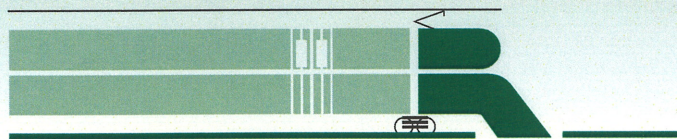


# Central Corridor Alternatives Analysis and Draft Environmental Impact Statement



Ramsey County Regional Railroad Authority



April 3, 2006



# CENTRAL CORRIDOR PROJECT

## ALTERNATIVES ANALYSIS AND DRAFT ENVIRONMENTAL IMPACT STATEMENT

Submitted Pursuant to the National Environmental Policy Act  
42 U.S.C. 4332(2)(c)  
Federal Transit Laws (49 USC §§5301(e), 5323(b), and 5324(b));  
National Historic Preservation Act, Section 106 (16 USC §470f);  
Department of Transportation Act, Section 4(f) (49 USC §303)  
and  
Minnesota Statutes, Chapter 116D

by the

United States Department of Transportation  
Federal Transit Administration

And

Ramsey County Regional Railroad Authority

And

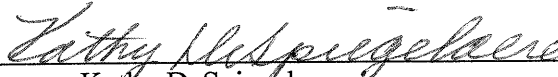
Metropolitan Council

4-5-06  
Date of Approval



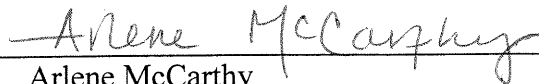
Marisol Simon, Region 5  
Regional Administrator  
Federal Transit Administration

3/15/06  
Date of Approval



Kathy DeSpiegelaere  
Director  
Ramsey County Regional Railroad Authority

3-15-06  
Date of Approval



Arlene McCarthy  
Director of Metropolitan Transportation Services  
Metropolitan Council

## ABSTRACT

The proposed action is either the development of a Light Rail Transit facility or a Busway/Bus Rapid Transit facility for the Central Corridor, a transportation corridor that extends approximately 11 miles between downtown Minneapolis and downtown St. Paul, Minnesota.

The proposed action considers two build alternatives, University Avenue LRT and University Avenue Busway/BRT. The proposed alternatives include the 11 mile transit guideway with stations. The DEIS also evaluates the Baseline Alternative, which includes programmed and planned transportation improvements in the Central Corridor.

The DEIS evaluates the impacts of the Baseline, University Avenue LRT and the University Avenue Busway/BRT Alternatives in the areas such as: land use, neighborhoods, community facilities, economic impacts, parklands, property acquisition and displacement, visual and aesthetic, cultural resources, safety and security, environmental justice, soils, hazardous materials, air quality, noise and vibration, ecology and habitat, water quality and floodplains, energy and transportation impacts. The analysis also considers the capital and operating costs for each of the Alternatives. Mitigation measures to reduce anticipated impacts are detailed in the DEIS.

FOR ADDITIONAL INFORMATION CONCERNING THIS DOCUMENT,  
CONTACT:

Marisol Simon, Region 5  
Regional Administrator  
Federal Transit Administration  
200 West Adams, Suite 2410  
(312) 353-2789

Stephen L. Morris  
Ramsey County Regional Railroad Authority  
50 West Kellogg Boulevard, # 665  
St. Paul, MN 55102  
651-266-2784

Arlene McCarthy  
Director of Metropolitan Transportation Services  
Metropolitan Council  
Mears Park Center  
250 East 5<sup>th</sup> Street  
St. Paul, MN 55101  
651-602-1154

A 45-day period has been established for comments on this document. Comments may be submitted in writing or may be made orally at the public hearing(s). Written comments should be submitted directly to Mr. Stephen L. Morris at the address above by June 5, 2006. Information on the public hearing(s) can also be obtained from Mr. Morris.

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