



Request for City Council Committee Action From the Department of Public Works

Date: March 1, 2011

To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee

Subject: **Central Corridor LRT Project, Contingency Management and City Requests for Enhancements**

Recommendation:

Authorize Public Works to submit the attached CCLRT Project Enhancement Nominations

Previous Directives:

- November 19, 2010: Authorize the proper City Officials to negotiate and execute Subordinate Funding Agreement 4
- October 8, 2010: Authorize the proper City officers to execute Subordinate Funding Agreements 2 & 3
- September 24, 2010: Authorize proper city officers to finalize and execute an agreement with the Metropolitan Council regarding removal of motor vehicle traffic from a portion of Washington Avenue in the City of Minneapolis for the Central Corridor Light Rail Transit Project and Authorize proper city officers to finalize and execute an agreement with the Metropolitan Council, Regents of the University of Minnesota, and Hennepin County related to the Central Corridor Light Rail Transit Project and issues that affect the University of Minnesota.
- April 4, 2010: Authorize the City to enter into & execute a Master Funding Agreement and SFA 1.
- July 21, 2009: Approve the Final EIS comments for the Central Corridor LRT project and direct the Public Works Department to submit the comments to the Met Council.
- August 22, 2008: Approve the SDEIS comments for the Central Corridor Light Rail Transit project and recommend submittal of the SDEIS comments to the Met Council
- July 11, 2008 Authorize execution of a MOU defining the scope and commitment of Central Corridor Project mitigation issues.
- June 20, 2008: Approval of Preliminary Design Plans
- June 16, 2006: Resolution 2006R-342, Recommending Light Rail Transit for the Central Corridor.
- June 16, 2006: Approve summary comments and final detailed comments on the draft EIS regarding the Central Corridor Project

Prepared by: Bill Fellows, P.E., Life Cycle Project Manager, 673-5661
Haila Maze, AICP, CPED Planning
Don Elwood, P.E., Director, Transportation Planning & Engineering, 673-3622

Approved by:

Steven A. Kotke, P.E., City Engineer, Director of Public Works

Presenters: Haila Maze, AICP CPED Planning
Bill Fellows, P.E., Transportation Planning & Engineering

Reviews

Permanent Review Committee (PRC): Approval NA Date _____
Civil Rights Approval Approval NA Date _____
Policy Review Group (PRG): Approval NA_ Date _____

Financial Impact

Action is within current department budget

Community Impact:

City Goals:

- Neighborhood Notification: The Central Corridor Project Office is working regularly with the neighborhoods impacted by the project through a Community Advisory Committee, and a Business Advisory Committee, as well by holding various meetings with individual neighborhoods, residents and business groups.
- A CITY THAT WORKS: the city’s infrastructure will be well-maintained; people will feel safe in the city.
- LIVABLE COMMUNITIES, HEALTHY LIVES: Connected network of Transportation Options, especially transit.
- Comprehensive Plan: The proposed action is consistent with the Comprehensive Plan.
- Zoning Code: Not Applicable

Background/Supporting Information

The Central Corridor Light Rail Transit (LRT) Project will construct an 11-mile LRT line between Minneapolis and St Paul. The Project is scheduled to be complete in 2014.

The LRT Project is required by the Federal Transit Authority (FTA) to include and manage contingency funding for the project. These contingency funds are necessary to account for potential expenses that can be grouped within three categories:

- Unforeseen Change Orders,
- Project requirements and exposures, and
- Project enhancements.

For this project, a total of \$156M in Contingency Funds are budgeted. The FTA prescribes that contingency funds be held until certain project milestones are achieved, generally corresponding to issuance of the Full Funding Grant Agreement (FFGA) and 20, 50, 75, 90 and 100 percent of construction. At each hold point additional contingency funds, if available, can be released. The Central Corridor Project Office has recently issued Target Dates for hold points between now and project completion, as follows.

FFGA	3/31/2011
20% Construction	7/21/2011
50% Construction	11/17/2011
75% Construction	11/4/2012
90% Construction	6/27/2013
Completion	6/30/2014

At each hold point, project stakeholders can submit requests for additional project enhancements to be funded by contingency funds remaining after obligations for project change orders and project requirements and exposures have been met. The Central Corridor Management Committee, including representatives of the project funding partners and the City of Minneapolis has recommended that any available funds for project enhancements be divided so that 70% of the funding will be available for the project east of the City border and 30% of the funding will be available for the project west of the City border excluding the University of Minnesota. Enhancement requests will be evaluated and ranked by the CCPO Change Control Board. The final makeup of the CCPO Change Control Board has not been announced by the CCPO but will likely be similar to the Central Corridor Management Committee.

Enhancements nominations which enhance safety and security, enhance operations or reduce operating costs, or expand capacity and increase ridership will be given priority. At each hold point, the Change Control Board will review and rank the enhancement requests. The rankings will be presented to the Project Advisory Committee, the Management Committee, and the Major Funding Partners, after which the Change Control Board will finalize recommendations to the Metropolitan Council.

The first hold point at which project enhancements can be considered is issuance of the FFGA, anticipated March 31, 2011. The City of Minneapolis intends to submit its first list of requested enhancements (attached Project Enhancement Nominations) on March 10, 2011.

Process

The attached Project Enhancement Nominations list is the result of a multi-year project planning and outreach process, which involved consultations with City staff, Council Members, neighborhood and business organizations, and the general public. This included community meetings held by Central Corridor staff on February 4, March 30, and April 16, 2009, as well as numerous informal work group sessions. The process considered enhancements as part of the project design, but then distinguished between what would be paid through the project and what would not.

There was also guidance from small area plans for the station areas, each of which had extensive community outreach. These included:

- Downtown: The Downtown East/North Loop Master Plan (2003) contains specific plans for streetscape improvements and other enhancements along and near the LRT corridor
- West Bank: the Cedar Avenue Small Area Plan (2008) and West Bank Implementation Study (2010) both recommend publicly funded enhancements around the station area
- Stadium Village: the Stadium Village Station Area Plan is still underway, but the process has been supplemented with a number of additional stakeholder meetings in 2010-2011
- 29th Avenue: the University Avenue SE & 29th Ave SE Development Objectives and Design Guidelines (2007) has recommendations for public realm and streetscape enhancements.

There was limited outreach along the Downtown portion of CCLRT as this area will remain largely unchanged and no construction is planned there as part of the project. However, a number of enhancements were identified as part of the Hiawatha LRT planning process that

were not implemented. While some (which required integration into the original construction project) are no longer feasible, others are – such as greening via placement of planters along the line.

The attached request for enhancements are the result of this process, but were certainly not the only ones identified as desirable. Thanks to collaboration between the City, Hennepin County, the University of Minnesota, CCLRT Project staff, and other stakeholders, many of the original priorities for enhancements are already included in the project:

- West Bank Station Area: Upgraded Overhead Catenary System (OCS) poles, additional pedestrian lighting, upgraded inter-track fencing, improved TPSS screening, improved Cedar Ave railing and pedestrian features, upgraded textured retaining walls, and improved landscaping around the station
- East Bank Station Area: All station area enhancements are being paid for through mitigation funds or the U of M. These are not eligible for contingency funding.
- Stadium Village Station Area: Upgraded OCS poles, structural soil system for new street trees, and upgraded inter-track fencing at station
- 29th Avenue/Prospect Park Station Area: Upgraded OCS poles, mitigation of impacts to landscaped triangles at Malcolm and Clarence, and pavers along boulevard near Westgate Station/city limits

Additionally, numerous enhancements were considered but not recommended, typically because of significant costs for installation and maintenance and very little community or staff support. This includes colored pavement on corners and in crosswalks near the 29th Avenue and Stadium Village station areas. An additional factor in this instance is that the intersections will be constructed with concrete that will contrast with adjacent asphalt pavement areas. Colored pedestrian crosswalks would not provide significant further delineation of pedestrian crosswalks and therefore are not warranted

The attached CCLRT Project Enhancement Nominations represents staff recommendations regarding what the City should request for funding via contingency. The CCLRT Project has not requested that the list be prioritized, but some enhancements will require more urgent action than others. Specifically, opportunities may be missed for some projects (e.g. burying power lines) if a certain phase in the construction process is passed. This is reflected in the order the projects are listed and the Approximate Time of Construction column.

Staff intends to submit the attached CCLRT Project Enhancement Nominations on March 11, as requested by CCPO. Subsequent CCLRT Project Enhancement Nominations will be prepared, revised, and submitted in accordance with the process and schedule outlined above.

Attachments:

CCLRT Project Enhancement Nominations

Cc: Council Member Gordon, Ward 2
Council Member Goodman, Ward 7
Council Member Hofstede, Ward 3
Jon Wertjes, Traffic and Parking Services
Don Elwood, Transportation Planning and Engineering
Greg Schroeder, Transportation Planning and Engineering