

DESTINATION MEDICAL CENTER CORPORATION

RESOLUTION NO. 126-2022

Approving Adjustments to Bus Rapid Transit Application in Federal Transit Administration's Small Starts Program

The following Resolution was offered by Brooke Carlson, seconded by Douglas M. Baker, Jr.

BACKGROUND RECITALS

A. On October 18, 2019, the Destination Medical Center Corporation (“DMCC”) considered the route alignment and mode for the bus rapid transit project (the “Project”) and adopted a locally preferred alternative (“Locally Preferred Alternative”) for route and alignment (2nd Street and Broadway) and mode (bus rapid transit, or “BRT”), subject to approval by the City of Rochester (the “City”) (Resolution No. 87-2019). The City subsequently approved the Locally Preferred Alternative on October 21, 2019. The DMCC also adopted a joint staff recommendation from the City and the Destination Medical Center Economic Development Agency (“EDA”), and approved \$3.872 million from the 2020 Capital Improvement Plan for the further design, engineering, environmental studies, additional analysis and application to the Federal Transit Administration Small Starts Program (the “FTA Small Starts Program”) for funding of the Project. On November 12, 2019, the DMCC approved including three Project features – 2nd Street Reconstruction and Streetscape; Saint Marys Transit Center and Subway Connection; and the East Parking Ramp – for application through the FTA Small Starts Program and increased the 2020-2021 budget to reflect an additional \$2.343 million, all subject to approval by the City Council (Resolution 89-2019).

B. By memorandum dated January 28, 2022 (attached, Exhibit A), the City and EDA staff now recommend that the City and the DMCC authorize evaluation of three enhancements to the Project (collectively, the “Proposed Project Enhancements”), for potential submission to the FTA Small Starts Program, namely:

1. Enhanced station design, including weather protection for 12 stations with quality materials for durability and sustainability and direct vertical access to pedestrian subways for 3 stations;
2. Realignment with a new station on 6th Street SE, west of 3rd Ave., removing 4th Street/South Broadway Ave. from the route, and adding a westbound station at the downtown library; and
3. Expanding the project definition in the application to the FTA Small Starts Program to include infrastructure improvements, including design and construction of a public plaza area, a portion (1,400 feet) of the roadway, municipal utilities along this roadway, and public parking at the West Transit

Village, extensions to 5th Street SE, 1st Avenue SE, and 6th Street SE, and a bus maintenance bay at the Public Works Transit Operations Center.

Staff notes that the Proposed Project Enhancements are expected to adjust the funding and timeline for the Project and will provide updates as additional information is developed.

RESOLUTION

NOW THEREFORE, BE IT RESOLVED, by the Destination Medical Center Corporation Board of Directors that, subject to approval by the Rochester City Council, it directs staff to evaluate the Proposed Project Enhancements (enhanced station design, realignment and extension at the East terminus, and expanding the scope of improvements within the FTA Small Starts Program application) for further consideration and recommendations for final approval by the City and the DMCC.

BE IT FURTHER RESOLVED, that staff is directed to consider and analyze the impact of the Proposed Project Enhancements on Project costs, schedule, and the pending FTA Small Starts Program application, to direct community engagement, and to gather additional information to assist with final decision making.

BE IT FURTHER RESOLVED, that the further evaluation, analysis, planning and recommendations with respect to the Project and the Proposed Project Enhancements, including recommendations for potential submission to the Federal Transit Administration, are deemed to be arising from and in furtherance of the Integrated Transit Studies, and the DMCC approves this work as a public infrastructure project within the meaning of Minnesota Statutes Section 469.40, subdivision 11, and consistent with the Development Plan.

BE IT FURTHER RESOLVED, that the Chair and Vice Chair are authorized to take such actions as are necessary and appropriate to effectuate the terms of this resolution and the timely progression of the approval process.

The question was on the adoption of the Resolution and there were 8 YEAS and 0 NAYS, as follows:

BOARD OF DIRECTORS
Destination Medical Center Corporation

	<u>YEA</u>	<u>NAY</u>	<u>OTHER</u>
Douglas M. Baker, Jr.	<u>X</u>	_____	_____
James R. Campbell	<u>X</u>	_____	_____
Brooke Carlson	<u>X</u>	_____	_____
Kim Norton	<u>X</u>	_____	_____
R.T. Rybak	<u>X</u>	_____	_____
Mark Thein	<u>X</u>	_____	_____
Pamela Wheelock	<u>X</u>	_____	_____
Paul D. Williams	<u>X</u>	_____	_____

RESOLUTION ADOPTED on February 3, 2022.



ATTEST: _____
R.T. Rybak, Chair
Destination Medical Center Corporation

Mobility

To: DMCC Board of Directors
From: DMC EDA
Date: January 28, 2022



Request of the board of directors:

Support directing staff to advance evaluation and design of project enhancements to return to the Board with:

- a) revised project definition
- b) revised project budget
- c) revised funding strategy
- d) revised timeline

Background:

A multi-modal mobility strategy for the DMC has been developed that includes the implementation of a Rapid Transit Circulator, which is the current focus of DMC's mobility infrastructure investments.

To ensure the standards articulated by this Board are incorporated in the project, staff has continued to evaluate the user experience of the system as designed. Staff has identified three main areas where the design needs to evolve to achieve the experience expectations and optimize Federal funding:

- Station design and pedestrian connections to stations
- The alignment at the eastern terminus of the route
- The potential to add infrastructure needed for the project into the FTA request to share funding

Fulfilling the DMC Vision, Mission, and/or Goals:

To address these opportunities, DMC EDA staff are working in collaboration with City staff and the consultant team, SRF, and recommend the following project refinements, with a goal of creating a world-class experience that centers equity of access and foregrounds BRT as a desirable consumer choice.

Current Status:

Below is a summary of each of the identified areas proposed to be evaluated for future addition into the project scope, budget, and timeline. Staff recommends requesting any additional costs from Federal sources in a revised FTA application and targeting keeping the local contribution the same.

Revised Project Definition:

1. Enhanced station user experience

- What
 - Enhanced station design—especially for protection from weather (12 stations) and quality materials for durability and sustainability
 - Direct vertical access to pedestrian subways (3 stations)
- Why
 - Community co-designer and stakeholder group input on station function and finish
 - Requirement for patient/visitor/employee experience consistent with existing quality of service

2. Realignment and extension at east terminus

- What
 - New station on 6th Street SE, west of 3rd Ave. SE
 - Eliminate 1-direction loop by removing 4th Street/S. Broadway Ave from route
 - Add westbound station at Library
- Why
 - Increase local ridership potential by closer connection to SE neighborhood
 - Increase safety for commuters by eliminating the need to cross 4th Street
 - Economic development multiplier effect of Rapid Transit and Downtown Waterfront Southeast small-area plan
 - More conventional bi-directional route design along 3rd Ave to 2nd Street SE

3. Expand project definition to include infrastructure investments not part of the original federal Capital Investment Grant

- What
 - Design & construction of a portion (1,400 ft) of the roadway and public parking at West Transit Village
 - Design & construction of extensions to 5th St. SE, 1st Ave. SE and 6th St. SE
 - Bus maintenance bay at PWTOC
- Why
 - Opportunity to optimize use of federal funds by including additional infrastructure investments in project definition now that more detail is known

Next Steps:

- Rochester City Council Study Session
- Public engagement to discuss adjustments
- Advance project design
- Return to DMCC Board and Rochester City Council with updated timeline, budget, and funding strategy
- Revise National Environmental Policy Act (NEPA) report
- Submit a revised application to FTA (subject to Rochester City Council approval) to include:
 - Design for new project elements
 - New total cost estimate
 - Revised funding strategy
 - Updated project schedule
- Begin process for ROW acquisition and procurement of rolling stock prior to grant agreement

