in this immediate vicinity would be significantly less.

3.5.3 Wacouta Mid-Block

The Wacouta Mid-Block Alternative would be identical to the LPA alignment to the Union Depot Station. For the portion of the alignment beyond Union Depot, there are additional City of Saint Paul Water and Sewer pipes, Xcel Energy duct banks, Qwest Communications duct banks, Comcast ducts, MCI crossings, and AT&T ducts in 4th and Wacouta that could be impacted by CCLRT construction.

3.5.4 Broadway

The Broadway Alternative would be identical to the LPA alignment to the Union Depot Station. For the portion of the Broadway alignment on 4th Street between Union Depot and Broadway, there are additional District Energy chilled and hot water pipes, City of Saint Paul Water and Sewer pipes, Xcel Energy duct banks, Comcast ducts, MCI ducts, AT&T ducts and areaways. For the portion of the alignment on Broadway, there are additional District Energy hot water pipes, City of Saint Paul Water and Sewer pipes, Xcel Energy duct banks, Qwest Communications ducts, MCI ducts, and AT&T ducts.

3.5.5 2nd Street

The 2nd Street Alternative would be similar to the LPA on Cedar from 7th to 4th Street. It should be noted that the transition to below grade alignment would start north of 4th Street so the impacts to utilities in the 4th and Cedar intersection would likely be more severe than the LPA Alternative. From 4th and Cedar to the Concourse/ Platform area of Union Depot there are additional District Energy chilled and hot water pipes, City of Saint Paul Water and Sewer pipes, Xcel Energy duct banks, Qwest Communications duct banks, Comcast ducts, MCI crossings, AT&T ducts and areaways.

3.6 ROW Impacts

The potential impacts on ROW for each of the alternatives have been evaluated based on the conceptual level of design, including the potential for these impacts:

- Permanent impacts to existing structures/ ROW acquisitions
- Temporary impacts to existing structures/ construction easements

The following sections summarize the potential impacts on ROW for each alignment alternative. For all alignments, ROW is assumed to be back of sidewalk/building face. All alignments generally fit within the existing building-face-to-building-face envelope, except as noted below. It is assumed that any properties required for construction of the CCLRT guideway, stations, systems facilities, or maintenance facilities that are owned by RCRRA or the City of Saint Paul would be conveyed to the project at no cost.

3.6.1 LPA

The CCLRT horizontal alignment between 5th and Cedar and 4th Street east of Cedar overlaps the sidewalk along the west side of Cedar. Further development of the CCLRT alignment may require ROW acquisition adjacent to the Pioneer Press building. Temporary construction impacts and easements may be required to build the alignment in this area. Other areas of potential permanent and temporary ROW impacts are the Depot driveway entrance/ exit.

3.6.2 LPA Option

Portions of the 4th/5th/Minnesota/Cedar block would require acquisition for the CCLRT alignment and station; however the Athletic Club building would not be affected. Other ROW impacts would be similar to the LPA; however, there would be no impacts to the Pioneer Press building under the LPA Option.

3.6.3 Wacouta Mid-Block

The Wacouta Mid-Block Alternative would be identical to the LPA. In addition, the property containing the two parking structures facing Wacouta, between 4th and Kellogg, as well as the Depot Bar would need acquisition for the CCLRT alignment.

3.6.4 Broadway

The Broadway Alternative would be identical to the LPA. In addition, the CCLRT alignment in front of the building at the southwest corner of 4th and Broadway may encroach on the sidewalk. Further development of the CCLRT alignment for this alternative is required. Temporary construction impacts and easements may be required to build the alignment in this area.

3.6.5 2nd Street

The 2nd Street Alternative would be similar to the LPA on Cedar between 7th and 4th Streets. No permanent ROW acquisition is anticipated but temporary construction easements may be required; in the Kellogg and Park area, parcels of the CCLRT alignment belong to the City of Saint Paul. Significant temporary and permanent construction impacts would be required along the CCLRT alignment, including the existing park surface and supporting structure.

From the east end of the existing 2nd Street viaduct to the Union Depot concourse/ platform area, parcels in this area belong to either Ramsey County (existing building at Kellogg and Jackson) or the US Postal Service (at the Depot area). It is possible that the Union Pacific Railroad ROW may also be impacted by the proposed elevated CCLRT structure connecting the east end of the existing viaduct to the Union Depot platform. Significant temporary construction impacts would be required along the CCLRT alignment, including the existing roadways at Jackson and Sibley and the Ramsey County building.

3.7 Traffic and Access Impacts

Traffic and access have been evaluated for the alternatives, including the following potential impacts:

- Lane widths
- Number of lanes
- Traffic directions
- Driveway and existing vehicular access points
- Pedestrian access and crossings
- Roadway cross-streets

Impacts Common to all Alternatives. All alignments alternatives would have the following traffic and access impacts on Cedar Street between 7th and 5th Streets:

- One lane, one way traffic on the west side of Cedar Street
- Eliminate on-street parking
- Eliminate dedicated bus-only lane along west side of Cedar
- Driveway access points on west side of Cedar remain right in/ right out from and onto one lane of traffic
- All pedestrian crossings remain at cross-streets
- Town Square Loading dock access at southeast corner of 7th and Cedar, on Cedar, would be blocked by CCLRT alignment
- Hilton Garden Inn Registration entrance and Town Square Parking Ramp entrance would be blocked by CCLRT alignment east side of Cedar at 7th Place
- Parking ramp located within 5th/6th block on Cedar – exit only access to Cedar would be blocked by CCLRT alignment.

Driveway and Parking Ramp access that are blocked by LRT tracks would generally be closed to vehicular traffic. A preliminary examination of these facilities indicates the potential for alternative access; however, this would need to be verified during preliminary engineering design and appropriate mitigation proposed.

3.7.1 LPA

The LPA Alternative would have the following additional impacts:

- Cedar Street between 5th and 4th Streets would be closed due to CCLRT alignment shift required to make turn onto 4th Street
- The sidewalk along the west side of Cedar near 4th Street would be closed due to CCLRT alignment shift and curve
- Parking access out to Cedar from Alliance Bank at southeast corner of Cedar and 5th would be blocked by the CCLRT alignment
- 4th Street traffic would be reduced to one way, one lane, eastbound
- 4th Street is closed between Minnesota and Robert for the station
- The 4th Street and Cedar intersection may be closed for eastbound 4th traffic due to CCLRT grades set below existing roadway elevations at Cedar and 4th Street
- The Bus stop on Cedar (between 5th and 4th) would be closed due to CCLRT alignment
- The surface parking lot entrance/exit on 4th Street (between Cedar and Minnesota, north side) would be reduced to a left out exit only eastbound on 4th Street
- The entrance to the Capital City Parking Plaza on the south side of 4th Street, between Cedar and Minnesota, would be blocked by CCLRT alignment
- Two alley/loading dock accesses on the north side of 4th between Robert and Jackson would be left in/left out only to eastbound 4th
- Parking ramp accesses on the north side of 4th, between Jackson and Sibley, and between Sibley and Wacouta would be left in/left out only to eastbound 4th due to CCLRT alignment
- Alley access on the north side of 4th, between Jackson and Sibley, would be left in/left out only due to CCLRT alignment
- Access into and out of the Union Depot drive loop would be blocked by CCLRT alignment/station.

3.7.2 LPA Option

The LPA Option would have the following additional traffic/access impacts:

- 4th Street traffic would be reduced to one way, one lane, eastbound
- Portions of the 4th/5th/Minnesota/Cedar block would require acquisition for the CCLRT alignment and

- station. All existing access and parking on the block would be eliminated or reconstructed
- Two alley/ loading dock accesses on the north side of 4th between Robert and Jackson would be left in/left out only to eastbound 4th
- Parking ramp accesses on the north side of 4th, between Jackson and Sibley, and between Sibley and Wacouta would be left in/left out only to eastbound 4th due to CCLRT alignment
- Alley access on the north side of 4th, between Jackson and Sibley, would be left in/left out only due to CCLRT alignment
- Access into and out of Union Depot drive loop would be blocked by CCLRT alignment/station.

3.7.3 Wacouta Mid-Block

The Wacouta Mid-Block Alternative would have the following additional traffic/ access impacts:

- 4th Street from Sibley to mid-block between Wacouta and Wall would be reduced to one way, one lane, eastbound.

3.7.4 Broadway

The Broadway Alternative would have the following additional traffic/ access impacts:

- 4th Street traffic between Wall and Broadway would be reduced to one way, one lane, eastbound
- 4th Street thru-traffic between Wacouta and Wall would be blocked by CCLRT alignment
- Alley/driveway access on the north side of 4th between Wacouta and Wall would be blocked due to CCLRT alignment
- Parking entrance/exit at building located at the SW corner of 4th and Wall would be blocked to all but a possible one-way eastbound exit on 4th toward Wall, located along the south side of 4th
- The Farmers Market entrances/exits on the north side of 4th Street between Wall and Broadway would be blocked by CCLRT alignment
- Parking would be eliminated on Broadway between 4th and Kellogg
- Traffic would be reduced to two lanes on Broadway between 4th and Kellogg (no turn lanes); lane shifts would be needed to align two lanes north of 4th with shift of lanes to the west side of Broadway south of 4th due to CCLRT alignment on Broadway.

3.7.5 2nd Street

The 2nd Street Alternative would have the following additional traffic/ access impacts:

- One lane, one way traffic would be provided southbound on the west side of Cedar
- Cedar Street between 4th and Kellogg would be closed due to CCLRT alignment
- 4th Street through traffic across Cedar Street or southbound Cedar Street to eastbound 4th traffic may be closed depending on vertical profile of tunnel and location of portal
- The entrance/ exit to Capital City Parking Plaza and alleyway on east side of Cedar, between 4th and Kellogg, would be blocked by CCLRT alignment
- The Crowne Plaza loading dock on the west side of Cedar, between 4th and Kellogg, would be blocked by CCLRT alignment
- 2nd Street would be closed to vehicular traffic.

3.8 Environmental and Other Considerations

3.8.1 Environmental Considerations

A preliminary environmental screening of the proposed Downtown Saint Paul Alternatives was performed to identify potential impacts and determine what level of additional environmental analysis and documentation

might be required to advance the alternatives. In addition, the screening identified potential environmental issues that may be used to determine which alternatives are carried forward. The findings are summarized in Table 7 below, with the environmental results included in Appendix F.

A preliminary environmental evaluation was conducted on the LPA Option, Wacouta Mid-Block Alternative, Broadway Alternative, and 2nd Street Alternative regarding floodplains, groundwater, cultural resources, parks and trails, and high priority hazardous waste sites. All of the alternatives are outside of the floodplain boundaries. Groundwater impacts are not anticipated for the three alignments. All of the alignments may potentially impact cultural resources properties that are determined eligible, or already listed on the National Register of Historic Places. The 2nd Street Alternative is likely to have the greatest risk to cultural resources due to ground borne vibration during construction and operation. All alternatives extend through the Union Depot Historic District. The 2nd Street Alternative would require 4(f) evaluation of Kellogg Park. The other alternatives do not have potential impacts to parks. All alternatives have potential for impact to hazardous waste sites. Phase II investigations are necessary to quantify the extent of contamination along each alignment. The 2nd Street Alternative has a higher potential to be influenced by four of the five identified hazardous waste sites.

Table 7: Potential Environmental Impacts

Environmental Issue	LPA Option	Wacouta Mid-Block Alternative	Broadway Alternative	2 nd Street Alternative
Floodplains	Low	Low	Low	Low
Cultural Resources	Medium	Medium	Medium	High
Hazardous Waste	Medium	Medium	Medium	Medium
Parks/Trails	Low	Low	Low	High

Source: HDR, 2007.

Note: Low, Medium and High designations provide the relative potential for impacts to the identified resources based on this preliminary analysis.

3.8.2 CCLRT Maintenance and Storage Facility

The CCPO has begun to evaluate the need for and potential locations of an LRT maintenance and storage facilities for the CCLRT project as part of a separate analysis. While the requirements would depend on the ultimate CCLRT fleet size and availability of space and capacity at the existing Franklin Avenue (Hiawatha) facility, it is likely that a facility would be constructed for the CCLRT project. In addition to other sites along the corridor, two sites have been discussed for a potential facility in Saint Paul – the Diamond Products site at 4th and Broadway, and parcels east of Broadway and south of Kellogg Boulevard adjacent to the Union Depot.

It should be noted that the suitability of either of these sites for a CCLRT maintenance and storage facility has not yet been determined. However, any of the proposed alignment alternatives would be compatible with either of these sites, and the construction of lead tracks into these facilities could potentially be used as revenue tracks for all or part of the Wacouta Mid-Block and Broadway alignment alternatives.

If one of the two Saint Paul sites was selected as the maintenance facility for the CCLRT, the terminal CCLRT station at Union Depot would not need to serve as the turnback location for CCLRT trains, and the terminal station could be constructed as a center platform, two-track configuration

3.8.3 Consistency with Regional Plans

The following discussion is a summary of regional plan issues that were discussed during coordination with project stakeholders in developing the proposed alternatives. It is not intended to present a list of all planning issues. Further coordination with the appropriate planning groups within the City of Saint Paul and RCRRRA would be required to develop and implement any of the proposed alternatives.

LPA. The LPA has been adopted by the region as the preferred transit investment for the CCLRT. Any change would require appropriate action by municipal and regional entities.

LPA Option. The City of Saint Paul has adopted the Central Corridor Development Strategy <http://www.ci.stpaul.mn.us/initiatives/centralcorridor/>, which, by reference, incorporates the "diagonal alignment" (LPA Option) as their preferred downtown development strategy.

Wacouta Mid-Block, Broadway, and 2nd Street Alternatives. All of these alternatives would meet RCRRRA's goal of providing CCLRT access to the Union Depot concourse/ platform area to provide a more direct CCLRT connection to proposed high-speed rail, commuter rail, and regional bus service.

Other long-range planning issues that would need to be coordinated with the development of any of the alternatives are:

- Fitzgerald Park Precinct Plan
- Diamond Products Site Reuse Plan
- Historic Lowertown Small Area Plan
- Bruce Vento Mississippi Trail Connections

3.9 Summary and Conclusions

Each of the alternatives evaluated has opportunities and issues associated with implementation, as follows:

- **LPA.** This alternative was evaluated in the DEIS for the Central Corridor and approved by the FTA for entry into Preliminary Engineering.
- **LPA Option.** The LPA Option is the only alternative evaluated that would have a positive impact on (reduces) the project CEI calculation. The LPA Option would also significantly reduce the impact on District Energy utilities, and is compatible with the City of Saint Paul's adopted Central Corridor Development Strategy. The LPA Option is also compatible with two of the other alternatives, but is not compatible with the 2nd Street Alternative. One significant issue with this alternative is the resolution of ROW acquisition for the 4th/ 5th/ Cedar/ Minnesota property that would be required for construction.
- **Wacouta Mid-Block Alternative.** The Wacouta Mid-Block Alternative would meet the goal of providing service to the concourse/ platform area of the Saint Paul Union Depot. However, this alignment is not consistent with conceptual layouts for the bus/ taxi areas as proposed by RCRRRA, and would also have significant ROW impacts on the properties immediately east of Wacouta. This alternative would not add

significant riders to the system and would increase the project CEI.

- **Broadway Alternative.** The Broadway Alternative would meet the goal of providing service to the concourse/ platform area of the Saint Paul Union Depot and is consistent with conceptual layouts for the bus/ taxi areas as proposed by RCRRRA. This alternative would have fewer ROW impacts than the Wacouta Alternative, but would have additional traffic impacts on 4th and Broadway. This alternative would not add significant riders to the system and would significantly increase the project CEI.
- **2nd Street Alternative.** The 2nd Street Alternative would meet the goal of providing service to the concourse/ platform area of the Saint Paul Union Depot and is consistent with conceptual layouts for the bus/ taxi areas as proposed by RCRRRA. This alternative would have fewer ROW impacts than the Wacouta or Broadway alternatives, but would have additional utility and traffic impacts on Cedar Street. This alternative would not add significant riders to the system and would significantly increase the project CEI. The 2nd Street Alternative also has the highest potential for environmental impacts. Further analysis would be required to determine the environmental impacts. If impacts to Kellogg Park were considered severe, then this alternative may not be viable due to the availability of other feasible and prudent alternatives.

Appendix A

Plan & Profile Drawings

- LPA (DEIS)
- LPA Option (Modified DEIS)
- Wacouta Mid Block Alternative
- Broadway Alternative
- 2nd Street Alternative

Appendix B

Capital Costs

Appendix C

Run Times

Appendix D

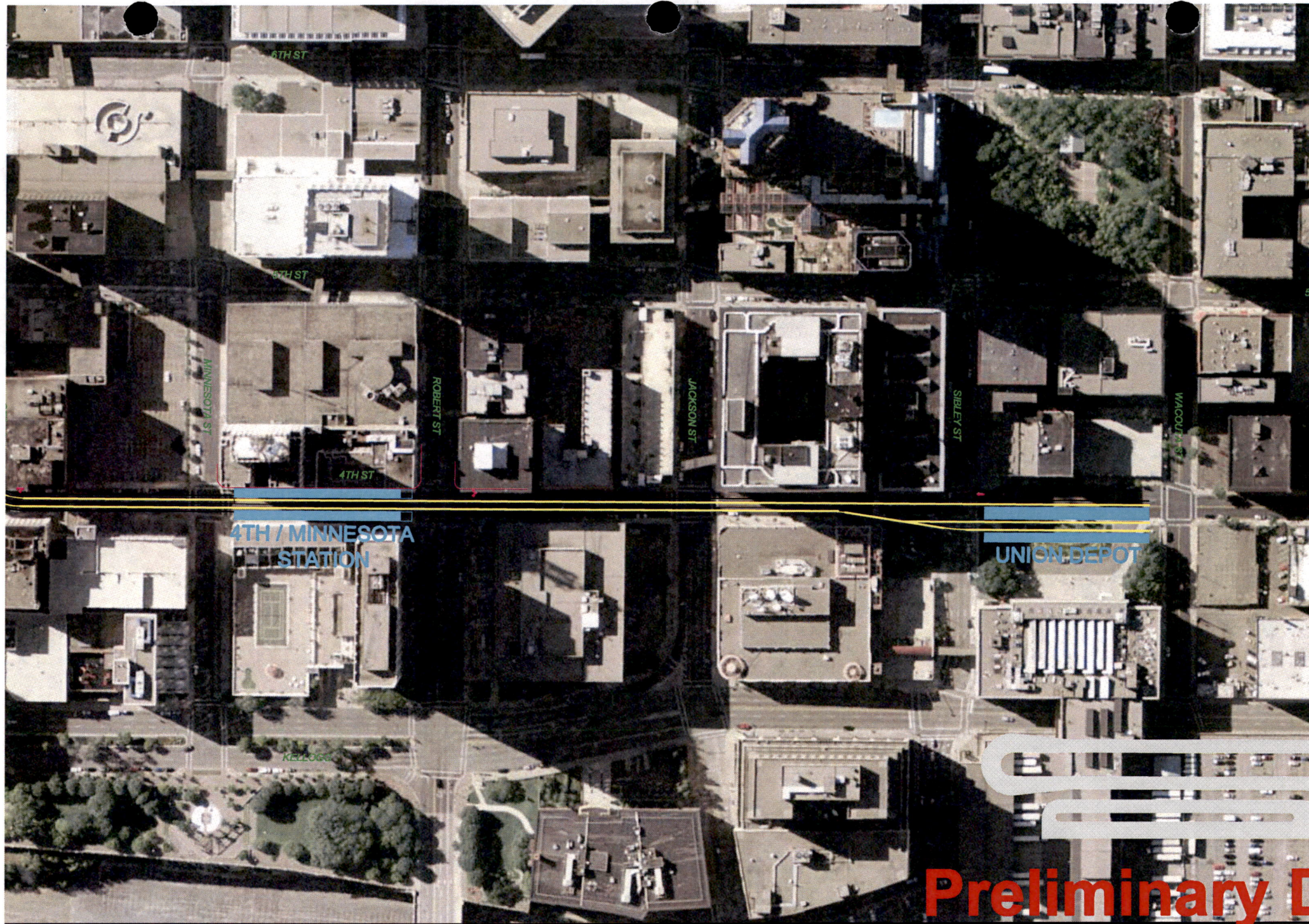
Patronage, User Benefits, CEI

Appendix E

Utilities

Appendix F

Environmental Screening

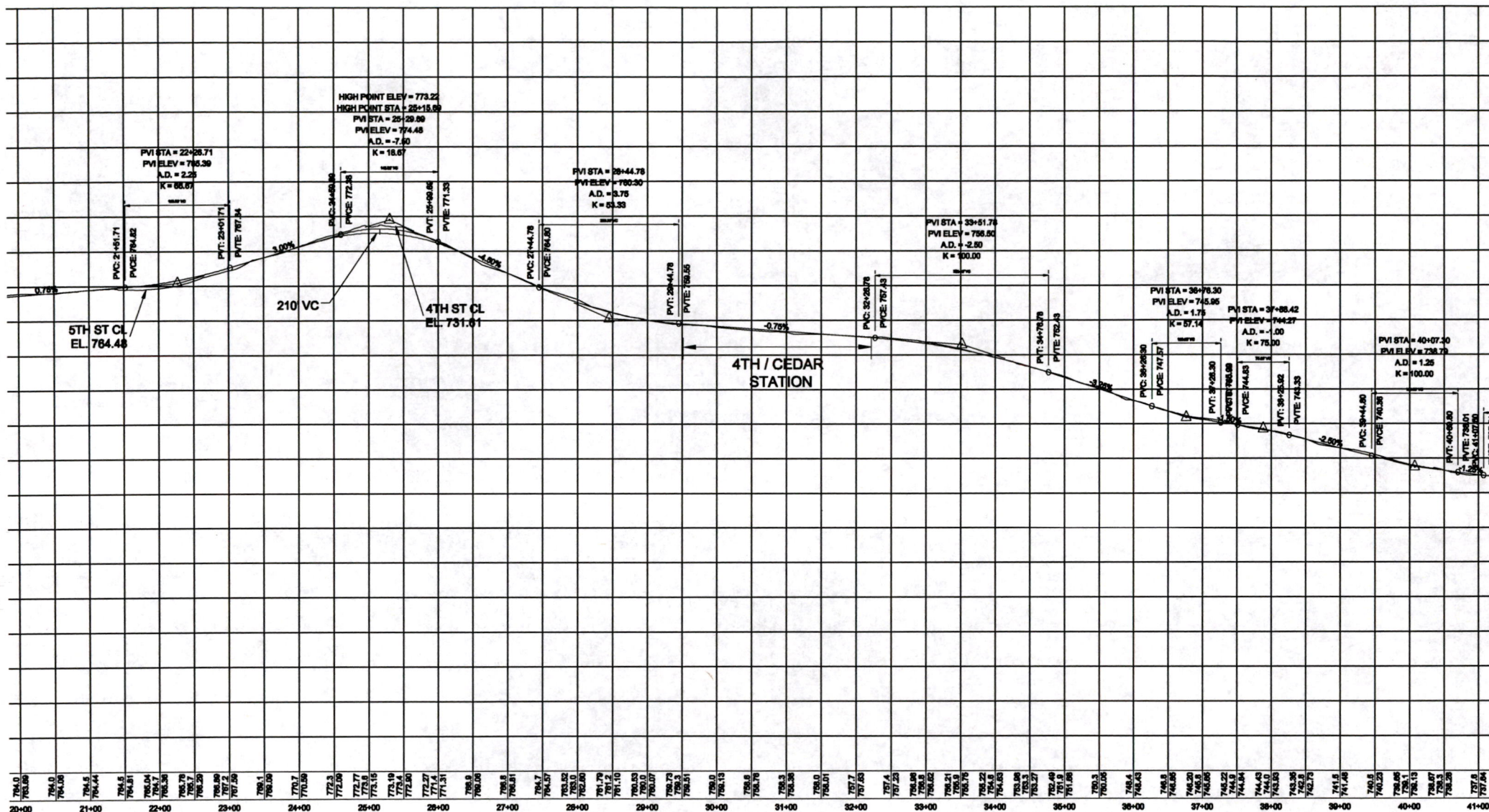


Preliminary

corridor

THE CENTRAL CORRIDOR LIGHT RAIL

STATION



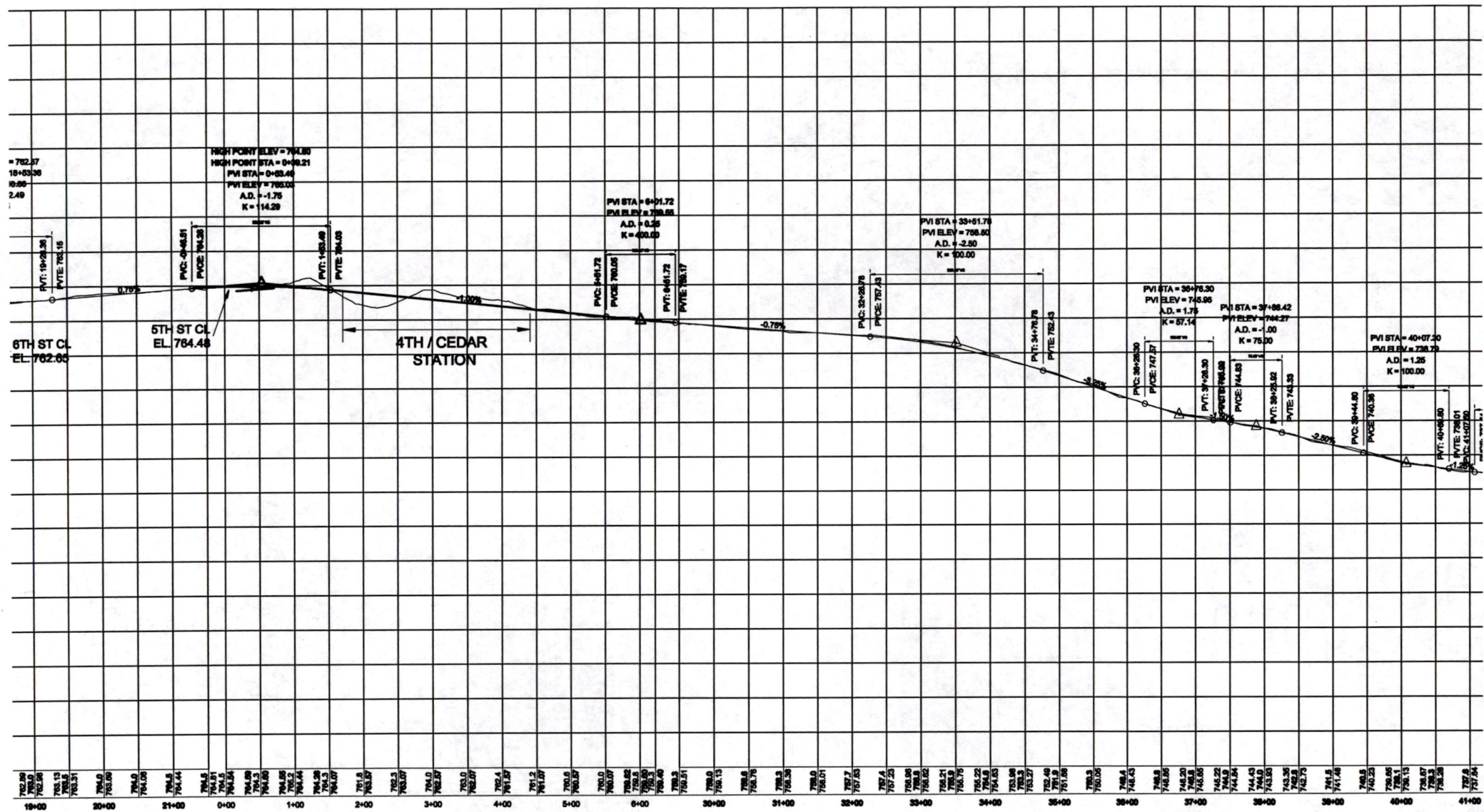
Preliminary



corridor

THE CENTRAL CORRIDOR LIGHT RAIL

MINNAPOLIS

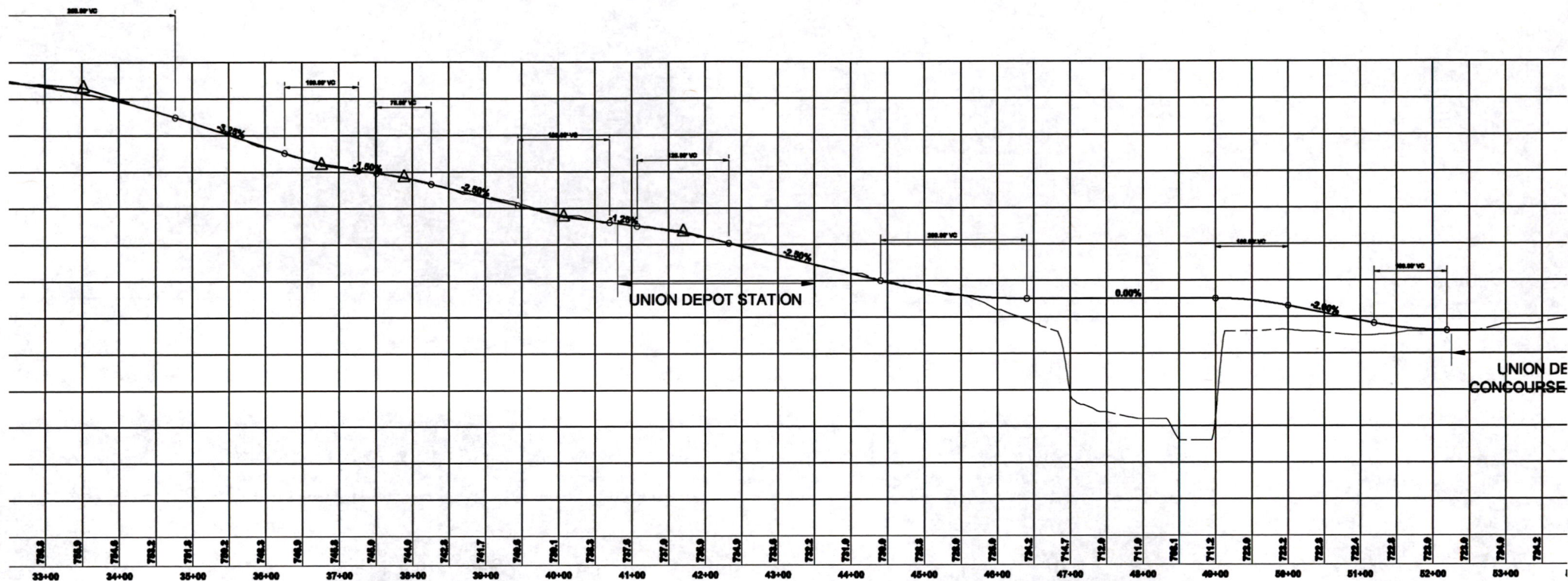


Preliminary E

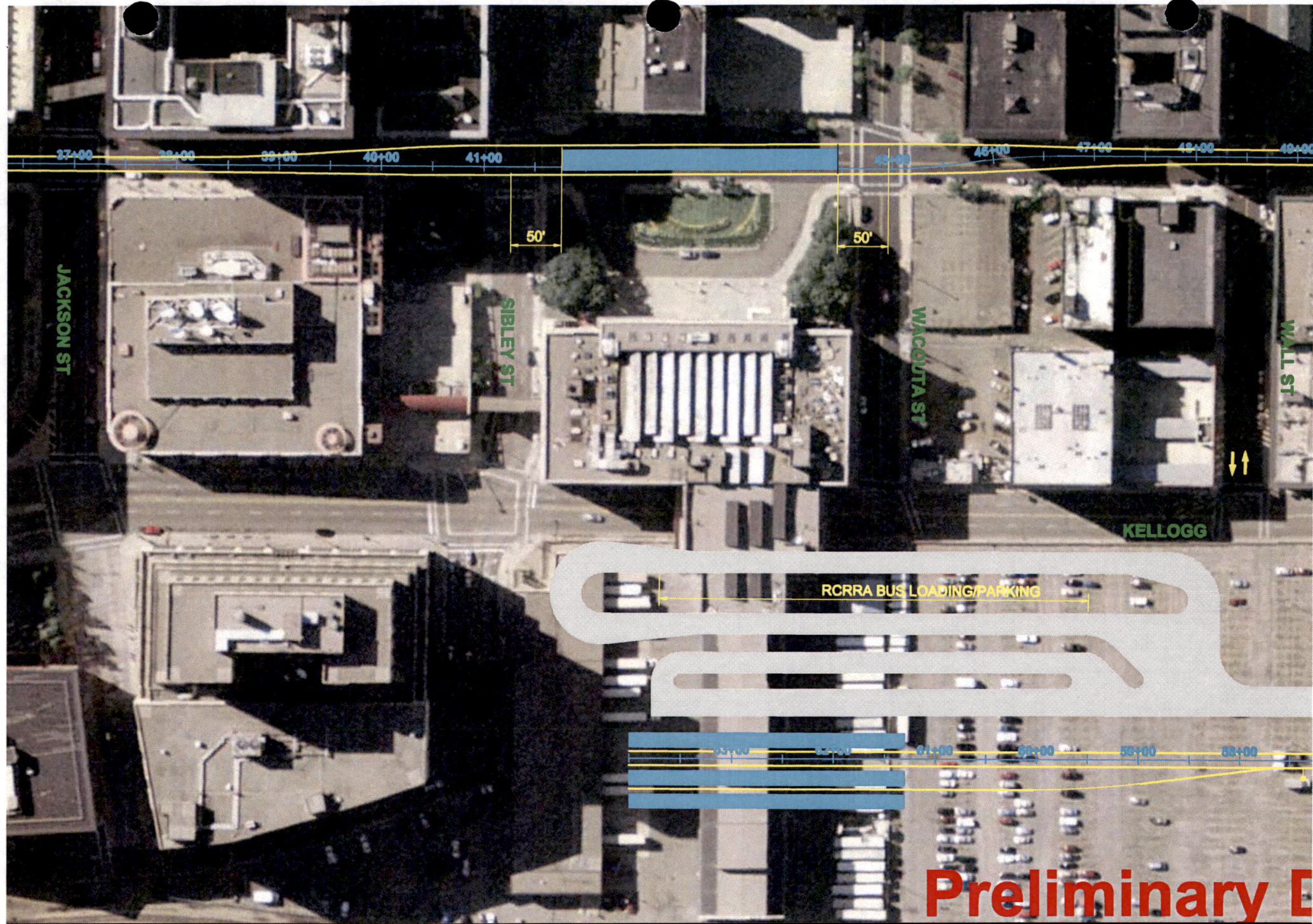


THE CENTRAL CORRIDOR LIGHT

PLAN



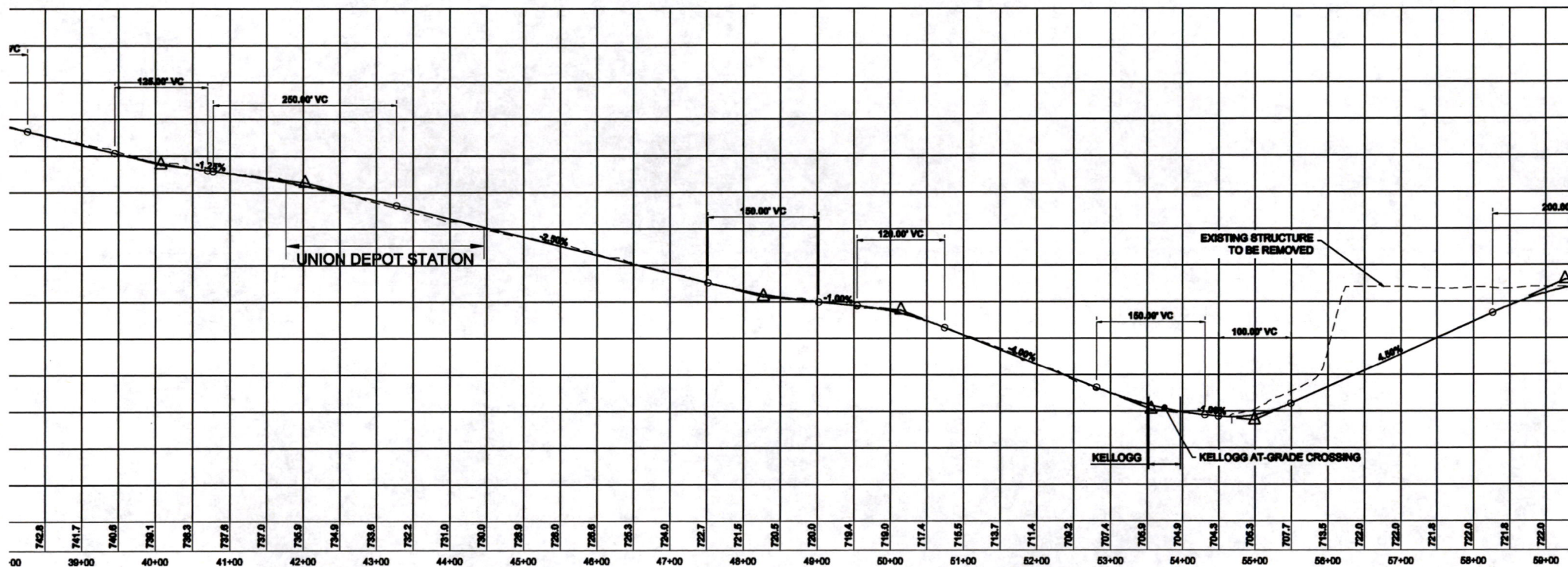
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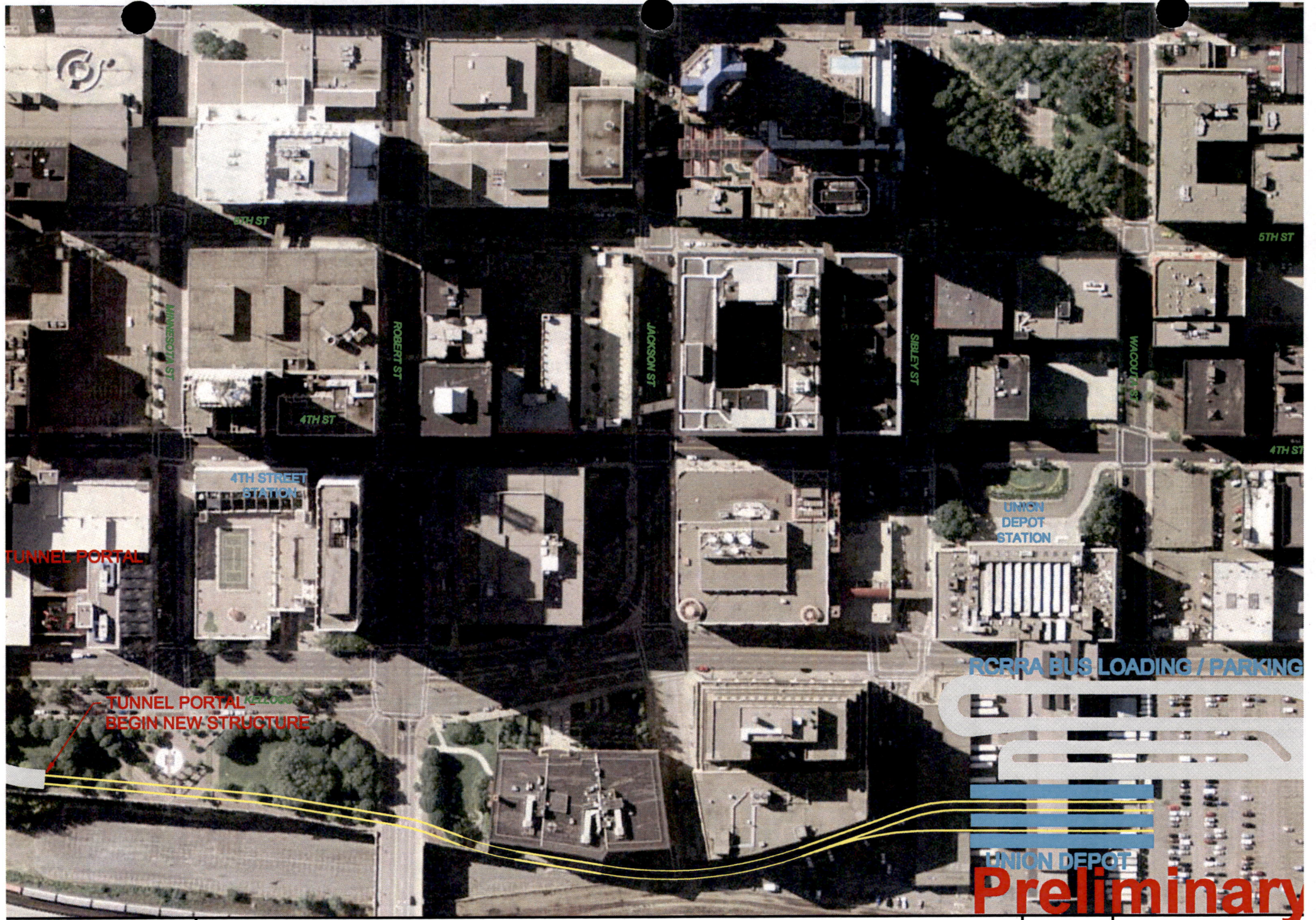
Corridor

THE CENTRAL CORRIDOR LIGHT RAIL TRANSIT

DAVID



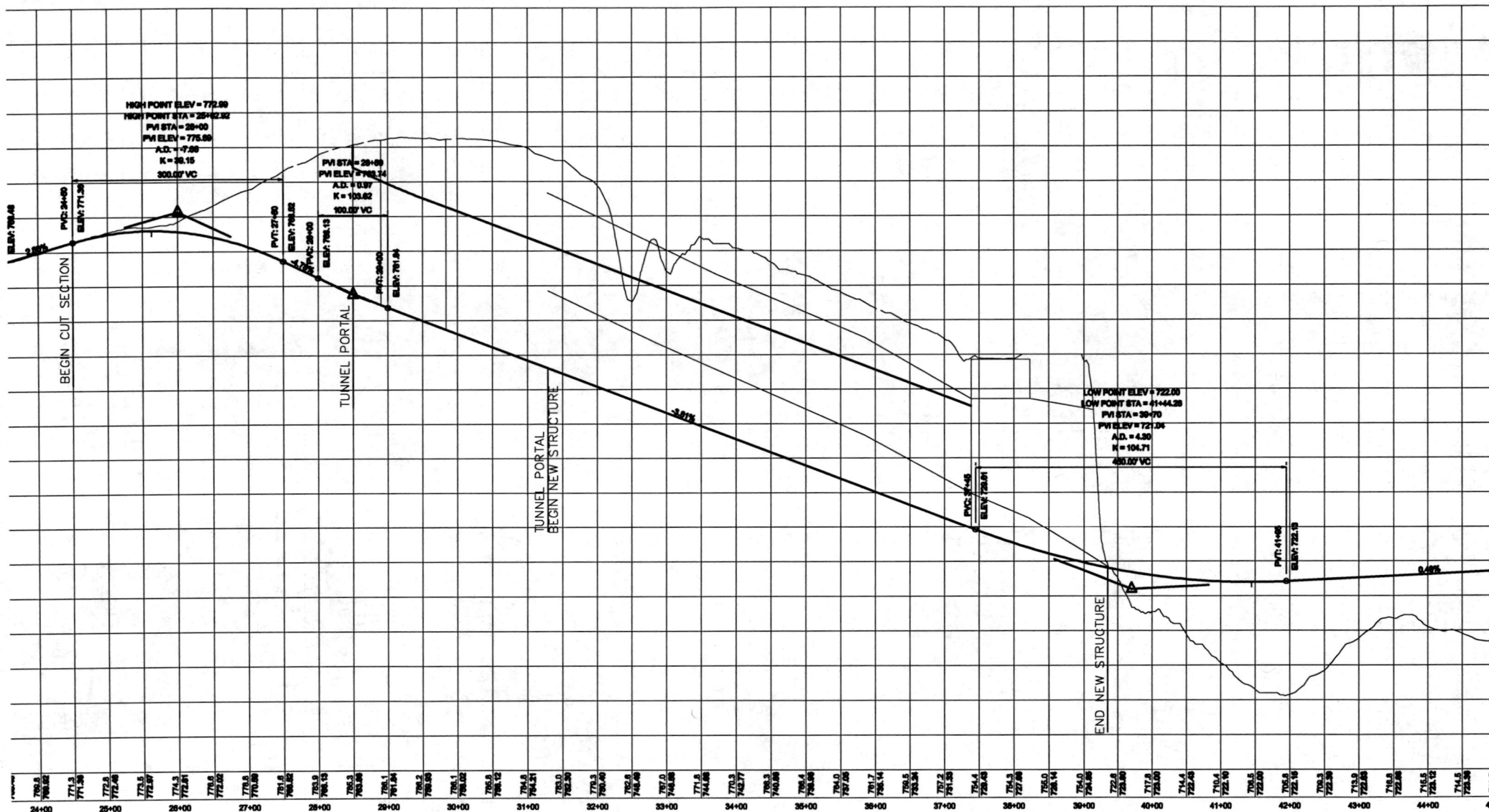
Preliminary I



ridor

THE CENTRAL CORRIDOR LRT

DAVID



Preliminary

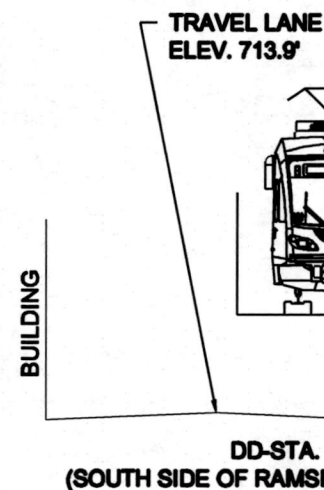
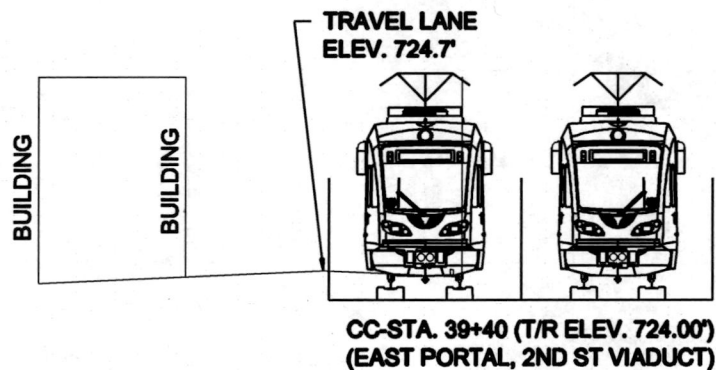
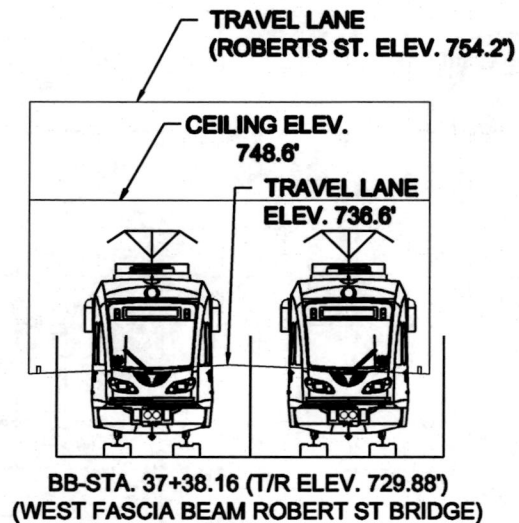
- EXISTING GROUND
ELEV. 770.3'

IG ELEV.
85.5'

VEL LANE
/ 751.6'



EV. 742.77'
(WITH MINNESOTA ST)



Preliminary

Corridor

THE CENTRAL CORRIDOR LIGHT

RAILROAD

Wacouta Mid Block Option

Total Length

045+50

054+96

RF
945.77

SCC Code	Description	Quantity	Units	Unit Price	\$2007
10.08	Retained Fill Guideway (45+50 to 48+40)	290	RF	4,872	1,412,938
10.04	Composite Steel Beam Bridge Structure (48+40 to 49+20)	80	RF	10,329	826,284
10.05	Lightweight Fill over Concourse (75'x200'x1.5')	833	CY	600	500,000
20.01	Add At Grade Side Platform Station	1	EA	2,339,841	2,339,841
20.01	Add Phasing Premium for Station	1	LS	233,984	233,984
20.01	Add 3rd At Grade Side Platform	1	EA	1,169,921	1,169,921
20.01	Add Phasing Premium for Station	1	LS	116,992	116,992
20.01	Add 2nd level of Steel for Canopy above station for Walkway	1	LS	778,904	778,904
20.07	20' Rise - Escalator	3	EA	700,000	2,100,000
20.07	20' Rise - Elevator	3	EA	250,000	750,000
20.07	20' Rise - Stair	3	EA	75,000	225,000
10.12	No. 6 Turnout	1	EA	140,537	140,537
10.10	Embedded Track	2,437	TF	676	1,646,052
10.10	Deduct 3rd Trk at Union Station - Embedded Track	-468	TF	676	(316,437)
40.06.09	Sidewalks	89	CY	314	27,919
40.07	Intersection Rebuilds (1.5 Ea @ 50x50)	3750	SF	14	52,965
40.01	Demo for Roadway	208	CY	10	2,083
40.02	Utility Relocations (Based on Estimate for end of line @ \$650k/Block)	0.25	Block	650,000	162,500
50.01	Train control and signals	946	RF	289	273,209
50.03	Traction power supply: substations	946	RF	341	322,518
50.04	Traction power distribution: centenary and third rail	946	RF	329	311,085
50.05.01	Systemwide Comms	946	RF	50	47,289
50.05.05	Union Station Center + Side - Station Comms	1	EA	865,320	865,320
50.05.05	Union Station Center + Side TVM	5	EA	65,000	325,000
50.06.08	Union Station Center + Side Smart Card Validator	5	EA	5,000	25,000
50.02	Traffic signals and crossing protection - Large	1	EA	250,000	250,000

Subtotal SCC Categories 10-50

14,588,903

	1:LS	2200000	2,200,000
			-
			-

Subtotal SCC Category 60 - ROW

2,200,000

Preliminary Engineering	14,588,903	12.13%	1,769,806
Final Design	14,588,903	9.68%	1,411,851
Project Management for Design and Construction	14,588,903	15.23%	2,222,326
Construction Administration & Management	14,588,903	4.81%	701,701
Insurance	14,588,903	4.00%	583,556
Legal; Permits; Review Fees by other agencies, cities, etc.	14,588,903	0.25%	36,472
Surveys, Testing, Investigation, Inspection	14,588,903	0.25%	36,472
Start up	14,588,903	0.25%	36,472

Subtotal SCC Category 80 - Professional Services

6,798,657

UNALLOCATED CONTINGENCY	14,588,903	30.0%	4,376,671
UNALLOCATED CONTINGENCY Vehicles		5.0%	-
UNALLOCATED CONTINGENCY Professional Services	6,798,657	7.7%	522,525
UNALLOCATED CONTINGENCY ROW	2,200,000	30.0%	660,000
UNALLOCATED CONTINGENCY on Insurance	583,556	20.0%	116,711

Subtotal SCC Category 90 - Unallocated Contingency

5,675,907

Grand Total SCC Categories 10-90

29,263,467

Escalation
3.5%
-
1,621,378
948,180
573,762
-
2,685,022
268,502
1,342,511
134,251
893,810
2,409,798
860,642
258,193
-
161,269
1,888,882
(363,118)
-
32,037
60,778
2,391
186,472
-
313,513
370,097
356,978
54,265
992,975
372,945
28,688
286,881
-
-

14.8%

16,741,102

Not Escalated -->	2,200,000
Not Escalated -->	-
Not Escalated -->	-

2,200,000

Escalation In \$ -->	1,769,806
Escalation In \$ -->	1,411,851
Escalation In \$ -->	2,222,326
Escalation In \$ -->	701,701
16,741,102	669,644
16,741,102	41,853
16,741,102	41,853
16,741,102	41,853

6,900,887

16,741,102	5,022,330
Escalation In \$ -->	522,525
Not Escalated -->	660,000
669,644	133,929

6,338,784

Broadway Alternative

RF

Total Length

044+50

064+00

1950

SCC Code	Description	Quantity	Units	Unit Price	\$2007
40.01	Demo Existing Structure	500	RF	1,944	972,076
10.08	Retained Fill Guideway (55+00 to 60+00)	500	RF	5,518	2,759,232
					-
20.01	Add At Grade Side Platform Station	1	EA	2,339,841	2,339,841
20.01	Add Phasing Premium for Station	1	LS	233,984	233,984
20.01	Add 3rd At Grade Side Platform	1	EA	1,169,921	1,169,921
20.01	Add Phasing Premium for Station	1	LS	116,992	116,992
20.01	Add 2nd level of Steel for Canopy above station for Walkway	1	LS	778,904	778,904
20.07	20' Rise - Escalator	3	EA	700,000	2,100,000
20.07	20' Rise - Elevator	3	EA	250,000	750,000
20.07	20' Rise - Stair	3	EA	75,000	225,000
					-
10.12	No. 6 Turnout	1	EA	140,537	140,537
10.12	Interlocking	1	EA	180,149	180,149
10.10	Deduct 3rd Trk at Union Station - Embedded Track	468	TF	676	(316,437)
10.10	Add Embedded Track At Grade	2100	TF	676	1,418,695
40.01	Demo for Embedded Track At Grade	7560	CY	10	75,600
10.10	Embedded Track on Fill Structure & Elevated Structure	1800	RF	676	1,216,025
10.10	Embedded Track on Fill Structure & Elevated Structure - 3rd Track	650	RF	676	439,120
					-
40.02	Utility Relocations (Based on Estimate for end of line @ \$650k/Block)	2	Block	650,000	1,300,000
40.01	Demo for Roadway	3589	CY	10	35,889
40.07	Automobile, bus, van access ways including roads, parking lots	950	RF	565	536,710
40.06.09	Sidewalks	422	CY	314	132,613
40.07	Intersection Rebuilds (4 Ea @ 50x50)	10000	SF	14	141,240
					-
50.01	Train control and signals	1,950	RF	288.87	563,305
50.03	Traction power supply: substations	1,950	RF	341.01	664,972
50.04	Traction power distribution: centenary and third rail	1,950	RF	328.92	641,399
50.05.01	Systemwide Comms	1,950	RF	50.00	97,500
50.05.05	Union Station Center + Side - Station Comms	1	EA	865,320.00	865,320
50.06.05	Union Station Center + Side TVM	5	EA	65,000.00	325,000
50.06.08	Union Station Center + Side Smart Card Validator	5	EA	5,000.00	25,000
					-
50.02	Traffic signals and crossing protection - Medium	2	EA	175,000	350,000
50.02	Traffic signals and crossing protection - Large	1	EA	250,000	250,000
50.02	Traffic signals and crossing protection - Complex	1	EA	441,000	441,000
					-

Subtotal SCC Categories 10-50

20,969,588

14.8%

24,063,085

	LS			-	-
				-	-
				-	-

Subtotal SCC Category 60 - ROW

Not Escalated ->
Not Escalated ->
Not Escalated ->

Preliminary Engineering	20,969,588	12.13%	2,543,858
Final Design	20,969,588	9.68%	2,029,347
Project Management for Design and Construction	20,969,588	15.23%	3,194,295
Construction Administration & Management	20,969,588	4.81%	1,008,601
Insurance	20,969,588	4.00%	838,784
Legal, Permits, Review Fees by other agencies, cities, etc.	20,969,588	0.25%	52,424
Surveys, Testing, Investigation, Inspection	20,969,588	0.25%	52,424
Start up	20,969,588	0.25%	52,424

Subtotal SCC Category 80 - Professional Services

9,772,157

Escalation In \$ ->	2,543,858
Escalation In \$ ->	2,029,347
Escalation In \$ ->	3,194,295
Escalation In \$ ->	1,008,601
24,063,085	962,523
24,063,085	60,158
24,063,085	60,158
24,063,085	60,158

UNALLOCATED CONTINGENCY	20,969,588	30.0%	6,290,877
UNALLOCATED CONTINGENCY Vehicles	-	5.0%	-
UNALLOCATED CONTINGENCY Professional Services	9,772,157	7.7%	751,059
UNALLOCATED CONTINGENCY ROW	-	30.0%	-
UNALLOCATED CONTINGENCY on Insurance	838,784	20.0%	167,757

Subtotal SCC Category 90 - Unallocated Contingency

7,209,692

24,063,085	7,218,926
Escalation In \$ ->	751,059
Not Escalated ->	-
962,523	192,505
	8,162,489

Grand Total SCC Categories 10-90

37,951,437

42,144,672

2nd Street Option

Total Length

025+80

054+50

RF
2870

SCC Code	Description	Quantity	Units	Unit Price	\$2007
	Boat Section - (Includes Exc, SOE, Dewater, Concrete, Backfill)	270	RF	14,000	3,780,000
	Tunnel Section - (Includes Exc, SOE, Dewater, Concrete, Backfill)	300	RF	32,000	9,600,000
40.01	Demo for Roadway at Grade	1020	CY	10	10,200
40.07	Automobile, bus, van access ways including roads, parking lots	570	RF	565	322,026
	Utility Relocations	1	Block	650,000	650,000
	Restore Parkland	28500	SF	30	855,000
	Demo Exit structure at Tunnel Interface (100')	100	RF	9,116	911,593
	Demo Roadway	590	RF	3,526	2,080,273
	3 Sided Section - 31+50 to 37+40	590	RF	-	-
	>Underpinning	1	LS	3,000,000	3,000,000
	>Soil Nails	8,850	LF	31	275,324
	>Rock Bolts	5,100	LF	54	275,012
	>Clean Sandstone	16,520	SF	5	85,656
	>FRP Base Slab	1,224		933	1,142,083
	>FRP 2nd Pour	612		933	571,041
	>Grout	1	LS	500,000	500,000
	>Patch Existing Conc Columns & SW area	1	LS	500,000	500,000
	>MPT 3% of above	1	LS	3%	190,473
	Viaduct - Elevated AASHTO Structure	560	RF	6,911	3,870,407
	Replace 2 Columns to Widen Roadway under Bridge Structure	1	LS	1,000,000	1,000,000
	Prep Existing Concourse	1,150	RF	500	575,000
10.09	DF Track	3440	TF	504	1,732,789
10.10	Embedded Track	2300	TF	676	1,553,809
20.01	Add At Grade Side Platform Station	1	EA	2,339,841	2,339,841
20.01	Add Phasing Premium for Station	1	LS	233,984	233,984
20.01	Add 3rd At Grade Side Platform	1	EA	1,169,921	1,169,921
20.01	Add Phasing Premium for Station	1	LS	116,992	116,992
20.01	Add 2nd level of Steel for Canopy above station for Walkway	1	LS	778,904	778,904
20.07	20' Rise - Escalator	3	EA	700,000	2,100,000
20.07	20' Rise - Elevator	3	EA	250,000	750,000
20.07	20' Rise - Stair	3	EA	75,000	225,000
50.01	Train control and signals	2,870	RF	289	829,070
50.03	Traction power supply: substations	2,870	RF	341	978,703
50.04	Traction power distribution: centenary and third rail	2,870	RF	329	944,008
50.05.01	Systemwide Comms	2,870	RF	50	143,500
50.05.05	Union Station Center + Side - Station Comms	1	EA	865,320	865,320
50.06.05	Union Station Center + Side TVM	6	EA	65,000	390,000
50.06.08	Union Station Center + Side Smart Card Validator	6	EA	5,000	30,000
	Mover/Demove All Above (Tight Quarters, Phased, Night work)	5%		-	2,268,797
	Remove Costs for End of Line from Cedar St to Union Station (Includes eliminating both St Paul Central and Union Depot Stations)	1	LS	(18,866,098.09)	(18,866,098)

Subtotal SCC Categories 10-50

28,778,629

14.8%

33,024,138

	LS	-	-	-
		-	-	-
		-	-	-

Not Escalated -->

Not Escalated -->

Not Escalated -->

Subtotal SCC Category 60 - ROW

Preliminary Engineering	28,778,629	12.13%	3,491,186
Final Design	28,778,629	9.68%	2,785,072
Project Management for Design and Construction	28,778,629	15.23%	4,383,845
Construction Administration & Management	28,778,629	4.81%	1,384,203
Insurance	28,778,629	4.00%	1,151,145
Legal, Permits, Review Fees by other agencies, cities, etc.	28,778,629	0.25%	71,947
Surveys, Testing, Investigation, Inspection	28,778,629	0.25%	71,947
Start up	28,778,629	0.25%	71,947

Subtotal SCC Category 80 - Professional Services

13,411,292

UNALLOCATED CONTINGENCY	28,778,629	30.0%	8,633,589
UNALLOCATED CONTINGENCY Vehicles	-	5.0%	-
UNALLOCATED CONTINGENCY Professional Services	13,411,292	7.7%	1,030,752
UNALLOCATED CONTINGENCY ROW	-	25.0%	-
UNALLOCATED CONTINGENCY on Insurance	1,151,145	20.0%	230,229

Subtotal SCC Category 90 - Unallocated Contingency

9,894,570

Grand Total SCC Categories 10-90

52,084,490

3.5%

Escalation

-

4,337,637

11,016,221

-

11,705

369,533

745,890

981,132

1,046,074

2,387,161

-

-

3,442,569

315,940

315,583

98,292

1,310,566

655,283

573,762

573,762

218,573

-

4,441,381

1,147,523

659,826

-

1,988,415

1,783,032

-

2,685,022

268,502

1,342,511

134,251

893,810

2,409,798

860,642

258,193

-

951,376

1,123,084

1,083,271

164,670

992,975

447,534

34,426

-

2,603,496

-

-

Escalation In \$ -->

Escalation In \$ -->

Escalation In \$ -->

Escalation In \$ -->

33,024,138

33,024,138

33,024,138

33,024,138

33,024,138

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**CENTRAL CORRIDOR
LRT RUN TIME ESTIMATES
St. Paul Union Depot to Minneapolis Multimodal Station**

Station	Max Spd . (mph)	Feet	Distance Miles	Total	Run Time (hr:min:sec)	Delay Time (hr:min:sec)	Dwell Time (hr:min:sec)	Total Time (hr:min:sec)	Signalized Intersections
St. Paul Union Depot				0.00			0:00:00	0:00:00	Sibley St., Jackson St., Roberts St.
4th Street	25	1,216	0.23	0.23	0:00:41	0:00:21	0:00:20	0:01:22	Minnesota St.
<i>Begin Curve</i>	15	227	0.04	0.27	0:00:14	0:00:07	0:00:00	0:01:43	Cedar St.
<i>End Curve</i>	5	103	0.02	0.29	0:00:14	0:00:07	0:00:00	0:02:04	5th St., 6th St.
6th Avenue	20	948	0.18	0.47	0:00:38	0:00:14	0:00:20	0:03:16	7th/8th St., 10th St.
10th Avenue	20	1,361	0.26	0.73	0:00:53	0:00:14	0:00:20	0:04:43	11th St.
<i>Begin Curve</i>	15	360	0.07	0.80	0:00:20	0:00:07	0:00:00	0:05:10	12th St.
<i>End Curve</i>	5	144	0.03	0.83	0:00:20	0:00:07	0:00:00	0:05:37	
<i>Begin Curve</i>	20	640	0.12	0.95	0:00:26	0:00:00	0:00:00	0:06:03	Roberts St.
<i>End Curve</i>	5	144	0.03	0.97	0:00:20	0:00:07	0:00:00	0:06:30	Columbus St.
Capitol East	15	460	0.09	1.06	0:00:25	0:00:07	0:00:20	0:07:22	Constitution Ave.
<i>Begin Curve</i>	20	740	0.14	1.20	0:00:34	0:00:05	0:00:00	0:08:01	University Ave.
<i>End Curve</i>	10	144	0.03	1.23	0:00:10	0:00:05	0:00:00	0:08:16	Cedar St., Park St., Rice St.
Rice Street	35	2,000	0.38	1.61	0:00:48	0:00:15	0:00:15	0:09:34	Marion St., Western Ave
Dale Street	35	5,155	0.98	2.58	0:01:52	0:00:14	0:00:15	0:11:55	Grotto St., Victoria St., Chatsworth St., Lexington Pkwy.
Lexington Parkway	35	5,210	0.99	3.57	0:01:53	0:00:20	0:00:15	0:14:23	Griggs St., Hamline Ave., Pascal St., Snelling Ave.
Snelling Avenue	35	5,227	0.99	4.56	0:01:54	0:00:25	0:00:15	0:17:02	Fry St., Aldline St.
<i>Begin Curve</i>	35	1,887	0.36	4.92	0:00:43	0:00:10	0:00:00	0:17:55	Fairview Ave.
<i>End Curve</i>	35	474	0.09	5.01	0:00:09	0:00:07	0:00:00	0:18:11	
Fairview Avenue	35	322	0.06	5.07	0:00:12	0:00:00	0:00:15	0:18:38	Prior Ave., Transfer Rd., Vandalia St., Hampden Ave.
Raymond Avenue	35	5,144	0.97	6.04	0:01:52	0:00:20	0:00:15	0:21:05	Raymond Ave., Cromwell Ave., Eustis St., Westgate Dr.
Westgate Drive	35	3,381	0.64	6.68	0:01:18	0:00:20	0:00:15	0:22:58	

CENTRAL CORRIDOR
LRT RUN TIME ESTIMATES
St. Paul Union Depot to Minneapolis Multimodal Station

Station	Max Spd . (mph)	Distance			Run Time (hr:min:sec)	Delay Time (hr:min:sec)	Dwell Time (hr:min:sec)	Total Time (hr:min:sec)	Signalized Intersections
		Feet	Miles	Total					
	35	2,268	0.43		0:00:54	0:00:07			Malcom Ave.
<i>Begin Curve</i>				7.11			0:00:00	0:23:59	
	5	93	0.02		0:00:13	0:00:07			29th Ave.
<i>End Curve</i>				7.13			0:00:00	0:24:19	
29th Avenue	15	247	0.05	7.18	0:00:15	0:00:00	0:00:15	0:24:49	
	5	41	0.01		0:00:06	0:00:00			
<i>Begin Curve</i>				7.18			0:00:00	0:24:55	
	15	144	0.03		0:00:08	0:00:07			Territorial Rd.
<i>End Curve</i>				7.21			0:00:00	0:25:10	
	25	289	0.05		0:00:09	0:00:00			
<i>Begin Curve</i>				7.27			0:00:00	0:25:19	
	20	124	0.02		0:00:04	0:00:00			
<i>End Curve</i>				7.29			0:00:00	0:25:23	
	35	1,691	0.32		0:00:34	0:00:00			
<i>Begin Curve</i>				7.61			0:00:00	0:25:57	
	30	825	0.16		0:00:19	0:00:00			
<i>End Curve</i>				7.77			0:00:00	0:26:16	
	35	691	0.13		0:00:20	0:00:00			
Stadium Village				7.90			0:00:15	0:26:51	
	10	82	0.02		0:00:07	0:00:00			
<i>Begin Curve</i>				7.91			0:00:00	0:26:58	
	25	330	0.06		0:00:10	0:00:00			
<i>End Curve</i>				7.98			0:00:00	0:27:08	
	50	1,876	0.36		0:00:38	0:00:00			
East Bank				8.33			0:00:15	0:28:01	
	10	93	0.02		0:00:08	0:00:00			
<i>Begin Curve</i>				8.35			0:00:00	0:28:09	
	30	247	0.05		0:00:08	0:00:00			
<i>End Curve</i>				8.40			0:00:00	0:28:17	
	50	2,113	0.40		0:00:40	0:00:00			
West Bank				8.80			0:00:15	0:29:12	
	35	567	0.11		0:00:17	0:00:00			
<i>Begin Curve</i>				8.90			0:00:00	0:29:29	
	45	753	0.14		0:00:12	0:00:00			
<i>End Curve</i>				9.05			0:00:00	0:29:41	
	50	907	0.17		0:00:13	0:00:00			
<i>Begin Curve</i>				9.22			0:00:00	0:29:54	
	40	412	0.08		0:00:07	0:00:00			
<i>End Curve</i>				9.30			0:00:00	0:30:01	
	40	165	0.03		0:00:03	0:00:00			
<i>Begin Curve</i>				9.33			0:00:00	0:30:04	
	30	247	0.05		0:00:05	0:00:00			

**CENTRAL CORRIDOR
LRT RUN TIME ESTIMATES
St. Paul Union Depot to Minneapolis Multimodal Station**

Station	Max Spd. (mph)	Feet	Distance Miles	Total	Run Time (hr:min:sec)	Delay Time (hr:min:sec)	Dwell Time (hr:min:sec)	Total Time (hr:min:sec)	Signalized Intersections
End Curve	15	309	0.06	9.37	0:00:14	0:00:00	0:00:00	0:30:09	
Connect to Hiawatha LRT Line	15	41	0.01	9.43	0:00:02	0:00:00	0:00:00	0:30:23	
Begin Curve	20	349	0.07	9.44	0:00:12	0:00:00	0:00:00	0:30:25	
End Curve	25	410	0.08	9.51	0:00:16	0:00:07	0:00:00	0:30:37	
Downtown East / Metrodome	10	51	0.01	9.58	0:00:05	0:00:00	0:00:15	0:31:15	Kirby Puckett Pl.
Begin Curve	10	256	0.05	9.59	0:00:17	0:00:07	0:00:00	0:31:20	
End Curve	15	1,426	0.27	9.64	0:01:08	0:00:30	0:00:00	0:31:44	
Government Plaza	15	667	0.13	9.91	0:00:33	0:00:20	0:00:20	0:33:42	Porland Ave., 5th Ave. S., 4th Ave. S.
Begin Curve	15	267	0.05	10.04	0:00:12	0:00:07	0:00:00	0:34:35	3rd Ave. S., 2nd Ave. S.
End Curve	15	308	0.06	10.09	0:00:16	0:00:00	0:00:00	0:34:54	Marquette Ave.
Nicollet Mall	5	41	0.01	10.15	0:00:06	0:00:00	0:00:20	0:35:30	
Begin Curve	15	195	0.04	10.15	0:00:10	0:00:13	0:00:00	0:35:36	
End Curve	15	338	0.06	10.19	0:00:15	0:00:00	0:00:00	0:35:59	Nicollet Mall
Begin Curve	15	103	0.02	10.26	0:00:05	0:00:10	0:00:00	0:36:14	
End Curve	15	297	0.06	10.28	0:00:16	0:00:00	0:00:00	0:36:29	Hennepin Ave.
Warehouse District/Hennepin Ave.	15	1,802	0.34	10.33	0:01:27	0:00:21	0:00:20	0:37:05	
Multimodal Terminal				10.67			0:00:00	0:38:53	1st Ave., 2nd Ave., 3rd Ave.
TOTAL		56,352	10.67	10.67	0:27:20	0:06:08	0:05:25	0:38:53	
Avg Speed =								16.47	

**CENTRAL CORRIDOR
LRT RUN TIME ESTIMATES
St. Paul Union Depot to Minneapolis Multimodal Station
Union Depot Modified DEIS**

Station	Max Spd . (mph)	Distance			Run Time (hr:min:sec)	Delay Time (hr:min:sec)	Dwell Time (hr:min:sec)	Total Time (hr:min:sec)	Signalized Intersections
		Feet	Miles	Total					
St. Paul Union Depot				0.00			0:00:00	0:00:00	
Begin Curve	25	1,279	0.24		0:00:40	0:00:21			Sibley St., Jackson St., Roberts St.
End Curve	10	70	0.01	0.24	0:00:05	0:00:07	0:00:00	0:01:01	Minnesota St.
4th Street	10	320	0.06	0.32	0:00:23	0:00:00	0:00:20	0:01:13	
Begin Curve	10	74	0.01		0:00:06	0:00:00			
End Curve	10	74	0.01	0.33	0:00:05	0:00:07	0:00:00	0:02:02	Cedar St.
10th Avenue	20	2,010	0.38	0.72	0:01:13	0:00:28	0:00:20	0:02:14	5th St., 6th St., 7th/8th, 10th
Begin Curve	15	360	0.07		0:00:20	0:00:07			11th St.
End Curve	5	144	0.03	0.79	0:00:20	0:00:07	0:00:00	0:04:42	12th St.
Begin Curve	20	640	0.12		0:00:26	0:00:00			
End Curve	5	144	0.03	0.94	0:00:20	0:00:07	0:00:00	0:05:09	Roberts St.
Capitol East	15	460	0.09	1.06	0:00:25	0:00:07	0:00:20	0:05:35	Columbus St.
Begin Curve	20	740	0.14		0:00:34	0:00:05			Constitution Ave.
End Curve	10	144	0.03	1.20	0:00:10	0:00:05	0:00:00	0:07:33	University Ave.
Rice Street	35	2,000	0.38	1.60	0:00:48	0:00:15	0:00:15	0:07:48	Cedar St., Park St., Rice St.
Dale Street	35	5,155	0.98	2.58	0:01:52	0:00:14	0:00:15	0:09:06	Marion St., Western Ave
Lexington Parkway	35	5,210	0.99	3.57	0:01:53	0:00:20	0:00:15	0:11:27	Grotto St., Victoria St., Chatsworth St., Lexington Pkwy.
Snelling Avenue	35	5,227	0.99	4.56	0:01:54	0:00:25	0:00:15	0:13:55	Griggs St., Hamline Ave., Pascal St., Snelling Ave.
Begin Curve	35	1,887	0.36		0:00:43	0:00:10			Fry St., Aldline St.
End Curve	35	474	0.09	4.91	0:00:09	0:00:07	0:00:00	0:17:27	Fairview Ave.
Fairview Avenue	35	322	0.06	5.06	0:00:12	0:00:00	0:00:15	0:17:43	
Raymond Avenue	35	5,144	0.97	6.04	0:01:52	0:00:20	0:00:15	0:18:10	Prior Ave., Transfer Rd., Vandalia St., Hampden Ave.
Westgate Drive	35	3,381	0.64	6.68	0:01:18	0:00:20	0:00:15	0:20:37	Raymond Ave., Cromwell Ave., Eustis St., Westgate Dr.
	35	2,268	0.43		0:00:54	0:00:07		0:22:30	Malcom Ave.

Begin Curve				7.11			0:00:00	0:23:31	
End Curve	5	93	0.02	7.13	0:00:13	0:00:07	0:00:00	0:23:51	29th Ave.
29th Avenue	15	247	0.05	7.17	0:00:15	0:00:00	0:00:15	0:24:21	
Begin Curve	5	41	0.01	7.18	0:00:06	0:00:00	0:00:00	0:24:27	
End Curve	15	144	0.03	7.21	0:00:08	0:00:07	0:00:00	0:24:42	Territorial Rd.
Begin Curve	25	289	0.05	7.26	0:00:09	0:00:00	0:00:00	0:24:51	
End Curve	20	124	0.02	7.29	0:00:04	0:00:00	0:00:00	0:24:55	
Begin Curve	35	1,691	0.32	7.61	0:00:34	0:00:00	0:00:00	0:25:29	
End Curve	30	825	0.16	7.76	0:00:19	0:00:00	0:00:00	0:25:48	
Stadium Village	35	691	0.13	7.89	0:00:20	0:00:00	0:00:15	0:26:23	
Begin Curve	10	82	0.02	7.91	0:00:07	0:00:00	0:00:00	0:26:30	
End Curve	25	330	0.06	7.97	0:00:10	0:00:00	0:00:00	0:26:40	
East Bank	50	1,876	0.36	8.33	0:00:38	0:00:00	0:00:15	0:27:33	
Begin Curve	10	93	0.02	8.34	0:00:08	0:00:00	0:00:00	0:27:41	
End Curve	30	247	0.05	8.39	0:00:08	0:00:00	0:00:00	0:27:49	
West Bank	50	2,113	0.40	8.79	0:00:40	0:00:00	0:00:15	0:28:44	
Begin Curve	35	567	0.11	8.90	0:00:17	0:00:00	0:00:00	0:29:01	
End Curve	45	753	0.14	9.04	0:00:12	0:00:00	0:00:00	0:29:13	
Begin Curve	50	907	0.17	9.21	0:00:13	0:00:00	0:00:00	0:29:26	
End Curve	40	412	0.08	9.29	0:00:07	0:00:00	0:00:00	0:29:33	
Begin Curve	40	165	0.03	9.32	0:00:03	0:00:00	0:00:00	0:29:36	
End Curve	30	247	0.05	9.37	0:00:05	0:00:00	0:00:00	0:29:41	
Connect to Hiawatha LRT Line	15	309	0.06	9.43	0:00:14	0:00:00	0:00:00	0:29:55	
Begin Curve	15	41	0.01	9.43	0:00:02	0:00:00	0:00:00	0:29:57	
End Curve	20	349	0.07	9.50	0:00:12	0:00:00	0:00:00	0:30:09	
Downtown East / Metrodome	25	410	0.08	9.58	0:00:16	0:00:07	0:00:15	0:30:47	Kirby Puckett Pl.
Begin Curve	10	51	0.01	9.59	0:00:05	0:00:00	0:00:00	0:30:52	
End Curve	10	256	0.05	9.64	0:00:17	0:00:07	0:00:00	0:31:16	Park Ave.

	15	1,426	0.27		0:01:08	0:00:30			Portland Ave., 5th Ave. S., 4th Ave. S.
Government Plaza				9.91			0:00:20	0:33:14	
<i>Begin Curve</i>	15	667	0.13	10.03	0:00:33	0:00:20	0:00:00	0:34:07	3rd Ave. S., 2nd Ave. S.
<i>End Curve</i>	15	267	0.05	10.08	0:00:12	0:00:07	0:00:00	0:34:26	Marquette Ave.
	15	308	0.06		0:00:16	0:00:00			
Nicollett Mall				10.14			0:00:20	0:35:02	
<i>Begin Curve</i>	5	41	0.01	10.15	0:00:06	0:00:00	0:00:00	0:35:08	
<i>End Curve</i>	15	195	0.04	10.19	0:00:10	0:00:13	0:00:00	0:35:31	Nicollett Mall
<i>Begin Curve</i>	15	338	0.06	10.25	0:00:15	0:00:00	0:00:00	0:35:46	
<i>End Curve</i>	15	103	0.02	10.27	0:00:05	0:00:10	0:00:00	0:36:01	Hennepin Ave.
	15	297	0.06		0:00:16	0:00:00			
Warehouse District/Hennepin Ave.				10.33			0:00:20	0:36:37	
Multimodal Terminal	15	1,802	0.34	10.67	0:01:27	0:00:21	0:00:00	0:38:25	1st Ave., 2nd Ave., 3rd Ave.
TOTAL					0:27:12	0:06:08	0:05:05	0:38:25	
		56,324	10.67	10.67			Avg Speed =	16.66	

**CENTRAL CORRIDOR
LRT RUN TIME ESTIMATES
St. Paul Union Depot (South) to Minneapolis Multimodal Station
Wacouta Street Option**

Station	Max Spd . (mph)	Distance			Run Time (hr:min:sec)	Delay Time (hr:min:sec)	Dwell Time (hr:min:sec)	Total Time (hr:min:sec)	Signalized Intersections
		Feet	Miles	Total					
St. Paul Union Depot - South				0.00			0:00:00	0:00:00	
Begin Curve	15	150	0.03	0.03	0:00:10	0:00:00	0:00:00	0:00:10	
End Curve	5	150	0.03	0.06	0:00:20	0:00:00	0:00:00	0:00:30	
Begin Curve	20	350	0.07	0.12	0:00:17	0:00:00	0:00:00	0:00:47	Kellogg (Grade Seperated)
End Curve	5	200	0.04	0.16	0:00:27	0:00:00	0:00:00	0:01:14	
	20	350	0.07	0.23	0:00:17	0:00:07	0:00:00	0:01:58	Wacouta
St. Paul Union Depot - North				0.23			0:00:20	0:01:58	
4th Street	25	1,216	0.23	0.46	0:00:41	0:00:21	0:00:20	0:03:20	Sibley St., Jackson St., Roberts St.
Begin Curve	15	227	0.04	0.50	0:00:14	0:00:07	0:00:00	0:03:41	Minnesota St.
End Curve	5	103	0.02	0.52	0:00:14	0:00:07	0:00:00	0:04:02	Cedar St.
6th Avenue	20	948	0.18	0.70	0:00:38	0:00:14	0:00:20	0:05:14	5th St., 6th St.
10th Avenue	20	1,361	0.26	0.96	0:00:53	0:00:14	0:00:20	0:06:41	7th/8th St., 10th St.
Begin Curve	15	360	0.07	1.03	0:00:20	0:00:07	0:00:00	0:07:08	11th St.
End Curve	5	144	0.03	1.05	0:00:20	0:00:07	0:00:00	0:07:35	12th St.
Begin Curve	20	640	0.12	1.17	0:00:26	0:00:00	0:00:00	0:08:01	
End Curve	5	144	0.03	1.20	0:00:20	0:00:07	0:00:00	0:08:28	Roberts St.
Capitol East	15	460	0.09	1.29	0:00:25	0:00:07	0:00:20	0:09:20	Columbus St.
Begin Curve	20	740	0.14	1.43	0:00:34	0:00:05	0:00:00	0:09:59	Constitution Ave.
End Curve	10	144	0.03	1.46	0:00:10	0:00:05	0:00:00	0:10:14	University Ave.
Rice Street	35	2,000	0.38	1.83	0:00:48	0:00:15	0:00:15	0:11:32	Cedar St., Park St., Rice St.
Dale Street	35	5,155	0.98	2.81	0:01:52	0:00:14	0:00:15	0:13:53	Marion St., Western Ave
Lexington Parkway	35	5,210	0.99	3.80	0:01:53	0:00:20	0:00:15	0:16:21	Grotto St., Victoria St., Chatsworth St., Lexington Pkwy.
Snelling Avenue	35	5,227	0.99	4.79	0:01:54	0:00:25	0:00:20	0:19:00	Griggs St., Hamline Ave., Pascal St., Snelling Ave.
Begin Curve	35	1,887	0.36	5.15	0:00:43	0:00:10	0:00:00	0:19:53	Fry St., Aldline St.
	35	474	0.09		0:00:09	0:00:07			Fairview Ave.

End Curve				5.23			0:00:00	0:20:09	
	35	322	0.06		0:00:12	0:00:00			
Fairview Avenue				5.30			0:00:15	0:20:36	
	35	5,144	0.97		0:01:52	0:00:20			Prior Ave., Transfer Rd., Vandalia St., Hampden Ave.
Raymond Avenue				6.27			0:00:15	0:23:03	
	35	3,381	0.64		0:01:18	0:00:20			Raymond Ave., Cromwell Ave., Eustis St., Westgate Dr.
Westgate Drive				6.91			0:00:15	0:24:56	
	35	2,268	0.43		0:00:54	0:00:07			Malcom Ave.
Begin Curve				7.34			0:00:00	0:25:57	
	5	93	0.02		0:00:13	0:00:07			29th Ave.
End Curve				7.36			0:00:00	0:26:17	
	15	247	0.05		0:00:15	0:00:00			
29th Avenue				7.40			0:00:15	0:26:47	
	5	41	0.01		0:00:06	0:00:00			
Begin Curve				7.41			0:00:00	0:26:53	
	15	144	0.03		0:00:08	0:00:07			Territorial Rd.
End Curve				7.44			0:00:00	0:27:08	
	25	289	0.05		0:00:09	0:00:00			
Begin Curve				7.49			0:00:00	0:27:17	
	20	124	0.02		0:00:04	0:00:00			
End Curve				7.52			0:00:00	0:27:21	
	35	1,691	0.32		0:00:34	0:00:00			
Begin Curve				7.84			0:00:00	0:27:55	
	30	825	0.16		0:00:19	0:00:00			
End Curve				7.99			0:00:00	0:28:14	
	35	691	0.13		0:00:20	0:00:00			
Stadium Village				8.13			0:00:15	0:28:49	
	10	82	0.02		0:00:07	0:00:00			
Begin Curve				8.14			0:00:00	0:28:56	
	25	330	0.06		0:00:10	0:00:00			
End Curve				8.20			0:00:00	0:29:06	
	50	1,876	0.36		0:00:38	0:00:00			
East Bank				8.56			0:00:15	0:29:59	
	10	93	0.02		0:00:08	0:00:00			
Begin Curve				8.58			0:00:00	0:30:07	
	30	247	0.05		0:00:08	0:00:00			
End Curve				8.62			0:00:00	0:30:15	
	50	2,113	0.40		0:00:40	0:00:00			
West Bank				9.02			0:00:15	0:31:10	
	35	567	0.11		0:00:17	0:00:00			
Begin Curve				9.13			0:00:00	0:31:27	
	45	753	0.14		0:00:12	0:00:00			
End Curve				9.27			0:00:00	0:31:39	
	50	907	0.17		0:00:13	0:00:00			
Begin Curve				9.44			0:00:00	0:31:52	
	40	412	0.08		0:00:07	0:00:00			
End Curve				9.52			0:00:00	0:31:59	
	40	165	0.03		0:00:03	0:00:00			
Begin Curve				9.55			0:00:00	0:32:02	
	30	247	0.05		0:00:05	0:00:00			
End Curve				9.60			0:00:00	0:32:07	
	15	309	0.06		0:00:14	0:00:00			
Connect to Hiawatha LRT Line				9.66			0:00:00	0:32:21	
	15	41	0.01		0:00:02	0:00:00			
Begin Curve				9.67			0:00:00	0:32:23	

<i>End Curve</i>	20	349	0.07		0:00:12	0:00:00			
	25	410	0.08	9.73	0:00:16	0:00:07	0:00:00	0:32:35	
Downtown East / Metrodome				9.81			0:00:15	0:33:13	Kirby Puckett Pl.
<i>Begin Curve</i>	10	51	0.01		0:00:05	0:00:00			
	10	256	0.05	9.82	0:00:17	0:00:07	0:00:00	0:33:18	Park Ave.
<i>End Curve</i>				9.87			0:00:00	0:33:42	
	15	1,426	0.27		0:01:08	0:00:30			Portland Ave., 5th Ave. S., 4th Ave. S.
Government Plaza				10.14			0:00:20	0:35:40	
<i>Begin Curve</i>	15	667	0.13		0:00:33	0:00:20			3rd Ave. S., 2nd Ave. S.
	15	267	0.05	10.27	0:00:12	0:00:07	0:00:00	0:36:33	Marquette Ave.
<i>End Curve</i>				10.32			0:00:00	0:36:52	
	15	308	0.06		0:00:16	0:00:00			
Nicollet Mall				10.37			0:00:20	0:37:28	
<i>Begin Curve</i>	5	41	0.01		0:00:06	0:00:00			
	15	195	0.04	10.38	0:00:10	0:00:13	0:00:00	0:37:34	Nicollet Mall
<i>End Curve</i>				10.42			0:00:00	0:37:57	
<i>Begin Curve</i>	15	338	0.06		0:00:15	0:00:00			
	15	103	0.02	10.48	0:00:05	0:00:10	0:00:00	0:38:12	Hennepin Ave.
<i>End Curve</i>				10.50			0:00:00	0:38:27	
	15	297	0.06		0:00:16	0:00:00			
Warehouse District/Hennepin Ave.				10.56			0:00:20	0:39:03	
	15	1,802	0.34		0:01:27	0:00:21			1st Ave., 2nd Ave., 3rd Ave.
Multimodal Terminal				10.90			0:00:00	0:40:51	

TOTAL		56,352	10.67	10.90	0:27:20	0:06:08	0:05:45	0:40:51	
							Avg Speed =	16.01	

**CENTRAL CORRIDOR
LRT RUN TIME ESTIMATES
St. Paul Union Depot (South) to Minneapolis Multimodal Station
Broadway Street Option**

Station	Max Spd. (mph)	Feet	Distance Miles	Total	Run Time (hr:min:sec)	Delay Time (hr:min:sec)	Dwell Time (hr:min:sec)	Total Time (hr:min:sec)	Signalized Intersections
St. Paul Union Depot - South				0.00			0:00:00	0:00:00	
<i>Begin Curve</i>	15	450	0.09	0.09	0:00:24	0:00:00	0:00:00	0:00:24	
<i>End Curve</i>	5	200	0.04	0.12	0:00:27	0:00:00	0:00:00	0:00:51	
<i>Begin Curve</i>	20	350	0.07	0.19	0:00:17	0:00:07	0:00:00	0:01:15	Kellogg
<i>End Curve</i>	5	200	0.04	0.23	0:00:27	0:00:00	0:00:00	0:01:42	
	20	750	0.14	0.37	0:00:31	0:00:14	0:00:00	0:01:42	Wall, Wacouta
St. Paul Union Depot - North				0.37			0:00:20	0:02:47	
	25	1,216	0.23	0.60	0:00:41	0:00:21	0:00:00	0:04:09	Sibley St., Jackson St., Roberts St.
4th Street				0.60			0:00:20	0:04:09	
<i>Begin Curve</i>	15	227	0.04	0.64	0:00:14	0:00:07	0:00:00	0:04:30	Minnesota St.
<i>End Curve</i>	5	103	0.02	0.66	0:00:14	0:00:07	0:00:00	0:04:51	Cedar St.
	20	948	0.18	0.84	0:00:38	0:00:14	0:00:00	0:06:03	5th St., 6th St.
6th Avenue				0.84			0:00:20	0:06:03	
	20	1,361	0.26	1.10	0:00:53	0:00:14	0:00:00	0:07:30	7th/8th St., 10th St.
10th Avenue				1.10			0:00:20	0:07:30	
<i>Begin Curve</i>	15	360	0.07	1.17	0:00:20	0:00:07	0:00:00	0:07:57	11th St.
<i>End Curve</i>	5	144	0.03	1.19	0:00:20	0:00:07	0:00:00	0:08:24	12th St.
	20	640	0.12	1.32	0:00:26	0:00:00	0:00:00	0:08:50	
<i>Begin Curve</i>	5	144	0.03	1.34	0:00:20	0:00:07	0:00:00	0:09:17	Roberts St.
<i>End Curve</i>	15	460	0.09	1.43	0:00:25	0:00:07	0:00:00	0:10:09	Columbus St.
Capitol East				1.43			0:00:20	0:10:09	
<i>Begin Curve</i>	20	740	0.14	1.57	0:00:34	0:00:05	0:00:00	0:10:48	Constitution Ave.
<i>End Curve</i>	10	144	0.03	1.60	0:00:10	0:00:05	0:00:00	0:11:03	University Ave.
	35	2,000	0.38	1.98	0:00:48	0:00:15	0:00:00	0:12:21	Cedar St., Park St., Rice St.
Rice Street				1.98			0:00:15	0:12:21	
	35	5,155	0.98	2.95	0:01:52	0:00:14	0:00:00	0:14:42	Marion St., Western Ave
Dale Street				2.95			0:00:15	0:14:42	
	35	5,210	0.99	3.94	0:01:53	0:00:20	0:00:00	0:17:10	Grotto St., Victoria St., Chatsworth St., Lexington Pkwy.
Lexington Parkway				3.94			0:00:15	0:17:10	
	35	5,227	0.99	4.93	0:01:54	0:00:25	0:00:00	0:19:49	Griggs St., Hamline Ave., Pascal St., Snelling Ave.
Snelling Avenue				4.93			0:00:20	0:19:49	
<i>Begin Curve</i>	35	1,887	0.36	5.29	0:00:43	0:00:10	0:00:00	0:20:42	Fry St., Aldline St.
	35	474	0.09		0:00:09	0:00:07			Fairview Ave.

End Curve				5.38			0:00:00	0:20:58	
Fairview Avenue	35	322	0.06	5.44	0:00:12	0:00:00	0:00:15	0:21:25	
Raymond Avenue	35	5,144	0.97	6.41	0:01:52	0:00:20	0:00:15	0:23:52	Prior Ave., Transfer Rd., Vandalia St., Hampden Ave.
Westgate Drive	35	3,381	0.64	7.05	0:01:18	0:00:20	0:00:15	0:25:45	Raymond Ave., Cromwell Ave., Eustis St., Westgate Dr.
Begin Curve	35	2,268	0.43	7.48	0:00:54	0:00:07	0:00:00	0:26:46	Malcom Ave.
End Curve	5	93	0.02	7.50	0:00:13	0:00:07	0:00:00	0:27:06	29th Ave.
29th Avenue	15	247	0.05	7.55	0:00:15	0:00:00	0:00:15	0:27:36	
Begin Curve	5	41	0.01	7.55	0:00:06	0:00:00	0:00:00	0:27:42	
End Curve	15	144	0.03	7.58	0:00:08	0:00:07	0:00:00	0:27:57	Territorial Rd.
Begin Curve	25	289	0.05	7.64	0:00:09	0:00:00	0:00:00	0:28:06	
End Curve	20	124	0.02	7.66	0:00:04	0:00:00	0:00:00	0:28:10	
Begin Curve	35	1,691	0.32	7.98	0:00:34	0:00:00	0:00:00	0:28:44	
End Curve	30	825	0.16	8.14	0:00:19	0:00:00	0:00:00	0:29:03	
Stadium Village	35	691	0.13	8.27	0:00:20	0:00:00	0:00:15	0:29:38	
Begin Curve	10	82	0.02	8.28	0:00:07	0:00:00	0:00:00	0:29:45	
End Curve	25	330	0.06	8.35	0:00:10	0:00:00	0:00:00	0:29:55	
East Bank	50	1,876	0.36	8.70	0:00:38	0:00:00	0:00:15	0:30:48	
Begin Curve	10	93	0.02	8.72	0:00:08	0:00:00	0:00:00	0:30:56	
End Curve	30	247	0.05	8.76	0:00:08	0:00:00	0:00:00	0:31:04	
West Bank	50	2,113	0.40	9.16	0:00:40	0:00:00	0:00:15	0:31:59	
Begin Curve	35	567	0.11	9.27	0:00:17	0:00:00	0:00:00	0:32:16	
End Curve	45	753	0.14	9.41	0:00:12	0:00:00	0:00:00	0:32:28	
Begin Curve	50	907	0.17	9.59	0:00:13	0:00:00	0:00:00	0:32:41	
End Curve	40	412	0.08	9.66	0:00:07	0:00:00	0:00:00	0:32:48	
Begin Curve	40	165	0.03	9.70	0:00:03	0:00:00	0:00:00	0:32:51	
End Curve	30	247	0.05	9.74	0:00:05	0:00:00	0:00:00	0:32:56	
Connect to Hiawatha LRT Line	15	309	0.06	9.80	0:00:14	0:00:00	0:00:00	0:33:10	
Begin Curve	15	41	0.01	9.81	0:00:02	0:00:00	0:00:00	0:33:12	

<i>End Curve</i>	20	349	0.07		0:00:12	0:00:00			
				9.88			0:00:00	0:33:24	
Downtown East / Metrodome	25	410	0.08	9.95	0:00:16	0:00:07	0:00:15	0:34:02	Kirby Puckett Pl.
<i>Begin Curve</i>	10	51	0.01		0:00:05	0:00:00			
				9.96			0:00:00	0:34:07	
<i>End Curve</i>	10	256	0.05		0:00:17	0:00:07			Park Ave.
				10.01			0:00:00	0:34:31	
Government Plaza	15	1,426	0.27	10.28	0:01:08	0:00:30	0:00:20	0:36:29	Portland Ave., 5th Ave. S., 4th Ave. S.
<i>Begin Curve</i>	15	667	0.13		0:00:33	0:00:20			3rd Ave. S., 2nd Ave. S.
				10.41			0:00:00	0:37:22	
<i>End Curve</i>	15	267	0.05		0:00:12	0:00:07			Marquette Ave.
				10.46			0:00:00	0:37:41	
Nicollett Mall	15	308	0.06	10.52	0:00:16	0:00:00	0:00:20	0:38:17	
<i>Begin Curve</i>	5	41	0.01		0:00:06	0:00:00			
				10.52			0:00:00	0:38:23	
<i>End Curve</i>	15	195	0.04		0:00:10	0:00:13			Nicollett Mall
				10.56			0:00:00	0:38:46	
<i>Begin Curve</i>	15	338	0.06		0:00:15	0:00:00			
				10.63			0:00:00	0:39:01	
<i>End Curve</i>	15	103	0.02		0:00:05	0:00:10			Hennepin Ave.
				10.64			0:00:00	0:39:16	
Warehouse District/Hennepin Ave.	15	297	0.06	10.70	0:00:16	0:00:00	0:00:20	0:39:52	
Multimodal Terminal	15	1,802	0.34	11.04	0:01:27	0:00:21	0:00:00	0:41:40	1st Ave., 2nd Ave., 3rd Ave.

TOTAL		56,352	10.67	11.04	0:27:20	0:06:08	0:05:45	0:41:40	
							Avg Speed =	15.90	

CENTRAL CORRIDOR
LRT RUN TIME ESTIMATES
St. Paul Union Depot (South) to Minneapolis Multimodal Station
2nd Street Viaduct Option

Station	Max Spd . (mph)	Distance		Total	Run Time (hr:min:sec)	Delay Time (hr:min:sec)	Dwell Time (hr:min:sec)	Total Time (hr:min:sec)	Signalized Intersections
		Feet	Miles						
St. Paul Union Depot - South				0.00			0:00:00	0:00:00	
Begin Curve	25	1,694	0.32	0.32	0:00:52	0:00:00	0:00:00	0:00:52	
End Curve	10	155	0.03	0.35	0:00:11	0:00:00	0:00:00	0:01:03	
6th Avenue	25	1,475	0.28	0.63	0:00:46	0:00:14	0:00:20	0:02:23	5th St., 6th St.
10th Avenue	20	1,361	0.26	0.89	0:00:53	0:00:14	0:00:20	0:03:50	7th/8th St., 10th St.
Begin Curve	15	360	0.07	0.96	0:00:20	0:00:07	0:00:00	0:04:17	11th St.
End Curve	5	144	0.03	0.98	0:00:20	0:00:07	0:00:00	0:04:44	12th St.
Begin Curve	20	640	0.12	1.10	0:00:26	0:00:00	0:00:00	0:05:10	
End Curve	5	144	0.03	1.13	0:00:20	0:00:07	0:00:00	0:05:37	Roberts St.
Capitol East	15	460	0.09	1.22	0:00:25	0:00:07	0:00:20	0:06:29	Columbus St.
Begin Curve	20	740	0.14	1.36	0:00:34	0:00:05	0:00:00	0:07:08	Constitution Ave.
End Curve	10	144	0.03	1.39	0:00:10	0:00:05	0:00:00	0:07:23	University Ave.
Rice Street	35	2,000	0.38	1.76	0:00:48	0:00:15	0:00:15	0:08:41	Cedar St., Park St., Rice St.
Dale Street	35	5,155	0.98	2.74	0:01:52	0:00:14	0:00:15	0:11:02	Marion St., Western Ave
Lexington Parkway	35	5,210	0.99	3.73	0:01:53	0:00:20	0:00:15	0:13:30	Grotto St., Victoria St., Chatsworth St., Lexington Pkwy.
Snelling Avenue	35	5,227	0.99	4.72	0:01:54	0:00:25	0:00:20	0:16:09	Griggs St., Hamline Ave., Pascal St., Snelling Ave.
Begin Curve	35	1,887	0.36	5.08	0:00:43	0:00:10	0:00:00	0:17:02	Fry St., Aldline St.
End Curve	35	474	0.09	5.16	0:00:09	0:00:07	0:00:00	0:17:18	Fairview Ave.
Fairview Avenue	35	322	0.06	5.23	0:00:12	0:00:00	0:00:15	0:17:45	
Raymond Avenue	35	5,144	0.97	6.20	0:01:52	0:00:20	0:00:15	0:20:12	Prior Ave., Transfer Rd., Vandalia St., Hampden Ave.
Westgate Drive	35	3,381	0.64	6.84	0:01:18	0:00:20	0:00:15	0:22:05	Raymond Ave., Cromwell Ave., Eustis St., Westgate Dr.
Begin Curve	35	2,268	0.43	7.27	0:00:54	0:00:07	0:00:00	0:23:06	Malcom Ave.
End Curve	5	93	0.02	7.29	0:00:13	0:00:07	0:00:00	0:23:26	29th Ave.
	15	247	0.05		0:00:15	0:00:00			

29th Avenue				7.33			0:00:15	0:23:56	
<i>Begin Curve</i>	5	41	0.01	7.34	0:00:06	0:00:00	0:00:00	0:24:02	Territorial Rd.
<i>End Curve</i>	15	144	0.03	7.37	0:00:08	0:00:07	0:00:00	0:24:17	
<i>Begin Curve</i>	25	289	0.05	7.42	0:00:09	0:00:00	0:00:00	0:24:26	
<i>End Curve</i>	20	124	0.02	7.45	0:00:04	0:00:00	0:00:00	0:24:30	
<i>Begin Curve</i>	35	1,691	0.32	7.77	0:00:34	0:00:00	0:00:00	0:25:04	
<i>End Curve</i>	30	825	0.16	7.92	0:00:19	0:00:00	0:00:00	0:25:23	
	35	691	0.13		0:00:20	0:00:00			
Stadium Village				8.05			0:00:15	0:25:58	
<i>Begin Curve</i>	10	82	0.02	8.07	0:00:07	0:00:00	0:00:00	0:26:05	
<i>End Curve</i>	25	330	0.06	8.13	0:00:10	0:00:00	0:00:00	0:26:15	
	50	1,876	0.36		0:00:38	0:00:00			
East Bank				8.49			0:00:15	0:27:08	
<i>Begin Curve</i>	10	93	0.02	8.51	0:00:08	0:00:00	0:00:00	0:27:16	
<i>End Curve</i>	30	247	0.05	8.55	0:00:08	0:00:00	0:00:00	0:27:24	
	50	2,113	0.40		0:00:40	0:00:00			
West Bank				8.95			0:00:15	0:28:19	
<i>Begin Curve</i>	35	567	0.11	9.06	0:00:17	0:00:00	0:00:00	0:28:36	
<i>End Curve</i>	45	753	0.14	9.20	0:00:12	0:00:00	0:00:00	0:28:48	
<i>Begin Curve</i>	50	907	0.17	9.37	0:00:13	0:00:00	0:00:00	0:29:01	
<i>End Curve</i>	40	412	0.08	9.45	0:00:07	0:00:00	0:00:00	0:29:08	
<i>Begin Curve</i>	40	165	0.03	9.48	0:00:03	0:00:00	0:00:00	0:29:11	
<i>End Curve</i>	30	247	0.05	9.53	0:00:05	0:00:00	0:00:00	0:29:16	
	15	309	0.06	9.59	0:00:14	0:00:00	0:00:00	0:29:30	
<i>Connect to Hiawatha LRT Line</i>	15	41	0.01	9.60	0:00:02	0:00:00	0:00:00	0:29:32	
<i>End Curve</i>	20	349	0.07	9.66	0:00:12	0:00:00	0:00:00	0:29:44	
	25	410	0.08		0:00:16	0:00:07			Kirby Puckett Pl.
Downtown East / Metrodome				9.74			0:00:15	0:30:22	
<i>Begin Curve</i>	10	51	0.01	9.75	0:00:05	0:00:00	0:00:00	0:30:27	
<i>End Curve</i>	10	256	0.05	9.80	0:00:17	0:00:07	0:00:00	0:30:51	Park Ave.
	15	1,426	0.27		0:01:08	0:00:30			Portland Ave., 5th Ave. S., 4th Ave. S.
Government Plaza				10.07			0:00:20	0:32:49	
<i>Begin Curve</i>	15	667	0.13	10.20	0:00:33	0:00:20	0:00:00	0:33:42	3rd Ave. S., 2nd Ave. S.

	15	267	0.05		0:00:12	0:00:07			Marquette Ave.
End Curve				10.25			0:00:00	0:34:01	
Nicollet Mall	15	308	0.06	10.30	0:00:16	0:00:00	0:00:20	0:34:37	
	5	41	0.01		0:00:06	0:00:00			
Begin Curve				10.31			0:00:00	0:34:43	
	15	195	0.04		0:00:10	0:00:13			Nicollet Mall
End Curve				10.35			0:00:00	0:35:06	
	15	338	0.06		0:00:15	0:00:00			
Begin Curve				10.41			0:00:00	0:35:21	
	15	103	0.02		0:00:05	0:00:10			Hennepin Ave.
End Curve				10.43			0:00:00	0:35:36	
Warehouse District/Hennepin Ave.	15	297	0.06	10.49	0:00:16	0:00:00	0:00:20	0:36:12	
	15	1,802	0.34		0:01:27	0:00:21			1st Ave., 2nd Ave., 3rd Ave.
Multimodal Terminal				10.83			0:00:00	0:38:00	
TOTAL			57,182	10.83	10.83	0:27:22	0:05:33	0:05:05	0:38:00
							Avg Speed =		17.10

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Memorandum

Date: 12/07/07

To: Denny Probst, DMJM Harris
Chuck Hymes, DMJM Harris

From: Pat Coleman, ACI

Subject: **PRELIMINARY DRAFT** 2030 Central Corridor Results
for the "St Paul Union Depot" Alternatives (Revised)

Distribution: S. Baker, ACI
S. Schwarcz, ACI
S. Neelisetty, ACI
T. Crobons, CTG
J. Baker, CTG

Please find below draft 2030 forecast results for the following Central Corridor alternatives:

- Build "DEIS" LRT alternative with updated running times (same as LRT Build presented in the 10/15/07 memo – with current (35 mph limit) run times)
- Build LRT with "modified DEIS" alignment
- Build LRT using 2nd Street Viaduct alignment into the St. Paul Union Depot (SPUD)
- Build LRT using Wacouta Street alignment
- Build LRT using Broadway Street alignment

The last four alternatives assume a different stopping pattern in downtown St. Paul and the last three alternatives use a modified bus plan to facilitate transfers at SPUD as developed by Metro Transit. This plan, which reroutes the 16, 21, 53, 54, 63, and 94, raises a couple of issues from a New Starts modeling perspective:

- Routes 21, 53, 54, and 63 were not part of the original corridor validation (for bus running times). For the purposes of this exercise the times on routes 21, 54, and 63 were adjusted to match scheduled run times in downtown St. Paul. Route 53 does not serve downtown St. Paul in the networks currently in use.
- Since these route modifications are not assumed to be part of the Equilibrated "DEIS" Baseline alternative disbenefits arise from the bus route changes.

Given that FTA has only seen the "DEIS" Baseline and the uncertainty on whether these bus route changes are "part of the project" the Build alternatives should probably be evaluated against both the "DEIS" Baseline and a "alternative specific" Baseline that attempts to address the same markets as each Build alternative. If any of these Build/Baseline combinations (in addition to the "DEIS" pair) advance FTA will have to review both.

The new "draft" Baselines are:

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- Modified DEIS Baseline: same as regular "DEIS" Baseline except Route 50 limited stop has same stops as Modified DEIS LRT in downtown St. Paul. Also, transfer opportunities with buses on 5th Street, 6th Street, Cedar Street, and Minnesota streets have been enhanced to account for the "mid block" station site at 4th Street.
- "Wacouta/Broadway" SPUD Baseline: same bus route changes as SPUD builds but with 16,50,94 Baseline service
- 2nd Street Viaduct SPUD Baseline: Same as "Wacouta/Broadway" SPUD Baseline but no stops at 4th/Sibley

The results are summarized in the following manner:

- **Current and Future Service Plans.** The headways for the corridor routes for each alternative are presented as Exhibit 1. The alternatives include year 2000, and 2030 No Build, Equilibrated Baselines, and each 2030 Build LRT alternative. The Equilibrated Baseline alternative assumes a shorter peak headway of 6 minutes to account for peak loads on the Route 50 service. Documented elsewhere, 6 minutes is the minimum practical headway for bus service in the Central Corridor. The modeled (and 2000 scheduled) running times for each route are summarized in Exhibit 2. An "E" in the route description indicates eastbound service and a "W" indicates westbound service.
- **Existing and Future Route Boardings.** Exhibit 3 shows average weekday boardings for year 2000 (observed and modeled) and for the 2030 No Build, Equilibrated Baselines, and Build LRT alternatives.
- **LRT Boardings by direction.** Average weekday boardings by direction for the LRT Build alternatives are summarized in Exhibit 4. "Eastbound" indicates trips to and from the direction of the St. Paul CBD while "Westbound" indicates trips to and from the direction of the Minneapolis CBD.
- **Benefits/Distribution of Benefits in the Corridor.** Exhibit 5 summarizes the 2030 average weekday benefits of the LRT line over the Equilibrated "DEIS" and "alternative specific" Baselines in the corridor. Change in corridor boardings, new riders, user benefits, and user benefits per rider are presented.

These draft results are considered provisional because they have not undergone internal and participating agency QA/QC.

* * * * *

Please feel free to call or email with questions or comments.

Exhibit 1. Alternative Service Plan Headways (Minutes)

	2000	2030			
		No Build	Baseline	Equilibrated Baselines	Build LRT's
16 PEAK	10	10	20	20	20
16 OFF-PEAK	10	10	30	30	30
21 PEAK	10	10	10	10	10
21 OFF-PEAK	15	15	15	15	15
50 PEAK	30	30	7.5	6	n/a
50 OFF-PEAK	60	60	10	10	n/a
94B PEAK	20	30	30	30	30
94B OFF-PEAK	30	n/a	n/a	n/a	n/a
94C PEAK	n/a	30	30	30	30
94C OFF-PEAK	30	n/a	n/a	n/a	n/a
94D PEAK	20	20	20	20	20
94D OFF-PEAK	n/a	30	30	30	30
LRT PEAK	n/a	n/a	n/a	n/a	7.5
LRT OFF-PEAK	n/a	n/a	n/a	n/a	10

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Exhibit 2. Alternative Running Times (Minutes)

	2000		2030									
	Schedule	Modeled	No Build	Baseline "DEIS"	Baseline "Modified DEIS"	Baseline "2nd St Viaduct"	Baseline "Broadway/ Wacouta"	Build LRT "DEIS"	Build LRT "Modified DEIS"	Build LRT "2nd St Viaduct"	Build LRT "Wacouta Street"	Build LRT "Broadway"
Route												
Peak												
16E	50	50.1	50.9	50.9	50.9	52.3	52.3	50.9	50.9	52.3	52.3	52.3
16W	50	50.1	50.7	50.7	50.7	52.8	52.8	50.7	50.7	52.8	52.8	52.8
21E	64	56.5	56.4	56.4	56.4	57.4	57.4	56.4	56.4	57.4	57.4	57.4
21W	65	56.6	56.5	56.5	56.5	59.1	59.1	56.5	56.5	59.1	59.1	59.1
50E	40	40.1	40.3	47.6	47.5	46.9	47.3	n/a	n/a	n/a	n/a	n/a
50W	43	43.2	43.4	50.5	50.4	49.7	50.1	n/a	n/a	n/a	n/a	n/a
94BE	40	39.1	37.7	37.7	37.7	35.1	35.1	37.7	37.7	35.1	35.1	35.1
94BW	41	41.2	39.5	39.5	39.5	36.9	36.9	39.5	39.5	36.9	36.9	36.9
94CE	n/a	n/a	27.6	27.6	27.6	29.6	29.6	27.6	27.6	29.6	29.6	29.6
94CW	n/a	n/a	30.6	30.6	30.6	32.5	32.5	30.6	30.6	32.5	32.5	32.5
94DE	32	33.2	31.7	31.7	31.7	28.9	28.9	31.7	31.7	28.9	28.9	28.9
94DW	36	36	34.4	34.4	34.4	31.7	31.7	34.4	34.4	31.7	31.7	31.7
LRT	n/a	n/a	n/a	n/a	n/a	n/a	n/a	38.9	38.4	38.0	40.9	41.7
Off-Peak												
16E	61	61.1	61.5	61.5	61.5	63.3	63.3	61.5	61.5	63.3	63.3	63.3
16W	60	59.8	60.1	60.1	60.1	62.6	62.6	60.1	60.1	62.6	62.6	62.6
21E	60	56.5	56.4	56.4	56.4	57.4	57.4	56.4	56.4	57.4	57.4	57.4
21W	64	56.6	56.5	56.5	56.5	59.1	59.1	56.5	56.5	59.1	59.1	59.1
50E	41	40.9	41.1	42.8	42.7	42.1	42.4	n/a	n/a	n/a	n/a	n/a
50W	45	44.8	45	47.4	47.3	46.7	47.1	n/a	n/a	n/a	n/a	n/a
94BE	31	32.5	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
94BW	32	33.9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
94CE	27	25	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
94CW	28	27.1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
94DE	n/a	n/a	26.4	26.4	26.4	24.1	24.1	26.4	26.4	24.1	24.1	24.1
94DW	n/a	n/a	28.3	28.3	28.3	26.2	26.2	28.3	28.3	26.2	26.2	26.2
LRT	n/a	n/a	n/a	n/a	n/a	n/a	n/a	38.9	38.4	38.0	40.9	41.7

Exhibit 3. Average Weekday Boardings in Corridor

	2000		2030									
	Observed	Modeled	No Build	Equilibrated Baseline ("DEIS")	Equilibrated Baseline ("Modified DEIS")	Equilibrated Baseline ("2nd Street Viaduct")	Equilibrated Baseline ("Broadway/ Wacouta")	Build LRT "DEIS"	Build LRT "Modified DEIS"	Build LRT "2nd St Viaduct"	Build LRT "Wacouta Street"	Build LRT "Broadway"
16	15,920	21,800	30,110	3,520	3,770	3,770	3,650	4,430	4,400	4,550	4,520	4,530
21	16,940	7,760	13,820	13,660	13,710	13,500	13,400	13,460	13,480	13,280	13,220	13,220
50	3,310	440	930	34,120	33,560	33,460	34,040	0	0	0	0	0
94B	4,450	3,250	620	820	1,610	820	820	460	460	460	450	450
94C		1,210	550	560	1,460	580	570	440	450	450	450	450
94D		4,940	7,760	7,210	5,760	7,050	6,900	2,680	3,510	2,860	2,310	2,320
LRT	0	0	0	0	0	0	0	43,940	42,950	43,160	44,110	44,090
Total	40,620	39,400	53,790	59,890	59,870	59,180	59,380	65,410	65,250	64,760	65,060	65,060

Exhibit 4a. 2030 Average Weekday Boardings by Direction ("DEIS" Build LRT)

Station Name	East Bound (Toward St. Paul)			West Bound (Toward Minneapolis)			Both Directions		
	Peak	Off-Peak	Total	Peak	Off-Peak	Total	Peak	Off-Peak	Total
Multimodal Terminal	400	230	630	230	60	290	630	290	920
Warehouse District/Hennepin Ave.	1,430	690	2,120	960	560	1,520	2,400	1,250	3,650
Nicollet Mall	2,840	690	3,530	2,280	1,540	3,820	5,120	2,230	7,350
Government Plaza	500	210	710	40	60	100	540	270	810
Downtown East / Metrodome	1,800	810	2,610	1,180	700	1,880	2,980	1,500	4,480
West Bank	700	160	860	310	180	490	1,010	340	1,350
East Bank	2,670	1,220	3,890	1,330	1,340	2,670	4,000	2,550	6,550
Stadium Village	270	100	370	160	150	310	430	250	680
29th Avenue	280	90	370	380	190	570	660	280	940
Westgate Drive	350	110	460	410	290	700	750	400	1,150
Raymond Avenue	450	110	560	410	320	730	860	430	1,290
Fairview Avenue	650	170	820	790	460	1,250	1,440	630	2,070
Snelling Avenue	420	270	690	950	1,210	2,160	1,370	1,470	2,840
Lexington Parkway	130	110	240	500	330	830	630	440	1,070
Dale Street	90	80	170	360	220	580	450	300	750
Rice Street	190	50	240	700	390	1,090	880	440	1,320
Capitol East	300	140	440	20	10	30	320	140	460
10th Street	200	110	310	130	60	190	330	170	500
6th Street	820	440	1,260	1,020	690	1,710	1,840	1,130	2,970
4th Street	520	230	750	990	370	1,360	1,510	600	2,110
St. Paul Union Depot	140	90	230	330	120	450	470	210	680
Total	15,150	6,110	21,260	13,480	9,250	22,730	28,620	15,320	43,940

Exhibit 4b. 2030 Average Weekday Boardings by Direction ("Modified DEIS" Build LRT)

Station Name	East Bound (Toward St. Paul)			West Bound (Toward Minneapolis)			Both Directions		
	Peak	Off-Peak	Total	Peak	Off-Peak	Total	Peak	Off-Peak	Total
Multimodal Terminal	400	230	630	230	60	290	620	290	910
Warehouse District/Hennepin Ave.	1,400	690	2,090	930	550	1,480	2,330	1,240	3,570
Nicollet Mall	2,700	680	3,380	2,250	1,530	3,780	4,940	2,220	7,160
Government Plaza	490	210	700	30	50	80	520	270	790
Downtown East / Metrodome	1,790	800	2,590	1,140	700	1,840	2,930	1,500	4,430
West Bank	690	160	850	310	180	490	1,000	340	1,340
East Bank	2,670	1,220	3,890	1,330	1,340	2,670	4,000	2,560	6,560
Stadium Village	270	100	370	160	150	310	430	250	680
29th Avenue	280	90	370	380	190	570	660	280	940
Westgate Drive	350	110	460	400	290	690	750	400	1,150
Raymond Avenue	450	110	560	410	320	730	860	430	1,290
Fairview Avenue	650	170	820	790	460	1,250	1,440	630	2,070
Snelling Avenue	380	230	610	950	1,210	2,160	1,330	1,440	2,770
Lexington Parkway	100	110	210	560	380	940	670	490	1,160
Dale Street	70	80	150	360	210	570	430	290	720
Rice Street	190	50	240	740	400	1,140	930	450	1,380
Capitol East	300	130	430	20	10	30	320	140	460
10th Street	880	510	1,390	710	470	1,180	1,590	980	2,570
4th Street	170	110	280	800	290	1,090	970	400	1,370
St. Paul Union Depot	330	200	530	700	410	1,110	1,030	600	1,630
Total	14,560	5,990	20,550	13,200	9,200	22,400	27,750	15,200	42,950

Exhibit 4c. 2030 Average Weekday Boardings by Direction ("2nd Street Viaduct" Build LRT)

Station Name	East Bound (Toward St. Paul)			West Bound (Toward Minneapolis)			Both Directions		
	Peak	Off-Peak	Total	Peak	Off-Peak	Total	Peak	Off-Peak	Total
Multimodal Terminal	400	230	630	220	60	280	630	280	910
Warehouse District/Hennepin Ave.	1,400	690	2,090	950	550	1,500	2,350	1,240	3,590
Nicollet Mall	2,760	690	3,450	2,210	1,540	3,750	4,970	2,220	7,190
Government Plaza	500	210	710	30	50	80	530	270	800
Downtown East / Metrodome	1,790	800	2,590	1,150	690	1,840	2,930	1,490	4,420
West Bank	700	160	860	300	180	480	1,000	330	1,330
East Bank	2,680	1,220	3,900	1,310	1,330	2,640	3,990	2,550	6,540
Stadium Village	270	100	370	150	150	300	420	250	670
29th Avenue	280	90	370	380	190	570	660	280	940
Westgate Drive	350	110	460	400	290	690	750	400	1,150
Raymond Avenue	450	110	560	410	320	730	860	430	1,290
Fairview Avenue	650	170	820	790	460	1,250	1,430	630	2,060
Snelling Avenue	390	260	650	950	1,200	2,150	1,340	1,460	2,800
Lexington Parkway	120	110	230	490	330	820	610	440	1,050
Dale Street	80	80	160	350	210	560	430	290	720
Rice Street	190	50	240	860	400	1,260	1,050	450	1,500
Capitol East	300	140	440	40	10	50	340	150	490
10th Street	220	120	340	280	160	440	500	280	780
6th Street	1,040	590	1,630	1,390	680	2,070	2,420	1,270	3,690
St. Paul Union Depot (South)	250	140	390	490	360	850	740	500	1,240
Total	14,820	6,070	20,890	13,150	9,160	22,310	27,950	15,210	43,160

Exhibit 4d. 2030 Average Weekday Boardings by Direction ("Wacouta Street" Build LRT)

	East Bound (Toward St. Paul)			West Bound (Toward Minneapolis)			Both Directions		
Station Name	Peak	Off-Peak	Total	Peak	Off-Peak	Total	Peak	Off-Peak	Total
Multimodal Terminal	410	230	640	230	60	290	630	290	920
Warehouse District/Hennepin Ave.	1,440	700	2,140	970	560	1,530	2,410	1,250	3,660
Nicollet Mall	2,850	700	3,550	2,280	1,540	3,820	5,130	2,240	7,370
Government Plaza	500	210	710	40	50	90	540	270	810
Downtown East / Metrodome	1,810	810	2,620	1,190	700	1,890	3,000	1,510	4,510
West Bank	700	160	860	310	180	490	1,010	340	1,350
East Bank	2,670	1,220	3,890	1,320	1,330	2,650	4,000	2,550	6,550
Stadium Village	280	100	380	150	150	300	430	250	680
29th Avenue	280	90	370	380	190	570	660	280	940
Westgate Drive	350	110	460	400	290	690	750	400	1,150
Raymond Avenue	450	110	560	410	320	730	860	430	1,290
Fairview Avenue	650	180	830	790	460	1,250	1,440	630	2,070
Snelling Avenue	430	260	690	960	1,210	2,170	1,390	1,470	2,860
Lexington Parkway	130	110	240	500	330	830	630	440	1,070
Dale Street	90	80	170	350	220	570	440	300	740
Rice Street	190	60	250	690	390	1,080	880	440	1,320
Capitol East	300	140	440	20	10	30	320	140	460
10th Street	200	110	310	140	60	200	340	170	510
6th Street	830	440	1,270	940	490	1,430	1,770	940	2,710
4th Street	330	180	510	980	340	1,320	1,300	520	1,820
4th/Sibley	380	150	530	170	130	300	550	280	830
St. Paul Union Depot (South)	20	10	30	250	200	450	270	220	490
Total	15,290	6,160	21,450	13,470	9,210	22,680	28,750	15,360	44,110

Exhibit 4e. 2030 Average Weekday Boardings by Direction ("Broadway" Build LRT)

Station Name	East Bound (Toward St. Paul)			West Bound (Toward Minneapolis)			Both Directions		
	Peak	Off-Peak	Total	Peak	Off-Peak	Total	Peak	Off-Peak	Total
Multimodal Terminal	410	230	640	230	60	290	630	290	920
Warehouse District/Hennepin Ave.	1,440	700	2,140	970	560	1,530	2,410	1,250	3,660
Nicollet Mall	2,850	700	3,550	2,280	1,540	3,820	5,130	2,240	7,370
Government Plaza	500	210	710	40	50	90	540	270	810
Downtown East / Metrodome	1,810	810	2,620	1,190	700	1,890	3,000	1,510	4,510
West Bank	700	160	860	310	180	490	1,010	340	1,350
East Bank	2,670	1,220	3,890	1,320	1,330	2,650	3,990	2,550	6,540
Stadium Village	280	100	380	150	150	300	430	250	680
29th Avenue	280	90	370	380	190	570	660	280	940
Westgate Drive	350	110	460	400	290	690	750	400	1,150
Raymond Avenue	450	110	560	410	320	730	860	430	1,290
Fairview Avenue	650	180	830	790	460	1,250	1,440	630	2,070
Snelling Avenue	430	260	690	960	1,210	2,170	1,390	1,470	2,860
Lexington Parkway	130	110	240	500	330	830	630	440	1,070
Dale Street	90	80	170	350	220	570	440	300	740
Rice Street	190	60	250	690	390	1,080	880	440	1,320
Capitol East	300	140	440	20	10	30	320	140	460
10th Street	200	110	310	140	60	200	340	170	510
6th Street	830	440	1,270	980	500	1,480	1,810	940	2,750
4th Street	330	180	510	980	340	1,320	1,310	530	1,840
4th/Sibley	380	150	530	170	130	300	550	280	830
St. Paul Union Depot (South)	20	10	30	190	200	390	210	210	420
Total	15,290	6,160	21,450	13,450	9,220	22,670	28,730	15,360	44,090

Exhibit 5a. 2030 Average Weekday Benefits in Corridor (compared to "DEIS" Baseline)

	Build LRT "DEIS" vs. Equilibrated "DEIS" Baseline	Build LRT "Modified DEIS" vs. Equilibrated "DEIS" Baseline	Build LRT "2nd St Viaduct" vs. Equilibrated "DEIS" Baseline	Build LRT "Wacouta St" vs. Equilibrated "DEIS" Baseline	Build LRT "Broadway" vs. Equilibrated "DEIS" Baseline
Change in Corridor Boardings	5,520	5,360	4,870	5,170	5,170
Change in Transit Linked Trips (New Riders)	6,210	6,080	5,900	6,030	6,020
User Benefits (hours)	7,976	8,090	7,617	7,768	7,756
User Benefits per rider (minutes)	10.9	11.3	10.6	10.6	10.6

Exhibit 5b. 2030 Average Weekday Benefits in Corridor (compared to Alternative Baselines)

	Build LRT "DEIS" vs. Equilibrated "DEIS" Baseline	Build LRT "Modified DEIS" vs. Equilibrated "Modified DEIS" Baseline	Build LRT "2nd St Viaduct" vs. Equilibrated "2nd Street Viaduct" Baseline	Build LRT "Wacouta St" vs. Equilibrated "Broadway/Wacout a" Baseline	Build LRT "Broadway" vs. Equilibrated "Broadway/Wacout a" Baseline
Change in Corridor Boardings	5,520	5,380	5,580	5,680	5,680
Change in Transit Linked Trips (New Riders)	6,210	6,190	6,200	6,230	6,220
User Benefits (hours)	7,976	8,068	7,963	7,988	7,986
User Benefits per rider (minutes)	10.9	11.3	11.1	10.9	10.9

Central Corridor

Changes in CEI circa 10/07
All figures are in 2007 dollars

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2007 \$		Original DEIS	Alternative 1 St. Paul Modified DEIS	Alternative 2 SPUD - 2nd St. Viaduct	Alternative 3 SPUD - Wacouta	Alternative 4 SPUD - Broadway
Annualized Capital Cost	Original DEIS Baseline	\$ 4,740,735	\$ 4,740,735	\$ 4,740,735	\$ 4,740,735	\$ 4,740,735
	Modified Baseline	\$ 4,740,735	\$ 4,740,735	\$ 4,892,347	\$ 4,892,347	\$ 4,892,347
	Build	\$ 72,414,241	\$ 72,235,922	\$ 76,491,581	\$ 74,679,066	\$ 75,406,638
Annual Operating and Maintenance Cost	Original DEIS Baseline	\$ 52,998,211	\$ 52,998,211	\$ 52,998,211	\$ 52,998,211	\$ 52,998,211
	Modified Baseline	\$ 52,998,211	\$ 52,998,220	\$ 53,631,830	\$ 53,631,830	\$ 53,631,830
	Build	\$ 54,098,594	\$ 54,022,610	\$ 54,777,640	\$ 54,904,600	\$ 55,186,260
Total Annualized Cost	Original DEIS Baseline	\$ 57,738,946	\$ 57,738,946	\$ 57,738,946	\$ 57,738,946	\$ 57,738,946
	Modified Baseline	\$ 57,738,946	\$ 57,738,955	\$ 58,524,177	\$ 58,524,177	\$ 58,524,177
	Build	\$ 126,512,835	\$ 126,258,532	\$ 131,269,221	\$ 129,583,666	\$ 130,592,898
Total Annualized Cost	Build Net of Baseline	\$ 68,773,889	\$ 68,519,586	\$ 73,530,275	\$ 71,844,720	\$ 72,853,952
	Build Net of Modified Baseline	\$ 68,773,889	\$ 68,519,577	\$ 72,745,044	\$ 71,059,489	\$ 72,068,721

Annualization Factor		331			319		
Weekday User Benefits (expenditure savings in hours)	Capital Cost Estimate	Annual User Benefits	CEI (\$ per hr)	Net Change vs. DEIS Build	Annual User Benefits	CEI (\$ per hr)	Net Change vs. DEIS Build
vs. DEIS Baseline							
7976	DEIS Build	2,640,056	\$ 26.05		2,544,344	\$ 27.03	
8090	St. Paul Modified DEIS	2,677,790	\$ 25.59	\$ (0.46)	2,580,710	\$ 26.55	\$ (0.48)
7617	SPUD - 2nd St. Viaduct	2,521,227	\$ 29.16	\$ 3.11	2,429,823	\$ 30.26	\$ 3.23
7768	SPUD - Wacouta	2,571,208	\$ 27.94	\$ 1.89	2,477,992	\$ 28.99	\$ 1.96
7756	SPUD - Broadway	2,567,236	\$ 28.38	\$ 2.33	2,474,164	\$ 29.45	\$ 2.42
vs. Modified Baseline							
8068	St. Paul Modified DEIS	2,670,508	\$ 25.66	\$ (0.39)	2,573,692	\$ 26.62	\$ (0.41)
7963	SPUD - 2nd St. Viaduct	2,635,753	\$ 27.60	\$ 1.55	2,540,197	\$ 28.64	\$ 1.61
7988	SPUD - Wacouta	2,644,028	\$ 26.88	\$ 0.83	2,548,172	\$ 27.89	\$ 0.86
7986	SPUD - Broadway	2,643,366	\$ 27.26	\$ 1.21	2,547,534	\$ 28.29	\$ 1.26

For a medium rating the CEI must be below \$23.99

Notes:

- 1- We have used annualized baseline capital costs from the 2006 submission without access to the source data
- 2- We added 2 buses to the baseline for Alternatives 2 thru 4
- 3- Based on the DEIS cost of \$10.6 million in 2002 for 23 buses, assuming an inflation factor of 3.5% the cost per bus was calculated to be \$602,105, with an annualized cost of \$75,806

LPA & LPA OPTION	Cedar	Corner	4th Street	4th Street	NOTES
Utility	7th to 4th	Cedar to 4th	Cedar to Sibley	Sibley to Wacouta	
District Energy CHWP	dual 16" 7th to 5th, dual 24" 5th to 4th	None	None between Cedar and Robert. Dual 12" from Robert to Jackson. Dual 16" between Jackson and Sibley starting midblock.	None	
District Energy HWP	12" and 18" cross Cedar at 7th, 5" and 9" cross Cedar at 6th, 5" and 9" cross Cedar at 5th	3" and 6" from Minnesota at midblock between 5th and 4th west to center of block bound by 5th, 4th, Cedar, and Minnesota	20" and 25" Cedar to Robert. 16" and 22" Robert to midblock east of Jackson. 12" and 18" through Sibley	12" and 18" Sibley through Wacouta	
St. Paul Water	12" water west of center 7th to 4th. 16" west on 7th, 12" east on 7th. 8" west on 6th, 6" east on 6th. 12" east and west at 5th.	None	Dual water main. 12" and 30" Cedar to MN. 6" and 30" Mn to Robert. 16" and 30" Robert to Sibley. 12" n/s crossing at Cedar, 12" to 6" crossing at MN, 16" crossing at Robert, 12" crossing at Jackson, 6" crossing at Sibley	Dual Water main. 6" and 30"	
St. Paul Sewer	24" rcp 7th to 5th into 30" brick at 5th into 3' x 6" sandrock tunnel midblock between 5th and 4th. Approx 20 feet to invert at 7th and 40' at 4th. 21", 36", and 48" storm between 6th and 5th	None	12" concrete cedar to MN 13' to 15' deep, 12" DIP MN to Robert, 3' x 5' Storm with 15" San inside MN to Robert, 24" RCP Robert to Jackson, 21" x 28" conc pipe Jackson to Sibley. 4' x 2'-6" crossing at MN, 3'-6" x 2'-4" crossing at Robert, 3' x 2' crossing at Jackson,	21" x 28" conc pipe 14' - 15' deep.	Note: there is additional storm sewer in these areas.
Xcel	7th to 6th duct bank east and west side, 6th to 5th duct bank east, center and west, 5th to 4th duct bank center and east.	Duct bank north from 4th at midblock between Cedar and MN to center of block bound by 5th, 4th, Cedar, and Mn	Duct bank north and south side	Duct bank north and south side	
Qwest	Duct bank east and west side. Duct crossing at 7th, 6th, and 5th.	Duct from Minnesota at midblock between 5th and 4th west to center of block bound by 5th, 4th, Cedar, and Minnesota	n/s crossing at MN, Robert, Jackson, and Sibley. Duct south side of 4th from Robert to Sibley	n/s crossing at Wacouta	
Comcast	Cross e/w duct in intersection of 7th and 4th, cross e/w duct midblock between 6th and 5th, cross e/w duct midblock between 5th and 4th	Building interconnect?	Cross n/s duct at Jackson - duct at east side of Jackson. Duct from Jackson to Sibley on south side of 4th. Cross n/s duct at Sibley.	Cross n/s duct at Sibley. Duct from Sibley to Wacouta on south side of 4th.	
AT & T	Cross e/w duct at 5th				
AT & T Local Services					Note: At & T Local Services are in the area, but reside in other utility owners infrastructure. This is being verified.
MCI	Cross e/w duct at 7th, 6th, 5th and 4th.	Building interconnect?	Yes	Yes	
Areaways	West side between 7th and 6th, east and west side between 5th and 4th,	East side of cedar and north side of 4th	North and south side all blocks.	None	

WACOUTA MID-BLOCK	Cedar	Corner	4th Street	4th Street	Wacouta	NOTES
Utility	7th to 4th	Cedar to 4th	Cedar to Sibley	Sibley to Wacouta	4th to South	
District Energy CHWP	dual 16" 7th to 5th, dual 24" 5th to 4th	None	None between Cedar and Robert. Dual 12" from Robert to Jackson. Dual 16" between Jackson and Sibley starting midblock.	None	None	
District Energy HWP	12" and 18" cross Cedar at 7th, 5" and 9" cross Cedar at 6th, 5" and 9" cross Cedar at 5th	3" and 6" from Minnesota at midblock between 5th and 4th west to center of block bound by 5th, 4th, Cedar, and Minnesota	20" and 25" Cedar to Robert. 16" and 22" Robert to midblock east of Jackson. 12" and 18" through Sibley	12" and 18" Sibley through Wacouta	None	
St. Paul Water	12" water west of center 7th to 4th. 16" west on 7th, 12" east on 7th. 8" west on 6th, 6" east on 6th. 12" east and west at 5th.	None	Dual water main. 12" and 30" Cedar to MN. 6" and 30" Mn to Robert. 16" and 30" Robert to Sibley. 12" n/s crossing at Cedar, 12" to 6" crossing at MN, 16" crossing at Robert, 12" crossing at Jackson, 6" crossing at Sibley	Dual Water main. 6" and 30"	12" water main	
St. Paul Sewer	24" rcp 7th to 5th into 30" brick at 5th into 3' x 6" sandrock tunnel midblock between 5th and 4th. Approx 20 feet to invert at 7th and 40' at 4th. 21", 36", and 48" storm between 6th and 5th	None	12" concrete cedar to MN 13' to 15' deep, 12" DIP MN to Robert, 3' x 5' Storm with 15" San inside MN to Robert, 24" RCP Robert to Jackson, 21" x 28" conc pipe Jackson to Sibley. 4' x 2'-6" crossing at MN, 3'-6" x 2'-4" crossing at Robert, 3' x 2' crossing at Jackson,	21" x 28" conc pipe 14' - 15' deep.	18"?	Note: there is additional storm sewer in these areas.
Xcel	7th to 6th duct bank east and west side, 6th to 5th duct bank east, center and west, 5th to 4th duct bank center and east.	Duct bank north from 4th at midblock between Cedar and MN to center of block bound by 5th, 4th, Cedar, and Mn	Duct bank north and south side	Duct bank north and south side	Duct bank center	
Qwest	Duct bank east and west side. Duct crossing at 7th, 6th, and 5th.	Duct from Minnesota at midblock between 5th and 4th west to center of block bound by 5th, 4th, Cedar, and Minnesota	n/s crossing at MN, Robert, Jackson, and Sibley. Duct south side of 4th from Robert to Sibley	n/s crossing at Wacouta	Duct on west side of Wacouta. Midblock crossing.	
Comcast	Cross e/w duct in intersection of 7th and 4th, cross e/w duct midblock between 6th and 5th, cross e/w duct midblock between 5th and 4th	Building interconnect?	Cross n/s duct at Jackson - duct at east side of Jackson. Duct from Jackson to Sibley on south side of 4th. Cross n/s duct at Sibley.	Cross n/s duct at Sibley. Duct from Sibley to Wacouta on south side of 4th.	Duct from 4th to midblock on west side. Duct from midblock to Kellogg on east side.	
AT & T	Cross e/w duct at 5th					
AT & T Local Services						Note: At & T Local Services are in the area, but reside in other utility owners infrastructure. This is being verified.
MCI	Cross e/w duct at 7th, 6th, 5th and 4th.	Building interconnect?	Yes	Yes	Yes	
Areaways	West side between 7th and 6th, east and west side between 5th and 4th.	East side of cedar and north side of 4th	North and south side all blocks.	None	None	

BROADWAY	Cedar	Corner	4th Street	4th Street	4th Street	Broadway	NOTES
Utility	7th to 4th	Cedar to 4th	Cedar to Sibley	Sibley to Wacouta	Wacouta to Broadway	4th to South	
District Energy CHWP	dual 16" 7th to 5th, dual 24" 5th to 4th	None	None between Cedar and Robert. Dual 12" from Robert to Jackson. Dual 16" between Jackson and Sibley starting midblock.	None	Dual 16" north and south across Wall	None	
District Energy HWP	12" and 18" cross Cedar at 7th, 5" and 9" cross Cedar at 6th, 5" and 9" cross Cedar at 5th	3" and 6" from Minnesota at midblock between 5th and 4th west to center of block bound by 5th, 4th, Cedar, and Minnesota	20" and 25" Cedar to Robert. 16" and 22" Robert to midblock east of Jackson. 12" and 18" through Sibley	12" and 18" Sibley through Wacouta	10" and 16" Wacouta through Wall to just west of Broadway. 6" and 10" across Broadway	6" and 10" south on Broadway in West sidewalk. 6" and 10" north on Broadway in east sidewalk	
St. Paul Water	12" water west of center 7th to 4th. 16" west on 7th, 12" east on 7th. 8" west on 6th, 6" east on 6th. 12" east and west at 5th.	None	Dual water main. 12" and 30" Cedar to MN. 6" and 30" Mn to Robert. 16" and 30" Robert to Sibley. 12" n/s crossing at Cedar, 12" to 6" crossing at MN, 16" crossing at Robert, 12" crossing at Jackson, 6" crossing at Sibley	Dual Water main. 6" and 30"	Dual water main 6" and 30"? Dual water main crossing 6" and 20" at Wall. Dual crossing 6"? and 20" at Broadway.	16" south to Kellogg	
St. Paul Sewer	24" rcp 7th to 5th into 30" brick at 5th into 3' x 6" sandrock tunnel midblock between 5th and 4th. Approx 20 feet to invert at 7th and 40' at 4th. 21", 36", and 48" storm between 6th and 5th	None	12" concrete cedar to MN 13' to 15' deep, 12" DIP MN to Robert, 3' x 5' Storm with 15" San inside MN to Robert, 24" RCP Robert to Jackson, 21" x 28" conc pipe Jackson to Sibley. 4' x 2'-6" crossing at MN, 3'-6" x 2'-4" crossing at Robert, 3' x 2' crossing at Jackson,	21" x 28" conc pipe 14' - 15' deep.	21" x 28" conc pipe - 13' - 14' deep.	12", 66", and 5'	Note: there is additional storm sewer in these areas.
Xcel	7th to 6th duct bank east and west side, 6th to 5th duct bank east, center and west, 5th to 4th duct bank center and east.	Duct bank north from 4th at midblock between Cedar and MN to center of block bound by 5th, 4th, Cedar, and Mn	Duct bank north and south side	Duct bank north and south side	Duct bank north and south side	Duct bank east and west.	
Qwest	Duct bank east and west side. Duct crossing at 7th, 6th, and 5th.	Duct from Minnesota at midblock between 5th and 4th west to center of block bound by 5th, 4th, Cedar, and Minnesota	n/s crossing at MN, Robert, Jackson, and Sibley. Duct south side of 4th from Robert to Sibley	n/s crossing at Wacouta	None	Duct east side. Several midblock crossings	
Comcast	Cross e/w duct in intersection of 7th and 4th, cross e/w duct midblock between 6th and 5th, cross e/w duct midblock between 5th and 4th	Building interconnect?	Cross n/s duct at Jackson - duct at east side of Jackson. Duct from Jackson to Sibley on south side of 4th. Cross n/s duct at Sibley.	Cross n/s duct at Sibley. Duct from Sibley to Wacouta on south side of 4th.	Cross n/s duct at Wall.	None	
AT & T	Cross e/w duct at 5th						
AT & T Local Services							Note: At & T Local Services are in the area, but reside in other utility owners infrastructure. This is being verified.
MCI	Cross e/w duct at 7th, 6th, 5th and 4th.	Building interconnect?	Yes	Yes	Yes	Yes	
Areaways	West side between 7th and 6th, east and west side between 5th and 4th.	East side of cedar and north side of 4th	North and south side all blocks.	None	North and south side between Wacouta and wall.	None	

2ND STREET	Cedar	Cedar	NOTES
Utility	7th to 4th	4th to Viaduct	
District Energy CHWP	dual 16" 7th to 5th, dual 24" 5th to 4th	Dual 10" from 4th to Kellog. East on Kellog at north lane to midblock	
District Energy HWP	12" and 18" cross Cedar at 7th, 5" and 9" cross Cedar at 6th, 5" and 9" cross Cedar at 5th	5" and 9" from 4th south to midblock in western lane. Cross to east sidewalk at midblock. 4" and 8" south in east sidewalk to Kellog. East on Kellog in north sidewalk	
St. Paul Water	12" water west of center 7th to 4th. 16" west on 7th, 12" east on 7th. 8" west on 6th, 6" east on 6th. 12" east and west at 5th.	12" crossing Cedar at Kellog. 12" 4th to Kellog western lane	
St. Paul Sewer	24" rcp 7th to 5th into 30" brick at 5th into 3' x 6" sandrock tunnel midblock between 5th and 4th. Approx 20 feet to invert at 7th and 40' at 4th. 21", 36", and 48" storm between 6th and 5th	Sandrock tunnel 40' - 55' deep running n/s in Cedar. Cross e/w sandrock tunnel at Kellog - n side of Kellog - approx 40' deep. Cross e/w sandrock sanitary interceptor at center of Kellog - approx 60' deep.	Note: there is additional storm sewer in these areas.
Xcel	7th to 6th duct bank east and west side, 6th to 5th duct bank east, center and west, 5th to 4th duct bank center and east.	Duct bank east and west side. Two duct banks in Kellog running east and west.	
Qwest	Duct bank east and west side. Duct crossing at 7th, 6th, and 5th.	east/west crossing at Kellog	
Comcast	Cross e/w duct in intersection of 7th and 4th, cross e/w duct midblock between 6th and 5th, cross e/w duct midblock between 5th and 4th	Duct from midblock to Kellog on west side - turns east across Cedar at Kellog. Cross e/w duct at midblock. Cross e/w duct at south side of Kellog.	
AT & T	Cross e/w duct at 5th		
AT & T Local Services			Note: At & T Local Services are in the area, but reside in other utility owners infrastructure. This is being verified.
MCI	Cross e/w duct at 7th, 6th, 5th and 4th.	Cross e/w line at 4th, cross e/w duct at north and south side of Kellog	
Areaways	West side between 7th and 6th, east and west side between 5th and 4th,	SW quad of intersection of Cedar and 4th	

To: Kathryn O'Brien, Metropolitan Council	
From: Oscar Gonzalez	Project: Central Corridor LRT System- Environmental Screening Analysis for Downtown St. Paul Alignments
cc:	
Date: 11/9/07	Job No:

RE: ENVIRONMENTAL SCREENING ANALYSIS FOR DOWNTOWN ST. PAUL ALIGNMENTS

The following information is a preliminary environmental evaluation on three proposed light rail transit alignment alternatives being considered through Downtown St. Paul. These alignments are the Wacouta Mid-Block Alternative, the Broadway Alternative and the Second Street Alternative. The review also includes an analysis of the diagonal alignment option which would be part of the Wacouta Mid-Block Alternative and the Broadway Alternative. These alternative alignments are shown in the attached figures. Detailed engineering is not available for this evaluation.

There were four environmental aspects examined in the review of the proposed alignments. These include floodplains, groundwater, cultural resources, parks and trails, and high priority hazardous waste sites. This evaluation was completed by conducting a cursory review of the Draft Environmental Impact Statement (DEIS), the Phase I Environmental Site Assessment (ESA), the Phase II Architectural History Investigation, the Flood Insurance Rate Map (FIRM) for the City of St. Paul, Minnesota, and the 1:24,000 USGS topographic map. Below is a summary of the alternatives analyzed for the four environmental categories. Not all environmental issues were analyzed for this preliminary assessment. Land use, air quality, visual resources, traffic, environmental justice, social and economic effects were not included in this review.

SUMMARY

A preliminary environmental evaluation was conducted on the Wacouta Mid-Block Alternative, the Broadway Alternative, the Second Street Alternative, and diagonal option regarding floodplains, groundwater, cultural resources, parks and trails, and high

priority hazardous waste sites. All of the alternatives are outside of the floodplain boundaries. Groundwater impacts are not anticipated for the three alignments. All of the alignments may potentially impact cultural resources properties that are determined eligible, or already listed on the National Register of Historic places. The Second Street alternative is likely to have the greatest risk to cultural resources due to ground borne vibration during construction and operation. All alternatives extend through the Union Depot historic district. The Second Street alternative would require 4(f) evaluation of Kellogg Park. The other alternatives do not have potential impacts to parks. The three alternatives all have potential for impact to hazardous waste sites. Phase II investigations are necessary to quantify the extent of contamination along each alignment. The Second Street Alternative has a higher potential to be influenced by four of the five identified hazardous waste sites.

POTENTIAL FOR IMPACTS*

Environmental Issue	Wacouta Mid-Block Alternative	Broadway Alternative	2 nd Street Alternative	Diagonal Alternative
Floodplains	Low	Low	Low	Low
Cultural Resources	Medium	Medium	High	Medium
Hazardous Waste	Medium	Medium	Medium	Medium
Parks/Trails	Low	Low	High	Low

**Low, Medium and High designations provide the relative potential for impacts to the identified resources based on this preliminary analysis.*

PRELIMINARY EVALUATION

1. FLOODPLAINS AND GROUNDWATER

The Mississippi River 100-year floodplain is shown on Figure 1.1. The 100-year floodplain elevation is 707 to 708 feet through the project vicinity based on the FIRM map. Warner Road is mapped within the 100-year floodplain. The Broadway, Wacouta Mid-Block and Diagonal options extend through downtown St. Paul well above the floodplain. The Second Street alternative is proposed to extend belowground from Cedar Street east along Second Street. The Second Street alternative is closer to the

floodplain than the other alternatives, but is not in the floodplain. The alternatives do not impact floodplain resources.

The Mississippi River is a regional groundwater discharge area, and the water table elevation increases with distance from the River. The normal pool elevation of the river in the vicinity of downtown St Paul, as indicated on the 1:24,000 USGS quadrangle map for the area, is about 690 feet Above Mean Sea Level (AMSL). The water table in the vicinity of the Second Street tunnel is expected to occur at an approximate elevation of 700 ft AMSL, and is expected to be about at elevation 725 ft AMSL near the intersection of Sixth Street and Cedar Street. Under the assumed conditions, it appears that the Second Street tunnel will be above the water table.

2. CULTURAL RESOURCES

The Phase II Architectural History Investigation was reviewed along the three alignments to identify properties that are determined eligible, or that are already listed on the National Register of Historic places (Figure 1.2). The Phase II Investigation was conducted to comply with Section 106 of the National Historic Preservation Act. The goal of the Act is to avoid adverse effects to historic places. Properties are either determined eligible for or listed on the National Register of Historic Places. The Broadway and Wacouta Mid-Block alternatives extend along Fourth Street where two listed, one determined eligible and one building is under review to determine whether it is eligible. Near the diagonal option, one building has been determined eligible and one building is under review. All alternatives extend through the Union Depot historic district.

From a noise and vibration perspective, the three alternative alignments differ based on the at-grade or below-grade construction. During the construction phase, the underground section of the Second Street alternative will generate significantly more noise and vibration because of the need to tunnel through the existing bedrock. Construction of the underground portion of the Second Street alternative is likely to produce ground borne vibration which could potentially affect these listed and eligible properties. It is assumed that there will be no blasting used during the construction of the tunnel because of proximity to historic structures and the desire to preserve the integrity of the surrounding bedrock. Operation of the Second Street alternative would produce less noise than the at-grade alternatives (Wacouta Mid-Block Alternative and Broadway Alternative).

The Broadway and Wacouta Mid-Block alternatives may impact historic resources during construction due to vibration, visual, and debris. During operation, historic resources may be impacted from traffic, vibration, and visual. The Second Street alternative avoids visual and traffic impacts to the listed, potentially eligible properties, the property under review, and the historic district. However, the Second Street

alternative may significantly impact historic resources due to construction and ground borne vibration.

3. PARKS/TRAILS

The proposed alignments near the terminus adjacent to the Mississippi River reside in the Mississippi National River and Recreation Area (MNRRA) and within the Minnesota River Critical Area (MRCA). The federal MNRRA Program works in partnership with the State MRCA Program. The critical area is to be managed as a multi-purpose public resource by continuing use of the river channel for transportation by conserving the scenic, environmental, recreational, mineral, economic, cultural and historic resources and functions of the river corridor. This area will be managed by providing for the continuation of development in a variety of urban uses. The MDNR oversees this state program. Bicycle and pedestrian pathways are located in the vicinity of the river.

Kellogg Park is located in between Kellogg Boulevard and Shepard Road along the Second Street alignment (Figure 1.2). This park is within the MNRRA boundaries. As mentioned above the MNRRA program preserves any existing parkland for its scenic, environmental and recreational value which would require a 4(f) assessment for the Second Street alternative.

4. HAZARDOUS WASTE

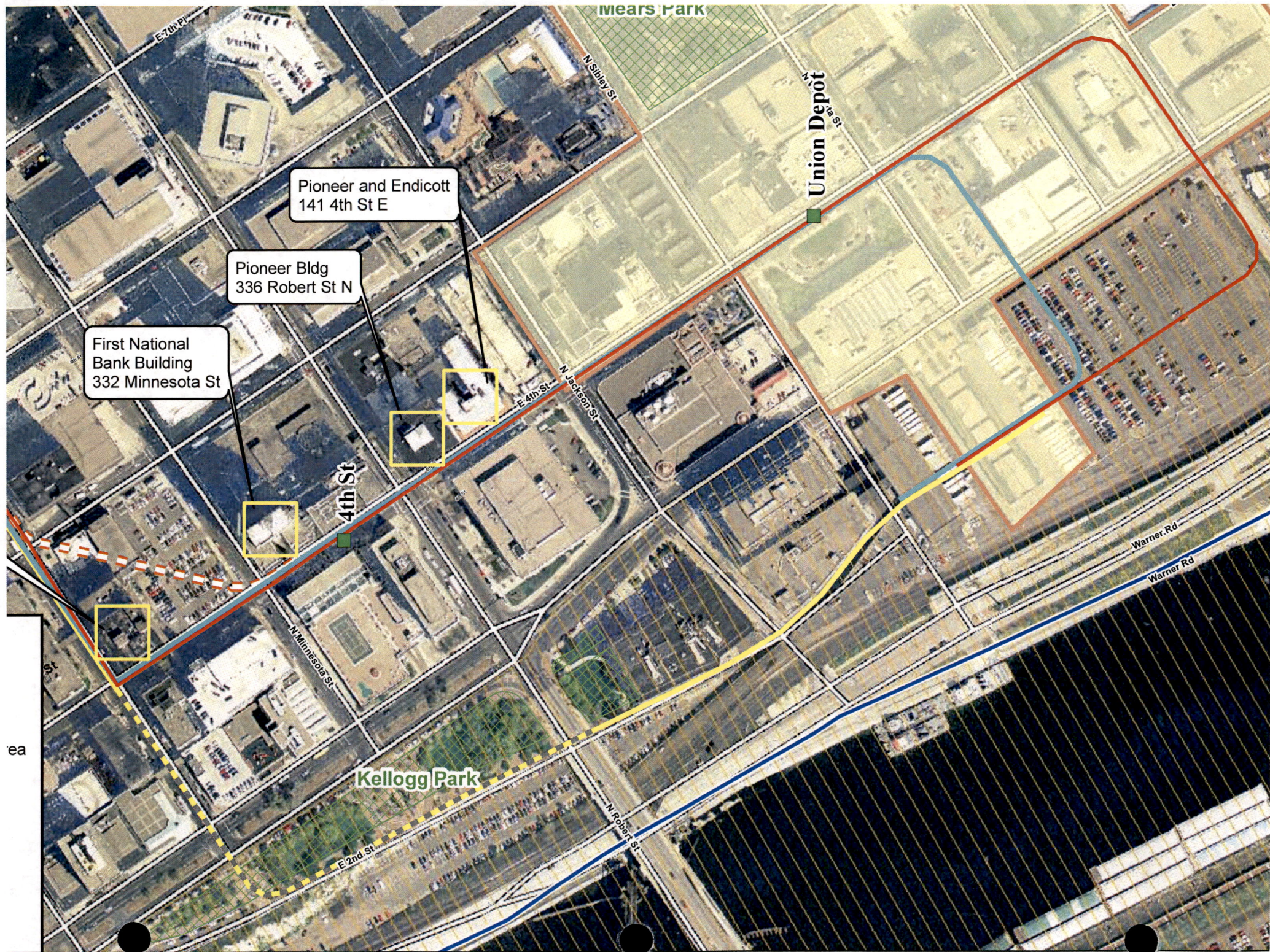
The DEIS included a search of selected environmental databases to identify hazardous material contamination. The search was conducted within 1,000 feet of the proposed alignment. Ten high potential sites were identified. Since the completion of the DEIS, a Phase I ESA has been completed by Peer Engineering which identified 222 "high potential" sites within the buffer distance.

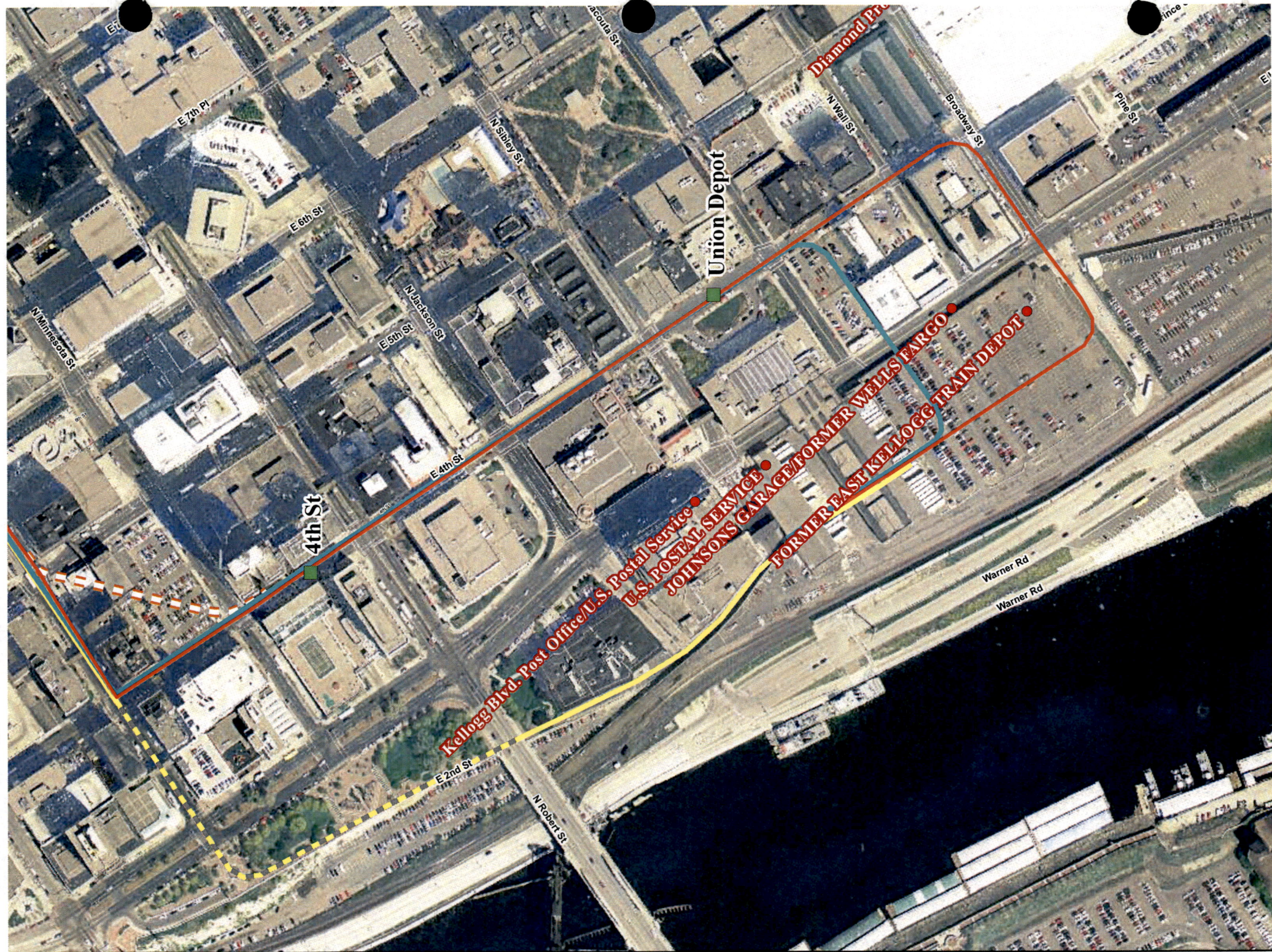
The Phase I ESA identified five high priority sites near the Broadway, Wacouta Mid-Block, Diagonal and Second Street Alternatives (Figure 1.3). The following table summarizes the potential priority for Phase II investigation of the high priority sites for the different alignments. A Phase II environmental site assessment is proposed to further define the risks of hazardous material contamination identified in the Phase I. The scope of the Phase II has not been determined to date, but will almost certainly be limited to a subset of the high potential sites. Until the Phase II process is complete, it is not possible to assess the potential impact of any of the high potential sites for the three alternatives.

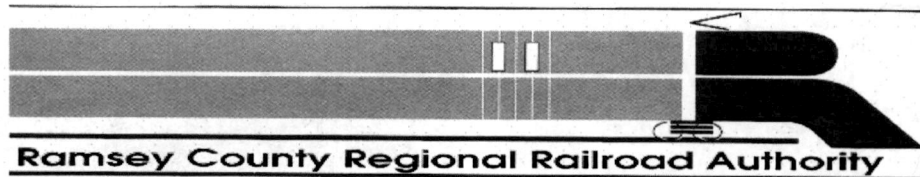
POTENTIAL IMPORTANCE OF SITE INCLUSION TO THE PHASE II FIELD INVESTIGATION

Site ID	Site Description	Alignment		
		Wacouta Mid- Block	Broadway	Second Street
368	US Postal Service 180 E. Kellogg Blvd	L	L	H
380	Gillette/Diamond Products, 310 E 5 th St.	L	H	L
741	US Postal Service 200 E. Kellogg Blvd	L	L	H
743	Former Kellogg Train Depot Broadway and Wall	H	H	H
744	Johnson's Garage 271 E. Kellogg Blvd	H	H	H
Notes:	<i>L indicates a lower likelihood of inclusion in the Phase II field investigation if the respective alignment is selected; H indicates a higher likelihood of inclusion in the Phase II.</i>			









6560 Ramsey County Government Center West
50 Kellogg Boulevard West
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

REGIONAL RAILROAD AUTHORITY MEETING

AGENDA

January 22, 2008

Immediately following the
Legislative Committee of the Whole Meeting

Council Chambers - Third Floor Court House

.....
ROLL CALL and Call to Order

AGENDA of the January 22, 2008 Board Meeting is presented for approval.

MINUTES of the December 18, 2007 and January 8, 2008 Board Meetings are presented for approval.

ADMINISTRATIVE AGENDA

1) Approve Federal Fiscal Year 2009 Funding Requests

Action Requested

- 1) Approval of the attached resolution;
- 2) Approval of a \$5 million request in federal 2009 appropriations for the Rush Line Corridor for design and construction of stations and park-and-ride facilities to match state funds and county contributions of properties, where applicable; and
- 3) Approval of a \$15 million request in federal 2009 appropriations for the Union Depot multimodal transit hub for engineering, property acquisition, and construction.

2) Approve Purchase of the Housing and Redevelopment Authority (HRA) parking lot located near the intersection of Kellogg Blvd. And Broadway Street

Action Requested:

- 1) Approval of attached resolution;
- 2) Approve the Purchase and Sale Agreement for the acquisition of the St. Paul Housing Redevelopment Authority (HRA) parking lot located near the intersection of Kellogg Blvd. and Broadway St. with the following terms:
 - a. Purchase price of \$3.62 million; and

- b. Down payment of \$250,000, due at the time of execution of the Purchase and Sale Agreement.
- 3) Authorize the Chair to execute the Purchase and Sale Agreement for the acquisition of the Housing and Redevelopment Authority (HRA) parking lot located near the intersection of Kellogg Blvd. and Broadway St.
- 3) **Approve Amendment to Cooperative Funding Agreement for Preliminary Engineering**

Action Requested:
 - 1) Approval of attached resolution;
 - 2) Approval of the First Amendment to Cooperative Funding Agreement for Preliminary Engineering; and
 - 3) Authorize the Chair to execute the attached First Amendment to Cooperative Funding Agreement for Preliminary Engineering.
- 4) **Approve Second Amendment to the Professional Services Agreement with SRF for Rush Line Commuter Bus Study and authorize the Chair to execute the contract amendment**

Action Requested:
 - 1) Approval of attached resolution;
 - 2) Approve the Second Amendment to the Professional Services Agreement with SRF to extend the time period to June 30, 2008, at no additional cost to the County; and
 - 3) Authorize the Director to execute the Second Amendment to the Professional Services Agreement.
- 5) **Project Updates**
- 6) **Discussion on the Met Council White paper for the downtown alignment**

ADJOURNMENT

Meeting Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on December 18, 2007, in Council Chambers, Third Floor Courthouse.

MEMBERS PRESENT: Chair Rafael Ortega
Commissioner Tony Bennett
Commissioner Tony Carter
Commissioner Jim McDonough
Commissioner Jan Parker
Commissioner Victoria Reinhardt
Commissioner Janice Rettman

OTHERS PRESENT: David Twa, Angie Taylor, Mark Voerding, Ken Haider, Tim Mayasich, Alicia Vap, Steve Morris, Art Coulson, Sarah Penman, Nick Riley, Julie Kleinschmidt, Kathy Kapoun, Susan Kuss, Terry Speiker, Jane McClure, Jolly Mangine, Joe Bagnoli, Joyce Carlson, Becky Mayer, Connie Caitlin, Dave Hailey, Peter Bell, David MacMillian and Jackie Cooper.

Chair Ortega called the meeting to order at 10:43 A.M.

AGENDA

Commissioner Bennett moved approval of the Agenda of the January 8, 2008 Board Meeting, seconded by Commissioner McDonough. Roll Call: Ayes – Bennett, Carter, McDonough, Parker, Reinhardt, Rettman, Ortega – 7. Nays – 0. Motion accepted.

MINUTES

Commissioner Carter moved approval of the Minutes of the November 6, 2007 Board Meeting, seconded by Commissioner Reinhardt. Roll Call: Ayes – Bennett, Carter, McDonough, Parker, Reinhardt, Rettman, Ortega – 7. Nays – 0. Motion accepted.

Approval of the 2008/2009 Ramsey County Regional Railroad Authority (RCRRA) Budget and the 2008 Tax Levy

A motion was made by Commissioner Bennett, seconded by Commissioner McDonough, to approve the 2008 Ramsey County Regional Railroad Authority (RCRRA) Budget. Commissioner Rettman advised that she voted no last year, indicating that her vote today would be ratified. Commissioner Bennett inquired if 2009 had to be done today. Commissioner Rettman responded no. Acting Director, David Twa responded that it would normally be done for the budget, but not the levy. Mr. Twa went on to state that the budget and levy items presented today for the Regional Rail could be combined.

Commissioner Bennett revised his motion to include the 2008 budget of \$41,540,979, the 2009 budget of \$32,708,558, and the 2008 tax levy of \$19,938,811. Roll Call: Ayes – Bennett, Carter, McDonough, Parker, Reinhardt, Rettman, Ortega – 7. Nays – 0. The draft resolution was adopted. (R07-50).

WHEREAS, 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; and

WHEREAS, The Ramsey County Regional Railroad Authority adopted the County's plan to develop and implement two year budgets beginning in 2006; and

WHEREAS, The Director of the Ramsey County Regional Railroad Authority, on August 21, 2007, submitted the 2008 – 2009 Proposed Budget and 2008 tax levy of \$19,938,811; and

WHEREAS, The Truth in Taxation Law requires the Ramsey County Regional Railroad Authority to certify a maximum net tax levy to the County Auditor on or before September 15; and

WHEREAS, The Ramsey County Regional Railroad Authority certified a maximum net tax levy of \$19,938,811 for 2008 by Resolution R07-38, September 11, 2007, to finance the 2008 budget; and

WHEREAS, The Ramsey County Regional Railroad Authority continues the allowance for uncollectible taxes at 2% for non-debt service funds; and

WHEREAS, The Ramsey County Regional Railroad Authority wishes to continue to improve access to transit services in the region with other agencies, including the Metropolitan Council and other county regional railroad authorities; Now, Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby approves the 2008 budget of \$41,540,979; and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority hereby approves the 2009 budget of \$32,708,558; and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority hereby approves that there be and hereby is levied in the year 2008 to be collected in the year 2008, a levy on all taxable properties in Ramsey County of \$19,938,811 as summarized below:

	RCRRA Operations	CIP	2008 RCRRA Total
Gross Budget	\$ 3,540,979	\$38,000,000	\$ 41,540,979
Less – Revenues	- 475,400	- 17,000,000	- 17,475,400
Subtotal	\$ 3,065,579	\$ 21,000,000	\$ 24,065,579
Minus– Fund Balance	-	- 4,517,725	- 4,517,725
Subtotal	\$ 3,065,579	\$16,482,275	\$19,547,854
Plus – Estimated Tax Delinquency	+ 61,312	+ 329,645	+ 390,957
Total Tax Levy	\$ 3,126,891	\$ 16,811,920	\$19,938,811

Amendment to Professional Services Agreement with Colle & McVoy for communications consultation

A motion was made by Commissioner Reinhardt, seconded by Commissioner Carter, to approve the amendment to Professional Services Agreement with Colle & McVoy for communications consultation. Commissioner Rettman inquired what the contract would accomplish, considering the Metropolitan Council has taken over so much of the work activities on this project. Acting Director, David Twa responded that this contract would allow for work on issues as they relate to the Union Depot, indicating that 2008 would prove to be another critical year with the Legislature and Congress as it relates to all funding streams. Mr. Twa went on to state that it is appropriate to continue this contract through at least the legislative session, emphasizing that the contract is not at any additional dollars, but to simply continue the work. Commissioner Victoria Reinhardt commented that the materials put together by this company, including changes to the graphics and materials, and especially the video that helps visualize what the Union Depot is today and what it can be in the future, is a really good tool that has received rave reviews. Commissioner Reinhardt went on to state that this type of information is really helpful, especially when it comes to the Legislature, indicating that the coming year would be critical. Commissioner Toni Carter concurred that the materials received from Colle & McVoy have been excellent, indicating that they have helped to advance the entire conversation around the importance of the connection to Union Depot. Commissioner Carter pointed out that previously adopted resolution 07-08, dated February 13, 2007, focused on the loop discussion, which advanced the determination of the importance of the Union Depot connection, indicating that in approving this resolution today, she knows the Board is approving the continuing work on the Union Depot and its connection and also the most effective and efficient services for University Avenue. Roll Call: Ayes – Bennett, Carter, McDonough, Parker, Reinhardt, Ortega – 6. Nays – 1. Commissioner Rettman voted no. The draft resolution was adopted. (R07-51).

WHEREAS, Ramsey County Regional Railroad Authority has a goal of ensuring that the Central Corridor light rail transit project is constructed well, because it is a 100-year investment and will serve generations to come; and

WHEREAS, Ramsey County Regional Railroad Authority strongly believes that the Central Corridor Light Rail Transit line must connect to the concourse level of the Union Depot transit hub to provide a seamless connection between transit modes for passengers; and

WHEREAS, Ramsey County Regional Railroad Authority believes that the Central Corridor Light Rail Transit line must serve not only those who live and work along it, but also all of the county's residents, organizations and businesses; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority authorizes its chair to extend the February 2007 contract with Colle & McVoy, a communications firm, through June 2008, at no additional cost, for the purposes of developing strategies and public information to support the Union Depot and Central Corridor.

Roll Call: Ayes – Bennett, Carter, McDonough, Parker, Reinhardt, Ortega – 6. Nays – 1. Commissioner Rettman voted no. The draft resolution was adopted. (R07-51).

Agreement for Intergovernmental Relations Assistance

A motion was made by Commissioner Bennett, seconded by Commissioner Parker, to approve the agreement for Intergovernmental Relations assistance. Commissioner Rettman inquired if

this agreement was in addition to the County Board agenda item for the same type of services. Acting Director, David Twa responded yes, indicating that the other contract approved was for lobbying services in Washington, DC, further stating that the agreement at hand was specific to the Regional Railroad Authority. Commissioner Rettman inquired if the aggregate dollar amount was \$100,000. Director Twa responded, yes, \$52,000 for the Regional Rail and \$46,000 for the County Board agenda item. Commissioner Bennett commented that the firm also does our federal lobbying, recalling that during the last session there were a series of rapid fire meetings that allowed elected officials to meet with all of its representatives, indicating that the firm did an excellent job. Commissioner McDonough indicated that the numbers appeared to indicate a 20% increase, inquiring what specific services would be increased by 20%. Acting Director Twa responded, stating the reason for the increase was due to the critical time at the Legislature and our expectation to receive a great deal more effort and work out of this firm during this particular session, above and beyond the services received last year. Commissioner McDonough commented that the Board needs to take a look at what the Board is paying for lobbyists, as compared to what other groups are paying for lobbyists associated with this, in particular the Central Corridor Partnership, to ensure there is a coordinated effort to maximize the benefits. Chair Ortega commented that he recently discussed that issue with Joe Bagnoli, indicated that he requested Joe Bagnoli and Sarah Psick give us more time, especially at the governor's office, with the goal of staying focused and moving forward. Roll Call: Ayes – Bennett, Carter, McDonough, Parker, Reinhardt, Ortega – 6. Nays – 1. Commissioner Rettman voted no. The draft resolution was adopted. **(R07-52).**

WHEREAS, Ramsey County Regional Railroad Authority will have several major transportation-related initiatives pending at the state level in 2008; and

WHEREAS, The Central Corridor, Union Depot, Red Rock Corridor, Rush Line Corridor, Robert Street Corridor, I-94 Corridor, high speed rail, commuter rail and the overall issue of transit capital and operating funding will be the subject of state funding requests in 2008; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority hereby approves the agreement with McGrann, Shea, Anderson, Carnival, Straughn & Lamb, Chartered, in an amount not to exceed Fifty-Two Thousand Dollars and No Cents (\$52,000.00), for a period of thirteen (13) months from December 1, 2007 to December 31, 2008; and Be It Further

RESOLVED, That the Authority authorizes its Chair to execute the agreement.

Ratification of Report of Payments

A motion was made by Commissioner Carter, seconded by Commissioner Reinhart, to approve the ratification of report of payments. Roll Call: Ayes – Bennett, Carter, McDonough, Parker, Reinhardt, Rettman, Ortega – 7. Nays – 0. The draft resolution was adopted. **(R07-53).**

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period of July 1, 2007 through September 30, 2007 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.

Presentation of Draft Union Depot Environmental Assessment—Discussion Only

This item was laid over until the next meeting.

Discussion of Central Corridor LRT Options

Metropolitan Council Chair, Peter Bell, stated that he wished to present and have a dialogue on some preliminary information developed regarding scoping decisions along the Central Corridor, which are to be completed by the beginning of February 2008. Chairman Bell reminded the Board that preliminary engineering (PE) runs through the end of 2008 and that the Full Funding Grant Agreement has to be submitted around September 2008, indicating that key scoping decisions must be made in a timely fashion.

Mark Furhman, Metro Transit, reported to the Board the progress concerning alignment options in downtown St. Paul, based on the approved Draft Environmental Impact Statement (DEIS), which includes four downtown St. Paul stations: Tenth Street, Sixth Street along Cedar, Fourth Street between Cedar and Minnesota, and then a station on the front side of Union Depot at Fourth Street, indicating that these would be the points of comparison for today's discussion. Mr. Furhman advised that even before their analysis of the preliminary engineering funding agreement with the County Rail Authority, the Metropolitan Council looked at the mid-block segments of Fourth, Fifth, Cedar, and Minnesota Streets, referred to as the diagonal. The City of St. Paul took action one month ago to support this diagonal that would consolidate the Fourth and Sixth Street stations into one, indicating that the consolidated stations would eliminate two blocks of conflict with District Energy. The PE funding agreement requested that a Wacouta option be evaluated, as well. Commissioner Bennett asked what the savings on consolidating the two stations would be, the cost to purchase the TCF building and parking lots, as well as the cost to purchase the needed right-of-way, and whether they possessed clear title to them. Mr. Furhman responded that future slides would answer these questions in more detail. As part of our funding agreement, the Metropolitan Council looked at going on Wacouta, with the train passing in front of Union Depot, making a hard right to go south on Wacouta to get across Kellogg to the concourse level of Union Depot, indicating that they found this option physically did not work. For this reason, a Wacouta East option was studied, whereby the train will travel in front of Union Depot, make its southerly turn after Wacouta in the mid-block, then be on a bridge structure to cross Kellogg Boulevard so it could turn right to access the concourse. The mid-block of Wacouta has existing parking facilities as well as one business establishment, the Depot Bar, that would be impacted by this alignment, but the turning radii does work.

Commissioner Rettman inquired if they would take out the Depot Bar, as opposed to the Gopher Bar; Mr. Furhman responded yes. Commissioner Rettman inquired if the business owners knew this. Mr. Furhman responded that the options at hand have only been identified as alternatives to be explored and that the property owners would not be engaged until the final options can be narrowed, then informal discussions will take place to determine what the property needs might be for these various alignments. The Metropolitan Council did look at another alternative that takes the train to the east, past the front of Union Depot, the Broadway Street option. This option adds additional track distance, but it avoids crossing Kellogg Boulevard on a bridge and because the grades are less severe, the train is kept at grade as it goes east on Fourth Street, past the Farmer's Market, where it makes a right turn onto Broadway, crosses Kellogg at grade, then comes back up the grade to get up to the proper level for the concourse. The final option looked at, per the PE agreement, is the Second Street Viaduct. This might be the most direct way to get to the back level of the Depot, however it has many engineering challenges that have been identified, including the necessity for a tunnel

beginning on Cedar Street, probably right before the train would cross Fourth Street, which would have to be closed to traffic from the east and west. The tunnel would extend under Kellogg Boulevard and Kellogg Park, day lighting on the edge of the bluff where the existing Second Street Viaduct is today. Another engineering challenge identified is securing the necessary clearance of 16 feet from the top of rail to the top of the trains, where the overhead wires would be located, which the current viaduct does not provide.

Mr. Fuhman then reviewed in detail the impacts in terms of capital costs, operating costs, running time, ridership, and the cost effectiveness index. The diagonal does show a small decrease in overall costs due to the consolidation of two stations into one, however this does not include the right-of-way costs that may be necessary for putting the track mid-to-across-block through the center of downtown. The Wacouta East option is about \$32 million of additional costs, in addition to the DEIS cost estimate. The Broadway option with additional running track is \$42 million of additional costs. The Second Street viaduct, with the necessity for the tunnel, is the highest cost at approximately \$58 million. Operating costs are also impacted, which affects the cost effectiveness of the project. The option that saves money is the diagonal because it cuts off two blocks worth of track around the block, and consolidates two stations; as compared to a little less than a \$1 million and a little more than a \$1million for the Wacouta and Broadway options respectfully, and approximately \$680,000 for the viaduct option. Travel timesavings are important because overall it would impact the number of cars needed to help drive passenger demand. Therefore, the Metropolitan Council has identified a half minute savings with the diagonal by eliminating the one station; approximately two minutes of additional running time for Wacouta East; two and three quarter minutes of additional running time for Broadway Street; and one minute savings for the Second Street viaduct option, because of the tunnel. Chair Ortega inquired if the information provided today is based on the current preliminary engineering phase. Mr. Fuhman responded yes. Chair Ortega further inquired at what percentage of engineering the information being presented was at. Mr. Fuhman responded that the data developed is probably in the 5 to 7% level of detail. The Metropolitan Council Chair, Peter Bell, added that the question to be addressed today is whether or not to move forward with the Second Street viaduct option, indicating that the Metropolitan Council anticipates to take it to the 30% engineering, at a price tag of between \$3-4 million. It is the Metropolitan Council's desire to not do any further study on the viaduct option, in part because of the tunneling that needs to be done, the engineering challenges with the clearance, and because it does not make sense to spend \$3-4 million on an option that will likely not be chosen.

Commissioner Victoria Reinhardt commented that the numbers on the operating side and on the time side are intriguing because all three options, Fourth Street and Wacouta, Fourth Street and Broadway, and the Second Street viaduct, add to operating costs, with the Second Street viaduct option being \$400,000 per year less than the Broadway and Wacouta Street options. Any option going to the concourse level of the Depot will have an operating savings and a maintenance facility savings because of not having to go back to Minneapolis and should be included in the engineering or reporting, even if it says as a side issue. Mark Fuhman responded that the operating and capital costs are factored into the cost effectiveness index as part of the overall annualized costs. The Metropolitan Council has looked at the Central Corridor line in its entirety from the downtown end to the new ballpark that will be opening up in two years as part of the Northstar project. Then taking the train all the way back to the concourse under these options so operating efficiencies would already be reflected in operating cost figures. Commissioner Reinhardt inquired if the maintenance facility would be considered part of that. Mr. Fuhman responded that he was speaking to the direct operating costs of the train as it goes between the two downtowns. There will need to be some form of operations and

maintenance facility for Central Corridor because the existing Franklin yard will not be able to accommodate all Central trains. The operations and maintenance facility would be at an additional cost, but that there would be some efficiencies housing and serving Central trains on the east end, rather than dead-heading and sending them each night all the way back for cleaning and servicing. Commissioner Victoria Reinhardt requested that the anticipated 400-450 additional daily riders from Rush Line be included in the cost effectiveness index.

Commissioner Bennett commented that he was shocked and dismayed at the proposals at hand. The loop plan was the only one that was eliminated early on, while other proposals like the tunnel at the University, the change of routes at the University of Minnesota, the extra stations, and now all of these new routes, were never considered and eliminated. Have the numbers related to the Second Street viaduct been broken down and if so, how much is attributed to the Second Street viaduct versus how much is attributed to the tunnel and going underneath Kellogg Boulevard? It should not be a problem to obtain the necessary clearance by lowering the street, or raising a new roof. The Board was led to believe that the 14 feet level was the more accurate number. If it's got to be two feet lower, how much of that is attributed to the Second Street viaduct portion of it versus from Second Street back to the Pioneer Press? Mark Furhman responded that he did not have that level of cost detail with him, but that he is willing and able to share that with staff to walk through the cost breakdowns of what's attributable to the tunnel and what's attributable to the LRT station at the concourse. Commissioner Tony Bennett said there are a couple of other ways to get into the Second Street viaduct that would support the Board's vision of creating a seamless transportation and transit system.

The Metropolitan Council Chair, Peter Bell, commented that he wanted to clarify a couple of points that Commissioner Bennett made. The figures shared today were made available to staff, as they became known to the Metropolitan Council. He only learned of them approximately three weeks ago, then set about having conversations with interested stakeholders that led to the level of detail being discussed today. Neither the Metropolitan Council, nor the Regional Railroad Authority Board wants to spend money studying something where the prospects are rather low. The University asked the Metropolitan Council to study another route that has raised significant concerns that it would put the project back a couple of years, similar to the loop proposal. Using the same criteria as was used on the loop proposal, the Metropolitan Council is telling the University that we are disinclined to look at significant new routes because that would delay the project up to two years, at a cost of between \$40-80 million in additional expenditures. Commissioner Bennett responded that he didn't remember seeing the additional \$42 million for Broadway and the additional \$32 million for Wacouta ever on the table and asked if the Ramsey County Director of Public Works was attending the meetings and whether the numbers being discussed today were the same numbers received at the last meeting. Mark Furhman responded that on these important issues in downtown St. Paul, the Metropolitan Council has fully engaged the County and the City at their issues team meetings over at the Central Project Office. Mr. Ken Haider has been a regular and full participant in those sessions. Commissioner Bennett inquired if the Board had received any of these numbers. Ken Haider, Director of Ramsey County Public Works, responded that this is an issue that has been on the table for quite some time, including the various alternatives, indicating that staff, through committee meetings, have looked at the various alternatives and narrowed them down to the three options at hand. It was his understanding that a white paper would be created for sharing with elected officials and their partners. This has not been done. Some numbers were seen a week or so ago that weren't the numbers currently under review. Staff has not reacted to the cost implications of these numbers. Ramsey County staff certainly has had its say as to what alternatives would be considered and comparing one to the other for this

discussion. Commissioner Bennett said he would really like to see the breakdown mark between the viaduct cost versus the tunneling and the rest of it.

Commissioner Rettman commented that if the diagonal were selected, there would be a time saving of approximately 20 or 30 seconds. If the viaduct were selected, there would be additional timesavings of 40 or 50 seconds, and asked if those savings factored in. She asked if the purpose of the Metropolitan Council asking not to do the viaduct was to save anywhere from \$4-6 million on going to 70% engineering. Commissioner Rettman asked if the original contract with the engineering consultant included each option going to 30% engineering and if those costs total \$4-6 million. Mark Furhman responded it incorporates, in terms of the scope of work for the engineering consultant, these alternative analyses that we are reporting on today. Commissioner Rettman clarified, if it includes the \$4-6 million to do the viaduct to the 30% level. Mark Furhman said he needed to clarify to make sure everyone is clear that the scope for the engineering services contractor, DMJM Harris, includes developing the DEIS alignment through the preliminary engineering, looking at both of the additional alternatives as identified in the preliminary engineering funding agreement to 30%, and then the Rail Authority and the Metropolitan Council, collectively, have to agree on taking one of those and advancing it to the 70% level of detail. The reference by Chairman Bell about the \$4 million of additional engineering costs for the Second Street viaduct is to take it to the 30% level of detail. Commissioner Rettman said if the Second Street viaduct option reaches the 30% level of detail required by the contract, it would actually fix a water situation where the dip is, but it would also let us know whether or not the vertical challenge mentioned in the documentation could be met in a different way other than the tunnel. Commissioner Rettman said absent a finding that would take us to 30%, how do we make a good decision on whether or not it works. Mark Furhman responded that based on the current engineering analysis, the Metropolitan Council is fully committed to fulfilling and satisfying the agreement in place with the Rail Authority to advance the preliminary engineering of these options. The Metropolitan Council is seeking support from the Rail Authority to eliminate one of those options, the one that appears to be most costly and most adverse to the cost effectiveness index, which is the Second Street viaduct option. Chairman Bell said the Metropolitan Council is asking for two things today: 1) to stop the engineering work where it is at now on the Second Street viaduct option; and 2) to not spend \$3-4 million to study this option further. Right now this project is at about \$1 billion and needs to get down to \$840 million in light of the \$365 million deficit at the State, the bonding bill that is going to be \$965 million, and the \$4 billion in requests today for the bonding bill. If the rail authority says it still wants to study the Second Street viaduct option, then the Metropolitan Council will spend the \$3-4 million necessary to complete the study. Chair Ortega inquired which option the City preferred. Mark Furhman responded to Commissioner Rettman's point on travel time, stating that the 28 second savings on the diagonal option and the 53 second savings with the viaduct are not additives, but rather mutually exclusive. Depending upon the preferred alignment, there would be a travel savings of 28 seconds only with the diagonal that would force the train to go east on Fourth Street. If the train continues south on Cedar via the viaduct, there would be 53-second savings in the tunnel and the viaduct.

Commissioner McDonough commented that he was in agreement with Peter Bell regarding his concerns about funding, suggesting again that one way to help manage this project would be to make sure it keeps moving forward, indicating that with project management done well, it opens the possibility of getting the project done early. He added that in looking at the operational side of things, the timesavings are attractive because it actually saves time, and on a grander scheme, this looks like a really good way to move people and an efficient way for the long-term viability of doing this right the first time, but there's a lot more than science that goes into this—there's heart, soul, commitment, and a process where you just know in your gut that you need to

make something work and people roll up their sleeves and they make it work. Commissioner McDonough further added that the Metropolitan Council will spend the \$3 million if we ask, but it would do us no good to force that because the heart, the soul, and the commitment to try and find a way to make this alignment work and make those numbers work isn't here. He added that as we move forward in any part of this project, to get it down to the \$830-840 million, it's going to take heart and commitment to find a way to build a quality line that the community will use.

Chairman Bell responded that his number one priority as Chair of the Metropolitan Council is to move forward the Central Corridor within the constraints we find ourselves in. He is unaware of any line in the United States, including the Twin Cities, that has been built without compromises. The Northstar line was initially going to St. Cloud, but now it's going to Big Lake. He added that almost all of the points raised by this board, the University of Minnesota, and community residents have a great deal of validity, however, due to the fiscal constraints and the reality that every line in this country has to make compromises, he expects compromises to be made on Central Corridor. Chairman Bell indicated he wants to avoid working really hard to make the viaduct work, spending a lot of time and energy, only to find that we still can't do it, which would mean then something else along the line won't get done, and that he wants to also avoid an unnecessary expenditure of \$3-4 million.

Commissioner Toni Carter commented that she believes the Wacouta or Broadway, which includes the diagonal, would provide for advantages to be considered, albeit the Second Street viaduct and the cost savings, or the time savings that are provided there also require consideration. She indicated she would like Chairman Bell direct his staff to provide us with additional information so that we can respond. Commissioner Reinhardt inquired if the diagonal is selected, does that eliminate the Second Street viaduct option. Mark Furhman responded that the Metropolitan Council focused its energies on accessing the Second Street viaduct via Cedar Street, acknowledging that there were other ideas to access the viaduct further west, which would put the train off Cedar Street on different alignments as it comes through downtown, but they used the DEIS as the starting point. Commissioner Reinhardt asked if the diagonal could then access the viaduct. Mark Furhman responded that extending the diagonal through downtown to then get to the viaduct would have many adverse impacts on existing structures.

Commissioner Reinhardt asked if the Metropolitan Council would reduce the overall PE budget by \$3-4 million, or simply be absorbed someplace else. Chairman Bell responded that it would chip away from the \$1 billion for the project as the project needs to get down to \$840 million. Commissioner Reinhardt asked if the engineering firm's contract would be reduced by \$3-4 million. Chairman Bell responded that those dollars would be redeployed elsewhere. Commissioner Reinhardt responded that doesn't take it off the total. Chairman Bell responded that it would be either one of the two. Commissioner Reinhardt suggested that the \$3-4 million be used for other items, such as additional and asked how much it costs if both options are studied. Mark Furhman estimates it would cost approximately \$1.5 million to develop each option that takes the train past the front of the Depot, hooking around to the east to access the concourse to the 30% level of detail. Commissioner Reinhardt inquired if there would be a significant cost savings if you do both. Chairman Bell responded that he hopes to look at each of those possibilities going past the front door of the Depot, taking them to the 10-12% level of detail, to have the basis for making a decision on which option to advance for further analysis. Responding to Chair Ortega's earlier inquiry of which option the City prefers, Peter Bell indicated he talked with and will continue to have conversations with Mayor Coleman and members of the Corridor Management Committee. Commissioner Reinhardt commented that

taking one option off the table that was originally supposed to go to 30%, and putting the other two on the table potentially, sounds like not a great deal of cost, adding that she doesn't want to take one option off the table at 12%. Commissioner Reinhardt stated she wants the City to weigh in and provide input on all options, including the viaduct, before the Board makes a final decision, and added that both Fourth Street options, Wacouta and Broadway, should go to the 30% level of detail unless there is some reason why it doesn't make any sense, at which time the Metropolitan Council would return to seek the Board's input. Chairman Bell responded that he could say very clearly that the City does support taking the viaduct option off the table, that Mayor Coleman could not have been clearer on that point. Commissioner Reinhardt inquired what Mayor Coleman said. Chairman Bell responded that the Mayor didn't think it worth studying, adding that he had a fairly lengthy meeting and discussion with the Mayor, advising him that the Second Street viaduct was not a viable option, both in terms of the tunnel as well as in terms of the clearance issues, and that Mayor Coleman was very comfortable taking the viaduct off the table. Commissioner Reinhardt asked if that was due to the support for the diagonal. Chairman Bell responded yes. Commissioner Reinhardt indicated that's important because if they are mutually exclusive, then one has to choose.

Commissioner McDonough commented that the only indication he has gotten from the City of St. Paul is they have not been supportive of either Fourth Street concourse option and aren't willing to make them work. He added that his concern is that if we take the viaduct off the table, we are left with two options that, from all indications, the City won't support. Commissioner McDonough indicated he is losing confidence that this community is ready to come together to make this line work downtown, and other options need to be evaluated, including completing this project in two phases, where it stops at the diagonal in one phase, then phase two would be getting to the Union Depot; or stopping at Rice street, allowing time to figure out as a community the downtown routing. He added that he is concerned as the project moves further down the process, the community is coming further and further apart on how this line needs to operate in downtown St. Paul to be successful. Chairman Bell responded that the Mayor has been clear that he wants the train to go to the Depot and that he is comfortable with the viaduct coming off the table and not being studied further, and added that there is as much a consensus on this line as there is on any other line that is being proposed across the country.

Commissioner Bennett reminded Mark Furhman that he wants to see numbers on the viaduct versus the tunnel before a decision could be made, indicating that he represents a district in the northern suburbs where people want to see alternative modes of transportation besides just roads. He expressed frustration with the cost limitations of the project and hoped the Metropolitan Council has an interest in building the best transit system. He realized it isn't always the cheapest, but pointed out that we have congressional members who are willing to assist in getting more funding. He added that Hiawatha put additional funding into the project after they started it to make improvements, and expressed his frustration with wanting a system that will be good 50 years from now that everyone can be proud of. He further added that six of the seven Ramsey County Commissioners met in Washington and listened to staff talk about the cost effectiveness and ridership, and later learned from the loop analysis that college students and special event patrons of the Xcel could not be counted. He encouraged Peter Bell, in his leadership role, to consider how to build the best project, not the cheapest project. Chairman Bell responded, saying the points raised are valid, and assured that he does want to build a quality line. He indicated he is committed to building a line that makes sense, that is workable, that is functional, that meets the needs of the community, but that also comes within the financial constraints in place. Chair Bell stressed that building a high quality line that is going to be here for 50, 75, or 100 years that all of us can be proud of is his number one priority. He respects the decision not to decide today, but requested that County and Rail Authority staff

review the completed analysis and to provide to him particulars regarding how staff wasn't given information so that he can work to improve that to make sure funding partners and those that aren't putting dollars in—the University of Minnesota, Minneapolis, and St. Paul—are kept informed. Chair Ortega addressed his fellow Board members, advising that he met with Peter Bell less than two weeks ago when he asked him to come, indicating that the information was not seen until approximately 10 days ago. The Board will move forward to get the information needed to make a decision. Chair Ortega suggested that the City also give a firm commitment on options. Due to the holidays, the Board will not take this up until the second or third week of January 2008, and it likely wouldn't be until early February before a decision is made. Chairman Bell responded the holidays puts a crimp in workload; but he hopes a decision can be made by the first or second week of January 2008, and suggested separating studying the viaduct from the other two easterly options. Chair Ortega responded the reality is the Board doesn't meet until the second week and, indicating that staff would need time before bringing discussion back.

Commissioner Bennett inquired when the preliminary engineering report would be done. Chair Ortega clarified, asking when preliminary engineering is to be done to 30. Chairman Bell responded that preliminary engineering is scheduled to go through calendar year 2008. Commissioner Bennett inquired if that means the report would be done at the end 2008. Chairman Bell commented that there are scoping decisions that have to be made prior to that. Commissioner Rettman inquired when PE would be done to 30%. Chairman Bell responded he wasn't sure. Mark Furhman advised that 30% level of detail for preliminary engineering should be completed by mid 2008.

Commissioner Reinhardt requested information from the City of St. Paul regarding the two Fourth Street options at the time the Board makes the decision on the viaduct. She added if the City won't support either easterly option, then they are not going to support the viaduct and she doesn't want to remove those options.

There being no further business, Chair Ortega declared the meeting adjourned at 12:12 P.M.

Meeting Minutes

RAMSEY COUNTY RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on January 8, 2008, in Council Chambers, Third Floor Courthouse.

MEMBERS PRESENT: Chair Rafael Ortega
Commissioner Tony Bennett
Commissioner Tony Carter
Commissioner Jim McDonough
Commissioner Jan Parker
Commissioner Victoria Reinhardt
Commissioner Janice Rettman

OTHERS PRESENT: David Twa, Steve Morris, Angie Taylor, Bonnie Jackelen, Kathy Kapoun, David MacMillan, Bobbie Crancer, Sarah Penman, Darwin Lookingbill, Jolly Mangine, Julie Kleinschmidt, Tim Mayasich, Nick Riley, and Sara Merz.

Chair Ortega called the meeting to order at 9:25 A.M.

AGENDA

Commissioner Bennett moved approval of the Agenda of the January 8, 2008 Board Meeting, seconded by Commissioner McDonough. Roll Call: Ayes – Bennett, Carter, McDonough, Parker, Reinhardt, Rettman, Ortega – 7. Nays – 0. Motion accepted.

Appoint officers for 2008 for Ramsey County Regional Railroad Authority, and members for 2008 to Metro Transitways Development Board, Rush Line Task Force, Red Rock Corridor, Robert Street Corridor, Central Corridor Partnership, Northeast Diagonal Policy Advisory Committee, LOCATE, Midwest High Speed Rail Association and the Northstar Corridor

A motion was made by Commissioner Parker, seconded by Commissioner Reinhardt, to appoint officers for 2008 for the Ramsey County Regional Railroad Authority, and members for 2008 to Metro Transitways Development Board, Rush Line Task Force, Red Rock Corridor, Robert Street Corridor, Central Corridor Partnership, Northeast Diagonal Policy Advisory Committee, LOCATE, Midwest High Speed Rail Association and the Northstar Corridor. Roll Call: Ayes – Bennett, Carter, McDonough, Parker, Reinhardt, Rettman, Ortega – 7. Nays – 0. Motion accepted.

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

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint the following officers to the Ramsey County Regional Railroad Authority for 2008:

Jim McDonough, Chair
Jan Parker, Vice-Chair
Tony Bennett, Secretary
Toni Carter, Treasurer

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Metro Transitways Development Board for 2008:

Jim McDonough, Member
Rafael Ortega, Alternate

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Rush Line Task Force for 2008:

Victoria Reinhardt, Representative
Jan Parker, Alternate

And Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Red Rock Corridor for 2008:

Jim McDonough, Representative
Janice Rettman, Alternate

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Robert Street Corridor for 2008:

Rafael Ortega, Member
Tony Bennett, Alternate

And Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint Rafael Ortega as the Central Corridor Partnership representative for 2008;
and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Northeast Diagonal Policy Advisory Committee for 2008:

Jan Parker, Member
Victoria Reinhardt, Alternate

And Be It Further

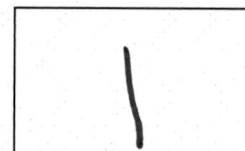
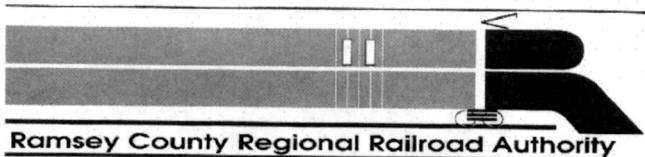
RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint Tony Bennett and Rafael Oretga as the LOCATE representatives for 2008; and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint Jim McDonough as the Midwest High Speed Rail Association representative for 2008:

And Be It Finally

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint Janice Rettman as the Northstar Corridor liaison for 2008.

The meeting adjourned at 9:30 A.M.



REQUEST FOR ACTION

Type of Agenda: ☐ Policy ☐ Discussion
☒ Administrative ☐ Information

Regional Railroad Authority Meeting Date: 1/22/08

Regional Railroad Authority Meeting Date: _____

SUBJECT Approve Federal Fiscal Year 2009 Funding Requests

EXECUTIVE SUMMARY

At their January 10, 2008, meeting, the Rush Line Corridor Task Force voted to request \$5 million in capital funds from federal fiscal year 2009. These funds would be used for the continued construction of park-and-ride facilities and related transit improvements along the Rush Line Corridor.

Ramsey County Regional Railroad Authority approved at their October 23, 2007, meeting to acquire necessary property from the United States Postal Service to develop a multimodal transit hub at the Union Depot. Staff recommends requesting \$15 million in capital funds from federal fiscal year 2009. These funds would be used for engineering, property acquisition, and construction to facilitate the implementation of the multimodal transit hub.

ACTION REQUESTED

- 1) Approval of the attached resolution;
- 2) Approval of a \$5 million request in federal 2009 appropriations for the Rush Line Corridor for design and construction of stations and park-and-ride facilities to match state funds and county contributions of properties, where applicable; and
- 3) Approval of a \$15 million request in federal 2009 appropriations for the Union Depot multimodal transit hub for engineering, property acquisition, and construction.

SUBJECT: Approve Federal Fiscal Year 2009 Funding Requests

ATTACHMENTS:

- 1) Draft Resolution
- 2) Ramsey County federal request forms

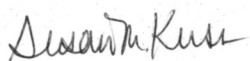
PREVIOUS ACTION:

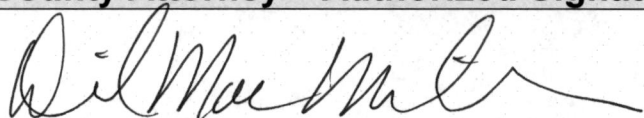
COUNTY MANAGER'S COMMENTS:

The County Manager recommends approval of this request.

SUBJECT: Approve Federal Fiscal Year 2009 Funding Requests

Regional Railroad Authority – Authorized Signature	Date
	1-16-08

Budgeting & Accounting – Authorized Signature	Date
	1-16-08

County Attorney – Authorized Signature	Date
	1/16/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

1 WHEREAS, Ramsey County Regional Railroad Authority is a member of the
2 Rush Line Corridor Task Force; and
3
4 WHEREAS, The Rush Line Corridor Task Force, at its meeting on January 10,
5 2008, took action on a federal appropriations request; Now, Therefore, Be It
6
7 RESOLVED, That the Ramsey County Regional Railroad Authority requests
8 federal 2009 appropriations for:
9
10 (1) Union Depot: Engineering, property acquisition, and construction to
11 facilitate implementation of the multimodal transit hub
12
13 Amount of Request: \$15 million
14
15 (2) Rush Line Corridor: Design and construction of stations and park-and-ride
16 facilities
17
18 Amount of Request: \$5 million

FEDERAL LEGISLATIVE REQUEST – 111TH CONGRESS

RAMSEY COUNTY BOARD OF COMMISSIONERS

BACKGROUND INFORMATION AND PROGRAM PROPOSAL:

This request is for \$5 million in capital funding to acquire land, design, and construct park-and-ride lots located along the Rush Line Corridor along I-35E/I-35 and Highway 61 from Minnesota's Union Depot Multi-Modal Hub to Hinckley. This corridor is 80 miles, and covers five counties of Ramsey, Washington, Anoka, Chisago, and Pine. Traffic is growing at an increasing rate, as is traffic congestion along the corridor, and is expected to double in 20 years on I-35. This project has both local and regional significance as the park-and-ride lots are seen as a means to provide commuters with a transportation choice besides driving alone.

FISCAL IMPACT:

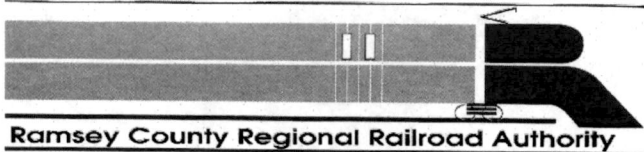
If funds are allocated from the federal government, a local match of 20 percent would likely be required, which could be sought from the state.

SPECIFICS ON WHO WILL SUPPORT OR OPPOSE THIS LEGISLATION:

The Rush Line Corridor Task Force, Ramsey County Regional Railroad Authority, Washington County Regional Railroad Authority, Chisago County Regional Railroad Authority, Pine County, City of Forest Lake, City of Harris, City of Hugo, City of Little Canada, City of Maplewood, City of North Branch, City of Rush City, City of White Bear Lake, White Bear Township, City of Wyoming, Wyoming Township, Congressional Members, and Legislators support this request.

DEPARTMENT CONTACT AND PHONE NUMBER:

David Twa, Interim Director, Ramsey County Regional Railroad Authority, 651 266-8009



2

REQUEST FOR ACTION

Type of Agenda: ☐ Policy ☐ Discussion
☒ Administrative ☐ Information

Regional Railroad Authority Meeting Date: 01/22/08

Regional Railroad Authority Meeting Date: _____

SUBJECT: Purchase of the St. Paul Housing and Redevelopment Authority (HRA) parking lot located near the intersection of Kellogg Blvd. and Broadway St.

EXECUTIVE SUMMARY

The LOCATE Task Force committee has identified the St. Paul HRA parking lot as one of several properties in the area that are required to successfully develop the Union Depot Concourse as a multi-modal transit hub. Negotiations between the Ramsey County Regional Railroad Authority and the St. Paul HRA have resulted in a Purchase and Sale Agreement.

This purchase will be funded from the amount designated in the 2007 budget for right-of-way acquisition.

ACTION REQUESTED

- 1) Approval of attached resolution;
- 2) Approve the Purchase and Sale Agreement for the acquisition of the St. Paul Housing Redevelopment Authority (HRA) parking lot located near the intersection of Kellogg Blvd. and Broadway St. with the following terms:
 - a. Purchase price of \$3.62 million; and
 - b. Down payment of \$250,000, due at the time of execution of the Purchase and Sale Agreement.
- 3) Authorize the Chair to execute the Purchase and Sale Agreement for the acquisition of the Housing and Redevelopment Authority (HRA) parking lot located near the intersection of Kellogg Blvd. and Broadway St.

SUBJECT: Purchase of the St. Paul Housing and Redevelopment Authority (HRA) parking lot located near the intersection of Kellogg Blvd. and Broadway St.

ATTACHMENTS:

1. Draft resolution;
2. Purchase and Sale Agreement; and
3. Aerial Site Photograph, marked Proposed Track Location.

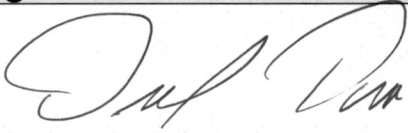
PREVIOUS ACTION:

None.

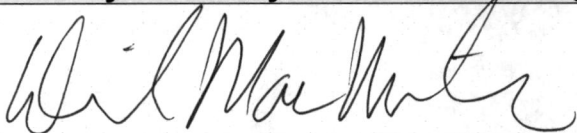
COUNTY MANAGER'S COMMENTS:

The County Manager recommends approval of this request.

SUBJECT: Purchase of the St. Paul Housing and Redevelopment Authority (HRA) parking lot located near the intersection of Kellogg Blvd. And Broadway Street

Regional Railroad Authority – Authorized Signature	Date
	1-17-08

Budgeting & Accounting – Authorized Signature	Date
	1-17-08

County Attorney – Authorized Signature	Date
	1/17/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

1 WHEREAS, The LOCATE Task Force committee has identified the St. Paul HRA parking lot,
2 near the intersection of Kellogg Blvd. and Broadway St., as one of several properties required for the
3 successful development of the Union Depot Concourse as a multimodal transpiration hub; and

5 WHEREAS, Negotiations between the RCRRA and the HRA have resulted in a Purchase and
6 Sale Agreement for the purchase of the HRA parking lot with the following terms:

- 7 • Purchase price of \$3.62 million.
8 • Down payment of \$250,000 due at the time of execution of the Purchase Agreement.

9
0 WHEREAS, The County Manager recommends approval of the requested action items; Now,
1 Therefore, Be It

2
3 RESOLVED, The Ramsey County Regional Railroad Authority Board of Commissioners
4 hereby authorizes the Chair to execute the Purchase and Sale Agreement to acquire the HRA
5 parking lot.

PURCHASE AND SALE AGREEMENT

THIS PURCHASE AND SALE AGREEMENT ("this Agreement") is made as of _____, 2008, by and between HOUSING AND REDEVELOPMENT AUTHORITY OF THE CITY OF SAINT PAUL, MINNESOTA a Minnesota public body ("Seller"), and RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY, a Minnesota public body ("Buyer").

Seller and Buyer agree as follows:

1. Sale of Property. Subject to and upon the terms and conditions contained herein, Seller agrees to sell to Buyer, and Buyer agrees to buy from Seller, the real property located in Ramsey County, Minnesota, legally described on the attached Exhibit A (the "Land"), together with all easements and rights related to the Land and all improvements, if any, on the Land (collectively, the "Property"). Seller may reserve an easement for street extension and connections from Seventh Street to Warner Road over a portion of the eastern end of the Property in the Quit Claim Deed. Buyer is purchasing the Property based upon its own investigation and inquiry and is not relying on any representation or warranty of Seller or other person and is agreeing to accept and purchase the Property "as is, and where is".

2. Purchase Price and Manner of Payment. The total purchase price (the "Purchase Price") to be paid by Buyer to Seller for the Property shall be Three Million, Six Hundred and Twenty Thousand and No/100 Dollars (\$3,620,000.00). The Purchase Price shall be payable as follows:

2.1. \$250,000.00 as earnest money payable to Seller upon execution of this Agreement ("Earnest Money"), which Earnest Money shall be held by Seller; and

2.2. The balance in cash or by wire transfer of funds on the Closing Date.

3. Contingencies. The obligations of Buyer under this Agreement are contingent upon each of the following:

3.1. Representations and Warranties. The representations and warranties of Seller contained in this Agreement must be true now and on the Closing Date as if made on the Closing Date.

3.2. Title. Title shall have been found acceptable, or been made acceptable, in accordance with the requirements and terms of Section 6 below.

3.3. Access; Cooperation; Documents. Seller shall allow Buyer, and Buyer's employees, agents and contractors, access to the Property without charge and at all reasonable times prior to the Contingency Date for the purpose of Buyer's investigation and testing the same, including, but not limited to, surveys, soil borings, and environmental investigation and testing, and conducting such other investigations, tests, studies and activities as Buyer deems necessary or advisable, and Buyer shall have

determined, on or before the Contingency Date, that Buyer is satisfied, in its sole and absolute discretion, with the results of such investigation and testing. Buyer shall pay all costs and expenses of such investigation and testing, and shall hold Seller and the Property harmless from all costs and liabilities relating to Buyer's activities and such investigation and testing, and shall pay and reimburse Seller for any damage caused by the same. Seller shall provide Buyer access to any environmental studies and reports, soils and geotechnical studies or reports, and other documents in its possession relating to the Property.

3.4. Contingencies.

The term "Contingency Date" shall mean April 1, 2008. If (i) any Title Objections (as hereinafter defined) have not been cured or satisfied by Seller to the satisfaction of Buyer on or before the Contingency Date (as such date may have been extended pursuant to Section 6.2 hereof), or (ii) the contingency described in Section 3.3, hereof has not been satisfied on or before the Contingency Date, or, as applicable, the Closing Date, or (iii) Seller's representations and warranties contained herein are not true on the Closing Date, then this Agreement may be terminated by written notice from Buyer to Seller, which notice shall be given on or before April 1, 2008 (or, if applicable, such later date to which the date for the cure of Title Objections may have been extended pursuant to Section 6.2 hereof), the Contingency Date, or the Closing Date, as applicable. Upon any termination of this Agreement pursuant to this paragraph, the Earnest Money, and any interest accrued thereon, shall be released to Buyer and upon such return, neither party will have any further rights or obligations regarding this Agreement or the Property. The contingencies described in this Section 3 hereof are specifically for the benefit of Buyer, and Buyer shall have the right to waive any such contingency by written notice to Seller.

3.5 Approval. Buyer's Board of Commissioners has approved of this Agreement.

4. Closing. The closing of the purchase and sale contemplated by this Agreement (the "Closing") shall occur on the date (the "Closing Date") which Buyer designates in its written notice to Seller stating that the contingencies set forth in Section 3 above for the benefit of Buyer have been satisfied or waived by Buyer; provided that in no event shall the Closing Date be less than five (5) days nor more than thirty (30) days after such notice is given, unless extended in accordance with the provisions of Section 6 hereof. The Closing shall take place at the offices of the City Attorney, 400 City Hall, St Paul, Mn 55102, or at such other place as Buyer and Seller may agree. Seller agrees to deliver possession of the Property to Buyer on the Closing Date, clear of any debris and personal property.

4.1. Seller's Closing Documents. On the Closing Date, Seller shall execute and deliver to Buyer the following (collectively, "Seller's Closing Documents"), all in form and content reasonably satisfactory to Buyer:

4.1.1 Deed. A Quit Claim Deed conveying the Property to Buyer, free and clear of all encumbrances, except the Permitted Encumbrances (as hereinafter defined) and a possible reservation of a road easement.

4.1.2 FIRPTA Affidavit. A non-foreign affidavit, properly executed, containing such information as is required by Internal Revenue Code Section 1445(b)(2) and its regulations.

4.1.3 Well Certificate. A certificate signed by Seller warranting that there are no wells on the Property within the meaning of Minn. Stat. § 1031, or if there are any such wells, a well certificate in the form required by law.

4.1.4 Storage Tanks. If the Property contains or contained a storage tank, an affidavit with respect thereto, as required by Minn. Stat. § 116.48.

4.1.5 Title Documents. Such affidavits of seller, certificates of value or other documents as may be reasonably required in order to record the Seller's Closing Documents and to issue a title policy.

4.2. Buyer's Closing Deliveries. On the Closing Date, Buyer will execute and/or deliver to Seller the following (collectively, "Buyer's Closing Deliveries"):

4.2.1 Purchase Price. The Purchase Price, in immediately available funds.

4.2.2 Title Documents. Such affidavits of purchaser, certificates of value or other documents as may be reasonably required to record the Seller's Closing Documents and issue a title policy.

5. Costs and Expenses; Prorations. Seller and Buyer agree to the following prorations and allocation of costs and expenses regarding this Agreement:

5.1. Title Insurance. Buyer will pay all costs of the Title Evidence (as hereinafter defined) and a title policy.

5.2. Deed Tax. Seller shall pay all state deed tax regarding the Quit Claim Deed to be delivered by Seller under this Agreement.

5.3. Real Estate Taxes and Special Assessments. General real estate taxes payable in all years prior to the year in which Closing occurs will be paid by Seller. General real estate taxes payable in the year in which Closing occurs will be prorated between Buyer and Seller as of the Closing Date, based on a calendar fiscal year. Buyer will pay all general real estate taxes payable in the year after the year in which Closing occurs and in all subsequent years. All special assessments levied, pending or assessed against the Property as of the Closing Date will be paid or assumed by Buyer.

5.4. Recording Costs. Seller will pay the cost of recording all documents necessary to place record title in the condition to be warranted by Seller pursuant to the Quit Claim Deed to be delivered by Seller under this Agreement. Buyer will pay the cost of recording all other documents.

5.5. Other Costs. All other operating costs of the Property, if any, will be allocated between Seller and Buyer as of the Closing Date, so that Seller pays that part of such other operating costs incurred before or payable with respect to the period prior to the Closing Date, and Buyer pays that part of such operating costs incurred or payable with respect to the period from and after the Closing Date.

5.6. Attorneys' Fees. Each of the parties will pay his or its own attorneys' fees.

6. Title Examination. Title Examination will be conducted as follows:

6.1. Title Evidence. As soon hereafter as reasonably possible, Seller, at its sole cost and expense, shall obtain the following items (collectively, the "Title Evidence"):

6.1.1 Title Insurance Commitment. A commitment from a title insurer to issue to Buyer an ALTA Owner's policy of title insurance insuring Buyer's title to the Property (the "Title Commitment").

6.1.2 Survey. A boundary survey of the Property which will show all easements.

6.2. Buyer's Objections. At any time on or before April 1, 2008, Buyer may make written objections (the "Title Objections") to the form and/or content of the Title Evidence. Buyer's failure to make the Title Objections within such time period will constitute waiver of the Title Objections. Any matter shown by or on the Title Evidence and not objected to by Buyer shall be a "Permitted Encumbrance" hereunder. Seller will have until May 1, 2008 (as such date may be extended pursuant hereto) to cure the Title Objections, and Seller shall use commercially reasonable efforts to correct the Title Objections on or prior to May 1, 2008 (as such date may be extended pursuant thereto). To the extent a Title Objection is in the nature of a mortgage or similar lien against the Property and can be satisfied by the payment of money, Seller shall be obligated to pay the same, either in advance of the Closing or by applying a portion of the cash payable to Seller at Closing to the satisfaction of such Title Objection. If the Title Objections are not cured on or before June 1, 2008 (or such later date to which the date for the cure of the Title Objections may have been extended pursuant hereto), Buyer will have the option to either terminate this Agreement or to extend (or further extend) the date by which the Title Objections must be cured but in no event to a date later than the Closing Date. If the date by which the Title Objections are to be cured has been extended to the Closing Date, and the Title Objections are not cured on or before the Closing Date, Buyer will have the option to do either of the following:

6.2.1 Terminate this Agreement and receive the return of the Earnest Money; or

8

6.2.2 Waive the Title Objections and proceed to close.

6.3. Title Policy. Buyer shall be entitled at Closing to receive, at Buyer's sole cost and expense, an ALTA Owner's Title Insurance Policy (deleting the standard exceptions and the creditors' rights exclusion from coverage and arbitration clause and containing such endorsements as Buyer may require) (the "Title Policy").

7. Executory Period. During the period from the date of Seller's acceptance of this Agreement to the Closing Date (the "Executory Period"), Seller shall not execute any contracts, leases or other agreements regarding the Property during the Executory Period that are not terminable on or before the Closing Date, without the prior written consent of Buyer, which consent may be withheld by Buyer at its sole discretion.

8. Representations and Warranties by Seller. Seller represents and warrants to Buyer as of the date hereof and on the Closing Date as follows:

8.1.1 Authority. Seller has the requisite power and authority to enter into and perform this Agreement and those Seller's Closing Documents to be signed by it; the execution, delivery and performance by Seller of such documents does not conflict with or result in a violation of any judgment, order, or decree of any court or arbiter to which Seller is a party; such documents are and will be valid and binding obligations of Seller, and are and will be enforceable in accordance with their terms.

8.1.2 Title and Rights of Others to Purchase the Property. Seller owns the Property, and Seller has not entered into any other contracts for the sale of the Property, nor are there any rights of first refusal or options to purchase the Property.

8.1.3 Seller's Defaults. Seller has not received notice of, nor to the actual knowledge of Seller is there, any default concerning any of its obligations or liabilities regarding the Property.

8.1.4 FIRPTA. Seller is not a "foreign person", "foreign partnership", "foreign trust" or "foreign estate" as those terms are defined in Section 1445 of the Internal Revenue Code.

8.1.5 Proceedings. There is no action, litigation, investigation, condemnation or proceeding of any kind pending, or to the best knowledge of Seller, threatened against Seller or any portion of the Property.

8.1.6 Wells. Seller does not know of any "wells" on the Property within the meaning of Minn. Stat. § 1031.

8.1.7 Storage Tanks. To the actual knowledge of Seller, no above ground or underground tanks are located in or about the Property.

8.1.8 Individual Sewage Treatment Systems. To the actual knowledge of Seller, there is no "individual sewage treatment system" within the meaning of Minn. Stat. § 155.55 on or serving the Property.

8.1.9 Management and Use Agreements. There are no management agreements, leases, licenses or other documents regarding possessory rights to the Property except those listed in Exhibit B attached hereto ("Use Agreements"). By completing the purchase of the Property, the Buyer is assuming and agreeing to perform Seller's obligations under these Use Agreements.

If Buyer shall determine that any representation and warranty herein made by Seller is or was not true when made, or no longer remains true, Buyer shall have the right, in addition to all other remedies, to terminate this Agreement by notice to Seller and upon such termination, the Earnest Money shall be refunded to Buyer.

9. Representations and Warranties by Buyer. Buyer represents and warrants to Seller that Buyer is duly incorporated and is in good standing under the laws of the State of Minnesota; that Buyer has the requisite power and authority to enter into this Agreement and the Buyer's Closing Deliveries to be signed by it; such documents have been duly authorized by all necessary action on the part of Buyer and have been or will be duly executed and delivered; that the execution, delivery and performance by Buyer of such documents do not conflict with or result in violation of Buyer's formation documents or any judgment, order or decree of any court or arbiter to which Buyer is a party; such documents are and will be valid and binding obligations of Buyer, and are and will be enforceable in accordance with their terms. Buyer will indemnify Seller, its successors, legal representatives and assigns, against, and will hold Seller, its successors, legal representatives and assigns, harmless from, any expenses or damages, including reasonable attorneys' fees, that Seller incurs because of the breach of any of the above representations and warranties, whether such breach is discovered before or after Closing. Consummation of this Agreement by Seller with knowledge of any such breach by Buyer will not constitute a waiver or release by Seller of any claims due to such breach.

10. Condemnation. If eminent domain proceedings are threatened or commenced against all or any part of the Property, Seller shall promptly give written notice thereof to Buyer, and Buyer shall have the right to terminate this Agreement and receive back the Earnest Money and all interest thereon by giving written notice of such termination to Seller within thirty (30) days after Buyer's receipt of Seller's notice. If Buyer shall fail to give such notice of termination, then the parties shall proceed to Closing, and Seller shall assign to Buyer at Closing all rights to appear in and receive any award from such proceedings.

11. Broker's Commission. Seller and Buyer each represent and warrant to the other party that it has dealt with no brokers, finders or the like in connection with this Agreement or the transactions contemplated hereby.

12. Binding Effect. This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective heirs, legal representatives, successors and permitted assigns.

13. Notices. Any notice required or permitted hereunder shall be given by either (i) personal delivery upon an authorized representative of a party hereto, or (ii) United States registered or certified mail, return receipt requested, postage prepaid, or (iii) facsimile copy followed by mailed notice, or (iv) a nationally recognized, reputable overnight courier, in each case properly addressed as follows:

If to Seller:

Housing and Redevelopment Authority of the City
of Saint Paul, Minnesota
Attn: Al Carlson
1300 City Hall Annex
25 West 4th Street
St. Paul, Minnesota 55102
Fax #: 651-228-3261

If to Buyer:

Ramsey County Regional Railroad Authority
Attn: Rafael E. Ortega
6560 Ramsey County Government Center-West
50 West Kellogg Boulevard
St. Paul, Mn 55102
Fax #: 651-266-2761

Notices shall be deemed effective on the earlier of the date of receipt or the date of deposit, as aforesaid; provided, however, that if notice is given by deposit, the time for response to any notice by the other party shall commence to run one business day after any such deposit. Any party may change his or its address for the service of notice by giving notice of such change ten (10) days prior to the effective date of such change.

14. Default; Remedies. If Buyer defaults under this Agreement, Seller will provide written notice thereof to Buyer. If Buyer fails to cure such default within fifteen (15) days after the date of such notice, this Agreement will terminate, and upon such termination Seller will retain the Earnest Money and all interest thereon as liquidated damages, time being of the essence of this Agreement. The termination of this Agreement and retention of the Earnest Money and all interest thereon will be Seller's sole remedy for Buyer's default, and Buyer will not be liable for damages or for specific performance. If Seller defaults under this Agreement, and such default continues for more than fifteen (15) days after Buyer gives written notice of such default to Seller, Seller shall be liable to Buyer only for specific performance of this Agreement and not for any damages.

15. Governing Law. This Agreement is to be construed and enforced according to and governed by the laws of the State of Minnesota.

16. Counterparts. This Agreement may be executed in any number of counterparts, which counterparts when considered together shall constitute one and the same agreement.

17. - Seller's Additional Contingency. The obligations of Seller hereunder are contingent upon approval of this Agreement by the Seller's Board of Commissioners.

IN WITNESS WHEREOF, Seller and Buyer have caused this Agreement to be duly executed as of the date first written above.

SELLER:

HOUSING AND REDEVELOPMENT
AUTHORITY OF THE CITY OF SAINT
PAUL, MINNESOTA

By: _____
Its: _____

Approved as to form

Assistant City Attorney

BUYER:

RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY

By: _____
Its: _____

EXHIBIT A

Legal Description of Property

[Tax parcel # 32-29-22-34-0018]

Insert full legal description

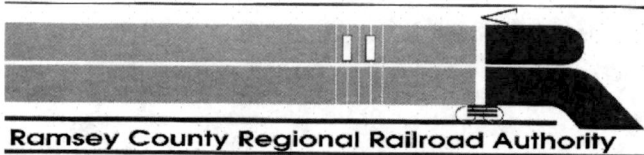
EXHIBIT B

Management and Use Agreements

1. Management Agreement between Seller and Allright Parking Minnesota, Inc., dated January 1, 2001.
2. Joint Powers Agreement between Seller and State of Minnesota, Department of Administration.
3. Use of the Property by the Heritage Train for the Republican National Convention in August/September, 2008.
4. Use of the Property by Polaris in July 2009.



16



3

REQUEST FOR ACTION

Type of Agenda: ☐ Policy ☐ Discussion
☒ Administrative ☐ Information

Regional Railroad Authority Meeting Date: _____

Regional Railroad Authority Meeting Date: _____

SUBJECT Amendment to Cooperative Funding Agreement for Preliminary Engineering

EXECUTIVE SUMMARY

The Railroad Authority discussed amending the Central Corridor LRT preliminary engineering funding agreement to evaluate an option using Broadway. The attached resolution reflects the results of that discussion.

ACTION REQUESTED

- 1) Approval of the attached resolution;
- 2) Approval of the First Amendment to First Amendment to Cooperative Funding Agreement for Preliminary Engineering; and
- 3) Authorize the Chair to execute the attached First Amendment to Cooperative Funding Agreement for Preliminary Engineering.

SUBJECT: Amendment to Cooperative Funding Agreement for Preliminary Engineering

ATTACHMENTS:

1. Draft resolution; and
2. First Amendment to Cooperative Funding Agreement for Preliminary Engineering.

PREVIOUS ACTION:

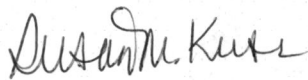
The Board approved the Memorandum of Understanding dated August 2006.

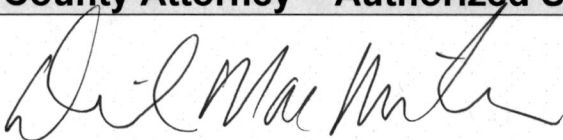
COUNTY MANAGER'S COMMENTS:

The County Manager recommends approval of this request.

SUBJECT: Amendment to Cooperative Funding Agreement for Preliminary Engineering

Regional Railroad Authority – Authorized Signature	Date
	1-17-08

Budgeting & Accounting – Authorized Signature	Date
	1-17-08

County Attorney – Authorized Signature	Date
	1/17/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

1 WHEREAS, preliminary engineering is underway for the Central Corridor light rail
2 project; and
3
4 WHEREAS, the Ramsey County Regional Railroad Authority has entered into a
5 Cooperative Funding Agreement For Preliminary Engineering with the Metropolitan
6 Council and the Hennepin County Regional Railroad Authority on downtown alignments
7 to be evaluated; and
8
9 WHEREAS, the Metropolitan Council has requested that the 2nd Street viaduct option to
10 the concourse level of Union Depot be replaced with an option using Broadway; now
11 therefore be it
12
13 RESOLVED, that the Ramsey County Regional Railroad Authority approve the change
14 to Article I (D), option 3, to read: an alignment following 4th Street east to Broadway
15 with a station in front of the Union Depot Head House, thence heading south on
16 Broadway, across Kellogg Boulevard, and entering the east side of the Union Depot
17 concourse; and
18
19 BE IT FURTHER RESOLVED, that the Chair of the Ramsey County Regional Railroad
20 Authority be authorized to sign the attached First Amendment to Cooperative Funding
21 Agreement For Preliminary Engineering

Reference Numbers

CCLRT Project:

Metropolitan Council:

RCRRA Contract No.

HCRRA Contract No. A070414

PROJECT: CENTRAL CORRIDOR LIGHT RAIL TRANSIT PROJECT

NAME: First Amendment to Cooperative Funding Agreement For Preliminary Engineering

PARTIES:

- **Metropolitan Council**
- **Ramsey County Regional Railroad Authority**
- **Hennepin County Regional Railroad Authority**

This Amendment to the above identified Cooperative Funding Agreement for Preliminary Engineering is entered into between the Metropolitan Council, a public corporation and political subdivision of the State of Minnesota ("Met Council"), the Ramsey County Regional Railroad Authority, a political subdivision of the State of Minnesota ("RCRRA"), and the Hennepin County Regional Railroad Authority, a political subdivision of the State of Minnesota ("HCRRA").

WHEREAS:

1. The Met Council, RCRRA, and HCRRA have entered into a Cooperative Funding Agreement for Preliminary Engineering (the Agreement) for the Central Corridor Light Rail Transit Project (the Project).

2. The Met Council, RCRRA, and HCRRA have agreed that the Paragraph D of Article I of the Agreement should be amended to delete option 3, the alignment option heading south on Cedar, crossing Kellogg Boulevard (which may necessitate a tunnel), heading east

along the 2nd street median and enter the West side of the Union Depot concourse, substituting for said option 3 an option for an alignment on 4th Street to Broadway and crossing Kellogg Boulevard at Broadway.

NOW, THEREFORE, the following Amendment to the Agreement is agreed to by the parties:

1. Article I, Section D, is deleted in its entirety and the following language is substituted therefore:

Article I (D)

D. **Scope of work for PE and FEIS.** The parties agree that the scope of work for Preliminary Engineering and the Final Environmental Impact Statement (FEIS") will include for consideration and analysis those features identified in the draft environmental impact statement (DEIS) which has been prepared in connection with the Central Corridor, and shall include an analysis to "30% complete" plans and specifications for the following three options for connecting to the St. Paul Union Depot from 4th Street and Cedar Street: (1) an alignment following 4th Street east and terminating on 4th Street with a station in front of the Union Depot Head House; (2) an alignment following 4th Street east to Wacouta with a station in front of the Union Depot Head House, thence heading south on Wacouta, across Kellogg boulevard (which may necessitate a bridge), and entering the east side of the Union Depot concourse, and (3) an alignment following 4th Street east to Broadway with a station in front of the Union Depot Head House, thence heading south on Broadway, across Kellogg Boulevard, and entering the east side of the Union Depot concourse. The 30% analysis for each option shall include an estimate of operating costs. Upon completion of the analysis to the thirty percent (30%) level, the three alternatives will be submitted to the Central Corridor Management Committee established pursuant to Minnesota Statutes Section 473.3994, subd. 10. The Corridor Management

Committee shall review the three options and make a recommendation as to the preferred option. The Met Council shall select one of the above options as the "preferred" Union Depot alignment, which shall, subject to FTA approval, be analyzed to 70% complete plans and specifications and included in the FEIS. Nothing in this section shall be deemed to predetermine the scope of final design for the Project.

2. Except as herein provided, all other terms and conditions of the Agreement remain in full force and effect.

3. EXECUTION IN COUNTERPARTS. This Amendment may be executed in one or more counterparts, each of which shall be deemed an original, but all of which, when taken together, shall constitute one and the same instrument.

IN TESTIMONY WHEREOF, the parties to this Amendment have cause this Amendment to be executed by their respective duly authorized representatives on the dates indicated.

METROPOLITAN COUNCIL

By: _____
Thomas Weaver
Regional Administrator

Date: _____

Approved as to form.

Metropolitan Council
Office of General Counsel

IN TESTIMONY WHEREOF, the parties to this Amendment have cause this Amendment to be executed by their respective duly authorized representatives on the dates indicated.

**RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY**

By: _____

Its: Chair

Date: _____

Reviewed by Ramsey County Attorney's Office:

Assistant County Attorney

Date: _____

Budgeting and Accounting

8

IN TESTIMONY WHEREOF, the parties to this Amendment have cause this Amendment to be executed by their respective duly authorized representatives on the dates indicated.

**HENNEPIN COUNTY REGIONAL
RAILROAD AUTHORITY**

By: _____

Its: Chair

Date: _____

By: _____

Its: Deputy/Executive Director

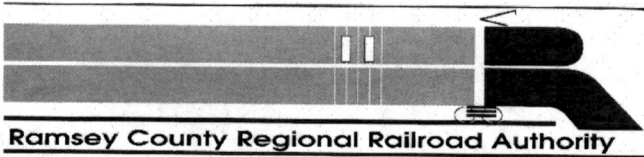
ATTEST:

Clerk of its Board

Reviewed by Hennepin County Attorney's Office:

Assistant County Attorney

Date: _____



4

REQUEST FOR ACTION

Type of Agenda: ☐ Policy ☐ Discussion
☒ Administrative ☐ Information

Regional Railroad Authority Meeting Date: 1/22/08

Regional Railroad Authority Meeting Date: _____

SUBJECT Approve Second Amendment to the Professional Services Agreement with SRF for Rush Line Commuter Bus Study

EXECUTIVE SUMMARY

In January 2007, the Ramsey County Regional Railroad Authority (RCRRA) authorized staff to conduct a commuter bus study for the Rush Line Corridor. SRF Consulting Group, Inc. was hired to conduct the study. This contract was amended in October 2007 to extend through the end of February at a cost not to exceed \$10,000 to assist staff in evaluating service options, to prepare for implementation of bus service, and other tasks as needed. Staff is proposing to extend the contract through June 30, 2008 at no additional cost.

ACTION REQUESTED

- 1) Approval of the attached resolution;
- 2) Approve the Second Amendment to the Professional Services Agreement with SRF to extend the time period to June 30, 2008, at no additional cost to the County; and
- 3) Authorize the Director to execute the attached Second Amendment to Professional Services Agreement with SRF Consulting, Inc.

SUBJECT: Approve Second Amendment to the Professional Services Agreement with SRF for Rush Line Commuter Bus Study
ATTACHMENTS:

- 1) Draft Resolution
- 2) Contract amendment between SRF Consulting, Inc., and the Ramsey County Regional Railroad Authority
- 3) Resolution R07-03
- 4) Resolution R07-46

PREVIOUS ACTION:

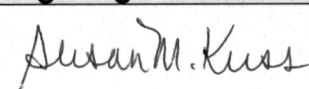
An agreement with SRF Consulting, Inc. is currently in place and expires February 29, 2008.

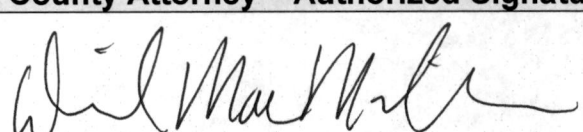
COUNTY MANAGER'S COMMENTS:

The County Manager recommends approval of this request.

SUBJECT: Approve Second Amendment to the Professional Services Agreement with SRF for Rush Line Commuter Bus Study

Regional Railroad Authority – Authorized Signature	Date
	1-16-08

Budgeting & Accounting – Authorized Signature	Date
	1-14-08

County Attorney – Authorized Signature	Date
	1-16-08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

1 WHEREAS, Ramsey County Regional Railroad Authority is a member of the
2 Rush Line Corridor Task Force; and
3
4 WHEREAS, Ramsey County Regional Railroad Authority entered into a contract
5 with SRF Consulting Group, Inc., to conduct a commuter bus study for the Rush
6 Line Corridor; Now, Therefore, Be It
7
8 RESOLVED, That Ramsey County Regional Railroad Authority hereby approves
9 the contact amendment with SRF Consulting Inc., for a period from February 29,
10 2008, to June 30, 2008; and Be It Further
11
12 RESOLVED, That the Ramsey County Regional Railroad Authority authorizes its
13 Director to execute the attached contract amendment.

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date January 23, 2007 No.: R07-03

WHEREAS, Ramsey County Regional Railroad Authority is a member of the Rush Line Task Force; and

WHEREAS, The Rush Line Task Force, at its meeting on January 10 took action on a feasibility study, state and federal appropriations requests; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority authorizes a contribution of \$10,000 for its share of the feasibility study of commuter bus for the Rush Line Corridor, pending the contributions of other counties; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes its Chair to contract with one of three potential vendors for the commuter bus feasibility study, based on recommendation of staff, in an amount not to exceed \$50,000; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority requests \$1 million in state appropriations for the Rush Line Corridor in 2007 to match federal funds for the design and construction of transit facilities; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority requests \$5 million in federal 2008 appropriations for the Rush Line Corridor for design and construction of stations and park and ride facilities to match state funds and county contributions of properties, where applicable.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	X		
Toni Carter	X		
Jim McDonough	X		
Rafael E. Ortega	X		
Jan Parker	X		
Victoria Reinhardt	X		
Janice Rettman	X		

Rafael E. Ortega, Chair

By: Tony Bennett A
Tony Bennett, Secretary

5

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: October 23, 2007 No.: R07-46

WHEREAS, Ramsey County Regional Railroad Authority is a member of the Rush Line Corridor Task Force; and

WHEREAS, Ramsey County Regional Railroad Authority entered into a contract with SRF Consulting Group, Inc., to conduct a commuter bus study for the Rush Line Corridor; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority hereby approves the contract amendment with SRF Consulting Group, Inc., in an amount not to exceed \$10,000 for a period from November 1, 2007 to February 29, 2008; and Be It Further

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

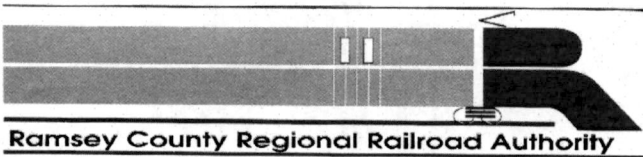
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	X		
Toni Carter	X		
Jim McDonough	X		
Rafael E. Ortega	X		
Jan Parker	X		
Victoria Reinhardt	X		
Janice Rettman	X		

Rafael E. Ortega, Chair

By: Tony Bennett
Tony Bennett, Secretary

6



5

REQUEST FOR ACTION

Type of Agenda:

☒
☐

Policy

Administrative

☐
☐

Discussion

Information

Regional Railroad Authority Meeting Date: 01/22/08

Regional Railroad Authority Meeting Date: _____

SUBJECT Project Updates

EXECUTIVE SUMMARY

Staff will provide project updates at the meeting.

ACTION REQUESTED

For information and discussion only.

1

SUBJECT: *Project Updates*

ATTACHMENTS:

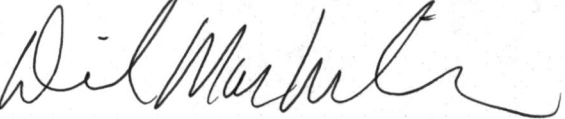
PREVIOUS ACTION:

COUNTY MANAGER'S COMMENTS:

SUBJECT: Project Updates

Regional Railroad Authority – Authorized Signature	Date
	1-16-08

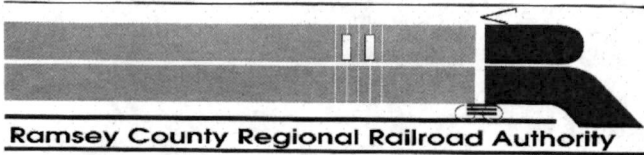
Budgeting & Accounting – Authorized Signature	Date
	1-16-08

County Attorney – Authorized Signature	Date
	1-16-08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date



REQUEST FOR ACTION

Type of Agenda: ☒ Policy ☐ Discussion
☐ Administrative ☐ Information

Regional Railroad Authority Meeting Date: 01/22/08

Regional Railroad Authority Meeting Date: 12/18/07

SUBJECT Presentation of Draft Union Depot Environmental Assessment

EXECUTIVE SUMMARY

Richard H. Nau, Project Manager for URS Corporation will conduct a presentation at the meeting.

ACTION REQUESTED

For information and discussion only.

SUBJECT: *Presentation of Draft Union Depot Environmental Assessment*

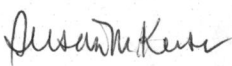
ATTACHMENTS:

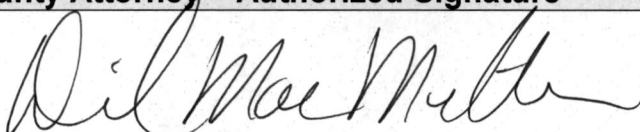
PREVIOUS ACTION:

COUNTY MANAGER'S COMMENTS:

SUBJECT: Presentation of Draft Union Depot Environmental Assessment

Regional Railroad Authority – Authorized Signature	Date
	1-16-08

Budgeting & Accounting – Authorized Signature	Date
	1-16-08

County Attorney – Authorized Signature	Date
	1-16-08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date