

Metropolitan Council

Metropolitan Council Chambers, 390 No. Robert St., St. Paul, Mn. 55101

**Meeting of the Central Corridor Management Committee
December 12, 2007**

Members Present	Peter Bell, Chair	Toni Carter	Kathleen O'Brien
	Tom Hanson	Paul Krause	Peter McLaughlin
	Reynaldo Aligada	Jim Westerhaus	Bob McFarlin
	Mary Hill Smith	R.T. Rybak	
Members Absent	Rafael Ortega		

1. CALL TO ORDER

A quorum being present Chair Peter Bell called the December 12, 2007 regular meeting of the Central Corridor Management Committee to order at 1:00 pm at the Metropolitan Council offices at 390 North Robert St., St. Paul.

2. APPROVAL OF 12/12/07 AGENDA AND 11/14/07 MINUTES

Motion was made by M. Smith, seconded by J. Westerhaus to adopt the agenda for the 12/12/07 meeting and the minutes of the 11/14/07 meeting. The motion carried.

3. 2008 MEETING SCHEDULE

Chair Bell stated that there is a timeframe (to be solidified soon) for major scope decisions to be complete. Therefore, the CCMC is scheduled to meet twice monthly during the first 3 months of 2008 as follows:
2nd Wednesday of month 1-2:30 pm
4th Wednesday of month 1-2:30 pm for January, February and March 2008

Bell allowed Ann White from the District Councils Collaborative to address the committee and present a report from the DCC. The DCC has submitted comments to the FTA pertaining to the FTA modeling requirements. The DCC contracted with a researcher to research into Victoria/Western/Hamline stations and how those stations might relate to ridership. She presented copies of the report to committee members. C. Coleman asked how the research is to be applied or incorporated into overall documents already submitted and documents yet to be prepared. Bell stated that items will be addressed in the Supplemental DEIS and PE and through the Principles of Major Scope Decisions (to be discussed later in the meeting today). Bell stated that the general process for presenting comments to the CCMC is to channel them through the CAC and other committees that have been established. He also stated that the Metro Council will host at least two open public meetings (one on east side of line, one on west side of line) early in 2008 to hear public comment in addition to the CAC meetings. Metropolitan Council members and CCMC members are encouraged to attend these public meetings. Following discussions among committee members, Bell stated that CCPO staff will give feedback on the information in the DCC report.

4. COMMUNITY ADVISORY COMMITTEE REPORT

Robin Caufman reported in Kirstin Sersland Beach's absence. The CAC continued with the workshop format for their November meeting. Some of the questions at specific sessions where:

1. U of M and East Bank Station – questions about traffic and accessibility
2. U of M and West Bank Station – questions about connection to HLRT and accessibility

3. Downtown St. Paul alignment – questions about locations of stations
4. Update of overall stations – questions about substation locations and design

Caufman also reported that the Outreach Coordinators are setting up station specific meetings in the communities, and also a series of public meetings as shown on the meeting date list provided by Caufman.

5. BUSINESS ADVISORY COUNCIL REPORT

This item was deleted from this agenda; Karri Plowman was not present to give a BAC report.

6. CENTRAL CORRIDOR CASH EXPENDITURE CURVE

In response to McLaughlin's request from the November meeting, Mark Fuhrmann presented graphs of cumulative run out of expenditures of the overall budget at the \$932,000,000 current cost estimate, and the annual forecasted expenditures. McLaughlin thanked Fuhrmann, and noted that the capacity of the partners' share of contributions is serious. The total dollars committed between all parties may not be enough to meet the CEI. MVST has been underperforming as a revenue source. The graphs show the steep level and extent of cash flow need and commitment in order to proceed in a timely manner.

Discussion followed regarding high vs medium ranking with the FTA, and the impact of the ratings.

7. PRINCIPLES FOR CCLRT MAJOR SCOPE DECISIONS

Bell asked for input and discussion on the principles for CCLRT Major Scope Decisions, as noted on the information provided (Council Business Item 2007-407). These principles are different from the eight principles that were decided for the downtown St. Paul loop proposal. The intent is to present the item for adoption by the Metropolitan Council with the input from the CCMC. The principles have been divided into primary and secondary groups:

Primary

Cost Effectiveness Index Impact (ridership, capital cost, travel time, operating cost)

Safety and Security Impact

Secondary

Environmental Justice Considerations

Land Use/Economic Development Considerations

Deferrable versus One-time Opportunity

Discussion followed regarding the major scope decisions. O'Brien suggested adding "strengthening communities" to the principles and Aligada also requested that the principles address the impact of the lives of the people in the community (perhaps as a fourth secondary principle on the order of community impact). Coleman questioned what input partners had to these principles and suggested waiting until after the next CCMC meeting before this item goes to the Metropolitan Council for action in order to allow input. McLaughlin reminded the committee that the regional vision needs to be reflected in the principles and the committee must look at the effect of scope decisions on the competitiveness for federal funds. Rybak agreed that competitiveness should be a main goal in order to secure FTA Funds. Westerhaus added that there should be an aspect to be considered which addresses that the line should be built to endure beyond 2020. Bell stated that that issue would be addressed once the CEI is met. Carter expressed concern that ample time and opportunity be allowed for input from community and staff on these scope principles, and all aspects are held to the same standard and have an equal chance to be heard. Rybak suggested another bullet point under the secondary list regarding impact on regional and local transportation. Rybak and O'Brien stated that other important points would be the impacts to the environment (carbon footprint, stormwater) and climate impacts.

8. CCLRT MAJOR SCOPE ISSUES

In the interest of time, Mark Fuhrmann gave a progress update on three of the following four items:

- a. 2 or 3-car Trains/Platforms

The FTA had concern with the 2-car program being able to serve the demand in the corridor, based on the forecasted ridership. Discussions have taken place over the last 12 months with FTA. FTA has

agreed that the 2-car program is reasonable and will be able to serve the ridership at the time of opening the line. 3-car platforms could be designed and constructed at this time, with the intent to allow the ability to grow the system at a later date.

b. Hamline, Victoria and Western Stations

The subject of additional stations at these locations is getting a lot of discussion in the meetings that are being held at the community level. Technical analysis has been conducted to look at impacts on ridership, travel time, cost and cost effectiveness impact. The analysis showed that these station locations will attract rides, essentially from existing neighboring stations; and each individual added station stop adds approximately 1/2 minute to the travel time. This reduces the travel time saved which feeds into the CEI. Hill Smith requested that some comparison be provided to the DCC report. CCPO staff will look at some quantitative components, but they will not be recognized or accepted by the FTA as it relates to the ridership element. Carter voiced the need to take a look to the future and any change in configurations of bus routes that may change in the future.

Fuhrmann stated that some advance research has been done to analyze costs of underground conduits and stub outs for future stations to be constructed at a later date. That cost is about a third of the cost to build a station.

Questions and discussion followed Aligada's statement questioning whether the ridership numbers truly reflect the realities of the neighborhoods along this line.

c. Right-of-Way for Substations Update

The DEIS did not identify right-of-way for substations. Substations must be sited 1/2 block to less than 1 block off of the corridor. They are not small (14' x 40' footprint, with the secure enclosure being 14' x 80'). Staff will begin soon to identify actual sites for these substations.

d. Downtown St. Paul Alignment/Stations

Due to time constraints, this item will be discussed at a meeting at a later date.

9. NEXT MEETING: January 9, 2008

Carter suggested the committee look into meeting somewhere along the LRT line on University (perhaps CCPO, City of St. Paul CC Project Office in Lexington Library).

10. ADJOURNMENT

Motion made, seconded and passed; Chair Bell adjourned the 12/12/07 CCMC meeting at 2:50 pm.

Respectfully submitted,
LuAnne Major, Recording Secretary