

Central Corridor Light Rail Transit

Business Advisory Council

March 19, 2007



*Improving
mobility*

*Easing
congestion*

*Strengthening
our communities*

Central Corridor Light Rail Transit



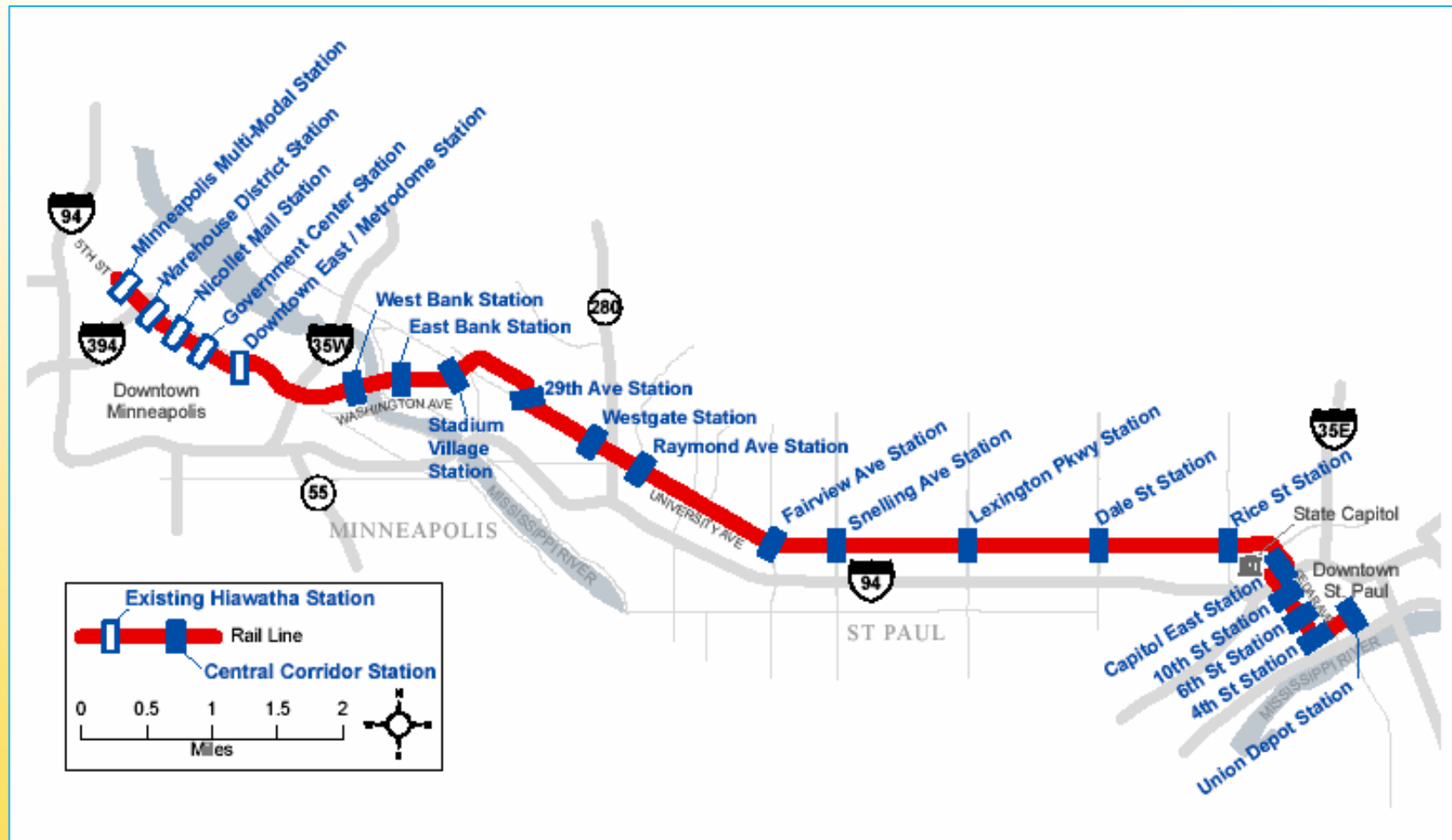
Overview of the Central Corridor LRT Project

Arlene McCarthy

Director, Metropolitan Transportation Services

Central Corridor Light Rail Transit

Route



Alignment and stations as shown in the Draft Environmental Impact Statement dated April 3, 2006

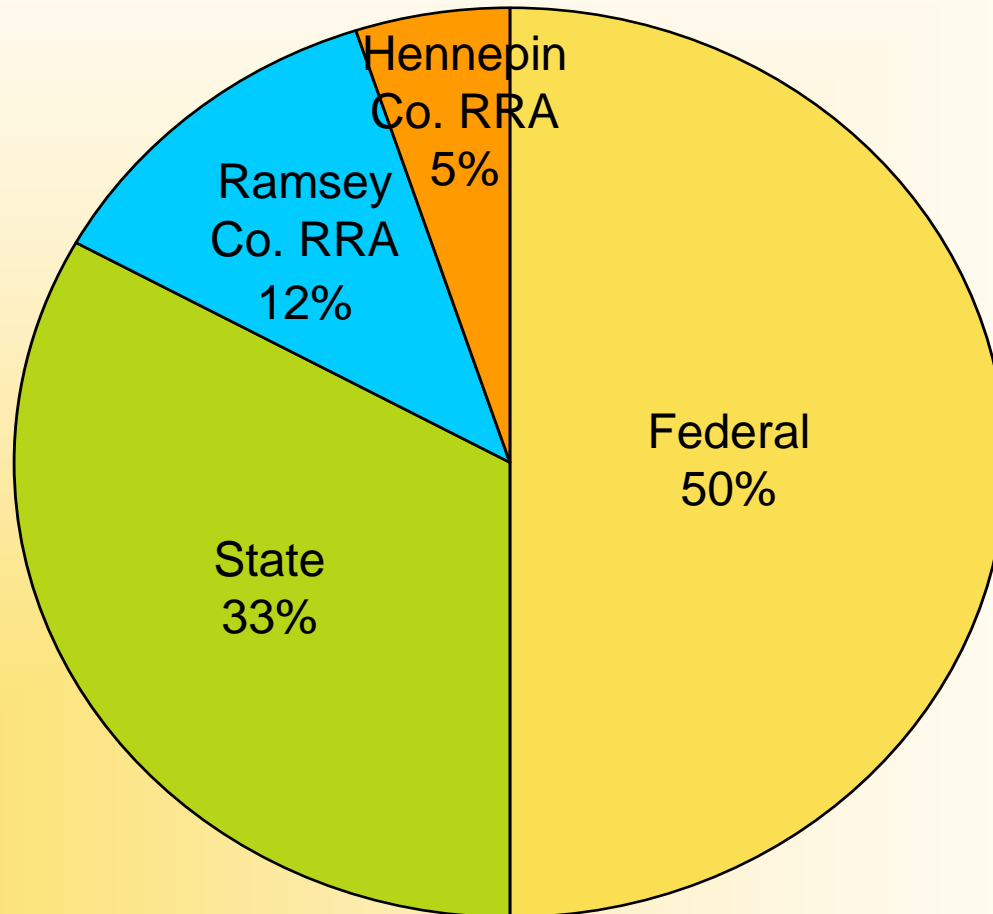
Operations



- 35 minutes from downtown to downtown
- 7 ½ minutes between trains during peak periods
- 31 vehicles
- 135 people per vehicle
- Projected weekday riders
 - 38,100 by 2020
 - 43,270 by 2030

Central Corridor
Light Rail Transit

Sources of Capital Funds



Central Corridor Light Rail Transit

FTA Cost Effectiveness Index



$$\text{CEI} = \frac{\text{Annualized capital and operating costs}}{\text{Annual travel time savings}}$$

Central Corridor Light Rail Transit



Timeline

Complete

Prepare DEIS & select alignment & mode

2007

Enter Preliminary Engineering (PE)

2009

Enter final design and apply for federal funding

2010

Begin construction

2014

Start operation

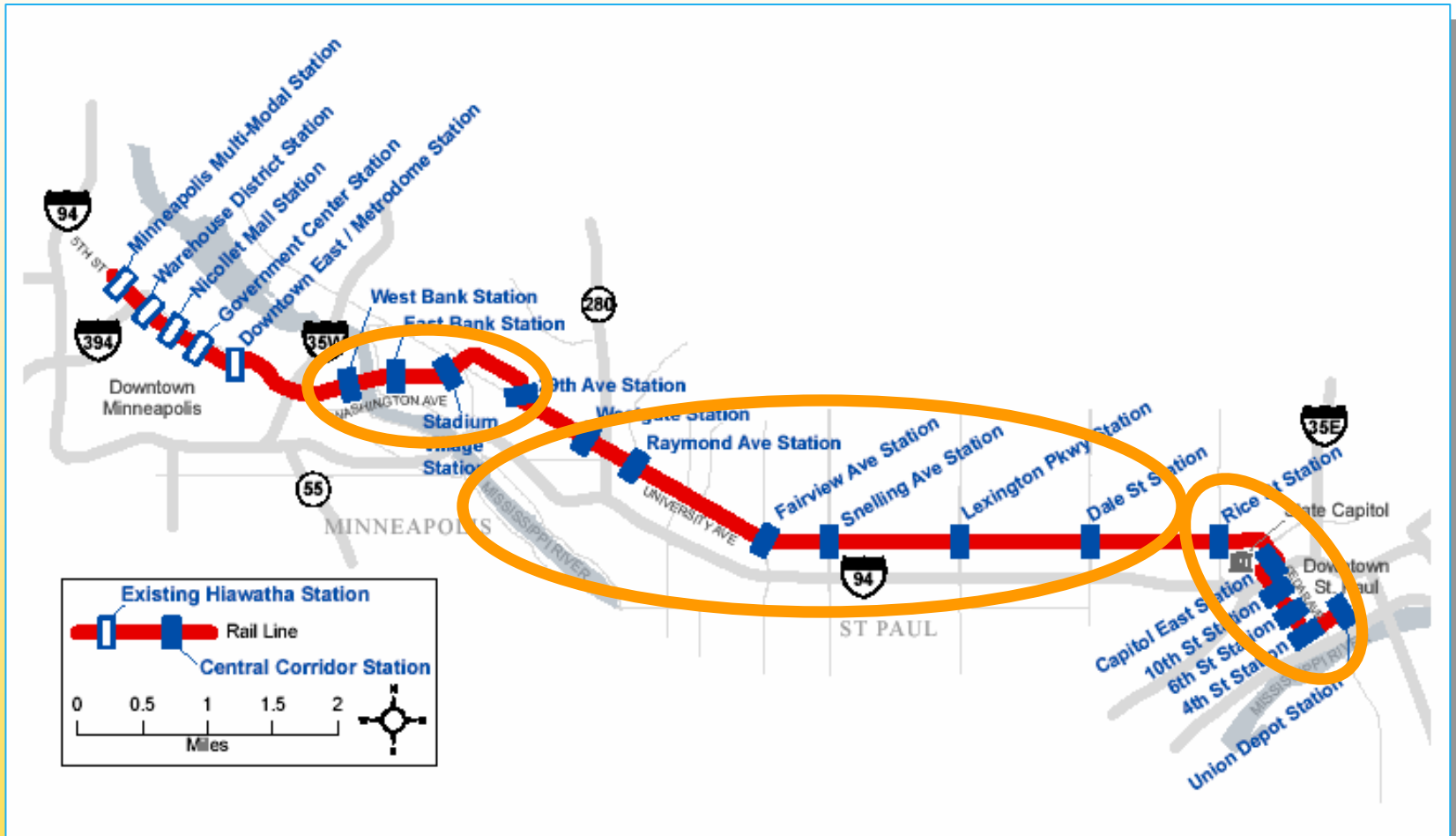
Preliminary Engineering



- Make decisions about the scope of the project
- Refine sources and uses of funds
- Meet Federal Cost Effectiveness Index (CEI) guidelines

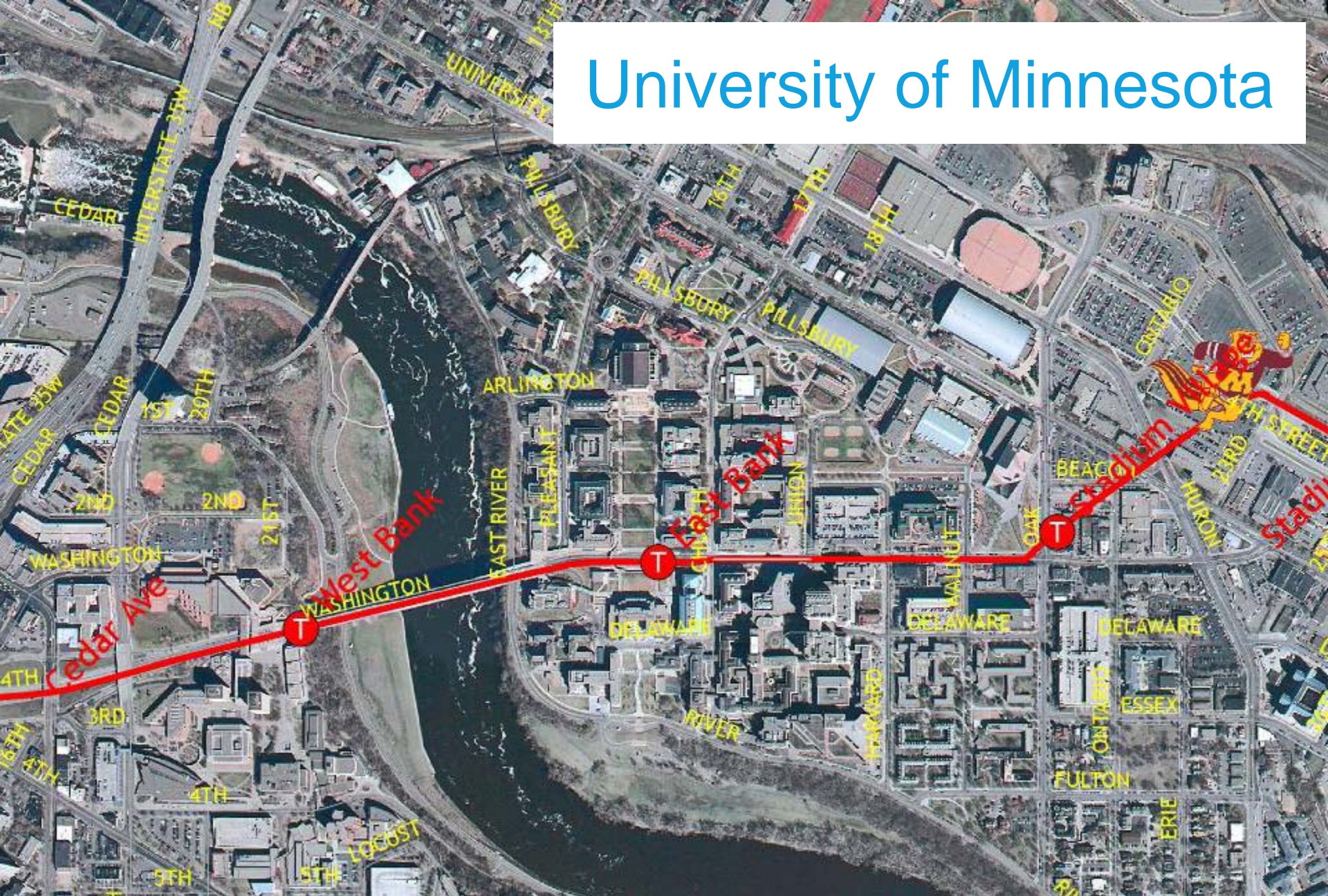
Central Corridor Light Rail Transit

Closer Look at Three Areas



Alignment and stations as shown in the Draft Environmental Impact Statement dated April 3, 2006

University of Minnesota



Alignment and station location as proposed in Draft Environmental Impact Statement Dated April 2002. Subject to minor adjustments during the preliminary engineering phase.

University of Minnesota Alignment



- Median alignment
- Route
 - From downtown via 3rd/4th Street to Washington Ave.
 - Connects to U of M transitway
 - Connects to University at 29th Ave.

University of Minnesota Stations



- West Bank
 - Washington Avenue
- East Bank
 - In front of Coffman Union
- Stadium Village
 - Oak Street and University
- 29th Avenue
 - NW quadrant of intersection with University

University of Minnesota Issues Identified



- Corridor-wide issues
 - Noise/Vibrations
 - Impact of station sites
 - Transportation impacts
 - Utility impacts
- Section specific issues
 - Football stadium
 - Pedestrian connections & safety
 - Underground pedestrian tunnels

University Avenue Stations



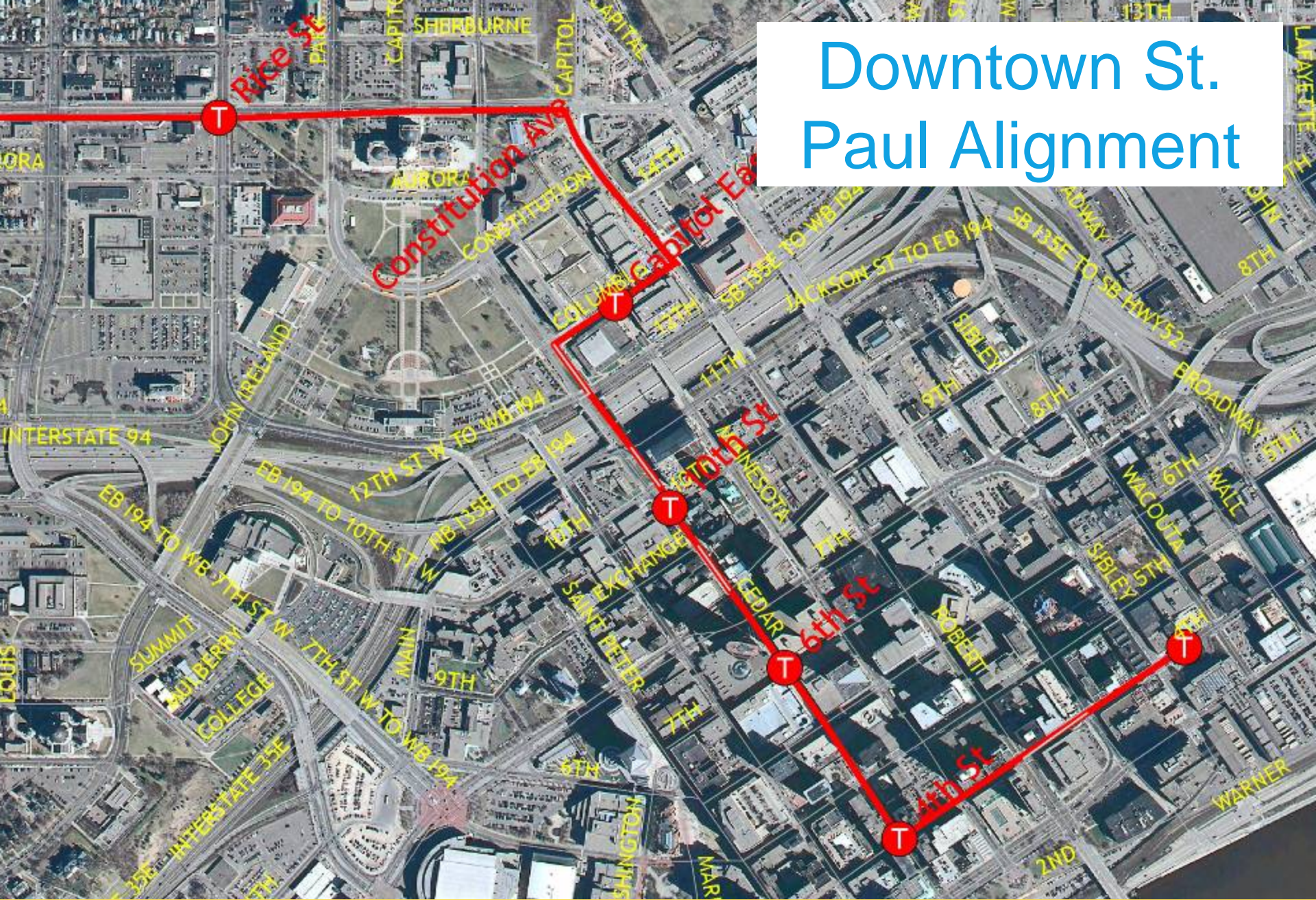
- Westgate
- Raymond Avenue
- Fairview Avenue
- Snelling Avenue
- Lexington Parkway
- Dale Street
- Rice Street

University Avenue Issues



- Corridor-wide issues
 - Noise/Vibrations
 - Impact of station sites
 - Transportation impacts
 - Utility impacts
- Section specific issues
 - Pedestrian connections
 - Streetscaping
 - Construction impacts

Downtown St. Paul Alignment



Alignment and station location as proposed in Draft Environmental Impact Statement Dated April 2002. Subject to minor adjustments during the preliminary engineering phase.

Downtown St. Paul Alignment



- Runs at-grade
- Leaves Capitol area via Robert Street
- 12th and Cedar Streets into Downtown St. Paul

Downtown St. Paul Stations



- **Capitol East**
 - 14th and Robert Street
- **10th Street**
 - On Cedar Street
- **6th Street**
 - On Cedar Street
- **4th Street**
 - Between Robert and Minnesota Sts
- **Union Depot**
 - In front of Union Depot

Downtown St. Paul Issues Identified



- Corridor-wide issues
 - Noise/Vibrations
 - Impact of station sites
 - Transportation impacts
 - Utility impacts
- Section specific issues
 - Capitol area standards
 - Depot connection

System Capacity



- Draft Environmental Impact Statement includes
 - 16 new 2-car stations
 - Vehicle storage at existing maintenance and storage facility at Franklin and Hiawatha
 - Traction power system

System Capacity Issues Identified



- Forecasted riders may require more capacity
 - 3-car stations
 - More traction power substations
 - Adequate storage facility

Central Corridor Light Rail Transit



Metropolitan Council's Disadvantaged Business Enterprise (DBE) Program

Wanda Kirkpatrick

Director, Office of Diversity

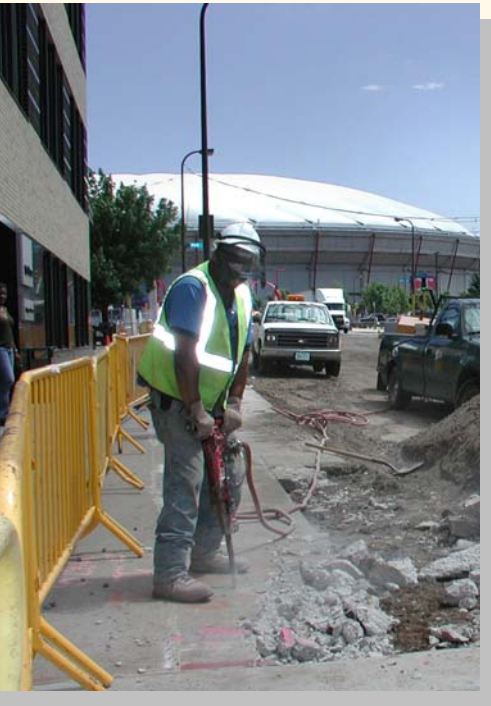
Overview of Federal DBE Program



- DBE programs required
 - Any federal highway fund
 - >\$250,000/yr transit or airport funds
- DBE rules and regs
 - 49 CFR Parts 23 & 26
 - Set goals
 - Collect data
 - Account for use of funds
 - Implement program to ensure compliance

Met Council's DBE Program

Central Corridor
Light Rail Transit



- Council's DBE objectives
 - Ensure non-discrimination in federally funded projects
 - Create level playing field
 - Tailor program in accordance with law
 - Ensure participating firms comply with eligibility standards
 - Remove barriers to DBE's

Met Council's DBE Program

Central Corridor Light Rail Transit



- DBE eligibility
 - Socially disadvantaged
 - Economically disadvantaged
- Unified Certification Program used to certify DBE's
- Requires DBE certification not alternative programs
- List of DBE's is available online

http://www.metrocouncil.org/doing_business/overview.htm

Met Council's DBE Program

Central Corridor Light Rail Transit



- DBE goals based on
 - Availability of DBE's
 - Realistic expectations
- 2007 overall goal of 17%
 - Contracts can be more or less
 - Contract goals set if subs are possible
 - Central DBE goals reflect overall goal
- DBE regs apply if fed funds are passed through

Met Council's DBE Central Corridor Plan



- **Vision**
 - Project provides opportunities for woman & minority-owned and other small disadvantaged firms to participate in project
- **Mission**
 - Ensure non-discrimination in the award and administration of any and all contracts related to the project

Met Council's DBE Central Corridor Plan

- **Goals**
 - Non-discrimination
 - Public participation
 - Removal of barriers
 - Technical assistance



Met Council's DBE Program

Central Corridor
Light Rail Transit



- Where is the Met Council today?
- What is the Planning Process?
- How does the DBE goal relate to the existing project management consultant request for proposals?
- What about the future ?

Central Corridor Light Rail Transit



Metropolitan Council and Corridor Management Committee Report

Arlene McCarthy

Director, Metropolitan Transportation Services

Council Staff Working on the Project



- Mark Fuhrmann
 - Project Director
- Arlene McCarthy
 - Director, Metro Transportation Svcs
- Wanda Kirkpatrick
 - Director, Diversity
- Steven Dornfeld
 - Director, Public Affairs
- Robin Caufman
 - Manager, Public Involvement

More Information

Check out our website:

- www.metrocouncil.org

Contact the Data Center:

- Metropolitan Council
390 N. Robert St.
St. Paul, MN 55101
- Phone: 651-602-1140
- Email: data.center@metc.state.mn.us

