

## Transportation Committee

Meeting date: August 8, 2016

For the Metropolitan Council meeting of August 10, 2016

**Subject:** Southwest Light Rail Transit (SWLRT) Approval of Project Scope/Budget and Application for Entering Engineering

**District(s), Member(s):** All

**Policy/Legal Reference:** Federal Title 23 CPR, Part 771, FTA New Starts Process

**Staff Prepared/Presented:** Brian Lamb, General Manager, 612-349-7510  
Mark Fuhrmann, Deputy General Manager, 612-373-3810  
Jim Alexander, SWLRT Acting Project Director, 612-373-3880

**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 submit the application for Entry into Engineering to the Federal Transit Administration (FTA). The Resolution includes the SWLRT Corridor Management Committee recommendations:

- Approve the Southwest Light Rail Transit project scope as described in Attachment A.
- Approve the Southwest Light Rail Transit cost estimate of \$1.858 billion as the project budget.
- Acknowledge the Southwest Light Rail Transit revised project schedule that anticipates a revenue service year of 2021.
- Authorize staff to submit the Application to Enter Engineering.

### Background

The Southwest LRT Project Office advanced the project engineering to 90% design, published the Final Environmental Impact Statement on May 13, 2016 and received the Record of Decision from the FTA on July 15, 2016.

The final project scope is described in Attachment A, including station access improvements that were recommended to be added earlier in 2016.

On July 21, 2016 the SWLRT Corridor Management Committee (CMC) passed a resolution to incorporate in-kind land value into the cost estimate to raise additional federal cash and off-set outstanding (non-state) local funding commitment.

On August 3, 2016 the SWLRT Executive Change Control Board (ECCB) passed a resolution to incorporate in-kind land value and add \$19 million due to the cost of delay into the cost estimate. The ECCB approved the project cost estimate of \$1.858 billion as the project budget.

### Rationale

Approval of the project scope and budget is necessary to advance the project and to apply for Entry into Engineering; which sets the maximum federal funding participation of \$929 million (50 percent).

## **Funding**

The Federal Transit Administration will pay for 50 percent of the \$1.858 billion overall budget upon execution of a Full Funding Grant Agreement. Local capital funding will be provided by the CTIB; HCRRA, the State of Minnesota, and other local funding partners.

The proposed action of does not serve to modify the Metropolitan Council's Capital Improvement Plan (CIP). Modifications to the CIP will be included in a future business item and routed through the Transportation and Management Committees.

## **Known Support / Opposition**

The Counties Transitways Improvement Board, Hennepin County Regional Railroad Authority and the cities of Eden Prairie, Minnetonka, Hopkins and St. Louis Park have passed resolutions committing their local funding. The SWLRT Corridor Management Committee, which includes representatives from funding partners, host cities, community and business interests along the line, recommended the revised scope at its July 21, 2016 meeting through committee resolution. The SWLRT Executive Change Control Board, which includes voting members from funding partners, approved the revised scope and project budget of \$1.858 billion at its August 3, 2016 meeting through committee resolution.

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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 operations and minimizing property and wetland impacts.

### **Golden Triangle Station**

Golden Triangle Station platform located north of 70<sup>th</sup> 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 United Health 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 a 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 800 stall surface park-and-ride and minimizing property impacts. Extends 17<sup>th</sup> 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 8<sup>th</sup> 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 Road Station**

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

**Louisiana Avenue Station**

Louisiana Avenue 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 and a pedestrian underpass.

**Wooddale Avenue Station**

Wooddale **Avenue** Station platform located just east of Wooddale Avenue on the southern portion of the corridor and a trail underpass. 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 Boulevard Station**

Beltline Boulevard 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 bridge over freight and LRT east of the station and access road.

**West Lake Street Station**

West Lake Street 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 21<sup>st</sup> Street have freight tracks and trail at-grade as exists today.

21<sup>st</sup> Street Station at grade; no park-and-ride.

**Bassett Creek Valley Corridor**

Bryn Mawr 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.

Bassett Creek Valley 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 Avenue/Farmers Market Station**

Royalston Avenue/Farmers Market Station platform located south of 5<sup>th</sup> Avenue North on the east side of Royalston Avenue. LRT alignment includes at-grade crossings at Glenwood Avenue and at the N 12<sup>th</sup> Street/Holden Street/Royalston Avenue intersection with a bridge over 7<sup>th</sup> 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 5<sup>th</sup> Street and east of the LRT alignment. The facility is also bounded by the CP Bass Lake Spur to the south and 15<sup>th</sup> Avenue to the east. The site design limits property impacts and offers redevelopment opportunities.

**METROPOLITAN COUNCIL**

**390 Robert Street North, St. Paul, MN 55101**

**RESOLUTION NO. 2016 -22**

**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 has completed 90% designs, published the Final Environmental Impact Statement on May 13, 2016 and received the Record of Decision on July 15, 2016;
5. The SPO presented an adjusted project scope, cost estimate and schedule on July 21, 2016 for CMC consideration and recommendation;
6. The CMC recommended by resolution a project cost estimate of \$1.839 billion that reflects in-kind land value to off-set outstanding (non-state) local funding, revises the project scope (Attachment A); and acknowledges the revised project schedule that anticipates a revenue service year of 2021.
7. The SPO presented an adjusted project scope, cost estimate and schedule on August 3, 2016 for Executive Change Control Board (ECCB) consideration and action;
8. The ECCB recommended by resolution a project cost estimate of \$1.858 billion that reflects in-kind land value, revises the project scope (Attachment A), acknowledges the revised project schedule that anticipates a revenue service year of 2021 and includes \$19 million due to delay costs.

**NOW, THEREFORE:**

BE IT RESOLVED, that Metropolitan Council adopts the revised Southwest LRT Project Scope (Attachment A) with a cost estimate of \$1.858 billion as the project budget;

BE IT FURTHER RESOLVED, that the Metropolitan Council acknowledges that the revised project schedule anticipates a revenue service year of 2021; and

BE IT FURTHER RESOLVED, that the Metropolitan Council authorizes the SPO to submit the application for Entry into Engineering to the Federal Transit Administration.

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Adam Duininck, Metropolitan Council Chair

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Emily Getty, Recording Secretary