

# MISSOULA REDEVELOPMENT AGENCY

## CONDENSED BOARD MEETING MINUTES

November 5, 2012

FINAL

A **Special** meeting of the Board of Commissioners of the Missoula Redevelopment Agency was held at the MRA Conference Room, 140 West Pine, Missoula, MT 59802 at 1:00 PM. Those in attendance were as follows:

**Board:** Karl Englund, Nancy Moe, Daniel Kemmis, Ruth Reineking

**Staff:** Ellen Buchanan, Chris Behan, Tod Gass, Juli Devlin

**Public:** Don McCammon, HDR Engineering

### CALL TO ORDER

1:05 p.m.

APPROVAL OF MINUTES - None

PUBLIC COMMENTS & ANNOUNCEMENTS - None

### ACTION ITEMS

#### MRL Trestle – Professional Services (URD II) – TIF Request (Behan)

At its September meeting the Board approved staff to seek engineers for the Montana Rail Link (MRL) trestle project. Behan said there were three items the engineers were asked to provide: evaluate the future use of the trestle, figure out a way to protect the structure for a short period of time, and also look at a design and cost to replace the trestle in the future. Behan said if the Board decides to repair the trestle now, the Use Agreement between MRL and the City of Missoula requires the trestle be replaced no later than 2017. He said MRA sent out a request for proposals and two firms replied; CTA Architects and HDR Engineers. After reviewing the information provided and interviewing the firms, Behan said staff felt HDR was most qualified for the project. He said HDR has worked with MRL in the past and has shown their expertise with railroads all over the country. He said the scope of services which includes meeting with stakeholders is \$99,500. Behan said MRA staff would report back to the Board with design alternatives and costs. He said staff recommends entering into an Agreement for Professional Services with HDR Engineering not to exceed \$99,500 and authorize the Chairman to sign the document.

Don McCammon with HDR Engineering was present and provided a presentation. McCammon said he met with Behan and Buchanan to discuss the scope of work on this project and asked what the challenges were. He said he met with WGM Group to see what their schedule was as well. McCammon said based on the crossing concepts and the scope of work, he was told by MRA the budget for this project is roughly a million dollars. He said according to MRA if the cost of the permanent solution goes over this amount then the project may be delayed. He said the permanent solution per the Agreement between the City and MRL would need to be accomplished by 2017 or when traffic levels average 6,000 vehicles per day. McCammon said the existing bridge is a timber trestle with an old road underneath that once served the lumber industry. He said HDR has been looking at a standard railroad bridge rather than something more exotic. The idea he said includes two 10-foot driving lanes, six foot bike lanes, and a seven foot pedestrian path. If the decision is to build a permanent structure, he said Hickory Street may need to be lowered along with Cregg Lane so there are costs associated with that. McCammon said HDR met with MRL and were told that MRL could go two weeks without being in service so there are scheduling constraints, structural constraints, as well as budget constraints. He said the trestle design could have a different appearance by including landscaping, colored concrete, using rail cutouts, having a wood look, etc.

McCammon said the timeline involves looking at different structures, going through a two to three week analysis process with alternatives, meeting with the stakeholders, and then proceeding with the educational and decision making process. He said once the final design is agreed upon, the goal is to go out to bid in January 2013.

Behan added that the structure that is built will be owned and maintained by the City, not MRL. Buchanan said WGM's challenges consist of how to build a road under the trestle since it not only impacts the area to the north of the existing lanes but also because it complicates the sight distances and curvature when trying to line up Wyoming Street and Cregg Lane. She said it would be ideal from a cost efficiency stand point to build the trestle now along with travel lanes, sidewalks, and bike lanes.

Buchanan said MRA has discussed using colored concrete and textures that visually tie in with the railroad and present a great entry into the Civic Stadium. McCammon said he has 30 plus years of experience and employment with HDR. He gave some examples of similar projects that he's worked with and how aesthetics were addressed.

Ruth asked how the trestle project could affect Hickory Street. McCammon said the standard structure depth or clearance under a railroad passing is 16 feet. He said HDR can remove two additional feet below the existing roadway (Cregg Lane) but if that's done then Hickory Street is affected and is lowered as well. He said this would increase costs and extend the project to include Hickory Street as well as Cregg Lane west of the trestle. He said the decision on what to do under the trestle depends on what the future usage is. He said HDR is waiting to hear back from WGM with more information.

Buchanan said reconstruction of Cregg Lane was once a Capital Improvements Project until the City removed it from the Capital Improvements Program (CIP). She said the City

has talked about whether or not there is sufficient capacity to make improvements to Cregg Lane. Buchanan said Cregg Lane and Hickory Street have been on-going concerns of the Parks Department. She said the Parks Department has some design funds available to start designing Cregg Lane. She said possibly gas tax money or impact fee money could be used to construct improvements because the need to address Cregg Lane is driven by growth. She said there is a limit of what MRA can do east of the trestle because the URD II boundary is at the railroad line. MRA will need to link to Wyoming Street, Buchanan said, but can't legally rebuild all of Cregg Lane.

Kemmis asked if the stakeholder consensus process could be discussed. McCammon said the stakeholders consisted of MRA, MRL, Parks Department, Mountain Baseball, and the developers in OSD. He said this is the entry way to the Stadium, Silver Park, and OSD. He said there are some thoughts on what the entry way will look like but it has to be agreed upon by all stakeholders. He said once the basic design of the structure is agreed upon then the aesthetics can be discussed.

Kemmis asked if the idea was to move \$1 million into a bond issuance. Buchanan said MRA has received cost estimates for construction of Wyoming Street which WGM Group provided to the Millsite Revitalization Project (MRP). She said another bridge designer looked at this project five years ago and even though it was a different structural design, it was more costly. She said the goal is to have the trestle, Silver Park, and Wyoming Street out to bid at the same time. Buchanan said hopefully the same contractor can be used for Wyoming Street and the park. She said there is a possibility that the trestle can be in place and the east end of Wyoming Street constructed before the Osprey Baseball Season. Buchanan said the bonding capacity in District II is capped at \$5.75 million through the Stadium Purchase Agreement.

Englund said it was discussed at a previous Board meeting that out of the three projects, the trestle project was the one that could be delayed, if necessary. Buchanan said Wyoming Street needs to be built. She said Silver Park could be phased where the basic infrastructure is done now and additional elements added later with the use of impact fees that would go to the Parks Department once development occurs on the Millsite. She said if building Wyoming Street, the park, and the trestle can't be done within MRA's capacity then the trestle can wait. She said she and Behan met with WGM and City Public Works Department to look at the alignment of the road assuming the trestle remained the same, and they saw that the sight distance was poor and there were impacts to gas and power lines.

McCammon said finding a balance can be difficult because the longer the bridge, the deeper the structure needs to be, which would impact the road especially if the road is built first.

Moe said she appreciates the work that HDR and Behan has done. She asked how the completion of the trestle could affect any future projects. Buchanan said there weren't any projects on the horizon now that the trestle would adversely impact. She said decisions will need to be made if numbers for the trestle come in higher than anticipated or if the

Parks Department decides to do more in Silver Park than what MRA is currently planning. Buchanan said the question is whether to build the trestle now or delay the trestle and put more money into Silver Park.

Moe asked what the Parks Department timeline was with the Silver Park design. Buchanan said MRA has requested a list of priorities from the Parks Department and discussed what could be cut assuming the items were not essential. Behan said the Silver Park Master Plan was re-established over the summer which describes the best possible park and from there the Silver Park committee worked backwards to see what was essential now and what could be added later. Behan said MRA should have this list of priorities by the next Board meeting on November 21.

Kemmis said he wasn't convinced that replacing the trestle now was the route to take. He said if a million dollars is committed then its a million dollars that isn't available for future projects. He said Wyoming Street and Silver Park have always been the highest priority and these projects are already being squeezed. Kemmis said MRL shut down for several months last year. He said the only reason MRL is operating now is because businesses and local governments in Ravalli County have stepped in to bail out the rail line and subsidize it. There is no reason, Kemmis said, to believe the situation is sustainable. He believes that waiting the five years will allow the situation to sort itself out. He said he understands there are some problems with a temporary solution but he's still not convinced that replacing the trestle now is the best plan. Kemmis said it's up to the Board to decide whether or not they want to use \$100,000 to develop and go through this preliminary process, "just to get off the launch pad". He said the temporary solution would probably cost less than the \$99,500 that's being asked for today.

Behan said there would be an increase in costs if they did the temporary fix now because moving the gas line and electrical lines alone could be hundreds of thousands of dollars. He said he thinks there is a cost savings in doing the permanent solution now rather than having to rebuild Wyoming Street in the future.

McCammon said MRL has three customers within Missoula that they serve and will continue to serve in the future using the Bitterroot Branch Line, even if service is discontinued into the Bitterroot.

Buchanan said WGM Group has looked at both of these options and moving utility lines has a huge impact on this decision. She said alignment of the road is also a concern. She said in 2017 or earlier, a permanent structure will be needed, at which time, a portion of the road will need to be rebuilt. Buchanan said it seems reasonable to do the permanent solution now rather than later. She said the City needs to rebuild the trestle at some point if the City wants the right-of-way providing access to the Stadium, Silver Park, and Wyoming Street.

Reineking asked if the \$5.75 million cap on bonding would ideally cover the cost of Wyoming Street, the trestle, and Silver Park. Buchanan said \$1 million has been set aside for the trestle, WGM is estimating Wyoming Street to be \$1.7 million and Silver Park is

budgeted at \$2.5 million. She said about \$300,000 was added for cost issuance. Buchanan said the current design for Silver Park estimates its cost at just under \$2.2 million so there is room to add items to the park.

Englund asked McCammon how accurate his estimates were. McCammon said he felt confident in the numbers and amount of contingency, but the numbers were just an estimate until the designing process begins. He said it also depends on the contractors and there are three main bridge contractors in the area.

**REINEKING: I MOVE THAT THE MRA ENTER INTO AN AGREEMENT FOR PROFESSIONAL SERVICES FOR MRL TRESTLE REPLACEMENT WITH HDR ENGINEERING, INC. WITH A COST OF SERVICES AMOUNT NOT TO EXCEED \$99,500 AND AUTHORIZE THE CHAIRMAN TO SIGN THE DOCUMENT.**

**Moe seconded the motion. No discussion. Motion passed. (3 ayes, 1 nay with Kemmis voting nay) Cates absent. Moe on the phone.**

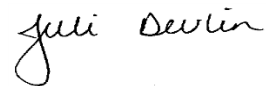
**NON-ACTION ITEMS** - None

**STAFF REPORTS** - None

**ADJOURNMENT**

Meeting adjourned at approximately 2:10 p.m.

Respectfully Submitted,



Juli Devlin