

## **Metropolitan Council Resolution to Adopt Southwest Light Rail Transit (Green Line Extension) Project Scope and Budget**

### WHEREAS:

1. The Governor designated the Metropolitan Council (Council) as the responsible authority for the Southwest Light Rail Transit (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 and 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 16 public open houses, which were attended by over 2,200 people, receiving over 1,200 comments;
6. The SPO presented designs to the CMC and the Council that were developed through the issue resolution process;
7. The CMC and the Council discussed the designs and provided input to the SPO;
8. The Council commissioned independent reports on freight relocation and water resources and performed an inventory of existing vegetation in the Kenilworth Corridor;
9. The Council sought public feedback on the scopes and draft reports by holding four town hall community meetings in January and February 2014 which were attended by over 1,200 people;
10. The independent consultants presented their draft reports to the CMC and Council at its Committee of the Whole for comments and questions on February 5, 2014, and the SPO further discussed the reports with the CMC on February 20 and March 12, 2014;
11. The final reports were published on March 21, 2014, and results presented to the CMC on March 26, 2014; and,
12. The CMC adopted a resolution on April 2, 2014, that recommends Project scope as described in Southwest LRT Project Scope (Attachment A) and a Project budget of

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\$1.683 billion and was presented to the Council at its April 2, 2014, Committee of the Whole meeting.

NOW, THEREFORE:

BE IT RESOLVED, that the Council adopt the Southwest LRT Project Scope (Attachment A) and direct the SPO to proceed with advancing the design and complete and submit Municipal Consent Plans in April 2014 to Hennepin County and the five host cities for their approval pursuant to Minnesota Statutes Section 473.3994;

BE IT FURTHER RESOLVED, that the Council acknowledges that the Project Scope includes two shallow LRT tunnels in the Kenilworth Corridor, consisting of a south segment generally between the West Lake Street Bridge and the Kenilworth Channel and a north segment generally from the Kenilworth Channel to north of 21<sup>st</sup> Street;

BE IT FURTHER RESOLVED, that the Council adopt a Project budget of \$1.683 billion consistent with the adopted Project Scope;

BE IT FURTHER RESOLVED, that while undertaking the Project, the Council will endeavor to support the following community goals:

1. Employment of targeted groups during construction of the line within state and federal law,
2. Procurement from certified disadvantaged businesses of goods and services needed for the Project,
3. Provide connections for low-income communities to opportunities in the form of jobs, education, cultural resources and other regional amenities,
4. Full application of the lessons learned through the planning and development of station areas of the Hiawatha and Central Corridor LRT lines, the Corridors of Opportunity/Partnership for Regional Opportunity, and Hennepin Community Works, including robust, ongoing community engagement efforts,
5. Creation and preservation of affordable housing,
6. Enhanced connections to other elements of the local and regional transportation system, including buses, bicycle facilities, and pedestrian improvements,
7. Preservation and promotion of opportunities for small, community businesses within state and federal law;

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BE IT FURTHER RESOLVED, that the Council continues 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 Council will work cooperatively with Project partners to: a) submit a New Starts application in 2014 for entry into the Engineering phase; b) seek timely federal approval of the New Starts application; and c) take all necessary actions with the FTA to maintain the Project schedule, with entrance into Engineering in 2015.

BE IT FURTHER RESOLVED, that the Council retains Mitchell Station as the westernmost station.

BE IT FURTHER RESOLVED, that the Council will endeavor to: a) redesign and reconstruct existing linear trails to work in a supportive and integrated fashion with the Southwest LRT; and b) maintain to the extent possible the current character and alignment of the Kenilworth Corridor and all other existing trails.

BE IT FURTHER RESOLVED, that the Council acknowledges that it may not substantially change the current two-shallow LRT tunnel design in the Kenilworth Corridor without submitting the changed components of the design plans to the City of Minneapolis and Hennepin County as provided in Minnesota Statutes.

BE IT FURTHER RESOLVED, that the Council will endeavor to work with the Hennepin County Regional Railroad Authority and other parties to address the issues of risk and liability associated with the permanent presence of freight rail and LRT in the Project corridor.

BE IT FURTHER RESOLVED, that the Council acknowledges the financial impact on the City of Hopkins by accepting the Operation and Maintenance Facility as a tax-exempt use on currently occupied and taxable property, and will endeavor to work with the City of Hopkins to retain the displaced businesses within Hopkins.

BE IT FURTHER RESOLVED, that the Council directs SPO to prepare and submit SWLRT Project Municipal Consent Plans to Hennepin County and the five host cities of Eden Prairie, Hopkins, Minneapolis, Minnetonka and St. Louis Park.

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BE IT FURTHER RESOLVED, that the Council hold a joint public hearing with the Hennepin County Regional Railroad Authority on the Municipal Consent plans on May 12, 2014 or such other dates as selected by the SPO and Hennepin County Regional Railroad Authority.