



Application

01974 - 2014 Transit Expansion

02242 - Beltline LRT Station Park & Ride Structure

Regional Solicitation - Transit and TDM Projects

Status:

Submitted

Submitted Date:

11/25/2014 3:26 PM

Primary Contact

Name:*

Ms.

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Salutation

First Name

Middle Name

Last Name

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Community Development

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Address:

5005 Minnetonka Blvd

*

St. Louis Park

Minnesota

55416

City

State/Province

Postal Code/Zip

Phone:*

952-924-2523

Phone

Ext.

Fax:

What Grant Programs are you most interested in?

Regional Solicitation - Transit and TDM Projects

Organization Information

Name:

ST LOUIS PARK, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

5005 MINNETONKA BLVD

*

ST LOUIS PARK

Minnesota

55416

City

State/Province

Postal Code/Zip

County:

Hennepin

Phone:*

612-924-2551

Ext.

Fax:

PeopleSoft Vendor Number

000004465A1

Project Information

Project Name

Beltline LRT Station Park & Ride Structure

Primary County where the Project is Located

Hennepin

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Limit 2,800 characters; approximately 400 words)

The City of St. Louis Park seeks a federal grant of \$7 million dollars to fund the construction of a 541 space park-and-ride structure at the new Beltline Station, part of the Southwest LRT (METRO Green Line Extension) project. Currently the Southwest LRT Project includes a 541 space surface park-and-ride on a 7 acre site, of which approximately 3 acres are owned by the city. Converting the surface park-and-ride to structure will free up approximately 4 acres for Transit Oriented Development (TOD) thereby increasing ridership by approximately 375 rides a day. The City of St. Louis Park, in partnership, with the Southwest LRT Project Office, is pursuing FTA Joint Development (JD) at this station and, if successful, FTA JD funds will contribute 50% of the costs for district parking and prepare the site for redevelopment. If FTA JD does not occur, the city will still be able to develop TOD at this station on its land if the required transit parking is in a structure. Development directly at the station will not only increase ridership but also safety, access and improve the overall transit passenger experience.

The proposed Southwest LRT Project is an approximately 15.8 mile extension of the METRO Green Line which will operate from downtown Minneapolis through the communities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie, passing in close proximity to Edina.

The proposed alignment includes 17 new stations, approximately 3,800 additional park-and-ride spaces, accommodations for kiss-and-ride, bicycle and pedestrian access, and new or restructured local bus routes connecting stations to nearby residential, commercial and educational destinations. Major activity centers from Eden Prairie to St. Paul, including the Eden Prairie Center regional mall, UnitedHealth Group campuses, the Opus/Golden Triangle employment

area, Park Nicollet Methodist Hospital, the Minneapolis Chain of Lakes, downtowns Minneapolis and St. Paul, the University of Minnesota, and the State Capitol area, will be accessible by a one-seat ride. Passengers will be able to connect to the greater METRO system, including METRO Blue Line (Hiawatha LRT), METRO Orange Line (I-35W BRT), Northstar Commuter Rail, METRO Red Line (Cedar Ave BRT) via Blue Line, and the planned METRO Blue Line Extension (Bottineau LRT) as well as future commuter rail, planned Bus Rapid Transit systems and intercity passenger rail line at one or more of the five downtown Minneapolis stations.

Include location, road name/functional class, type of improvement, etc.

Project Length (Miles)

0.12

Connection to Local Planning:

Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by MnDOT and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages.

St. Louis Park 2009 Comprehensive Plan

Southwest Corridor Investment Framework (TSAAP)

Beltline Area Framework & Design Guidelines

St. Louis Park Form Based Code

SW Corridor-wide Housing Inventory

SWLRT Housing Gaps Analysis

Beltline Circulation and Access Planning
Business Park Land Use and Zoning District

ULI Development Scenario Workshop - Beltline Station

2009 Station Area Planning - Community Works

Connection to Local Planning

Project Funding

Are you applying for funds from another source(s) to implement this project?	Yes
If yes, please identify the source(s)	Sec. 5309 FTA New Starts, Counties Transit Improvement Board, State of Minnesota, Hennepin County Regional Railroad Authority
Federal Amount	\$7,000,000.00
Match Amount	\$3,321,377.00
<i>Minimum of 20% of project total</i>	
Project Total	\$10,321,377.00
Match Percentage	32.18%
<i>Minimum of 20%</i> <i>Compute the match percentage by dividing the match amount by the project total</i>	
Source of Match Funds	Sec. 5309 FTA New Starts, Counties Transit Improvement Board, State of Minnesota, Hennepin County Regional Railroad Authority, City of St. Louis Park
Preferred Program Year	
Select one:	2018

MnDOT State Aid Project Information: Transit and TDM Projects

County, City, or Lead Agency	City of St. Louis Park
Zip Code where Majority of Work is Being Performed	55416
(Approximate) Begin Construction Date	03/01/2018
(Approximate) End Construction Date	12/31/2018
LOCATION	
From: (Intersection or Address)	SE corner of Belt Line Blvd & CSAH 25
<i>Do not include legal description;</i> <i>Include name of roadway if majority of facility runs adjacent to a single corridor.</i>	
To: (Intersection or Address)	SE corner of Belt Line Blvd & CSAH 25
Type of Work	Park and Ride Structure
<i>Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)</i>	

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00

Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$0.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$9,530,797.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Transit and TDM Contingencies	\$790,580.00
Other Transit and TDM Elements	\$0.00
Totals	\$10,321,377.00

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
Totals	\$0.00

Totals

Total Cost	\$10,321,377.00
Construction Cost Total	\$10,321,377.00
Transit Operating Cost Total	\$0.00

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

Check the box to indicate that the project meets this requirement. Yes

2.Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

3.Applicants must not submit an application for the same project in more than one funding sub-category.

Check the box to indicate that the project meets this requirement. Yes

4.The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Transit expansion applications must be between \$500,000 and \$7,000,000. Transit System Modernization applications must be between \$100,000 and \$7,000,000.

Check the box to indicate that the project meets this requirement. Yes

5.The project must comply with the Americans with Disabilities Act.

Check the box to indicate that the project meets this requirement. Yes

6.The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

7.The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

Check the box to indicate that the project meets this requirement. Yes

8.The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

9.The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

10.The project applicant must send written notification regarding the proposed project to all affected communities and other levels and units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Transit and TDM Projects

Transit and TDM Projects Only

1.The project must exclude costs for studies, preliminary engineering, design, or construction engineering (except if the project does not involve construction such as signal re-timing). Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding unless included as part of a larger project, which is otherwise eligible. Right-of-way costs are not eligible as a stand-alone proposal, but are eligible when included in a proposal to build or expand transit hubs, transit terminals, park-and-ride facilities, or park-and-pool lots).

Check the box to indicate that the project meets this requirement. Yes

For Transit Expansion Projects Only

2.The project must provide a new or expanded transit facility or service(includes peak, off-peak, express, limited stop service on an existing route, or dial-a-ride).

Check the box to indicate that the project meets this requirement. Yes

3. The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing the service or facility project beyond the initial funding period.

Check the box to indicate that the project meets this requirement. Yes

4. The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. A previously selected project is not eligible unless it has been withdrawn or sunset prior to the deadline for proposals in this solicitation.

Check the box to indicate that the project meets this requirement. Yes

Other Attachments

File Name	Description	File Size
Affordable Rental Housing 2 miles of SWLRT Corridor.pdf	Map 3B-Project Location to Disadvantaged Populations, Affordable Housing within 2 Miles of Southwest LRT Corridor	1.1 MB
Beltline Concept Siteplan-Masterplan 2014.pdf	Map 1C-Project Description, Beltline Concept Siteplan	1.4 MB
Beltline LRT Station Area Improvements Opening Day.pdf	Map 4 - Bicycle and Pedestrian Connections & Improvements, Beltline Station Opening Day Station Area Improvements	2.0 MB
Beltline Park & Ride Regional Job and Activity Ctrs.pdf	Map 2C - Project Location Relative to Jobs, Regional Job and Activity Centers	831 KB
Beltline Station Affordable Housing.pdf	Map 3A- Project Location to Disadvantage Populations, Beltline Station Affordable Rental Housing within 1/2 mile	381 KB
Green Line LRT Extension Propose Route.pdf	Map 1A-Project Description, Green Line Extension Proposed Route	916 KB
Major employment areas served by SWLRT.pdf	Map 2B-Project Location Relative to Jobs, Major Employment Areas Served by Southwest LRT Green Line Extension	274 KB
SLP letter_of_support112414.pdf	Coordination: Letter of Support from Metro Transit for St. Louis Park application	381 KB
SLP resolution of support.pdf	Coordination: St. Louis Park Resolution of support.	292 KB
SWLRT Existing & Future Jobs map.pdf	Map 2A-Project Location Relative to Jobs, Southwest LRT Green Line Extension Existing and Future Jobs	152 KB
transit mgmt plan signed 112414.pdf	Other: Transit Parking Management Plan	304 KB
Twin Cities Future Transit Map 2030.pdf	Map 1B- Project Description, Greater Twin Cities Metro Transit System Network 2030	132 KB

Measure A: Project Location Relative to Jobs, Manufacturing, and Education

Select all that apply:

Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of a Job Concentration Yes

Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of a Manufacturing/Distribution Location Yes

Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of an Educational Institution	Yes
Project provides a direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of an existing local activity center identified in an adopted county or city plan	Yes

City or County Plan Reference

Note: Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the 2030 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the 2030 Transportation Policy Plan.

Response (Limit 700 characters; approximately 100 words)	The park-and-ride facility will serve the Beltline Station on the LRT Green Line Extension as identified in the 2030 Transportation Policy Plan. Riders will have direct access to several key regional employment centers, health care, education facilities and residential neighborhoods located between St. Paul/Minneapolis to Eden Prairie from the Green Line and Bus Route 17. This employment-rich corridor has more than 199,000 jobs and is projected to grow by 83,000 jobs by 2030. It will directly connect major activity centers including downtown Minneapolis, Methodist Hospital in St. Louis Park, and Opus/Golden Triangle employment area in Minnetonka and Eden Prairie.
Upload Map	Beltline Park & Ride Regional Economy P&R 110614.pdf

Measure B: Project Location Relative to Population

Completed by Metropolitan Council Staff

Existing Population (Integer Only)	165,338
Upload Map	Beltline Park & Ride Population 110614.pdf

Measure C: Transit Ridership

Existing transit routes directly connected to the project	17
Planned Transitways directly connect to the project (mode and alignment determined and identified in the 2030 TPP)	Southwest LRT (METRO Green Line Extension)
Upload Map	Beltline Park & Ride Transit Connections 110414.pdf

Response

Met Council Staff Data Entry Only

Route Ridership	2156954.0
Transitway Ridership	1.0944E7

Measure A: Total Annual Project Cost per Rider

Total Annual Operating Cost	\$0.00
Total Annual Capital Cost of Project	\$206,428.00
Total Annual Project Cost	\$206,428.00
Cost Effectiveness	\$0.19

Service Type, Methodology, and Annual Ridership

Service Type	Transitways
Annual Ridership (Integer Only)	1114322

Urban and Suburban Local Routes
Peer Route Selection
(Limit 1,400 characters;
approximately 200 words)

New ridership would be generated by TOD that can only happen when land is freed up for development by converting a planned surface park-and-ride to a structure. The amount and type of development that could be accommodated on the site has been under study by the city and has been conservatively estimated at 200 residential units, 15,000 sq. ft. of commercial, and 160,000 sq. ft. of office. The development program was modeled using ITE daily trip generation rates for each use and then applies the regional mode share for transit. The regional transit mode share of 10% was developed by the Met Council based on the results of the 2010 Travel Behavior Inventory for households within ¼ mile of a METRO Blue Line station. This model has been used for FTA Joint Development projects in other regions and has been accepted by the FTA.

Measure B: Total Annual Project Operating Cost per New Rider

New Annual Operating Cost	\$54,100.00
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Cost Effectiveness \$0.44

Service Type, Methodology, and New Annual Ridership

Service Type Transitways

New Annual Ridership (Integer Only) 124125

Urban and Suburban Local Routes
Peer Route Selection
(Limit 1,400 characters;
approximately 200 words)

Measure C: Total Annual Project Cost per New Rider

Total Annual Operating Cost \$0.00

Total Annual Capital Cost of Project \$206,428.00

Total Annual Project Costs \$206,428.00

Cost Effectiveness \$1.66

Service Type, Methodology, and New Annual Ridership

Service Type Transitways

New Annual Ridership (Integer Only) 124125

Urban and Suburban Local Routes
Peer Route Selection
(Limit 1,400 characters;
approximately 200 words)

If the addition of a structured park-and-ride at the Beltline Station is considered in relationship to the entire SWLRT project, the increase in the O&M costs for a structure vs. a surface park-and-ride would be a 0.2 % increase in costs. However, the additional ridership would constitute a 1.3% increase in ridership.

Measure A: Project Location and Impact to Disadvantaged Populations

Select One:

Projects service directly connects to Racially Concentrated Area of Poverty

Projects service directly connects to Concentrated Area of Poverty

Projects service directly connects to census tracts that are above the regional average for population in poverty or population of color Yes

Project's service directly connects to a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly

Response (Limit 1,400 characters; approximately 200 words)

The Green Line Extension project and the Beltline Station park-and-ride facility greatly improve access to jobs, health care, and education and training opportunities for racially concentrated areas of poverty. Access along the Green Line from downtown St. Paul through the University of Minnesota and downtown Minneapolis to Eden Prairie provides a major increase in employment opportunities (199,000 now plus a projected additional 83,000 jobs by 2030) for people living along the line. SWLRT provides access to employment clusters including Opus, the Golden Triangle, both downtowns, the University of Minnesota, as well as several major employers including Park-Nicollet/Methodist Hospital, Cargill and Supervalu. There will be significantly better access to a variety of employment opportunities for people of varying ages and abilities.

Over 1,640 rental units are within ½ mile of this station, some are rent restricted and the remaining are naturally occurring affordable at 60% AMI (see map). The City of St. Louis Park has also embarked on creating an inclusionary housing requirement for certain new developments, which will bring additional affordable housing to the Beltline Station Area. A formal policy is expected to be adopted in early 2015. With the exception of Minneapolis, St. Louis Park will be the first community along the line to adopt such a policy.

Upload Map

Beltline Park & Ride Socio Economic 110614.pdf

Measure B: Affordable Housing

City/Township	Number of Stops in City/Township
St. Louis Park	3.0
Hopkins	2.5

Minnetonka	1.5
Eden Prairie	5.0
Minneapolis	5.0
	17

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Number of Stops in City/Township	Total Number of Stops	Score	Number of Stops/Total Number of Stops	Housing Score Multiplied by Segment percent
Item Deleted	0	17.0	0	0	0
St. Louis Park	3.0	17.0	77.0	0.176	13.588
Hopkins	2.5	17.0	74.0	0.147	10.882
Minnetonka	1.5	17.0	68.0	0.088	6.0
Eden Prairie	5.0	17.0	75.0	0.294	22.059
Minneapolis	5.0	17.0	97.0	0.294	28.529
		102	391	1	81

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Number of Stops in City	17.0
Total Housing Score	81.058

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	375
Distance from Terminal to Terminal (Miles)	15.8
VMT Reduction	5925.0
CO Reduced	14160.75
NOx Reduced	948.0
CO2e Reduced	2172105.0
PM2.5 Reduced	29.625
VOCs Reduced	177.75
Total Emissions Reduced	2187421.0

Measure B: Total Project Cost per Daily KG of Emissions Reduced

This measure will calculate the cost effectiveness of the project as it relates to emissions reduction.

• *Cost Effectiveness = Total annual project cost / kilograms of emissions reduced per day*

*The total annual project cost is calculated by adding the annualized capital cost and the annual operating costs for the third year of service. The applicant **must** complete the forms listed below in order to calculate the Cost Effectiveness, save, and submit this form.*

Are the forms listed above complete?	Yes
Total Project Cost	\$206,428.00
Total Emissions Reduced	2187421.0
Cost Effectiveness	\$0.09

Measure A: Bicycle and Pedestrian Connections

Response (Limit 1,400 characters; approximately 200 words)

The park-and-ride will be located on Beltline Boulevard, the primary north-south connector between Excelsior and Minnetonka Boulevards. The Cedar Lake Regional Trail, a busy commuter and recreational trail (nearly 567,400 riders in 2012), parallels the LRT alignment and provides access to the station and park-and-ride. It is the centerpiece of a local multi-use trail system connecting parks, open space, neighborhood amenities as well as local destinations and employment centers. A trail along the east side of Beltline Boulevard connects Bass Lake Preserve, Wolfe Park, the Citys Rec Center and the mixed-use Excelsior & Grand TOD located south of the station. The trail system also connects areas to the north with a pedestrian/bike bridge over CSAH 25 just west of the park-and-ride.

Due to large block sizes and industrial land uses in the area, few sidewalks are present in the immediate station area. Addressing these deficiencies is the City s 10-year sidewalk/trail plan-Connect the Park!- which provides additional sidewalk, trail and bike lanes, including construction of a trail and bikeway on Beltline Blvd. By opening day new bike and pedestrian improvements will be built to facilitate movement around the station area.

Measure B: Roadway, Bicycle, and Pedestrian Improvements

The park-and-ride facility is located at an identifiable gateway in the Beltline LRT station area. This area is very auto-oriented currently, with a limited roadway network making it challenging for pedestrians to move about in the station area. St. Louis Park developed the Beltline Area Design Guidelines and Circulation Study to guide redevelopment and infrastructure improvements in anticipation of Southwest LRT. The Southwest Corridor Investment Framework plans also call for a range of improvements to create a robust pedestrian and bicycling environment in the station area. The city plans to redesign and convert Beltline Boulevard into a Complete Street with design elements such as sidewalk bump-outs, on-street bike lanes, and sidewalk and streetscape enhancements to accommodate all modes of travel; and is working on changing CSAH 25 to a more urban boulevard with new trails and sidewalks. Countdown timers and improved crossings are planned, as well as bike parking/ lockers at the park-and-ride facility at the station platform. Additional north-south street connections at Lynn Ave and Monterey Ave are being designed to provide smaller blocks with sidewalks and trails. These roadways will frame the transit-oriented development and structured park-and-ride to provide a much safer and more organized environment for pedestrians and bicyclists.

Response (Limit 1,400 characters; approximately 200 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

[Check Here if Your Transit Project Does Not Require Construction](#)

Measure A: Risk Assessment

1)Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes
100%

Stakeholders have been identified
40%

Stakeholders have not been identified or contacted
0%

2)Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed Yes
100%

Layout or Preliminary Plan started
50%

Layout or Preliminary Plan has not been started
0%

Anticipated date or date of completion 05/26/2010

3)Environmental Documentation (10 Percent of Points)

EIS Yes

EA

PM

Document Status:

Document approved (include copy of signed cover sheet) 100%

Document submitted to State Aid for review 75%

Document in progress; environmental impacts identified Yes
50%

Document not started
0%

Anticipated date or date of completion/approval 10/16/2015

4)Review of Section 106 Historic Resources (15 Percent of Points)

No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge Yes
100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated
80%

Historic/archaeological review under way; determination of adverse effect anticipated

40%

Unknown impacts to historic/archaeological resources

0%

Anticipated date or date of completion of historic/archeological review:

10/16/2015

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (15 Percent of Points)

(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)

No Section 4f/6f resources located in the project area

Yes

100%

Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

Section 4f resources present within the project area, but no known adverse effects

80%

Adverse effects (land conversion) to Section 4f/6f resources likely

30%

Unknown impacts to Section 4f/6f resources in the project area

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way or easements not required

100%

Right-of-way or easements has/have been acquired

100%

Right-of-way or easements required, offers made

75%

Right-of-way or easements required, appraisals made

50%

Right-of-way or easements required, parcels identified

Yes

25%

Right-of-way or easements required, parcels not identified

0%

Right-of-way or easements identification has not been completed

0%

Anticipated date or date of acquisition 07/01/2016

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project

100%

Railroad Right-of-Way Agreement is executed (include signature page) 100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

Railroad Right-of-Way Agreement required; negotiations have begun Yes

40%

Railroad Right-of-Way Agreement required; negotiations not begun

0%

Anticipated date or date of executed Agreement 10/16/2015

8)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion Yes

50%

Construction plans have not been started

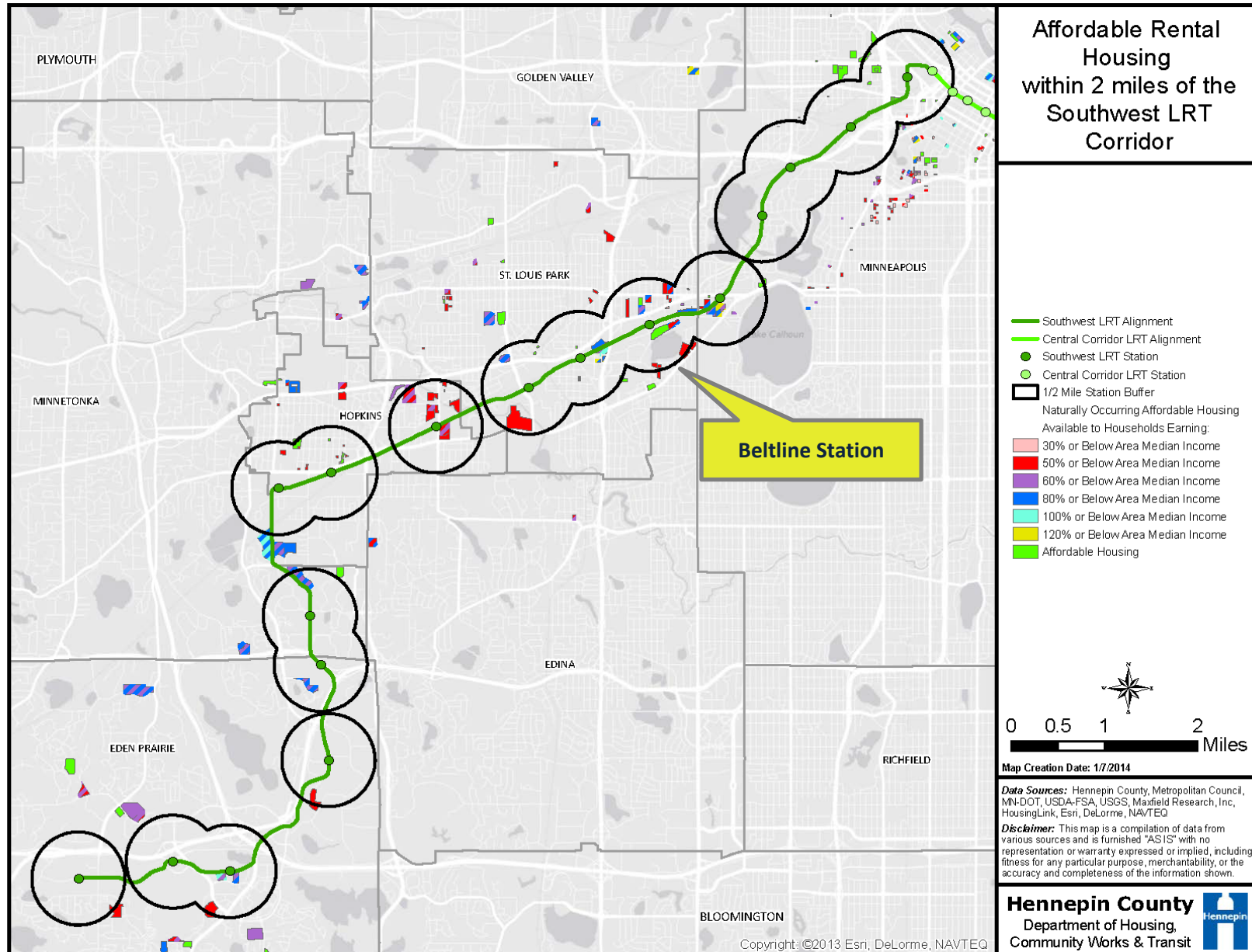
0%

Anticipated date or date of completion 03/18/2016

9)Letting

Anticipated Letting Date 03/19/2016

Affordable Rental Housing within 2 Miles of Southwest LRT Corridor





KEY

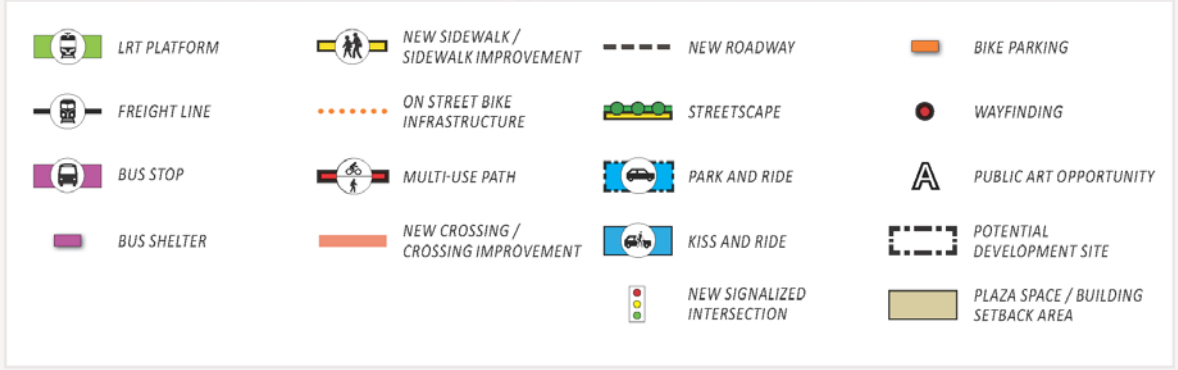
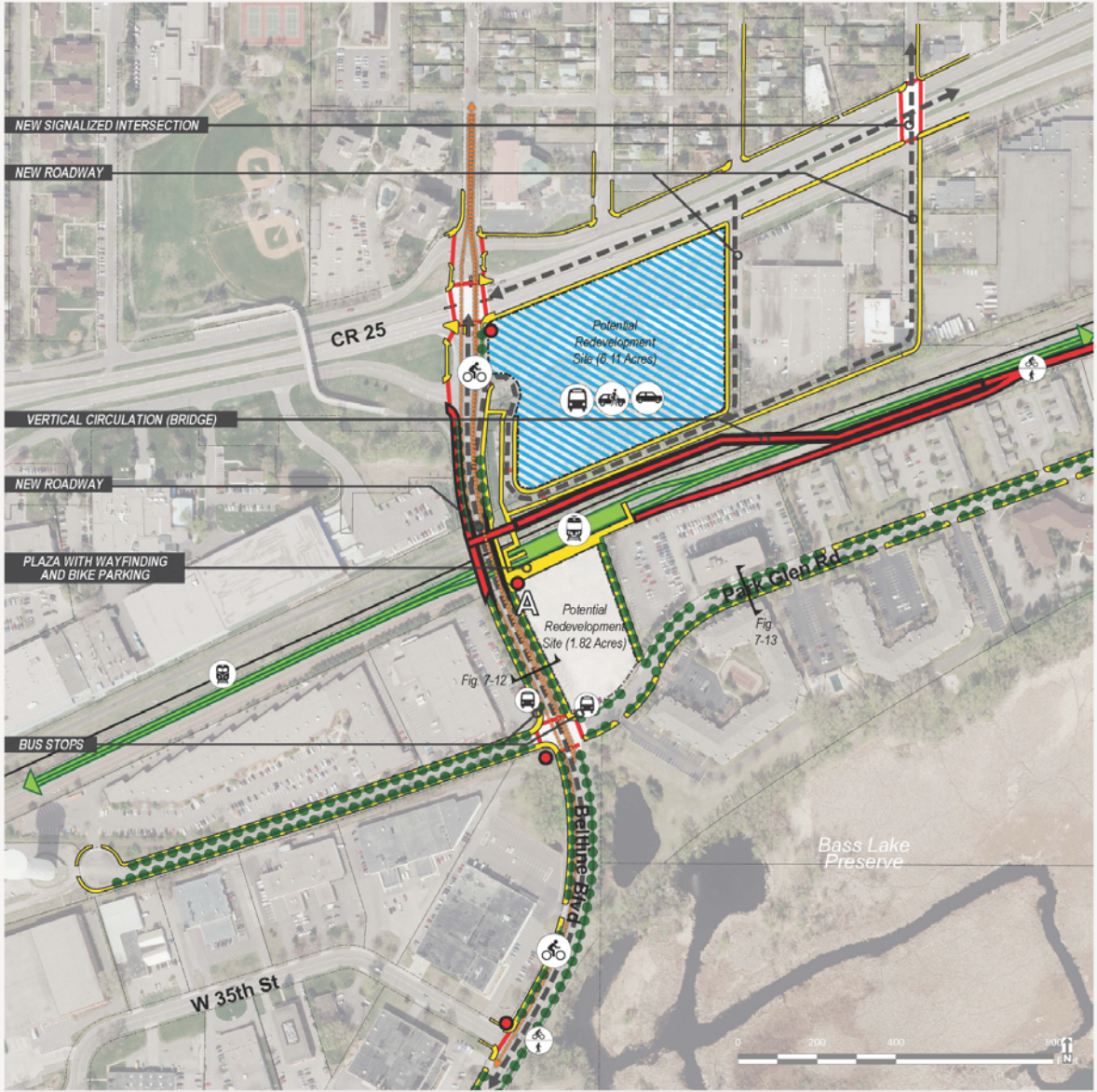
- A Office
- B Residential
- C Transit Stations (Bus + LRT)
- D Public Green Space
- E Realigned Trail Bridge
- F Parking Ramp
- G Street Level Retail
- H Gateway Monument
- I Transit Center
- J Liner Residential Over Retail
- K Surface Parking

August 5, 2014

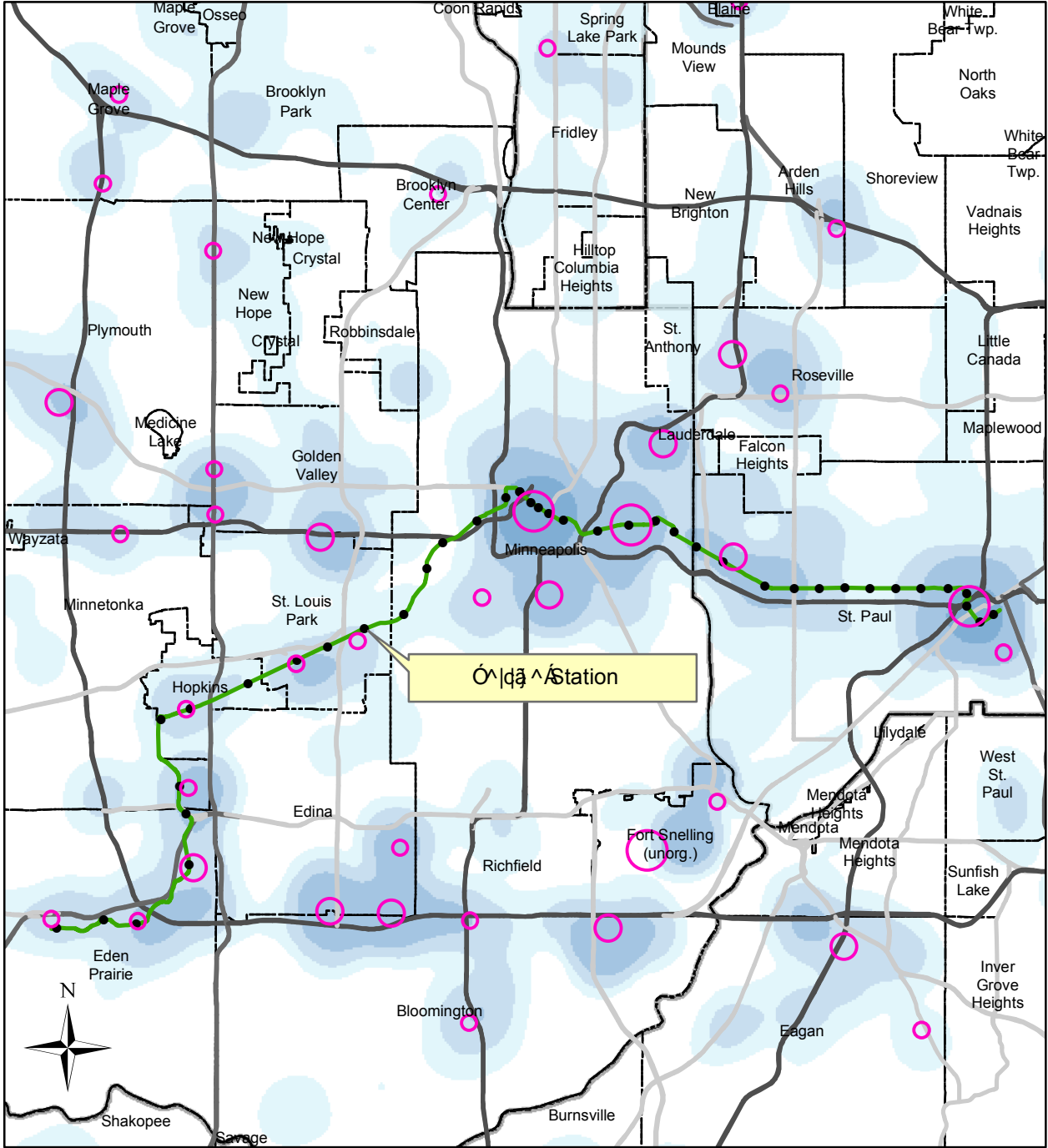
Beltline Station Opening Day Station Area Improvements

Southwest Corridor Investment Framework

WHERE ARE WE GOING?
BELT LINE



Regional Job and Activity Centers



Employment Centers

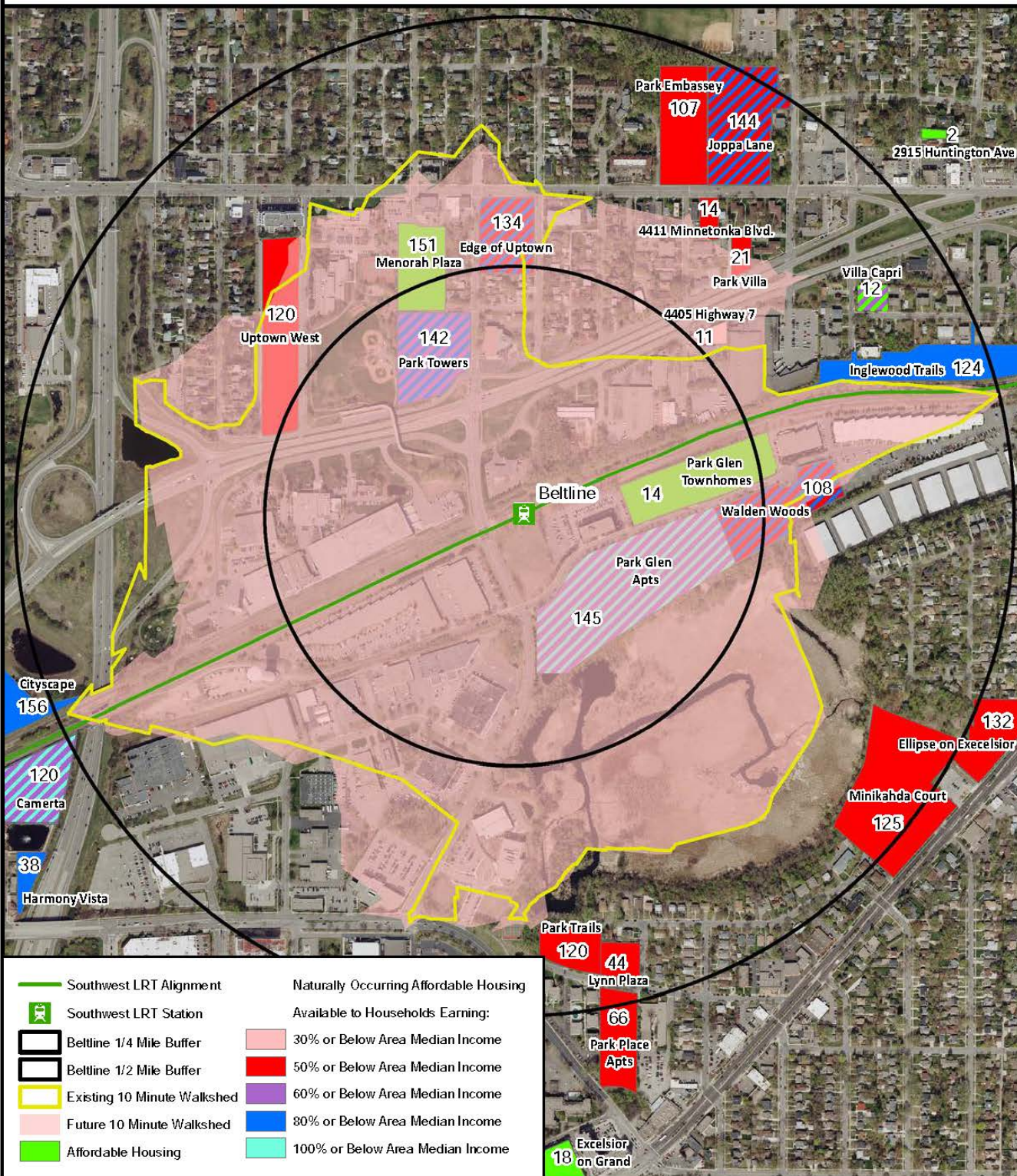
- Major (> 50,000 Jobs)
- Regional (> 15,000 Jobs)
- Subregional (> 7,000 Jobs)

Jobs per Acre, 2011

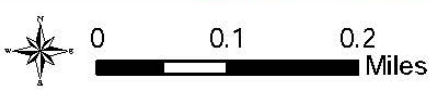
- Less than 2
- 2 to 4.9
- 5 to 9.9
- 10 to 39.9
- 40 to 152.6



Beltline Station: Affordable Rental Housing



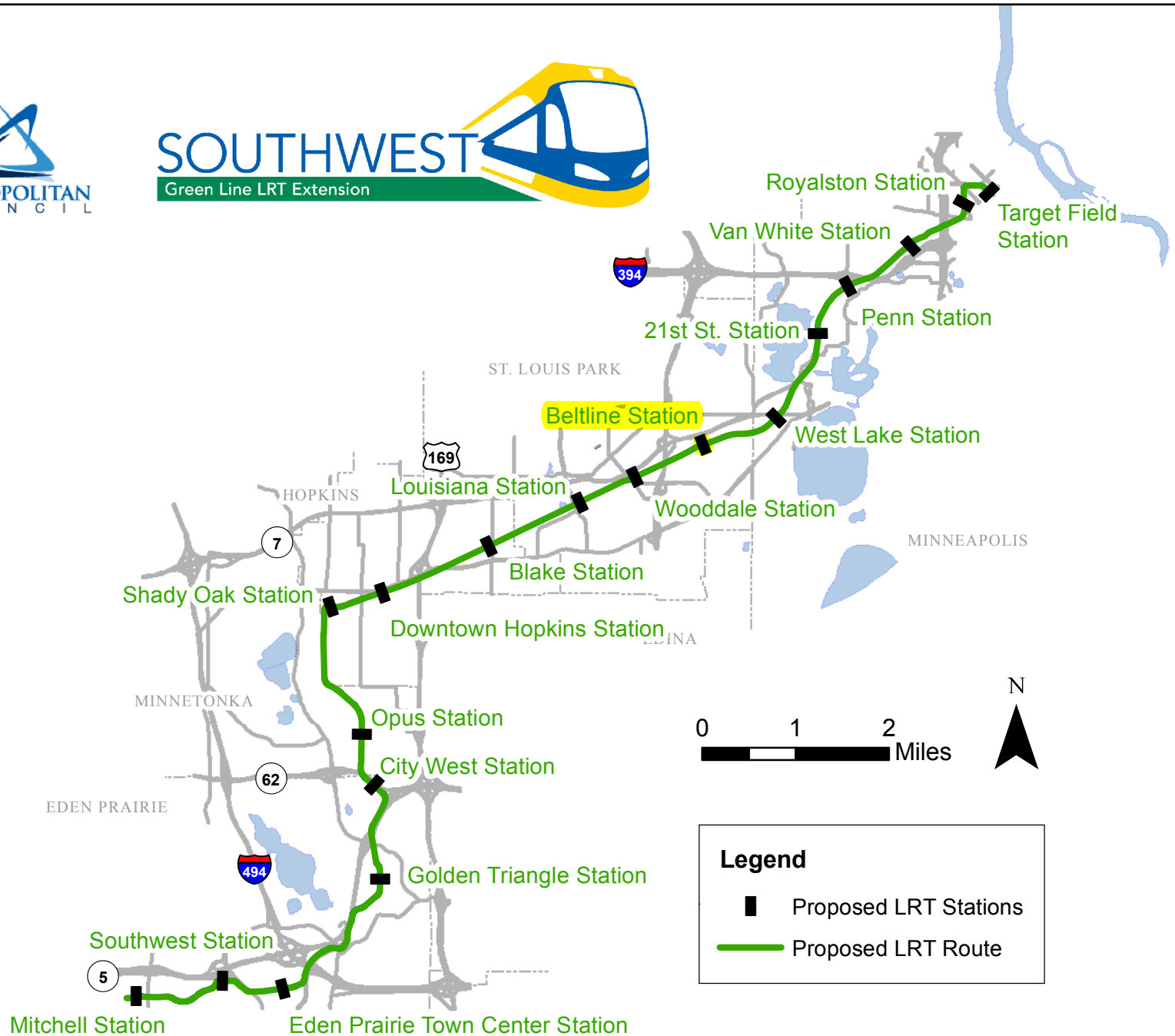
Data Sources: Hennepin County, Metropolitan Council, MN-DNR, MN-DOT, USDA-FSA, NRCS, USGS, Maxfield Research, Inc, HousingLink
 Disclaimer: This map is a compilation of data from various sources and is furnished "AS IS" with no representation or warranty expressed or implied, including fitness for any particular purpose, merchantability, or the accuracy and completeness of the information shown. Map Creation Date: 1/7/2014

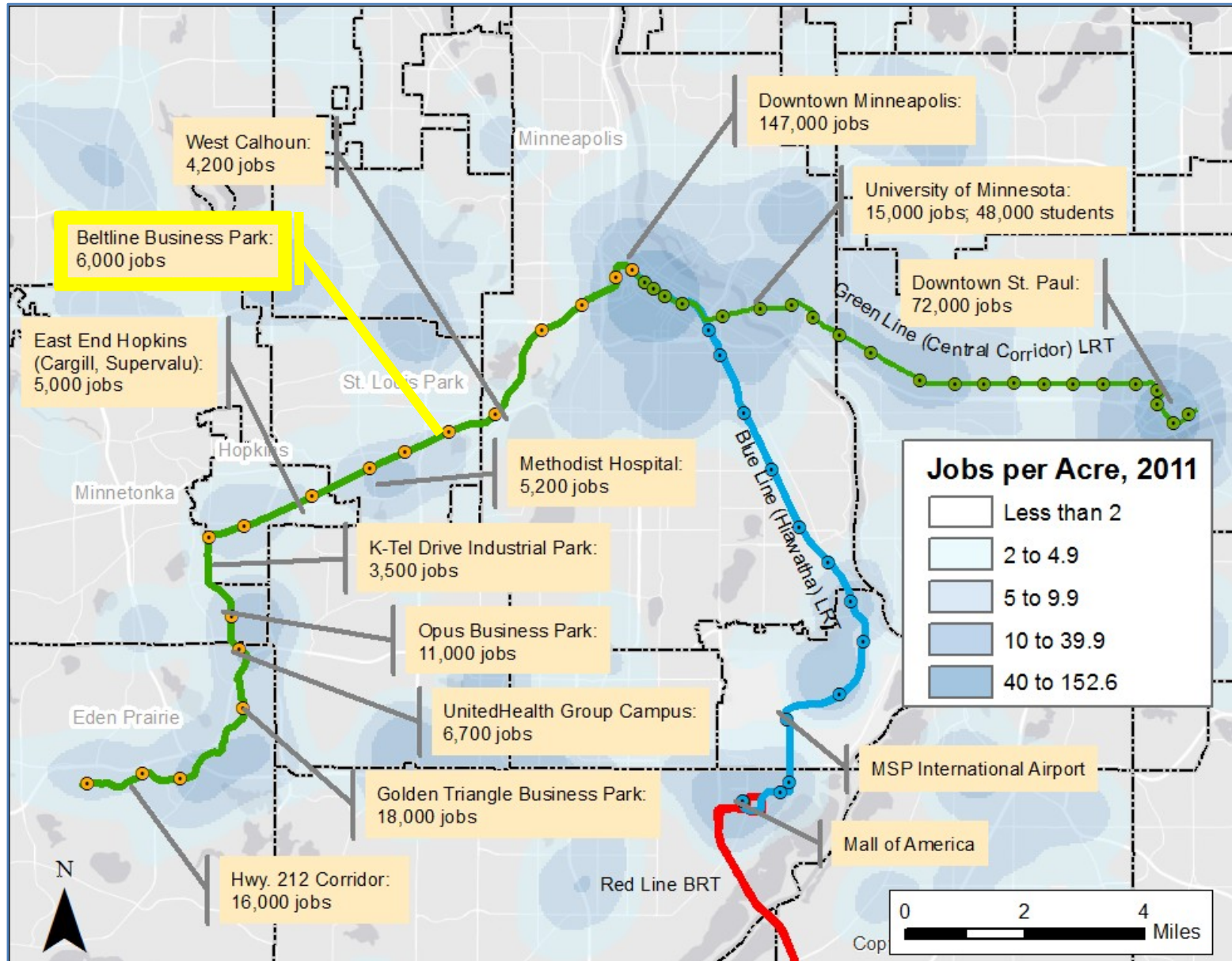




SOUTHWEST

Green Line LRT Extension





Major Employment Areas Served by the Southwest LRT Green Line Extension



November 19, 2014

Tom Harmening
City Manager and EDA Executive Director
City of St. Louis Park
5005 Minnetonka Blvd.
St. Louis Park, MN 55416

RE: Letter of Support for St. Louis Park's Regional Solicitation Application

Dear Mr. Harmening:

I am writing in support of the City of St. Louis Park's application for the current regional solicitation for Transit Expansion funding to construct a 541-space park-and-ride structure at the Southwest LRT Beltline Station. This funding will provide the opportunity to convert a planned 541-space surface park-and-ride that covers 7 acres to a structure, thereby freeing up approximately 4 acres for Transit Oriented Development (TOD). The anticipated TOD will be designed in conjunction with the transit use and will increase ridership and provide an improved transit passenger experience.

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 very close to Edina. The City of St. Louis Park has invested significant time and resources involving the community in developing a vision for Beltline Station which includes creating a vibrant and connected community hub for jobs, neighborhoods and recreation. The ability to structure the required transit-demand parking will help balance the regional park-and-ride needs with the local vision.

In support of the city's vision for the station and the direct benefit to Metro Transit of increased ridership, Metro Transit commits to operating and maintaining a parking ramp instead of a surface park-and-ride lot at the Beltline Station. The right-of-way required for this facility will be acquired as part of the Southwest LRT project and will be subject to all applicable FTA regulations.

On behalf of the Metropolitan Council, Metro Transit strongly encourages and supports approval of the City of St. Louis Park to receive this funding to help realize the vision the city has for the Beltline Station.

Sincerely,

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

Brian J. Lamb
General Manager

A service of the Metropolitan Council

RESOLUTION NO. 14-154

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

WHEREAS, the City of St. Louis Park has long realized the need to improve the connectivity at the Southeast corner of Beltline Blvd and CSAH 25; and

WHEREAS, the City of St. Louis Park has envisioned significant mixed-use, transit oriented development at the southeast quadrant of CSAH 25 and Beltline Boulevard; 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) Beltline Station's proximity to Highway 100 provides an opportunity to attract LRT riders to the Beltline area; and

WHEREAS, the Beltline Station offers an attractive transportation option for St. Louis Park residents while promoting increased LRT ridership; and

WHEREAS, the proposed structured park-and-ride ramp will be wrapped with private development that will meet the City's development vision of the Beltline Station; 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 of St. Louis Park:

1. Supports the request to the Transportation Advisory Board (TAB) for 2017 Congestion Mitigation and Air Quality Improvement Program federal funding to construct a 541-space park-and-ride structure at the Southwest LRT Beltline Station; and
2. Commits to providing the \$1.75 million local match that is required as part of the approval of the grant funds.

Reviewed for Administration

Adopted by the City Council November 17, 2014



City Manager



Mayor

Attest:

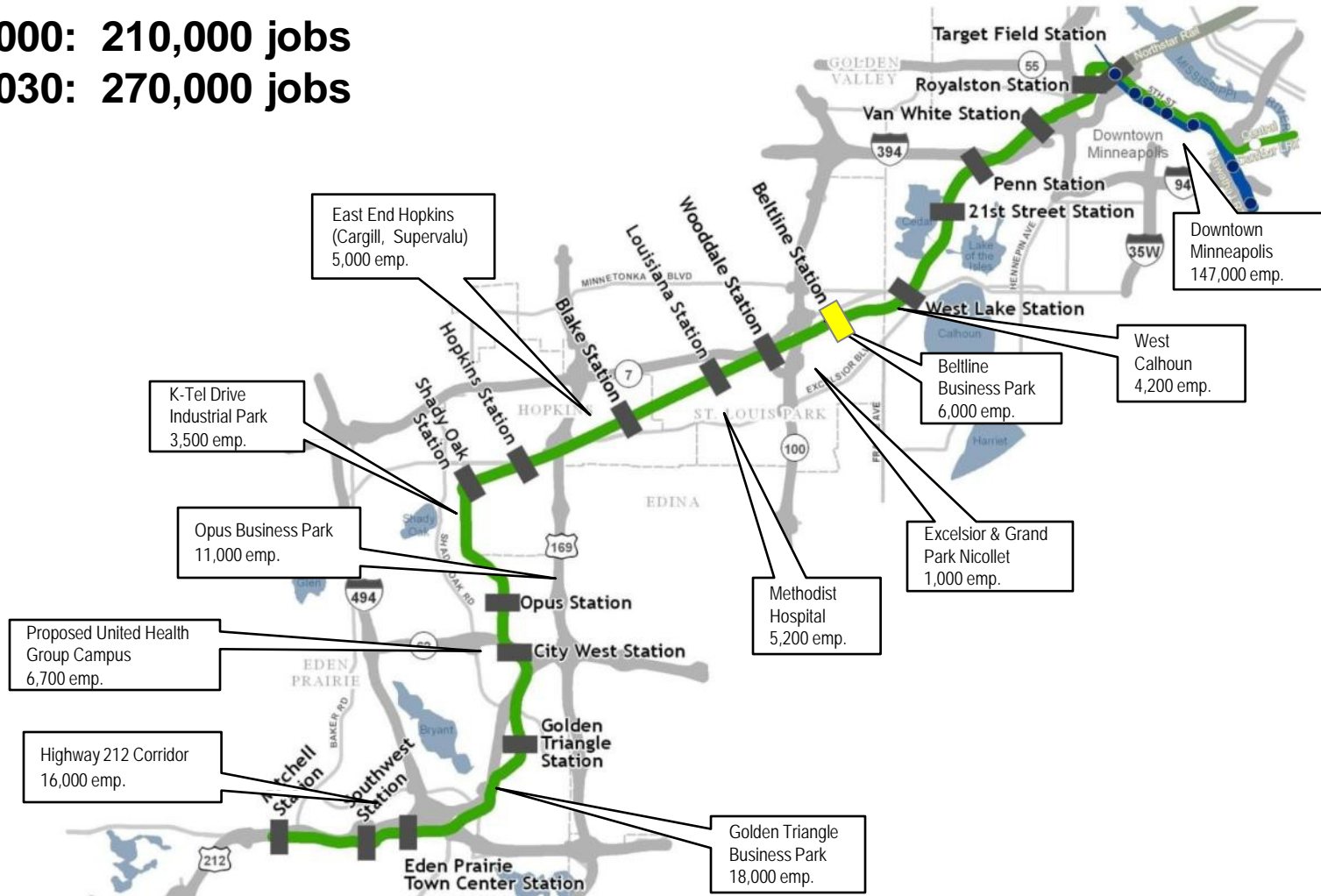


City Clerk

Existing Jobs & Growth

Southwest LRT Green Line Extension

2000: 210,000 jobs
2030: 270,000 jobs



November 25, 2014

Tom Harmening
City Manager and EDA Executive Director, City of Saint Louis Park
5005 Minnetonka Blvd.
St. Louis Park, MN 55416

Re: Transit Parking Management Plan

Dear Mr. Harmening:

The proposed park-and-ride planned for Beltline Station will have parking for transit customers only. The long term management and enforcement of the transit parking will be the responsibility of Metro Transit and will be done in accordance with Metro Transit policy and procedures. Generally enforcement is done by signage and occasional patrol. Below is a typical sign used by Metro Transit at all of its park-and-rides.



One option being explored for this site is FTA Joint Development which may include the construction of additional parking spaces in the same parking structure for use by the surrounding commercial uses. The additional parking spaces would also be appropriately signed for the designated uses and possibly designed with a separate entrance or gate to ensure the separation of uses.

Sincerely,

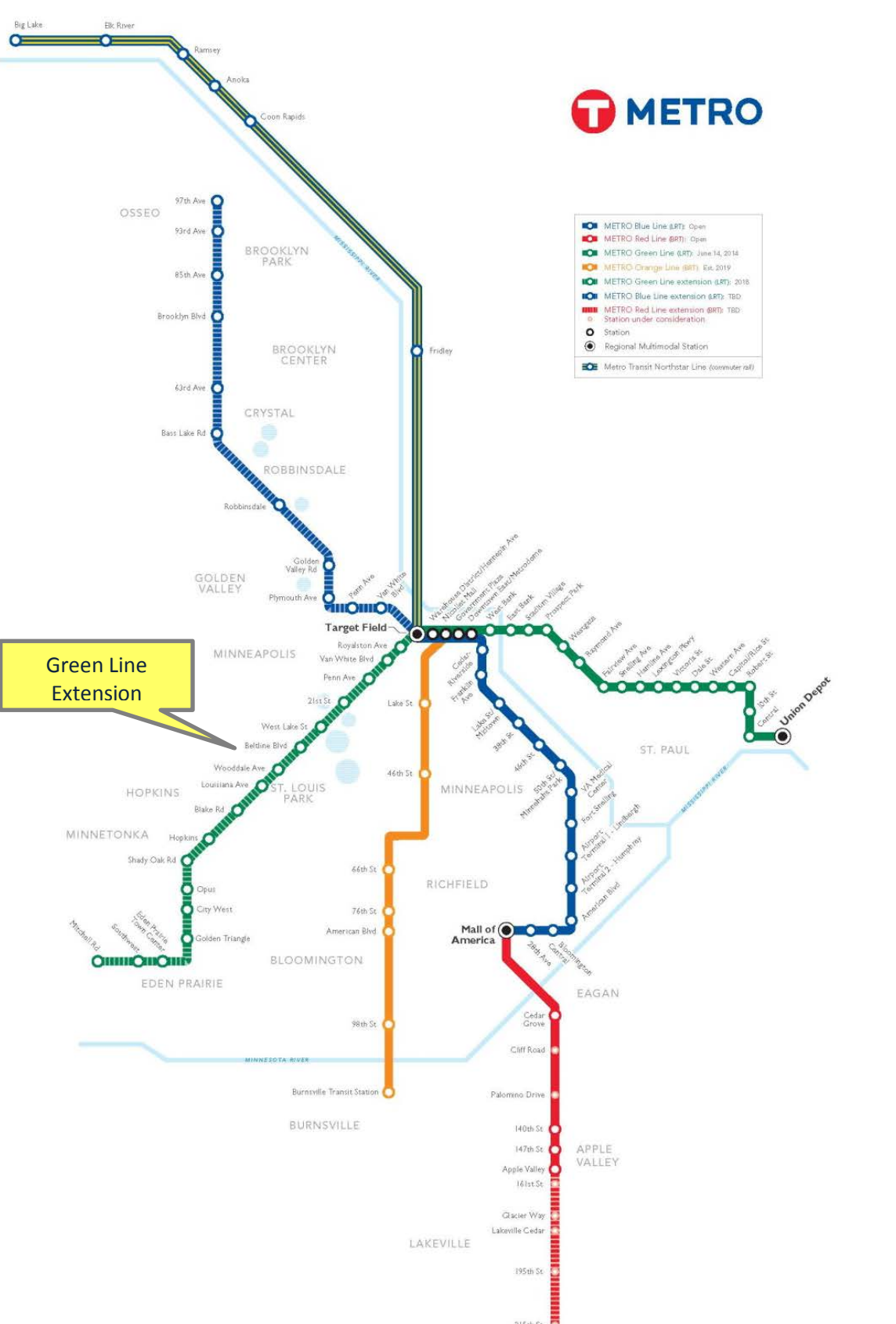


Kimberly Koempel, TOD/Land Use Planner
Southwest LRT



- METRO Blue Line (BRT): Open
- METRO Red Line (BRT): Open
- METRO Green Line (BRT): June 14, 2014
- METRO Orange Line (BRT): Est. 2019
- METRO Green Line extension (BRT): 2018
- METRO Blue Line extension (BRT): TBD
- METRO Red Line extension (BRT): TBD
- Station under consideration
- Station
- Regional Multimodal Station
- Metro Transit Northstar Line (commuter rail)

Green Line Extension



Twin Cities Future Transit Network 2030

Regional Economy

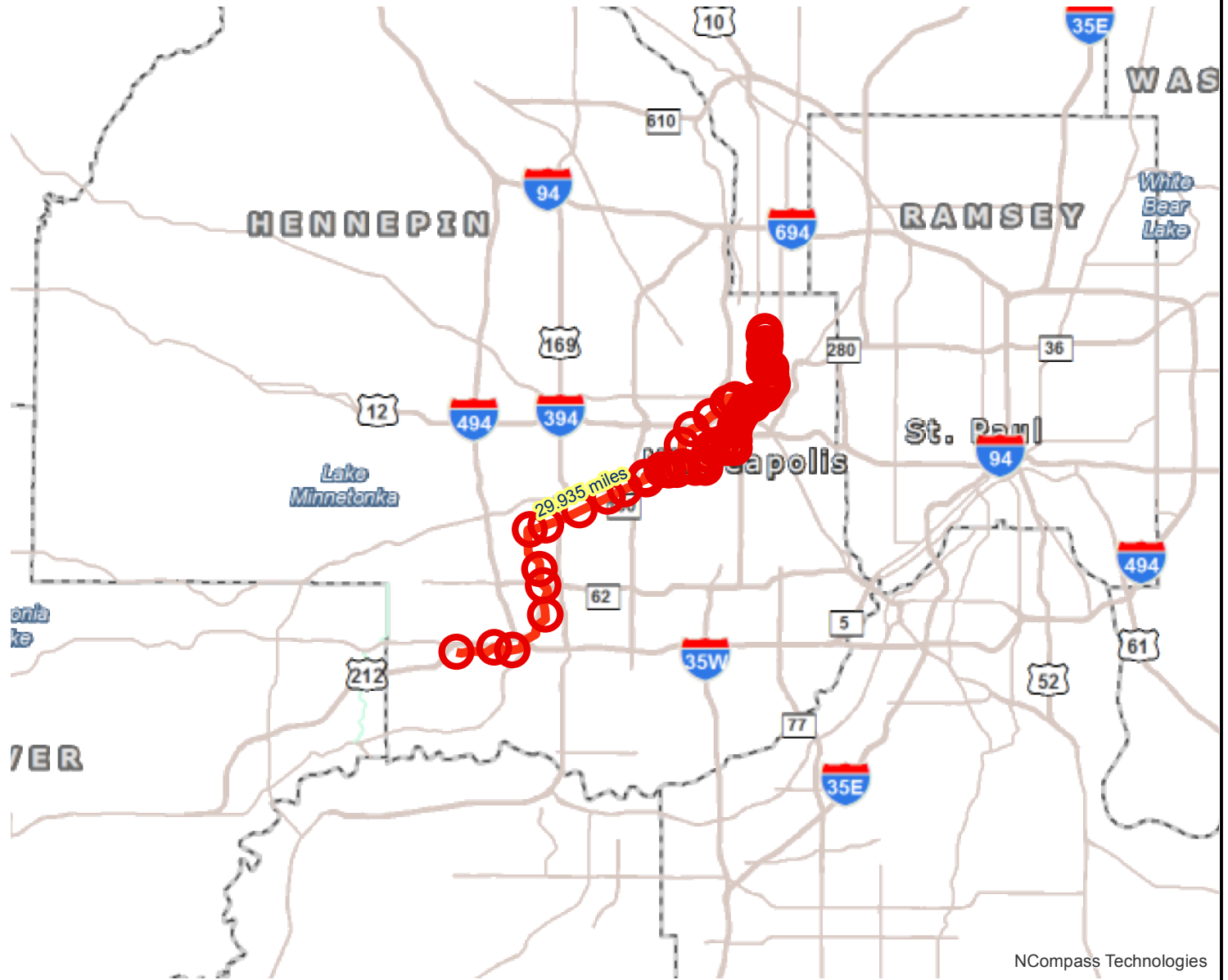
Transit Expansion Project: Beltline LRT Station Park & Ride | Map ID: 1415287425267

Results

Project **IN** area of Job Concentration.

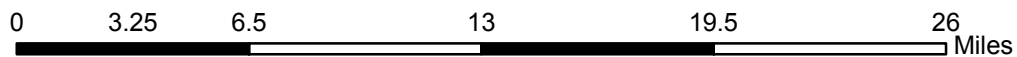
Project **IN** area of Manufacturing and Distribution.

Project **CONNECTED** to area of Education Institutions.



 Project Points

 Project



Created: 11/6/2014
LandscapeRSA5



For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



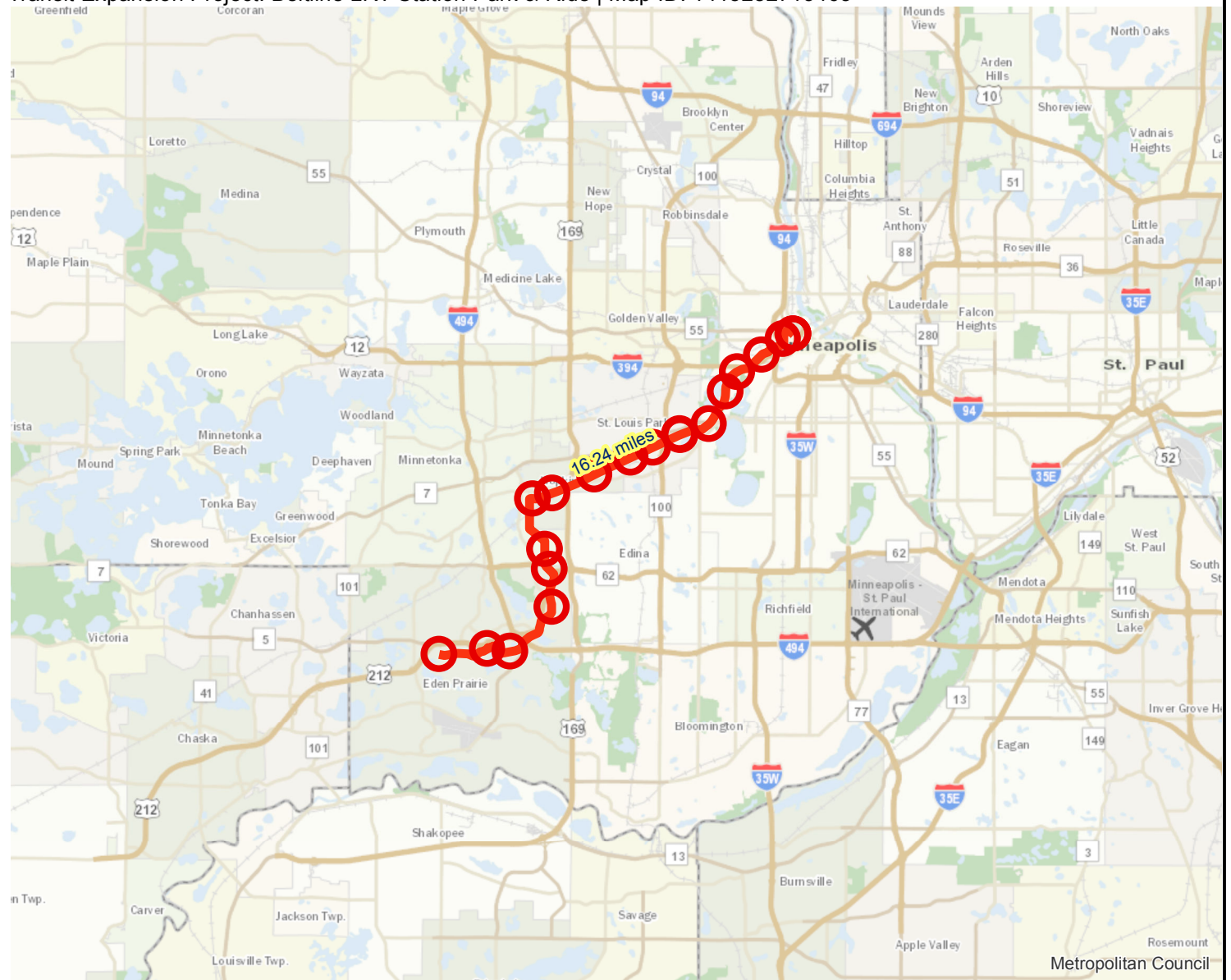
Population Summary

Transit Expansion Project: Beltline LRT Station Park & Ride | Map ID: 1415282713465

Results

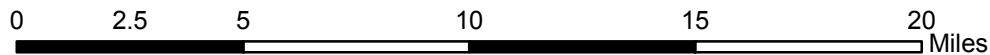
Within QTR Mile of project:
Total Population: 58107
Total Employment: 91819

Within HALF Mile of project:
Total Population: 90584
Total Employment: 165338



 Project Points

 Project



Created: 11/6/2014
LandscapeRSA4



For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Results

Transit with a Direct Connection to project:

17

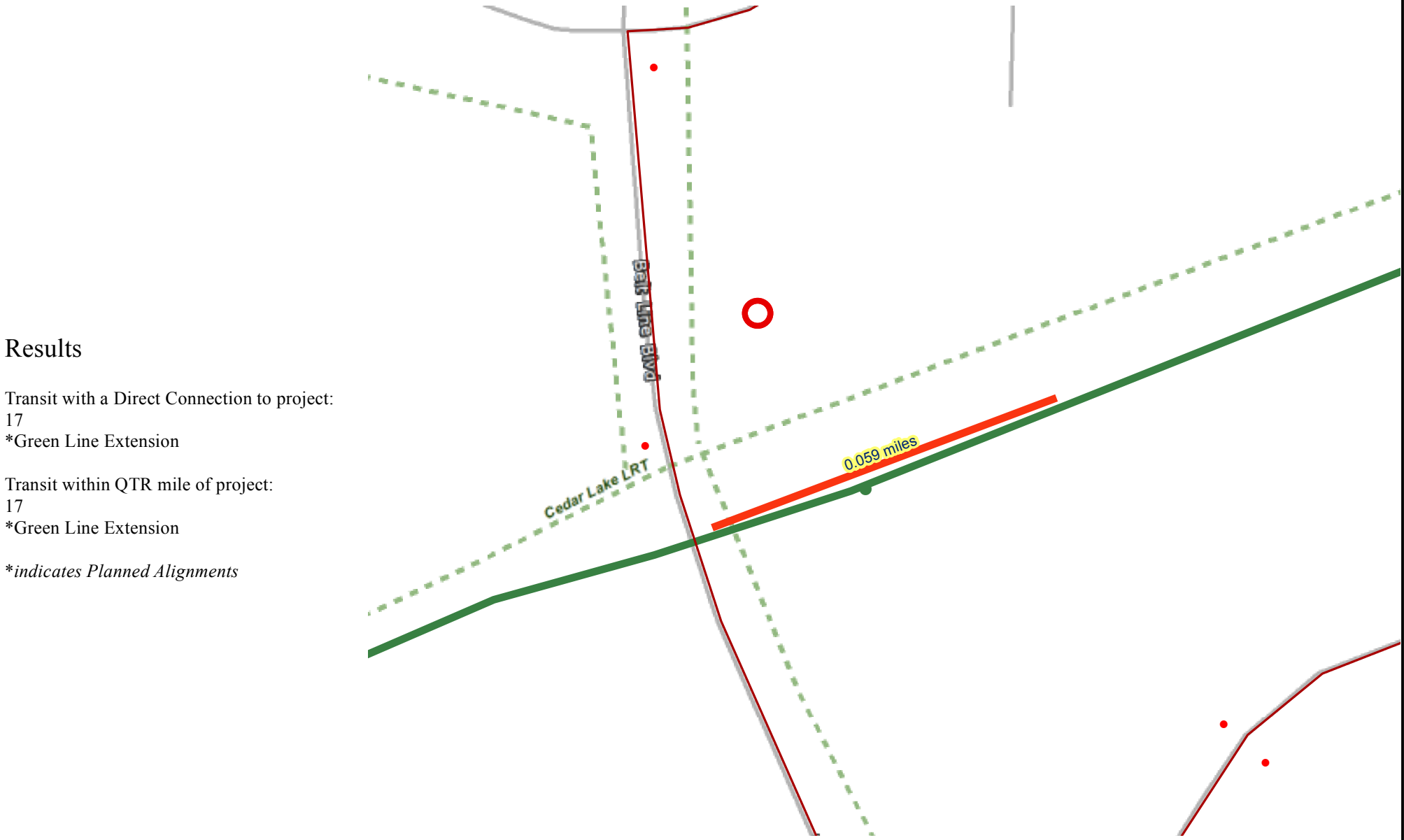
*Green Line Extension

Transit within QTR mile of project:

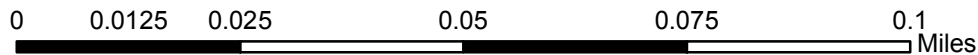
17

*Green Line Extension

**indicates Planned Alignments*



- Project Points
 - Light Rail, Green Line Extension
 - Project
 - Transit Routes
 - Light Rail, Green Line Extension
- Planned Alignments**



Created: 11/4/2014
LandscapeRSA3



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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

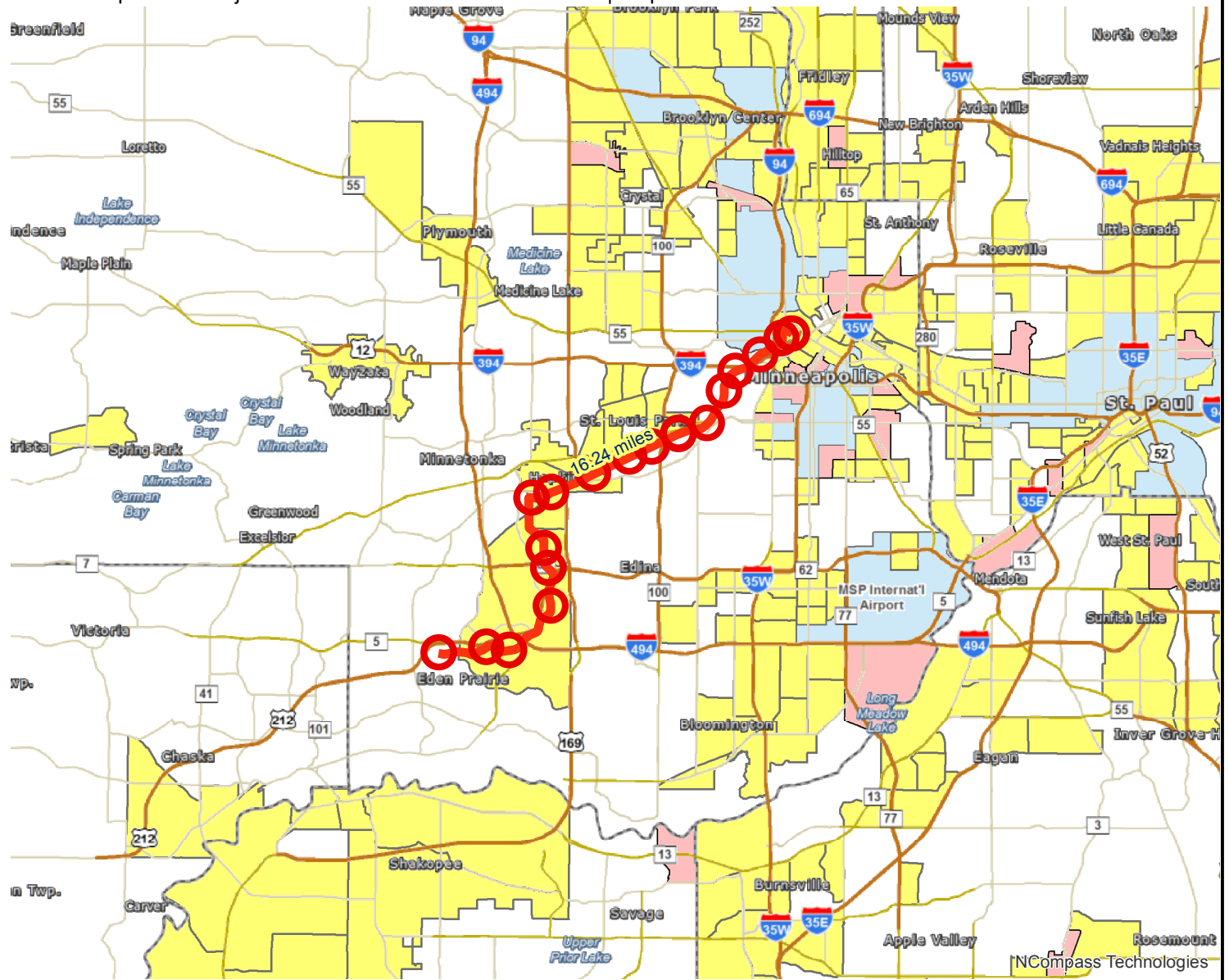


Socio-Economic Conditions

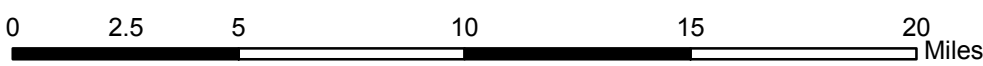
Transit Expansion Project: Beltline LRT Station Park & Ride | Map ID: 1415282713465

Results

Project IN area of above average concentration of race or poverty.



- Project Points
- Project
- Racially concentrated area of poverty
- Above reg'l avg conc of race/poverty
- Concentrated area of poverty



Created: 11/6/2014
LandscapeRSA2



For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

