

Transportation Committee

For the Metropolitan Council meeting of March 27, 2013

Subject: Approval of Principles for Southwest LRT Major Scoping Decisions

Proposed Action

That the Metropolitan Council adopt the following guiding principles, not listed in order of priority or weight, to be applied when determining the Southwest LRT (SWLRT) project scope during Preliminary Engineering:

- Comply with current federal and state laws, rules and guidelines;
- Follow Regional Transitway Guidelines, regional policies and regional plans adopted by the Metropolitan Council and follow best business practices of the Council;
- Follow SWLRT Design Criteria, including criteria for safety and security;
- Positively impact (increase) the Federal Transit Administration (FTA) rating criteria;
- Positively impact (increase) ridership;
- Positively impact (increase) land use, economic development and access to affordable housing by coordinating with local station area plans;
- Positively impact (increase) equity so that community benefits and burdens are equally shared. **The opportunities and challenges of growth and change are equitably shared across our communities, both geographic and cultural;**
- Positively impact (increase) environmental benefits;
- Positively impact (increase) use of the intermodal transportation network including bus, light rail, trails and sidewalks;
- Positively impact (decrease) or not impact the project schedule;
- Positively impact (decrease) capital cost;
- Positively impact (decrease) operating cost; and
- Actively engage and encourage input from interested persons and impacted communities via public involvement and established advisory committees process.

Summary of Committee Discussion/Questions

Mark Fuhrmann, Program Director, and Chris Weyer, Project Director, presented this item. Councilmember Brimeyer suggested adding language to the last principle regarding public involvement to reflect that the Council has established a input process where information flows from the Technical Advisory Committee to the Business and Community Advisory Committees to the Corridor Management Committee before the scope decisions are presented to the Metropolitan Council for approval.

Councilmember Smith made the motion to recommend approval of revised principles for Southwest LRT major scoping decisions to reflect Councilmember Brimeyer's suggestion. Councilmember Elkins seconded the motion; which was passed unanimously.

Insert Business item

Transportation Committee

Meeting date: March 11, 2013

For the Metropolitan Council meeting of March 27, 2013

Subject: Principles for Southwest LRT Major Scoping Decisions

District(s), Member(s): All

Policy/Legal Reference: Minn. Stat. 473.3994

Staff Prepared/Presented: Brian Lamb, General Manager 612-349-7510

Mark Fuhrmann, Deputy General Manager, 651-602-1942

Chris Weyer, SWLRT Project Director, 612-373-3820

Jim Alexander, SWLRT Dir. Design and Engineering 612-373-3880

Division/Department: Metro Transit/Southwest LRT Project Office

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- Positively impact (increase) use of the intermodal transportation network including bus, light rail, trails and sidewalks;
- Positively impact (decrease) or not impact the project schedule;
- Positively impact (decrease) capital cost;
- Positively impact (decrease) operating cost; and
- Actively engage and encourage input from interested and impacted stakeholders.

Background

In May, 2010, the Metropolitan Council selected the Kenilworth-Opus-Golden Triangle alignment and LRT mode as the Locally Preferred Alternative (LPA) for the Southwest Transitway.

In September 2011, the FTA granted approval for the Southwest LRT project to start Preliminary Engineering and required that the project scope include determination of the location of freight rail.

In October 2012, the Hennepin County Regional Railroad Authority (HCRRRA) published the Southwest LRT Draft Environmental Impact Statement (DEIS) based on a 15.8-mile light rail transit line extension of the Green Line, extending from



downtown Minneapolis, through St. Louis Park, Hopkins, Minnetonka to Mitchell Road in Eden Prairie and includes 17 new stations.

In November 2012, HCRRA held three public hearings on the Southwest LRT DEIS. The public comment period ended on December 31, 2012. Nearly 1000 comments were received.

In December 2012, the Council awarded contracts to two engineering consultant teams to design project components to a 30% level. The 30% engineering analysis will inform and assist the Council in determining refinements to the project scope that can be carried forward in the design of the project.

In February and March 2013, Southwest LRT Project Office (SPO) staff sought feedback from agency technical staff, Business Advisory Committee members, Community Advisory Committee members, and the Corridor Management Committee at their latest meetings. The proposed guidelines reflect their feedback.

In Q4 2013, the SPO will be seeking Municipal Consent approval of the SWLRT preliminary design plans from the five cities and County on the line.

In Q1 2014, the SPO will be completing 30% plans and specifications.

The estimated capital cost of the LPA is \$1.25 billion with a forecasted 2030 weekday ridership of 29,660.

Rationale

These principles will guide the Council to make informed decisions on project scope refinements to address concerns raised in the DEIS public comment process and enable the Council to advance the project forward in the FTA new Starts program.

Funding

Determining a project scope which meets FTA requirements is necessary to secure 50% federal funding.

Known Support / Opposition

During the DEIS public hearing process, the public provided a range of comments including support for the project and identifying potential concerns and ideas regarding project scope refinements.

NOTE: BUSINESS ITEMS THAT ARE NOT PROCUREMENTS DO NOT NEED THIS SECTION COMPLETED.

For use by Contracts and Procurement Only.

Check One:

- Sole Source – There is only one supplier of this good or service(s).
- IFB – Bids are awarded to the lowest responsive, responsible bidder.
- RFP – Proposals are evaluated by a panel and awarded to the proposer with the proposal that is the most advantageous for the Council. A copy of the evaluation report is available upon request.
Additional information is available upon request – some information may be classified as non-public.