

Metropolitan Council

Metro Transit Heywood Chambers, 560 – 6<sup>th</sup> Avenue North, Minneapolis, MN 55411

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**Meeting of the Southwest LRT Management Committee  
March 2, 2011**

Members Present	Susan Haigh, Chair	Robert McFarlin	Brian Lamb
	Terry Schneider	Cheryl Youakim	Gail Dorfman
	Peter Wagenius <i>(alt. for R.T. Rybak)</i>	Bill James	Keith Bogut
	Scott McBride	Dave Nuckols <i>(alt. for Jan Callison)</i>	James Hovland
Members Absent	Nancy Tyra-Lukens	Jan Callison	Peter McLaughlin
	Jeff Jacobs	Matt Look	

**1. CALL TO ORDER**

A quorum was present when Chair Susan Haigh called the March 2, 2011 meeting of the Southwest LRT Management Committee to order at 8:00am at the Metro Transit Heywood Office.

**2. INTRODUCTIONS**

Chair Haigh welcomed all and introductions were made.

**3. APPROVAL OF MINUTES**

Minutes from the December 9, 2010 Southwest LRT Management Committee were approved.

**4. PRE PE RISK ASSESSMENT**

Mark Fuhrman reviewed the Transitway description to the committee. He presented a map of the 15 mile, 17 station project. Mark pointed out estimated daily rides of 29,660, Capital cost of \$1.25 billion, CEI of \$31.15, and operating costs of \$48 million.

Mr. Fuhrman continued by explaining the purpose of the Pre PE Risk Assessment. He mentioned that the FTA has created a new policy in which all projects exceeding \$1 billion include a Pre-PE Risk assessment which is to ensure projects are viable in regards to time, energy, and other possible risks as to expedite the PE process.

Chris Weyer continued the meeting by walking the committee through the Pre PE work shop which took place in February. This workshop included the following:

- Detailed schedule
- Risk Matrix
- Alignment tour

Council Member Robert McFarlin asked Mark to further explain the new FTA policy.

In response, Mark explained that although the FTA has created this new policy for projects over \$1B, there is not consistency all over the nation.

Council Member McFarlin then asked why the SWLRT Project may have been one of the many projects that was considered and pointed out by the FTA as needing a Pre PE Risk Assessment.

Mark further explained that all projects over \$1B given the general fiscal constraints on the federal government would be flagged as needing additional review to help filter projects into the FTA New Starts pipeline.

Council Member McFarlin as well as Chair Susan Haigh agreed that this is great to hear and that it sounds like better news than the previous meeting.

Mr. Weyer further discussed the schedule which included preparing Integrated Master Project Schedule (IMPS), the comments which the FTA provided the last day of the workshop, and that the SWLRT staff has submitted a revised IMPS on February 21, 2011.

Chris Weyer went through the types of risks which include:

- Requirement Risks (example: LRT Bridge over TH100)
- Design Risks (example: Bridge over Excelsior Boulevard)
- Market Risks (example: Material Prices such as steel, concrete, etc.)
- Construction Risks (example: Utility Conflicts, Contaminated Materials)

## **5. PROJECT STATUS**

### Preliminary Engineering

Mark Fuhrman mentioned that with the help of Katie Walker and Hennepin County, they were able to compile responses to possible risks. Mark mentioned the hopeful possibility of receiving permission at the end of March or early April to enter into PE.

He explained that the project is in good standing and that FTA has not mentioned further adjustment of the project budget.

### Draft Environmental Impact Statement

Mayor James Hovland asked for clarification regarding the environmental impact and the FTA perspective of such.

Mark explained that the FTA has an environmental assessment since last summer which has since been updated. In December, the FTA staff went questions regarding the global environmental history review and approval of Target Field Area.

Met Council and Hennepin County are assembling responses.

## **6. FUNDING STATUS**

Overall Project Funding was discussed and come from the following entities:

- HCRRA – \$ 125 million (10%)
- State - \$125 million (10%)
- CTIB - \$388 million (30%)
- FTA \$612 million (50%)

It was pointed out that over \$25 million in local (HCRRA) funds has been expended for studies and property acquisitions not included in the project budget. \$5 million has been received in 2009 State Bonds for PE/FEIS, \$7 million has been authorized in 2010 CTIB funds for PE/FEIS

(12.2 million has been authorized for 2011); and \$3.15 million has been authorized in 2010 by HCRRRA (\$3.25 million authorized for 2011).

Council Member Robert McFarlin, Mark Fuhrman, Chair Susan Haigh, and Bill James discussed funding, bonding, and the upcoming legislative session. Chair Haigh noted that there is a \$5m bonding request. Bill asked if this would delay DEIS and Mark confirmed that the FTA mentioned the DEIS and entry into PE would move forward in a parallel fashion.

## **7. TRANSITWAYS IDENTITY AND BRANDING**

Bruce Howard, Director of Marketing discussed the Transitway Branding and implementation update.

He noted that the Branding committee has determined to use one syllable words for consistency and simplicity (red, blue, green, gold, orange).

Bruce walked through the milestone timeline.

- Framework approved – December 8, 2010
- Central Full Funding Grant Agreement –April 2011
- Line Names (colors) approved – April 27, 2011
- System name approved – June 8, 2011
- System identity approved – September 2011
- Implement Line Names, system name & identity of CCLRT, 35W South BRT & Cedar Ave BRT, and Hiawatha LRT – 2012 - 2013

Many of the Committee Members appreciated and agreed with the change to actual color lines (Green line, Gold Line, etc.). Some comments included the simplicity of remembering your route based on the color of the line. Other comments mentioned included the consistency of one syllable colors for easier remembrance and understanding. Overall, the response was positive and encouraging.

Respectfully submitted, Debra Sisneros