

Metropolitan Council
St. Louis Park City Hall, 5005 Minnetonka Blvd., St. Louis Park, MN 55416

Meeting of the Southwest Corridor Management Committee
September 7, 2016

Members Present	Chair Adam Duininck Jan Callison Steve Elkins Jason Gadd Linda Higgins	James Hovland Peter McLaughlin Scott McBride Will Roach Terry Schneider	Nancy Tyra-Lukens Russ Adams (Alt) Molly Cummings (Alt) Marion Greene (Alt) Peter Wagenius (Alt)
Members Absent	Asad Aliweyd Brian Lamb Keith Bogut	Betsy Hodges Matt Look Jennifer Munt	Denetrick Powers Jake Spano

1. CALL TO ORDER

Chair Adam Duininck called the September 7, 2016 meeting of the Southwest Corridor Management Committee to order at 10:05 a.m. at the St. Louis Park City Hall.

2. APPROVAL OF MINUTES

Chair Duininck presented the July 21, 2016 SWLRT Corridor Management Committee meeting minutes for approval. Commissioner Janice Callison made a motion to accept the minutes, Council member Steve Elkins seconded it, and the motion was then unanimously approved.

3. CHAIR UPDATE

Chair Duininck recapped the recent SWLRT activities. The SWLRT project now has certainty for the local funding, and will continue to move forward, pursuing with the FTA the full funding grant agreement in 2017 and will continue to meet the other timelines. Chair Duininck thanked Commissioner McLaughlin, Hennepin County Board and CTIB and their commissioners for their help with this. We brought the options to the Governor, who made a recommendation and support that we move this project forward using Certificates of Participation (COPs) with the Met Council and the additional contribution from HCRRRA and CTIB. The 50% local funding is now fully committed. The breakout of the local funding was shown on the pie chart.

Chair Duininck explained the COPs, which are not a debt or a bond, but a revenue agreement with the financial market to provide upfront funds annually and make scheduled payments to secure financing for the long term. There will be \$103.5M in COPs, which will be up to \$91.75M from transit revenues and at least \$11.75M from CTIB revenues. CTIB and HCRRRA also both contributed \$20.5M.

Commissioner McLaughlin said that now with the local funding in place, we can keep the project going forward and also keep our status with the FTA as a region that makes these projects happen. He appreciates the Chair and the Governor's office efforts for their help in making this happen. He also thanked the CTIB and Hennepin County commissioners for stepping forward.

Chair Duininck said the Governor is a champion of the transit network, and also a champion for SWLRT. He thanked Mark Fuhrmann, Jim Alexander and the project office staff for their great work while all this was happening. Chair Duininck also thanked all of the CMC members as well, and stated his confidence in our next phase of the project.

Mayor Terry Schneider said the system now can be more of a robust system, and all the benefits at the end received by all. Every part of the Twin Cities will benefit more that the system is being built. He commends those that helped and even those that weren't supportive but are able to live with it. It does take the entire community to say this will happen, and he is pleased to be a part of it.

Mayor Jim Hovland said the number one reason to do all this work is to improve the quality of the region. He thanked Chair Duininck, the Met Council, Commissioner McLaughlin and the Hennepin County Board and county commissioners, Commissioner McDonough and all the CMC members. He feels providing the 10% share in a way like we did other than through the state is a good solution.

Mayor Molly Cummings thanked all the entities who made this happen, as this project will make a huge difference for Hopkins. For the residents, the growing senior population and also the employers who are unable to attract workers without transit. Hopkins will have the OMF and three stations and has committed resources to help close the funding gap. Hopkins is fully committed as a city to the SWLRT project.

Mayor Nancy Tyra-Lukens thanked everyone involved in this solution. The city of Eden Prairie is behind SWLRT and is looking forward to the project.

Councilmember Elkins feels the state's road funding formulas are set so the road money disproportionately goes to out-state. It is the state's contributions to the Metro Transit operating and capital projects like SWLRT that help balance out the overall transportation funding formulas so the state overall spends in the metro what it spends in greater Minnesota.

4. PROJECT UPDATE

Mr. Mark Fuhrmann, Program Director for New Starts Rail Projects, provided a SWLRT project update. The SWLRT CMC began meeting in September of 2010, and have met 51 times since then. The patience and persistence of this committee is greatly appreciated. He thanked the CMC members for getting us to this point. The leadership and advocacy over the last 6 years is greatly appreciated.

The SWLRT project has recently accomplished the following: publishing of the FEIS; FTA issued the Record of Decision; the Met Council approved the Determination of Adequacy; completion of the 90% engineering and design; receipt of a light rail vehicle proposal; and we now have the local funding commitments in place and have submitted our application for Entry into Engineering with FTA. Mr. Fuhrmann went over the key milestones ahead, which include the FTA approval of Entry into Engineering; completing the 100% design plans for Civil, Systems and OMF; submit the application for and have approval of the FFGA; begin heavy construction and then start revenue service in 2021.

Chair Duininck asked if there will be any Letters of No Prejudice (LONP) happen before the FFGA. Mr. Fuhrmann stated that LONPs typically refer to construction, and currently we are not looking at any large pre-FFGA construction packages that would require LONPs. However, there may be a need for LONPs if the FFGA is delayed, but at this juncture LONPs are not anticipated to be needed. We are working closely with CTIB and HCRRA local funding partners, and in Q4 of 2016, there are two critical activities that will need support and consent from CTIB and HCRRA. One is to start making the right of way offers; the other is to execute the light rail vehicle contract.

Commissioner McLaughlin added that the pre-award authority already has pre-approved grants for the amount needed in 2016. Mr. Fuhrmann said we are also working with CTIB staff for the 2017 activities. The pre-award authority dollars from HCRRA was approved and will be brought to Met Council later this month.

Mr. Fuhrmann stated that we plan to have one large civil construction package, which would incorporate all five cities. Commissioner Linda Higgins asked if there is only one civil contract, how do we ensure that we get full participation from women and minority owned businesses. She feels if the contract were split into smaller ones, there may be more opportunities for these companies to participate. Mr. Fuhrmann responded that we have engaged our Office of Opportunity to help set the goal for this. For women and minority owned businesses, the goal is looking to be 16%, and for minority and women workforce participation, which is a goal set by the state, is 32% minorities and 6% female workforce participation. Regarding one large contract versus smaller contracts, our experience with both Hiawatha and Central Corridor is that we worked with the large contractors closely to help promote them to work with the DBE community and bring the sub-contractors in. We believe it will be successful for the SWLRT project as well.

Chair Duininck suggested one of the future CMC meetings we have a presentation on the workforce goals and what we learned on the Green Line construction. Mayor Hovland also asked for a presentation on the work plan for the heavy construction, and how does this interface with the property acquisitions. Mr. Fuhrmann said these topics could be brought to a future meeting. Our staff have been looking at the construction sequencing activities and we could share a few examples of them. Mr. Russ Adams requested that this presentation also be shared with the Community Advisory Committee.

Mayor Schneider noted that with one large contractor, it may limit the pool of construction companies that can handle that large of a contract, with the insurance and bonding and the work itself. Assuming the large contractor will then award some of the work with local smaller subs, which could be challenging because they would be in control of who gets the work. Mr. Fuhrmann stated we are aware of the regional construction firms who are very interested in our project. There also may be some joint ventures being formed. This project is also on the national radar, and we hope that will help promote competition.

Councilmember Elkins mentioned that the DBE vendors in previous contracts had concerns with being paid on a timely basis. We need to be much more attentive to seeing that our DBE contractors are being paid on a timely fashion. Mr. Fuhrmann said this is noted and we will have our project control staff monitor the payment schedule on the large contractors. We also have a dedicated staff person from OEO that works with the DBE subcontractors as a liaison.

5. CONSTRUCTION CONTRACTS OVERVIEW

Mr. Jim Alexander, Acting SWLRT Project Director, presented the overview. There will be five main contracts, which include: civil, systems, operations and maintenance facility (OMF), light rail vehicles, and fare collection.

The civil contract will include 15 stations, park and ride lots including 7 surface lots and 1 ramp with 2 elevators. There will be 44 structures, 110 retaining walls, and 153,440 feet of track in the civil contract. Images were shown of some of the bridges, tunnels and stations.

Mayor Tyra-Lukens asked with the major construction going on in the Southwest Station area, why not break it out into a separate contract? Mr. Alexander explained there is a lot of detail with the sequencing for construction. This being a confined area, it would be a challenge to have several contractors in this area at a time.

Mr. Alexander explained the civil contract scope, which will include the demolition of 14 existing buildings; soil improvements; roadways and trails; system wide cable work; utilities and drainage; design and landscaping; and work on freight rail.

Chair Duininck asked how many at-grade interactions are there with stop light crossings or traffic. Mr. Alexander did not have the exact number, but estimates about 10 – 20 for the 14.5 miles, which is not too extensive and nowhere near the amount that CCLRT has.

Mayor Schneider asked the status of the freight rail agreements. Mr. Alexander mentioned we do need to secure the critical agreements for the full funding grant agreement application, which includes freight rail and SouthWest station. Staff are working aggressively on these agreements. Conversations are going well, and our goal is to get the agreements completed soon.

The Systems contract scope will include items such as: traction power substations; system houses for the tunnel work; overhead contact system; LRT and freight signaling systems; communications systems; and system integration. Images of some of the system work was shown.

Mr. Alexander went through the scope for the Operations and Maintenance Facility contract, which will be located in Hopkins. The contract will include demolition of six existing buildings; soil improvements; yard track; the building itself; access roads; utilities and drainage; and urban design and landscaping. Drawings were shown

as to what the layout and the building will look like. Staff have been working closely with the city of Hopkins on the facility designs.

Councilmember Jason Gadd asked if the OMF will be one of the first to be constructed in order to handle the storage of the vehicles when they come in. Mr. Alexander responded that the right of way acquisitions will be the first. The OMF will follow civil and systems.

Mr. Alexander went through the scope for the light rail vehicle contract. The base order will be 27 vehicles for SWLRT, with an option of up to 50 vehicles, which will be mainly for BLRT. The evaluations continue with the single proposer, and we are hopeful to get a notice to proceed to the contractor by the end of 2016.

Mayor Molly Cummings asked where the option vehicles will be stored. Mr. Alexander stated that currently the Hopkins OMF is programmed for 30 vehicles in the facility, with potential expansion to add another bay at some point. The track will be in the same location, we would just add another bay, if we eventually go from 30 to 36 vehicles. The other vehicles in the option are earmarked for BLRT.

Mayor Tyra-Lukens asked what is new and unique about these vehicles and will they be similar to the current vehicles. Mr. Alexander stated that as technology changes, there are a lot of items that need to be updated with the vehicles. We did specify that the Type III vehicles must be electrically and mechanically compatible with our Type II vehicles, which are used on the Green Line. The Type I vehicle was manufactured by Bombardier and the current Type II vehicles were manufactured by Siemens, which are mechanically compatible with each other.

Mr. Alexander reported that the scope for the Fare Collection contract will have 43 ticket vending machines (TVM); 55 Smart Card validators and conduit will provided for 30 future TVMs in the civil contract. There are specific contractors that do this type of work. The systems contractors will put the conduit in, and the fare collection contractor will have the smart card equipment set up for this. With the Smart Card system, which is very technical proprietary computer based system, it makes more sense to have this as a separate contract.

9. ADJOURNMENT

Chair Duininck mentioned that the October meeting will be canceled, and the next CMC meeting will be November 2 at St. Louis Park City Hall.

Meeting adjourned at 11:15 a.m.

Respectfully Submitted,

Dawn Hoffner, Recording Secretary