

APPENDIX E3 AGENCY LETTERS

Date	To	From	Reference
January 23, 2008	Lisa Joyal, DNR	Lydia Nelson, HDR	Request for Additional Review of Rare Species or Natural Communities
January 25, 2008	Nick Rowse, U.S. Fish and Wildlife Service	Lydia Nelson, HDR	Request for Updated Review of Federally Listed Species
March 20, 2008	Kathryn O'Brien, CCPO	Paul Mandell, CAAPB	Designation of Leif Erickson
March 20, 2008	Cheryl Martin, FHWA	Marisol Simon, FTA	Cooperating Agency Request
March 24, 2008	Loren Johnson, Lower Sioux Indian Community Council	Marisol Simon, FTA	Tribal Coordination Letter
April 10, 2008	Marisol Simon, FTA	Cheryl Martin, FHWA	Response to Cooperating Agency Request
May 7, 2008	Blythe Semmer, ACHP	Marisol Simon, FTA	Consulting Party and Programmatic Agreement Signatory
June 20, 2008	N/A	Minneapolis City Council	Resolution to Approve Central Corridor Preliminary Design Plans
June 24, 2008	N/A	Ramsey County Board of Commissioners	Resolution to Approve Central Corridor Preliminary Design Plans
July 8, 2008	N/A	Hennepin County Board of Commissioners	Resolution to Approve Central Corridor Preliminary Design Plans
July 9, 2008	N/A	St. Paul City Council	Resolution to Adopt the Municipal Consent Plan for Central Corridor LRT
August 13, 2008	N/A	Tim Paulenty, Governor	Governor's Executive Order Designating Authority Responsible for Central Corridor LRT Project
October 1, 2008	Marisol Simon, FTA	Willie R. Taylor, Director, Office of Environmental Policy and Compliance	Comments on the SDEIS and Section 4(f) Evaluation
October 13, 2008	Mark Fuhrmann, CCPO	Wayne Waslaski, Minnesota Department of Administration	Letter in Support of Rice Street Station in Leif Erikson Lawn

Date	To	From	Reference
December 16, 2008	N/A	Ramsey County Regional Railroad Authority	Resolution to Approve Modifications to Municipal Consent Plans
March 18, 2009	N/A	St. Paul City Council	Action Minutes of the St. Paul City Council
March 18, 2009	N/A	City of St. Paul	Resolution to Adopt the OMF Addendum to the Municipal Consent Plan
March 18, 2009	N/A	Metropolitan Council and the City of St. Paul	Memorandum of Understanding Regarding Various Central Corridor Issues
March 24, 2009	N/A	Board of Ramsey County Commissioners	Resolution to Approve Addendum to Preliminary Design Plans



January 23, 2008

Lisa Joyal, Endangered Species Environmental Review Coordinator
Natural Heritage and Nongame Research Program
Minnesota Department of Natural Resources
500 Lafayette Road, Box 25
St. Paul, Minnesota 55155

RE: Request for Additional Review of Rare Species or Natural Communities within One mile of the Proposed Central Corridor Light Rail Alignment

Dear Ms. Joyal:

Correspondence Background

This letter is a follow up to an April 16, 2001 correspondence that was sent to Genevieve Bolling (URS/BRW, Inc.) in response to a Natural Heritage database request for the area in the vicinity of the proposed Central Corridor light rail alignment (see attached). In this letter, 11 records for occurrences of rare species or natural communities were identified in the area searched. The letter stated that “[the DNR] do[es] not believe [the project] will affect any known occurrences of rare features.”

Since that communication, a significant amount of time has passed, and minor changes have been made to the proposed Central Corridor light rail alignment.

On behalf of the Central Corridor Development Authority, HDR Engineering, Inc. (HDR) is requesting an updated review of the potential effects that the Central Corridor alignment may have on rare species and natural communities. Please review and provide recommendations regarding rare species or natural communities for the area within one mile of the proposed alignment. A copy of the review will be included in the upcoming Central Corridor Supplemental Draft Environmental Impact Statement and the Final EIS.

Project Background

The proposed Light Rail Transit runs about 11 miles between downtown Minneapolis and downtown St. Paul, and crosses the Mississippi River at an existing crossing over Washington Avenue Southeast. The majority of the alignment follows the existing University Avenue corridor. The specific alignment of the proposed route is indicated on the enclosed project map. The following sections are located within one mile of the alignment:

Township	Range	Section
28	22	5-8
28	23	1-5
29	22	29-32
29	23	19-20; 25-36
29	24	14-16; 21-28; 34-36

NHIS Findings

A query of the 2007 Natural Heritage GIS database records by HDR (NHIS license LA381) within a 1 mile buffer of the proposed alignment indicates that there are 12 documented occurrences of state listed rare species or natural communities in the area searched (see enclosed map). These occurrences represent seven different zoological and botanical species, including: one bird, one fungus, three mollusks, one reptile, and one spider (Table 1).

Table 1—Natural Heritage Database Records within one mile of the Central Corridor Alignment

Scientific Name	Common Name	Last Observation Date	State Status
Bird			
<i>Falco peregrinus</i>	Peregrine Falcon	2005	T
Fungi			
<i>Psathyrella rhodospora</i>	A Species of Fungus	1999	E
Mollusk			
<i>Elliptio dilatata</i>	Spike	2000	SC
<i>Ligumia recta</i>	Black Sandshell	2004	SC
<i>Quadrula nodulata</i>	Wartyback	2002	E
Reptile			
<i>Elaphe vulpina</i>	Eastern Fox Snake	1939	--
Spider			
<i>Marpissa grata</i>	A Jumping Spider	1978	SC

Since the proposed light rail alignment follows existing urban infrastructure (primarily University Avenue) and crosses the Mississippi River at the existing Washington Avenue Bridge, no impacts are expected to the aforementioned species of bird, fungus, mollusk, reptile, and spider.

Additionally, the April 16, 2001 DNR correspondence identified records of Eastern Pipistrelle (*Pipistrellus subflavus*) and bat concentrations within the Central Corridor project study area. However, a similar query of the 2007 NHIS database does not reflect these findings. Could you please confirm the presence or absence of bat species within one mile of the proposed project alignment?

We look forward to receiving your response discussing the DNR's potential issues of concern. If you require further information or have questions regarding this project, please call me at (763) 278-5909 or Aaron Diehl at (763) 278-5949.

Sincerely,

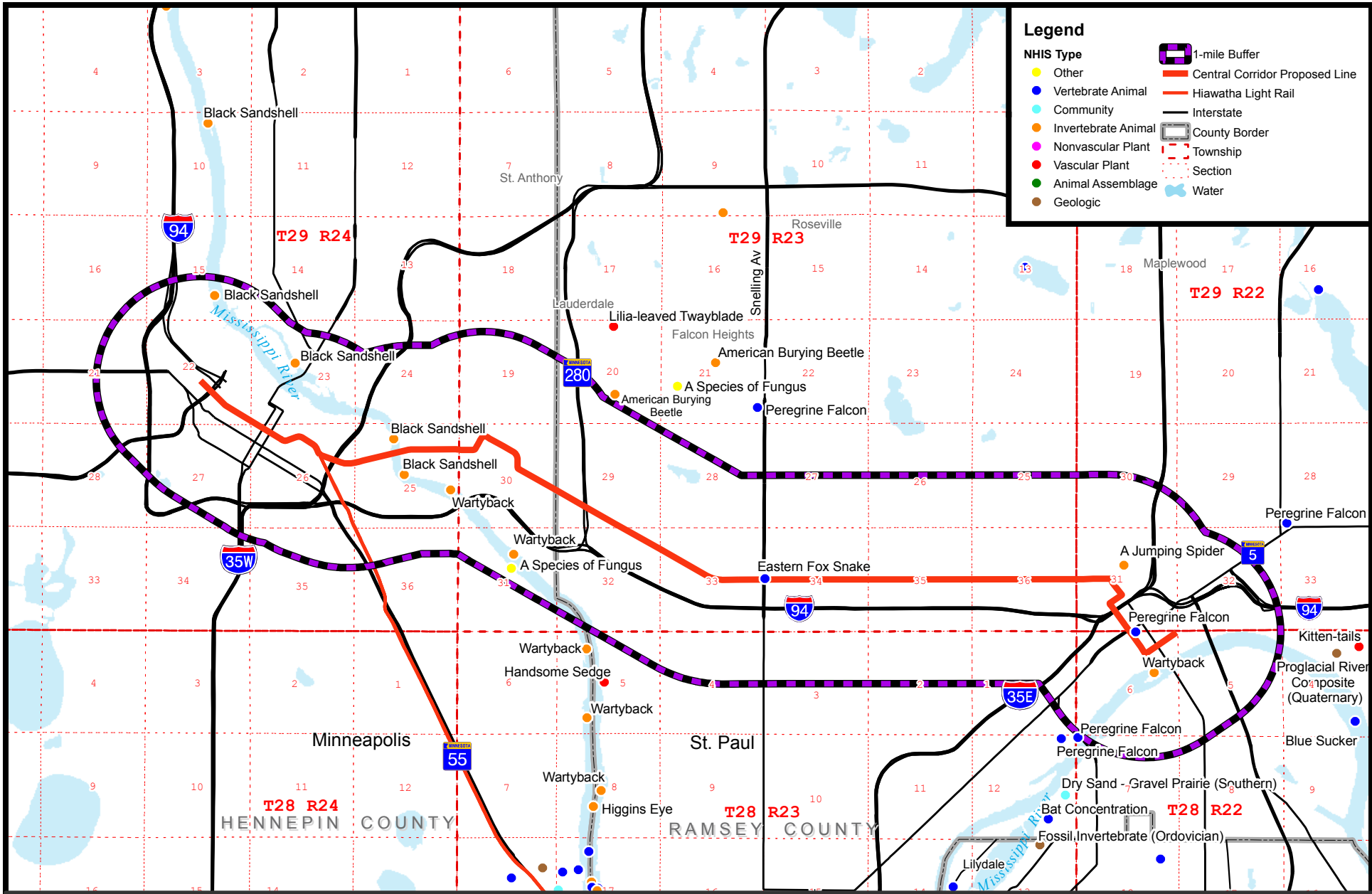
HDR Engineering, Inc.

Lydia Nelson
Senior Environmental Scientist

Enclosures: Project Location Map
April 16, 2001 Agency Correspondence

cc: Oscar Gonzalez, HDR
Kathryn O'Brien, Metropolitan Council Project Manager

Map Document: (N:\GIS\Proj\MetCouncil\65891\map_docs\mxd\environmental\map_8x11L_crlft_DNR\agency_122107.mxd) 12/21/2007 -- 10:30:33 AM



Legend

NHIS Type

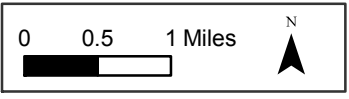
- Other (Yellow dot)
- Vertebrate Animal (Blue dot)
- Community (Cyan dot)
- Invertebrate Animal (Orange dot)
- Nonvascular Plant (Pink dot)
- Vascular Plant (Red dot)
- Animal Assemblage (Green dot)
- Geologic (Brown dot)

- 1-mile Buffer (Purple dashed line)
- Central Corridor Proposed Line (Thick orange line)
- Hiawatha Light Rail (Thin orange line)
- Interstate (Black line with shield)
- County Border (Dashed grey line)
- Township (Dashed red line)
- Section (Dotted red line)
- Water (Blue area)

Central Corridor Light Rail Transit



Source: DNR NHIS Database: 2007



Central Corridor LRT NHIS Locations

December 2007



Minnesota Department of Natural Resources

Natural Heritage and Nongame Research Program, Box 25

500 Lafayette Road

St. Paul, Minnesota 55155-40__

APR 17 2001

Phone: (651) 296-7863 Fax: (651) 296-1811 E-mail: sarah.hoffman@dnr.state.mn.us

April 16, 2001

Genevieve Bolling
URS/BRW, Inc.
Thresher Square, 700 South 3rd
Minneapolis, MN 55415

Re: Request for Natural Heritage information for vicinity of proposed Central Corridor, T29N R24W Sec. 22, 23, 25, 26 and T29N R23W Sec. 30, Hennepin County; T29N R23W Sec. 29, 32-36 and T29N R22W Sec. 31, Ramsey County.
NHNRP Contact #: ERDB 19930046-3

Dear Ms. Bolling,

The Minnesota Natural Heritage database has been reviewed to determine if any rare plant or animal species or other significant natural features are known to occur within the sections containing the project, plus all sections within ½ mile of the project. Based on this review, there are 11 known occurrences of rare species or natural communities in the area searched (for details, see enclosed database printout and explanation of selected fields). However, based on the nature and location of the proposed project I do not believe it will affect any known occurrences of rare features.

The Natural Heritage database is maintained by the Natural Heritage and Nongame Research Program, a unit within the Division of Ecological Services, Department of Natural Resources. It is continually updated as new information becomes available, and is the most complete source of data on Minnesota's rare or otherwise significant species, natural communities, and other natural features. Its purpose is to foster better understanding and protection of these features.

Because our information is not based on a comprehensive inventory, there may be rare or otherwise significant natural features in the state that are not represented in the database. A county-by-county survey of rare natural features is now underway, and has been completed for Hennepin and Ramsey Counties. Our information about natural communities is, therefore, quite thorough for that county. However, because survey work for rare plants and animals is less exhaustive, and because there has not been an on-site survey of all areas of the county, ecologically significant features for which we have no records may exist on the project area.

The enclosed results of the database search are provided in two formats: index and full record. To control the release of locational information which might result in the damage or destruction of a rare element, both printout formats are copyrighted.

The index provides rare feature locations only to the nearest section, and may be reprinted, unaltered, in an Environmental Assessment Worksheet, municipal natural resource plan, or report compiled by your company for the project listed above. If you wish to reproduce the index for any other purpose, please contact me to request written permission. Copyright notice for the index should include the following disclaimer:

"Copyright (year) State of Minnesota, Department of Natural Resources. This index may be reprinted, unaltered, in Environmental Assessment Worksheets, municipal

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natural resource plans, and internal reports. For any other use, written permission is required.”

The full-record printout includes more detailed locational information, and is for your personal use only. If you wish to reprint the full-record printouts for any purpose, please contact me to request written permission.

Please be aware that review by the Natural Heritage and Nongame Research Program focuses only on *rare natural features*. It does not constitute review or approval by the Department of Natural Resources as a whole. If you require further information on the environmental review process for other wildlife-related issues, you may contact your Regional Environmental Assessment Ecologist, Wayne Barstad, at (651)772-7940.

An invoice for the work completed is enclosed. You are being billed for map and database search and staff scientist review. Please forward this invoice to your Accounts Payable Department. Thank you for consulting us on this matter, and for your interest in preserving Minnesota's rare natural resources.

Sincerely,

A handwritten signature in cursive script that reads "Sarah Hoffmann".

Sarah D. Hoffmann
Environmental Review Coordinator / Ecologist

encl: Database search results
Rare Feature Database Print-Outs: An Explanation of Fields
Invoice



January 25, 2008

Nick Rowse
US Fish and Wildlife Service
4101 East 80th Street
Bloomington, MN 55425-1665

RE: Request for an updated review of federally listed species within one mile of the alignment of the proposed Central Corridor Light Rail Transit Project

Dear Mr. Rowse

This letter is a follow up to a June 13, 2001 correspondence that was sent to Genevieve Bolling (URS/BRW, Inc) regarding the alignment of the proposed Central Corridor Light Rail Transit Project. In a signed response dated August 24, 2001, you stated that “this project is not likely to adversely affect any federally listed species or their critical habitat.” You also noted that, in the event that “the project is modified or new information [regarding species] becomes available,” consultation with your office should be reinitiated (see attached). Since that correspondence, a significant amount of time has passed, and minor changes have been made to the proposed Central Corridor alignment.

On behalf of the Metropolitan Council, HDR Engineering, Inc. (HDR) is requesting an updated review of federal records for potential Threatened or Endangered species for the Central Corridor Light Rail Transit Project in accordance with Section 7 of the Endangered Species Act of 1973, as amended. A copy of the review will be included in the upcoming Central Corridor Supplemental Draft Environmental Impact Statement and the Final EIS.

The proposed Central Corridor Light Rail Transit Project runs about 11 miles between downtown Minneapolis and downtown St. Paul, and crosses the Mississippi River at an existing crossing over Washington Avenue Southeast. The majority of the alignment follows the existing University Avenue corridor. The specific alignment of the proposed route is indicated on the enclosed project map. Sections adjacent to the alignment are indicated in the following table:

Township	Range	Section
28	22	5, 6
29	22	31, 32
29	23	19; 28-36
29	24	22-27

Please use this information to determine if any Threatened or Endangered species are located in proximity to the project corridor.

We look forward to receiving your response discussing the FWS's potential issues of concern. If you require further information or have questions regarding this project, please call me at (763) 278-5909 or Aaron Diehl at (763) 278-5949.

Sincerely,

HDR Engineering, Inc.

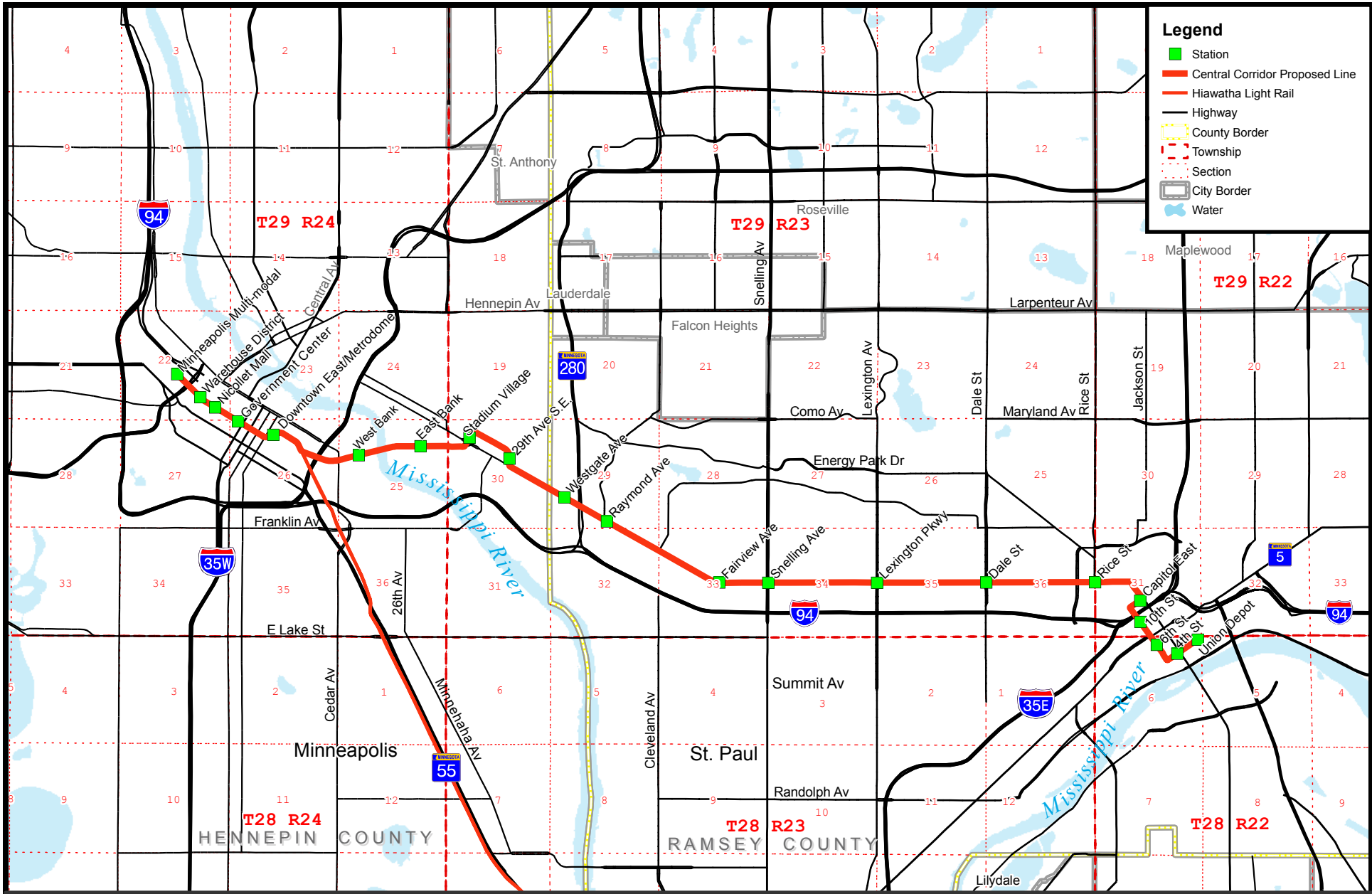


Lydia Nelson
Senior Environmental Scientist

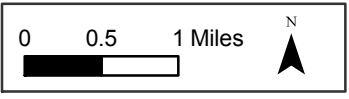
Enclosures: Project Location Map
USFWS 2001 Response Letter

cc: Kathryn O'Brien, Metropolitan Council Project Manager
Oscar Gonzalez, HDR Project Manager

Map Document: (N:\GIS\Proj\MetCouncil\66891\map_docs\mxd\environmental\map_8x11L_cclrt_FWSagency_122007.mxd) 12/20/2007 -- 11:19:04 AM



Central Corridor Light Rail Transit



Central Corridor LRT

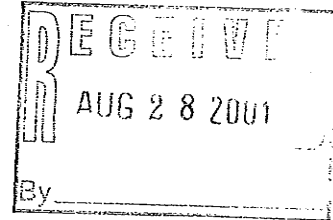
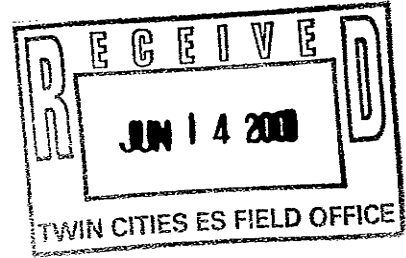
December 2007



BRW, Inc.

June 13, 2001

Nick Rowse
US Fish and Wildlife Service
4101 East 80th Street
Bloomington, MN 55425-1665



Dear Nick,

On behalf of Central Corridor Development Authority, I am requesting a review of the federal records for the potential Threatened or Endangered species for the Central Corridor Rail Project. The information will be used to determine potential impacts and mitigation measures for avoidance. A copy of the review will be included in the upcoming EIS.

Alternatives for this project include two light rail transit options and one busway option. The majority of project site is along the existing University Avenue from its junction with 29th Avenue Southeast in Minneapolis to its junction with Rice Street in St. Paul. Nine potential station locations have been identified along this portion of the corridor. An additional 14 station sites are proposed west of 29th Avenue Southeast in downtown Minneapolis; and 7 are proposed east of Rice Street in downtown St. Paul among the alternate alignments. There are two proposed Mississippi River crossings in downtown Minneapolis – the existing Washington Avenue Southeast and the existing 10th Avenue Southeast. There is one proposed crossing in downtown St. Paul – the existing Robert Street North. The adjacent land use along the corridor is mostly developed with commercial properties.

Enclosed is a map of the project area with a list of the sections of which the corridor passes through. Please review the federal records to determine if any Threatened or Endangered species are located in proximity to the project corridor. I have contacted the MnDNR to request a database search through their Natural Heritage Program. I have also contacted the MnDOT biologist to review their records of Federal Threatened and Endangered species within the project area.

I can be reached at 612-373-6867 if you have any questions or need additional information to complete the review. Thank you for your time and assistance with this matter.

Sincerely,

URS Corp.

Genevieve Bolling
Natural Resource Specialist

Cc: - Judi Herubin, URS
John Bednarczyk, URS
File 45550.001.0630

DEPARTMENT OF THE INTERIOR
U.S. FISH AND WILDLIFE SERVICE
TWIN CITIES FIELD OFFICE

Because of the location and type of activity proposed, this project is not likely to adversely affect any federally listed or proposed threatened or endangered species or their critical habitat. This precludes the need for further action on this project as required under Section 7 of the Endangered Species Act of 1973, as amended. However, if the project is modified or new information becomes available which indicates that listed species may be affected, consultation with this office should be reinitiated.

SIGNED: R. Nicholas Rowse DATE: 8/24/01
R. Nicholas Rowse
Fish and Wildlife Biologist
612-725-3548 x210



Capitol Area Architectural and Planning Board

204 Administration Building
50 Sherburne Avenue
Saint Paul, Minnesota 55155
Phone: 651.296.7138
Fax: 651.296.6718
TTY: 800.627.3529

March 20, 2008

Kathryn O'Brien
Environmental Services Project Manager
Central Corridor Project Office
520 Fairview Avenue
Saint Paul, Minnesota 55104

Dear Ms. O'Brien:

In response to your questions of the past few months regarding that part of the Capitol Grounds at the northwest corner of the campus with the Leif Erickson statue, I find no official documentation referencing the space as "park".

People working in the Capitol Area may habitually make reference to either Cass Gilbert Park or Leif Erickson Park; however, the Capitol Area Architectural and Planning Board (CAAPB), which is the party responsible for zoning within the sixty-block Capitol Area, has no official document (be it a deed, a zoning classification, zoning map, or a plat map) that makes official or anything more than incidental reference to park or open space, but rather treats it as an extension of the Capitol Grounds. In checking with the Department of Administration, who serves as landlord, they, too, have no documentation that makes note of the space as an official park.

In fact, the diagonal path running through the space was originally part of Wabasha Street, which had a street car track running its full length from downtown Saint Paul to the intersection with University Avenue at the Rice Street intersection.

I hope this answers your questions, and should you need anything else, please do not hesitate to contact me.

Sincerely,

Paul Mandell
Principal Planner and Zoning Administrator

c: Wayne Waslaski, Department of Administration
Nicky Giancola, Department of Administration



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

March 20, 2008

Cheryl Martin
Environmental Engineer
Federal Highway Administration
Minnesota Division
380 Jackson Street
Galtier Plaza, Suite 500
St. Paul, MN 55101

Re: Cooperating Agency Request for the Central Corridor Light Rail Transit Project

Dear Ms. Martin:

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council, is writing to ascertain your interest in becoming a Cooperating Agency in the preparation of the Supplemental Draft Environmental Impact Statement (SDEIS) for the Metropolitan Council's Central Corridor Light Rail Transit (LRT) project. The SDEIS will evaluate key changes to the Central Corridor LRT since publication of the Draft Environmental Impact Statement (DEIS).

The proposed Central Corridor LRT would connect the central business districts of Minneapolis and St. Paul with the University of Minnesota and provide a connection to the existing 11.6-mile Hiawatha LRT (see attached project map). The DEIS for the project was approved and released for public review in April 2006. The DEIS provided a comprehensive examination of alignments, LRT and Busway/Bus Rapid Transit (BRT) technologies, and a Baseline Alternative for the Central Corridor. Based on findings from the DEIS and public and agency input received during the process, the Metropolitan Council adopted a Locally Preferred Alternative (LPA) for the Central Corridor, namely, LRT operating on Washington and University avenues, on June 28, 2006 (Metropolitan Council Resolution 2006-15).

Refinement of the LPA during preliminary engineering has resulted in the identification of several design options for key project elements that were not fully disclosed in the DEIS. These options reflect conditions that exist within the corridor, technical and operational constraints, major infrastructure requirements that were not fully documented in the DEIS, and substantive comments received during the DEIS public comment period. The SDEIS will assist FTA, the Metropolitan Council, resource agencies and key project partners in understanding and resolving critical project elements within the context of National Environmental Policy Act (NEPA). The SDEIS process will facilitate local decision-making by providing a mechanism for documenting and disclosing changes from the DEIS.

As a Cooperating Agency, the FHWA would be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise and address issues falling under your jurisdiction;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on technical studies and sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the documents and the anticipated impacts and mitigation.

Attached is the Federal Register Notice dated February 25, 2008 which includes the Notice of Intent to prepare a SDEIS for the Central Corridor project. We look forward to your response to this request and your role as a Cooperating Agency for the Central Corridor project. Should you have any questions, please call David Werner at 312-353-3879.

Sincerely,



Marisol R. Simon
Regional Administrator

Enclosures

cc: Kathryn O'Brien, Metropolitan Council
Oscar Gonzalez, HDR



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

March 24, 2008

Loren Johnson, Chairman
Lower Sioux Indian Community Council
P.O. Box 308
Reservation Highway 1
Morton MN 56270

Re: Central Corridor Light Rail Transit Project

Dear Chairman:

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council, intends to prepare a Supplemental Draft Environmental Impact Statement (SDEIS) for the proposed Central Corridor Light Rail Transit (LRT) project, located in Minneapolis and Saint Paul, Minnesota. The Central Corridor LRT would connect the central business districts of Minneapolis and St. Paul with the University of Minnesota and provide a connection to the existing 11.6-mile Hiawatha LRT. The SDEIS will be prepared in accordance with the National Environmental Policy Act (NEPA). The SDEIS will evaluate potential changes to the Central Corridor LRT project since the publication of the April 21, 2006 Alternatives Analysis/Draft Environmental Impact Statement and disclose new information developed during the preliminary engineering process.

In accordance with 23 CFR Sections 771.105 (a) and 771.133, the FTA and the Metropolitan Council will comply with all Federal environmental laws, regulations, and executive orders applicable to the proposed project during the environmental review process. These requirements include, but are not limited to the regulation implementing Section 7 of the Endangered Species Act (50 CFR Part 402), Executive Orders 12898 on Environmental Justice and 11990 on Wetlands, and the regulation implementing Section 106 of the National Historic Preservation Act (36 CFR Part 800).

With this letter, FTA requests the Lower Sioux Indian Community to identify any concerns regarding the potential impacts of the project, particularly with regard to any potential adverse effects to historic properties. A copy of the Federal Register Notice dated February 25, 2008 which includes the Notice of Intent to prepare an SDEIS for the Central Corridor project and a general overview map showing the project corridor are attached for your reference. Interested tribes seeking to acquire additional information about the project or to consult regarding historic properties should contact David Werner at (312) 353-2789.

Sincerely,

A handwritten signature in black ink, appearing to read "Marisol R. Simon". The signature is fluid and cursive, with the first name being the most prominent.

Marisol R. Simon
Regional Administrator

Enclosures

cc: Kathryn O'Brien, Metropolitan Council
Oscar Gonzalez, HDR



U.S. Department
of Transportation

**Federal Highway
Administration**

Minnesota Division

380 Jackson Street
Galtier Plaza, Suite 500
St. Paul, MN 55101-4802

651.291.6100
651.291.6000 fax

www.fhwa.dot.gov/mndiv

April 10, 2008

Ms. Marisol Simon
Regional Administrator
Federal Transit Administration
200 West Adams Street
Suite 320
Chicago, IL 60606-5253

Re: Cooperating Agency Request
Central Corridor Light Rail Transit Project

Dear Ms. Simon:

In response to your letter dated March 20, 2008, the Federal Highway Administration concurs with the opportunity to serve as a cooperating agency in the review of the Environmental Impact Statement for the Central Corridor Light Rail Transit project.

I will serve as the point of contact for this project and can be reached at (651) 291-6120. We look forward to working with your agency on this project.

Sincerely yours,

Cheryl B. Martin
Environmental Engineer

MOVING THE
**AMERICAN
ECONOMY**



CBM/jer

cc: 1 - FTA – David Werner
1 - Moe
1 - Martin
1 - Reading File
1 - PDR File – Hennepin County, Central Corridor LRT Project
DMS – “Central Corridor LRT – Cooperating Agency Concurrence”



U.S. Department
of Transportation
**Federal Transit
Administration**

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Michigan, Minnesota,
Ohio, Wisconsin

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312-353-2789
312-886-0351 (fax)

May 7, 2008

Blythe Semmer
Advisory Council on Historic Preservation
Office of Federal Agency Programs
The Old Post Office Building
1100 Pennsylvania Avenue, N.W., #809
Washington, D.C. 20004

Re: Consulting Party and Programmatic Agreement Signatory for the Central Corridor Light Rail Project

Dear Blythe Semmer:

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council, is preparing a Supplemental Draft Environmental Impact Statement (SDEIS) for the Metropolitan Council's Central Corridor Light Rail Transit (LRT) project. The proposed Central Corridor LRT would connect the central business districts of Minneapolis and St. Paul with the University of Minnesota and provide a connection to the existing 11.6-mile Hiawatha LRT. The Draft Environmental Impact Statement (DEIS) for the project was approved and released for public review in April 2006. Refinement of the project during preliminary engineering has resulted in the identification of several design options for key project elements that were not fully disclosed in the DEIS. A supplemental draft environmental impact statement (SDEIS) will evaluate these key changes to the Central Corridor LRT project since publication of the DEIS.

In accordance with 36 CFR Section 800, the Section 106 process was formally initiated with the Minnesota Historical Society, the Minnesota State Historic Preservation Office (SHPO), in October 2002. As part of the SDEIS process, a programmatic agreement in accordance with the procedures described in 36 CFR 800 will be developed to ensure that adverse effects to historic properties may be avoided.

The identification and assessment of historic and cultural resources along the Central Corridor is an on-going process. The attached materials to this letter contain documentation provided by the Minnesota Department of Transportation (MNDOT) Cultural Resources Unit intended as background for the Section 106 process for the Central Corridor project. Two phases of cultural resource identification and evaluation have been completed, and a third phase is underway. A total of 44 properties and districts have been identified by the first two phases of cultural resource investigation as eligible for the National Register of Historic Places. The SHPO has concurred with the eligibility findings, but has expressed the need for additional survey and evaluation, as

expressed in the letter of March 8, 2008 to the MNDOT Cultural Resources Unit, which is also included in the attachment.

The SHPO has expressed concerns to FTA that a fully comprehensive assessment of the effects on historic properties is needed before key decisions regarding project implementation can be made. Some of these concerns are outlined in the above mentioned March 8, 2008 letter. At the request of the Minnesota SHPO, we are writing to ascertain the Council's formal entry into the Central Corridor LRT project Section 106 consultation process, particularly with regard to Council's assistance with and willingness to become a signatory to the programmatic agreement. A draft of the programmatic agreement will be forthcoming for your review and consideration.

Should you have any questions on consulting party status and the programmatic agreement for the Central Corridor project, please contact David Werner of the FTA Region 5 Office in Chicago at (312) 353-3879 or Julie Adkins of the FTA Headquarters Office in Washington, DC at (202) 366-4491.

Sincerely,



Marisol R. Simon
Regional Administrator

cc: Jackie Sluss, MNDOT Cultural Resources Unit
Julie Adkins, FTA Headquarters
Kathryn O'Brien, CCPO
Oscar Gonzales, HDR
Dennis Gimmestad, Minnesota Historical Society

**MINNEAPOLIS CITY COUNCIL
OFFICIAL PROCEEDINGS
REGULAR MEETING OF
June 20, 2008**

(Published June 28, 2008, in *Finance and Commerce*)

**RESOLUTION 2008R-260
By Colvin Roy and Gordon
Approving Preliminary Design Plans for the Central Corridor Light Rail Transit Corridor
in Minneapolis (revised June 19, 2008)**

Whereas, the Metropolitan Council has prepared Preliminary Design Plans for the Central Corridor Light Rail Transit from its intersection with the Hiawatha LRT line just west of Interstate 35W to downtown St. Paul and has submitted these Plans to the City on April 28, 2008, for approval or disapproval as provided by law; and

Whereas, the City has held a public hearing and received testimony on these plans; and

Whereas, City staff has reviewed these preliminary design plans and developed a report describing and evaluating these plans and related matters and has made its recommendations; and

Whereas, the City strongly supports the implementation of LRT in the Central Corridor and is doing everything possible to support its successful implementation; and

Whereas, the Metropolitan Council has committed to work with the City throughout the design and construction process as described in the document entitled, "Central Corridor LRT Ongoing Coordination and Project Partner Involvement in the Decision Making Process Beyond Municipal Consent"; and

Whereas, the Metropolitan Council is working closely with the City of Minneapolis, Hennepin County, and University of Minnesota to develop a Memorandum of Understanding between the four parties that establishes how the parties will continue to work together to resolve remaining issues related to the transit mall and traffic mitigation that are not resolved at this point in the preliminary design; and

Whereas, the Supplemental Draft Environmental Impact Statement for the Central Corridor LRT (CCLRT) Project will disclose the full impact of removing auto traffic from Washington Avenue and the Final Environmental Impact Statement will specify the mitigation measures that will be completed; and

Whereas, the Central Corridor Project Office, in a letter dated June 18, 2008, has affirmed its intent to resolve the outstanding issues identified below to the satisfaction of the City;

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

That, pursuant to Minnesota Statutes, Section 473.3994, the City Council approves the Preliminary Design Plans for the Central Corridor LRT submitted by the Metropolitan Council on April 28, 2008.

Be It Further Resolved that the City identifies the following issues as outstanding and declares that this consent is granted based on the City's full faith and trust in the Metropolitan Council's commitment to arrive at resolution satisfactory to the City on the following issues, which are not included or have not been satisfactorily addressed in the preliminary design plan submittal:

1. Traffic mitigation plans for the entire Minneapolis segment of the line, including downtown Minneapolis where train frequencies are planned to double, will be developed in cooperation with city staff and with input from the community and changes to city roadways that are not identified in the preliminary design plans will be subject to City Council approval.

2. Traffic operations and pedestrian circulation at the intersection of Huron Boulevard, University Avenue, Washington Avenue and 23rd Avenue SE will continue to be analyzed as design proceeds to ensure that all parties are satisfied that the intersection will operate satisfactorily as planned or changes will be made to ensure satisfactory operation.

3. The existing Hiawatha bike trail that will be displaced from its current location along the north side of the HLRT tracks must be replaced with a satisfactory facility, such as adjacent to the north side of the CCLRT.

4. The Metropolitan Council will work with City staff to incorporate crossing control for LRT at 25th Ave SE that will be appropriate for the future expected traffic on 25th Ave SE with the opening of the new TCF Bank Stadium and the future construction of Granary Road both planned for completion prior to the start of operations for CCLRT.

5. Roadway geometry will be refined to ensure appropriate vehicular turning movements are accommodated on all affected streets while maintaining adequate sidewalk and boulevard widths.

6. That CCLRT use Tapered Tubular Poles rather than Wide Flange Poles for the Simple Catenary System in the West Bank area and on University Avenue in Minneapolis, to the extent possible.

7. The Washington Avenue Transit Mall will be revised to terminate at Walnut Street not Oak Street.

Be It Further Resolved that the City also requests that the Metropolitan Council make every effort to implement the following initiative as it moves forward with the CCLRT project:

1. Pursue innovative and creative ways of minimizing the impact of construction on the businesses in the Stadium Village area and throughout the corridor so as to ensure these businesses survive the challenge of construction and continue as valued members of our community after CCLRT is operating.

2. Provide graphics that are easy for the general public to understand, visualize and provide input on, rather than relying on engineering drawings, such as were the sole graphics provided for the municipal consent process.

3. Seek guidance and input from the multitude of talented design professionals in the community on the design of stations, streetscapes, the transit mall, and other elements of the design that could be enhanced through such input.

4. Develop safe and attractive bicycle and pedestrian routes as part of the traffic mitigation plans in the University area.

5. Ensure bus service in the University neighborhoods is responsive to community needs.

6. The City requests that the Metropolitan Council submit complete station design plans, including landscaping and advertising components, through the City's site plan review process.

Adopted 6/20/2008.

Absent - Ostrow, Colvin Roy.

Resolution

Board of

Ramsey County Commissioners

Presented By: Commissioner McDonough Date: June 24, 2008 No. 2008-214

Attention: Budgeting and Accounting
Tim Mayasich, Regional Railroad Authority

Page 1 of 2

WHEREAS, The Metropolitan Council has prepared Preliminary Design Plans for the Central Corridor light rail transit line from the Union Depot in downtown Saint Paul to the Hiawatha line in downtown Minneapolis; and

WHEREAS, Ramsey County and the Ramsey County Regional Railroad Authority have held public hearings to gather comments on these plans; and

WHEREAS, The Metropolitan Council has committed to work with the County, the Regional Railroad Authority, and other project partners in its document titled "Central Corridor LRT Ongoing Coordination and Project Partner Involvement in the Decision Making Process Beyond Municipal Consent;" and

WHEREAS, Maintaining the project schedule will minimize costs and allow construction of the best possible project; Now, Therefore, Be It

RESOLVED, The Ramsey County Board of Commissioners hereby approves the Central Corridor preliminary design plans submitted April 28, 2008, pursuant to Minnesota Statutes, Section 473.3994; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority staff will continue to work with project staff to refine the Union Depot alignment to maintain the Depot as a multi-modal transit hub, as well as to satisfactorily address the issues listed in Rail Authority Resolution R06-33, dated May 23, 2006, and those raised in the Preliminary Design Plan Public Comment Record compiled by Ramsey County in June 2008, and in the document entitled "Central Corridor LRT Ongoing Coordination and Project Partner Involvement in the Decision Making Process Beyond Municipal Consent"; and Be It Further

Ramsey County Board of Commissioners

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

Jan Parker, Chair

By: 
Bonnie C. Jackelen
Chief Clerk - County Board

Resolution

Board of

Ramsey County Commissioners

Presented By: Commissioner McDonough Date: June 24, 2008 No. 2008-214

Attention: Budgeting and Accounting
Tim Mayasich, Regional Railroad Authority

Page 2 of 2

=====

RESOLVED, That Ramsey County will continue to work with the Metropolitan Council and other project partners to ensure that the project, as built, best meets the needs of the citizens of Ramsey County.

Ramsey County Board of Commissioners

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

Jan Parker, Chair

By: 
Bonnie C. Jackelen
Chief Clerk – County Board

Hennepin County, Minnesota
RESOLUTION NO. 08-0298



www.hennepin.us

[2008]

The following Resolution was offered by Commissioner McLaughlin and seconded by Commissioner Stenglein:

WHEREAS, the Metropolitan Council has submitted Preliminary Design Plans for the Central Corridor Light Rail Transit Line (dated April 25, 2008) from the intersection with the Hiawatha Light Rail Transit Line to the Union Depot in Downtown Saint Paul for approval or disapproval as provided for under Minnesota State Law, and

WHEREAS, Hennepin County and the Hennepin County Regional Railroad Authority have both held public hearings on these plans; and

WHEREAS, the Preliminary Design Plans cover roughly 15 percent of the overall design effort, leaving numerous outstanding issues which will need to be resolved by the project partners; and

WHEREAS, the Metropolitan Council has committed to work with the project partners throughout the design and construction process as described in the document titled "Central Corridor LRT Ongoing Coordination and Project Partner Involvement in the Decision Making Process Beyond Municipal Consent"; and

WHEREAS, the Hennepin County Board and the Hennepin County Regional Railroad Authority approved Memorandum of Understanding A081051 with the Metropolitan Council, University of Minnesota and the City of Minneapolis establishing how the parties will continue to work together to resolve remaining issues related to the transmittal and traffic mitigation that are not resolved at this point in the preliminary design; therefore

BE IT RESOLVED, that the Hennepin County Board of Commissioners approves the Preliminary Design Plans for the Central Corridor Light Rail Transit Line, dated April 25, 2008, in accordance with Minnesota Statutes 473.3994, and

BE IT FURTHER RESOLVED, that Hennepin County is committed to working with the Metropolitan Council and other project partners toward the successful implementation of the Central Corridor Project by 2014.

The question was on the adoption of the resolution and there were 6 YEAS and 0 NAYS, as follows:

County of Hennepin Board of County Commissioners	YEAS	NAYS	ABSTAIN	ABSENT
Mike Opat				X
Mark Stenglein	X			
Gail Dorfman	X			
Peter McLaughlin	X			
Linda Koblick	X			
Penny Steele	X			
Randy Johnson	X			

RESOLUTION ADOPTED ON 7/8/2008

Kay Mitchell

ATTEST:

Clerk to the County Board

**RESOLUTION
CITY OF SAINT PAUL, MINNESOTA**

Presented by _____



**RESOLUTION TO ADOPT THE MUNICIPAL CONSENT PLAN FOR THE
CENTRAL CORRIDOR LRT PROJECT**

1
2
3
4 WHEREAS, the Metropolitan Council has prepared Preliminary Design Plans for the Central Corridor LRT Project
5 consistent with Minnesota Statutes, Section 473.3994, which includes physical design components of the
6 preliminary design plans; and

7
8 WHEREAS, pursuant to the Statute, the City of Saint Paul must hold a public hearing, and approve or disapprove
9 the Preliminary Design Plans by July 13, 2008; and

10
11 WHEREAS, in the event the City disapproves the Preliminary Design Plans, the City must describe specific
12 amendments to the Plans that, if adopted, would cause the City to withdraw its disapproval; and

13
14 WHEREAS, the City held a public hearing on June 4, 2008 with the public hearing record left open until June 12,
15 2008; and

16
17 WHEREAS, City staff has compiled all oral and written comments from the public hearing and prepared responses
18 to those comments; and

19
20 WHEREAS, City staff has reviewed the Preliminary Design Plans and developed a report reviewing and making
21 recommendations on the Plans; and

22
23 WHEREAS, there are numerous issues outside the scope of the Preliminary Design Plans, but within the scope of
24 Preliminary Engineering work that require analysis and resolution before the beginning of Final Design in 2009; and

25
26 WHEREAS, the Metropolitan Council has pledged to continue working with the City toward satisfactory resolution
27 of ~~to~~ unresolved issues through the issuance of its report entitled "Central Corridor LRT Ongoing Coordination and
28 Project Partner Involvement in the Decision Making Process Beyond Municipal Consent;" and

29
30 WHEREAS, the Central Corridor Project Office, in a letter dated June 30, 2008, has affirmed its intent to resolve the
31 outstanding issues identified below to the satisfaction of the City; and

32
33 WHEREAS, the Metropolitan Council and the City are working toward a "Memorandum of Understanding" that
34 will establish the process under which issues outside the scope of the Preliminary Design Plans will be resolved; and

35
36 WHEREAS, the Draft Environmental Impact Statement and forthcoming Supplemental Draft Environmental Impact
37 Statement for the Central Corridor LRT Project will must disclose the full impacts of the project, and specify
38 mitigation measures to be considered and implemented, and the Final Environmental Impact Statement will address
39 all impacts identified during the EIS process; and

40
41 WHEREAS, the project as currently planned will cause the loss of significantly more on-street parking on University
42 Avenue than was anticipated in the DEIS process.

43

44 NOW, THEREFORE, BE IT RESOLVED that the City of Saint Paul, pursuant to Minnesota Statutes, Section
45 473.3994 does hereby approve the Preliminary Design Plans for the Central Corridor LRT Project submitted by the
46 Metropolitan Council on April 28, 2008; and

47
48 BE IT FURTHER RESOLVED that the City of Saint Paul identifies the following outstanding issues and declares
49 that its consent is granted based on the City's full faith and trust in the Metropolitan Council's commitment to arrive
50 at a resolution satisfactory to the City on the following issues:

- 51
52 1. Jointly working with the City of Saint Paul and affected business owners to assess and mitigate the loss
53 of parking on University Avenue. The Met Council recognizes that the Central Corridor Project is
54 directly leading to the loss of significant on-street parking and therefore the Metropolitan Council
55 agrees to work with the City and the County to assist in finding solutions and funding to help address
56 this issue.
- 57
58 2. Assessing and mitigating property access issues along University Avenue (Marion to Rice), Cedar
59 Street and Fourth Street to the satisfaction of affected property owners and the City.
- 60
61 3. Providing a minimum of 10' wide sidewalks throughout the route except in cases where City staff
62 agrees that it is not feasible to do so. Consideration of sidewalk widths includes accommodation of
63 pedestrian mobility, benches, bus shelters, trash containers and snow storage and provision of an overall
64 sense of safety to those using the walk.
- 65
66 4. Addressing vibration issues both during construction and during ~~ongoing~~ Central Corridor LRT
67 operations ~~to the satisfaction of~~ at the two historic churches on Cedar Street and Minnesota Public
68 Radio.
- 69
70 5. Addressing any potential electro-magnetic impacts of the line on MRI machines and other sensitive
71 medical equipment.
- 72
73 6. Jointly work with District Energy, and other utilities, to minimize impacts on the heating and cooling
74 pipng so as to minimize relocation costs as much as possible.
- 75
76 7. Modeling of roadway geometric and lane changes throughout the length of the line has not been
77 completed. As traffic modeling is completed the Metropolitan Council agrees to mitigate to the
78 satisfaction of the City any traffic and pedestrian mobility issues that arise.
- 79
80 8. Assessing and mitigating any loss of skyway level continuity resulting from Central Corridor LRT
81 construction in the Athletic Club block.
- 82
83 9. Constructing at least one additional station at Hamline, Western or Victoria if funds are freed up from
84 contingencies, cost savings or a change in CEI prior to entry into final design or if any funds are
85 available after the federal project is closed out. The City and Ramsey County, with the help of the
86 community, will decide which station will be constructed first.
- 87
88 10. Jointly working with the City of Saint Paul and Ramsey County to pursue every opportunity to ensure
89 the complete construction of the two remaining stations.
- 90
91 11. Crossing of LRT tracks by emergency vehicles will be addressed to the satisfaction of the City of Saint
92 Paul Fire Department.
- 93

- 94 12. Traction power substations and signal cabinets will be located, designed and/or and screened so that
 95 they are aesthetically pleasing and minimize disruption to neighboring property owners. They will also
 96 be reviewed with by the City for consistency with redevelopment plans and preservation district
 97 guidelines.
- 98
- 99 13. Central Corridor LRT will use Tapered Tubular poles rather than wide flanged poles for the cantenary
 100 system wherever possible in Saint Paul, to the extent possible.
- 101
- 102 14. Maximizing bicycle parking on or near LRT station platforms to maximize the convenience of
 103 bicycle/LRT intermodal travel.
- 104
- 105 15. Work with the City and property owners to maximize the convenience and simplicity of bus-to-LRT
 106 and bus-to-bus connections/transfers along Central Corridor.
- 107
- 108 16. Work with Metro Transit to retain current service levels of the Route 16 bus service in the non-peak,
 109 evening and weekend hours
- 110
- 111 17. Work with the City and Ramsey County to further review details of lane configurations, sidewalk
 112 widths, and on-street parking availability, including a thorough and fair comparison of the costs,
 113 benefits, and impacts of one thru lane in each direction or two thru lanes in each direction on University
 114 Avenue.
- 115

116 BE IT FURTHER RESOLVED that the City of Saint Paul also understands that the Metropolitan Council commits
 117 to the following items that are not currently part of the “Preliminary design plan approval” process:

- 118
- 119 1. Metropolitan Council commits that they will actively involve the Central Corridor Art Selection
 120 Committee (CCASC) in the project beginning immediately. The CCASC will 1) be involved in
 121 developing a public involvement plan to the public art process; 2) review the options for the physical
 122 locations where public art can be incorporated into the project 23) review and comment on the draft
 123 RFQ for artists; 34) review qualification applications and identify shortlist of artists that will be asked
 124 to submit proposals; 45) review proposals in response to the RFQP and provide technical/artistic
 125 comments; 56) and any other areas of the project that the talents of the committee can be helpful. It is
 126 expected that the project art budget will be efficiently utilized to maximize its potential.
- 127
- 128 2. Metropolitan Council commits to extensive public involvement on station design, balancing the need
 129 for uniformity with the needs of community identity and reflective of the individual character of each
 130 neighborhood.
- 131
- 132 3. Metropolitan Council commits to implementing streetscape designs that are developed in partnership
 133 with the City and County and commits to participating in a “fair share” cost allocation with all parties.
- 134
- 135 4. Metropolitan Council commits to regular Route 16 bus service and “enhanced” north – south bus
 136 service.
- 137
- 138 5. Metropolitan Council commits to ensuring that local hiring and minority contracting practices are
 139 pursued whenever possible, during project construction.
- 140
- 141 6. Metropolitan Council commits to ensuring a construction phasing schedule that allows construction to
 142 proceed efficiently but takes into account the concerns of the businesses and residents affected and does
 143 all that is possible to minimize any negative affects. Metropolitan Council further commits to exploring
 144 a construction phasing plan that constructs University Avenue in the later years of the project.

145
146 BE IT FURTHER RESOLVED that the City of Saint Paul also requests that the Metropolitan Council make every
147 effort to implement the following initiatives as the project moves forward:

- 148
- 149 1. Provide graphics that are easy for the general public to understand, visualize and provide input on,
- 150 rather than relying on engineering drawings.
- 151
- 152 2. Pursue innovative and creative ways of minimizing the impacts on businesses throughout the Corridor
- 153 so as to help ensure that businesses along the Corridor continue to survive during and after construction.
- 154

155 BE IT FURTHER RESOLVED that the City of Saint Paul has worked, and will continue to, work with the
156 Metropolitan Council and all of the Central Corridor Project Partners to ensure that the project is constructed in a
157 way that best meets the needs and addresses the concerns of all Saint Paul residents and businesses.

158

	Yeas	Nays	Absent
Bostrom	✓		
Carter	✓		
Harris	✓		
Helgen	✓		
Lantry	✓		
Stark	✓		
Thune	✓		
	7	0	0

Requested by Department of: Public Works

By: _____

Approved by the Office of Financial Services

By: _____

Approved by City Attorney

By: _____

Adopted by Council: Date July 9, 2008

Adoption Certified by Council Secretary

By: Mary Erickson

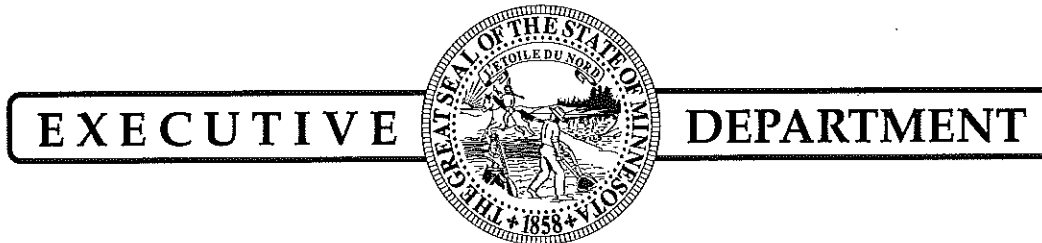
Approved by Mayor: Date _____

By: _____

Approved by Mayor for Submission to Council

By: _____

STATE of MINNESOTA



**TIM PAWLENTY
GOVERNOR**

EXECUTIVE ORDER 08-13

DESIGNATING THE RESPONSIBLE AUTHORITY FOR THE CENTRAL CORRIDOR LIGHT RAIL LINE

I, TIM PAWLENTY, GOVERNOR OF THE STATE OF MINNESOTA, by virtue of the authority vested in me by the Constitution and applicable statutes, do hereby issue this executive order:

WHEREAS, the Commissioner of the Minnesota Department of Transportation and the Metropolitan Council have been involved in the planning and development of the proposed light rail transit line between Downtown Minneapolis and Downtown St. Paul, commonly referred to as the Central Corridor Light Rail Transit Line; and

WHEREAS, Minnesota Laws 2008, Chapter 287, Article 1, Section 104, provides, in relevant part, that for "each proposed light rail transit facility in the metropolitan area, the governor must designate either the Metropolitan Council or the state of Minnesota acting through the commissioner of transportation as the entity responsible for planning, designing, acquiring, constructing, and equipping the facility;" and

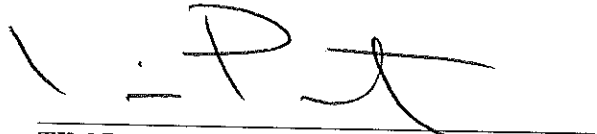
WHEREAS, the Commissioner of Transportation and the Metropolitan Council have entered into a Cooperation Agreement whereby the agencies agreed that the Metropolitan Council, in consultation with the Commissioner, should act as the lead agency in designing and constructing the proposed Central Corridor Light Rail Transit Line; and

WHEREAS, the Metropolitan Council is an appropriate entity to act as the responsible authority for planning, designing, acquiring, constructing, and equipping the proposed Central Corridor Light Rail Transit Line in accordance with Minnesota law.

NOW, THEREFORE, pursuant to the provisions of Minnesota Statutes 2008, Chapter 287, Article 1, Section 104:

I hereby designate the Metropolitan Council as the entity responsible for planning, designing, acquiring, constructing, and equipping the proposed Central Corridor Light Rail Transit Line.

IN TESTIMONY WHEREOF, I have set my hand on this 13th day of August, 2008.



TIM PAWLENTY
Governor

Filed according to law:



MARK RITCHIE
Secretary of State





United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, DC 20240



OCT - 1 2008

9043.1
PEP/NRM

ER 08/669

Ms. Marisol Simon
Regional Administrator
Federal Transit Administration
200 West Adams Street, Suite 2410
Chicago, Illinois 60606

Dear Ms. Simon:

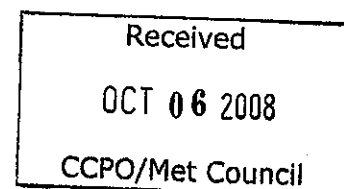
As requested, the Department of the Interior (Department) has reviewed the supplemental draft environmental impact statement (EIS) and Section 4(f) evaluation for the **Central Corridor Light Rail Transit System located in Minneapolis and Saint Paul, Minnesota**. The Department offers the following comments and recommendations for your consideration:

Section 4(f) Comments

The Department would concur with the Federal Transit Administration (FTA) there are properties in the project study area eligible to be considered under Section 4(f) of the Department of Transportation Act of 1966 (48 U.S.C. 1653(f)) that would be affected by this project. According to the Section 4(f) evaluation, several historic properties and historic districts will be affected by the project, but it appears that consultation is still ongoing with the Minnesota State Historic Preservation Officer (SHPO). In addition, it appears that impacts to a single park property have not yet been determined. Therefore, the Department cannot concur that there are no feasible or prudent alternatives that avoid impacts to Section 4(f) resources, and we cannot concur that all measures to minimize harm have been employed. We will defer until more information becomes available on design and consultation.

General Comments

Overall, the Central Corridor project is consistent with the Mississippi National River and Recreation Area (MNRRA) Comprehensive Management Plan (CMP), a unit of the National Park Service (NPS). In addition to the issues raised in our 2006 comments, two issues of concern remain for MNRRA: 1) the secondary impacts related to the crossing of Washington Avenue; and 2) impacts of a Light Rail Train (LRT) maintenance facility on the park and associated resources.



Mississippi River crossing at Washington Avenue

It is clear that many details of the river crossing at the University of Minnesota remain unresolved. Current plans call for much of Washington Avenue east of the Washington Avenue bridge to be closed to general vehicular traffic. As a result, traffic coming from the west side of the river would likely be rerouted onto the East River Road, which is listed on the National Register of Historic Places (NRHP). Currently, East River Road has only one lane in each direction over most of its length. The NPS, the SHPO, and other stakeholders are concerned on how the increase in traffic flow would affect the form or function of East River Road which is part of the Great River Road, a National Scenic Byway. Diversion of Washington Avenue traffic could also have a negative effect on the University of Minnesota Old Campus Historic District north of Washington Avenue, and the Pioneer Hall south of Washington Avenue along East River Road, both of which are eligible for listing on the National Register of Historic Places. Closing the Washington Avenue bridge entirely to general motor vehicle traffic has been suggested in order to avoid traffic pressure on East River Road, but is not part of the current plan. Maintaining motor vehicle access throughout Washington Avenue has also been discussed by various stakeholders, but is also not planned. Other historic properties of concern to the NPS are the Washington Avenue bridge and the University of Minnesota Campus Mall Historic District (Northrop Mall). Construction details will determine actual impacts to these historic resources.

Proposed maintenance facility

Since 2006, the MNRRA has been made aware of a proposed LRT maintenance facility within its boundary at the edge of downtown Saint Paul. The proposed site is adjacent to the soon-to-be-reconstructed Lafayette Bridge (U.S. Highway 52) and is currently occupied primarily by a large surface parking lot and portions of an elevated train deck. Portions of the train deck and other infrastructure that would be removed to construct the facility are part of the original property developed for Union Depot, which has been determined eligible for the National Register. The site is physically separated from the Mississippi River by active rail lines, Warner Road, and a narrow riverfront park and trail corridor along the river floodwall. The current configuration of the proposed maintenance facility site prohibits public access to the river; however, conceptual proposals have suggested a future river-oriented development at the site with direct, grade-separated connections to the river and the existing riverfront parks and trails. Construction of the proposed maintenance facility would put an end to those proposals to reconnect with the river. We expect some moderate impacts to the MNRRA from blocked river corridor views, and from sound and light pollution, but the overall impact is somewhat difficult to determine. Apart from actual destruction of historic resources to make way for the maintenance facility, and the operational impacts of the facility, the most significant impact may be a lost opportunity to utilize the site for river-focused purposes. Although the MNRRA CMP encourages the development of a multi-modal transportation system in the region, the choice of this location for a maintenance facility

does not provide the sort of river enhancements and public connection to the river generally recommended in the plan.

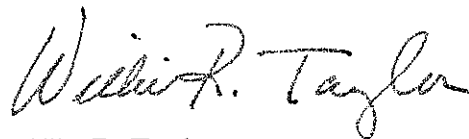
Environmental Impact Statement Comments

With the exception of the portion of the corridor crossing the Mississippi River, there are relatively few remaining fish and wildlife resources in the project area due to its urbanized nature. The draft EIS adequately addressed the concerns of the Department regarding fish and wildlife resources, as well as species protected by the Endangered Species Act. The project modifications described in the supplemental draft EIS and the adoption of the Locally Preferred Alternative have not altered the potential for impacts to these resources. We agreed with the conclusions in the draft and supplemental draft EIS with respect to the potential impacts of the project alternatives on these resources and species.

The Department has a continuing interest in working with the FTA to ensure impacts to resources of concern to the Department are adequately addressed. For continued consultation and coordination with issues concerning Section 4(f) resources, please contact Nick Chevance, Regional Environmental Coordinator, Midwest Regional Office, National Park Service, 601 Riverfront Drive, Omaha, Nebraska 68102-4226, telephone: 402-661-1844. For consultation concerning impacts to resources within the boundary of the MNRRA, please contact Jim Von Haden, National Park Service, Mississippi National River and Recreation Area, 111 E Kellogg Blvd, Suite 105, St. Paul, Minnesota 55101-1256, telephone: 651-290-3030, ext. 235.

We appreciate the opportunity to provide these comments.

Sincerely,



Willie R. Taylor
Director, Office of the Environmental
Policy and Compliance

cc:

✓ Kathryn L. O'Brien
Environmental Service Project Manager
Central Corridor Project Office
540 Fairview Avenue
St. Paul, Minnesota 55410



10/13/2008

Mark Fuhrmann
Project Director
Central Corridor Project Office
540 Fairview Avenue
St. Paul, MN 55104

Dear Mr. Fuhrmann,

On behalf of the Minnesota Department of Administration, I would like to thank the Central Corridor Project Office for the opportunity to comment on the placement of the Rice Street Station in Leif Erickson lawn as part of the Central Corridor LRT project. Making a major investment in mass transit, connecting the State Capitol and our campus of administrative buildings to downtown Minneapolis and St. Paul, is an exciting opportunity for the Twin Cities and our region. Of course, opportunities can pose challenges. Ensuring that the Central Corridor LRT meets the transportation needs of state workers, neighborhood residents and businesses while respecting the context in which it sits, including historic buildings and other features of our State Capitol complex, is one of those challenges.

I appreciate the process by which the Central Corridor Project Office has engaged stakeholders, including members of my staff and of the Capitol Area Architectural and Planning Board (CAAPB), to ensure that issues are addressed during the preliminary engineering process. Although discussions are on-going regarding mitigation for right-of-way and other impacts in the Capitol Area, one of the issues we believe has been successfully resolved is the location of the Rice Street station. This station is now sited in the northwest corner of Leif Erikson lawn, which will provide the best connections for workers and visitors to the State Capitol complex and provide a focal point for entry into the Capitol Area.

The CAAPB, which is the party responsible for zoning within the Capitol Area, has previously written to express to you their support for this use of Leif Erikson lawn. The Department of Administration, as the designated responsible entity for the State of Minnesota as title holder of the land, is also supportive of providing the right-of-way necessary for this use, subject to reaching a mutually acceptable agreement regarding mitigation of impacts in the Capitol Area. Furthermore, we believe situating the Rice Street station as shown in your 30 percent plans will not adversely affect the features, attributes or activities of Leif Erikson lawn that qualify it for protection under Section 4(f) of the Department of Transportation Act of 1966. Quite the contrary, we believe that the Rice Street station will enhance these attributes and believe that the rigorous process of stakeholder involvement, including involving the Minnesota State Historic Preservation Officer and other stakeholders in the cultural resources community, have reinforced this belief.

I appreciate this opportunity to clarify the Department of Administration's support for the placement of the Rice Street station in Leif Erikson lawn.

Sincerely,

A handwritten signature in black ink, appearing to read "Wayne Waslaski".

Wayne Waslaski
Senior Director

c: Kathryn O'Brien, CCPO Environmental Services

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: December 16, 2008 No.: R08-41

WHEREAS, The Ramsey County Regional Railroad Authority is committed to the development of an effective and efficient Union Depot Multimodal Transportation and Transit Hub, and

WHEREAS, The Ramsey County Regional Railroad Authority has supported development of a Central Corridor light rail line that provides service to Union Depot under the concourse; and

WHEREAS, The Ramsey County Regional Railroad Authority has agreed to provide some of its property for the operating and maintenance facility for the project; and

WHEREAS, The previously approved preliminary engineering funding agreement for the project required analysis of options that would allow a future station under the Depot concourse: and

WHEREAS, Analysis conducted independently by Ramsey County Regional Railroad Authority staff and consultants and Central Corridor project staff and consultants has identified a 4th Street light rail alignment to a operation and maintenance facility at Diamond Products and

WHEREAS, Analysis conducted independently by Ramsey County Regional Railroad Authority staff and consultants and Central Corridor project staff and consultants has determined that the line can be extended via Broadway to a station under the concourse; now, therefore, be It

RESOLVED, That the Ramsey County Regional Railroad Authority approves a change to the municipal consent alignment to provide service on 4th Street to the front of the Depot and continuing to an operation and maintenance facility on the Diamond Products site; and be it further

RESOLVED, That the Ramsey County Regional Railroad Authority approves that this alignment meets Ramsey County Regional Railroad Authority's continuing commitment to developing a station under the concourse; and be it further

RESOLVED, That the Ramsey County Regional Railroad Authority approves that the Ramsey County Regional Railroad Authority will use its property in the area as part of its Union Depot development instead of donating it to the Central Corridor project.

RESOLUTION

Board of Ramsey County Regional Railroad Authority

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Jim McDonough, Chair

By: Tony Bennett
Tony Bennett, Secretary



**ACTION MINUTES OF THE
SAINT PAUL CITY COUNCIL**
Wednesday, March 18, 2009 - 3:30 p.m.

PUBLIC HEARINGS – 5:30 P.M.

CITY COUNCIL CHAMBERS, 3RD FLOOR
City Hall and Court House
15 West Kellogg Boulevard

Mary Erickson - 651-266-8565
Katie Burger - 651-266-8515
Office of the City Council

Present – 6 – Bostrom, Carter, Harris, Helgen, Lantry, Stark
Absent – 1 – Thune (excused)

CONSENT AGENDA (Items 1 – 22)

NOTE: ALL ITEMS LISTED UNDER CONSENT AGENDA WILL BE ENACTED BY ONE MOTION. THERE WILL BE NO SEPARATE DISCUSSION OF THESE ITEMS. IF DISCUSSION IS DESIRED BY A COUNCILMEMBER, THAT ITEM WILL BE REMOVED FROM THE CONSENT AGENDA AND CONSIDERED SEPARATELY.

Item 11 was removed from the Consent Agenda and considered during the 5:30 portion of the meeting.

COMMUNICATIONS AND ADMINISTRATIVE ORDERS

1. Claims of Karla K Birkholz, Luke Berthiaume, Dozier Hunter, Elizabeth L. Kamish, Laura M. Ostertag, Subash Seshadri, Daniel J. Sipe, State Farm Insurance Companies (for Sarah Brenny), Mao Vang, Tou NM Vang, and Daniel W. Zierath.
Referred to Risk Management
2. Letters from the Department of Safety and Inspections declaring 385-387 Clinton Avenue, 886 Duchess Street, 967 Edgerton Street, 1561 Jackson Street, 333 Sherburne Avenue, 565 Van Buren Avenue, 318 Victoria Street North, and 953 Wilson Avenue as nuisance properties, and setting date of Legislative Hearings for May 12, 2009 and City Council public hearings for June 3, 2009.
3. Administrative Orders:
D002754 Authorizing the Department of Fire and Safety Services to pay for all costs to hold 15 teacher training workshops for Risk Watch injury prevention curriculum. (GS 3066844)

D002755 Authorizing the Department of Fire and Safety Services to pay stipend costs for teachers attending a training workshop on Risk Watch injury prevention curriculum. (GS 3066841)

On file with the City Clerk

FOR ACTION

4. Approval of minutes of February 18 and 25, 2009.
Adopted Yeas – 5 Nays – 0 (Carter not present)
5. Resolution – 09-275 – Approving the January 1, 2008 through December 31, 2010 Collective Bargaining Agreement between the City of Saint Paul and the Saint Paul Police Federation. [Laid over from March 11 for adoption] (GS 3067376)
Adopted Yeas – 5 Nays – 0 (Carter not present)
6. Resolution – 09-295 – Creating a Mayoral Task Force to maximize the 2010 Census response rate for the City of Saint Paul. (GS 3067716)
Adopted Yeas – 5 Nays – 0 (Carter not present)
7. Resolution – 09-296 – Authorizing the proper City officials to enter into an agreement with the City of Lauderdale whereby Saint Paul will provide Lauderdale with traffic and lighting infrastructure maintenance services. (GS 3067558)
Adopted Yeas – 5 Nays – 0 (Carter not present)
8. Resolution – 09-297 – Authorizing the Department of Public Works to accept a Metropolitan Emergency Services (MESB) grant to purchase 800 MHz radios. (GS 3067456)
Adopted Yeas – 5 Nays – 0 (Carter not present)
9. Resolution – 09-298 – Approving the March 3, 2009 decision of the Legislative Hearing Officer on Certificate of Occupancy Deficiency List for property at 761 Sixth Street East. (GS 3067546)
Adopted Yeas – 5 Nays – 0 (Carter not present)
10. Resolution – 09-299 – Memorializing City Council action taken March 4, 2009 denying the appeal and granting an extension to April 1, 2009 to come into compliance for property at 2135 Fifth Street East, per the recommendation of the Legislative Hearing Officer. (GS 3067545)
Adopted Yeas – 5 Nays – 0 (Carter not present)

11. Resolution – 09-300 – Directing the Department of Safety and Inspections (DSI) to enter into a Stipulation of Settlement and directing that DSI refrain from enforcing the demolition order in C.F. 07-944 for property at 332 St. Clair Avenue for a period of 180 days from the effective date of this resolution. (GS 3068176)
Adopted Yeas – 7 Nays – 0
(Stipulation amended)
12. Resolution – 09-301 – Indemnifying and holding the Riverview Economic Development Association (REDA) harmless from suits, claims, actions or judgments for injuries arising out of the Cinco de Mayo softball tournament on May 5, 2009. (GS 3067576)
Adopted Yeas – 5 Nays – 0 (Carter not present)
13. Resolution – 09-302 – Authorizing the Department of Fire and Safety Services to accept the FY 2008 Assistance to Firefighters grant from the Federal Emergency Management Agency (FEMA) to purchase various equipment and provide training. (GS 3066162)
Adopted Yeas – 5 Nays – 0 (Carter not present)
14. Resolution – 09-303 – Authorizing the Department of Fire and Safety Services to accept the donation of \$100.00, on behalf of Adam and Jessica Erickson, from RMG, Inc. (GS 3066163)
Adopted Yeas – 5 Nays – 0 (Carter not present)
15. Resolution – 09-304 – Authorizing the Department of Fire and Safety Services to accept the donation of \$100.00, on behalf of Christopher and Elizabeth Calderone and Taryn Kelzer, from RMG, Inc. (GS 3067178)
Adopted Yeas – 5 Nays – 0 (Carter not present)
16. Resolution – 09-305 – Authorizing the Department of Fire and Safety Services to accept the donation of \$7,500.00 from the Travelers for implementation of Risk Watch, an injury prevention program. (GS 3067179)
Adopted Yeas – 5 Nays – 0 (Carter not present)
17. Resolution – 09-306 – Approving adverse action against the Auto Repair Garage and Second Hand Dealer - Motor Vehicle Parts licenses held by Amigo Tires, Inc., 1309 University Avenue West. (GS 3067601)
Adopted Yeas – 5 Nays – 0 (Carter not present)

18. Resolution – 09-307 – Approving adverse action against the Solid Waste Hauler & Vehicle license held by Tong Pao Vang, d/b/a Eastside Garbage Company for the City of Saint Paul. (GS 3067604)
Adopted Yeas – 5 Nays – 0 (Carter not present)

19. Resolution – 09-308 – Approving adverse action against the Taxicab Driver (Provisional) license application submitted by Ogonnaya Vincent for the City of Saint Paul. (GS 3067562)
Laid over to April 1 for public hearing

20. Resolution – 09-309 – Approving adverse action against the Sidewalk Contractor license held by Peck Construction, Inc., for the City of Saint Paul. (GS 3067606)
Adopted Yeas – 5 Nays – 0 (Carter not present)

21. Resolution – 09-310 – Approving adverse action against the Massage Center - A (Commercial) license held by Susan E. Yorkovich, d/b/a Sol Yoga & Massage, 758 Grand Avenue. (GS 3067608)
Adopted Yeas – 5 Nays – 0 (Carter not present)

22. Preliminary Order – 09-311 – In the matter of approving driveway construction at 1029 Argyle Street and 1021 Hatch Avenue, and setting date of public hearing for April 15, 2009. [File 19032 DR] (GS 3067599)
Adopted Yeas – 5 Nays – 0 (Carter not present)

FOR DISCUSSION

Item 23 was considered during the 5:30 portion of the meeting.

23. Resolution – 09-105 – Referring the application for a Malt Off Sale license by Thai and Mai Yang, d/b/a Thai Grocery, 1377 Arcade Street, to the City Attorney’s Office for adverse action. [Laid over from March 11] (GS 3066283)
Substitute introduced and adopted
Yeas – 4 Nays – 0 (Bostrom, Thune, Harris not present)

ORDINANCES

NOTE: AN ORDINANCE IS A CITY LAW ENACTED BY THE CITY COUNCIL. IT IS READ AT FOUR SEPARATE COUNCIL MEETINGS AND BECOMES EFFECTIVE AFTER PASSAGE BY THE COUNCIL AND 30 DAYS AFTER PUBLICATION IN THE SAINT PAUL LEGAL LEDGER. PUBLIC HEARINGS ON ORDINANCES ARE HELD AT THE THIRD READING.

24. Final Adoption – 09-231 – An ordinance memorializing City Council action granting the application of Church of St. Andrew Kim to rezone property at 1465 Cleveland Avenue North, between Hendon and Buford Avenues, from RM1 Multiple-Family Residential to TN2 Traditional Neighborhood. [ZF 08-201-656] [Public hearing held February 4, 2009] (GS 3066716)
Adopted Yeas – 6 Nays – 0

25. Third Reading – 09-255 – An ordinance memorializing City Council action granting the application of Riverview Economic Development Association (REDA) to rezone property at 80 Cesar Chavez Street from B2 Community Business, VP Vehicular Parking, and RM2 Medium-density Multiple Family Residential to TN2 Traditional Neighborhood for a 10,000 sq. ft. retail/restaurant development. [ZF 08-220-421] [Public hearing held February 18, 2009] (GS 3067101)
Laid over to March 25 for final adoption

26. Second Reading – 09-293 – An ordinance memorializing City Council action granting the application of Sisters of St. Joseph of Carondelet to rezone property at 1884 Randolph Avenue, SW corner at Fairview Avenue, from R3 One-Family Residential to RM2 Medium-Density Multiple Family Residential. [ZF 08-234-775] [Public hearing held February 18, 2009] (GS 3067057)
Laid over to March 25 for third reading

27. First Reading – 09-312 – An ordinance amending Chapter 18 of the Saint Paul Legislative Code clarifying Judicial Review of Appeals made under this chapter. (GS 3068056)
Laid over to March 25 for second reading

28. First Reading – 09-313 – An ordinance establishing Chapter 295 of the Saint Paul Legislative Code to prohibit sale of imitation tobacco products and novelty lighters. (GS 3068156)
Laid over to March 25 for second reading

Present – 7 – Bostrom, Carter, Harris, Helgen, Lantry, Stark, Thune

Absent – 0

DISCUSSION ITEMS – 5:30 P.M.

29. Resolution – 09-260 – Opposing the use of the Gillette/Diamond Products site for a light rail transit maintenance, cleaning, and storage facility, and directing staff to indicate such opposition in the proposed Memorandum of Agreement. [Public hearing held, closed and laid over March 4] (GS 3067225)

Withdrawn

(Councilmember Bostrom was excused from the meeting at this time.)

30. Resolution – 09-291 – Adopting the operations and maintenance facility addendum to the Municipal Consent Plan for the Central Corridor LRT Project. [Laid over from March 11] (GS 3067436)

Adopted Yeas – 4 Nays – 1 (opposing vote Thune; Harris not present)

31. Resolution – 09-292 – Adopting the Memorandum of Understanding dated March 4, 2009 for the Central Corridor LRT Project. [Laid over from March 11] (GS 3067496)

Adopted as amended Yeas – 6 Nays – 0

(Memorandum of Understanding amended)

PUBLIC HEARINGS

32. Resolution – 09-149 – Ordering the owner to remove or repair the building(s) at 938 Desoto Street within fifteen (15) days from adoption of resolution. [Public hearing continued from February 4] (GS 3062840) (Legislative Hearing Officer recommends referring to the Heritage Preservation Commission [HPC] for historic review and continuing the Public Hearing to May 6, 2009.)

Public hearing continued to May 6 per the recommendation of the Legislative Hearing Officer Yeas – 4 Nays – 0 (Harris, Thune not present)

33. Third Reading – 09-124 – An ordinance amending Chapter 43 of the Saint Paul Legislative Code to require code compliance inspections and utility shut off and winterization on all Category II and Category III vacant buildings. [Public hearing continued from February 18] (GS 3066124)
Public hearing held and closed; laid over to March 25 for final adoption
Yeas – 5 Nays – 0 (Harris not present)

34. Resolution – 09-197 – Approving the petition of Common Bond Acquisition, LLC to vacate part of the east/west alley in the block west of Lexington Parkway and north of St. Anthony Avenue in order to consolidate property for redevelopment. [File No. 17-2009] [Public hearing continued from February 18] (GS 3066417)
Adopted Yeas – 5 Nays – 0 (Harris not present)

35. Resolution – 09-314 – Authorizing diversion of City parkland on Como Golf Course at the southwest corner of Hoyt Avenue and Dunlap Street in order for Qwest Communications to upgrade and expand their equipment at this site. (GS 3067044)
Adopted Yeas – 5 Nays – 0 (Harris not present)

36. Resolution – 09-315 – Expanding Residential Permit Park Area 19 around the University of St. Thomas by establishing “No Parking 8AM-8PM, Monday-Friday Except by Permit” on both sides of Ashland Avenue between Howell Street and Prior Avenue. (GS 3067498)
Adopted Yeas – 4 Nays – 0 (Carter, Harris not present)

37. Resolution - 09-316 – Ordering the owner to remove or repair the building(s) at 393-397 Case Avenue within fifteen (15) days from adoption of resolution. (GS 3065237) **(Legislative Hearing Officer’s recommendation is forthcoming)**
Adopted as amended (remove within 5 days with no option for repair)
Yeas – 4 Nays – 0 (Harris, Thune not present)

38. Resolution – 09-317 – Ordering the owner to remove or repair the building(s) at 765 Edgerton Street within fifteen (15) days from adoption of resolution. (GS 3065236) (Legislative Hearing Officer recommends laying over to the March 24 Legislative Hearing and April 15 City Council public hearings)
Public hearing continued to April 15 per the recommendation of the Legislative Hearing Officer
Yeas – 4 Nays – 0 (Harris, Thune not present)

39. Resolution – 09-318 – Ordering the owner to remove the building(s) at 975 Minnehaha Avenue East within 15 days of adoption of resolution. (GS 3065238) (Legislative Hearing Officer recommends approval)
Public hearing held and closed; laid over to April 1
Yeas – 6 Nays – 0
40. Resolution Ratifying Assessment – 09-319 – In the matter of the assessment of benefits, cost, and expenses for summary abatement (property cleanup) on private properties from October 16 to 23, 2008 [J0821A1], and summary abatement (property cleanup) on private property on November 8, 2008 [J0822A1]. [Laid over from February 18] (GS 3067227) (**Legislative Hearing Officer recommends the following:**
1983 Iglehart Avenue (J0822A1) – reduce the assessment from a total of \$219 to a total of \$125;
1122 Minnehaha Avenue East (J0821A1) – recommendation is forthcoming;
Council Public Hearing continued to April 1; and
1159 University Avenue West (J0821A1) – reduce the assessment from a total of \$551 to a total of \$235.)
Adopted as amended Yeas – 6 Nays – 0
41. Resolution Ratifying Assessment – 09-320 – In the matter of the assessment of benefits, cost, and expenses for collection of delinquent vacant building fees from August to December 2008 [VB0802]. (GS 3066241) (**Legislative Hearing Officer recommends the following:**
1521 Albert Street North (VB0802) – approve the assessment;
585 Annapolis Street East (VB0802) – approve the assessment;
1328 Arcade Street (VB0802) – delete the assessment;
1131 Bush Avenue (VB0802) – delete the assessment;
266 Clarence Street (VB0802) – delete the assessment;
883 Clark Street (VB0802) – delete the assessment;
652 Concord Street (VB0802) – approve the assessment;
885 Conway Street (VB0802) – approve the assessment; referred back to the April 7 Legislative Hearing and Council Public Hearing continued to April 15;
561 Edmund Avenue (VB0802) – approve the assessment;
1199 Forest Street (VB0802) – approve the assessment;
1405 Furness Pkwy (VB0802) – approve the assessment;
405 Herschel Street (VB0802) – ~~approve the assessment;~~ delete the assessment
115 Jenks Avenue (VB0802) – ~~approve the assessment;~~ delete the assessment
314 Jenks Avenue (VB0802) – approve the assessment;

720 Jenks Avenue (VB0802) – delete the assessment;
1020 Magnolia Avenue East (VB0802) – delete the assessment;
1455 Maryland Avenue East (VB0802) – delete the assessment;
1454 Pascal Street North (VB0802) – approve the assessment; referred back to the April 7 Legislative Hearing and Council Public Hearing continued to April 15;
243 Point Douglas Road North (VB0802) – approve the assessment;
2216 Reaney Avenue (VB0802) – approve the assessment;
263 Sherburne Avenue (VB0802) – recommendation is forthcoming; delete the assessment;
987 Sixth Street East (VB0802) – recommendation is forthcoming; reduce the assessment from a total of \$1,070 to a total of \$250;
2203 Sixth Street East (VB0802) – approve the assessment;
614 Western Avenue North (VB0802) – delete the assessment; and
1117 Westminster Street (VB0802) – delete the assessment.)

Additional address:

970 Burr Street (VB0802) - referred back to the April 7 Legislative Hearing and Council Public Hearing continued to April 15

Adopted as amended Yeas – 6 Nays – 0

42. Resolution Ratifying Assessment – 09-321 – In the matter of the assessment of benefits, cost, and expenses for summary abatements (graffiti removal) on private properties from November 26, 2008 to January 6, 2009 [J0813P]; towing abandoned vehicles from private property in September 2008 [J0806V]; and removing diseased elm trees from private properties from September to December 2008 [0809T]. (GS 3066255) **(Legislative Hearing Officer recommends the following:**

1121 Beech Street (J0813P) – delete the assessment;
1262 Fourth Street East (J0813P) – delete the assessment;
250 Larpenteur Avenue West (J0813P) – delete the assessment;
320 Magnolia Avenue East (J0813P) – delete the assessment;
1001 Mclean Avenue (J0813P) – approve the assessment;
420 Mount Ida Street (J0813P) – recommendation is forthcoming; approve the assessment;
256 Page Street East (J0813P) – delete the assessment;
246 Sidney Street East (J0813P) – delete the assessment;
675 Snelling Avenue North (J0813P) – delete the assessment; and
370 University Avenue West (J0813P) – delete the assessment.)

Additional addresses:

930 Forest Street (J0809T) - referred back to the April 7 Legislative Hearing and Council Public Hearing continued to April 15; and

700 Ruth Street (J0809T) – referred back to the April 7 Legislative Hearing and Council Public Hearing continued to April 15

Adopted as amended Yeas – 6 Nays – 0

43. Appeal of Mark Johnson to a Certificate of Occupancy Deficiency List for property at 1133 Galtier Street. (Legislative Hearing Officer recommends denying the appeal and granting a six-month extension to bring the egress windows into compliance and that the basement and second floor sleeping rooms remain condemned until the windows are replaced.)

Appeal denied and extension granted per the recommendation of the Legislative Hearing Officer Yeas – 6 Nays – 0

44. Appeal of Marcus Middleton to a Certificate of Occupancy Deficiency List for property at 923 Russell Street. (Legislative Hearing Officer recommends denying the appeal and granting an extension of 60 days to come into compliance on the egress windows)

Appeal denied and extension granted per the recommendation of the Legislative Hearing Officer Yeas – 6 Nays – 0

45. Appeal of Okechukwu Onah to a Certificate of Occupancy Deficiency List for property at 1153 Central Avenue West. (Legislative Hearing Officer recommends denying the appeal and granting an extension to March 31, 2009 to come into compliance)

Public hearing held and closed; laid over to March 25

Yeas – 6 Nays – 0

Council Meeting Information

Website: Agendas, Video, Minutes

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Cable

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Also, the City Council and HRA Agendas are cablecast on Saturdays at 8:00 a.m. and 7:30 p.m., Sundays at 5:30 p.m., Mondays at 8:00 a.m. 1:30 p.m., and 5:30 p.m.; Tuesdays at 8:00 a.m., and 5:30 p.m.; and Wednesdays at 8:00 a.m. and 1:30 p.m.

**RESOLUTION
CITY OF SAINT PAUL, MINNESOTA**

Presented by _____

[Handwritten signatures: Paul S. and MLE]

**RESOLUTION TO ADOPT
THE OPERATIONS AND MAINTENANCE FACILITY ADDENDUM TO
THE MUNICIPAL CONSENT PLAN
FOR THE CENTRAL CORRIDOR LRT PROJECT**

6 WHEREAS, the Metropolitan Council has prepared an addendum to the Preliminary Design Plans for the Central
7 Corridor LRT Project dated February 20, 2009, consistent with Minnesota Statutes, Section 473.3994, which
8 includes physical design components of the preliminary design plans for Fourth Street from east of Jackson Street to
9 the proposed Operations and Maintenance Facility (OMF) and the OMF itself located on the current Diamond
10 Products site east of Broadway Street; and

12 WHEREAS, in the event the City disapproves the Preliminary Design Plans, the City must describe specific
13 amendments to the Plans that, if adopted, would cause the City to withdraw its disapproval; and

15 WHEREAS, City staff has reviewed the Addendum to the Preliminary Design Plans dated February 20, 2009; and

17 WHEREAS, the Central Corridor Project Office and City of Saint Paul have negotiated a "Memorandum of
18 Understanding" responding to issues raised by the City Council in Resolution 08-731 on July 9, 2008 approving the
19 Preliminary Design Plans and to issues raised by the City Council in Resolution 08-878 on August 20, 2008
20 approving the Supplemental Draft Environmental Impact Statement (SDEIS); and

22 WHEREAS, the Draft Environmental Impact Statement and Supplemental Draft Environmental Impact Statement
23 for the Central Corridor LRT Project have disclosed impacts of the project, and has specified mitigation measures to
24 be considered and implemented, and the Final Environmental Impact Statement addresses all impacts identified
25 during the EIS process.

27 NOW, THEREFORE, BE IT RESOLVED that the City of Saint Paul, pursuant to Minnesota Statutes, Section
28 473.3994 does hereby approve the Addendum to the Preliminary Design Plans for the Central Corridor LRT Project
29 submitted by the Metropolitan Council on February 20, 2009; and

31 BE IT FURTHER RESOLVED that the City of Saint Paul requests the Central Corridor LRT project pursue
32 innovative and creative ways of minimizing the impacts on businesses throughout the Corridor so as to help ensure
33 that businesses along the Corridor continue to survive during and after construction.

34

09-291

35 BE IT FINALLY RESOLVED that the City of Saint Paul has worked, and will continue to, work with the
36 Metropolitan Council and all of the Central Corridor Project Partners to ensure that the project is constructed in a
37 way that best meets the needs and addresses the concerns of all Saint Paul residents and businesses.

	Yeas	Nays	Absent
Bostrom			✓
Carter	✓		
Harris			✓
Helgen	✓		
Lantry	✓		
Stark	✓		
Thune		✓	
	4	1	2

Requested by Department of:

By: *Paul Ag. Works*

Approved by the Office of Financial Services

By: _____

Approved by City Attorney

By: *P. L. Warner* 3-4-09

Approved by Mayor for Submission to Council

By: *Ranney P. Harms* 3-4-09

Adopted by Council: Date 3/18/09

Adoption Certified by Council Secretary

By: *Mary Erickson*

Approved by Mayor: Date 3/26/2009

By: *R. Muller*

**MEMORANDUM OF UNDERSTANDING BETWEEN THE METROPOLITAN
COUNCIL AND THE CITY OF SAINT PAUL FOR THE CENTRAL CORRIDOR
LIGHT RAIL TRANSIT PROJECT**

March 18, 2009

This memorandum of Understanding (“MOU”) is by and between the Metropolitan Council (“Council”) and the City of Saint Paul (“City”) herein defined as the “Parties”.

WHEREAS:

1. The Parties have been involved in various activities regarding the development of a Central Corridor Light Rail Transit (“CCLRT”) line;
2. The Parties agree that a portion of the CCLRT Project (“Project”) will traverse the City of Saint Paul along University Avenue from the city line to Robert Street, on Robert Street to 12th Street, on Cedar Street to 5th Street, across the city block of 5th Street and Cedar Street and 4th Street and Minnesota Street, and on 4th Street to Broadway Street terminating at an Operations and Maintenance Facility to be constructed in the existing southern building of the former Diamond Products manufacturing facility.

NOW, THEREFORE, in consideration of the mutual agreements herein set forth, the Parties agree as follows.

ARTICLE 1: PARKING

- The Council will continue to work with the City of Saint Paul and affected business owners to mitigate the loss of on-street parking on University Avenue in Saint Paul that result from the development and implementation of the Project. The City will take the lead in improving the management of on-street parking (through better enforcement, parking meters, and permit parking districts), in establishing Parking Improvement Districts, and improving off-street parking facilities. The City and Council will cooperatively finalize an overall program for dealing with parking, defining the most appropriate sites and mechanisms for development of joint-use off street parking. The Council will support the City in securing funding from public and private sources for developing joint-use off street parking.

ARTICLE 2: PROPERTY ACCESS

- The Council will implement strategies to provide continued access to properties along the LRT route to allow for their operations during all phases of construction, or will develop mitigation strategies mutually agreeable to the City and the Council to address such impacts along University Avenue (Marion to Rice), Cedar Street and Fourth Street.

ARTICLE 3: SIDEWALK DESIGN

- The Council will provide minimum 10’ wide sidewalks throughout the Project except in cases where the City and the Council agree that it is not feasible to do

so. Consideration of sidewalk widths includes accommodation of pedestrian mobility, benches, bus shelters, trash containers and snow storage and provision of an overall sense of safety to those using the walk.

ARTICLE 4: VIBRATION MITIGATION

- The Council will develop and implement both construction-related and LRT operation-related vibration mitigation to properties and existing sensitive equipment contained within such properties located adjacent to the Project. Some specific sites include the Church of St. Louis King of France, Central Presbyterian Church and Minnesota Public Radio on Cedar Street in downtown Saint Paul. The Council will develop and implement mitigation strategies to address vibration impacts identified as part of the Council's vibration analysis and design for the Project.

ARTICLE 5: ELECTROMAGNETIC INTERFERENCE EVALUATION

- The Council has assessed electromagnetic interference ("EMI") impacts to properties and existing sensitive equipment contained within such properties located adjacent to the Project. The Council has concluded that there are no EMI impacts resulting from the Project within the City of Saint Paul. The City concurs with these findings.

ARTICLE 6: UTILITY RELOCATION COORDINATION

- The Council is working jointly with District Energy St. Paul and other affected utilities in Saint Paul that require relocation as a result of the construction and implementation of the Project, to minimize impacts and relocation costs to the utilities as much as possible. The Council will make all reasonable efforts to coordinate relocation activities with project reconstruction efforts to minimize costs to the utilities, and to minimize disruption of service to customers.

ARTICLE 7: TRAFFIC EVALUATIONS

- The Council will continue to work with the City to address traffic and pedestrian mobility issues. Further, the City and Council will develop geometrics for major intersections along University Avenue that include sufficient turning radii for trucks. The Council will cooperate with the City to develop analyses that consider traffic and design impacts. Based on the current LRT design, by December 31, 2009, the Council will analyze impacts on the regional transportation network of the following street additions:
 - East extension of Pierce Butler Route from immediately west of Dale Street to Phalen Boulevard at I-35E; and
 - Kittson Connection (Trout Brook Way) from Warner Road east of the Lafayette Bridge to the eastern terminus of University Avenue.
- The Council will publish results of the study that compares impacts of one through lane in each direction vs. two through lanes in each direction on University Avenue. Furthermore, the Council and the City will agree to track and

traffic configurations for the tracks to the Operations and Maintenance Facility from Wacouta to Broadway, that include two way traffic, one westbound and one eastbound through traffic lane, adequate pedestrian movement, and minimize impacts to adjacent property access.

ARTICLE 8: FOURTH/CEDAR STREETS STATION

- The Council will reconnect the skyway link that will be removed as a result of construction for the station on the diagonal connecting Cedar Street/5th Street with Minnesota Street/6th Street. The Project does not include budget for property acquisition necessary for construction of this station and assumes that such property will be acquired by some entity other than the Council. The Project budget also does not include any vertical circulation to the reconnected skyway link from the station. However, the Council acknowledges and supports the City's desire to obtain funding for vertical circulation that maximizes the ridership at this station and meets ADA requirements.

ARTICLE 9: STATIONS

- The Council will provide the infrastructure for three stations at Hamline, Western and Victoria as part of the Project. The Council will work with the City to develop and implement the full build out of at least one of the stations by designating it as the first call on available contingency balance under the following conditions:
 - If/when the project achieves a construction milestone hold point and adequate contingency funds are available after fulfilling Project baseline scope and/or delivering mitigation measures from the Project contingency budget within the adopted Project budget; or
 - A change occurs in the FTA Cost Effectiveness Index (CEI) of a sufficient amount to enable inclusion of one infill station prior to entry into final design; or
 - Sufficient project funds for construction of a station are available prior to the federal project close out.

The City will provide its recommendation on which station should be constructed first.

- The Council will work jointly with the City to pursue every opportunity to realize the full build out of the two remaining stations.

ARTICLE 10: EMERGENCY VEHICLE ACCESS

- The Council has and will continue to work with the City's Traffic Engineer and City of Saint Paul Fire Department to satisfactorily address emergency vehicle crossings along the Project Alignment.

ARTICLE 11: TRACTION POWER SUBSTATIONS AND SIGNAL BUNGALOWS

- In accordance with Chapter 61.400 of the Saint Paul Zoning Code, the Council will seek approval of site plans for the traction power substations and signal bungalows. The Council and City will continue to work with the affected District Councils to determine the locations, and mitigation if needed, for the traction power substations within Project design criteria.

ARTICLE 12: OVERHEAD CONTACT SYSTEM POLE DESIGN

- The Council will include tapered tubular, fluted and painted overhead contact system (OCS) poles as “an Alternate” bid item to the base Project for consideration if the contingency budget has available balance at a given contingency hold point or the City chooses to include a funding commitment as a betterment. Such poles, if desired as a betterment, will be funded by non-project entities. As required by the Saint Paul Legislative Code, Chapters 73 and 74, the Council will coordinate with the Saint Paul Heritage Preservation Commission on the design of the OCS poles in the University-Raymond Commercial Historic District and the Lowertown Historic District.

ARTICLE 13: BICYCLE PARKING

- The Council will strive to include as many bicycle racks as are feasible at the non-signalized ends of the station platforms as part of the base Project to maximize the convenience of bicycle/LRT intermodal travel. The Council will pursue in concert with the City opportunities to use non-project funding sources to place additional bicycle racks along the alignment.

ARTICLE 14: BUS OPERATIONS

- The Council will continue to work with the City and property owners to maximize the convenience, simplicity and safety of bus-to-LRT and bus-to-bus connections/transfers along the Project. Further, the Council and City will continue to work on optimizing the locations of bus stops so as to maximize safety for pedestrians and motorists, as well as ensuring the safest and shortest walk distances for transferring transit riders.
- The Council will work with the City to retain adequate bus service levels in the Project corridor during non-peak, evening and weekend hours while maintaining an acceptable Cost Effective Index (CEI).
- The Council and the City recognize the planned change of bus service in the immediate vicinity of Western and University Avenues results in an overall reduction in transit service availability in this area that must be mitigated by the Project.
- The Council will retain or improve overall transit service within ½ mile of the LRT alignment. In order to retain or improve such service, the Council will conduct a “sector study” for the Central Corridor two years before beginning LRT

revenue service, working with the community to determine the most effective and needed transit service. Service levels may be achieved through provision of one or some combination of LRT stations, improved bus service on University Avenue, circulator bus service, or service on north/south bus routes or on parallel routes in close proximity to University Avenue.

- The Council will include in its “sector study” consideration of moving some or all of its bus operations off of Cedar Street relative to bus service levels existing prior to the start of the CCLRT Project.
- The Council has included the addition or improvements to north/south cross-corridor bus routes in the proposed operating plan for CCLRT. New north-south bus service will be provided with the addition of Routes 60 and 83 and extension of Route 67 with the implementation of CCLRT. The Council and City will endeavor to create appropriate peak hour service on Rice, Western, Dale, Victoria, Lexington, Hamline, Snelling, Fairview, Raymond, and Franklin; recognizing that high frequency connecting bus routes are critical to the long-term success of the Central Corridor LRT Project.
- The Council will work with the City to identify any space needed for bus turnarounds and bus layovers required to maximize the effectiveness and efficiency of bus service connection with CCLRT.

ARTICLE 15: PUBLIC ART

- The Council will include public art at each of the stations on the Project. The Council will continue to work with the Art Selection Committee (ASC) as the design is advanced, finalized and constructed. Such ASC meetings will be open to the public. In addition, the Council will provide several opportunities for broader public participation in planning for such public art.

ARTICLE 16: STATION DESIGN

- The Council has developed and is implementing a standard station design format. The Council is willing to consider betterments to the standard design in coordination with the primary partners, including the City, the Community Advisory Committee, and the Art Selection Committee. Such betterments must meet ADA requirements, may not alter the platform layout of the standard station design, and may not increase maintenance requirements or costs through the use of non-standardized materials. Such betterments, if implemented, will be funded by non-Project entities. In addition, the Council will work with the Capitol Area Architectural and Planning Board, the City of Saint Paul Heritage Preservation Commission and the State Historic Preservation Office, as well as engaging the community through the Community Advisory Committee. The Council will also provide opportunity for broader public input, either through open public meetings or by allowing visitors to speak at the Community Advisory Committee meetings.

ARTICLE 17: STREETScape DESIGN

- The Council will continue to work with the City to develop and construct a base streetscape plan, funded by the Project, that will incorporate all elements of streetscape that exist today.
- The Council will continue to work with the City to develop a master streetscape plan that will be included as “an Alternate” bid item in the construction bid documents. Elements contained in the master streetscape plan that are not part of the base streetscape plan are betterments, and may be funded by non-project entities, if implemented. In addition, the Council will work with the Capitol Area Architectural and Planning Board, the City of Saint Paul Heritage Preservation Commission and the State Historic Preservation Office, as well as engaging the community through the Community Advisory Committee.
- The Council and City will continue to work toward maximizing greening the Central Corridor, through innovative construction materials and practices that improves stormwater recharge. Additional trees may be provided as betterments, to enhance the canopy. Such betterments may be funded by non-project entities. The City may request that certain betterment greening elements be considered for funding from Project contingency. As the Project achieves each contingency milestone hold point, any contingency balance not needed for fulfilling Project baseline scope and/or implementing mitigation measures will be considered by the Council to fund project partner requested betterments.
- As required by the Saint Paul Legislative Code, Chapters 73 and 74, the Council will secure approval of the Saint Paul Heritage Preservation Office on all streetscape design elements in the University-Raymond Commercial Historic District and the Lowertown Historic District.

ARTICLE 18: PROJECT DBE PARTICIPATION GOALS

- The Council will continue its goal to hire minority and women-owned enterprises to the extent practical during Project construction. The Council has established a disadvantaged business enterprise (DBE) goal of 17% for the design of CCLRT. The Council is currently meeting the design DBE goal. The Council has not finalized the DBE goal for construction, but anticipates the goal will be in the mid teens. The Council has continually made an effort to reach out to minority and women-owned businesses and will continue to do so throughout the design and the construction procurement process. The council will encourage Project contractors to hire minority workers.

ARTICLE 19: CONSTRUCTION COORDINATION AND PHASING

- The Council will work with the City to coordinate phasing that allows construction to proceed efficiently and reasonably takes into account the concerns of the businesses and residents affected. The City will be given the opportunity to review the maintenance of traffic provisions. Coordination between the Council

and the City will continue throughout construction to assure City participation in mitigation of issues that arise during construction.

- The Council will develop construction phasing and property access guidelines for use in preparation of construction specifications that define contractor responsibilities. The guidelines will be used to establish a construction process that best meets the needs of the adjacent business and residents, including phasing that balances the demands of schedule while maximizing accessibility during construction. Development of the guidelines will include input from the City, area business owners and residents and the guidelines will include standards for response times to complaints and concerns. The Council will seriously pursue approaches used by other major construction projects around the county, including options such as contractor incentives for ensuring public participation and feedback during construction.

ARTICLE 20: PUBLIC INFORMATION FORMATTING

- The Council will work with the City to provide design information on the Project that is easy for the general public to understand, visualize and provide input on. As design progresses, the Council will make greater use of perspective drawings that more realistically portray future conditions, for ease of general public understanding.

ARTICLE 21: ACCESSIBILITY DURING CONSTRUCTION

- The Council will work with the City to develop strategies to help minimize impacts on businesses throughout the Corridor during construction of the Project. The Council's Community Outreach staff will help educate owners on the nature of the construction process prior to construction activities.
- The Council will develop phasing and property access guidelines, for use in preparation of construction specifications defining contractor responsibilities, as outlined in Article 19 entitled Construction and Phasing Coordination.

ARTICLE 22: OPERATIONS AND MAINTENANCE FACILITY PROGRAM

- The Council and City will cooperatively develop a mitigation plan for the CCLRT OMF located in the existing southern building of the former Diamond Products manufacturing facility that includes:
 - In cooperation with the Growers Association, minimize disruption to Farmers' Market operations.
 - Strategies for façade improvements on the southern and western edges of the building with treatments that fit into the character of the surrounding neighborhood;
 - Subject to any existing easements, grant an easement and provide a design for the OMF that will not preclude the extension of Prince Street from Broadway to the planned Trout Brook alignment;

- Programming of approximately 5,000 square feet of the building for leasable space along the Broadway Street façade; and
 - Evaluation of green roof technologies and alternative energy sources as part of the OMF building improvements.
- The Council will work with the City on necessary renovations to the building to incorporate transit oriented design features. The Council is willing to consider betterments to the facility design in coordination with the primary partners including the City, Ramsey County Regional Rail Authority and the Community Advisory Committee. Such betterments must meet ADA requirements. Such betterments will be funded by non-Project entities, if implemented. In addition, the Council will work with the City of Saint Paul Heritage Preservation Commission, the CapitolRiver Council, Public Art Saint Paul, as well as engaging the Lowertown community through the Community Advisory Committee. The Council will also provide opportunity for broader public input, either through open public meetings or by allowing visitors to speak at CAC meetings.
- The Council will make a good faith effort to incorporate:
 - Walkable/pedestrian scale windows and doors on the Broadway frontage;
 - 5000 assignable square feet of commercial space on the first floor of the Broadway frontage;
 - Façade improvements on the western most 300 feet of the Prince Street frontage that fit into the character of the surrounding neighborhood.
 - Adaptations of the existing building to better reflect urban design principles, including shortening the building.
- The Council will establish train operation procedures that allow a maximum speed of 10 miles per hour and prohibit sounding horns or bells, except in emergencies, between the end of the revenue line and the OMF. The Council will also ensure that the tracks at the rear of the OMF are sufficiently designed and maintained to mitigate excessive squealing from trains leaving the facility. The Council commits that the Project will meet appropriate FTA noise standards.
- The Council will perform a safety analysis and preliminary hazard analysis in the immediate vicinity of the OMF. The Council will also report by June 1, 2009 to the Saint Paul City Council on which safety-critical testing will take place at the OMF.
- The City staff will complete the Downtown Station Area Plan and any Lowertown Small Area Plan update, incorporating the key urban design principles included in the Urban Village Vision (2005) and the Diamond Products Task Force Report (2005).
- As soon as real estate negotiations begin, the Council will provide timely updates on the status of those negotiations.

IN WITNESS WHEREOF, the Parties have caused this Memorandum of Understanding to be executed by their duly authorized representatives on the dates indicated below.

Reviewed by Metropolitan Council's General Counsel

By: _____

Date _____

Reviewed by the City Attorney's Office of the City of Saint Paul

By: _____

Date _____

METROPOLITAN COUNCIL

By: _____

Date _____

CITY OF SAINT PAUL

By: _____

Date: _____

Resolution

Board of

Ramsey County Commissioners

Presented By: Commissioner McDonough Date: March 24, 2009 No. 2009-110

Attention: Budgeting and Accounting
Tim Mayasich, Regional Railroad Authority

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WHEREAS, Ramsey County is committed to the development of an effective and efficient Union Depot Multimodal Transportation and Transit Hub; and

WHEREAS, Ramsey County has supported development of a Central Corridor light rail line that provides service to Union Depot under the concourse; and

WHEREAS, Analysis conducted independently by Ramsey County Regional Railroad Authority staff and consultants and Central Corridor project staff and consultants has identified a 4th Street light rail alignment to an operation and maintenance facility at Diamond Products; and

WHEREAS, Analysis conducted independently by Ramsey County Regional Railroad Authority staff and consultants and Central Corridor project staff and consultants has determined that the line can be extended via Broadway to a station under the concourse; and

WHEREAS, The Ramsey County Regional Railroad Authority continues its commitment to developing a station under the concourse; and

WHEREAS, The Ramsey County Regional Railroad Authority will use its property in the area as part of its Union Depot development instead of donating it to the Central Corridor project; and


WHEREAS, The Ramsey County Board of Commissioners supports the Memorandum of Understanding between the City of Saint Paul and the Metropolitan Council; Now, Therefore, Be It

RESOLVED, That Ramsey County, pursuant to MN Statutes, Section 473.3994 hereby approves the addendum to the preliminary design plans for the Central Corridor

Ramsey County Board of Commissioners

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

Jan Parker, Chair

By: 
Bonnie C. Jackelen
Chief Clerk – County Board

Resolution

Board of

Ramsey County Commissioners

Presented By: Commissioner McDonough Date: March 24, 2009 No. 2009-110

Attention: Budgeting and Accounting
Tim Mayasich, Regional Railroad Authority

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LRT Project submitted by the Metropolitan Council on February 20, 2009; and Be It Further

RESOLVED, That Ramsey County requests the Central Corridor LRT Project pursue innovative and creative ways of minimizing the impacts on businesses throughout the corridor so as to help ensure that businesses along the Corridor continue to survive during and after construction; and Be It Further

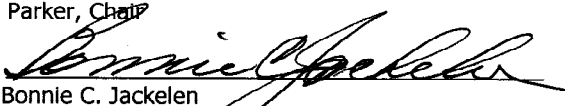
RESOLVED, That Ramsey County has worked, and will continue to work with the Metropolitan Council and all of the Central Corridor Project Partners to ensure that the project is constructed in a way that best meets the needs and addresses the concerns of all Ramsey County residents and businesses.”

Ramsey County Board of Commissioners

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

Jan Parker, Chair

By:


Bonnie C. Jackelen
Chief Clerk – County Board