

Metropolitan Council

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

Meeting of the Central Corridor Management Committee

June 10, 2009

Members Present	Peter Bell, Chair	Tom Hanson (Keith Bogut – alt.)	Kathleen O’Brien
	Toni Carter	Rafael Ortega	Peter McLaughlin
	Jim Westerhaus	R.T. Rybak (Peter Wagenius – alt.)	Reynaldo Aligada
Members Absent	Paul Krause	Scott McBride	Chris Coleman
	Robert McFarlin		

1. CALL TO ORDER

A quorum was not present when Chair Peter Bell called the June 10, 2009 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. Chair Bell began the meeting with the Community Advisory Committee (CAC) and Business Advisory Council (BAC) reports while awaiting a quorum.

2. COMMUNITY ADVISORY COMMITTEE (CAC) AND BUSINESS ADVISORY COUNCIL (BAC) REPORTS

Karri Plowman reported from the BAC about four items that the BAC has been working on.

1. The BAC is in the final stages of the review with CCPO partners of a “What Businesses Need to Know” flyer. Discussing wide distribution with some of the media outlets so that some key questions can be answered and specific dates can be included.
2. BAC has reviewed and interviewed membership and is asking whether there are potential new members that can join the BAC as the project advances into the construction and mitigation phases.
3. Conversations have been held with the RNC committee that dealt with communicating with employees during the convention. Businesses have expressed an interest in information to share with their employees regarding how to get to work, where to park, etc.
4. There is a renewed commitment from local business groups, and discussions with media outlets and marketing firms about how to market/brand the project and avenue during construction. It is important to get the message out that businesses are open during construction.

Robin Cauffman reported from the CAC. Last month’s meeting was spent discussing station design and public art. Initial concepts for stations were shown, and samples of materials shared. Seven public art open houses were held in May, each attended by 30-70 people. Artists were able to hear from the community about their views. Summary pages of the meetings were posted on the website, and the community was given the opportunity to comment via the internet, as well. Parking workshops are being held. The City is working on parking plans, to share with property and business owners. A workforce mixer was held on May 20th20th that was attended by over 300 people.; agencies in the position to offer training, and contractors that may be hiring were available at the mixer. The next CAC meeting will focus on access and communication strategies during construction.

3. APPROVAL OF 6/10/09 AGENDA and 5/13/08 MINUTES

A quorum was now present. Bell noted that in the interest of time item number 7 on the agenda, “Access During Construction”, will not be heard at today’s meeting. This item will appear at a later meeting. Motion by O’Brien, seconded by Bogut to approve the amended agenda. Motion passed.

A motion was made by Ortega, seconded by Bogut to approve the minutes from the 5/13/09 meeting. The motion carried.

4. TITLE VI STUDY

Prior to this presentation, Chair Bell stated that a number of community groups along University Avenue have filed a Title VI complaint with the FTA. The FTA followed up with clarifying questions that the CCPO is in the process of addressing. It is hoped that this will not delay the publishing of the FEIS and the 30-day comment period following the publication.

John Levin, Metro Transit Director of Service Development stated that his department conducted Title VI analysis last summer, with the SDEIS process. The methodology used was the same as other recent service changes and the FTA reviewed and concurred with methodology. Public input process was included in the EIS review. Levin explained the methodology used in the analysis. Levin reviewed the demographic analysis for predominately low income and predominately minority areas and the proposed changes for each. The findings and recommendations were also presented. Levin reviewed a recommendation to conduct a transit sector study.

Commissioner Carter presented a motion (and read aloud) for consideration by the committee, the motion was seconded by Ortega. Motion was read as follows:

Whereas, the Ramsey County Regional Rail Authority continues to support the construction of 3 stations at Western, Victoria and Hamline as a priority in the initial construction of the Central Corridor LRT line, and has reaffirmed in its June 10, 2009 letter to the Metropolitan Council Chair that “While including all of the stations is vital, the early commitment to at least one is an extremely important symbol for the neighborhoods involved”; and

Whereas, the Central Corridor Management Committee and Metropolitan Council have also shown their support of these three stations by including their infrastructure in the current project plan, and by voting to commit earliest available project funding to the build-out of at least one station; and

Whereas, the Title VI Report indication of *potential adverse impact to transit availability* in the minority census blocks in the area adjacent to Western Avenue upon opening of the line as currently configured in the DEIS, also stating the build-out of the Western Avenue Station “...will increase access to transit from the minority Census blocks identified as having fewer trips under the current plans”; and

Whereas, ongoing community input continues to prove broad support and requirement for the addition of the three stations as Western, Victoria and Hamline Avenues, indicated by overwhelming DEIS public comment and continuing input from organizations and individuals in project meetings and expressed through other forums and collaborative efforts; and

Whereas, members of the Central Corridor Management Committee are committed to the construction and opening of the Central Corridor LRT line on-time, on-budget, and supported as such by taxpayers;

Now, therefore, the Central Corridor Management Committee (CCMC)

- 1) reaffirms its support of the build-out of at least one additional station with first available project funds, i.e. with contingency funds anticipated to become available in the fall of 2010, noting that this commitment does not preclude an earlier build-out, or build-out of the other two stations prior to completion of the line, or bus service enhancement as recommended by a future Transit Sector Study, and
- 2) respectfully requests that the Metropolitan Council through its Central Corridor Project Team prepare and present, at the next CCMC meeting, an assessment of the Western Avenue Station as mitigation for the observed adverse concerns and add the Western Avenue Station to the budget prior to the availability of contingency funds within the context of know project constraints, specifically an inflexible cost efficiency index, which is a key Federal Transit Administration evaluation for funding.

The committee discussed the motion as presented.

Carter answered Bell that this motion is not the same motion that was presented to the RCRRA on 6/09/09. Bell stated that the CCMC is on record supporting three LRT stations, and firmly supporting the commitment of the first available dollars to be used for an infill station, either by an increase in the CEI or release of contingency

funds, and asked how this motion is different from the position already taken by the CCMC. Carter answered that this motion is a reaffirmation of the CCMC position, and goes beyond supporting the commitment of money by asking for an assessment of the Western Avenue Station as indicated in the Title IV report and opportunities for funding the station. In response to Bell question, Levin replied that he is confident that the addition of a station at Western Avenue would address the Title IV concerns.

In response to Bell questions, Mark Fuhrmann stated that he could prepare a cost estimate and possible funding options for the addition of the Western Avenue Station. Adding one infill station is an approx. \$4-5M cost add to the project budget and, at Western Avenue, would cause a \$.28 increase in the current CEI. The funding options would be first release of contingency funds, or some additional capacity within the CEI, which translates to additional local funding requirements. The FTA accepted the ridership model which directly feeds the CEI. The entire ridership model would need to be re-run to include another station, and would re-open dialogue with the FTA to revalidate the ridership model and CEI numbers, and would most likely add time to the project schedule. Fuhrmann would need policy direction to adjust the scope of the project to include one of the infill stations.

In response to Ortega's suggestion to commit contingency funds to a station and prepare a rough timeline for when these funds may be available, Bell stated that the FTA requires that contingency funds are to be only for contingency.

On Bell's request, the Carter and Ortega withdrew their motion and second, and tabled the motion until the July CCMC meeting, at which time Carter will add the changes that have been discussed, and Fuhrmann can present more detail on cost, CEI, funding options and more definition of the timing. In response to McLaughlin's concerns about the construction of an infill station, Fuhrmann stated that he will consult with the construction team about including an "add alternate" in the bid package for one infill station, and see how that would fit in to the construction phasing.

5. PROJECT SCHEDULE

Fuhrmann presented a revised project schedule. He stated that the MOU #2 with the University is presently being worked on. It is important to meet this schedule, so that a construction season is not lost. Bell asked the project office provide periodic cost estimates to the committee (the last was presented in February).

6. 4th STREET CONSTRUCTION PLAN

Dan Soler presented the status of the 4th Street advanced utility relocation based on the project schedule presented by Fuhrmann in item no 5 and subject to FTA issuance of ROD and LONP.

7. ACCESS DURING CONSTRUCTION

Due to time restraints, this item will be addressed at a future meeting.

8. MITIGATION ALONG CENTRAL CORRIDOR

Fuhrmann presented this item as requested by committee members. He reviewed key issues; noise, vibration, EMI and traffic methodology; and mitigation. O'Brien stated that at this time the U of M does not agree on the definitions and solutions, but continues to work with the CCPO on these issues. Fuhrmann also presented a table of the mitigation cost estimates.

9. NEXT MEETING – JULY 8, 2009 1:00 PM

Motion by Wagenius, seconded by Carter to adjourn the meeting at 3:05 pm. Motion carried.

Respectfully submitted, LuAnne Major, Recording Secretary