

Meeting of the Central Corridor Community Advisory Committee
January 21, 2010
Meeting Minutes

Members Present: Kirstin Sersland Beach, John Wicks, Ann Finseth, Chip Welling, Jim Thalhuber, Anne White, Richard Hanson, Jessica Treat, Carla Olson, Karl Karlson (former CAC member)

Others Present: Joey Browner, Robin Kaufman, Shoua Lee, Hue Pham, Rita Rodriguez, Shawn Walding, Joseph Scala, Linda Jungwirth, Mark Fuhrmann, Gerald Kettunen

1) Meeting Called To Order

CAC Chair Kirstin Beach called the meeting to order at 5:35 and asked if anyone had changes to the November meeting minutes. There were no changes.

2) Reports

Chairs Report

Chair Beach invited Mark Fuhrmann to give a project update. Mr. Fuhrmann provided information regarding the updated requirements for New Starts program funding requirements. The previous requirement for federal funding eligibility from the FTA required that the CEI for the Central Corridor be under \$24.99. In September, the project reevaluated their CEI and found it to be \$24.81, indicating no room for additional scope. On January 13, 2010, the FTA indicated that there would not be a pass/fail system, and that the CEI would become only one of six factors, CEI a weight of 20%. Other evaluation criteria include mobility improvements, environmental benefits and economic development. The CCPO appreciates the \$5.2 million commitment from the city of St Paul; the FTA will match that \$5.2 million. One station is assured, 2 stations are likely, and 3 stations are a possibility. No comments yet for a third station funding, yet talks have started.

Anne White asked if this change would bring changes affect the schedule. Mark Fuhrmann said that initially, the FFGA was to be awarded in July 2010 and would have been followed by contract awards immediately. The FTA asked the CCPO complete an Environmental Assessment on the infill stations before receiving entry to Final Design and subsequently on FFGA. This request already pushed the FFGA award to early fall 2010 – so the addition of infill stations will not add any further delay. To continue on a path of completion in 2014, the project will need to apply for additional Letters of No Prejudice (LONP) for additional advanced construction contracts before receiving the FFGA.

Karl Karlson asked if the change in schedule allows for additional re-design. Fuhrmann responded, no as the Civil East and West packages are final and being assembled.

John Wicks ask for an update on the lawsuit related to environmental justice. Met Council has not yet been served, but has been named as defendant.

Jim Thalhuber asked if the change in CEI and commitment to add infill stations change the lawsuit. Anne White responded that she understand that the lawsuit involves more than three infill stations and asked if lawsuits have to be settled before major construction starts. Mr. Fuhrmann said that they are talking to the FTA.

Chip Welling asked if there is any precedent for resolving lawsuit with the other rail projects. Mr. Fuhrmann said that Hiawatha had eight lawsuits; all were dismissed.

Jessica Treat asked how the lawsuit affects the Concerned Asian Business Owners complaint. The CABO Title VI is conjoined with Preserve and Benefit Historic Rondo complaint.

Mr. Welling asked is the increase in property values where highway intersections have been added is comparable to the addition of a transit station. Mr. Fuhrmann indicated he is experienced with transit not road improvements. A comparison may be the suburban DC line where improved access has provided additional value through development.

CAC Reports

Chair Beach invited the CAC members to provide reports.

Anne White commented that she was delighted by the CEI change. She noted that they will need to find funding for the 3rd station, but the task will be easier because of the change. The CEI change doesn't open the floodgates for new additional items for the project, but provides an opportunity for positive change. She expresses these thoughts more thoroughly in her Op-Ed in the Pioneer Press.

COC Reports

Chair Beach noted that to allow additional time for discussion, the COC reports have been deferred for this month.

3) Construction Communication

Chair Beach opened the discussion with background and rationale for looking to transition the community involvement format for construction, including

- Declining attendance (CAC had ~10 people at the last 3 meetings)
- Lack of corridor wide topics for discussion
- Feedback that members would like to focus on more localized issues

Chair Beach stated that the plan is to continue the CAC until April 15, 2010. At the February 18 we'll ask the City of St. Paul to report on parking. March will include an overview of the Business Resources Collaborative strategic plan. This summer, we'll start to create the Construction Communication Committees which will focus on more detailed and localized concerns.

Ms. Caufman outlined the transition proposal. As Chair Beach, indicated, the plan is to hold the last CAC meeting in April. The BAC will continue to meeting on a quarterly basis but will be handed over to business community leadership. The next step will be to create Construction Coordinating Committees for each of the outreach segments. We anticipate having 6-8 members on each CCC representing the District Councils/neighborhood groups, business organizations, ADA, transit users.

Next Ms. Caufman reviewed the purpose of the CCC, referring attendees to the CCC Charter that was handed out in the packets. She mentioned these groups would review performance standards and recommend award of the incentive program that is being incorporated into Civil East and Civil West contract. We will be recruiting interested members of the BAC and CAC to serve on their local Construction Coordinating Committee

Chair Beach invited Karl Karlson, who resigned from the CAC in Fall 2009 to serve on the 4th Street Advanced Utility Relocation CCC, to talk about his experience. Mr. Karlson noted that the CCC is a bit heavy on technical side, but the meetings are good to get specific, timely information. He said that the CCC has been effective at getting things resolved and that most of his concerns have been addressed or suggestions implemented. His one suggestion is to make sure to tell people when work will be done. He said that the CCC's are localized and are a better use of his time. He noted that the twice per month meeting is a commitment, especially for non-paid volunteers.

Chair Beach asked the CAC for feedback.

Ms. Caufman asked Karl if he'd recommend reducing meeting frequency to only once a month. Mr. Karlson said he'd keep it at twice a month, the commitment is worth it. He added that the size of 4 to 6 community representatives is good because it is small enough to get things done but big enough that the right people hear it.

Anne White suggested adding a business owner in addition to business organization.

Ann Finseth suggested making sure that the CCC represents all of the ethnic group as well as faith communities and non-profits.

Chair Beach asked how many CCC's will be created or meeting simultaneously. Ms Caufman explained that each outreach coordinator will have a CCC for their area that represents the area under construction in their sector. This could mean 5 or 6 CCC's at any given time.

The CAC discussed how members can wear multiple hats to maintain the small size working group but ensure all stakeholder groups are represented. Duration of CCC's duration of construction.

Ann Finseth asked when the CCC's will meet. It will be up to each CCC to identify a time that works for their members.

Anne White asked that the community should be involved in establishing the criteria that will be used to determine the constructor's incentive packages.

Chair Beach asked for feedback and comments and reminded people to complete their comment card.

Because there was sufficient time at the end of the meeting, Ms. Caufman reported back on the changes that were made to the construction specifications. Many of the suggestions were added including:

- Contractor incentive program for working with the community and minimizing impacts
- Signs on contractor trucks that include contact information
- Construction worker parking plan
- Social networks (we are working on setting up Twitter, Flickr)
- Stressing importance of complying with ADA requirements

4) Public Invitation

Gerald Kettunen questioned the run time estimates used in the models and expressed his concern that run time will affect ridership.

5) Adjournment

Chair Kirstin Beach asked if any CAC members or general public wanted to make a comment. Hearing no one, she adjourned the meeting at 6:40 PM.

Attachment 1: Comment Card Feedback

1. Would you like to be considered for a Construction Communication Committee?

If so, please include the following information:

Name	Segment
Ann White	University Avenue – Midway
John Wicks PPERIA	University Avenue – Midway or East Bank/Prospect Park I would like to participate in the Construction Committee
Smart Trips	All Segments
Rich Hanson	University Avenue - Midway
Ann Finseth	I would like to have someone from Central Presbyterian on the Committee. If there is room, let me know and I will recruit someone. anne@finseth.com

2. Identify any comments or feedback you have on the structure of the Construction Communication Committees (e.g. purpose, membership, responsibilities)?

- Need to be sure corridor wide information is available
- I am wondering if these meetings cause additional work on change orders to the construction on contractor or utility contractor and if these additional costs are a concern?
- We'll work to get representation on each CCC. Will strive to identify individuals that could wear multiple hats i.e. District Council/Smart Trips.
- Maybe have a kick off event at the start of each section to keep the excitement up for light rail coming. Can use it to educate, how to keep everyone safe, including the curious kids. People are used to crossing University where ever.

3. Identify any topics you would like to have covered at one of the remaining CAC meetings?

- Review of the new schedule that has resulted from the recent change in the affect of the CEI and the three new stations which could be added.
- Pedestrian issues. Corners are not cleared so many are shut in.

Attachment 2: CAC Meeting Feedback

Results tallied from feedback forms distributed toward end of meeting. Form asked members to grade overall meeting performance and today's meeting format on a scale of 1 to 5 where 1 was the lowest and 5 the highest. Grades are replicated in columns to the right.	Today's Meeting Format	Today's Meeting Content	Overall meeting performance
	5	5	5
	4	4	4
	4	4	4
Average	4.3	4.3	4.3