

11.0 PUBLIC AND AGENCY COORDINATION AND COMMENTS

This chapter describes the public and agency coordination efforts associated with the Central Corridor Light Rail Transit (LRT) Project. At the onset of the project, a Public and Agency Involvement Program was developed that identified public outreach techniques and activities to support the decision-making process. The Public and Agency Involvement Program followed guidelines set forth in the National Environmental Policy Act (NEPA), and the Safe, Accountable, Flexible, and Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU). Activities outlined in the program have guided public and agency involvement from initial planning activities through the Central Corridor Alternatives Analysis and Draft Environmental Impact Statement (AA/DEIS) and now during the Supplemental Draft Environmental Impact Statement (SDEIS) process.

11.1 Public Involvement

Public involvement and agency coordination is critical to the success of any project with the potential to affect the surrounding community, metropolitan region, and state. Planning for the Central Corridor LRT Project has involved extensive consultation with the affected public and coordination among participating agencies. The affected public includes those residents living within the Central Corridor LRT Study Area, along with individuals, businesses, community groups and social clubs, civic organizations, and others from the greater metropolitan region interested in the Central Corridor LRT Study Area. Public agencies including local government and county, state, and federal regulatory jurisdictions are also important partners contributing to the project's development and success.

To build and maintain public support for the project, communication efforts are targeted toward key audiences within the Central Corridor LRT Study Area and greater metropolitan community. Key audiences that must be considered in the development of a public involvement plan and communication activities include:

- **General Public** – Residents of the seven-county metropolitan area, especially those interested in LRT and transportation issues;
- **Elected Officials** – Representatives of the public with constituencies living within the Central Corridor LRT Study Area and those serving on key transportation and transportation finance committees;
- **Corridor Residents** – Those persons who reside within one-half-mile of the alignment that will be served and directly impacted by the Central Corridor LRT;
- **Corridor Businesses** – Owners and employees of businesses located in proximity to the Central Corridor LRT alignment;
- **Transit Users** – Persons already using transit as their usual means of transportation in the Central Corridor LRT Study Area;
- **Community Groups** – Organized groups that represent a geographic, demographic, or ethnic group adjacent to the alignment;
- **Businesses Groups** – Chambers of commerce and business groups serving smaller geographic segments of the Central Corridor LRT Study Area;

- **Educational Institutions** – The University of Minnesota (U of M) and other colleges and learning centers within walking distance of the Central Corridor LRT Study Area; and
- **Media** – Minneapolis and St. Paul metropolitan area media outlets, community and college newspapers, ethnic newspapers, radio stations, or television programs serving populations within the Central Corridor LRT Study Area.

Public involvement activities are structured and implemented to help ensure issues related to engineering solutions, social and environmental impacts, economic effects, financing, and other community concerns are considered throughout the planning and decision-making process.

11.1.1 Public and Agency Involvement During the AA/DEIS

The Central Corridor Transit Study process was done in two parts: 1) a feasibility study for commuter rail, which was completed in 2001; and 2) a Draft Environmental Impact Statement for baseline, LRT, and bus rapid transit (BRT) in the corridor, which was completed in 2006. During the initial AA/DEIS stages of the Central Corridor Transit Study, the Ramsey County Regional Railroad Authority (RCRRA) developed the Public and Agency Involvement Program to support decision-making efforts and encourage an open, collaborative approach regarding a balanced transportation system. The program recognized that the keys to an effective process are to actively involve the community and to create enthusiasm for the transit project and sustainable development along the Central Corridor LRT Study Area. A detailed explanation of the program is included in Chapter 8.0 of the AA/DEIS.

The following sections describe the outreach conducted during the AA/DEIS process.

11.1.2 Outreach During the AA/DEIS Scoping Process

The initiation of the AA/DEIS for the Central Corridor Project began with a formal Scoping Process. The AA/DEIS Scoping Process was used to publicly announce the alternatives being considered for inclusion in the AA/DEIS and to seek additional options which could be examined. The purpose of the AA/DEIS Scoping Process was to determine the scope and significance of social, economic, environmental, and transportation issues associated with the potential alternatives and the proposed action. The process provided opportunities to inform the public, government agencies, elected officials, organizations, and businesses that the AA/DEIS process was commencing and to solicit issues of concern.

The Notice of Intent (NOI) to prepare an AA/DEIS was published in the Federal Register on June 5, 2001. The Notice of Availability (NOA) of the Central Corridor Scoping Booklet and announcements of the Scoping Meetings were published in the Minnesota Environmental Quality Board (EQB) Monitor on June 11, 2001. The formal scoping comment period extended from June 11 to July 20, 2001.

Three public scoping meetings and one agency scoping meeting were held. Each meeting included a presentation of the screening process results, the alternatives recommended for inclusion in the AA/DEIS, the issues to be considered in the AA/DEIS, the schedule for completion, and the Public and Agency Involvement Program supporting AA/DEIS activities.

11.1.3 Outreach During the AA/DEIS

Several outreach activities took place during the AA/DEIS Process to educate and inform people about the Central Corridor LRT Project. These included a speakers' bureau,

business briefings, stakeholder meetings, and community meetings. Chapter 8.0 of the AA/DEIS outlines the various meetings that were held.

The AA/DEIS Notice of Availability was published in the Federal Register on April 21, 2006, signaling the start of a 45-day public comment period. The comment period concluded on June 5, 2006. Project staff collected comments by phone, mail, email, and in person at four public hearings held at sites along the Central Corridor LRT Study Area. More than 570 people attended these hearings to provide input on the Central Corridor LRT Project, along with providing comments on suggested changes. The four meetings were held at the following locations:

- University of Minnesota-Twin Cities in Minneapolis on May 22, 2006
- Lao Family Community of Minnesota, Inc. in St. Paul on May 23, 2006
- The Minnesota History Center in St. Paul on May 24, 2006
- St. Paul Central High School in St. Paul on May 24, 2006

All of the comments received on the AA/DEIS have been compiled into a database. The responses to the comments will be addressed in the Final Environmental Impact Statement (FEIS).

Based on findings from the AA/DEIS, along with public and agency input received during the process, on June 28, 2006, the Metropolitan Council adopted a Locally Preferred Alternative (LPA) for the Central Corridor, namely LRT, operating on Washington and University avenues (Metropolitan Council Resolution No. 2006-15). Upon completion of the AA/DEIS, the Metropolitan Council became the lead agency responsible for the project's oversight and implementation.

11.1.4 Current Public Involvement Program for the SDEIS

The neighborhoods adjacent to the Central Corridor LRT alignment in Minneapolis and St. Paul are comprised of numerous minority and ethnic groups, civic organizations, and business groups that have a history of active involvement in the community, including eight district councils in St. Paul that provide regular input into municipal decision-making. The Central Corridor LRT alignment will also pass through Minneapolis neighborhoods with well-established community and business groups, including Prospect Park, Elliot Park, Cedar-Riverside, Marcy-Holmes, and Stadium Village. The development of a public involvement program that incorporates the dynamic aspects of the affected neighborhoods and the greater metropolitan region was critical to achieving a successful project outcome. To promote the broadest range of opportunity for public involvement, informational meetings and open houses were held in geographically varied locations and at varied times of the day and week. Printed materials were translated into multiple languages to facilitate communication with immigrant communities within the Central Corridor LRT Study Area.

In February 2007, the Metropolitan Council prepared the Central Corridor LRT Communication and Public Involvement Strategic Plan. The Manager of Public Involvement and the Metropolitan Council's Public Affairs Director drafted the plan following a review of other regions' plans and programs and after they sought input from the project partners' communications and public affairs staff. Working with the Central Corridor Project Office (CCPO) and agency partners, the Manager of Public Involvement was responsible for developing, updating, and implementing the Communication and Public Involvement Strategic Plan that maximized the chances for the timely and successful completion of the project, consistent with community values and expectations.

To develop a plan that meets the needs of the Metropolitan Council and the community, it was important to first identify the Council's objectives and goals and to understand the community. The objectives of the plan are to:

- Build broad public awareness of, and support for, the Central Corridor LRT as an essential means to improve our transportation system and maintain regional competitiveness.
- Identify key community, business, racial, and ethnic groups within the Central Corridor LRT Study Area and maximize opportunities for public involvement and communication during the environmental, design, and construction process to promote public ownership of the Central Corridor LRT.
- Prepare project area residents, businesses, and commuters for what they are to expect during construction, listen to their concerns, and develop plans to minimize harmful or disruptive effects.

When developing the Central Corridor LRT Communication and Public Involvement Strategic Plan, the Metropolitan Council established a system to identify the level of public involvement sought for project decisions. The purpose of this system was to help set public expectations and guide staff in developing and implementing appropriate public involvement strategies for key issues requiring resolution. It also assisted the Metropolitan Council in focusing on issues requiring public input and ideas. The three levels of public involvement are:

- **Inform:** The Metropolitan Council presents technical information and analysis to the public. The objective is to assist the public in understanding the issues, alternatives, and solutions. Examples include utilities and bridge analyses.
- **Input:** The Metropolitan Council asks the public for information about different aspects of the project. The objective is for the Metropolitan Council to understand public concerns as the project is engineered and designed; examples include intersection design and parking.
- **Influence:** The public is included in the development of alternatives and selection of the preferred station design, access, and art. The objective is to reflect the community's desires in the Central Corridor LRT Project.

The strategy for a decision that requires community input is more complex than one that only includes informing the public (a matrix table of key project issues is provided at the end of this chapter). For example, Issue #13 required the engineers to study the structure of the Cedar Street Bridge over I-94. This item was assigned a public involvement level of "Inform" because technical information would dictate decisions related to necessary repairs or improvements to the bridge. On the other hand, Issue #12c, regarding the location and configuration of the Rice Street Station, was identified as an "Input" level decision because the AA/DEIS identified impacts to adjacent property owners and the engineers identified LRT operational issues. As an "Input" level decision, this issue was presented to and discussed at a series of public meetings with the Community Advisory Committee (CAC), Business Advisory Council (BAC), and several neighborhood organizations.

The Central Corridor LRT Communication and Public Involvement Strategic Plan includes key messages that are reviewed and updated on a regular basis. The plan places strong emphasis on careful coordination among the project's partners to ensure consistent communications. A variety of print and electronic media strategies are also incorporated as part of the plan.

These elements include:

- Fact sheets on Central Corridor LRT for use at public meetings
- A regularly updated Web site and monthly newsletter entitled *Making Tracks*
- A list of frequently asked questions, translated into Vietnamese, Somali, and Spanish
- A public comment telephone line and email address
- Bus and rail informational bulletins
- Public information meetings, open houses, speakers bureaus, and listening sessions
- Media events, news releases, media kits, and editorial board meetings at key stages of the project

A final feature of the Central Corridor LRT Communication and Public Involvement Strategic Plan is the Action Plan, which identifies specific action items and provides a place to identify their status and budget. This section of the plan is reviewed and updated at least every six months. The plan was last updated in December 2007; it was updated again following the Metropolitan Council's February 2008 SDEIS scope decisions to reflect that public involvement action items are complete. The next update will include action items related to station design and the FEIS.

A key component of the Central Corridor LRT Communication and Public Involvement Strategic Plan was the creation of the Community Advisory Committee and Business Advisory Council. These two committees were created based on recognition that the community and businesses along the corridor have different concerns, and that the number of corridor community groups likely to participate would be too many for one committee. The committees helped to organize groups in the Central Corridor LRT Study Area and facilitated communication with residents and businesses.

The CAC is the primary avenue for public and community involvement. The objective of the CAC is threefold:

- Advise the Central Corridor Management Committee (CCMC) and provide input and feedback to Central Corridor Project Office (CCPO) staff on issues related to the planning, environmental design, and construction of the Central Corridor LRT Project, including station design, feeder bus service, public art, traffic and parking, station/pedestrian access, and potential construction impacts on both residences and businesses near the Central Corridor LRT Study Area.
- Promote and facilitate citizen participation including efforts to promote involvement by businesses and area residents.
- Provide feedback to the Central Corridor Communication Steering Committee on the structure and effectiveness of the communication and public involvement efforts.

By design, the CAC is a large, diverse, and inclusive group of public participants representing the interests of the communities throughout the Central Corridor LRT Study Area. More than 70 organized groups representing neighborhood district councils, neighborhood groups, business representatives, advocacy groups, educational institutions, ethnic communities, and religious organizations in the Central Corridor LRT Study Area were invited to nominate a representative to serve on the CAC. Approximately 50 nominations were received. The goal was to create a committee that represents all types of stakeholder groups in the Central Corridor LRT Study Area, including those based on

such issues as geography, ethnicity, age, and organization type. For example, 42 percent of the Central Corridor LRT Study Area is populated by minorities; therefore, nearly one-third of the initial 44 CAC members were minorities.

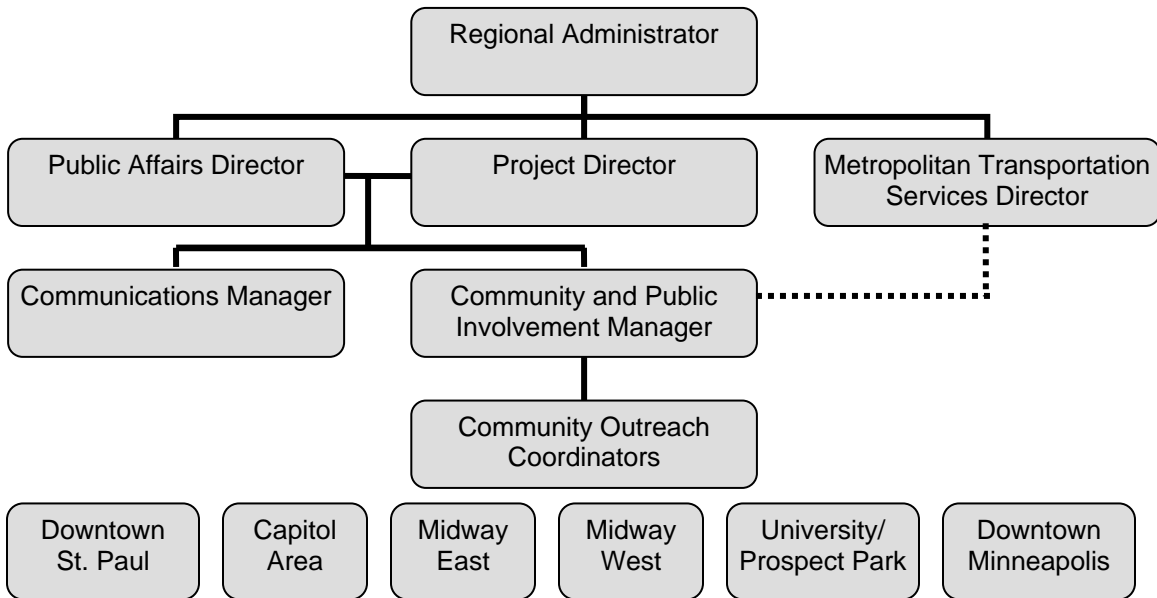
The CAC's monthly meeting provides an important vehicle for involving community groups in the design process, addressing Central Corridor LRT Study Area concerns, facilitating public awareness, and identifying ways to mitigate construction impacts. It also provides a way for the CCPO and project partners to share information about the project and to address community concerns. Notices, agendas, and minutes of the CAC are publicly available and posted on the Central Corridor LRT Web site: (<www.metrocouncil.org/transportation/ccorridor/centralcorridor.htm>.)

The BAC includes representatives of businesses located within the Central Corridor LRT Study Area. The BAC advises the Central Corridor Partnership (CCP), the CCMC, and provides input and feedback to CCPO staff on the full range of issues that have a direct impact on the business community, including station design and accessibility, traffic, parking, and potential construction impacts. It also provides an opportunity for the CCPO staff to share information about the project and construction plans with businesses throughout the Central Corridor LRT Study Area. One of the key objectives of the BAC is to develop a business mitigation plan to help businesses prepare for construction and provide input on project related issues.

The Central Corridor LRT Communications Office works with and supports these committees and exercises responsibility for public relations, education, and marketing activities. This office is led by the Central Corridor LRT's manager of public involvement, who works closely with the Metropolitan Council's communications staff and has access to that staff for Web, graphics, and other support.

Along with the manager of public involvement, the Communications Office staff consists of a communications manager, seven community outreach coordinators, and a part-time public involvement intern. The number of outreach staff is based on the Public Involvement Plan's proposal to divide the Central Corridor LRT Study Area into one- to two-mile segments based on city and neighborhood boundaries and assigns one outreach coordinator to each segment. (See Chapter 1 Purpose and Need for a map showing the planning segments.) This strategy allows the assigned outreach coordinator to become very familiar with the areas' technical issues as well as to build relationships with the community. The outreach coordinator's primary responsibilities are to share information with the community about the project's progress, and to collect feedback and information on critical aspects of the project. Figure 11-1 graphically describes the organization of the public involvement and communications staff.

FIGURE 11-1 PUBLIC INVOLVEMENT CHART



11.1.5 Outreach During SDEIS/Preliminary Engineering

At the beginning of the preliminary engineering process, the Metropolitan Council identified 37 key issues for resolution during the design process. Many of the items on the list were design refinements that will be resolved through preliminary engineering; however, several design options for some of the key project issues were considered and will substantially change the AA/DEIS LPA. These key changes are documented and disclosed in this SDEIS.

The design options reflect conditions that exist within the Central Corridor, including technical, operational, and financial constraints, major infrastructure requirements that were not fully documented in the AA/DEIS, physical conditions that have changed within the Central Corridor LRT Study Area since the AA/DEIS, and substantive comments received during the AA/DEIS public comment period. This SDEIS allows for changes to the AA/DEIS LPA to be fully documented and disclosed to project stakeholders and the public. It also allows interested parties to have an opportunity to comment on the impacts documented.

An NOI to prepare an SDEIS for the Central Corridor LRT Project was published in the Federal Register and the Minnesota EQB Monitor on February 25, 2008. According to Minnesota Environmental Review Rules, interested parties have 20 days after the notice to comment on the scope of the SDEIS. Appendix E includes the comments received on the scope of the SDEIS and the corresponding responses.

After the SDEIS is completed, a notice of availability (NOA) will be published in the Federal Register and the Minnesota EQB Monitor. Interested parties have 45 days to comment on the information documented in the SDEIS. A formal public hearing is also held. All comments received during the formal comment period and the public hearing will be addressed in the FEIS.

State law requires cities, counties, and regional rail authorities to hold public hearings on preliminary engineering plans for the Central Corridor LRT Project. This is known as the municipal consent process. The first series of public hearings will be held by the state

Department of Transportation, Hennepin County Regional Rail Authority, and Ramsey County Regional Rail Authority on a date still to be announced. In June, St. Paul, Minneapolis and Hennepin and Ramsey counties will hold public hearings prior to their city councils and county boards approving the plans in July. The hearings will focus on preliminary design plans for stations, tracks, and electrical systems. When the hearing dates and locations are set, they will be posted under Meetings at <www.centralcorridor.org>.

In addition to the current outreach for the SDEIS, ongoing coordination with project stakeholders and the public has continued from November 2006 to the present. Several types of meetings have been held. These include public information updates, listening sessions, and individual meetings as requested.

Since the creation of the Communication and Public Involvement Plan in October 2006, the outreach team has communicated with more than 15,500 people in more than 400 meetings, community events, and informal contact, such as:

- Fourteen CAC meetings where the CCPO staff presented current information about the Central Corridor LRT Project and asked for public input;
- Ten BAC meetings where the CCPO staff presented current information about the Central Corridor LRT Project and asked for business input;
- Forty-five meetings coordinated by or participated with the City of St. Paul related to their development strategy;
- Sixteen Chamber of Commerce meetings, including the Hmong Chamber, Black Chamber, Midway Chamber, and St. Paul Chamber;
- Twenty tables at community fairs or special events, such as Jazz Fest, Minnesota State Fair, Hmong Resource Fair, Vietnamese New Year, and sporting events where staff distributed information and responded to questions;
- Thirteen formal public meetings or open houses that presented general updated information about the Central Corridor LRT Project and gave stakeholders an opportunity to talk to project staff;
- Fifteen station-specific meetings where staff reviewed the layout and location of the station with adjacent and affected property owners;
- Ten booths staffed at Metro Transit Commuter Challenge vents to share information about the Central Corridor LRT Project; and
- Four public listening sessions that provided an opportunity for people to share their concerns and comments directly with members of the Metropolitan Council.

The impact of the public involvement activities on the Central Corridor LRT Project has been significant. Public input was crucial on several project scope decisions, as well as less visible engineering details. Public input confirmed the location of the Snelling Avenue Station at the intersection of Snelling Avenue with University Avenue and helped incorporate the infrastructure of three future stations at Hamline Avenue, Victoria Street, and Western Avenue. The width of the sidewalk on the north side of University Avenue at Rice Street was revised as a result of comments from a church congregation concerned about funeral service logistics, specifically transfers of coffins to waiting hearses.

To date, the Metropolitan Council has received very positive feedback about its print materials, Web site, and media work. The brochures are attractive and informative and several stakeholder groups and businesses along the Study Area frequently request copies

to hand out to their clients. The local newspapers have printed feature stories and press releases to provide project updates to their readers on a regular basis. The project partners and many other project supportive organizations have posted a link to the <www.centralcorridor.org> Web site because they find it helpful to connect their members and constituents to information about Central Corridor LRT.

People have found these tools useful in keeping the public informed about Central Corridor LRT. Local television news channels and radio shows interviewed outreach and communication staff. Somali TV featured two outreach coordinators to help promote one of the West Bank Station meetings. Another outreach coordinator was interviewed by a Hmong radio show host before a meeting in the Frogtown community. The local cable access videographer attended a public meeting and posted the presentation online in addition to airing the presentation three times a day for two weeks on the St. Paul cable access channel.

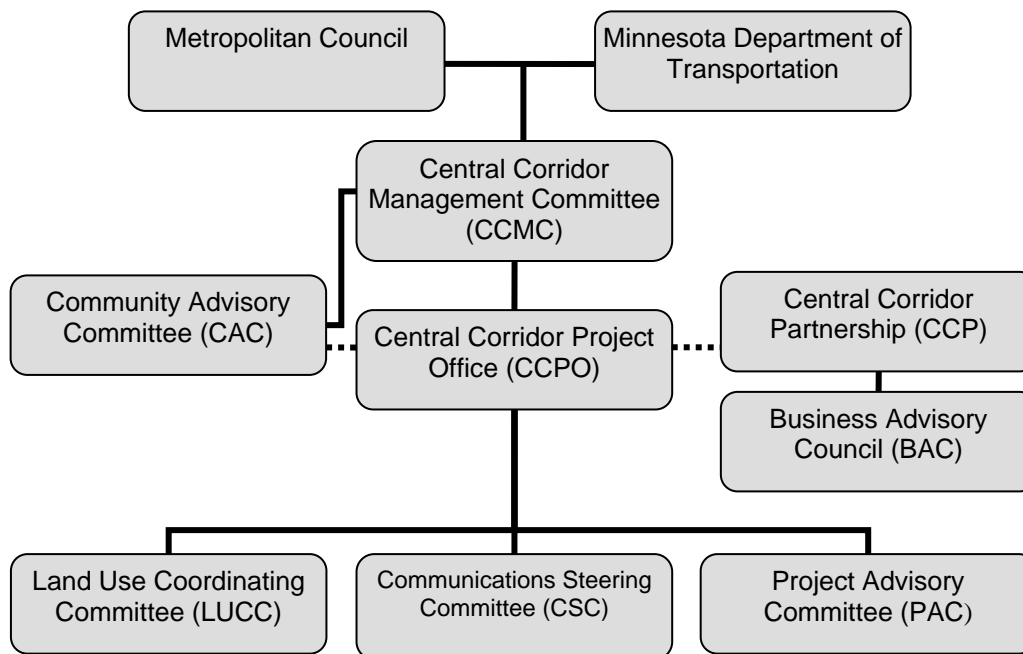
In January 2008, the CCPO staff held seven update meetings to engage the public by presenting the most current information about Central Corridor LRT. More than 400 people attended these meetings. In February 2008, the CCPO staff held four listening sessions to seek public comments on the Central Corridor LRT, as well as to afford an opportunity for the community to question the Metropolitan Council before the Council made key Central Corridor LRT scope decisions. As the Central Corridor LRT moves further into the design process and into construction, videos and other materials will be developed to educate the public about safety issues.

11.2 Agency Coordination

As the federal grantee for the Central Corridor LRT and the region's Metropolitan Planning Organization (MPO), the Metropolitan Council is responsible for ensuring that LRT facilities in the metropolitan area are planned, developed, constructed, operated, and maintained in an efficient, cost-effective manner and coordinated with other transportation modes and facilities.

In the planning, design, and construction of the line, the Metropolitan Council is working closely with the Federal Transit Administration (FTA), the Minnesota Department of Transportation (MnDOT), Ramsey and Hennepin counties, the cities of St. Paul and Minneapolis, and the University of Minnesota. In addition, the Metropolitan Council consulted with Metro Transit, which a service of the Metropolitan Council, to ensure coordination and cooperation in planning the connection of the Central Corridor LRT with the Hiawatha LRT line.

Figure 11-2 shows the relationships of Central Corridor LRT key committees and agencies.

FIGURE 11-2 ORGANIZATIONAL CHART

The project has been using several advisory committees to provide policy input from policy makers, government entities, community groups, businesses, and residents. These committees include:

- Central Corridor Management Committee (CCMC):** This 13-member committee is headed by the chair of the Metropolitan Council and includes representatives from each of the project partners, as well as the business community and public. It provides policy input to the Metropolitan Council on key planning, design, and construction issues.
- Community Advisory Committee (CAC):** As previously described, the CAC is the primary avenue for public and community involvement in the planning, environmental, design, and construction of this project. The CAC advises the CCMC and provides input and feedback to Central Corridor Project Office staff on issues related to the planning, design, and construction of the Central Corridor LRT.
- Central Corridor Partnership (CCP):** The CCP is a business-initiated and led coalition whose mission is to provide a collective voice for businesses along the Central Corridor LRT Study Area. The Central Corridor Partnership's goals include advocating for Central Corridor LRT funding and support and securing long-term regional transportation funding. The CCP provides input to the CCMC and the CCPO.
- Business Advisory Council (BAC):** The BAC was formed under the guidance of the CCP. Members represent a diversity of businesses along the Central Corridor LRT Study Area. The BAC provides input to the CCMC and CCPO by the CCP on project design and construction mitigation.

- **Central Corridor Project Office (CCPO):** The CCPO team includes staff members from Metropolitan Council and MnDOT, complemented by experienced members of the Environmental and Engineering Services Consultant team, Ramsey County, Hennepin County, and the cities of St. Paul and Minneapolis. The CCPO is responsible for the environmental, preliminary engineering, design, and construction phases of the project.
- Three staff level committees, including the **Project Advisory Committee (PAC)**, **Communication Steering Committee (CSC)**, and **Land Use Coordinating Committee (LUCC)** facilitate internal communication and coordination among the partner agencies. To facilitate communication between the engineering, communication, and land use committees, there is one seat on each committee representing the other standing committees. The Metropolitan Council staff provides written or verbal status reports to each of the committees.
- **Project Advisory Committee (PAC):** The PAC includes the senior level public works or engineering staff from each of the project partners, and will provide advice to the CCPO and its director during the environmental phase, preliminary engineering, design, and construction. The PAC is chaired by the Central Corridor Project Director.
- **Communication Steering Committee (CSC):** The CSC includes communication and public affairs staff from the Metropolitan Council, MnDOT, Metro Transit, Ramsey County, Hennepin County, St. Paul, Minneapolis, the University of Minnesota, and the CCP. The purpose of the CSC is to establish and implement a coordinated communications and public involvement effort for the Central Corridor LRT. The CSC is responsible for reviewing and updating this Communications and Public Involvement Strategic Plan and is chaired by the Metropolitan Council's director of public affairs.
- **Land Use Coordinating Committee (LUCC):** The LUCC helps ensure coordination between the Metropolitan Council, the CCPO, and local entities (the cities of St. Paul and Minneapolis, the University of Minnesota, and the State Capitol Area Architectural and Planning Board [CAAPB]) leading local land use planning processes. The LUCC includes professional land use staff representatives from each of the local entities and is chaired by the Metropolitan Council's director of metropolitan transportation services.

11.2.1 Key Project Decisions

The preliminary engineering phase of the project requires decisions affecting the size, design, features, and cost of the project. The Metropolitan Council has been working in close coordination with the project stakeholders in identifying and resolving many key issues through weekly team meetings and regular PAC meetings. Key Issue Resolution Teams comprised of project partners' staff have been meeting to discuss and review the status of each key issue. At these meetings, based on the variety of disciplines represented, key issues are addressed and action resolutions are identified and formulated for environmental and engineering review and possible adoption as a revised project element.

Table 11-1 below identifies the 37 key project design and scope decisions, the general timeline for public input and decision making, and key stakeholders involved in the decision making process for that specific issue.

Table 11-1 Key Project Issues

Issue No.	Location	Project Elements/ Issues for Resolution	Issue Priority	Public Involvement Level ¹	Involved Public Agencies/Local Units of Government
1	Downtown/ Hiawatha Interconnections	Hiawatha/Central Connection	1A	Inform	Metro Transit, MnDOT ² , City of Minneapolis ² , Hennepin County ²
2	University of Minnesota	Washington Avenue Bridge	1A	Inform	University of Minnesota ² , Hennepin County ² , MnDOT, Metro Transit
3	University of Minnesota	Tunnel vs. At-Grade Alignment	1A	Input	University of Minnesota ² , Hennepin County, State Historic Preservation Office, City of Minneapolis ²
4a	Downtown St. Paul	Downtown St. Paul Alignment Options 1) AA/DEIS Alignment 2) 4 th to Concourse 3) Kellogg to Concourse	1A	Input	Ramsey County ² , City of St. Paul ²
4b	Downtown St. Paul	Potential Station Consolidation	1A	Location - Input Art/Arch - Influence	City of St. Paul ² , Ramsey County ²
4c	Downtown St. Paul	Potential Redevelopment/ Realignment at 4 th and Cedar	1A	Input	City of St. Paul ² , Ramsey County ²
5	System-wide Issues	Design for 2- or 3-Car Trains/ Platforms	1A	Inform	Cities of St. Paul and Minneapolis, Hennepin and Ramsey Counties, University of Minnesota
6	System-wide Issues	ROW for Systems Components	1A	Inform - Technical Features Input - Selected Features	Cities of St. Paul and Minneapolis, Hennepin and Ramsey Counties, University of Minnesota
7	I-35/3 rd Street Interchange	Proposed 3 rd Street Interchange I-35W reconstruction action plan	1A	Inform	Metro Transit/ MnDOT, Hennepin County, University of Minnesota

Issue No.	Location	Project Elements/ Issues for Resolution	Issue Priority	Public Involvement Level ¹	Involved Public Agencies/Local Units of Government
8	System-wide Issues	Design Standards	1A	Inform - Technical Features Input - Selected Features Influence Public Art Component	Cities of Minneapolis and St. Paul, Ramsey and Hennepin Counties, MnDOT, University of Minnesota, State Historic Preservation Office
9	U of M	West Bank Station Location	1B	Location - Input Art/Arch - Influence	Hennepin County, University of Minnesota, City of Minneapolis
10	U of M	Station Alignment Impacts (ranked 1B as it relates to resolution of tunnel vs. at-grade alignment)	1B	Location - Input Art/Arch - Influence	University of Minnesota, Hennepin County, City of Minneapolis, State Historic Preservation Office
11	Snelling/ University Intersection	Station Location/ Configuration	1B	Location - Input Art/Arch - Influence	City of St. Paul, Ramsey County, MnDOT
12a	Capitol Area	Capitol Area Historic Status and Capitol Area Architectural and Planning Board (CAAPB) Approval Status	1B	Inform	Capitol Area Architectural and Planning Board ² , State Historic Preservation Office
12b	Capitol Area	Station/Alignment Relocation from Columbus	1B	Location - Input Art/Arch - Influence	Capitol Area Architectural and Planning Board ² , State Historic Preservation Office
12c	Capitol Area	Rice Street Station	1B	Location - Inform Art/Arch - Influence	Capitol Area Architectural and Planning Board ² , State Historic Preservation Office
13	Capitol Area	Cedar Street Bridge	1B	Inform	Capitol Area Architectural and Planning Board ² , State Historic Preservation Office, MnDOT
14	Downtown St. Paul	Utility Impacts - political/cost issue Standalone impacts re: alignment impacts	1B	Inform	Metropolitan Council Environmental Services, City of St. Paul ² , Ramsey County
15a	Lexington to Victoria (St. Paul)	Potential Added Station at Victoria	1B	Input	City of St. Paul, Ramsey County, Housing Redevelopment Authority, Metro Transit

Issue No.	Location	Project Elements/ Issues for Resolution	Issue Priority	Public Involvement Level ¹	Involved Public Agencies/Local Units of Government
15b	Dale to Western Avenue (St. Paul)	Potential Added Station at Western	1B	Input	City of St. Paul, Ramsey County, Housing Redevelopment Authority, Metro Transit
15c	Snelling to Hamline Ave.(St. Paul)	Potential Added Station at Hamline	1B	Input	City of St. Paul, Ramsey County, Housing Redevelopment Authority, Metro Transit
16	TH 280 to Snelling (St. Paul)	TH 280 Bridge Structure	1B	Inform	City of St. Paul, Ramsey County
17a	System-wide Issues	Traffic Signalization	1B	Inform	Cities of Minneapolis and St. Paul, Ramsey and Hennepin Counties, MnDOT, University of Minnesota
17b	System-wide Issues	Reconstruction of Entire ROW Width	1B	Input	Cities of Minneapolis and St. Paul, Ramsey and Hennepin Counties, University of Minnesota
18	System-wide Issues	Maintenance and Storage Facility Needs	1B	Inform	City of St. Paul, Ramsey County Regional Rail Authority
19	Downtown/Hiawatha Interconnections	Evaluate Downtown Intermodal Station	2	Inform	Metro Transit, City of Minneapolis ² , Hennepin County ²
20	Downtown/Hiawatha Interconnections	Downtown LRT and Traffic Operations	2	Inform	Metro Transit, City of Minneapolis ² , Hennepin County*
21	Downtown/Hiawatha Interconnections	Downtown East Metrodome Station	2	Inform	Metro Transit Operations, State Historic Preservation Office
22	University of Minnesota	Vibration and EMF	2	Inform	University of Minnesota, State Historic Preservation Office
23	Prospect Park Neighborhood	29 th Avenue Station Location/ Configuration	2	Location - Input Art/Arch - Influence	City of Minneapolis, University of Minnesota, Hennepin County
24	Westgate Area (St. Paul)	Station Location at Westgate	2	Location - Inform Art/Arch - Influence	City of St. Paul, Ramsey County
25	TH 280 to Snelling (St. Paul)	Station Location/ Configuration at Raymond Avenue	2	Location – Inform Art/Arch - Influence	City of St. Paul, Ramsey County, State Historic Preservation Office

Issue No.	Location	Project Elements/ Issues for Resolution	Issue Priority	Public Involvement Level ¹	Involved Public Agencies/Local Units of Government
26	TH 280 to Snelling (St. Paul)	Clearance Issue to Minnesota Commercial Railroad (MCRR) Bridge	2	Inform	State Historic Preservation Office, MnDOT
27	TH 280 to Snelling (St. Paul)	Station Location/ ROW Impacts at Fairview	2	Location – Inform Art/Arch - Influence ROW - Inform	City of St. Paul, Ramsey County
28a	Snelling/ University Intersection	Traffic Impacts	2	Input	City of St. Paul, Ramsey County, MnDOT
28b	Snelling/ University Intersection	Intersection Configuration/ Operations	2	Inform	City of St. Paul, Ramsey County
29a	Lexington to Victoria (St. Paul)	Neighborhood and Business Impacts	2	Input	City of St. Paul, Ramsey County
29b	Dale to Western Avenue (St. Paul)	Neighborhood and Business Impacts	2	Input	City of St. Paul, Ramsey County
30	Downtown St. Paul	10 th Street Station	2	Location - Input Art/Arch - Influence	Capitol Area Architectural and Planning Board ² , State Historic Preservation Office, City of St. Paul, MnDOT
31	Downtown St. Paul	Vibration Impacts	2	Inform	Cities of Minneapolis and St. Paul, Ramsey and Hennepin Counties
32	System-wide Issues	Parking	2	Input	Cities of Minneapolis and St. Paul, Ramsey and Hennepin Counties
33	System-wide Issues	Access	2	Input	Cities of Minneapolis and St. Paul, Ramsey and Hennepin Counties
34	System-wide Issues	Street Crossings along University Avenue	2	Input	Cities of Minneapolis and St. Paul, Ramsey and Hennepin Counties
35	System-wide Issues	Pedestrian, Bicycle and Transit Access to Stations	2	Input	Cities of Minneapolis and St. Paul, Ramsey and Hennepin Counties
36	System-wide Issues	Utility Impacts	2	Inform	MnDOT, Metropolitan Council Environmental Services

Issue No.	Location	Project Elements/ Issues for Resolution	Issue Priority	Public Involvement Level ¹	Involved Public Agencies/Local Units of Government
37	System-wide Issues	Operation Plan	2	Inform	

¹ Three levels were used: Inform – assist public in understanding the issues, alternatives, and solutions; Input – understand public concerns; and Influence – reflect the community's desires.

² Denotes lead agency, if known.

11.2.2 Additional Agency Coordination

As well as the ongoing coordination with the project stakeholders and the public, the CCPO has had ongoing coordination with other federal, state, and local agencies and interested parties. These include:

- Advisory Council on Historic Preservation
- Board of Water and Soil Resources
- Capitol Area Architectural and Planning Board (CAAPB)
- Department of Administration
- Department of Agriculture
- Department of Commerce
- Department of Health
- Department of the Interior
- Department of Natural Resources (DNR)
- Environmental Quality Board (Minnesota EQB)
- Indian Affairs Council
- Minnesota Pollution Control Agency (MPCA)
- Minnesota Historical Society
- Minnesota State Archaeologist
- National Park Service
- State Historic Preservation Office (Minnesota SHPO)
- U.S. Army Corp of Engineers
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service

The Federal Highway Administration (FHWA) was asked to be a Cooperating Agency for the Central Corridor LRT project and has responded in the positive. Details of the correspondence with FHWA is included in Appendix D- Agency Coordination and Correspondence.

11.2.3 Section 106 Coordination

The three consulting parties are MnDOT Cultural Resources Unit (CRU), State Historic Preservation Office (Minnesota SHPO), and FTA. The CCPO and MnDOT CRU have had ongoing coordination with SHPO and interested parties, to continue inventory and evaluation of historic properties, and to complete a programmatic Section 106 agreement for the assessment of effects to historic properties. A Draft Section 106 Programmatic Agreement is included in Appendix H. The interested parties include the CAAPB, historic preservation professionals associated with the Lowertown Historic Districts and the Union Depot in the City of St. Paul, representatives from the University of Minnesota, representatives of several historic buildings in St. Paul, the St. Paul Heritage Preservation Commission, and the Prospect Park and East River Road Improvement Association (PPERRIA). Details of the ongoing 106 coordination are included in Appendix D- Agency Coordination and Correspondence.

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