

Other Business

For the Metropolitan Council meeting of July 8, 2015

Subject: Southwest Light Rail Transit (Green Line Extension) Revised Scope and Budget Resolution No. 2015-9

District(s), Member(s): All

Policy/Legal Reference: Minnesota Statutes: 473.3994

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

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Division/Department: Metro Transit/Green Line Extension Project Office

Proposed Action

That the Metropolitan Council adopt the attached Resolution and direct the Southwest LRT Project Office (SPO) to continue with Project Development. The Resolution includes the Corridor Management Committee recommendations:

- Revised scope as described in Attachment A, including ending the line at Southwest Station; deleting Mitchell Station and deferring Town Center Station
- Revised cost estimate of \$1.744 billion
- Projected 2040 average weekday ridership of 34,000

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 (HCRRA) published the Southwest Transitway Draft Environmental Impact Statement (DEIS) and in November 2012, HCRRA held three public hearings on the Southwest LRT DEIS. The public comment period ended on December 31, 2012.

On April 9, 2014, the Council approved the project scope, with two shallow tunnels in Minneapolis, and budget at \$1.683 billion. On July 9, 2014, the Council further refined the project scope by removing the shallow tunnel north of the Kenilworth channel and reduced the project budget to \$1.653 billion. The County and all five host cities provided municipal consent by the end of August 2014.

In August 2014 the Counties Transit Improvement Board committed \$496 million and HCRRA committed \$165 million towards the project.

SPO continued design and engineering through the remainder of 2014 and early 2015. On April 27, 2015, the Council released an updated project cost estimate of \$1.994 and started holding meetings with project partners and advisory

committees to discuss options and receive direction. The outcome of those discussions was the Corridor Management Committee's recommendation to end the line at Southwest Station, deleting Mitchell Station and deferring Town Center Station. The updated project cost is estimated at approximately \$1.744 billion.

Rationale

Approval of the project scope is necessary to advance the project and to submit an updated New Starts application to the Federal Transit Administration on August 3, 2015.

Funding

The cost of the recommended project scope is estimated at approximately \$1.744 billion in year of expenditure dollars. This action does require additional funding commitments from local funding partners. Hennepin County, the cities of Eden Prairie, Minnetonka, Hopkins and St. Louis Park as well as other local partners are in the process of identifying contributions and \$25 million of additional local funds with the goal of having commitments by July 31, 2015.

Known Support / Opposition

The Southwest LRT Community Advisory Committee and Business Advisory Committee support the revised project scope.

The Corridor Management Committee, which includes representatives from funding partners, Hennepin County and the host cities along the line, recommended the revised scope.

METROPOLITAN COUNCIL

390 Robert Street North, St. Paul, MN 55101

RESOLUTION NO. 2015 -9

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 Council adopted a project scope and budget on April 9, 2014 and amended it to \$1.653 Billion on July 9, 2014;
5. The Counties Transit Improvement Board committed its local funding share of \$496 Million on August 20 2014;
6. The Council released the updated project cost estimate of \$1.994 billion on April 27, 2015;
7. The Council has worked with Hennepin County, the five host cities and other project partners to identify potential cost reductions for the project; and
8. The Corridor Management Committee provided feedback on the proposed cost reductions and recommended a revised project scope and budget;
9. The parties represented on the CMC, by recommending a project with a revised cost estimate of \$1.744 billion, commit to make best efforts to obtain funding from their respective jurisdictions for funding the local share for costs above \$1.653 billion by July 31, 2015, consistent with federal and state obligations;
10. The parties represented on the CMC agree to seek other funding sources for certain elements that are not currently in the revised project scope; and
11. The parties represented on 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.

NOW, THEREFORE:

BE IT RESOLVED, that Metropolitan Council adopts the revised Southwest LRT Project Scope (Attachment A) with Southwest Station as the westernmost station, a projected (2040) average weekday ridership of 34,000 and a cost estimate of approximately \$1.744 billion;

BE IT FURTHER RESOLVED that the Council acknowledges that the revised project scope maintains the federal New Starts Cost Effectiveness rating by meeting purpose and need and capturing \$250 million in cost reductions;

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.

Adam Duininck, Metropolitan Council Chair

Emily Getty, Recording Secretary

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ATTACHMENT A

Southwest LRT Project Scope

Eden Prairie Alignment

Line ends at Southwest Station with an additional 450 stall park and ride structure. Southwest Transit express and local bus operations remain. Defer Eden Prairie Town Center Station.

9 Mile Creek Crossing

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

Golden Triangle Station

Golden Triangle Station platform located north of 70th Street and includes a 200 stall park and ride surface lot east of the station platform.

Shady Oak Road and TH 212 Crossings

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

City West Station and TH 62 Crossing

City West Station platform located at grade adjacent to UnitedHealth Group development and TH 62 and includes a 160 stall surface park and ride. Includes a cut and cover tunnel under TH 62 from City West into the Opus development.

Opus Station

Opus Station platform located south of Bren Road West on the east side of Bren Road East with an 80 stall surface park and ride (on property to be leased). Includes trail connections to the platform from both adjacent roadways.

Opus Hill/Minnetonka-Hopkins Bridge

Alignment runs along "Opus Hill" (between Bren Road West and Smetana Road) minimizing wetland impacts and travels under Smetana and Feltl Roads. Includes 3000' long, 125'- 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.

Shady Oak Station

Shady Oak Station platform located south of the Minnesota River Bluffs LRT Regional Trail with a 700 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.

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ATTACHMENT A

Downtown Hopkins Station

Downtown Hopkins Station platform located east of 8th Avenue includes a 190 stall park and ride ramp. Bus stop and layover on Excelsior Boulevard.

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.

Blake Station

Blake Station platform located west of Blake Road on the southern portion of the corridor. Includes an 89 stall surface park and ride and includes an access road south of the platform.

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 350 stall surface park and ride utilizing the properties acquired for the station platform and tracks.

Wooddale Station

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

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.

Beltline Station

Beltline Station platform located east of Beltline Boulevard on the southern portion of the corridor. Includes a 268 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.

West Lake Station

West Lake Station platform located south of the West Lake Street Bridge. Bus stop located on the West Lake Street 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 on both sides of the bridge to the station platform level.

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ATTACHMENT A

Kenilworth Corridor

LRT alignment within one shallow LRT tunnel from West Lake Street bridge to a point south of the Kenilworth Channel with separate LRT, freight and trail bridge structures over the Kenilworth Channel. Cedar Lake Parkway and 21st Street have freight tracks and trail at-grade as exists today.

21st Street Station at grade; no park and ride.

Bassett Creek Valley Corridor

Penn Station platform located south of I-394 with vertical circulation and a pedestrian walkway from Penn Avenue. No park and ride at station. North Cedar Lake Regional Trail crossing the Kenilworth freight tracks and the LRT tracks at-grade at the west end of the platform.

Van White Station located under the Van White Boulevard Bridge with vertical circulation to connect to the east side of the bridge. 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.

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 Glenwood Avenue and at the N 12th Street/Holden Street/Royalston Avenue intersection with a bridge over 7th Street North to connect with the Interchange Project. No park and ride at station.

Freight Rail Co-location

Freight rail is on the CP Bass Lake Spur with a horizontal alignment shift that places the freight rail track north of the LRT tracks from a point east of the crossing at Excelsior Boulevard to West Lake Station. Removal of the north half of the Skunk Hollow switching wye and a new freight rail southerly connection from eastbound CP Bass Lake Spur to the southbound CP MN&S Spur are included. The freight rail alignment matches existing conditions through the Kenilworth Corridor except for a horizontal alignment shift between Cedar Lake Parkway and the Burnham Road bridge. Freight track is on a new bridge structure over the Channel and is shifted up to approximately 40 feet to the west of the existing freight track. LRT alignment is within one shallow LRT tunnel in the Kenilworth Corridor and on a bridge structure over the Kenilworth Channel.

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.