

2017 Congestion Mitigation/Air Quality (CMAQ) Application – Transit Capital

INSTRUCTIONS: Complete and return completed application to the Metropolitan Council. Applications must be <u>received</u> by 12:00 PM at the Metropolitan Council on April 11, 2014.	Office Use Only
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I. GENERAL INFORMATION

1. APPLICANT: City of Hopkins			
2. JURISDICTIONAL AGENCY (IF DIFFERENT):			
3. MAILING ADDRESS: 1010 First Street South			
CITY: Hopkins	STATE: MN	ZIP CODE: 55343	4. COUNTY: Hennepin
5. CONTACT PERSON: Mike Mornson	TITLE: City Manager	PHONE NO. (952) 548-6301	
6. CONTACT E-MAIL ADDRESS: mmornson@hopkinsmn.com			

II. PROJECT INFORMATION

7. PROJECT NAME: Downtown Hopkins LRT Station Park-and-Ride Structure
8. BRIEF PROJECT DESCRIPTION (Include location, type of improvement, etc.). Include what you will be doing with the funds, (limit description to project scope). : The City of Hopkins seeks a CMAQ grant of \$7 million to partially fund the acquisition of property and construction of a 240-space structured park-and-ride facility adjacent to the new Downtown Hopkins light rail station, part of the Southwest LRT (METRO Green Line Extension) project. This facility would provide park-and-ride capacity for LRT customers traveling east to Minneapolis and St. Paul and west to Eden Prairie, replacing a small surface park-and-ride lot (owned by the City and maintained by Metro Transit) that will be converted to a civic plaza.
9. INDICATE PROJECT OR PROGRAM CONSTRUCTION LETTING, COMPLETION, OR FULLY OPERATION DATES: Estimated letting for construction in 2016. The park-and-ride structure will enter service with the Green Line Extension LRT line in 2019.

III. PROJECT FUNDING

10. Are you applying for funds from another source(s) to implement this project? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
If yes, please identify the source(s): Sec. 5309 FTA New Starts, Counties Transit Improvement Board, State of Minnesota, Hennepin County Regional Railroad Authority	
11. FEDERAL CMAQ AMOUNT REQUESTED: \$7,000,000	15. MATCH % OF PROJECT TOTAL: 43% (Minimum of 20%)
12. MATCH AMOUNT: \$5,200,000	16. PROGRAM YEAR: <input checked="" type="checkbox"/> 2017 ONLY
13. PROJECT TOTAL: \$12,200,000	17. SIGNATURE: 
14. SOURCE OF MATCH FUNDS: Sec. 5309 FTA New Starts, Counties Transit Improvement Board, State of Minnesota, Hennepin County Regional Railroad Authority, City of Hopkins	18. TITLE: City Manager, City of Hopkins, Minnesota

1. Project Description

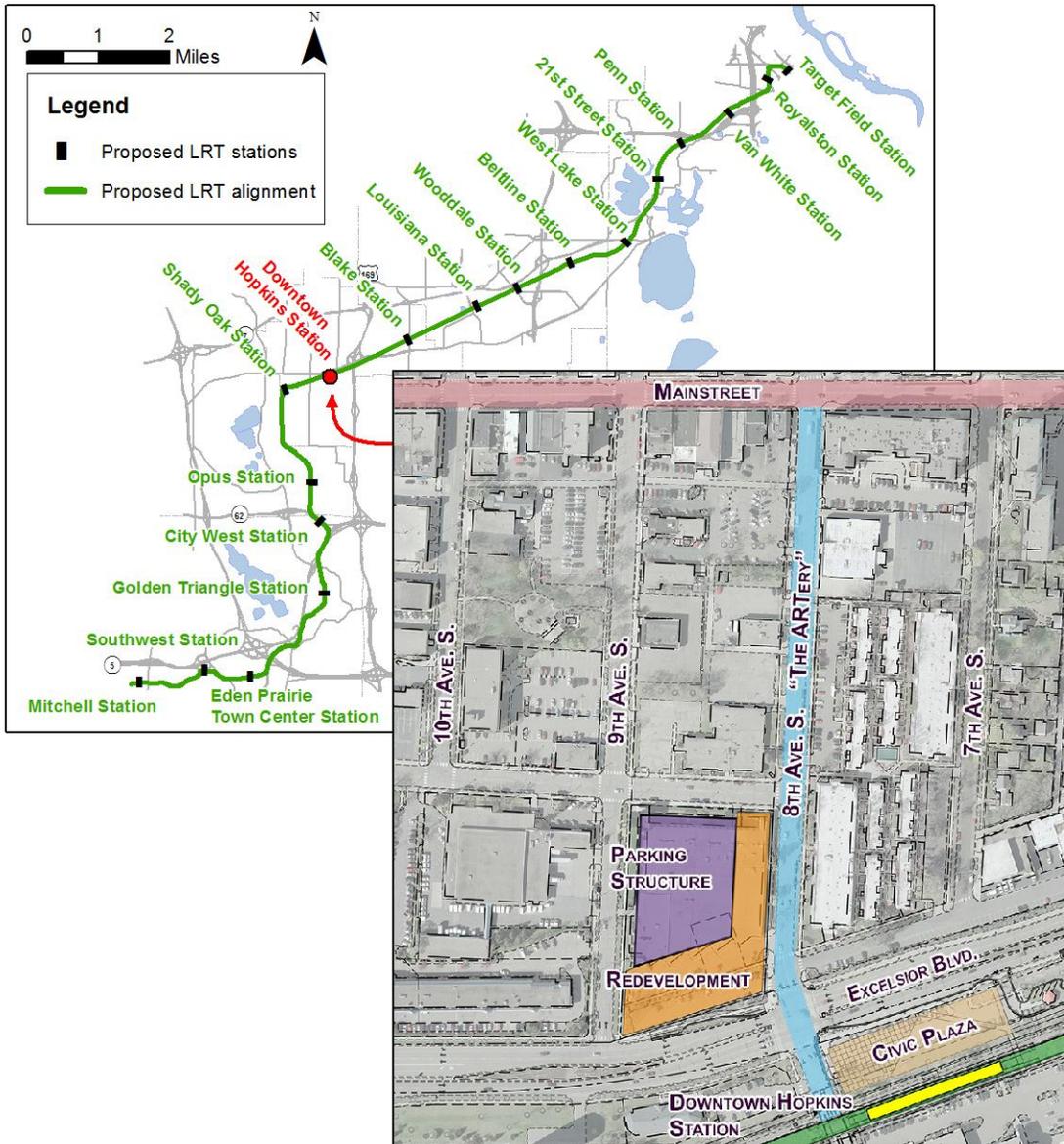
The City of Hopkins seeks a CMAQ grant of \$7 million to partially fund the acquisition of property and construction of a 240-space structured park-and-ride facility adjacent to the new Downtown Hopkins light rail station, part of the Southwest LRT (METRO Green Line Extension) project. This facility will provide park-and-ride capacity for LRT customers traveling east to Minneapolis and St. Paul and west to Eden Prairie, replacing a small surface park-and-ride lot (owned by the City and maintained by Metro Transit) that will be incorporated into the station area.

The Southwest LRT project will extend the METRO Green Line from downtown Minneapolis through major activity centers in the growing southwestern communities of St. Louis Park, Hopkins, Minnetonka and Eden Prairie, passing in close proximity to Edina. This Southwest Corridor contains a concentration of businesses, including several of the state's largest employers and major business parks.

Located near the midpoint of the METRO Green Line Extension route, the Downtown Hopkins Station site is just south of busy Excelsior Boulevard at Eighth Avenue. Economic growth in Hopkins' historic Mainstreet commercial district, two blocks north of the station site, is a primary goal of the City of Hopkins and is expected to increase with the addition of LRT service to the area. The station area is served by several bus lines and directly connected to the regional pedestrian and bicycle trail, giving it a strong multimodal character that will be enhanced by a structured park-and-ride.

The City of Hopkins sees the proposed facility and associated transit-oriented development opportunities as an important part of the city's plans for the LRT station area and Eighth Avenue. Hopkins is moving forward with streetscape improvements that will reframe Eighth Avenue as "The Artery," a pedestrian- and bicycle-friendly link between Mainstreet and the Downtown Hopkins LRT Station. Conversion of the park-and-ride lot at the Hopkins Transit Center to a civic plaza will improve the pedestrian environment by creating a buffer between the station platform and Excelsior Boulevard. The new parking structure will further enhance the area with better lighting and street-facing development, making the surrounding area safer and more inviting for transit riders and trail users.

The site of the proposed park-and-ride structure is large enough to accommodate more than an acre of transit oriented development (TOD) in addition to the parking structure, as well as pedestrian-realm enhancements. The City, which owns a portion of the site, would contribute that land to help support its vision of Eighth Avenue and to promote increased LRT ridership. The proposed facility also advances the Metropolitan Council's strategy of maximizing ridership on the METRO Green Line Extension by providing necessary park-and-ride capacity in station areas.



Southwest LRT (METRO Green Line Extension) showing proposed Downtown Hopkins Station structured park-and-ride facility.

2. Regional Significance

The proposed park-and-ride facility will serve the Downtown Hopkins light rail station on the Southwest LRT (METRO Green Line Extension) line. Southwest LRT is being developed to serve the Southwest Corridor, which extends from downtown Minneapolis to Eden Prairie and includes several key regional employment areas as well as residential communities.

The Metropolitan Council forecasts continued growth in the Southwest Corridor, with an additional 30,000 households and 60,000 new jobs added by 2030 – more than any other part of the metropolitan area except the METRO Green Line (Central Corridor) between downtown Minneapolis and downtown St. Paul. Several key roadways serving the corridor have received high

mobility deficiency ratings from MnDOT, and no major expansions or improvements are planned for the corridor after the completion of the Hwy. 169/I-494 interchange. As the numbers of people and jobs in the corridor increase, traffic congestion will worsen, unless new transportation options are created.

The Council's **2030 Transit Master Study** identified the Southwest Corridor as having a high potential for implementation of light rail or a dedicated busway, based on projected ridership, right-of-way availability and cost projections. The Metropolitan Council amended the **Transportation Policy Plan** to reflect the adoption of the Locally Preferred Alternative (light rail transit on the Kenilworth-Opus-Golden Triangle alignment) for the Southwest Transitway in May 2010.

Introduction of LRT service is expected to dramatically increase demand for park-and-ride service at the station. The Hopkins Transit Center currently provides 52 park-and-ride spaces for bus passengers. Current plans call for converting the Transit Center's surface parking area (owned by the City and maintained by Metro Transit) to a civic plaza as part of the city's pedestrian-oriented redevelopment of Eighth Avenue between the station and Mainstreet, leaving the Downtown Hopkins Station area without a dedicated park-and-ride facility unless a new facility is constructed nearby.

The **2030 Park-and-Ride Plan** describes the Council's regional vision for park-and-ride facility sites that maximize transit efficiency while serving the greatest number of customers selected through a mutual recognition, understanding and balancing of competing interests for the public good, and is included in the 2030 Transportation Policy Plan as Appendix H. The Park-and-Ride Plan identifies the Hopkins Transit Center as a target for increasing park-and-ride capacity, and envisions 210 spaces near the Downtown Hopkins Station.

Structured parking with a component of TOD adjacent to the Downtown Hopkins Station offers several benefits:

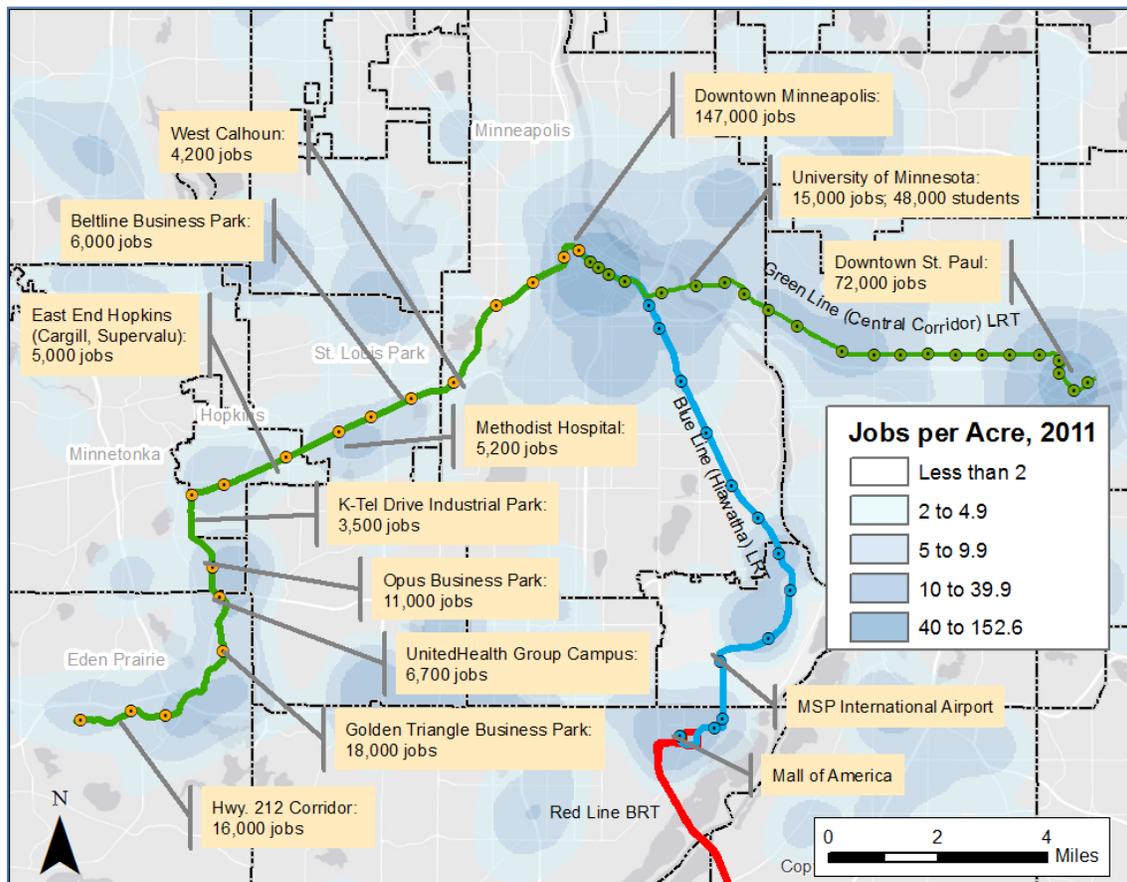
- 1) Replacing a windowless warehouse adjacent to the Downtown Hopkins Station and bus connections with pedestrian-scale development and active uses, thereby improving the pedestrian environment along Eighth Avenue.
- 2) Supporting the Metropolitan Council's TOD policy by incorporating redevelopment within the same site as a park-and-ride that serves both transit and the adjacent development by partnering with local units of government.
- 3) Supporting the City of Hopkins' vision of Eighth Avenue as The Artery, which was designed with a grant from the Metropolitan Council's Corridors of Opportunity.
- 4) Creating parking that could be leveraged by adjacent uses with complementary peak activity times, allowing for increased density and providing another revenue stream for the transit agency.
- 5) Reducing capital costs and long-term maintenance at both the Blake Road Station and Shady Oak Station park-and-rides, providing more opening day redevelopment acreage at Shady Oak Station and reducing the impact of automobile traffic at the Blake Road Station.
- 6) Enhancing and promoting private sector development in the Downtown Hopkins Station area.

As shown in the attached map of Regional Job and Activity Centers, Downtown Hopkins Station is located within a Subregional Employment Center identified by the Metropolitan Council. Approximately 3,100 residents and 5,350 jobs are located within ½ mile of the Downtown Hopkins Station site. (Population: 2010 Census. Employment: 2010 Quarterly Census of Employment and Wages, Minnesota Department of Employment and Economic Development.)

The METRO Green Line and METRO Green Line Extension will connect directly to 11 of the regional job and activity centers identified by the Metropolitan Council, including the eight below:

- downtown Minneapolis (147,000 jobs),
- downtown St. Paul (72,000 jobs),
- the University of Minnesota (15,000 jobs and 48,000 students),
- the Opus and Golden Triangle business parks (29,000 combined jobs),
- the Highway 212 corridor/Eden Prairie Town Center area in Eden Prairie (16,000 jobs),
- Park Nicollet/Methodist Hospital (5,200 jobs), and
- the Midway area of St. Paul.

The map below shows major employers and other significant trip generators identified along the METRO Green Line and Green Line Extension.



Major employment areas served by the Southwest LRT (METRO Green Line Extension).

3. Usage and Impacts of the Project

Total estimated ridership – METRO Green Line Extension 2019

Including the proposed Downtown Hopkins Station park-and-ride facility.

- Average weekday ridership: 25,421
- Total annual weekday ridership: 8,414,351

New METRO Green Line ridership 2019

Attributable to Downtown Hopkins park-and-ride facility.

- 117 new weekday park and ride users
- 234 new weekday rides (1 outbound + 1 return trip)
- Total annual ridership increase: 77,454

Estimated operating cost savings or increases

The addition of the proposed park-and-ride at Downtown Hopkins Station will reduce the METRO Green Line Extension net operating cost per passenger by approximately 1% (from \$1.94 per passenger trip to \$1.91 per passenger trip) because it will increase the number of fare-paying passengers without increasing service hours.

- Average fare per boarding: \$1.36
- Projected additional annual revenue: \$105,337
- Cost per passenger trip with/without park-and-ride: \$1.91/\$1.94
- Net per-passenger cost reduction: \$0.03 (1%)

4. Equity

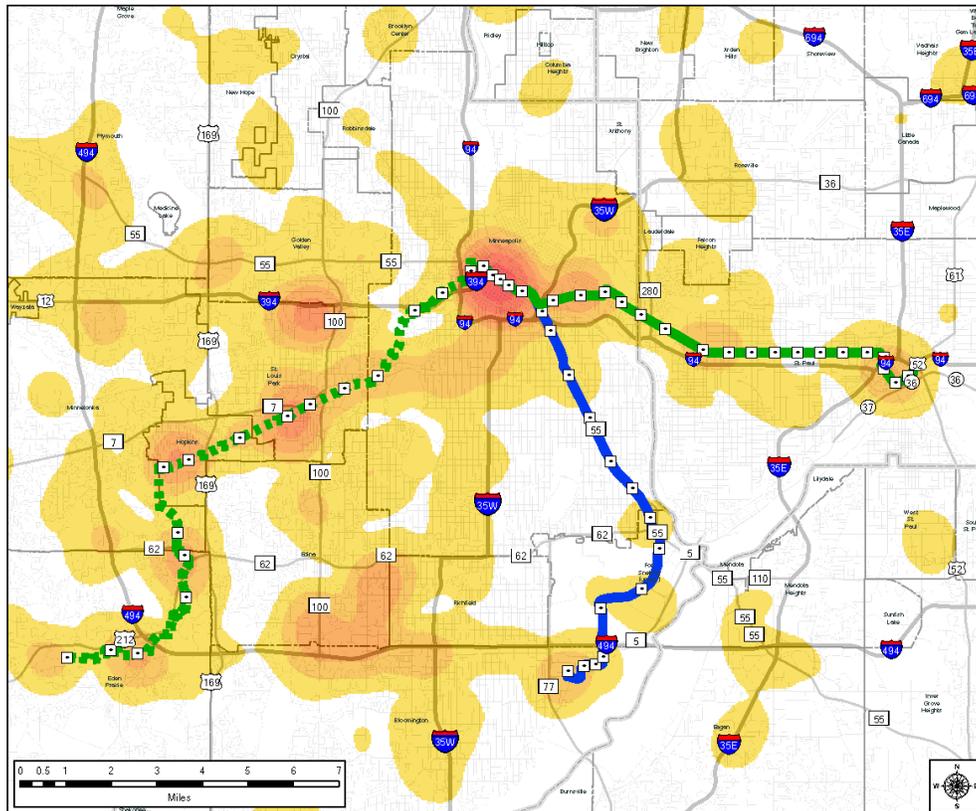
As a component of the Southwest LRT (METRO Green Line Extension) project, the Downtown Hopkins Station park-and-ride facility will help improve access to jobs as well as to education and training opportunities along the entire METRO Green Line, from Eden Prairie to downtown St. Paul.

The area surrounding the proposed park-and-ride facility is racially and ethnically diverse with a significant low-income population. Approximately 28% of residents of the Census tracts surrounding Downtown Hopkins Station identify as members of a racial or ethnic minority (901 people), and 27% (1,126 people) have incomes less than 150% of the poverty level. Nine percent of residents in the area are Hispanic or Latino, the largest proportion of any Southwest LRT station area.

As noted in the Metropolitan Council’s draft report “Choice, Place and Opportunity: An Equity Assessment of the Twin Cities Region,” the growing suburbanization of poverty is an important trend in the Twin Cities region. The facility’s location is ideal for serving the largest concentration of low-income residents along the Southwest Corridor outside of the urban core of northern Minneapolis. Downtown Hopkins Station and the adjoining Blake and Shady Oak Stations are the only suburban stations where more than 20% of area households have incomes below 150% of the poverty level.

Southwest LRT traverses the major workplaces of low-wage workers who live along the line and is very close to the major residence areas of people who work in low-wage jobs along the line, potentially making their commutes quicker and easier.

Two METRO Green Line Extension stations (Royalston and Van White) will be located within a half mile of the Racially Concentrated Area of Poverty (RCAP) in northern Minneapolis. The METRO Green Line passes through two other RCAPs: one south of downtown Minneapolis and one extending from the Midway area to downtown St. Paul. The METRO Blue Line serves the south Minneapolis and Fort Snelling area RCAPs. These areas are shown in the attached map of RCAPs.



Commuted for low-wage jobs along the METRO Green and Blue Lines.

The Southwest LRT is well positioned to serve low-wage workers in Minneapolis. The line's northeastern terminus is located in the middle of three large concentrations of low-wage workers—North Minneapolis, Northeast Minneapolis, and south of downtown Minneapolis. The last of these is the biggest concentration of low-wage workers in the Twin Cities. Furthermore, the SWLRT continues as the METRO Green Line through another concentration of low-wage workers in St. Paul, and much of Hopkins and St. Louis Park has between 1 and 3 low-wage workers per acre. The overall pattern for very-low-wage workers is similar.

Low-wage jobs are also available throughout the Southwest Corridor. As the map above shows, starting from the southwestern terminus in Eden Prairie, the SWLRT travels through concentrations of low-wage jobs in Eden Prairie, Minnetonka, Hopkins, St. Louis Park, and (especially) Minneapolis. It then continues as the METRO Green Line through an area that is essentially a single large cluster of low-wage employment.

Downtown Minneapolis, the University of Minnesota area and Downtown St. Paul are three of the largest job concentrations in the Twin Cities region, both for all jobs and for low-wage jobs (paying less than \$40,000/year). The cost of parking represents a significant barrier to employment in these areas for workers commuting from outside the urban core. A park-and-ride facility connected to fast, reliable light rail transit will reduce the cost of commuting. The ability to park at an LRT station will also expand transit options for low-income residents of the Southwest Corridor who would otherwise be dependent on bus service on the relatively sparse suburban bus network to reach job centers.

In addition to job access, low-income workers seeking to improve their earning potential through education and training will also benefit from improved access to colleges and universities along the Green Line, including the University of Minnesota, Dunwoody Institute of Technology, University of St. Thomas Business School, Augsburg College, Hamline University and Concordia University – St. Paul.

5. Project Readiness

The Downtown Hopkins Station structured park-and-ride facility meets the CMAQ project readiness criteria, as documented in the attached Project Readiness Worksheet. The Southwest LRT Project Office has incorporated the proposed park-and-ride facility into its preliminary designs and will incorporate it fully into the Southwest LRT Project upon receipt of CMAQ funds.

The Metropolitan Council has overseen the completion of two successful FTA New Starts projects (the Blue Line and the Northstar Commuter Rail). It anticipates the completion of the Central Corridor LRT (Green Line) Project in mid-June, 2014. The Council has completed these projects on time and on budget and in accordance with federal, state and local requirements.

The Federal Transit Administration (FTA) approved Southwest LRT to enter the New Starts Preliminary Engineering phase on September 2, 2011 and transitioned it to the Project Development phase in response to the implementation of MAP-21 in 2013. The Project is proceeding through the NEPA process and expects to receive the Record of Decision (ROD) in the third quarter of 2015.

The Council established the Southwest LRT Project Office in 2012, and has procured environmental, design and engineering consultants who have proceeded with the preliminary design of both the Downtown Hopkins Station and the proposed structured parking. As part of this process, MnDOT has identified the parcels associated with both the station and the structured parking. SPO utilizes a fully developed electronic construction management application overseen by the Council-staffed Project Controls Unit.

To date, the State of Minnesota, the Counties Transit Improvement Board (CTIB), and the Hennepin County Regional Railroad Authority (HCRRA) have all committed funds to the Southwest LRT Project. Furthermore, the City of Hopkins commits to providing the required local match to the requested CMAQ funds.

6. Project Costs

The total cost of the Downtown Hopkins Station park-and-ride, including property acquisition, is estimated to be \$12,200,000 in year-of-expenditure dollars.

Budget Category	Units	Cost (YOE \$)	Useful Life	Annualized Cost
Property Acquisition	2 Acres	\$4,800,000	100	\$48,000
Facility Cost	240 Spaces	\$7,400,000	50	\$148,000
Total Cost		\$12,200,000		\$196,000

The requested CMAQ contribution of \$7 million represents 57% of total funding for the Downtown Hopkins Station park-and-ride project.

Funding Source	Contribution*	Secured?
CMAQ	\$7,000,000 (57%)	No
Non-Federal	\$1,750,000 (14%)	No
SWLRT Project	\$3,450,000 (28%)	No

* Percentage totals may not sum due to rounding.

7. Emissions Reduction

The Downtown Hopkins Station park-and-ride will produce an annual VMT reduction of more than 600,000 by attracting new riders to the METRO Green Line. VMT reduction has been calculated on the basis of LRV trip generation estimates from the Metropolitan Council's Regional Travel Demand model.

For purposes of VMT estimation, calculations assume that LRV trips originating at the Downtown Hopkins Station park-and-ride replace auto trips to downtown Minneapolis, a one-way distance of approximately 10.5 miles via the two main commuter routes:

- Highway 169 to I-394, or
- Hwy. 7 to Hwy 100 to I-394.

Trips from Downtown Hopkins Station to more distant destinations, such as the University of Minnesota campus or downtown St. Paul, would result in greater VMT reductions.

Daily: 117 vehicles × 2 trips × 10.5 miles = 2,457 VMT

Annually: 2,457 daily VMT × 248 avg. working days = 609,336 VMT

Project Implementation Schedule (REQUIRED for ALL applications)

Please check those that apply and fill in anticipated completion dates

1) Project Scope

- Stakeholders have been identified
- Meetings or contacts with Stakeholders have occurred

2) Layout or Preliminary Plan

- Layout or Preliminary Plan started
- Layout or Preliminary Plan completed

Anticipated date or date of completion: May 26, 2010

3) Environmental Documentation

- EIS EA PM

Document Status

- Document not started
- Document in progress; environmental impacts identified
- Document submitted to State Aid for review (date submitted: _____)
- Document approved (include copy of signed cover sheet)

Anticipated date or date of completion/approval: Q2/Q3 2015

4) Right-of-Way

- No right-of-way or easements required
- Right-of-way or easements required, parcels not identified
- Right-of-way or easements required, parcels identified
- Right-of-way or easements required, appraisals made
- Right-of-way or easements required, offers made
- Right-of-way or easements has/have been acquired

Anticipated date or date of acquisition Q2/Q3 2015

5) Railroad Involvement

- No railroad involvement on project
- Railroad Right-of-Way Agreement required; negotiations not begun
- Railroad Right-of-Way Agreement required; negotiations have begun
- Railroad Right-of-Way Agreement required; Agreement has been initiated
- Railroad Right-of-Way Agreement is executed (include signature page)

Anticipated date or date of executed Agreement Q3 2015

6) Construction Documents/Plan

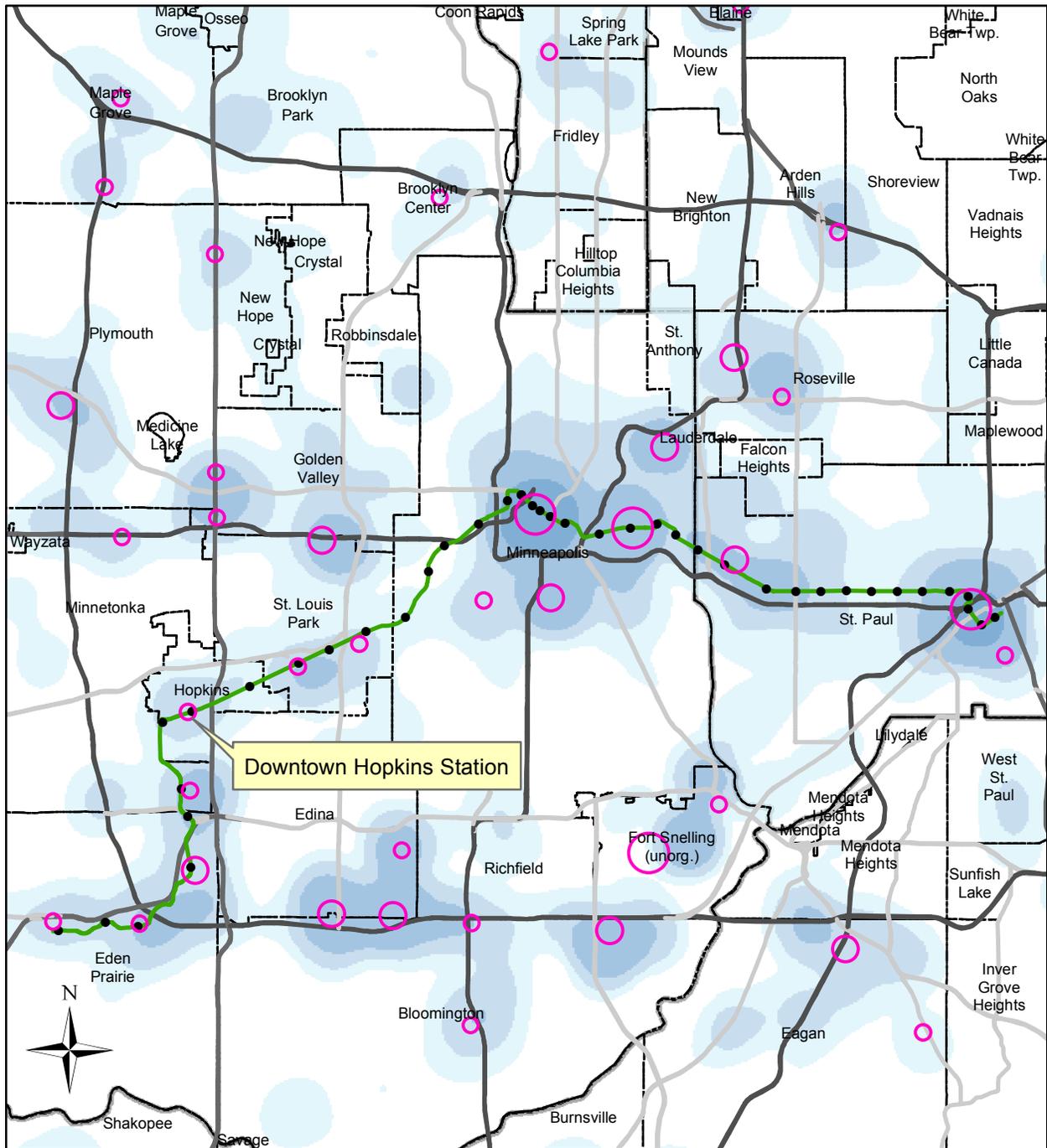
- Construction plans have not been started
- Construction plans in progress; at least 30% completion
- Construction plans submitted to State Aid for review
- Construction plans completed/approved (include signed title sheet)

Anticipated date or date of completion: Q1 2016

7) Letting

Anticipated Letting Date: Q2 2016

Regional Job and Activity Centers

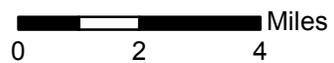


Employment Centers

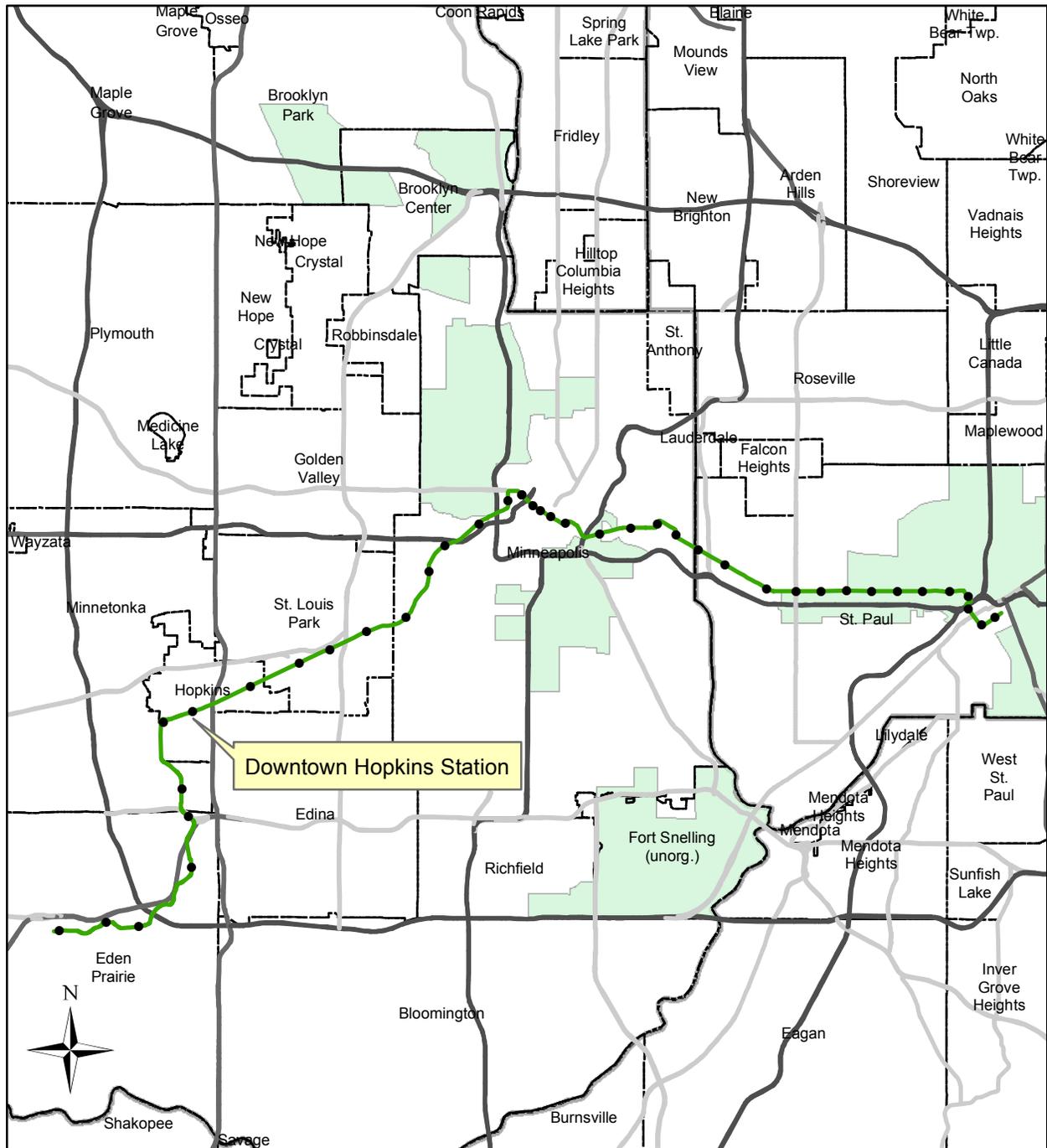
- Major (> 50,000 Jobs)
- Regional (> 15,000 Jobs)
- Subregional (> 7,000 Jobs)

Jobs per Acre, 2011

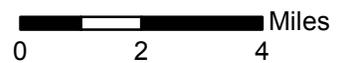
- Less than 2
- 2 to 4.9
- 5 to 9.9
- 10 to 39.9
- 40 to 152.6



Racially Concentrated Areas of Poverty (RCAP)



 RCAP (40% or more people at 185% poverty and 50% or more people of color)



**CITY OF HOPKINS
HENNEPIN, MINNESOTA
RESOLUTION NO. 2014-015**

**RESOLUTION IN SUPPORT OF CONGESTION MITIGATION AND
AIR QUALITY IMPROVEMENT PROGRAM (CMAQ) FUNDING
FOR DOWNTOWN HOPKINS STATION PARK AND RIDE**

WHEREAS, the City of Hopkins has long realized the need to improve the connection between Excelsior Boulevard and Mainstreet; and

WHEREAS, the City of Hopkins has envisioned redevelopment of Eighth Avenue South as the ARTery; and

WHEREAS, the Southwest Light Rail Transit (Green Line Extension) project will extend the Green Line from downtown Minneapolis through the communities of St. Louis Park, Hopkins, Minnetonka and Eden Prairie; and

WHEREAS, the plan for the Southwest Light Rail Transit (SWLRT) Downtown Hopkins Station's proximity to the heart of Downtown Hopkins provides an opportunity to attract LRT riders to historic Mainstreet; and

WHEREAS, the Downtown Hopkins station offers an attractive transportation option for Hopkins residents while promoting increased LRT ridership; and

WHEREAS, the proposed park and ride ramp will be wrapped with private development that will meet the City's development vision of the ARTery as well as off-set the tax base loss associated with the SWLRT Operation and Maintenance Facility, anticipated to be located in the City of Hopkins; and

WHEREAS, a grant of \$7 million in 2017 federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds would provide the necessary funds to implement this vision by opening day.

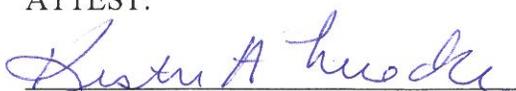
NOW, THEREFORE BE IT RESOLVED that, after appropriate examination and due consideration, the governing body of the City:

1. Supports the request to the Transportation Advisory Board (TAB) for 2017 Congestion Mitigation and Air Quality Improvement Program federal funding to construct a 240-space park-and-ride structure at the Southwest LRT Downtown Hopkins Station; and
2. Commits to providing the \$1.75 million local match that is required as part of the approval of the grant funds.

Adopted by the City Council of the City of Hopkins, Minnesota, this 1st day of April, 2014.

By: 
Eugene J. Maxwell, Mayor

ATTEST:


Kristine A. Luedke, City Clerk

Southwest Corridor Management Committee Resolution

WHEREAS:

1. The Southwest Light Rail Transit (Green Line Extension) project will extend the Green Line from downtown Minneapolis through major activity centers in the rapidly growing communities of St. Louis Park, Hopkins, Minnetonka and Eden Prairie, passing in close proximity to Edina; and
2. Governor Dayton designated the Metropolitan Council (Council) as the responsible authority for the Southwest Light Rail Transit (Green Line Extension) project; and
3. The Council established the Corridor Management Committee (CMC) in 2010 to advise the Council in the design and construction of the Southwest Light Rail Transit (SWLRT) project; and
4. The City of Hopkins is seeking federal funding to construct a 240-space park-and-ride structure at the SWLRT Downtown Hopkins Station; and
5. The LRT station's proximity to the heart of Downtown Hopkins provides an opportunity to support downtown businesses by attracting LRT riders to historic Mainstreet; and
6. The LRT station offers an attractive transportation option for Downtown residents while promoting increased LRT ridership; and
7. Additional funding will provide an opportunity to relocate and expand this parking to meet LRT demand on the corner of Excelsior Boulevard and Eighth Avenue; and
8. The proposed park and ride ramp will be wrapped with private development that will meet the City's development vision as well as off-set the tax base loss associated with the Operation and Maintenance Facility, anticipated to be located on site 9A in the City of Hopkins; and
9. A grant of \$7 million in 2017 federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds would provide the necessary funds to implement this vision by opening day.

NOW, THEREFORE:

BE IT RESOLVED, that the Corridor Management Committee supports the City of Hopkins' 2017 Congestion Mitigation and Air Quality Improvement Program federal funding request to construct a 240-space park-and-ride structure at the Southwest LRT Downtown Hopkins Station.

MOTION TO APPROVE THE RESOLUTION BY COUNCIL MEMBER CHERYL YOAKIM, SECONDED BY MAYOR SCHNEIDER OF MINNETONKA. MOTION CARRIED UNANIMOUSLY, AS REFLECTED IN APPROVED MINUTES OF THE MARCH 13 SOUTHWEST LRT CORRIDOR MANAGEMENT COMMITTEE MEETING.



April 9, 2014

Mike Mornson
City Manager
1010 First Street South
Hopkins, MN 55343

Dear Mr. Mornson:

I am writing in support of the City of Hopkins' application for Congestion Mitigation and Air Quality (CMAQ) funding to acquire property and construct a 240-space park-and-ride structure near the Southwest LRT Downtown Hopkins station. This funding will provide an opportunity to relocate and expand this parking to meet LRT demand on the corner of Excelsior Boulevard and Eighth Avenue and the proposed park and ride ramp will be wrapped with private development that will meet the City's development vision as well as offset the tax base loss associated with the Southwest LRT Operation and Maintenance Facility, anticipated to be located on site 9A in the City of Hopkins.

The Southwest LRT (METRO Green Line Extension) project will extend the METRO Green Line from downtown Minneapolis through the communities of St. Louis Park, Hopkins, Minnetonka and Eden Prairie and will pass closely to Edina. The Southwest LRT station's proximity to the heart of Downtown Hopkins provides an opportunity to support downtown businesses by attracting LRT riders to historic Mainstreet and offers an attractive transportation option for Hopkins residents while promoting increased LRT ridership.

We strongly encourage and support the City of Hopkins be approved to receive this funding to implement the vision the city has for the Downtown Hopkins station.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Brian J. Lamb'.

Brian J. Lamb
General Manager