October 9, 2013

Southwest LRT Resolution

WHEREAS:

1. The Governor designated the Metropolitan Council (Council) as the responsible authority for the Southwest LRT (SWLRT) Project;
2. The Council established the Corridor Management Committee (CMC) to advise the Council in the design and construction of the SWLRT Project;
3. The Council established the Southwest LRT Project Office (SPO) to advance the design, manage construction and overall delivery of the SWLRT Project;
4. The SPO developed a list of technical issues and an issue resolution process to seek input from project stakeholders on the design of the SWLRT Project, holding over 100 issue resolution team meetings with agency technical staff;
5. The SPO sought public input on technical issues on the SWLRT project by holding 15 public open houses, which were attended by over 2,000 people, receiving over 1,100 comments;
6. The SPO presented designs to the CMC that were developed through the issue resolution process; and
7. The CMC discussed the designs and provided input to the SPO.

NOW, THERFORE:

BE IT RESOLVED, that the Corridor Management Committee recommends that the Metropolitan Council adopt Southwest LRT Project Scope (Attachment A) and direct the SPO to proceed with advancing the design and complete and submit Municipal Consent Plans in early 4Q 2013 to the County and the five host cities for their approval;

BE IT RESOLVED, that the CMC recommends that the Council adopt a project budget of $1.553 billion consistent with adopted project scope;

BE IT RESOLVED, that the CMC recommends that the project scope include shallow LRT tunnels in the Kenilworth Corridor, a south segment generally between West Lake Street Bridge and Kenilworth Channel and a north segment generally from Kenilworth Channel to north of 21st Street;

BE IT FURTHER RESOLVED, that the CMC recommends that the Council direct the SPO to discontinue any further work related to the freight-rail relocation out of the Kenilworth corridor;

BE IT FURTHER RESOLVED, that the SPO continue to work with project stakeholders to provide updates on the design and cost of the SWLRT project and to seek their input as the design advances;

BE IT FURTHER RESOLVED, that the parties represented in the CMC agree to continue to work cooperatively as the SPO advances the design of the SWLRT and to provide input to the Council and the SPO; and

BE IT FURTHER RESOLVED, that the parties represented in the CMC agree to work cooperatively to enable the Council to: a) submit a New Starts application in mid 2014 for entry into the Engineering phase; b) advocate for timely federal approval of the New Starts application; and c) take all necessary actions with the FTA to maintain the project on its current schedule, with entrance into Engineering in late 2014.

BE IT FURTHER RESOLVED, that the CMC recommends that the Mitchell Station end of the line design continues through engineering and environmental process, if acceptable by the Federal Transit Administration. The SPO will design the SWLRT so as not to preclude a future LRT extension from Southwest Station to Mitchell Road.

BE IT FURTHER RESOLVED, that the existing linear trails will be redesigned and reconstructed to work in a supportive and integrated fashion with Southwest LRT and that maintains to the extent possible the current character and alignment of the Kenilworth and all other existing trails.

BE IT FURTHER RESOLVED, that the Met Council must not substantially change the current two-tunnel design of LRT in the Kenilworth corridor without providing the city of Minneapolis and Hennepin County the same approval rights for the change as for the current design as defined by Minnesota Statutes.

BE IT FURTHER RESOLVED, Met Council and SPO will work with HCRRA and other parties to address the issues of risk and liability associated with the permanent presence of freight-rail and LRT in the corridor.

October 9, 2013
ATTACHMENT A

Southwest LRT Project Scope

Technical Issue #1 – Eden Prairie Alignment

Comp Plan Town Center Station with a 160 stall surface park and ride (on property to be leased) ending at Southwest Station adding a 1,225 stall parking structure. Southwest Transit express and local bus operations remain. Subject to approval by the Federal Transit Administration, a design will be developed through the Engineering Phase for the line between the Southwest Station and the Eden Prairie City Center station, via Technology Drive.

Technical Issue #2 – 9 Mile Creek Crossing

Alignment includes an LRT bridge over Flying Cloud Drive, avoiding impacts to charter school and minimizing property impacts.

Technical Issue #3 – Golden Triangle Station

Golden Triangle Station platform located north of 70th Street and includes a 275 stall park and ride surface lots east and south of the station platform (on properties to be leased).

Technical Issue #4 – Shady Oak Road and TH 212 Crossings

LRT crosses Shady Oak Road and TH212 on a single bridge from the west side of TH 212 into Golden Triangle Station, accommodating City of Eden Prairie's interchange improvements at Shady Oak Road/TH 212.

Technical Issue #5 –City West Station and TH 62 Crossing

City West Station platform located at grade adjacent to United Health Group development and TH 62 and includes a 190 stall surface park and ride. Includes a cut and cover tunnel under TH 62 from City West into the Opus development.

Technical Issue #6 – Opus Station

Opus Station platform located south of Bren Road West on the east side of Bren Road East with a 90 stall surface park and ride (on property to be leased). Includes trail connections to the platform from both adjacent roadways.

Technical Issue #7 – Opus Hill/Minnetonka-Hopkins Bridge

Alignment runs along "Opus Hill" (between Bren Road West and Smetana Road) minimizing wetland impacts and realigns the intersection of Smetana and Feltl Roads. Includes 3,200' long, 120'- span pre-stressed beam bridge over the wetlands south of the Canadian Pacific Bass Lake Spur Rail alignment and over the CP line towards K-Tel Road.

Technical Issue #8 – Shady Oak Station

Shady Oak Station platform located north of the Minnesota River Bluffs LRT Regional Trail with a 500 stall surface park and ride and minimizing property impacts. Extends 17th Avenue from Excelsior Boulevard south into the park and ride and to the station.

Technical Issue #9 – PEC-West & PEC East Interface

Interface point between West and East segments located 100' east of 11th Avenue in Hopkins.

Technical Issue #10 – Downtown Hopkins Station

Downtown Hopkins Station platform located east of 8th Avenue. Bus stop and layover on Excelsior Boulevard. No park and ride at station.

Technical Issue #11 – Excelsior Boulevard Crossing

LRT bridge over Excelsior Boulevard and extended to allow for LRT alignment to be placed on the southerly portion of the corridor with CP Bass Lake Spur freight tracks located north of the LRT tracks and the Cedar Lake LRT Regional Trail located north of the CP tracks.

Technical Issue #12 – Blake Station

Blake Station platform located west of Blake Road on the southern portion of the corridor. Includes a 445 stall structured park and ride south of the station with potential joint development. Includes access to the park and ride structure from Excelsior Boulevard via Pierce Avenue.

Technical Issue #13 – Louisiana Station

Louisiana Station platform located east of Louisiana Avenue and north of Oxford Street. LRT crossing of Louisiana Avenue is grade separated on a new LRT bridge structure. Includes a minimum 225 stall surface park and ride utilizing the properties acquired for the station platform and tracks .

Technical Issue #14 – Wooddale Station

Wooddale Station platform located just east of Wooddale Avenue on the southern portion of the corridor. No park and ride at station.

Technical Issue #15 – TH 100 Crossing

Freight bridge relocated from the southern portion of the corridor to the north of the LRT tracks. New double track LRT bridge constructed on the southern portion of the corridor utilizing existing freight bridge abutments. Trail bridge remains on the northern portion of the corridor.

Technical Issue #16 – Beltline Station

Beltline Station platform located east of Beltline Boulevard on the southern portion of the corridor. Includes a minimum 540 stall surface park and ride east of Beltline Boulevard north of the platform. Bus stop and layover located within surface park and ride area. Includes grade separated trail over freight and LRT east of the station.

Technical Issue #17 – West Lake Station

West Lake Station platform located south of the West Lake Street Bridge. Bus stop and layover located on West Lake Street east of the bridge and additional bus stop and layover located on Abbott Avenue/Chowen Avenue east of station platform. No park and ride at station. Vertical circulation is included from both sides of the bridge to the station platform level.

Technical Issue #18 – Kenilworth Corridor

LRT alignment within a shallow LRT tunnel from West Lake Street Bridge to a point approximately 1,000 north of 21st Street. Shallow tunnel has a 1,088 foot gap between south and north tunnels to cross on an LRT bridge structure over the Kenilworth Channel. Cedar Lake Parkway has freight and trail at-grade as exists today.

21st Street Station is eliminated.

Technical Issue #19 – Bassett Creek Valley Corridor

Penn Station platform located south of I-394 with vertical circulation and a pedestrian walkway from Penn Avenue. Includes a grade separated trail connection to the North Cedar Lake Regional Trail. No park and ride at station.

Van White Station located under newly constructed Van White Boulevard Bridge with vertical circulation to connect to bridge roadway. Bus stop and layover provided south of platform with access to Linden Avenue and Van White Boulevard at I-394. No park and ride at station.

Technical Issue #20 – Royalston Station

Royalston Station platform located south of 5th Avenue North on the east side of Royalston Avenue. LRT alignment includes at-grade crossings at both Glenwood Avenue and Holden Street intersection with a bridge over 7th Street North to connect with the Interchange Project. No park and ride at station.

Technical Issue #21 – Freight Rail Co-location/Relocation Alternatives

LRT Kenilworth alignment within a shallow LRT south tunnel segment from West Lake Street Bridge to the Kenilworth Channel and north tunnel segment from the Kenilworth Channel to a point approximately 1,000 feet north of 21st Street. Shallow tunnel has a 1,088 foot gap between south and

north tunnels to cross on an LRT bridge structure over the Kenilworth Channel. Cedar Lake Parkway has freight and trail at-grade as exists today. The 21st Street Station is eliminated.

Technical Issue #23 – Operation & Maintenance Facility

Facility located in Hopkins south of 5th Street and east of the LRT alignment. The facility is also bounded by the CP Bass Lake Spur to the south and 15th Avenue to the east. The site design limits property impacts and offers redevelopment opportunities.