

Metropolitan Council

Metropolitan Council Chambers, 390 No. Robert St., St. Paul, Mn. 55101

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Meeting of the Central Corridor Management Committee

August 26, 2009

Members Present	Peter Bell, Chair	Tom Hanson (Keith Bogut – alt)	Kathleen O’Brien
	Toni Carter	Rafael Ortega	Peter McLaughlin
	Jim Westerhaus	Khani Sahebjam (Scott McBride – alt)	Chris Coleman
	R.T. Rybak (Peter Wagenius – alt)	Reynaldo Aligada	
Members Absent	Paul Krause	Robert McFarlin	

**1. CALL TO ORDER**

A quorum was present when Chair Peter Bell called the August 26, 2009 special meeting of the Central Corridor Management Committee to order at 1:20 pm at the Metropolitan Council offices at 390 North Robert St., St. Paul. Bell announced that the record of decision has been received from the FTA. This allows the project to apply with the FTA to enter into final design. Also the Letter of No Prejudice (LONP) has been received from the FTA. This allows the 4<sup>th</sup> Street Advanced Utility work to begin prior to final approval from the FTA to enter into final design. Bell thanked and congratulated staff and committee members for their work on the project to this point, and also included Marisol Simón from the FTA Chicago Office for her work.

**2. APPROVAL OF 8/12/09 MINUTES**

A motion was made by Carter, seconded by McLaughlin to approve the minutes from the 8/12/09 meeting. The motion carried.

**3. PROJECT SCOPE AND BUDGET ADJUSTMENTS**

Mark Fuhrmann appeared before the committee with an update of the project scope and budget adjustments. He highlighted the changes to FTA New Starts Guidance Project Justification, potential scope additions and recommended scope additions. He noted the changes that scope additions will make to the estimated CEI and the estimated dollar cost to the project for each. Fuhrmann stated that the FTA has not yet granted the lower escalated projection for inflation, but has taken under advisement. Requests for updated scope or budget items are due to the FTA by Monday August 31 and also two weeks from that date. The Metropolitan Council (MC) will be acting on the recommended scope additions today; Fuhrmann suggested that the MC would benefit from an action taken by the CCMC. Bell suggested a motion be made by the CCMC, after which discussions regarding infill stations will be held.

**Motion** by Coleman, seconded by Carter to include the recommended scope additions in the project, with the stipulation that discussion will take place immediately following regarding infill stations.

**Motion carried** unanimously.

## Recommended Scope Additions

<b>Identified Addition</b>	<b>Estimated CEI Change</b>	<b>Estimated Dollar Cost (in millions)</b>
4th St./Cedar Diagonal ROW	\$0.22	\$7.8
Infill Station	\$0.00	\$0.00
Operations and Maintenance Facility Façade	\$0.04	\$1.5
U of M Construction Schedule	\$0.00	\$0.00
U of M Electromagnetic Interference	\$0.05	\$1.9
U of M Monitoring	\$0.00	\$0.00
U of M Vibration	\$0.08	\$2.9
<b>TOTAL</b>	<b>\$0.39</b>	<b>\$14.1</b>

Discussion followed regarding the infill stations.

Bell stated that there would be two negative aspects if the project added an infill station at this time: an environmental review would be necessary, and it would inflate the cost of the project. The City of St. Paul has committed \$5.2 million to the CCLRT budget for the purpose of building one of the three infill stations. Bell presented a “Proposed Agreement in Principle” prepared during discussions with the project partners that stipulates, among other things, how the contingency funds will be allocated. Discussion of the agreement followed and some clarifications and recommendations were made to the wording.

**Motion** by Coleman, seconded by Ortega to adopt the revised agreement in principle. **Motion carried** unanimously.  
(revised agreement attached)

### **4 NEXT MEETING –September 9, 2009 1:00 PM**

There were no new items from committee members.

**Motion** made seconded and passed to adjourn the meeting at 2:30 pm. **Motion carried.**

Respectfully submitted, LuAnne Major, Recording Secretary

1. The City of Saint Paul intends to commit \$5.2 million to the CCLRT project budget for the purpose of building one of the three infill LRT stations identified in the Final EIS, upon completion of FTA-required ridership and environmental documentation and subsequent approval of the FTA. The City will provide a City Council-adopted budget resolution identifying the source of funds by November 15, 2009 and will place the funds in a Metropolitan Council escrow account when requested by the Metropolitan Council. City funds in the escrow account not used for construction of the station will be returned to the City.
2. The Central Corridor Management Committee and the Metropolitan Council agree that contingency funds will be managed consistent with the Project Execution Plan and FTA guidelines as follows:
  - a. Any essential project element addressing the approved scope will have first call on any contingency funds throughout project delivery;
  - b. Any contingency balance available at the 20% contingency hold point will be concurrently allocated 70 percent to East Metro identified priorities and 30 percent to West Metro identified priorities. Metropolitan Council decisions to commit available contingency balances to East and West Metro will be made in consultation with the CCMC;
  - c. At or after the 50% hold point for the release of contingency the first claim will be the incremental purchase of additional cars;
  - d. For purposes of the 70/30 split, East Metro priorities include build-out of the two remaining infill stations identified in the Final EIS for station infrastructure construction and streetscape betterments on University Avenue and downtown;
  - e. For purposes of the 70/30 split, West Metro priorities include streetscape improvements along the length of the line in Hennepin County from the County line through downtown Minneapolis, excluding the portion of the line running through the University of Minnesota; and
  - f. Project investments to mitigate the direct impacts of the CCLRT shall be considered “essential project elements” and, thus, are not to be used in the calculation of the 70/30 split.
3. The Metropolitan Council agrees to conduct all ridership and environmental documentation for the stations at Western, Victoria and Hamline, as required by the FTA, in the near term, with the cost of the documentation being locally financed.
4. The Metropolitan Council agrees to include stations at Western, Victoria and Hamline as additive alternates in the construction bid packages for the “Civil East” contract to be awarded after the Full Funding Grant Agreement is executed.

5. The Central Corridor Management Committee and the Metropolitan Council support the allocation of the increased CEI capacity created by a change in the FTA New Starts Guidance issued in August 2009, as follows: (1) the agreed upon façade improvements for the Lowertown Operations and Maintenance Facility, (b) the acquisition of the 4<sup>th</sup> and Cedar Diagonal Right of Way, (c) mitigation of EMI at the University of Minnesota and (d) mitigation of vibration at the University of Minnesota.