

Metropolitan Council

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

Meeting of the Southwest Corridor Management Committee

July 21, 2016

Members Present	Chair Adam Duininck	Peter McLaughlin	Russ Adams (Alt)
	Asad Aliweyd	Will Roach	Molly Cummings (Alt)
	Jan Callison	Jake Spano	Marion Greene (Alt)
	Steve Elkins	Terry Schneider	John Humphrey (Alt)
	Jason Gadd	Nancy Tyra-Lukens	Victoria Nill (Alt)
	James Hovland		Peter Wagenius (Alt)

Members Absent	Brian Lamb	Betsy Hodges	Jennifer Munt
	Keith Bogut	Matt Look	Denetrick Powers
	Linda Higgins	Scott McBride	

1. CALL TO ORDER

Chair Adam Duininck called the July 21, 2016 meeting of the Southwest Corridor Management Committee to order at 11:05 a.m. at the St. Louis Park City Hall. Introductions were made as there were a few new alternates in attendance.

2. APPROVAL OF MINUTES

Chair Duininck presented the June 1, 2016 SWLRT Corridor Management Committee meeting minutes for approval. Commissioner Peter McLaughlin made a motion to accept the minutes, Mayor Jake Spano seconded it, and the motion was then unanimously approved.

3. CHAIR UPDATE

Chair Duininck reported that a legislative special session may yet happen. We still need the local commitment for SWLRT. The SWLRT funding from HCRRA and CTIB is expected to expire the end of September without a resolution of the remaining state funding. Without the local commitment, there will be delay costs added to the project. Conversations have started with the counties to try to find additional local funding. Chair Duininck will keep in contact with CMC members if he hears more on the funding.

Mayor Hovland asked if the \$135M funding does come from elsewhere besides the state, would we still need the senate and house approval. Chair Duininck mentioned there are more options if the legislative action is used. We will continue to push this to solve this issue. Commissioner McLaughlin mentioned that the earlier idea that included a property tax increase from Hennepin County was not a good idea. Also, with Dakota County departing CTIB, there is already a hole in the CTIB budget. If the additional \$135M were to come from CTIB, other projects in the region will be in jeopardy. Commissioner McLaughlin said it is always difficult to get the State share, which always seems the last to secure. He is ready to find another source of local funding if possible.

4. PROJECT SCOPE AND ADJUSTED COST ESTIMATE RECOMMENDATION

Mr. Jim Alexander, SWLRT Acting Project Director, provided a report on the recent scope changes. In December, the project office presented plans which included a trail underpass under Blake Road; a pedestrian underpass at Louisiana Station; a trail underpass under Wooddale Avenue; and a trail bridge extending over Beltline Boulevard and the freight and LRT tracks.

The cost of the scope elements is estimated at \$16.2M, with \$8.1M of local match and \$8.1M of federal funds. This was approved at the January Executive Change Control Board. Local funding will be provided by Hennepin County, the city of Hopkins and Three Rivers Park District for the Blake underpass; Hennepin County, St. Louis Park and Three Rivers Park District for the Wooddale underpass and Beltline Bridge. This was included in the project cost estimate of \$1.79B.

Mr. Alexander reviewed the in-kind land. Staff have been working with the county and the cities of St. Louis Park, Hopkins Minnetonka and Eden Prairie on this item, which is to transfer the public-owned property and include them into the project. The in-kind land would then add value to the overall budget. In 2015 the project made an initial conservative estimate of \$30M for the value of the in-kind land. In 2016, the value was adjusted to \$69M based on appraisals. Recognizing the in-kind land value costs, the total project cost is now \$1.839B.

Mr. Alexander reported that the \$69M in-kind land value eliminates the \$15.1M local funding shortfall, with the local cash remaining constant at \$850.5M. The in-kind land does raise the project cost estimate to \$1.839B, but does not increase CTIB, HCRRA or the state contribution amounts. Commissioner McLaughlin also stated that there was a \$341M problem, after which there were items cut from scope. With this acknowledgment of land value, we now fixed the \$341M problem. The only outstanding piece is the missing \$135M from the State.

Mr. Alexander provided an update on the project schedule indicating the schedule now shows a 2021 revenue operations date, with construction complete in 2020. This change is mainly due to the delay to the environmental process earlier in the year, along with fine tuning construction sequencing, and incorporating adequate time into the schedule for pre-revenue testing, based on lessons learned from the Green Line project. Any escalation has also been incorporated into this schedule.

Mr. Alexander said there is a resolution and associated scope for consideration, which was distributed to CMC members, that show these changes and we now ask the CMC members for their action on this.

Mayor Schneider made a motion to move the resolution. Councilmember Jason Gadd seconded the motion, which was then unanimously approved.

5. ENVIRONMENTAL UPDATE

Ms. Nani Jacobson, Assistant Director of Environmental and Agreements provided an update on the Environmental process. The public process has now been completed for the review process. The Final Environmental Impact Statement (FEIS) was published May 13, followed by a comment period. There were 50 comments received and these are posted to the project's website. FTA has signed the Record of Decision (ROD) on July 15, 2016, which is a huge milestone for the Project. This will also be posted to the project's website. The ROD includes the FTA approval of the Section 106 Memorandum of Agreement, along with the Final EIS. The next step is to continue the state environmental review process. The Determination of Adequacy will be taken to the Met Council for action on August 10. In mid-August, the Council will then publish the Determination of Adequacy in the EQB Monitor.

The CMC members congratulated Ms. Jacobson on this important milestone. Ms. Jacobson also thanked Hennepin County for their work on starting the environmental process.

6. NEXT STEPS

Mr. Alexander reported the next steps are to bring the Determination of Adequacy to the Met Council's Transportation Committee on July 25. An Executive Change Control Board meeting will be held on August 3 to approve the Project's new scope and budget. The resolution that was approved by CMC

will be brought to the Met Council on August 10, where we will also ask for action on the project scope and budget, along with authority to submit the application to enter into the Engineering phase.

Mayor Spano asked at what point FTA says SWLRT is not going to be funded. Mr. Mark Fuhrmann stated that there are four critical milestones we need to secure for the federal funding, of which two are already completed. Entry into the New Starts pipeline, which was completed in 2011; and receiving the Record of Decision, which was received on July 15, 2016. The other two items are Entry into Engineering, which we are proceeding on; and the fourth item is the Full Funding Grant Agreement, which is expected mid-2017. When we apply for the FFGA in early 2017, we do have to demonstrate our local funding commitments.

9. ADJOURNMENT

Chair Duinick mentioned that the next meeting scheduled for August 3 will be canceled, as there will be an Executive Change Control Board meeting at this time. If the CMC needs to get together again later in the month, an email will be sent. Chair Duinick encouraged members to continue to make calls in support of the project.

Meeting adjourned at 11:40 a.m.

Respectfully Submitted,

Dawn Hoffner, Recording Secretary