

## S.0 EXECUTIVE SUMMARY

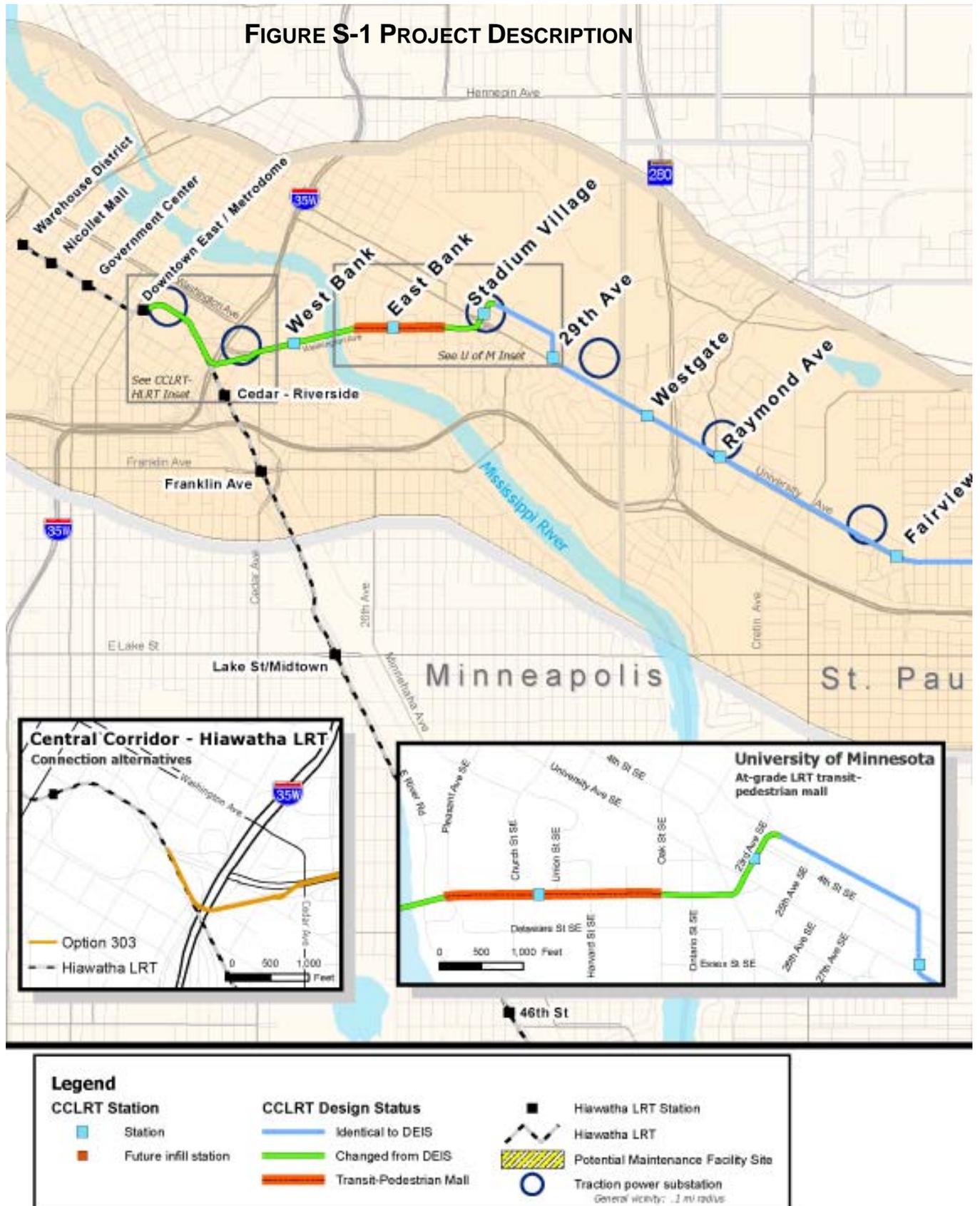
### S.1 Introduction

The Central Corridor Light Rail Transit (LRT) Project (See Figure S-1) is poised to continue moving forward, becoming a vital part of the Twin Cities transportation network. The project will provide another viable choice in transportation options for residents of St. Paul and Minneapolis. It will provide service to major destinations along the corridor, such as the University of Minnesota (U of M) and the Midway and Capitol areas as well as providing connections to the local bus network, the Hiawatha LRT line, and the Northstar Commuter Rail line.



*Downtown Minneapolis (left) and Downtown St. Paul (right) – The Central Corridor LRT will enhance connectivity and support economic development in the Twin Cities.*

This Supplemental Draft Environmental Impact Statement (SDEIS) is the latest step in providing a framework for local decision-making as the Central Corridor LRT project is advanced. Its purpose is to inform the public, resource agencies and local governments of changes proposed to the project since publication of the Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) in April 2006 and refinements proposed and analyzed during preliminary engineering, and to provide the public with an opportunity to participate in the decision making process.





**Figure S-1**  
**Central Corridor**  
**LRT Project Description**

**DRAFT**



Central Corridor  
Light Rail Transit

The Federal Transit Administration (FTA), the lead federal agency, the Metropolitan Council, the local lead agency, and Federal Highway Administration (FHWA), as a cooperating agency, have prepared this SDEIS to disclose how changes to the proposed Central Corridor LRT Project might affect the human and natural environments.

## S.2 Overview

This executive summary provides an overview of the following topics analyzed in the Central Corridor Light Rail Transit project SDEIS:

- Project history
- Key changes and refinements
- Social, environmental and transportation issues
- Agency coordination and community outreach
- Next steps and actions

### S.2.1 Project History and Context

The Twin Cities metropolitan area is unique among major metropolitan areas in that it has two contiguous central cities, Minneapolis and St. Paul, and two downtown central business districts. The cities and business districts are linked by the Central Corridor. For the past 20 years, the Central Corridor has consistently been identified as a location where mobility and capacity should be improved. It has been the focus of several studies to determine the feasibility of various mass transit technologies and their potential alignments. Each of these studies identified the Central Corridor as the region's priority corridor for mass transit investment. Because the Central Corridor is the physical spine of the overall regional transportation network, its high transit ridership potential represents one of the region's best opportunities for a significant capital investment—an investment that can be leveraged to increase ridership and have a positive impact on the region's transit system.

Rapid transit in the Central Corridor was initially explored in the *Midway Corridor Light Rail Transit Draft Environmental Impact Statement*, 1991. Transit options were explored as alternatives to traditional roadway improvements in the Central Corridor because physical and funding constraints in this developed area would make expansion of the existing roadway system costly, as well as socially and environmentally disruptive.

The Central Corridor Transit Study (Transit Study) was initiated in 1999. The Transit Study process was done in two parts, 1) a feasibility study for commuter rail, which was completed in 2001, and 2) an Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) for baseline, LRT and BRT in the corridor, which was completed in 2006. The Transit Study identified a multi-modal package of transportation improvements. These improvements would address future travel demand and meet the goals of the community including economic opportunity, community and environmental benefits, transportation, and mobility improvements.

The Transit Study evaluated potential transit technologies, alignments, and station locations in the Central Corridor LRT Study Area. Evaluation criteria included cost effectiveness, mobility and accessibility, and community and environmental benefits.

The Central Corridor LRT Project development process was recorded in the following documents: Universe of Alternatives Memorandum (July 2000), Technical Memorandum 2:

Screen I Evaluation (September 2000), and Technical Memorandum 3: Screen II Evaluation (January 2002).

### S.2.2 Alternatives Evaluated in the AA/DEIS

Based on the Screen II Evaluation results, three build options were retained for advancement in the project development process. The initiation of the AA/DEIS for the Central Corridor began with a formal scoping process, which provided an opportunity for regulatory agencies and the public to respond to the concept of proposed transit in the



*This computer generated photo shows what a light rail train might look like as it passes through the Capitol area in downtown St. Pau.*

Central Corridor LRT Study Area and to identify issues of concern. The alternatives presented during scoping included LRT and bus rapid transit (BRT) on University Avenue, LRT on Interstate 94 (I-94), a No-Build Alternative, and a Baseline Alternative.

The **University Avenue LRT Alternative** provided LRT service between downtown St. Paul and downtown Minneapolis and to the U of M, primarily in exclusive lanes in the center of University Avenue.

The **University Avenue BRT Alternative** provided BRT service between downtown St. Paul and downtown Minneapolis and to the U of M, primarily in an exclusive guideway in the center of University Avenue.

The **I-94 LRT Alternative** provided LRT service between downtown St. Paul and

downtown Minneapolis and to the U of M, primarily in barrier-separated exclusive lanes in the median of I-94.

Through the scoping process, two build alternatives were selected for evaluation in the AA/DEIS in addition to a No-Build and Baseline Alternative. The build alternatives included: University Avenue LRT and University Avenue BRT.

After publication of the AA/DEIS and completion of the public hearings, the Metropolitan Council adopted the AA/DEIS locally preferred alternative (LPA) for the Central Corridor (June 28, 2006, Metropolitan Council Resolution No. 2006-15). The AA/DEIS LPA is 11 miles in length of which 9.8 miles consists of new alignment and 1.2 miles use the existing Hiawatha LRT alignment in downtown Minneapolis. The elements of the LPA include:

#### **Downtown Minneapolis**

The Central Corridor LRT was proposed to connect with the Hiawatha LRT at-grade just east of the Downtown East/Metrodome Station.

#### **University of Minnesota and Prospect Park**

The LRT was proposed to run in the median of 3<sup>rd</sup> Street and 4<sup>th</sup> Street. It would have connected to Washington Avenue and then run in a tunnel under Washington Avenue through the East Bank campus of the U of M. It would then connect with the U of M Transitway at-grade, and proceed to University Avenue along 29<sup>th</sup> Avenue SE in Prospect Park.

## University Avenue

The LRT was proposed to run at-grade in the median between 29<sup>th</sup> Avenue SE and Robert Street near the State Capitol.

## State Capitol Area and Downtown St. Paul

The LRT was proposed to run at-grade on Robert Street, Columbus Street, Cedar Street, and 4<sup>th</sup> Street, and terminate in front of the Union Depot.

## Stations

The AA/DEIS LPA proposed 16 new stations and would have shared 5 stations with the Hiawatha LRT line for a total of 21 stations. Boarding platforms would be approximately 200 feet long to accommodate two-car trains. Generally, each platform would be furnished with a canopy and windscreen for weather protection, signs, seating, trash receptacles, and self-service fare equipment. Station platforms were proposed to be expanded to 300 feet to accommodate three-car trains in the future.

As noted above, the Central Corridor LRT was proposed to share stations with the Hiawatha LRT in downtown Minneapolis. The Hiawatha LRT runs on 5<sup>th</sup> Street South with stations at the following locations: Minneapolis Multi-modal Station (5<sup>th</sup> Street South/5<sup>th</sup> Avenue North), Warehouse District Station (Hennepin Avenue at 1<sup>st</sup> Avenue North), Nicollet Mall Station, Government Center Station (between 3<sup>rd</sup> and 4<sup>th</sup> Avenue South), and Downtown East/Metrodome Station.

In the University of Minnesota and Prospect Park area, the Central Corridor LRT would have had the following stations: West Bank Station with a depressed center platform near existing bus stop on Washington Avenue, East Bank Station with a depressed center platform in front of Coffman Union on Washington Avenue, Stadium Village Station with a depressed center platform, 29<sup>th</sup> Avenue SE Station with two side platforms on northwest quadrant of 29<sup>th</sup> Avenue SE, and University Avenue.

Along University Avenue, the Central Corridor LRT would have had the following Stations: Westgate Station with split side platforms, Raymond Avenue Station with a center platform between Carleton and LaSalle Streets, Fairview Avenue Station with two side platforms on west side of intersection, Snelling Avenue Station with split side platforms, Lexington Parkway Station with split side platforms, Dale Street Station with split side platforms, and Rice Street Station with a center platform on west side of intersection

In the Capitol Area and Downtown St. Paul, the Central Corridor LRT was proposed to have the following stations: Capitol East Station with two side platforms on Columbus Street, west of Robert Street, 10<sup>th</sup> Street Station with two side platforms in median between 11<sup>th</sup> and 10<sup>th</sup> Streets at Cedar Street, 6<sup>th</sup> Street Station with two side platforms between 7<sup>th</sup> and 6<sup>th</sup> Streets at Cedar Street, 4<sup>th</sup> Street Station with two side platforms between Robert and Minnesota Streets, and Union Depot Station with a center platform with expansion capability in front of the Union Depot.

## Yard and Shop

The Hiawatha LRT Operations and Maintenance facility was proposed for expansion to accommodate additional trains from the Central Corridor LRT. It would also be where LRT administrative staff would report for work and where trains would enter and leave revenue service. An additional maintenance/storage facility near the eastern terminus of the proposed LRT line was also proposed as part of the AA/DEIS LPA. The facility was proposed to include storage for 10 to 12 cars and vehicle washing and cleaning equipment.

### S.2.3 Proposed Revisions to the AA/DEIS LPA

Subsequent to the completion of the AA/DEIS for the Central Corridor LRT Project, several unresolved policy questions and design element options have arisen, which required additional study. These design considerations responded to changed conditions within the corridor, technical, operational, and financial constraints, and major infrastructure requirements that were not fully documented in the AA/DEIS.

#### S.2.3.1 Key Issue Development and Coordination

Key issues affecting implementation were identified by the Metropolitan Council and other key project stakeholders. These key issues represented engineering constraints, operational issues, concerns of project stakeholders, and FTA comments.

To address the key project issues, the Metropolitan Council and project partners formed issue resolution teams composed of representatives from the cities of St. Paul and Minneapolis, Ramsey and Hennepin counties, Capitol Area Architectural and Planning Board (CAAPB), the State Department of Administration, Minnesota Department of Transportation (MnDOT), and the U of M, as well as other interested stakeholders. The issue resolution teams provided opportunities for key stakeholder participation in refining and resolving each issue, developing design options, and assessing the level of complexity and need for additional environmental review and disclosure during the SDEIS process. Public outreach and Agency Coordination were undertaken during the early stages of preliminary engineering (PE), which was a critical component of the key issues resolution process.

Nine Key Project Elements were identified as having the potential to result in significant social, economic, and environmental impacts due to changes from the AA/DEIS LPA, or as lacking the appropriate level of disclosure in the AA/DEIS. Remaining project issues were resolved and resulted in no potential for significant impacts from the AA/DEIS LPA, or in minor modifications being addressed during PE, which will be documented in the Final Environmental Impact Statement (FEIS).

On February 27, 2008, the Central Corridor Management Committee unanimously approved an option that was forwarded to the Metropolitan Council for action. The Council's action was to refine the scope of the approximately 11-mile Central Corridor linking downtown St. Paul and downtown Minneapolis and thereby set the scope of the project for inclusion in the SDEIS. The action came after project staff, working collaboratively with key issue resolution teams, developed multiple scenarios for improving cost efficiency, addressing community needs, and identifying engineering solutions.

In summary, the focus of this SDEIS is on the Nine Key Project Elements. The remaining key issues are resolved or still under study with project stakeholders and will be documented in the FEIS.



*This walkway crosses I-94 between downtown St. Paul and the Capitol Area. The Central Corridor LRT would include and encourage more pedestrian-friendly facilities near LRT stations.*

## S.2.4 Project Purpose and Role of the SDEIS

The SDEIS is a supplement to the *Central Corridor AA/DEIS*. This SDEIS documents and discloses potential impacts relating to key project elements that have changed and/or remain uncertain since issuance of the AA/DEIS. The SDEIS has been prepared by the Metropolitan Council and the FTA in response to changes in the LPA contained in the AA/DEIS. As discussed above, these changes were proposed based on comments received on the AA/DEIS and in response to technical, operational, and financial constraints identified after the AA/DEIS LPA had been selected.

### S.2.4.1 Alternatives in the SDEIS

The goal of this SDEIS is to assist the Metropolitan Council, resource agencies, and key project partners in understanding and resolving critical project elements within the context of the National Environmental Policy Act (NEPA). The SDEIS is of limited scope and focuses on changes and new information since publication of the AA/DEIS. It documents and discloses local decision-making related to project elements that are currently being refined as more detailed information becomes available through PE. For each of the changes from the AA/DEIS, the SDEIS describes the change, the reasons for the change, and compares the impacts to those of the AA/DEIS LPA.

For a consistent comparison with the AA/DEIS, the following alternatives are considered in the SDEIS: SDEIS No-Build Alternative, SDEIS Baseline Alternative, and the Key Project Elements, which are the proposed changes to the AA/DEIS LPA being analyzed for impacts. The Key Project Elements are described in the following section.

### S.2.4.2 Key Project Elements

A brief description of each Key Project Element follows. Figure S-2 provides a depiction of their general location along the Central Corridor.

#### **Hiawatha/Central Corridor LRT Connection**

The SDEIS evaluates an engineering modification to optimize the connection of the Central Corridor LRT to the existing Hiawatha LRT in downtown Minneapolis, west of the proposed West Bank Station. The modification being proposed would cross eastbound Washington Avenue with a new signal, then rise to cross I-35W on an aerial structure and connect to Hiawatha on the existing bridge structure with cross-overs to provide full bi-directional movements. This option provides a storage track for special operations and to accommodate special events operations at local venues and sports arenas.

#### **University of Minnesota Alignment**

The SDEIS evaluates an at-grade LRT alignment on Washington Avenue running from approximately the Washington Avenue Bridge to Oak Street, which would function as an At-Grade Transit/Pedestrian Mall. This alternative would change the operation of this segment by excluding automobile traffic.



*The SDEIS evaluates an at-grade alignment through the University of Minnesota—Twin Cities Campus shown here.*

Enhancements would be made to pedestrian and other transit facilities operating in this segment. Emergency vehicle access would be maintained. The Stadium Village Station would be located at the proposed U of M multi-modal center. The East Bank Station would be located on Washington Avenue at Union Street.

### **Future Infill Stations**

The SDEIS evaluates three future infill stations at Hamline Avenue, Victoria Street, and Western Avenue. The new stations respond to concerns of residents and stakeholders, including the City of St. Paul and Ramsey County, to increase access to the neighborhoods and businesses. The locations of these stations would reduce the station spacing from approximately one mile to half a mile along University Avenue in this portion of the Study Area. The SDEIS will evaluate implementation of each of these stations; however, the project as proposed would only include below-grade infrastructure to allow for station construction at a future date.

### **Capitol Area Alignment and Stations**

The SDEIS evaluates engineering modifications to the alignment along University Avenue and Robert Street directly adjacent to the Capitol Area. This evaluation of modifications to the AA/DEIS LPA is necessary to accommodate several new Capitol Area structures and grade constraints along University Avenue. The station at Rice Street has been modified to respond to roadway geometry and concerns about access and optimized bus connections.



*The SDEIS evaluates changes to the AA/DEIS LPA, such as the change in location of the Capitol East Station to Robert Street, where the Central Corridor LRT would serve people working in these state office buildings.*

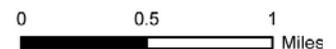
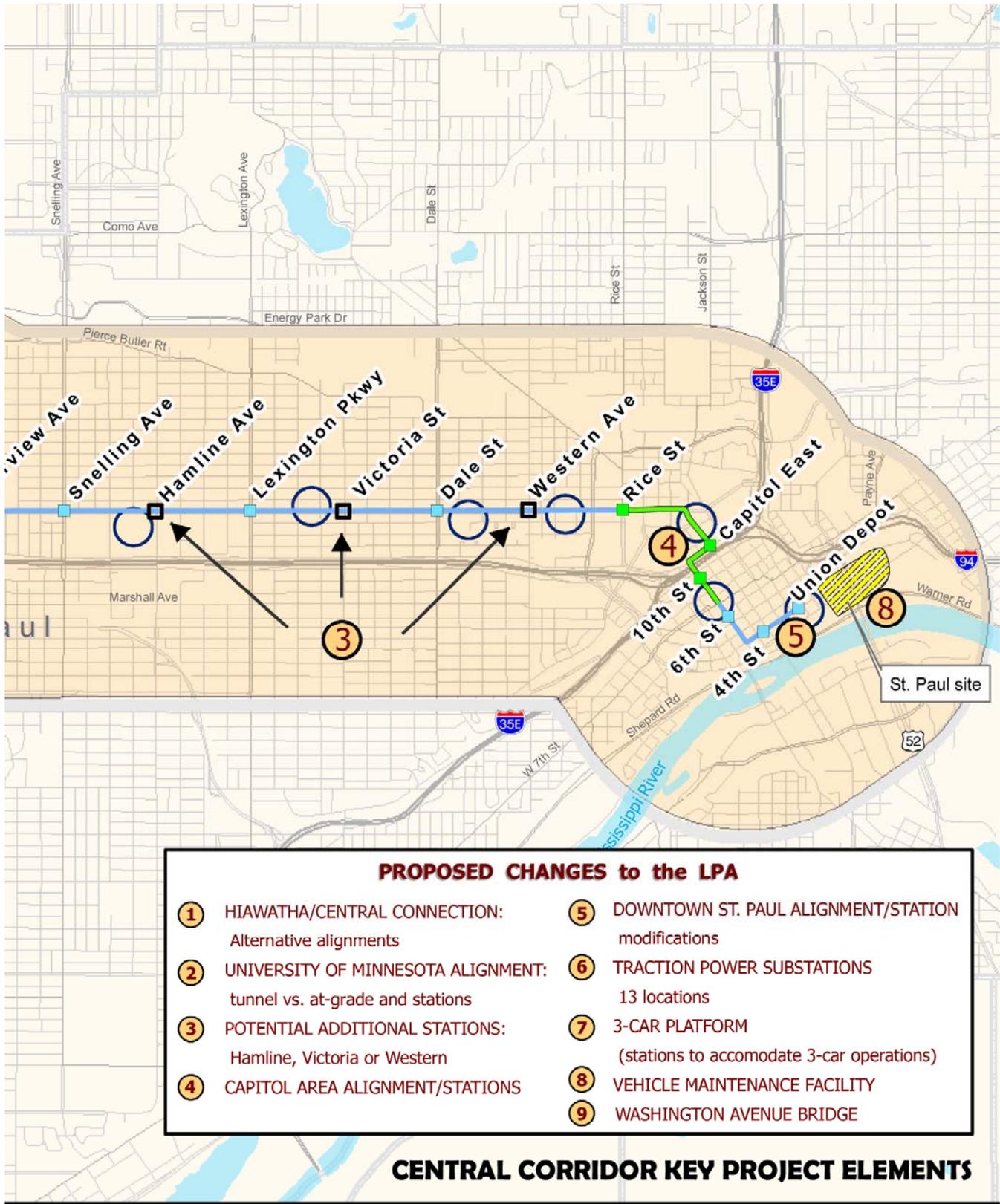
FIGURE S-2 KEY PROJECT ELEMENTS



Central Corridor  
Light Rail Transit



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**Downtown St. Paul Alignment/Station Modifications**

The SDEIS evaluates and discloses two alignment alternatives that would extend the alignment disclosed in the AA/DEIS beyond the St. Paul Union Depot Headhouse. Both alignments would provide the opportunity for future connections to the St. Paul Union Depot concourse level where a multi-modal terminal is being planned. The two alignment options considered for this connection include the Wacouta Mid-Block and Broadway extensions. Either of these alternatives would be constructed to include a new connection to the maintenance and storage facility. Both alignments include a potential extension to the concourse level of the Union Depot in the future.

The SDEIS also evaluates an alternative alignment and station option that would travel south on Cedar Street to a point south of 5<sup>th</sup> Street, where it then would turn southeast onto the 4<sup>th</sup>/Cedar Street block. The alignment would continue diagonally across the block, emerging onto 4<sup>th</sup> Street at Minnesota Street. This alignment consolidates two AA/DEIS stations (6<sup>th</sup> Street and 4<sup>th</sup> Street) into one station on the diagonal through the block.

**Traction Power Substations**

The SDEIS evaluates and discloses the number and general location of substations required for operation of the Central Corridor LRT.

**Three-Car Platforms (Train Requirement)**

The SDEIS evaluates and discloses the characteristics of three-car train operations and the physical impacts of constructing 3-car platforms. The AA/DEIS disclosed an operating plan that includes 2-car train consists and platforms. This change responds to identified capacity and demand issues.

**Vehicle Maintenance and Storage Facility**

The SDEIS evaluates and discloses the proposed location of a vehicle maintenance and storage facility in downtown St. Paul.

**Washington Avenue Bridge**

The SDEIS evaluates and discloses the proposed modifications to the Washington Avenue Bridge to accommodate operation of the Central Corridor LRT on the existing structure.

Table S1 provides a description of the physical and operating characteristics of the AA/DEIS LPA and the proposed changes to the AA/DEIS LPA

**Table S-1 Physical and Operating Characteristics of  
Proposed Changes to the AA/DEIS LPA**

<b>Characteristics</b>	<b>AA/DEIS LPA</b>	<b>Proposed Changes to AA/DEIS LPA</b>
<b>Alignment Length</b>	11 miles (9.8 miles of new alignment, 1.2 miles on shared alignment) At-grade alignment along entire corridor with the exception of a tunnel through the U of M's East Bank.	11.1 miles (9.9 miles of new alignment, 1.2 miles on shared alignment) At-grade alignment along entire corridor.
<b>Stations</b>	16 new, 5 shared	15 new, 5 shared
Downtown St. Paul	-Union Depot -4 <sup>th</sup> Street -6 <sup>th</sup> Street	4 <sup>th</sup> and 6 <sup>th</sup> Street stations combined (4 <sup>th</sup> and Cedar Streets Station)
Capitol Area	-10 <sup>th</sup> Street -Capitol East -Rice Street	Capitol East, location refined Rice Street, location refined
Midway East	-Dale Street -Lexington Pkwy -Snelling Avenue	Infrastructure for proposed future stations at Hamline Avenue, Victoria Street, Western Avenue
Midway West	-Fairview Avenue -Raymond Avenue -Westgate	No change
University/Prospect Park	-29 <sup>th</sup> Avenue -Stadium Village -East Bank -West Bank	Stadium Village, at-grade, location refined to facilitate U of M's plans for a multi-modal transit facility East Bank, at grade
Downtown Minneapolis	-Downtown/East/Metrodome -Government Center -Nicollet Mall -Warehouse District -Multi-modal Facility	No change
<b>Maintenance and Storage Facilities</b>	Existing Franklin Avenue Yard and Maintenance Facility	New facility in Downtown St. Paul
<b>Ancillary Facilities</b>	Total number and locations not disclosed	14 traction power substations/systems components
<b>Operating Characteristics</b>	7.5-minute peak	7.5-minute peak
	10-minute off-peak	10-minute off-peak
<b>Capacity Improvements</b>	2-car trains 2-car train station platforms	3-car trains (2030) 3-car train station platforms

Table S-2 provides a summary of the anticipated effects and a comparison between the AA/DEIS LPA and proposed changes to the AA/DEIS LPA as disclosed in the SDEIS. Results are summarized for the No-Build Alternative, the AA/DEIS LPA, and proposed changes to the AA/DEIS LPA (Key Project Elements).

**Table S-2 Comparative Evaluation of the AA/DEIS LPA  
and Proposed Changes to AA/DEIS LPA**

		No-Build Alternative	AA/DEIS LPA	Proposed Changes to AA/DEIS LPA
<b>Transit</b>	Forecast Year Total LRT Ridership	N/A	38,100	41,790
	Peak Period Headways (minutes)	N/A	7.5	7.5
	Non-Peak Period Headways (minutes)	N/A	10	10
<b>Costs</b>	Capital Costs (2007 dollars)	N/A	\$990 Million (escalated to 2007 dollars)	\$909.1 Million
	Capital Funding Sources	N/A	50% Federal; 50% State/Local	Same as AA/DEIS LPA
	Annual O&M Costs (2007 dollars)	N/A	\$60.7 Million	\$53.9 Million
<b>Social Effects</b>	<b>Land Use</b>			
	Compatible with Existing Land Use	Yes	Yes	Yes
	Consistent with Comprehensive Plans	No	Yes	Yes
	Compatible with Planned Development	No	Yes	Yes
	Consistent with Local Zoning	No	Yes	Yes
	<b>Neighborhood Effects</b>			
	Community Facility Impacts	No impact	No impact	No impact
	Community Cohesion	No impact	No impact	No impact
	<b>Acquisitions and Displacements</b>			
	Number of Acquisitions	None	114 partial, 11 total and 12 non-residential buildings	100 parcels total; 68 parcels and 31.48 acres, 2 non-residential buildings related to the Key Project Elements
	<b>Cultural Resources</b>			
Potential Adverse Effects-Archeological	None	Undetermined; Phase II required	None anticipated	

		No-Build Alternative	AA/DEIS LPA	Proposed Changes to AA/DEIS LPA
	Potential Adverse Effects-Historic Properties	None	Undetermined; Phase II required	TBD- ongoing coordination
	Section 4(f) Impact	No impact	None anticipated	TBD- ongoing coordination
	<b>Parklands and Recreational Areas</b>			
	Section 4(f) Impact	None	None anticipated	1 temporary construction impact; 1 ROW acquisition; other potential impacts to be determined
	<b>Visual Effects</b>			
	Potential Impacts	No impact	Temporary construction impacts; introduction of overhead contact system (OCS) and new station facilities	Visual changes due to construction of vehicle maintenance and storage facility in downtown St. Paul and At-Grade Transit/Pedestrian Mall at the U of M
	<b>Environmental Justice</b>			
	Disproportionate Impacts	Minority, low-income and transit dependent populations would not be served	None anticipated	None anticipated
	<b>Geologic Resources</b>			
	Groundwater	No impact	Potential construction impacts	Same as AA/DEIS LPA
<b>Water Resources</b>				
Wetlands (Acres)	No impact	No impact	No impact	
Floodplains (# of 100-year crossings)	No impact	No impact; permit required	No impact; permit required	
<b>Effects to Habitat and Biota</b>				
Impacts	N/A	Minor impact	Minor impact	
<b>Threatened and Endangered Species</b>				
Impacts	N/A	No impact	No impact	
<b>Air Quality</b>				
Contribution to Regional Goals	Higher emissions due to increased traffic congestion	Reduced emission of CO and VOC, slightly higher NOx emissions	Similar to AA/DEIS LPA; detailed analysis to be completed during FEIS	
<b>Environmental Effects</b>	<b>Geologic Resources</b>			
	Groundwater	No impact	Potential construction impacts	Same as AA/DEIS LPA
	<b>Water Resources</b>			
	Wetlands (Acres)	No impact	No impact	No impact
	Floodplains (# of 100-year crossings)	No impact	No impact; permit required	No impact; permit required
	<b>Effects to Habitat and Biota</b>			
	Impacts	N/A	Minor impact	Minor impact
	<b>Threatened and Endangered Species</b>			
	Impacts	N/A	No impact	No impact
	<b>Air Quality</b>			
Contribution to Regional Goals	Higher emissions due to increased traffic congestion	Reduced emission of CO and VOC, slightly higher NOx emissions	Similar to AA/DEIS LPA; detailed analysis to be completed during FEIS	

		No-Build Alternative	AA/DEIS LPA	Proposed Changes to AA/DEIS LPA
	<b>Noise and Vibration</b>			
	Noise Receptors Above FTA Criteria	N/A	11 Category 2, 1 Category 3	11 Category 2, 1 Category 3
	Vibration Receptors Above FTA Criteria	No impact	None anticipated	Coordination with owners of vibration sensitive receptors is on-going; impact and mitigation to be detailed in the FEIS
	<b>Hazardous/Regulated Materials</b>			
	Impacts	No impact	Potential impact to 10 sites (High/Medium rating); additional evaluation recommended	42 sites listed for additional evaluation; impact and mitigation to be detailed in the FEIS
	<b>Electromagnetic Fields and Utilities</b>			
	Electromagnetic Fields	Not evaluated	Not evaluated	Coordination with owners of EMF sensitive receptors is on-going; detailed analysis to be included in the FEIS
Utility Impacts	No impact	Relocation of utilities required for construction, impacts to be refined during final design	Minimization of impacts by implementing the diagonal 4 <sup>th</sup> and Cedar Streets Station and eliminating tunnel section at U of M	
<b>Economic Effects</b>	Economic Effects	NA	Expansion in payroll and employment is anticipated with construction spending and recurring O&M costs	Same as AA/DEIS; analysis of revised LPA will be documented in the FEIS
	Development Effects	Existing development trends should continue	Increases in commercial and residential development densities is expected	Same as AA/DEIS
<b>Transportation Effects</b>	Consistent with Transportation Plans	No	Yes	Yes
	Number of Intersections at LOS E and F before mitigation (PM Peak 2030)	7	17	14

		No-Build Alternative	AA/DEIS LPA	Proposed Changes to AA/DEIS LPA
	Bike/Pedestrian Facility Effects	No	Short-term construction activity effects	Same as AA/DEIS with the exception of relocation of existing bike path at the Hiawatha LRT connection, and conversion of Washington Avenue into a transit/pedestrian mall at the U of M
<b>Indirect and Cumulative Effects</b>	<b>Potential for Indirect Effects</b>			
	Population Increase at Stations	N/A	Yes	Yes
	Employment Increase at Stations	N/A	Yes	Yes
	Environmental Resource Effects	N/A	None anticipated	None anticipated
	<b>Potential for Cumulative Effects</b>			
	Change in Development Character	N/A	Underutilized land and buildings will become prime development and redevelopment sites.	Same as AA/DEIS LPA
	Linkage Between Transportation and Secondary Development		The expected changes in intensity and density of land uses around the proposed stations will be among the long-term indirect effects to the corridor.	Same as AA/DEIS LPA

**S.2.5 Public involvement**

Upon completion of the AA/DEIS, the Metropolitan Council became the lead agency responsible for the Central Corridor LRT's oversight and implementation. In February 2007, the Metropolitan Council drafted the Central Corridor LRT Communication and Public Involvement Strategic Plan, which is fully described in Chapter 11. After considering comments received during circulation of the AA/DEIS and the public hearings, a Community Advisory Committee (CAC) and Business Advisory Council (BAC) were established by the Council in partnership with local stakeholders to consider the resolution of outstanding issues.

The Metropolitan Council has also established a Central Corridor Communications Office, which consists of a manager of public involvement, a communications manager, seven community outreach coordinators, and a public involvement intern. Each community outreach coordinator is assigned to one of seven Central Corridor LRT segments

approximately 1 to 2 miles in length. The coordinator is familiar with the segment's technical issues and community characteristics. It is his or her responsibility to share information with the community about the Central Corridor LRT's progress and collect feedback and information on critical aspects of the Central Corridor LRT.

In accordance with federal regulations, full consideration of environmental effects, as disclosed during the NEPA process, is required before the project can be advanced to the funding stage for final design, right-of-way acquisition, equipment and facilities, and system construction.

Outreach activities and stakeholder coordination have continued—since November 15, 2006, 15,000 people have been reached at over 400 meetings and community events. The Web site is continuously updated, project publications are continuously distributed, and project news is released to the media. Of particular note are listening sessions held in February 2008, where public comments were solicited by members of the Metropolitan Council prior to decision-making on key project elements. A total of four listening sessions were held at various venues along the Central Corridor with a total of 288 comments submitted. These comments were collected and presented to Metropolitan Council members prior to the February 27, 2008 project decision day to inform their actions.

Because of modifications to the project resulting from public and agency coordination in 2007 and 2008, this SDEIS has been prepared to provide the basis of further public discussion of the potential effects of the project on the human and natural environment associated with key changes and design options to the AA/DEIS LPA.

The EIS milestones for the proposed Central Corridor LRT are outlined in Table S-3, along with the overall environmental review process and a proposed schedule.



*A plan for communication with the public is one of the most important aspects of the Central Corridor LRT project. Since November 15, 2006, 15,000 people have been reached at more than 400 meetings and community events.*

Table S-3 Project Milestones

Activity	Date
Notice of Intent (NOI) to Prepare EIS	June 5, 2001
Notice of Availability (NOA) of Scoping Booklet and Scoping Meetings in <i>EQB Monitor</i>	June 11, 2001
Interagency Scoping Meeting	June 26, 2001
Public Scoping Meetings (3)	June 26, 2001 8:00 AM June 26, 2001 5:00 PM June 27, 2001 5:00 PM
Close of Scoping Comment Period	July 20, 2001
Scoping Decision	October 11, 2001
AA/DEIS NOA	April 2006
Public Hearings on AA/DEIS	May 2006
AA/DEIS Comment Period Ends	May 2006
Adoption of AA/DEIS LPA	June 2006
NOI to Prepare SDEIS	<i>Federal Register</i> Vol. 73, No. 37, publication date February 25, 2008, and <i>Minnesota EQB</i> . Vol. 32, No. 4 Publication Date: February 25, 2008
SDEIS NOA	June 2008*
Public hearings	July 2008*
Public and agency comment period	June to August, 2008*
FEIS NOA published in the <i>Federal Register</i>	Early 2009*
FTA Record of Decision (ROD)	Early 2009*
Minnesota Adequacy Determination	Early 2009*

\* These dates are proposed

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 municipal consent public hearings were held by the Minnesota Department of Transportation (MnDOT), Hennepin County Regional Rail Authority and Ramsey County Regional Rail Authority on May 29, 2008 at the Goodwill Easter Seals building on University and Fairview avenues from 5:00 to 7:00 p.m. 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 late June or early 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](http://www.centralcorridor.org).

### S.2.6 Agency Coordination

In the planning, design, and construction of the Central Corridor LRT, the Metropolitan Council is working closely with the FTA, MnDOT, Ramsey and Hennepin counties, the cities of St. Paul and Minneapolis, and the U of M. The Federal Highway Administration (FHWA) also agreed to be a Cooperating Agency for the Central Corridor LRT project. The project draws on several advisory committees that provide input from policy makers, government

entities and community groups, businesses, and residents. These committees are the Central Corridor Management Committee (CCMC), Community Advisory Committee (CAC), Central Corridor Partnership (CCP), Business Advisory Council (BAC), Central Corridor Project Office (CCPO), Project Advisory Committee (PAC), Communication Steering Committee (CSC), and the Land Use Coordinating Committee (LUCC).



*Churches in downtown St. Paul are a significant part of the visual character of Cedar Street, and are important historic landmarks. The SDEIS assesses the potential impact of the changes to the AA/DEIS LPA on these resources.*

In addition to the ongoing coordination with stakeholders and the public, the CCPO has had coordination and consultation with other federal, state, and local agencies and interested parties, including the Capitol Area Architectural and Planning Board (CAAPB), the Department of Agriculture, the Department of Commerce, the Department of Health, the Department of Interior, the Department of Natural Resources (DNR), the Minnesota Pollution Control Agency (MPCA), the State Archaeologist, the State Historic Preservation Officer, the Advisory Council on Historic Preservation (ACHP), the U.S. Army Corps of Engineers, the U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service, the National Park Service, and the Minnesota Indian Affairs Council. Opportunities for public input on historic and archaeological resources will continue throughout the remainder of the project development process.

### S.3 Next Steps and Actions

The Central Corridor LRT project has received widespread local support, including public comment on the recent AA/DEIS. It has also been supported by the cities and counties on the corridor, the U of M, and the business community. It will build on the success of the Hiawatha LRT project and, with the Northstar commuter rail and various BRT projects, connect an integrated, seamless network of high quality transit service to the Twin Cities metropolitan area.

This SDEIS will disclose the environmental effects of proposed changes to the AA/DEIS LPA prior to the development of FEIS and will be circulated for review and comment by interested parties, including local community and business groups, elected officials and public agencies in accordance with federal and state requirements. Public hearings will be held to provide a forum for agency and citizen participation and comment. The result of these decisions will then be documented in the FEIS, which will also include responses to comments received during circulation of the SDEIS.

The following actions will occur as part of moving the Central Corridor LRT project forward to construction:

- Coordination with local communities to address outstanding issues related to facility design, potential effects, and mitigation;
- Coordination among Metropolitan Council, State of Minnesota, Hennepin and Ramsey counties, and the cities of Minneapolis and St. Paul regarding financial planning and funding;

- Further coordination with local, state, and federal agencies regarding design, construction, and permitting requirements;
- Consultation with the Minnesota State Historic Preservation Office (SHPO) based on the draft programmatic agreement developed between SHPO, the ACHP, the FTA, and the Metropolitan Council; and
- Complete Final EIS and obtain a Record of Decision from FTA identifying the action to be undertaken, environmental findings, and mitigation requirements.

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