

# Central Corridor Light Rail Transit

Transportation Committee  
June 4, 2012



*Improving  
mobility*

*Easing  
congestion*

*Strengthening  
our communities*

 **Metropolitan Council**

## Today's Topic

**Central Corridor**  
Light Rail Transit



- CCLRT (Green Line) 50% Constructed Contingency Commitment

 **Metropolitan Council**

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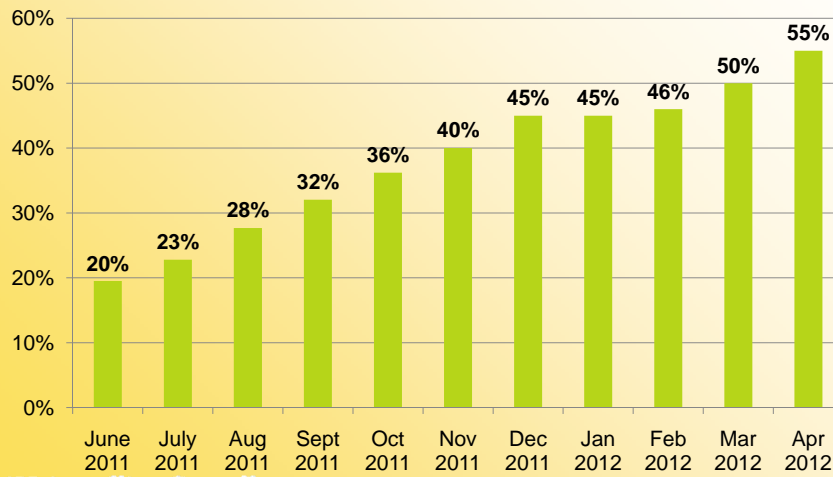
Central Corridor  
Light Rail Transit



50% Constructed  
Contingency Commitment

Central Corridor  
Light Rail Transit

Construction Complete  
(through April 2012)



## FTA Cost Contingency Hold Points (in millions)

Phase	Phase Description Milestone	Phase End	Phase Contingency	Cumulative Accessible
1	Entry into FD (\$155 million start)	\$134	\$21	\$21
2	40% Bid	\$117	\$16	\$37
3	FFGA	\$94	\$23	\$60
4	20% Constructed	\$79	\$16	\$76
5	50% Constructed	\$63	\$16	\$92
6	75% Constructed	\$47	\$16	
7	90% Constructed	\$39	\$8	
8	Revenue Operation Date	\$0	\$39	

## 50% Contingency Hold Point Steps



- Feb 2012
  - Project Partners reviewed/updated the Scope Deferrals Nomination Matrix
- March 2012
  - Presentations of past and new nominations
  - Project Partners ranked top five priorities of their nominations

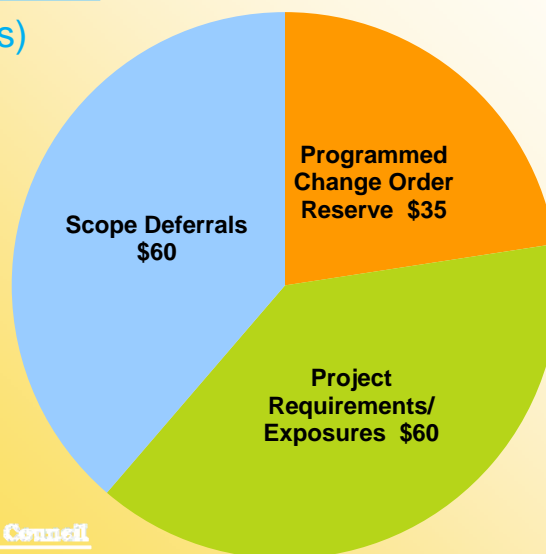
## 50% Contingency Hold Point Steps (cont.)

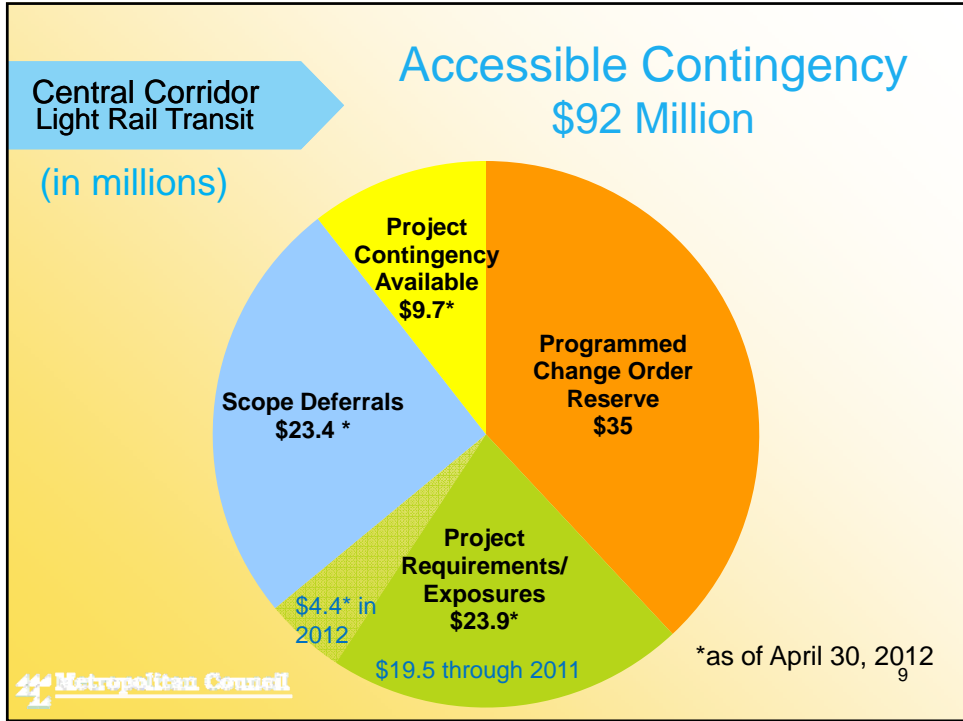


- April 2012
  - Project Partners reviewed priorities and prepared recommendation
- May 2012
  - Board presentations
- June 2012
  - Met Council Action for 50% Hold Point Contingency Commitments

## Contingency Categories \$155 Million

(in millions)





**Central Corridor Light Rail Transit**

## Available Contingency 50% Constructed Hold Point

- Project Requirements needs in first half of 2012, estimated \$6.6MM (\$4.4MM committed through April 2012, \$2.2MM required through June 2012)
  - Train Radios purchased by Metro Transit
  - Airborne Noise Mitigation, MPR Studios
  - Flat Wheel Detection System
  - U of M Leighton Lab Relocation
  - Snow removal during construction
  - CCPO Force Account Staffing provided by Project Partners
  - Coordination Services by Project Partners
  - Supplemental Environmental Impact Statement
  - Concrete encasement of watermain in Minneapolis
  - Granite pavers in Raymond Historic District

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## Major Funding Partners' Recommendation



- \$7.5MM Available at 50% Hold Point
  - \$4MM Interchange Project (HCRRA)
  - \$3MM Union Depot Project (RCRRA)
  - \$500K Relocation of Traction Power Sub Station #12 (St. Paul)

## Major Funding Partners' Recommendation, cont.



- 2013 Pre-Rev Start-up costs
  - First \$1MM of \$6.5MM in 2013 Pre-Rev Start-up costs to be moved to Project Requirements and funded by Project Contingency at 75% Constructed Hold Point

### Authorize Regional Administrator to:

- Authorize the use of \$7.5 million in CCLRT project contingency funds at the 50% constructed milestone towards the Minneapolis Interchange Project (\$4 million), the St. Paul Union Depot Project (\$3 million) and the relocation of TPSS #12 in downtown St. Paul (\$500,000), subject to FTA concurrence;

### Authorize Regional Administrator to:

- Negotiate and execute a subordinate funding agreement with the Hennepin County Regional Railroad Authority for the allocation of CCLRT contingency funds to the Minneapolis Interchange Project;
- Negotiate and execute a subordinate funding agreement with the Ramsey County Regional Railroad Authority for the allocation of CCLRT contingency funds to the St. Paul Union Depot Project.



Check out our website:

- [www.centralcorridor.org](http://www.centralcorridor.org)

Contact the Central Corridor Project Office:

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