

## **Minutes of the**

### **REGULAR MEETING OF THE COMMITTEE OF THE WHOLE**

Wednesday, July 1, 2015

#### **Committee Members Present:**

Rodriguez, Munt, Schreiber, Barber, Elkins, Cunningham, Reynoso, McCarthy, Rummel, Melander, Kramer, Chávez, Wulff, Duininck, Commers, Dorfman

#### **CALL TO ORDER**

A quorum being present, Chair Duininck called the regular meeting of the Council's Committee of the Whole to order at 4:02PM on Wednesday, July 1, 2015.

#### **APPROVAL OF AGENDA AND MINUTES**

It was moved by Elkins, seconded by McCarthy.

It was moved by Rummel, seconded by Reynoso.

#### **BUSINESS**

SWLRT Project Update

Craig Lamothe provided an update on the Southwest Light Rail Project, also known as the Green Line Extension. Lamothe stated that the criteria for evaluating cost reductions must total at least \$341M in order to keep the project budget at \$1.65B; there must be a forecasted average weekday ridership of 29,000 to 30,000, and they must be a shared sacrifice and achieve consensus by all communities along the line. The scenarios for deliberation include ending at Southwest Station and deferring Town Center Station, or ending at Town Center Station. Ending at Southwest Station (and deferring Town Center Station) would provide an estimated ridership (2040) of 34,074. Lamothe also presented the Corridor Management Committee Recommendation, which was to end at Southwest Station, delete Mitchell Station, and defer Town Center Station. This scenario has a projected 2040 average weekday ridership of 34,100. It was reported that the CMC recommendation was so strong and unified that it would be hard to make any major changes. The cities are committed to getting their work done by the end of the month in order to keep the project moving forward in a timely fashion.

Council members discussed the various scenarios. CM Munt shared the SWLRT Community Advisory Committee's recommendation, which urges leaders to consider adopting cuts that total less than the \$341M, because they do not want to give up necessary pieces of the investment. They believe it's worth the extra costs.

Council members deliberated over the options and emphasized the importance of ensuring budget cuts do not create safety hazards. Scope reductions include reducing station furnishings by 50%, reducing station art by 100%, reducing landscaping by 75%, track modifications at Shaky Oak Station, OMF and loop track modifications and value engineering, reducing the light rail vehicles by 5, and reducing OMF storage space to 30 light rail vehicles (LRVs). The additional funding needed was discussed. Ending the line at Southwest Station brings the budget to \$1.744B.

#### **ADJOURNMENT**

Business completed, the meeting adjourned at 5:09PM.

Emily Getty  
Recording Secretary