

## Meeting of the Central Corridor Community Advisory Committee

**August 20, 2009**

**Meeting Minutes**

**Members Present:** Kirstin Sersland Beach, Veronica Burt, Ken Erickson, Margot Imdieke Cross, Metric Giles, Richard Hanson, Jackie Lunde, Rozanne Severance Jim Thalhuber, Keith Thompson, Jessica Treat, Julia Washenburger, John Wicks, Anne White,

**Others Present:** Laura Baenen, Joey Browner, Robin Cauffman, Linda Jungwirth, Shoua Lee, Sarah Penman, Hue Pham, Rita Rodriguez, Rich Rovang, Dan Soler, Joe Scala, Shawn Walding, Jun-Li Wang, Renee Lepreau, Art Weeks, Alicia Vap, Christina Morrison, Man Jahnke, Amy Iblings, Carol Swenson, Yung Kang Lu, David Davies, Christine Durand, Josh Magnuson, Traci Toomey, Frank Beeck, Ken Wieber, Matt Quist, Julia Wallace, Jonathan Fehr, Katie Thompson, Sandy Jacobs, Randy Schutt, Lindy Westgard, Roger Godin, Deborah Torraine, Steve Morris, Dennis Presley, Kyle Williams, Jane McClure,

### 1) MEETING CALLED TO ORDER

CAC Chair Kirstin Beach called the meeting to order at 5:07 and asked if anyone had changes to the June meeting minutes. There were no changes. Mrs. Beach reviewed the meeting ground rules.

### 2) REPORTS

#### Chairs Report

Ms. Beach welcomed Metropolitan Council Chair Peter Bell to the CAC meeting. Chair Bell reported that the Federal Transit Administration (FTA) issued its Record of Decision (ROD) and reviewed the next steps. This fall we will be conducting final design and applying for the Federal Funding. We anticipate the Full Funding Grant Agreement in spring 2010.

Chair Bell also reported on recent changes in the FTA's guidelines including change in the weighting of the CEI in the decision process from 50% to 20%. However, it is still pass/fail.

Chair Bell addressed continuing concerns over the infill station. First, the FTA has indicated that we need to do additional environmental work. We don't know how much additional analysis and documentation is required. We would also need to recalibrate our ridership estimates. He stated that he is still hopeful that we'll be able to construct at least one station and said that he is having discussion with our project partners and CTIB to fund one station.

There continue to be ongoing discussion with the University of Minnesota regarding mitigation for electromagnetic interference, historic impacts and vibration.

The bottom line is that the project is in good shape. There are many challenges and issues left to be resolved. In his recent meeting with Councilmember Melvin Carter, the Councilmember raised concerns about the infill station and Route 16 frequency.

Chair Bell opened it up for questions.

Anne White asked about intent to construct an infill station. She read from the cover letter of the ROD and stated that she thought we needed to hear back from the FTA on the level and type of information is

necessary. Chair Bell responded that the FTA has made it very clear to him that additional environmental documentation is required. He is also looking into other ways to add a station without federal involvement, similar to the Fridley Northstar station addition as well as several Hiawatha LRT stations that have been added since the initial construction. He has approached the project partners and asked if they would prefer (1) we delay the project to add the infill station knowing it would result in cost increase or (2) move ahead with the project and work on other solutions to fund infill stations. The cost of delaying the project is \$30-40 million. The project partners have said that they prefer that we move ahead.

Chair Bell also noted that the FTA is very cautious regarding the use of contingency dollars. They monitor these dollars very closely.

Anne White noted that there is a credibility issue and that people are becoming disenchanted about the project. Chair Bell noted that he is acutely aware of these concerns. Chair Bell also noted that he is not making this decision alone; the Central Corridor Management Committee and the Met Council will be taking action on this issue.

Anne White asked if we can get more direction from the FTA regarding the required documentation. Chair Bell said that he is exploring other solutions that don't involve the FTA.

Richard Hanson noted that I-94 was very different, back then they did not hold any public meetings or ask for input. He also stated that he thinks many people in the Twin Cities want the Central Corridor to be built and that the number of people that want the infill station is very limited.

### **3) ADJOURNMENT**

Ms. Beach asked if any CAC members or general public wanted to make a comment. Hearing no one, she adjourned the meeting at **5:35 p.m.** and turned it over to the open house review of the station design and public art.