



# Metropolitan Council

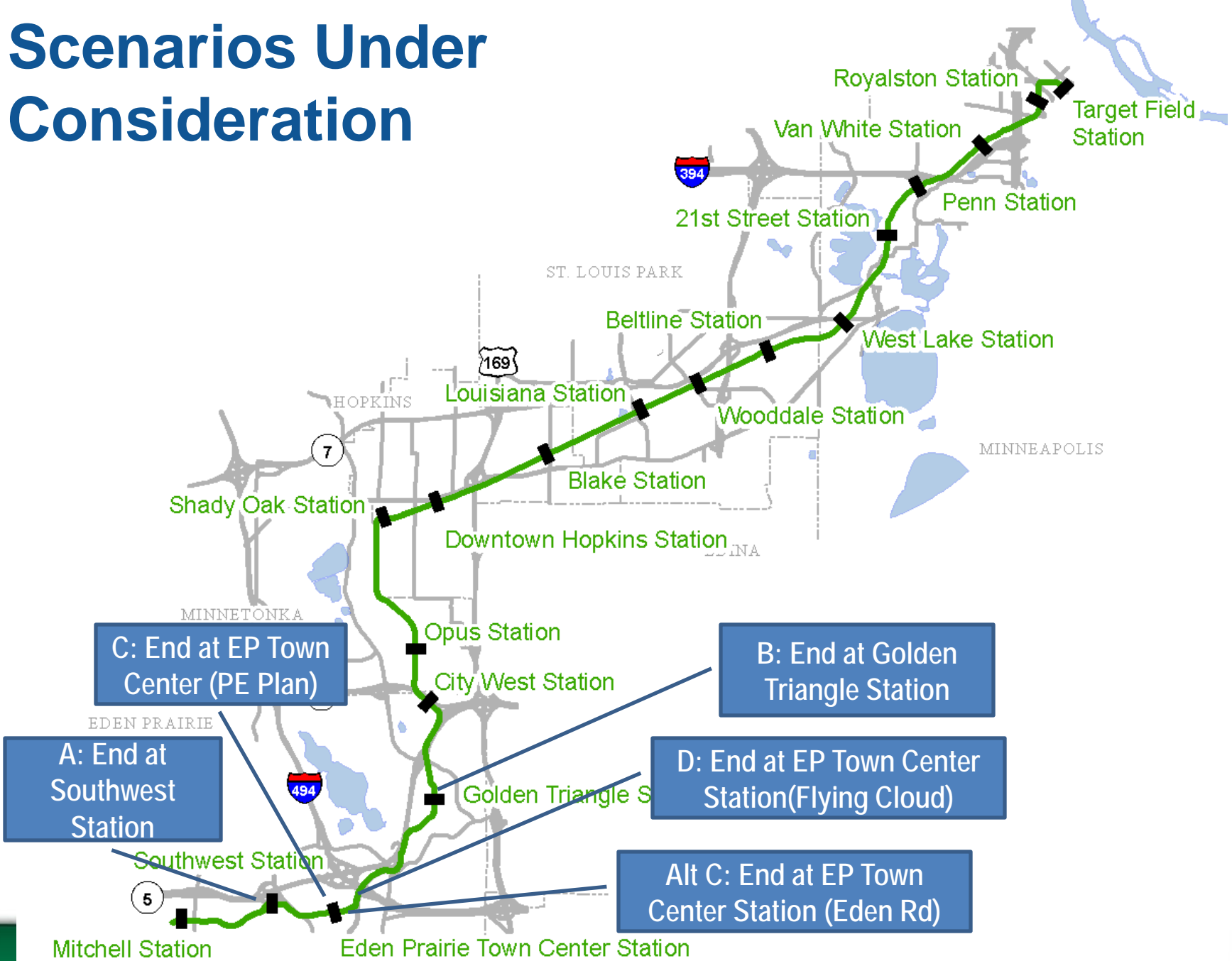
June 24, 2015



# Coordination Since June 3 CMC Meeting

- City Specific Work Sessions
- CAC (6/9) and BAC (6/17)
- Met Council briefing (6/10)
- Eden Prairie City Council Workshop (6/16)
- Twin West and Eden Prairie Chambers (6/5 and 6/19)
- Four Project Partner Work Sessions

# Scenarios Under Consideration



# Scenario A: No Further Analysis

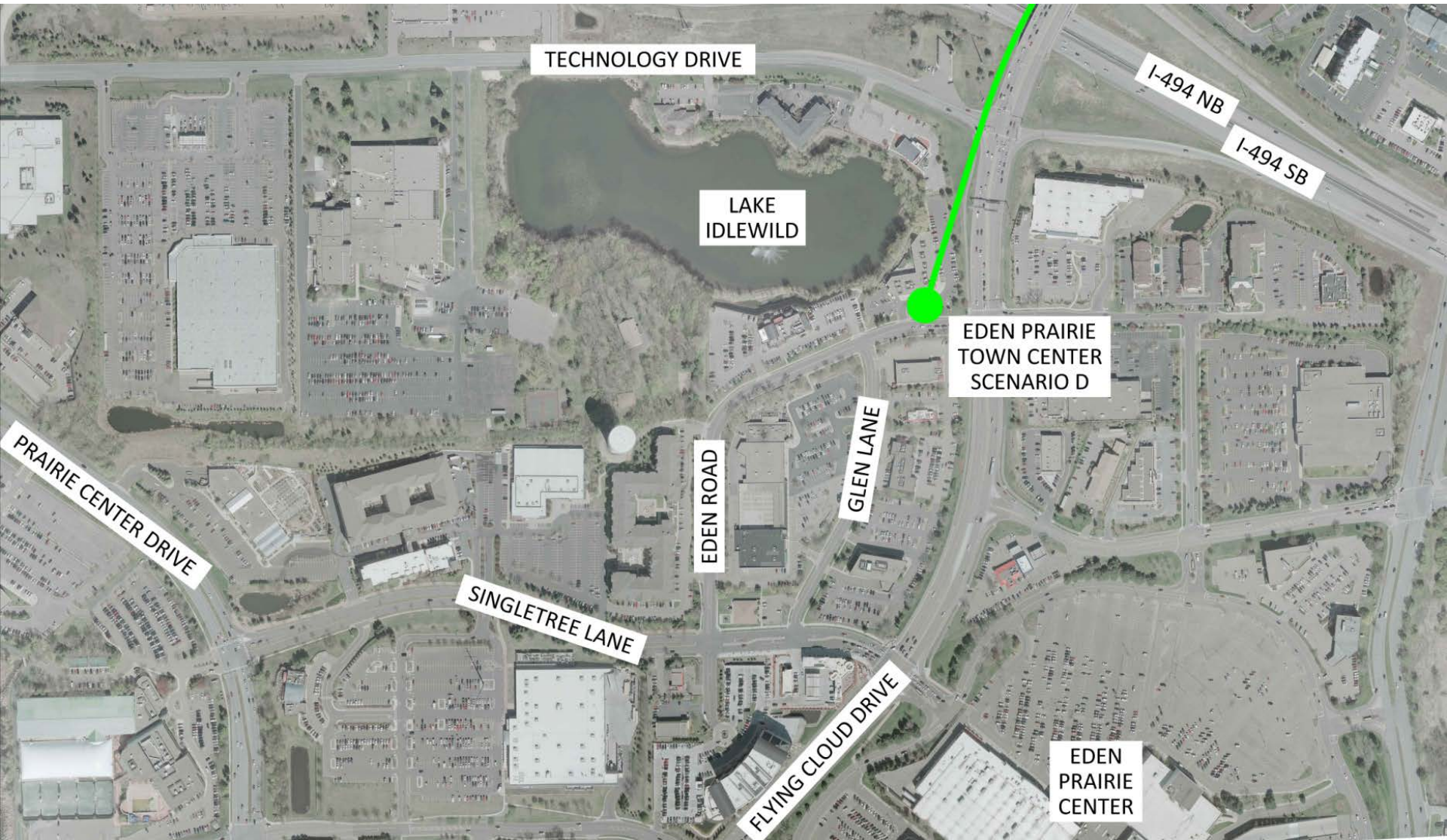
- A: End at Southwest Station
  - Eliminated all park and rides and 4 stations
  - Ridership of 26,700 (2040) too low; doesn't achieve New Starts rating
  - Cost reduction of \$300M - \$334M does not achieve necessary reduction of \$341M
- Alternate A: End at Southwest Station as proposed by City of Eden Prairie
  - Eliminated 2 park and rides, deleted 1 station and deferred 1 station
  - Ridership of 32,700 (2040); achieves New Starts Rating
  - Cost reduction of \$281M - \$311M does not achieve necessary reduction of \$341M

# Scenarios B and D: No Further Analysis

- B: End at Golden Triangle
  - Eliminated 3 of 5 stations in Eden Prairie
  - CMC feedback too “draconian”
- D: End at Town Center (Flying Cloud Dr.)
  - Eliminated potential for future extension
  - Eliminated 2 and deferred 1 station; reduced most park and rides



# D: End at Town Center Station (Flying Cloud)

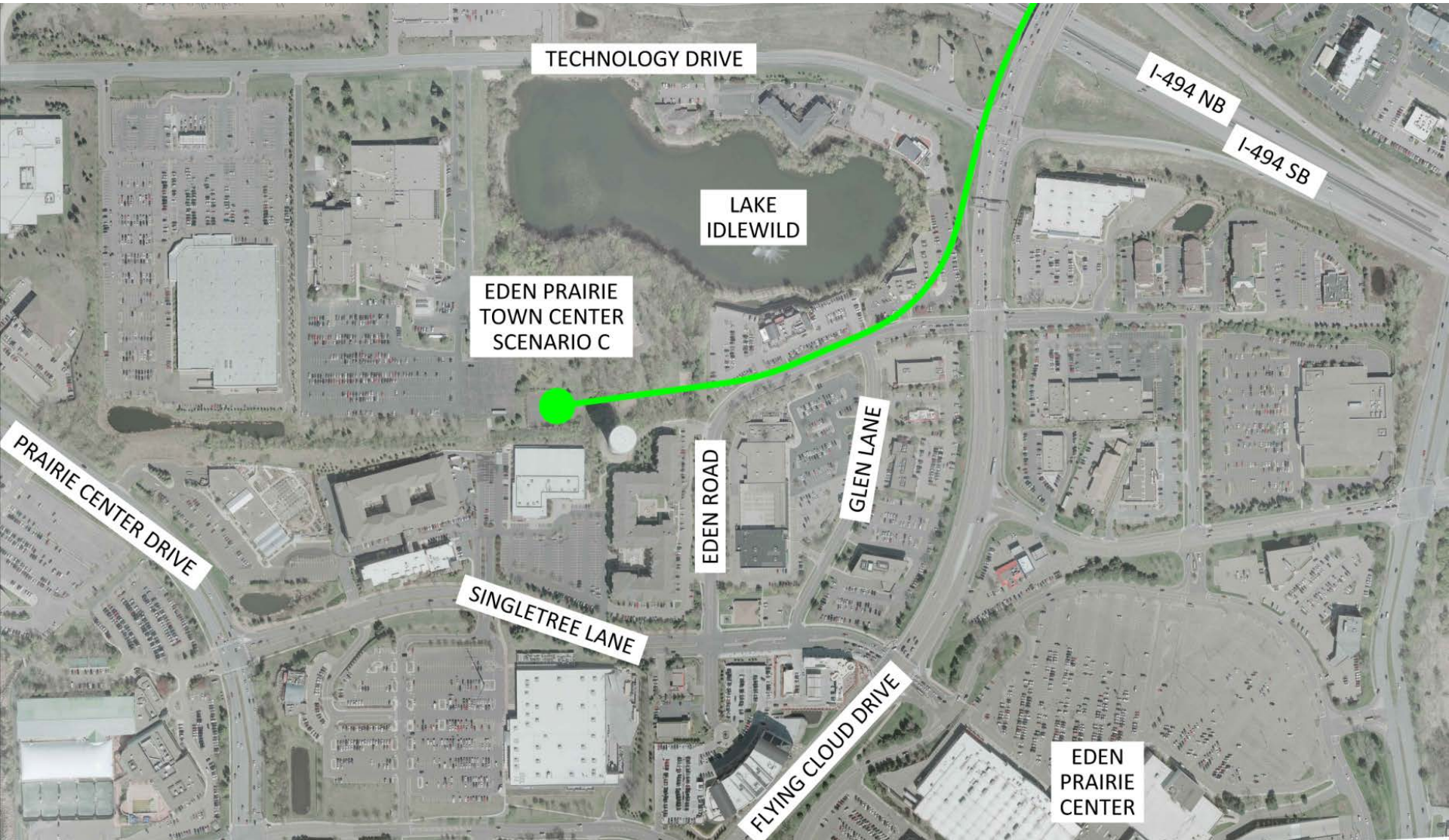


# C Scenarios: For CMC Deliberation

- Two Town Center options
  - C: End at Town Center (PE Plan)
  - Alternate C: End at Town Center (Eden Road)
- Include same corridor wide and stakeholder options in proposed cost reductions
- Only difference is Alternate C (Eden Rd) station location is 750 feet east of the C (PE Plan) station

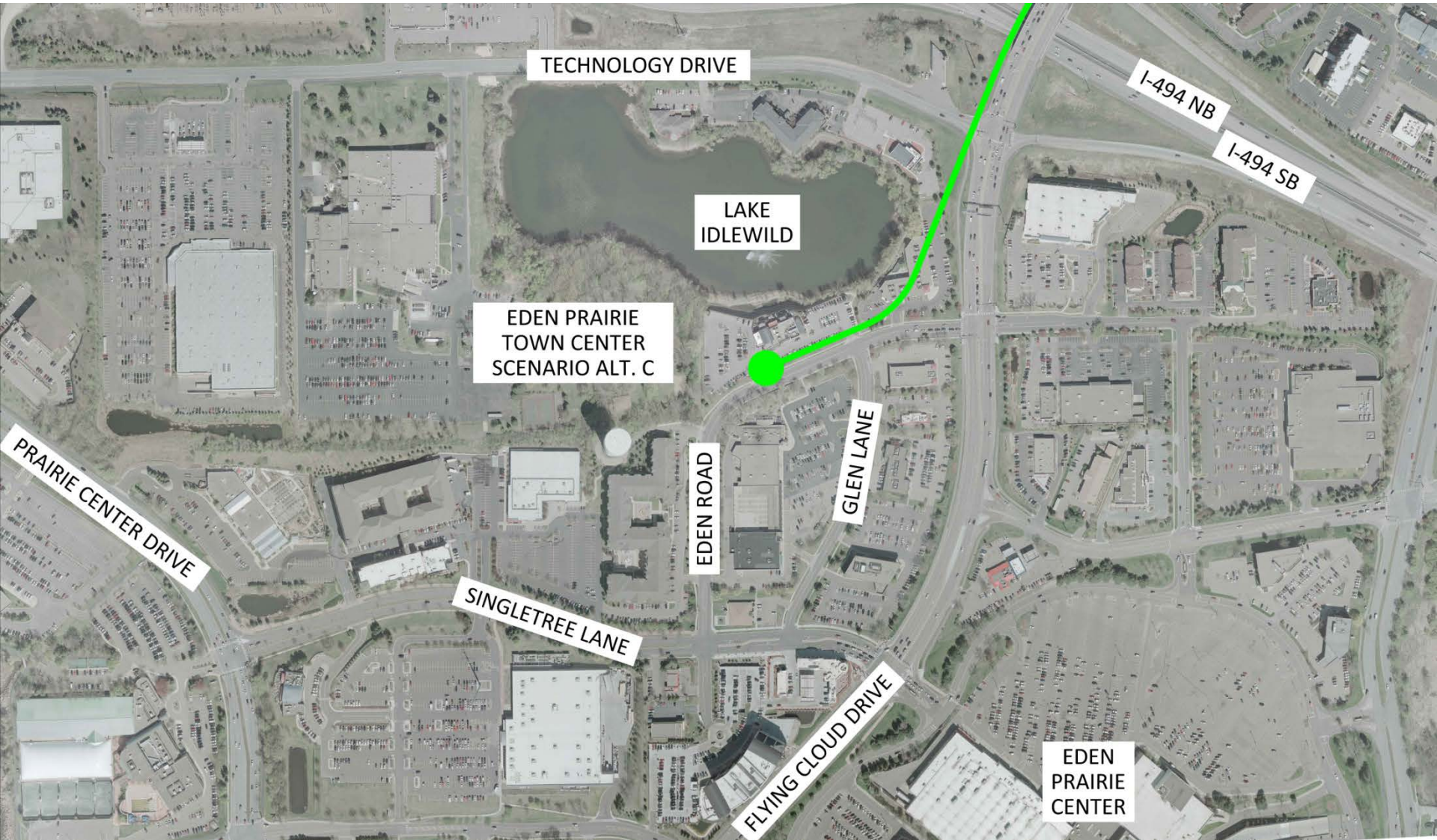


# C: End at Town Center Station (PE Plan)

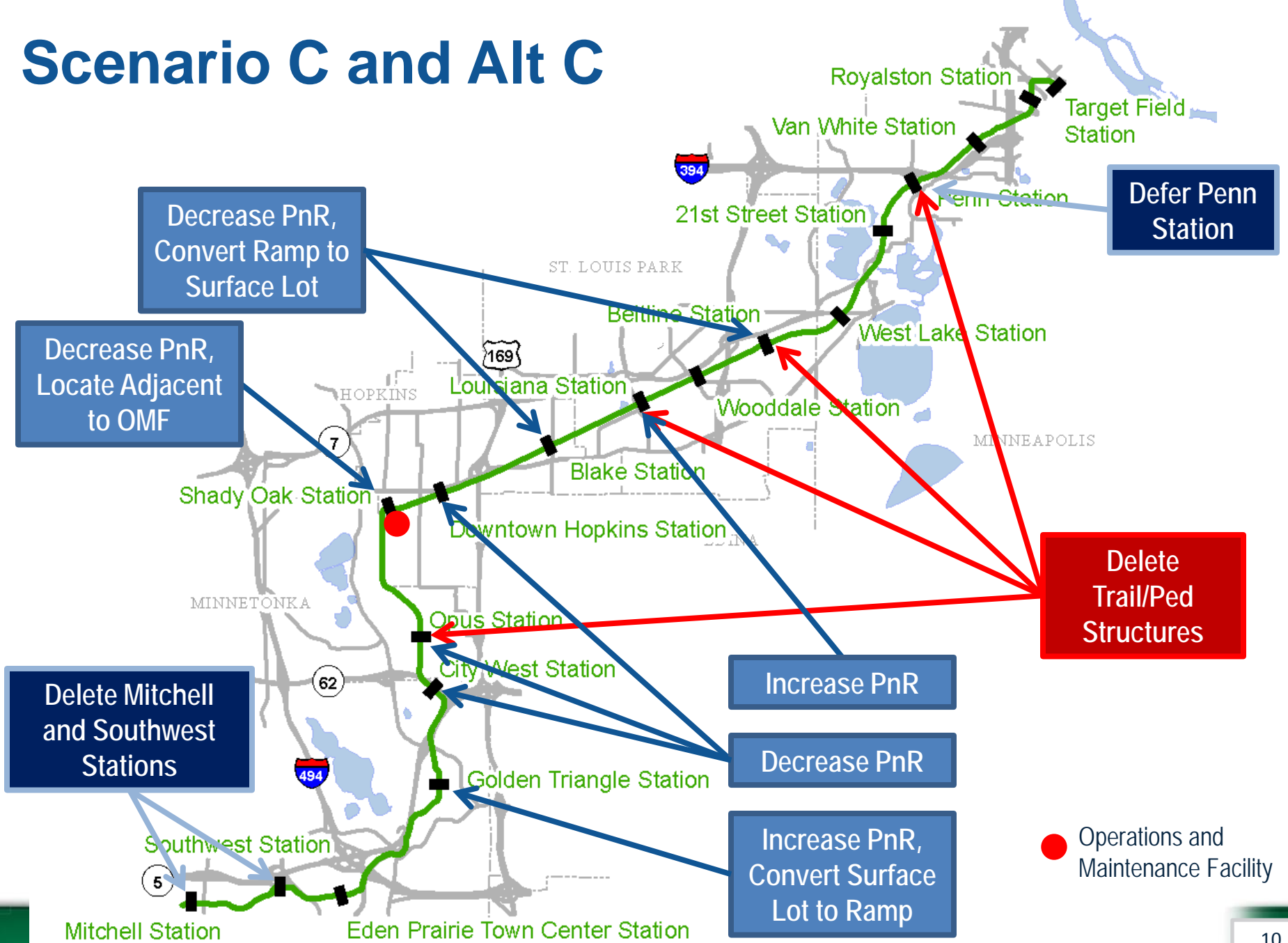




# Alt C: End at Town Center Station (Eden Rd)



# Scenario C and Alt C



● Operations and Maintenance Facility

# Scenario C and Alt C: Summary

	C: Town Center (PE Plan)	Alt C: Town Center (Eden Rd)
Western End Station	EP Town Center	EP Town Center @ Eden Rd
Stations	Defer Penn, Delete Mitchell and Southwest Stations	
Park and Rides	Decrease, Convert to Surface Lots: Beltline, Blake Decrease DT Hopkins, Shady Oak, Opus, City West Increase Louisiana, Golden Triangle (convert to ramp)	
Park and Ride Spaces	1,939 spaces (reduction of 1,711 spaces)	
Ridership (2040)	31,450	
Scenario Cost Estimate	\$1.630B	\$1.617B
Potential Cost Reduction	\$364M - \$394M	\$377M - \$406M
Cost Effectiveness Index	\$9.92 Medium	\$9.86 Medium
Potential for Adding Elements Back	\$23M - \$53M	\$36M - \$66M



# Elements Not in C or Alt C

	Project Cost	Enrichment *	Other Federal Funding	Adds Ridership
Beltline Trail Bridge	\$13-14M	Yes	Yes	
Beltline PnR Ramp	\$10M	Yes (if JD)	Yes	Yes
Shady Oak PnR (Tech Center)	\$24-26M	No		Yes
Penn Station and Ped Improvements	\$12-14M	No (Station) Yes (Ped)		
Site furnishing (50%)	\$0.5-0.6M	Yes		
Public Art (100%)	\$4.5M	Yes		
Landscaping (75%)	\$11-13M	Yes		
N Cedar Lake Trail Bridge	\$12-14M	Yes		
Trail Underpass at Louisiana	\$0.6M	Yes		
2 Ped Underpasses at Opus	\$1-2M	Yes		

\* Enrichments are not charged against Cost Effectiveness Index

# Next Steps

- June 30: Community Advisory Committee
  - Input on project scope reductions
- July 1: Corridor Management Committee
  - Recommendation on project scope and budget
- July 1: Met Council Committee of the Whole
  - Recommendation on project scope and budget
- July 7: Hennepin County Regional Railroad Authority
  - Recommendation on project scope and budget
- July 8: Met Council
  - Action on project scope and budget

# More Information

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