



Application

17066 - 2022 Transit Expansion

17722 - Operating Funds for METRO Green Line LRT Extension Project

Regional Solicitation - Transit and TDM Projects

Status:

Submitted

Submitted Date:

04/14/2022 1:53 PM

Primary Contact

Name:*

He/him/his

Ryan

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Kronzer

Pronouns

First Name

Middle Name

Last Name

Title:

Assistant Director of Design and Engineering

Department:

Metro Transit - SWLRT

Email:

ryan.kronzer@metrotransit.org

Address:

2648 Harriet Ave

*

Minneapolis

Minnesota

55408

City

State/Province

Postal Code/Zip

Phone:*

612-669-7925

Phone

Ext.

Fax:

What Grant Programs are you most interested in?

Regional Solicitation - Transit and TDM Projects

Organization Information

Name:

Metro Transit

Jurisdictional Agency (if different):

Organization Type:	Metropolitan Council		
Organization Website:			
Address:	560 Sixth Avenue North		
	Minneapolis	Minnesota	55411
	City	State/Province	Postal Code/Zip
County:	Hennepin		
Phone:*	651-602-1000		
		Ext.	
Fax:			
PeopleSoft Vendor Number	METROTRANSIT		

Project Information

Project Name	METRO Green Line LRT Extension
Primary County where the Project is Located	Hennepin
Cities or Townships where the Project is Located:	Minneapolis, St. Louis Park, Hopkins, Minnetonka, Eden Prairie
Jurisdictional Agency (If Different than the Applicant):	Metro Transit/ Metropolitan Council

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

The METRO Green Line Extension (Southwest LRT) is an approximately 14.5-mile planned 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 near Edina.

The planned line includes 16 new stations, approximately 2,700 additional park-and-ride spaces, accommodations for passenger drop off, bicycle and pedestrian access, as well as new or reconfigured 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, 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 the METRO Blue Line, METRO Orange Line, Northstar Commuter Rail, METRO Red Line, and the planned METRO Blue Line Extension 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.

The Southwest LRT will operate primarily at-grade and with structures providing grade separation of LRT crossings, roadways and water bodies at specified locations. For just under one half mile, it will operate in a shallow LRT tunnel in the Kenilworth Corridor south of the channel with an at-grade LRT bridge over the channel.

The 16 planned stations along the Southwest LRT line are: SouthWest, Eden Prairie Town Center, Golden Triangle, and City West Stations in Eden Prairie; Opus Station in Minnetonka; Shady Oak, Downtown Hopkins, and Blake Road Stations in Hopkins; Louisiana Avenue, Wooddale Avenue, and Beltline Boulevard Stations in St. Louis Park; and West Lake Street, West 21st St., Bryn Mawr, Bassett Creek Valley, and Royalston Avenue/Farmers Market Stations in Minneapolis.

In previous years, two capital grant applications were awarded funds along the METRO Green Line LRT extension. Those projects, both submitted by their respective city, Eden Prairie Town Center Station and Beltline LRT Station Park & Ride Structure in St Louis Park, were awarded funds for capital improvements only. This project is requesting operating funds for the full transit corridor. It should be noted that the new daily/annual ridership numbers provided as part of this application have been reduced to account for the new daily/annual ridership projections identified in the other awarded projects.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

DESCRIPTION - will be used in TIP if the project is selected for funding. [See MnDOT's TIP description guidance.](#)

Operating Funds for METRO Green Line LRT Extension

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles)

14.5

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount

\$7,000,000.00

Match Amount \$125,971,399.39

Minimum of 20% of project total

Project Total \$132,971,399.39

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage 94.74%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds Hennepin County

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one: 2027

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

Additional Program Years:

Select all years that are feasible if funding in an earlier year becomes available.

For All Projects

Identify the Transit Market Areas that the project serves: 1, 2, 3, 8

See the "Transit Connections" map generated at the beginning of the application process.

For Park-and-Ride and Transit Station Projects Only

County, City, or Lead Agency

Zip Code where Majority of Work is Being Performed

(Approximate) Begin Construction Date

(Approximate) End Construction Date

Name of Park and Ride or Transit Station:

e.g., MAPLE GROVE TRANSIT STATION

TERMINI: (Termini listed must be within 0.3 miles of any work)

From:

(Intersection or Address)

To:

(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:

(Intersection or Address)

Primary Types of Work

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, PARK AND RIDE, ETC.

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 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

Goal A: Transportation System Stewardship:

Objectives:

- Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations.

Strategies: A1, A2, and A3 (Page 2.6)

Goal B: Safety and Security:

Objectives:

- Reduce crashes and improve safety and security for all modes of passenger travel and freight transportation.

Strategies: B1, B2, B5, and B6 (Page 2.7)

Briefly list the goals, objectives, strategies, and associated pages:

Goal C: Access to Destinations:

Objectives:

- Increase the availability of multimodal travel options, especially in congested highway corridors.
- Increase travel time reliability and predictability for travel on highway and transit systems.
- Ensure access to freight terminals such as river ports, airports, and intermodal rail yards.
- Increase transit ridership and share of trips taken using transit bicycling and walking.
- Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations.

Strategies: C1, C4, C11, C12, C15, C16, and C17,

(Page 2.8-2.10)

Goal D: Competitive Economy

Objectives:

- Improve multimodal access to regional job concentrations identified in Thrive MSP 2040.
- Invest in a multimodal transportation system to attract and retain businesses and residents.

Strategies: D1, D2, D3, and D4 (Page 2.11)

Goal E: Healthy Environment

Objectives:

- Reduce transportation-related air emissions.
- Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles.
- Provide a transportation system that promotes community cohesion and connectivity for historically underrepresented populations.

Strategies: E1, E2, E3, E4, E5, E6, and E7 (Page 2.12-2.13)

Goal F: Leveraging Transportation Investments to Guide Land Use.

Objectives:

- Focus regional growth in areas that support the full range of multimodal travel.
- Maintain adequate highway, riverfront, and rail-accessible land to meet existing and future demand

for freight movement.

- Encourage local land use design that integrates highways, streets, transit, walking, and bicycling.

Strategies: F1, F2, F4, F5, F6, and F7 (Page 2.14-2.15)

Limit 2,800 characters; approximately 400 words

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. 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 the Minnesota Department of Transportation 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.

Metropolitan Council, 2040 Transportation Policy Plan

- Chapter 6.44: Transitway System Investment Plan

Hennepin County 2040 Comprehensive Plan

- Section 3: Transit

Minneapolis 2040 - The City's Comprehensive Plan

- Policy 80: Development Near METRO Stations

St. Louis Park 2040 Comprehensive Plan

- Chapter 6: Mobility - Getting Around Town

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

City of Hopkins 2040 Comprehensive Plan

- Transit Oriented Development

City of Minnetonka 2040 Comprehensive Plan

- Chapter 5: Transportation

Aspire Eden Prairie 2040 Comprehensive Plan

- Chapter 6: Transportation & Accessibility

City of Edina 2040 Comprehensive Plan

- Future Transit Services

Metro Transit 2015-2030 Service Improvement

Plan, 2015

Limit 2,800 characters, approximately 400 words

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible. Unique project costs are limited to those that are federally eligible.

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

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid 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

6. Applicants must not submit an application for the same project elements in more than one funding application category.

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

7. 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. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

Transit Expansion: \$500,000 to \$7,000,000

Transit Modernization: \$500,000 to \$7,000,000

Travel Demand Management (TDM): \$100,000 to \$500,000

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

8. The project must comply with the Americans with Disabilities Act (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation. Yes

Date plan completed: 03/01/2021

Link to plan: <https://metro council.org/About-Us/Publications-And-Resources/DIVERSITY-EQUITY/ADA-Transition-Plan.aspx>

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation:

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link.

Upload as PDF

(TDM and Unique Project Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017. Unique projects are exempt from this qualifying requirement.

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

12. 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

13. 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

14. The project applicant must send written notification regarding the proposed project to all affected state and local 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

For Transit Expansion Projects Only

1. The project must provide a new or expanded transit facility or service. Applications cannot include the reinstatement of service to routes that were reduced or suspended as a result of the COVID-19 pandemic. Transit Expansion projects must be proposing expanded service beyond what existed prior to March 2020 service changes.

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

2. The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing to fund the service or facility project beyond the initial three-year funding period for transit operating funds if the applicant continues the project.

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

Transit Expansion and Transit Modernization projects only:

3. 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. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application. Each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.

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

4. The applicant must affirm that they are able to implement a Federal Transit Administration (FTA) funded project in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices. Furthermore, the applicant must certify that they have the technical capacity to carry out the proposed project and manage FTA grants in accordance with the grant agreement, sub recipient grant agreement (if applicable), and with all applicable laws. The applicant must certify that they have adequate staffing levels, staff training and experience, documented procedures, ability to submit required reports correctly and on time, ability to maintain project equipment, and ability to comply with FTA and grantee requirements.

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

Travel Demand Management projects only:

The applicant must be properly categorized as a subrecipient in accordance with 2CFR200.330.

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

The applicant must adhere to Subpart E Cost Principles of 2CFR200 under the proposed subaward.

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

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 (not calculated in cost effectiveness measure)	\$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	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

Number of Platform hours	466484.47
Cost Per Platform hour (full loaded Cost)	\$285.05
Subtotal	\$132,971,398.17
Other Costs - Administration, Overhead,etc.	\$0.00

Totals

Total Cost	\$132,971,398.17
Construction Cost Total	\$0.00
Transit Operating Cost Total	\$132,971,398.17

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 174027

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 1938

Existing employment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)

Upload the "Letter of Commitment"

Please upload attachment in PDF form.

Existing Post-Secondary Enrollment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)

Upload the "Letter of Commitment"

Please upload attachment in PDF form.

Explanation of last-mile service, if necessary:

(Limit 1,400 characters; approximately 200 words)

Upload Map 1649867049699_Population_Employment.pdf

Please upload attachment in PDF form.

Measure B: Transit Ridership

Existing transit routes directly connected to the project 14, 17, 25, 94, 490, 493, 600, 612, 615, 645, 667, 673, 690, 695, 698, 699, 721, 747, 760, 761, 763, 764, 766, 768, 774, 776, 777, 781, 789, 790, 795, 850, 852, 888-Northstar Commuter Rail, 901-METRO Blue Line, 902-METRO Green Line, 923-METRO C Line

Select all routes that apply.

Planned Transitways directly connected to the project (mode and alignment determined and identified in the Current Revenue Scenario of the 2040 TPP) METRO Blue Line Extension (Bottineau LRT), METRO B Line (Lake St/Marshall Ave Arterial BRT), METRO D Line (Chicago-Emerson-Fremont Arterial BRT)

Select all transitways that apply.

Upload Map 1649867299055_Transit Connections.pdf

Please upload attachment in PDF form.

Response

Met Council Staff Data Entry Only

Average number of weekday trips0

A Measure: Usage

Service TypeTransitways

New Annual Ridership
(Integer Only)30700

This project provides improved access to key destinations including Opus business park, Golden Triangle employment center, Downtown Hopkins, Methodist Hospital, Minneapolis' Chain of Lakes, and Target Field and seamless service to the University of Minnesota, Midway area, State Capitol and Downtown St. Paul via the Green Line as well as connections to the Mall of America, Minneapolis-St. Paul International Airport and Veterans Administration medical center via the Blue Line.

For this project the existing year is 2014 and the horizon year is 2035. The existing year No Build adds the Green Line (a.k.a. Central Corridor or CCLRT) to the 2010 validation transit network as it opened for revenue service on June 14, 2014 and is an integral part of Green Line Extension's service plan. In addition, other minor bus network changes were made. The existing year No Build of 2014 is forecasted off of the 2010 validation with updates to the demographics as well as the transit network updates.

Assumptions Used:

The 2035 transit network is based on the Metropolitan Council's Transportation Policy Plan and includes several major transportation projects. In addition to the Green Line, an extension to the Blue Line, the Red Line, the Orange Line, the Gold Line, Rush Line BRT, and six other Arterial Bus Rapid Transit projects are included: Snelling Ave, Chicago-Emerson/Fremont, American Blvd, W. Broadway, E. 7th, and Penn Ave.

Additional modifications to the Metropolitan Council models include modifying the bus networks to reflect an Operational Service Bus Plan and adjusting Park and Ride capture areas for Project stations. The Operational Service Bus Plan removes, adjusts, and creates bus routes in the

corridor to reflect the integration of the rail line into the transit network.

The current forecasts update the demographics to those adopted in 2018. The demographics results in less than 1% regional change in population with no more than 5% change in any district from the previous forecasts. More significantly, regionally retail employment increased by 9% or 27,500 jobs and non-retail employment decreased by 1% or 24,800 jobs making a net change of less than 1% in total employment from the previous forecasts.

Highway projects included in the current Long-Range Plan were coded into the network, though they are not expected to significantly impact the Project's travel market. The Rush Line BRT and arterial BRTs in the East 7th and West Broadway corridors were added to the transit networks of the No Build and Build networks.

*(Limit 2,800 characters;
approximately 400 words)*

Describe Methodology: How Park-and-Ride and Express Route Projections were calculated, which Urban and Suburban Local Route(s) were selected, and how the third year of service was estimated

The Metropolitan Council travel demand model was used to develop the forecast. The jurisdiction for the Metropolitan Council is comprised of the 7 counties around Minneapolis Saint Paul: Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

The model was validated using the 2010 bus network from Metro Transit and other transit providers in the region. The model was validated by validating Park and Ride volumes and capture areas inside and near the study area for both rail and bus using the region's On-Board survey and Park and Ride Survey. Additionally, peak and off-peak transit speed look-up tables were created to better match scheduled run times. As per FTA recommendation with this and other projects rail biases were also limited to no more than 11 minutes of In Vehicle Time (IVT) in cases where a bus transfer was part of the trip. The model segments trips by peak (6:45-9:30AM and 2:30-6:00PM) and off-peak (all other times) periods.

The model segments trips by peak (6:45-9:30AM and 2:30-6:00PM) and off-peak (all other times) periods. The model segments trips into eight trip purposes: Home-Based Work (HBW), Home-Based Other (HBO), Home-Based Shopping (HBSH), Home-Based School (HBSch), Home-Based Work-Related (HBWR), Home-Based University (HBU), Non-Home-Based Work (NHBW), and Non-Home-Based Other (NHBO). The Model segments trips into 0-car, 1-car, 2-car, and 3+-car households for each trip purpose except Home-Based University, Non-Home-Based Work, and Non-Home-Based Other.

Park and Ride capture areas were adjusted to reflect the inclusion of 8 Park and Ride served stations out of the 16 existing and horizon year

stations (previously all stations were assumed to have parking) and reflect capture areas taking into existing market sheds (from the 2010 Park and Ride survey) as well as the planned number of spaces for each station. Shadow pricing was used in order to match park and ride demand to capacities. For the current forecasts, consistent capture areas were used for each station derived from the Park and Ride survey and a penalty was applied equally to each drive access link to a specific station in order to constrain demand to match parking capacities.

For the (2035) horizon year, the distribution of 0-car trips was scaled to match the distribution of 0-car trips in the existing year for all trip purposes to address FTA concerns over the number of 0-car or transit dependent project trips.

(Limit 2,800 characters;
approximately 400 words)

Measure A: Engagement

- i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.*
- ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.*
- iii. Describe the progression of engagement activities in this project. A full response should answer these questions:*

The Communications and Public Involvement Plan, prepared by the Metropolitan Council, was developed to capture the engagement process of the public, including residents, businesses, transit riders, and agencies, to address their needs and concerns prior to and during the project development. Almost 2000 public engagement activities have been completed to date.

The Metropolitan Council and Project partners provided information about the project using a variety of tools, including print and electronic communications such as, but not limited to those listed below.

- Project website
- Fact sheets and brochures
- Newsletters
- Social media
- News releases and news advisories
- Media briefings
- Informational posters or kiosks
- Photography
- Videos or animations

The Metropolitan Council provided opportunities for two-way communications with Project stakeholders, including:

- Public comment line and email address
- Public presentations

Response:

- Door-to-door canvassing
- Public meetings and forums
- Community group engagement
- Advisory committees

- Online polling and comment forms

- Radio and cable television broadcasts
- Community event participation

- Briefings and tours

- Mobile Project Office

The Communications and Public Involvement Plan also includes the Title VI and Environmental Justice Outreach Plan. This plan outlines strategies to reduce barriers and increase participation throughout the development of the project, including additional strategies and activities to ensure the greatest participation of communities that have been traditionally underserved and/or underrepresented.

Project staff, with input from community members, identified the following strategies to include more voices in the process:

- Inviting community representatives to serve on advisory committees, including CMC, CAC, BAC, and CIW;
- Engaging the Metropolitan Council's Transportation Accessibility Advisory Committee;
- Establishing and maintaining connections between Project outreach staff and community representatives through regular meetings and dialogue;

- Expanding community participation by door-knocking, the mobile Project office, and notices with

community newspapers and radio stations;

- Engaging residents in multi-family housing complexes and members of social, educational, advocacy, and non-profit organizations;
- Providing interpreters at events and translating materials into languages other than English;
- Working internally with other projects to provide a holistic picture of agency activities and maximize the value of attendees' time at Project events;
- Sharing summaries of public meetings to promote understanding of issues by policy makers; and more.

(Limit 2,800 characters; approximately 400 words):

Measure B: Equity Population Benefits and Impacts

Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

The 14.5-mile Southwest LRT Project will extend the Green Line (Central Corridor LRT) from downtown Minneapolis through the rapidly growing communities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie. This area, known as the Southwest Corridor, contains a concentration of businesses including several of the state's largest employers.

The Eden Prairie Town Center and SouthWest Station areas are the most diverse station areas in terms of race and ethnicity (49% people of color and 40% foreign-born). Nearly one-third of households in the corridor (29%, almost 17,000 households) have incomes less than 60 percent of the Area Median Income (AMI) (Twin Cities region: 27%). Roughly one-fifth of the corridor population (20%, more than 22,000 people) have family incomes less than 150 percent of the federal poverty threshold (Twin Cities region: 17%). Several station areas (defined as Census tracts within one mile of a planned station) have particularly high numbers of low-income residents, including Farmers Market/Royalston, Bassett Creek Valley, Blake Road, Downtown Hopkins, and Shady Oak.

Downtown Minneapolis is the region's largest employment center, with nearly 150,000 jobs. Economic development throughout the Southwest Corridor has created employment concentrations along the entire Southwest LRT route:

- West Bde Maka Ska area (Minneapolis): 4,200 jobs
- Beltline business park (St. Louis Park): 6,000 jobs
- Methodist Hospital (St. Louis Park): 5,200 jobs
- East End Hopkins (incl. Cargill HQ and Supervalu distribution center): 5,000 jobs
- K-Tel Drive industrial park (Hopkins): 3,500 jobs

Response:

- Opus business park (Minnetonka): 11,000 jobs
- UnitedHealth Group campus (Eden Prairie): 6,700 jobs
- Golden Triangle business park (Eden Prairie): 18,000 jobs
- Highway 212 corridor (Eden Prairie): 16,000 jobs

Continuing along the existing Green Line offers direct access to additional employment concentrations:

- University of Minnesota (Minneapolis): 15,000 jobs
- Downtown St. Paul: 72,000 jobs

The project 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. Nearly 36,000 low-wage jobs exist within one-half mile of the planned Green Line Extension stations, and nearly 7,400 low-wage workers live in these areas.

Workers seeking to improve their employment prospects through education and training will benefit from transit access to Dunwoody Institute of Technology, University of St. Thomas Opus College of Business, University of Minnesota, Augsburg College, Hamline University and St. Paul College, all of which are located near Green Line Extension or Green Line stations.

(Limit 2,800 characters; approximately 400 words):

Measure C: Affordable Housing Access

Describe any affordable housing developmentsexisting, under construction, or plannedwithin ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the projects benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

As shown on the Affordable Housing and Destinations map, the project is in an area that directly improves the lives of people living in high poverty. The locations of the Southwest LRT stations were strategically selected to improve access for low-income residents to key destinations in and out of their communities. These locations include, but are not limited to:

- The Golden Triangle station area - a major regional employment center bounded by Hwy 169 on the east, Hwy 212 on the west and Interstate 494 on the south. The area has nearly 10 million square feet of industrial and office space. More than 20,000 people travel into and out of the greater Golden Triangle area every day.

- The planned City West Station - located adjacent to the corporate campus of Optum. More than 6,500 employees will work in this campus when completed. Other commercial and residential developments are also located nearby.

- The planned reconfiguration of the SouthWest Station bus terminal combines LRT with the existing Southwest Transit bus service and expands the park-and-ride facility, making this station a key hub for travelers to and from downtown Minneapolis. Shops and restaurants are located around the station.

The following are private investments underway or recently completed as a result of the proposed Southwest LRT project:

- West Lake Quarter - 3430 List Place, Minneapolis

Response:

Station area: West Lake Street Station

Development status: Pre-construction

Development type: Residential

Housing units: 745 units (146 affordable units)

- Elevate - 12900 Technology Drive, Eden Prairie

Station area: SouthWest Station

Development status: Construction

Development type: Mixed-use

Housing units: 222 units (52 affordable units)

- Legends of Minnetonka and Preserve - 11001
Bren Road East, Minnetonka

Station area: Opus Station

Development status: Construction

Development type: Residential

Housing units: 482 affordable units

- RiZe at Opus Park Apartments - 10101 Bren
Road East, Hopkins

Station area: Opus Station

Development status: Construction

Development type: Residential

Housing units: 322 units (32 affordable units)

- Via by PLACE - 5725 Hwy. 7, St. Louis Park

Station area: Wooddale Station

Development status: Construction

Development type: Mixed-use

Housing units: 299 units (200 affordable units)

- Shoreham - 3030 France Ave S, St. Louis Park

Station area: Beltline Station

Development status: Complete

Development type: Residential

Housing units: 148 units (30 affordable units)

(Limit 2,800 characters; approximately 400 words):

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:	
Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):	Yes
Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):	
Upload the Socio-Economic Conditions map used for this measure.	1649868939421_Socio-Econonic Conditions.pdf

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	10259
Distance from Terminal to Terminal (Miles)	14.5
VMT Reduction	148755.5
CO Reduced	355525.645
NOx Reduced	23800.88
CO2e Reduced	5.4533766E7
PM2.5 Reduced	743.7775

VOCs Reduced	4462.665
Total Emissions Reduced	5.4918299E7

Measure A: Roadway, Bicycle, and Pedestrian Improvements

Response

The planned line includes 16 new stations, approximately 2,700 additional park-and-ride spaces, accommodations for passenger drop off, bicycle and pedestrian access, as well as new or reconfigured 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 the 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.

When completed, in addition to new vehicle parking and modified bus routes, the project will include:

- 29 new bridges for light-rail, pedestrians, freight trains and vehicles
- Modifications to seven existing bridges
- Six pedestrian tunnels
- Two tunnels: one under Highway 62 on the Minnetonka-Eden Prairie border and a bigger one along the Kenilworth corridor in Minneapolis
- 15 light-rail crossings; including 5 shared

crossings with freight rail

- 7.8 miles of shared light-rail and freight rail corridor

- 131 retaining walls

- Major regional trail reconstruction

As part of this project ADA standard sidewalks and trails will be added along the corridor to improve access to key destinations. Illuminated public plazas will be constructed to accommodate pedestrians of all abilities and will include information kiosks, ticket vending machines, and bike racks. In Minneapolis, bicycles are welcome on the light rails and buses, giving riders the ability to commute to farther destinations while using transit.

Safety and security features on the platforms include yellow tactile strips that alert passengers to the edge of the platform, well-lit canopies, security cameras and emergency telephones. Most of the stations will be equipped with crossing gates and signals to stop cars and pedestrians from crossing when a train is approaching, fences separating the light rail area from pedestrian/cyclist areas to provide safety, and park and ride lots with passenger drop off locations and last-mile locale shuttle spaces for passenger pick-ups.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction Yes

Measure A: Risk Assessment - Construction Projects

1.Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

100%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

Response:

(Limit 2,800 characters; approximately 400 words)

2.Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend; city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. *If applicable*

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements).

Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid colleen.brown@state.mn.us.

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout

Please upload attachment in PDF form.

Additional Attachments

Please upload attachment in PDF form.

3.Review of Section 106 Historic Resources (15 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

100%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

Unsure if there are any historic/archaeological properties in the project area.

0%

Project is located on an identified historic bridge

4.Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

5.Railroad Involvement (15 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Measure: Cost Effectiveness

Total Annual Operating Cost:	\$44,323,799.80
Total Annual Capital Cost of Project	\$0.00
Total Annual Project Cost	\$44,323,799.80

The total annual operating cost of the project is based upon the FTA guidelines on years of useful life of 3 years for a Operating funds project.

In previous years, two capital grant applications were awarded funds along the METRO Green Line LRT extension. Those projects, both submitted by their respective city, Eden Prairie Town Center Station and Beltline LRT Station Park & Ride Structure in St Louis Park, were awarded funds for capital improvements only. This project is requesting operating funds for the full transit corridor. It should be noted that the new daily/annual ridership numbers provided as part of this application have been reduced to account for the new daily/annual ridership projections identified in the other awarded projects.

Assumption Used:

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
Before Photos.pdf	Existing conditions photographs	38.5 MB
DOC041422.pdf	Metro Transit Letter of Support	458 KB
Existing Jobs along route.pdf	Existing Jobs along route	814 KB
GreenLineEquityMaps.pdf	Equity map	1.5 MB
Layout.pdf	Project Layout	30.5 MB
Project Summary.pdf	Project Summary	173 KB
Reg Sol 2022 Support Letter_Hennepin County_Green Line Ext Transit Expansion.pdf	Hennepin County Letter of Support	232 KB
Regional Economy.pdf	Regional Economy	4.7 MB

Population/Employment Summary

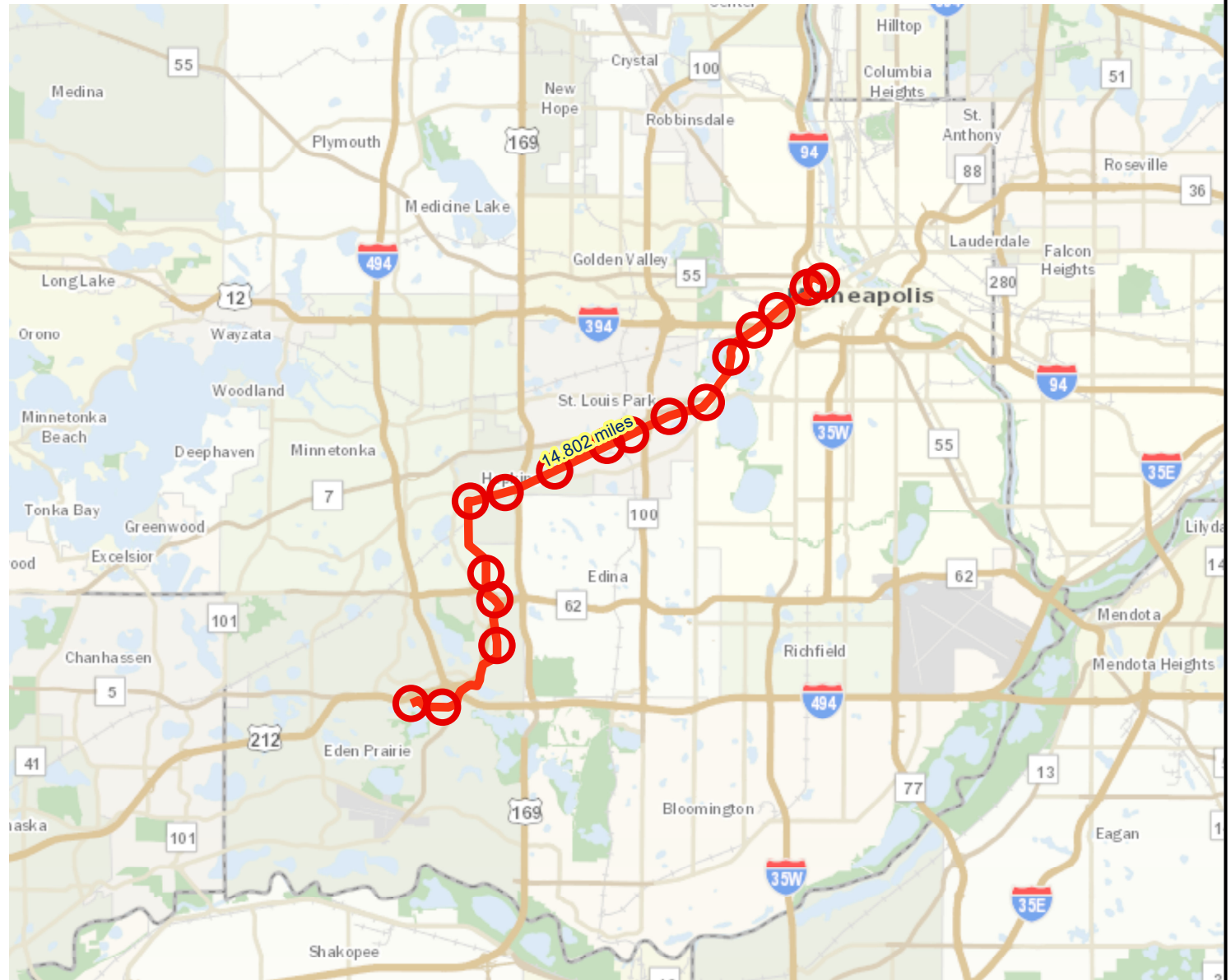
Results

Within QTR Mile of project:
Total Population: 56698
Total Employment: 91715
Postsecondary Students: 267

Within HALF Mile of project:
Total Population: 83794
Total Employment: 174027
Postsecondary Students: 1938

Within ONE Mile of project:
Total Population: 167371
Total Employment: 280529

Transit Expansion Project: SWLRT Operating Funds | Map ID: 1649092284018



 Project Points  Project Area

 Project



Created: 4/4/2022
LandscapeRSA4



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



Transit Connections

Transit Expansion Project: SWLRT Operating Funds | Map ID: 1649092284018

Results

Transit with a Direct Connection to project:

14 17 25 490 493 600 612 615 645 667 673
690 695 698 699 721 747 760 761 763 764 766
768 774 776 777 781 789 790 795 850 852 888
901 902 94

*H Line

*B Line

*Blue Line Extension

*Green Line Extension

*I-394/Hwy 55 (Option A)

*I-394/Hwy 55 (Option B)

*Midtown

*American Boulevard

**indicates Planned Alignments*

Transit Market areas: 1, 2, 3, 8



Project Points

Project

 Project Area



Created: 4/4/2022
LandscapeRSA3



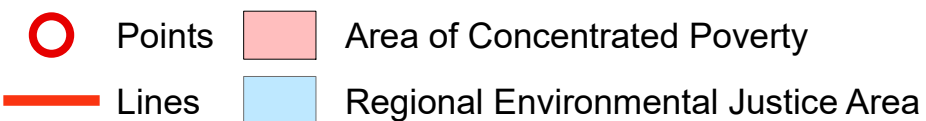
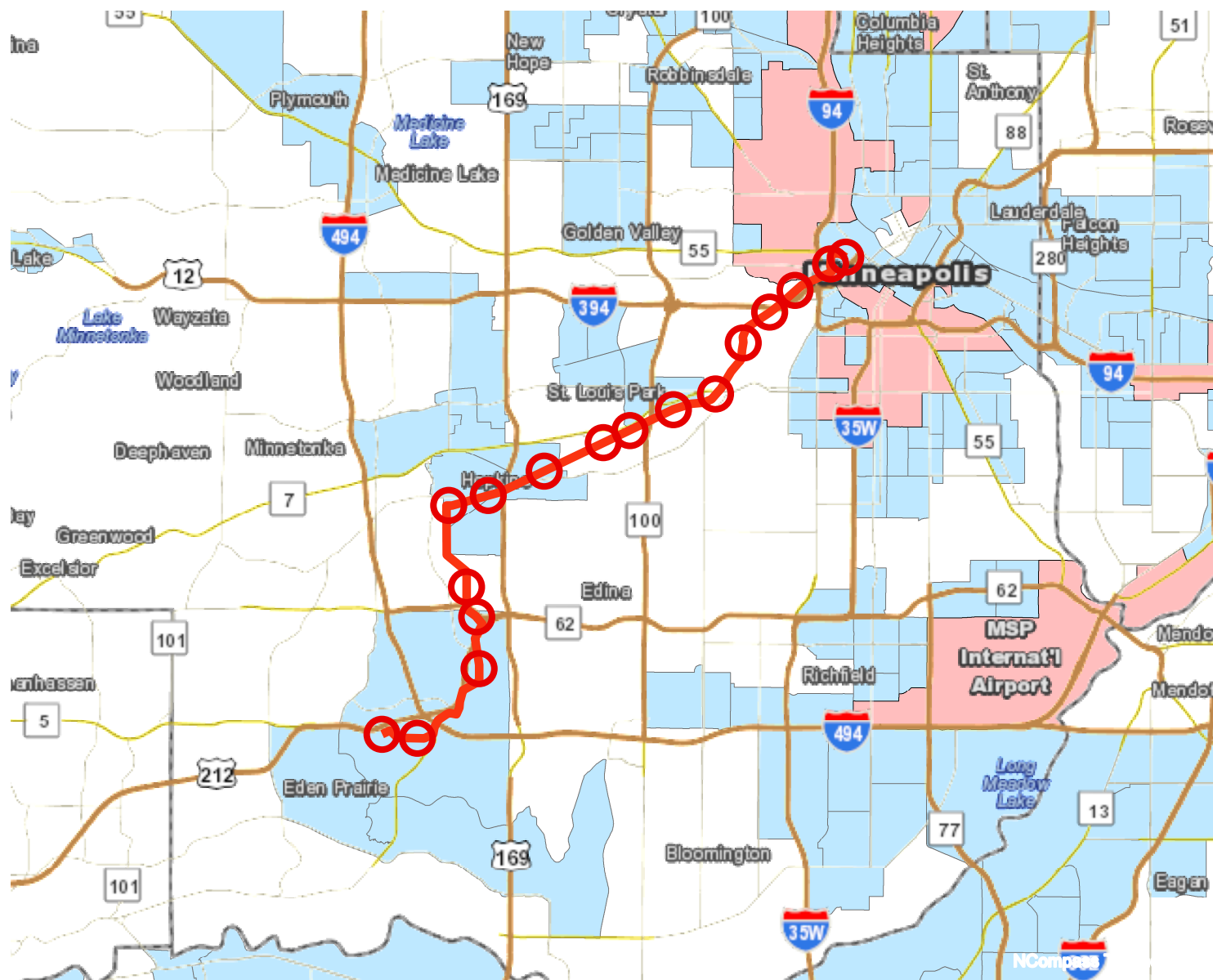
For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gissite/notice.aspx>



Transit Expansion Project: SWLRT Operating Funds | Map ID: 1649092284018

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 5300

Project located in census tract(s)
that are ABOVE the regional average
for population in poverty or
population of color.



Created: 4/4/2022
LandscapeRSA2



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







a. Existing view from Technology Drive looking east toward Southwest Station.



b. View Looking East from Technology Drive Toward the SouthWest Transit Center.



	<p align="center">Southwest LRT FINAL EIS Viewpoint 1 View Looking East from Technology Drive Toward the SouthWest Transit Center Eden Prairie Visual Analysis Unit</p>	<p align="center">Exhibit J-2</p>	
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a. Existing view from Prairie Center Drive looking southeast toward Purgatory Creek Park.



b. Simulation of the view as it would appear after development of the project.



	<p style="text-align: center;">Southwest LRT FINAL EIS Viewpoint 2 View Looking South Along Prairie Center Drive at Technology Drive Toward Purgatory Creek Park Eden Prairie Visual Analysis Unit</p>	<p style="text-align: center;">Exhibit J-3</p>	
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a. Existing view from in front of the picnic pavilion in Purgatory Creek Park, looking northeast toward Prairie Center Drive.



b. Simulation of the view as it would appear after development of the project.



	<p align="center">Southwest LRT FINAL EIS Viewpoint 3 View From the Parking Area in Front of the Picnic Pavilion in Purgatory Creek Park, Looking East Toward Prairie Center Drive Eden Prairie Visual Analysis Unit</p>	<p align="center">Exhibit J-4</p>	
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a. Existing view from Eden Road looking west toward the proposed site of the Eden Prairie Town Center Station.



b. Simulation of the view as it would appear after development of the project.

	<p>Southwest LRT FINAL EIS Viewpoint 4 Eden Road at Glen Lane Looking West Eden Prairie Visual Analysis Unit</p>	<p>Exhibit J-5</p>	
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a. Existing view from Flying Cloud Road looking northeast toward Nine Mile Creek.



b. Simulation of the view as it would appear after development of the project.



Southwest LRT FINAL EIS
Viewpoint 5
Flying Cloud Road, View Looking Northeast
Toward Nine Mile Creek
North Eden Prairie/Minnetonka/South Hopkins Visual Analysis Unit

Exhibit J-7







a. Existing view from the trail on West Side of the Claremont Apartments looking southeast along the proposed LRT ROW.



b. Simulation of the view as it would appear after development of the project.



	<p align="center">Southwest LRT FINAL EIS Viewpoint 6 Trail on the West Side of the Claremont Apartments, View Looking Southeast North Eden Prairie/Minnetonka/South Hopkins Visual Analysis Unit</p>	<p align="center">Exhibit J-8</p>	
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a. Existing view from the Minnesota River Bluffs LRT Regional Trail looking east toward the proposed site of Shady Oak Station.



b. Simulation of the view as it would appear after development of the project.



	Southwest LRT FINAL EIS Viewpoint 7 Minnesota River Bluffs LRT Regional Trail Looking East Toward the Proposed Site of the Shady Oak Station Hopkins Visual Analysis Unit	Exhibit J-10	
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a. Existing view from the area south of Excelsior Boulevard looking east toward The Depot.



b. Simulation of the view as it would appear after development of the project.



	<p align="center">Southwest LRT FINAL EIS Viewpoint 8 View From the Area South of Excelsior Boulevard Looking East Toward The Depot Hopkins Visual Analysis Unit</p>	<p align="center">Exhibit J-11</p>	
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a. Existing view from the Cedar Lake LRT Regional Trail looking east toward the proposed site of the Louisiana Station.



b. Simulation of the view as it would appear after development of the project.



	<p align="center">Southwest LRT FINAL EIS Viewpoint 9 Cedar Lake LRT Regional Trail, View Looking East toward the Site of the Proposed Louisiana Station St. Louis Park Visual Analysis Unit</p>	<p align="center">Exhibit J-13</p>	
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a. Existing view from Brunswick Boulevard looking west toward the proposed LRT ROW and Jorvig Park.



b. Simulation of the view as it would appear after development of the project.



	<p align="center">Southwest LRT FINAL EIS Viewpoint 10 View From 36th Street at Brunswick Avenue, Looking West toward Jorvig Park St. Louis Park Visual Analysis Unit</p>	<p align="center">Exhibit J-14</p>	
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a. Existing view from Beltline Blvd near Minnesota Hwy 7 looking South-Southeast toward the site of the Beltline Station.



b. Simulation of the view as it would appear after development of the project.



	<p align="center">Southwest LRT FINAL EIS Viewpoint 11 Beltline Boulevard at Minnesota Highway 7, Looking South-Southeast Toward the Site of the Beltline Station St. Louis Park Visual Analysis Unit</p>	<p align="center">Exhibit J-15</p>	
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a. Existing view from Cedar Lake LRT Regional Trail looking west along proposed LRT ROW.



b. Simulation of the view as it would appear after development of the project.

	<p>Southwest LRT FINAL EIS Viewpoint 12 Cedar Lake LRT Regional Trail, View Looking West St. Louis Park Visual Analysis Unit</p>	<p>Exhibit J-16</p>	
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a. Existing view from South Chowen Avenue looking northeast toward the rail corridor and the proposed site of the West Lake Station.



b. Simulation of the view as it would appear after development of the project.



Southwest LRT FINAL EIS
Viewpoint 13
View from Chowen Avenue South Southwest
of the West Lake Station
Kenilworth Corridor Visual Analysis Unit

Exhibit J-18







a. Existing view from the Kenilworth Trail North of West Lake Street looking north toward the site of the south tunnel portal.



b. Simulation of the view as it would appear after development of the project.



	<p align="center">Southwest LRT FINAL EIS Viewpoint 14 Kenilworth Trail North of West Lake Street, Looking North toward the Site of the South Tunnel Portal Kenilworth Corridor Visual Analysis Unit</p>	<p align="center">Exhibit J-19</p>	
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a. Existing view from the Kenilworth Trail at the southern edge of the channel crossing.



b. Simulation of the view as it would appear after development of the project.



	<p>Southwest LRT FINAL EIS Viewpoint 15 Kenilworth Trail at the Southern Edge of the Kenilworth Lagoon Crossing Kenilworth Corridor Visual Analysis Unit</p>	<p>Exhibit J-20</p>	
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a. Existing view from Kenilworth Lagoon between Cedar Lake and Lake of the Isles toward the Kenilworth Corridor bridges.



b. Simulation of the view as it would appear after development of the project.



	<p style="text-align: center;">Southwest LRT FINAL EIS Viewpoint 16 View from the Channel Between Cedar Lake and Lake of the Isles, View from the East toward the Kenilworth Corridor Bridges Kenilworth Corridor Visual Analysis Unit</p>	<p style="text-align: center;">Exhibit J-21</p>	
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a. Existing view from the Burnham Road Bridge looking Southeast down the channel toward the Kenilworth Corridor bridges.



b. Simulation of the view as it would appear after development of the project.



	<p align="center">Southwest LRT FINAL EIS Viewpoint 17 View from the Burnham Road Bridge Looking Southeast down the Channel toward the Kenilworth Corridor Bridges Kenilworth Corridor Visual Analysis Unit</p>	<p align="center">Exhibit J-22</p>	
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a. Existing view from West 21st Street at Thomas Street looking west toward the existing rail and trail corridor and the site of the proposed 21st Street Station.



b. Simulation of the view as it would appear after development of the project.



	Southwest LRT FINAL EIS Viewpoint 18 View Toward the Kenilworth Corridor Crossing of West 21st Street Kenilworth Corridor Visual Analysis Unit	Exhibit J-23	
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a. Existing view from Royalston Avenue North looking north toward the site of the proposed Royalston Station.



b. Simulation of the view as it would appear after development of the project.

	<p align="center">Southwest LRT FINAL EIS Viewpoint 19 Royalston Avenue North at Holden Street North, View Looking North Toward the Site of the Proposed Royalston Station Minneapolis Downtown Fringe Visual Analysis Unit</p>	<p align="center">Exhibit J-25</p>	
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April 14, 2022

Elaine Koutsoukos
TAB Coordinator
Transportation Advisory Board
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Dear Ms. Koutsoukos:

Metro Transit is submitting a request for Transit Expansion funds to support the operation of the METRO Green Line LRT Extension for three years.

The project is consistent with the FTA's Capital Improvement Grant and local funding partner requirements. The METRO Green Line Extension, with its 16 new stations, will connect major activity centers in the region including downtown Minneapolis, the Opus/Golden Triangle employment area in Minnetonka and Eden Prairie, downtown Hopkins, Park Nicollet Methodist Hospital in St. Louis Park, the Eden Prairie Center, and the Chain of Lakes. The project will provide a one-seat ride from Eden Prairie to downtown St. Paul. It will be part of an integrated system of transitways, including connections to the METRO Blue Line, the Northstar Commuter Rail line, major bus routes, and proposed future transitways.

This letter corresponds to general solicitation requirements in Section IV, required attachments:

- Metro Transit commits to operating and maintaining the project components for their useful life and in a state of good repair

We look forward to beginning operation of this line. Please contact me with any questions or clarifications.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Wes Kooistra', with a stylized flourish at the end.

Wes Kooistra
General Manager

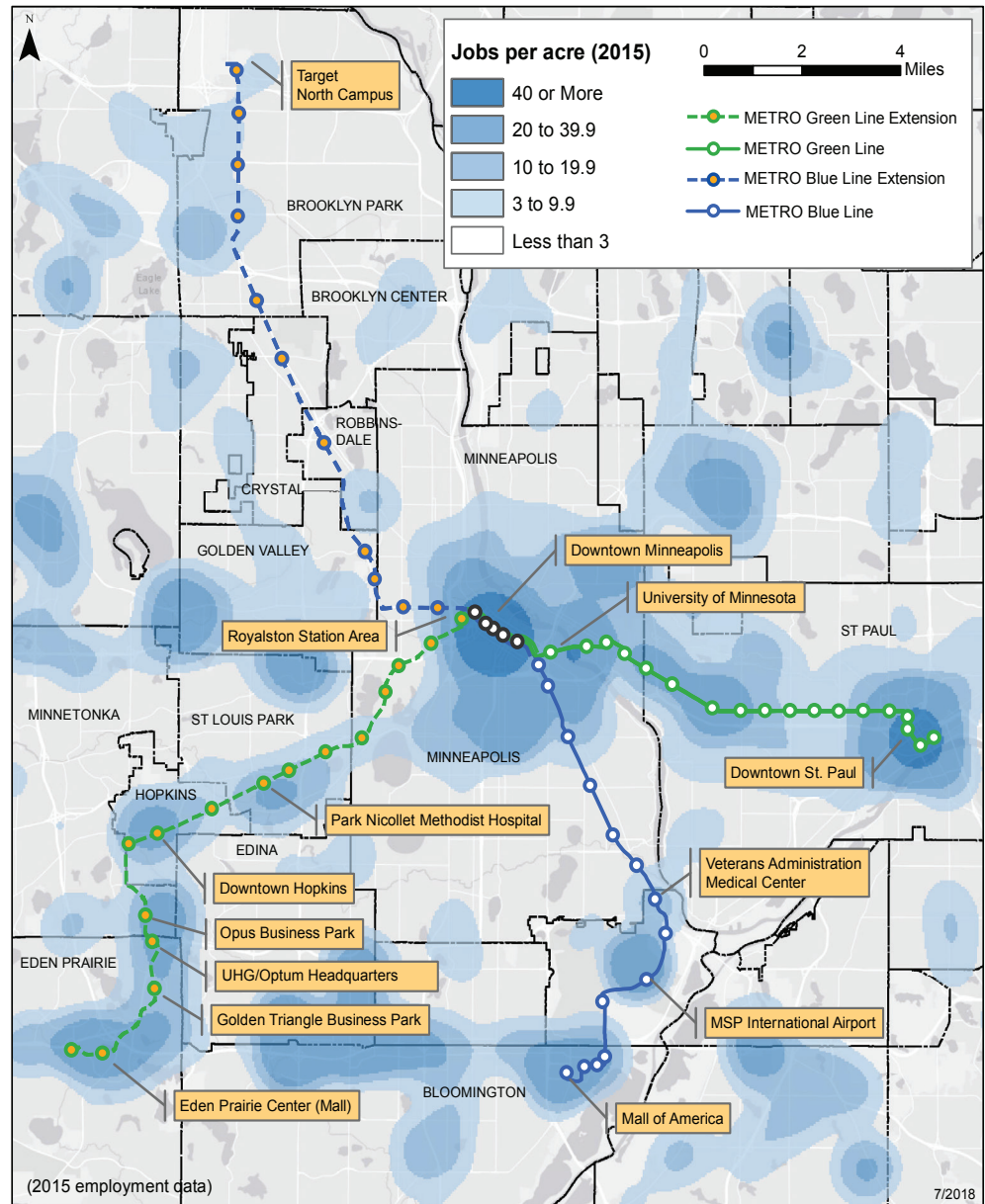
A service of the Metropolitan Council

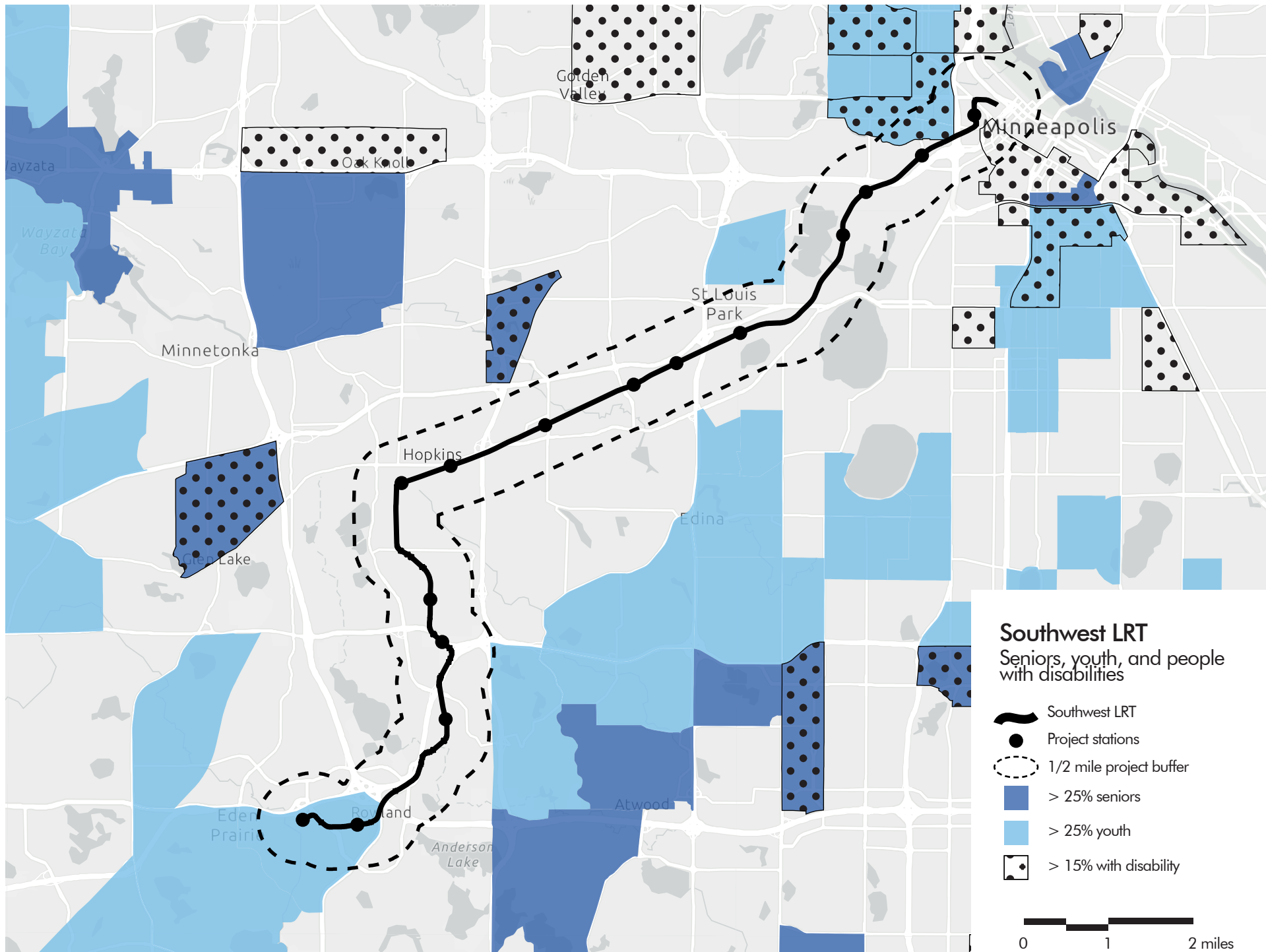
Existing jobs per acre along existing and proposed light rail transit

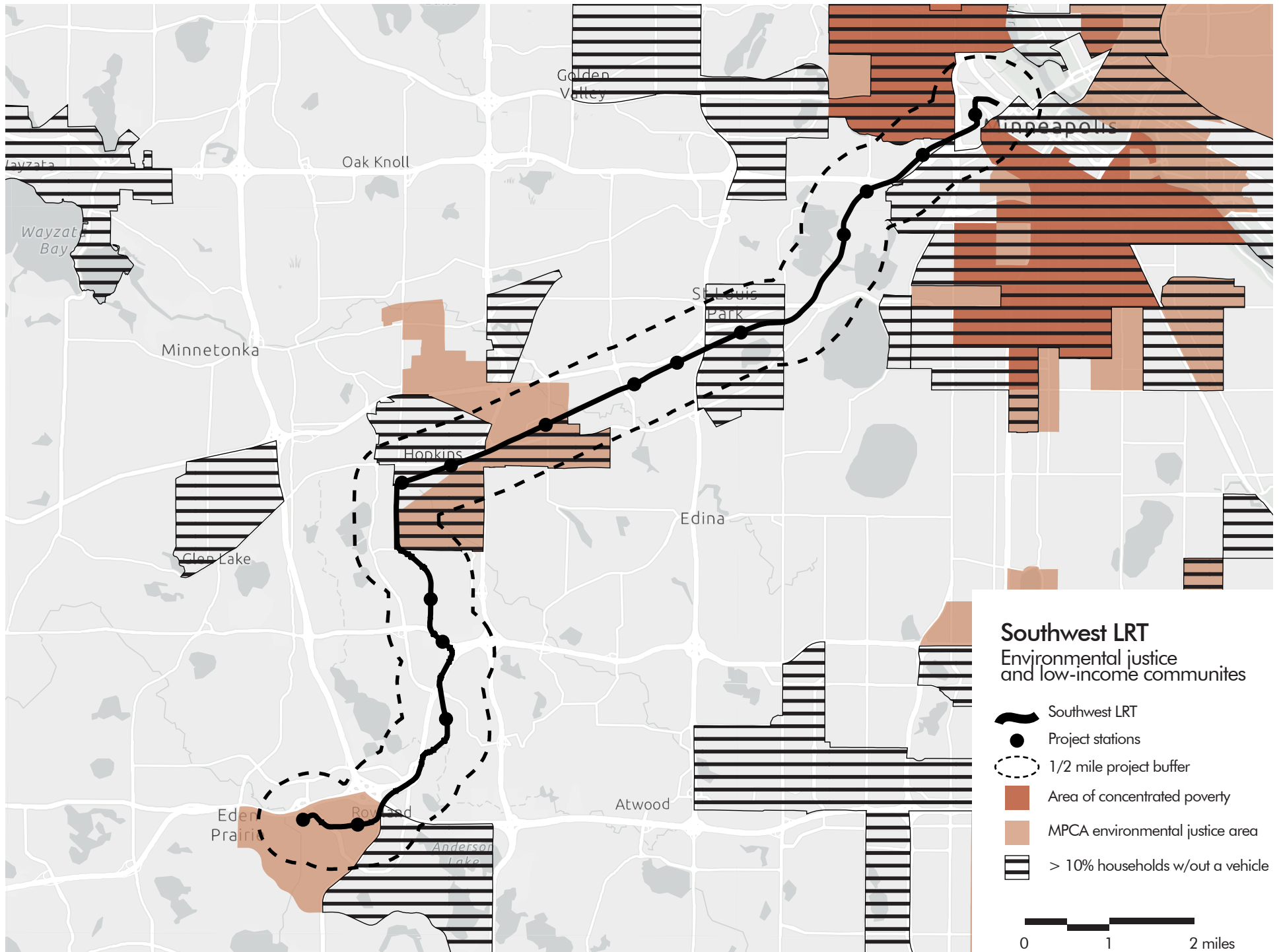


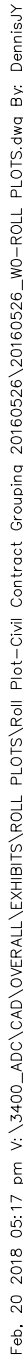
The Southwest LRT (Green Line Extension) project provides access to job centers including:

- Eden Prairie Center Mall
- Golden Triangle Business Park
- UnitedHealth Group/Optum Headquarters
- Opus Business Park
- Downtown Hopkins
- Park Nicollet Methodist Hospital
- Downtown Minneapolis

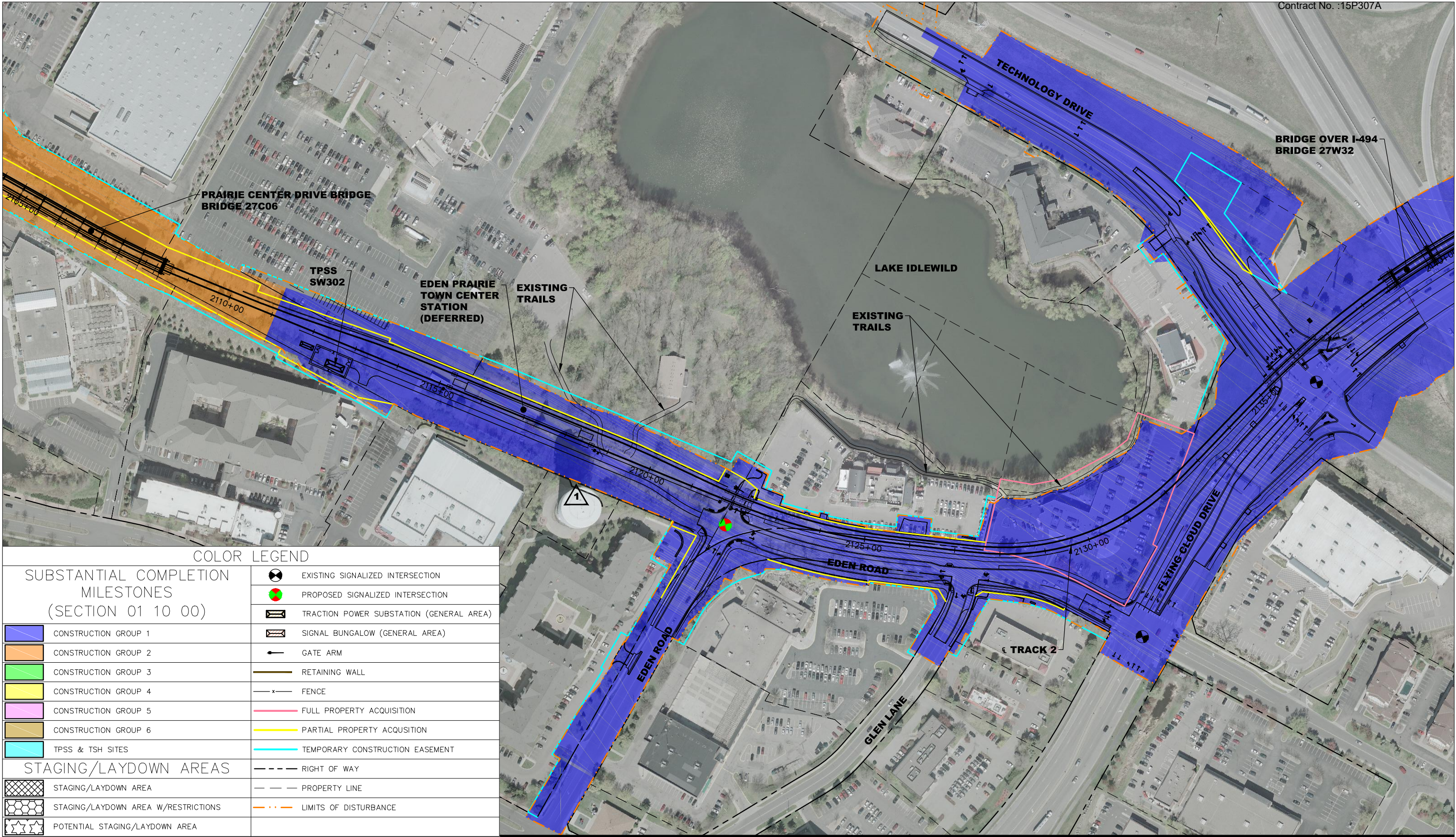








Feb. 21 2018 03:55 pm V:\3400_ADC\CAD\OVERALL\EXHIBITS\ROLL PLOTS\Roll Plot-Civil Contract Grouping 20160526_W0-ROLL PLOTS.dwg By: Dennis.Y



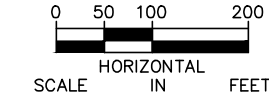
CIVIL CONTRACT SCHEDULE MILESTONE MAPS

SEGMENT W1 - EDEN PRAIRIE
SOUTHWEST STATION

Revision 8



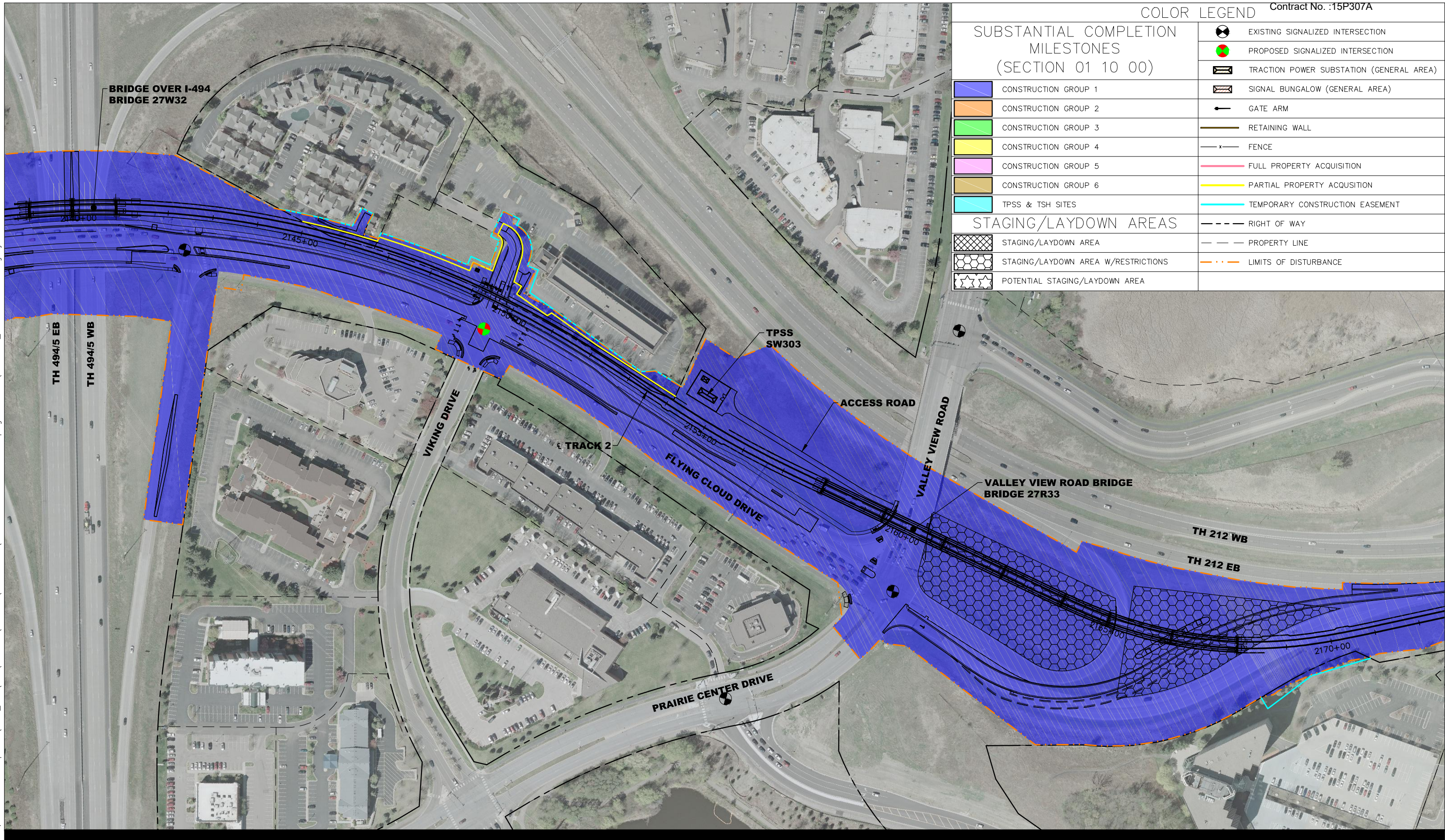
March 7, 2018



CONFORMED

Civil - Appendix G - 3

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March 7, 2018



CIVIL CONTRACT SCHEDULE MILESTONE MAPS

SEGMENT W1 - EDEN PRAIRIE

FLYING CLOUD DRIVE

Revision 8

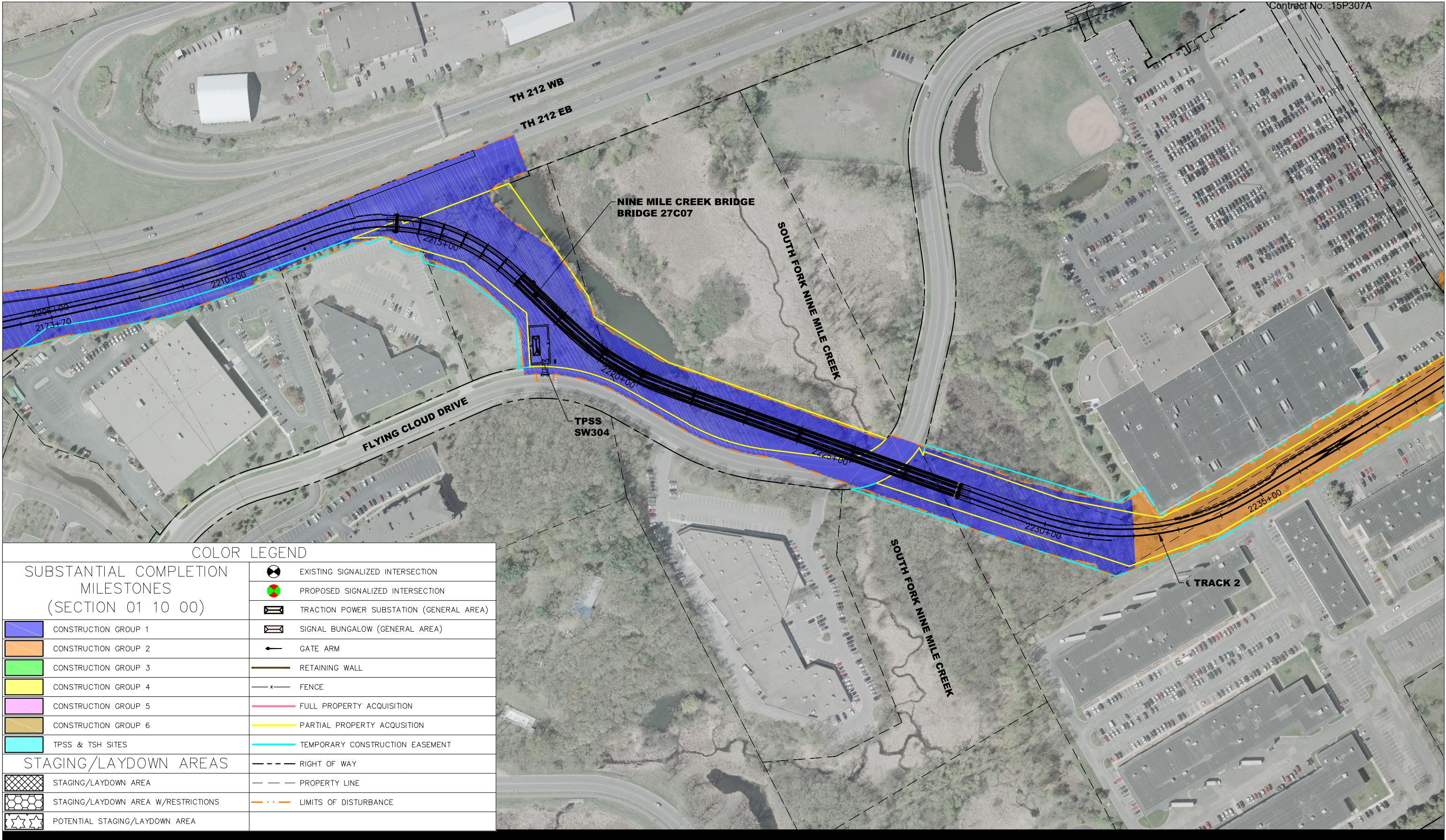
0 50 100 200
SCALE HORIZONTAL IN FEET

CONFORMED

Civil - Appendix G - 4

3

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COLOR LEGEND

SUBSTANTIAL COMPLETION MILESTONES (SECTION 01 10 00)	
	CONSTRUCTION GROUP 1
	CONSTRUCTION GROUP 2
	CONSTRUCTION GROUP 3
	CONSTRUCTION GROUP 4
	CONSTRUCTION GROUP 5
	CONSTRUCTION GROUP 6
	TPSS & TSH SITES
	EXISTING SIGNALIZED INTERSECTION
	PROPOSED SIGNALIZED INTERSECTION
	TRACTION POWER SUBSTATION (GENERAL AREA)
	SIGNAL BUNGALOW (GENERAL AREA)
	GATE ARM
	RETAINING WALL
	FENCE
	FULL PROPERTY ACQUISITION
	PARTIAL PROPERTY ACQUISITION
	TEMPORARY CONSTRUCTION EASEMENT
STAGING/LAYDOWN AREAS	
	STAGING/LAYDOWN AREA
	STAGING/LAYDOWN AREA W/RESTRICTIONS
	POTENTIAL STAGING/LAYDOWN AREA
	RIGHT OF WAY
	PROPERTY LINE
	LIMITS OF DISTURBANCE

CIVIL CONTRACT SCHEDULE MILESTONE MAPS
SEGMENT W2 - EDEN PRAIRIE
NINE MILE CREEK
Revision 8



March 7, 2018

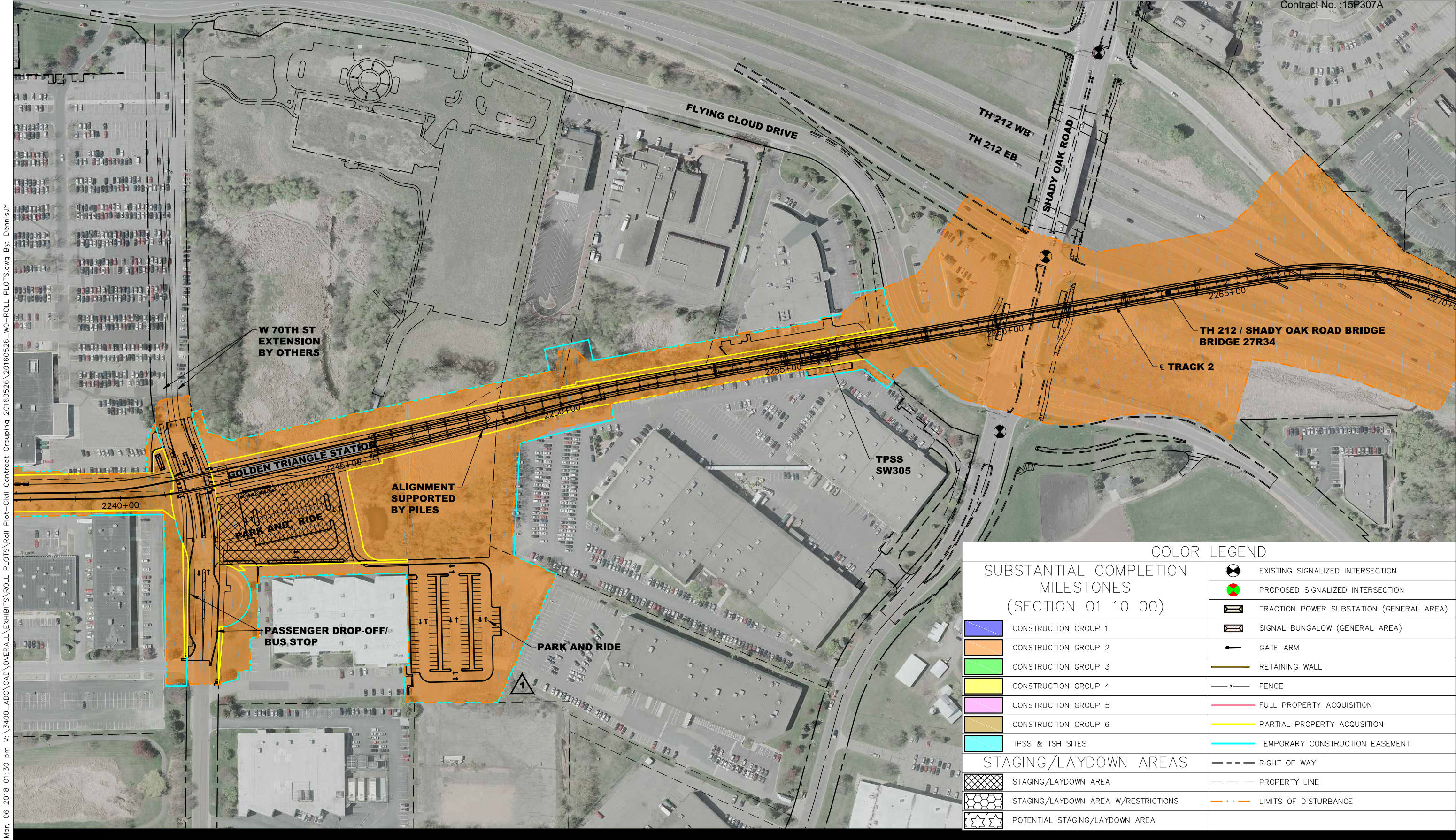


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HORIZONTAL
SCALE IN FEET

CONFORMED

Civil - Appendix G - 5

4



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March 7, 2018



CIVIL CONTRACT SCHEDULE MILESTONE MAPS
























SEGMENT W2 - EDEN PRAIRIE
GOLDEN TRIANGLE STATION

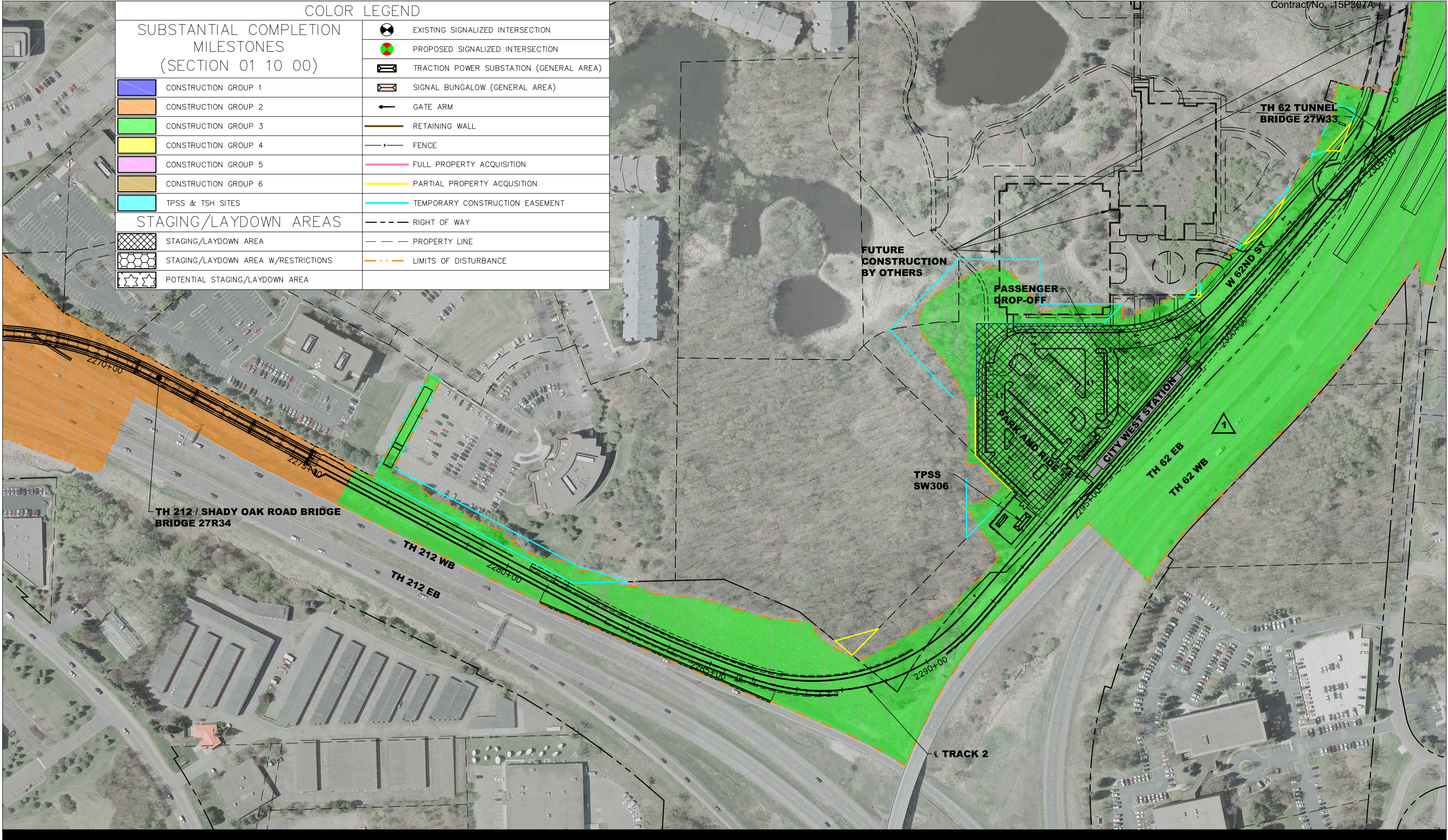
Revision 8

CONFORMED
Civil - Appendix G - 6

5

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	 PROPOSED SIGNALIZED INTERSECTION
	 TRACTION POWER SUBSTATION (GENERAL AREA)
	 SIGNAL BUNGALOW (GENERAL AREA)
	 GATE ARM
	 RETAINING WALL
 CONSTRUCTION GROUP 1	 FENCE
 CONSTRUCTION GROUP 2	 FULL PROPERTY ACQUISITION
 CONSTRUCTION GROUP 3	 PARTIAL PROPERTY ACQUISITION
 CONSTRUCTION GROUP 4	 TEMPORARY CONSTRUCTION EASEMENT
 CONSTRUCTION GROUP 5	 RIGHT OF WAY
 CONSTRUCTION GROUP 6	 PROPERTY LINE
 TPSS & TSH SITES	 LIMITS OF DISTURBANCE
STAGING/LAYDOWN AREAS	
 STAGING/LAYDOWN AREA	
 STAGING/LAYDOWN AREA W/RESTRICTIONS	
 POTENTIAL STAGING/LAYDOWN AREA	





CIVIL CONTRACT SCHEDULE MILESTONE MAPS

SEGMENT W2 - EDEN PRAIRIE
CITY WEST STATION
Revision 8



March 7, 2018





SCALE HORIZONTAL IN FEET

CONFORMED

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6

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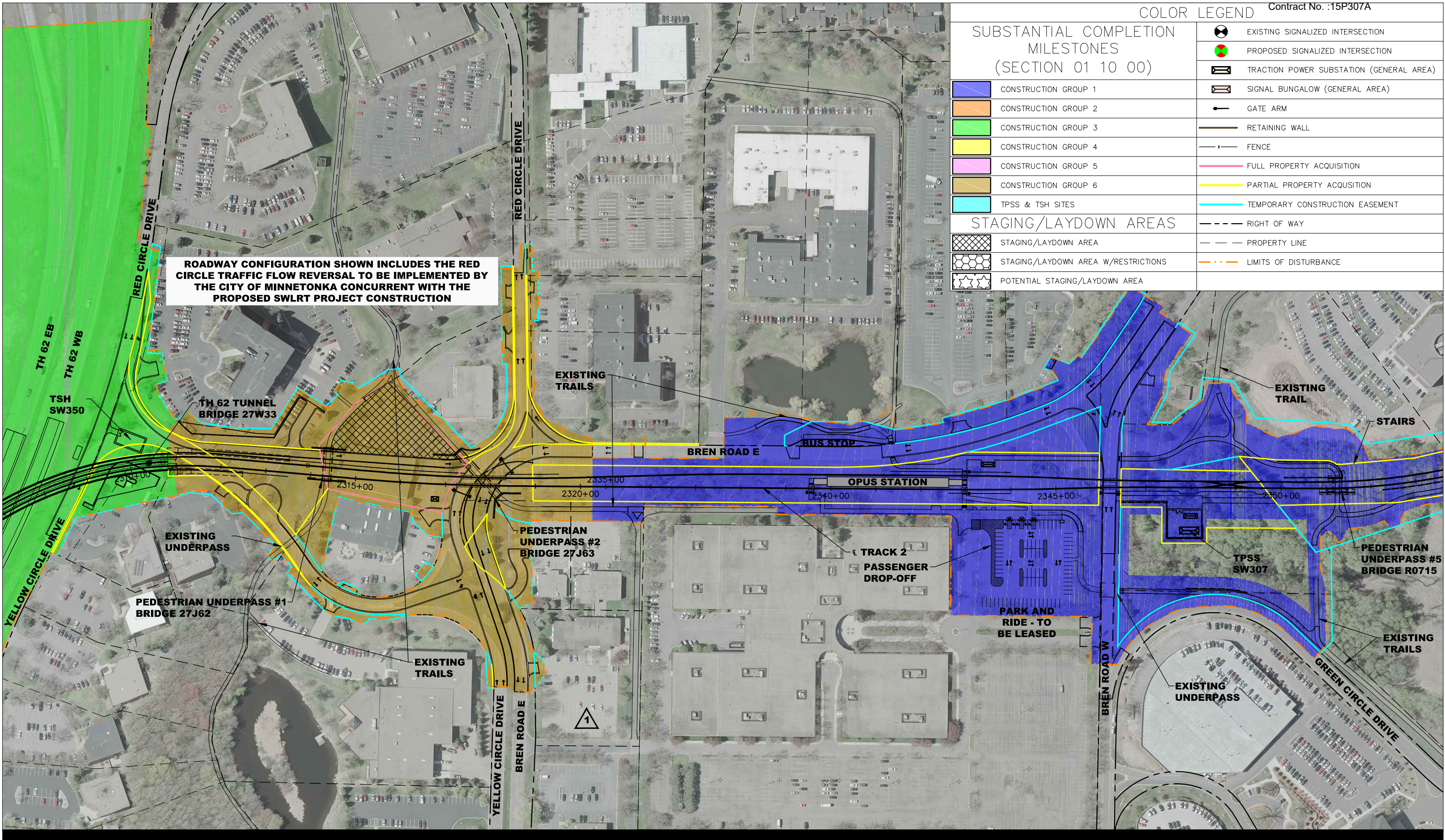
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MILESTONES
(SECTION 01 10 00)

- CONSTRUCTION GROUP 1
- CONSTRUCTION GROUP 2
- CONSTRUCTION GROUP 3
- CONSTRUCTION GROUP 4
- CONSTRUCTION GROUP 5
- CONSTRUCTION GROUP 6
- TPSS & TSH SITES

STAGING/LAYDOWN AREAS

- STAGING/LAYDOWN AREA
- STAGING/LAYDOWN AREA W/RESTRICTIONS
- POTENTIAL STAGING/LAYDOWN AREA

- EXISTING SIGNALIZED INTERSECTION
- PROPOSED SIGNALIZED INTERSECTION
- TRACTION POWER SUBSTATION (GENERAL AREA)
- SIGNAL BUNGALOW (GENERAL AREA)
- GATE ARM
- RETAINING WALL
- FENCE
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- PARTIAL PROPERTY ACQUISITION
- TEMPORARY CONSTRUCTION EASEMENT
- RIGHT OF WAY
- PROPERTY LINE
- LIMITS OF DISTURBANCE



March 7, 2018

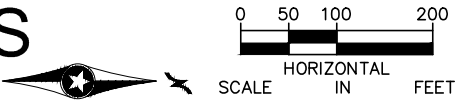


CIVIL CONTRACT SCHEDULE MILESTONE MAPS

SEGMENT W2 / W3 - EDEN PRAIRIE / MINNETONKA

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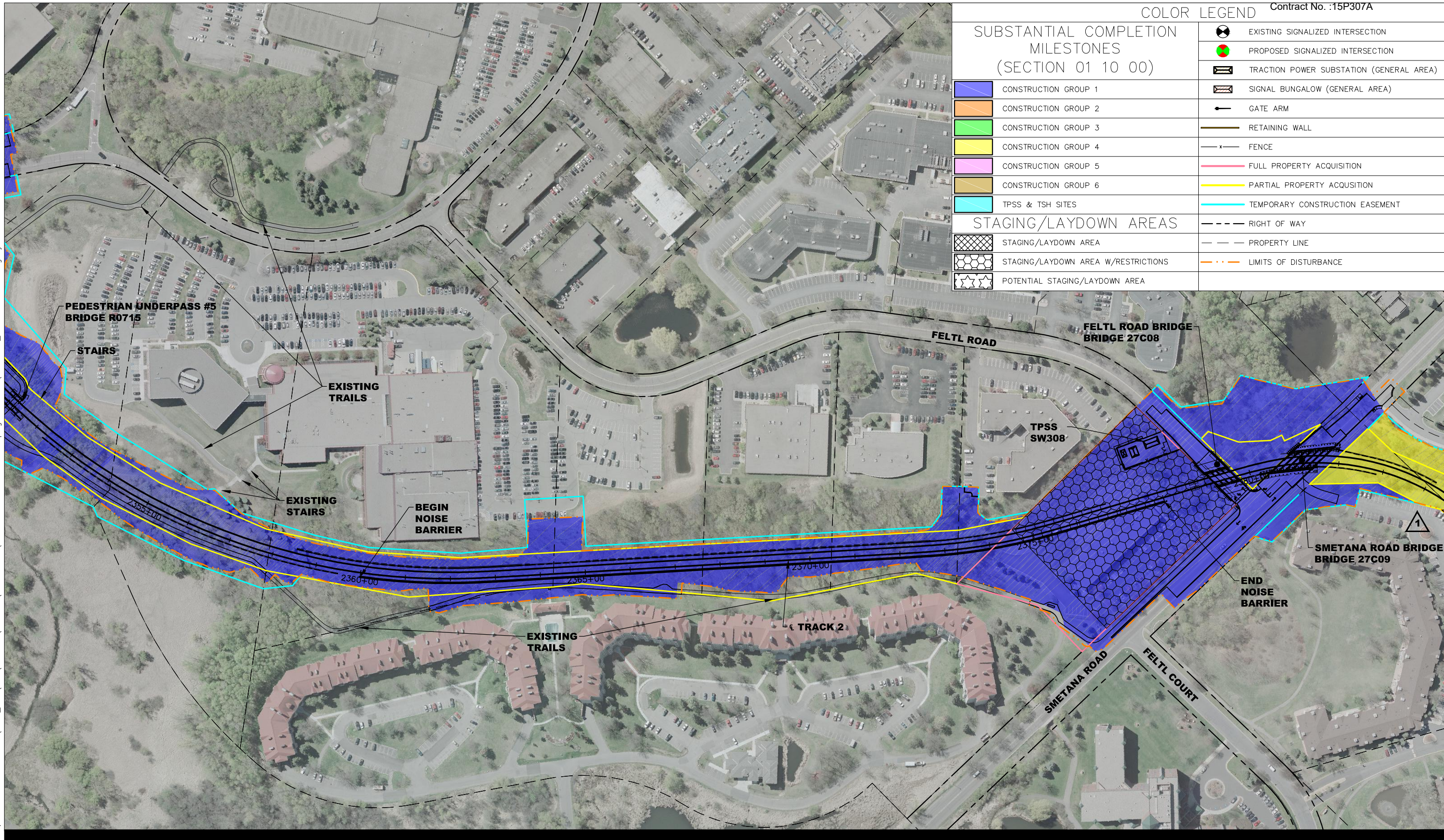
Revision 8



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Civil - Appendix G - 8

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March 7, 2018

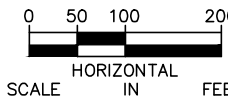


CIVIL CONTRACT SCHEDULE MILESTONE MAPS

SEGMENT W3 - MINNETONKA / HOPKINS

OPUS HILL

Revision 8

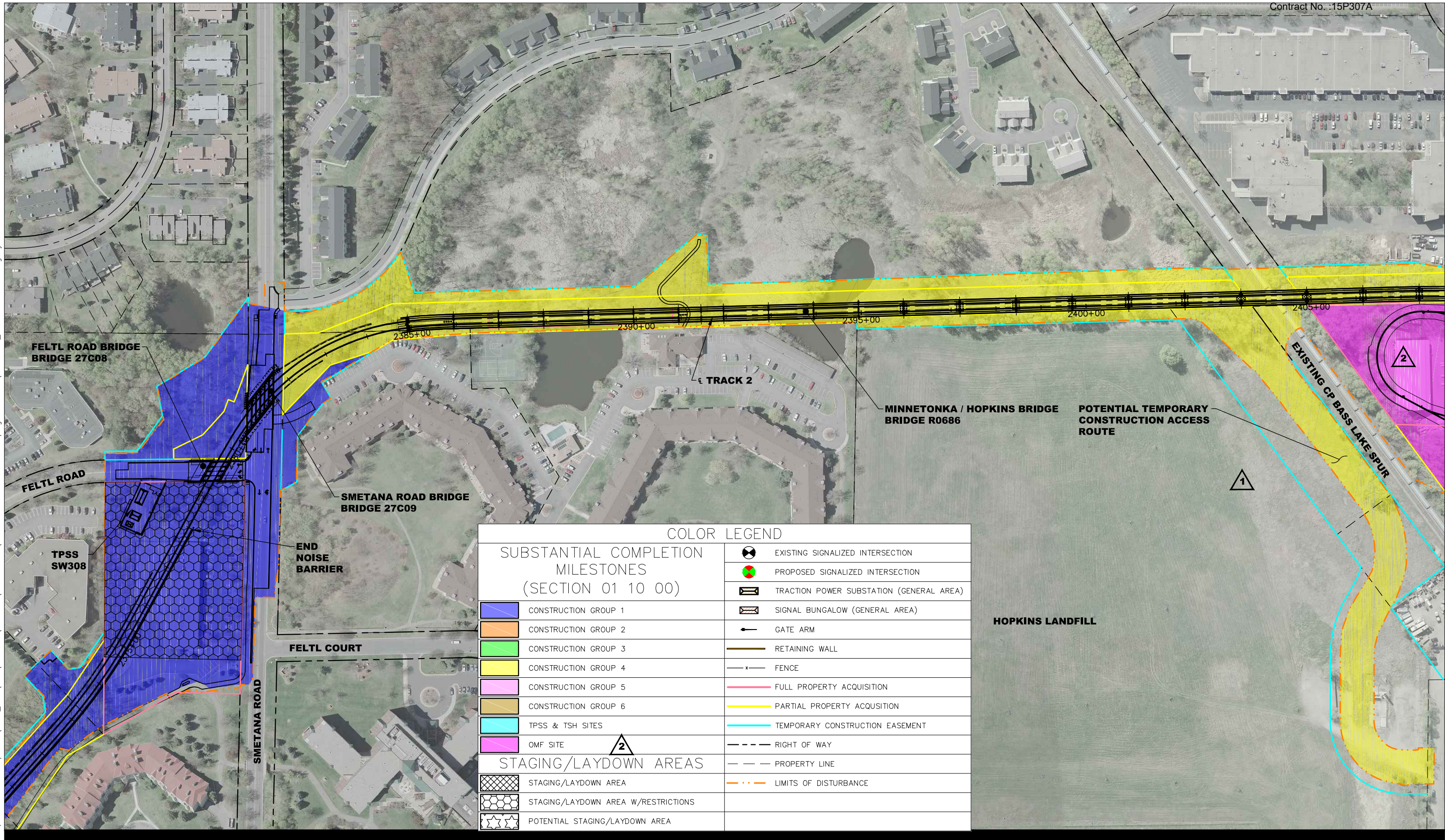


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Civil - Appendix G - 9

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March 7, 2018



CIVIL CONTRACT SCHEDULE MILESTONE MAPS

SEGMENT W3 - MINNETONKA / HOPKINS
MINNETONKA / HOPKINS BRIDGE

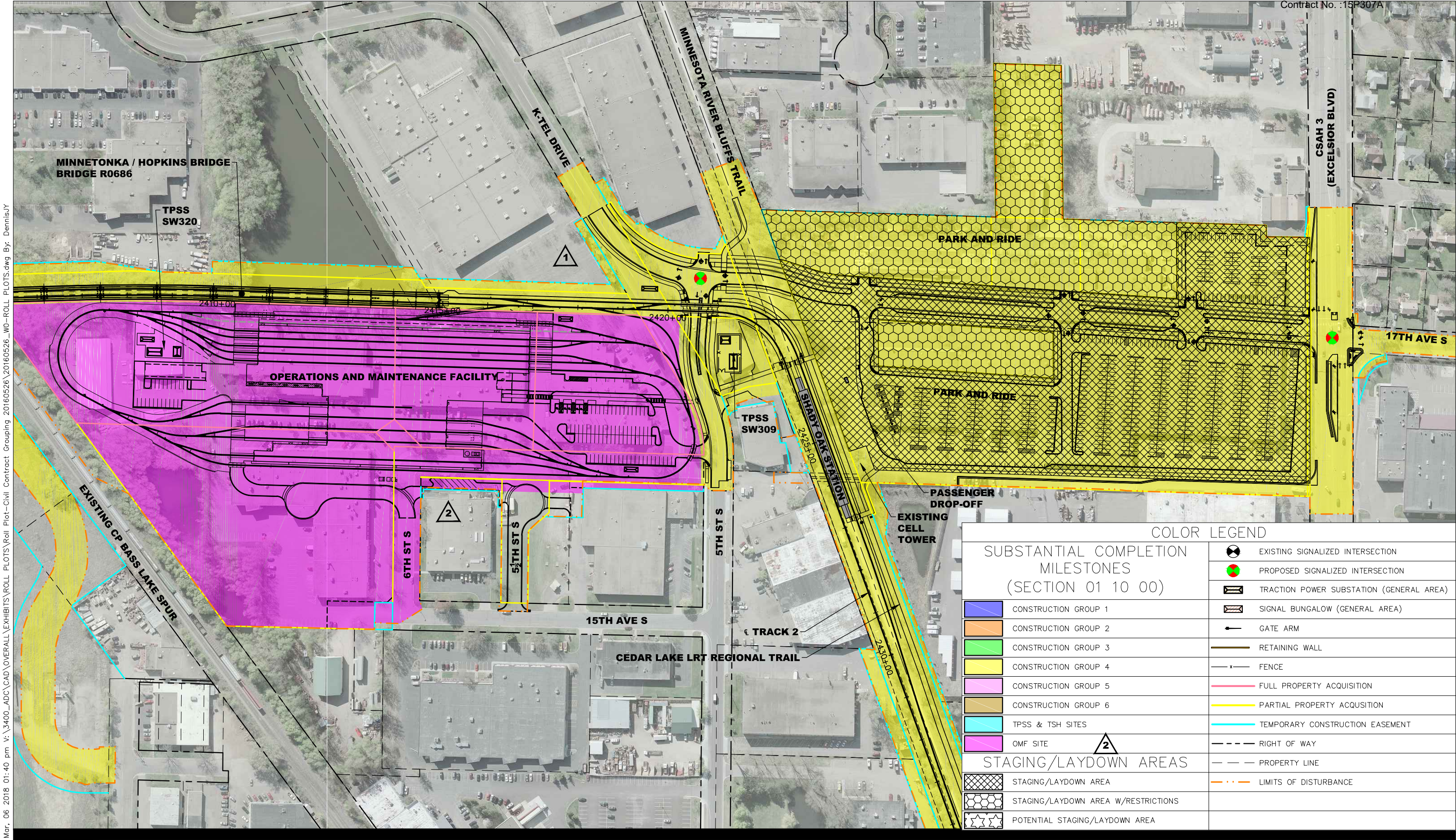
Revision 8

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SCALE HORIZONTAL IN FEET

CONFORMED

Civil - Appendix G - 10

9



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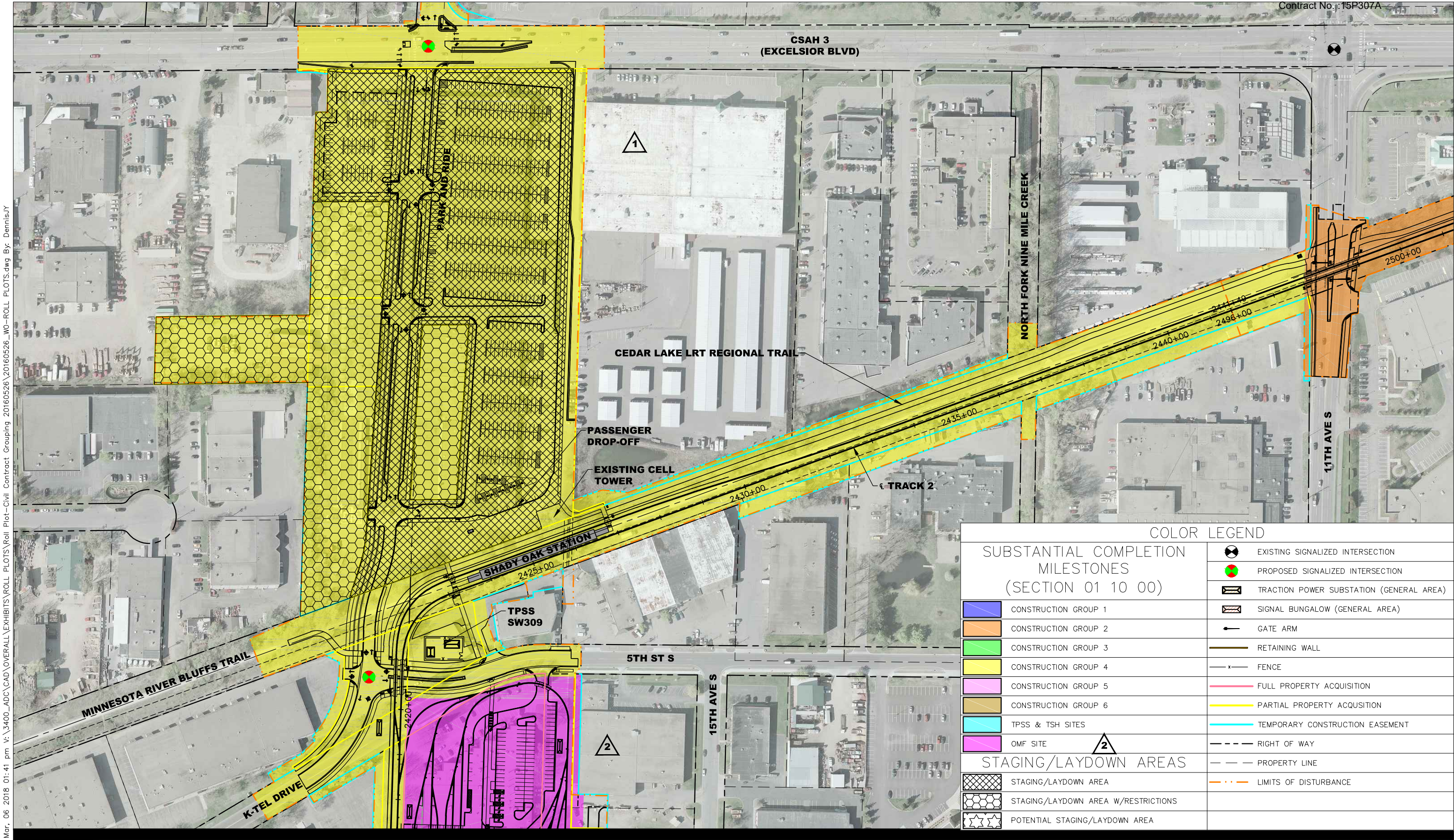


CIVIL CONTRACT SCHEDULE MILESTONE MAPS

SEGMENT W3 - MINNETONKA / HOPKINS
SHADY OAK STATION
Revision 8

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Civil - Appendix G - 11

10



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March 7, 2018

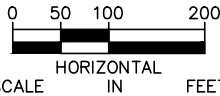


CIVIL CONTRACT SCHEDULE MILESTONE MAPS

SEGMENT W3 - MINNETONKA / HOPKINS

SHADY OAK STATION

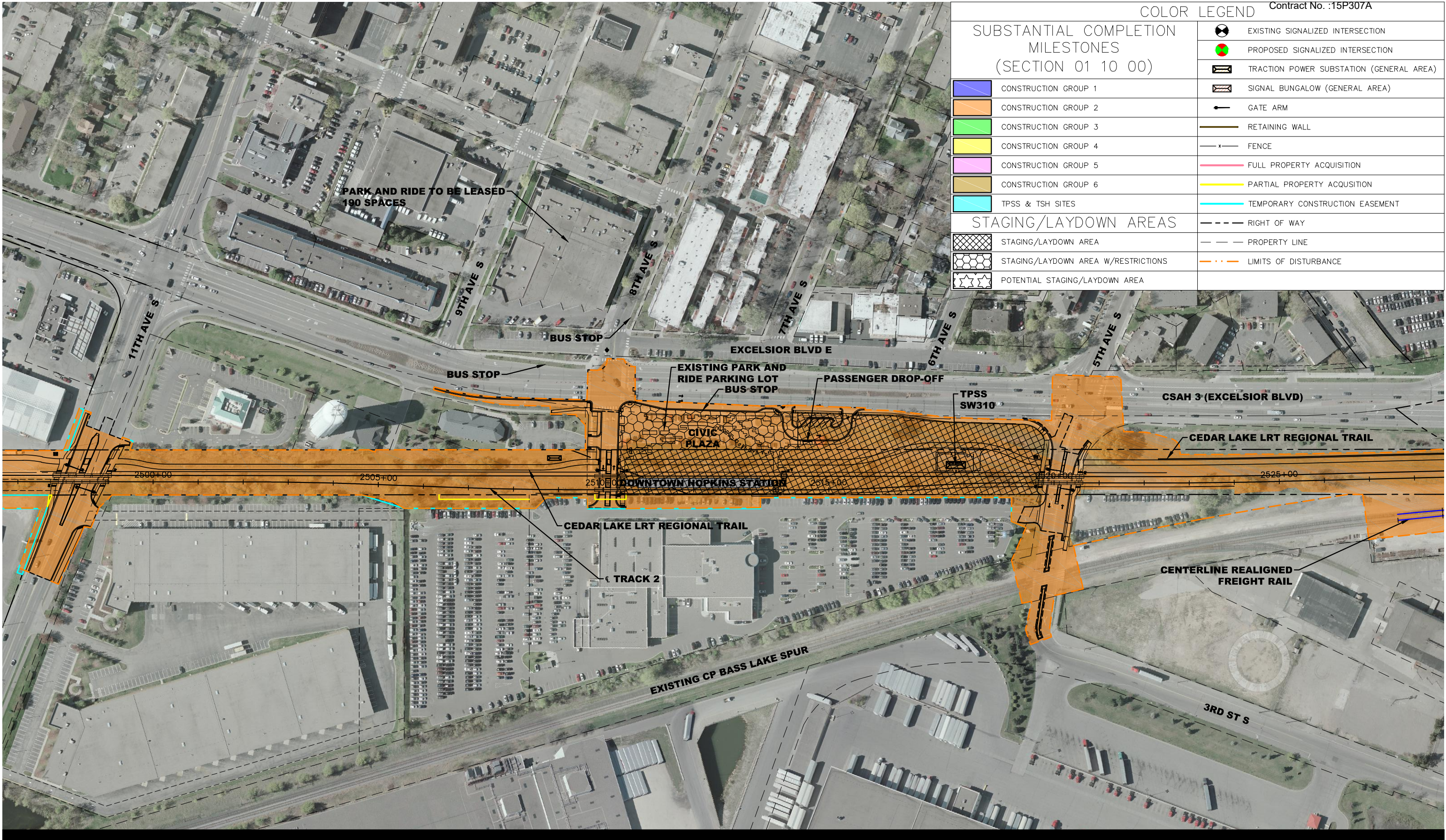
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Civil - Appendix G - 12

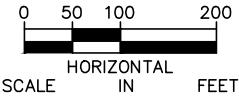
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CIVIL CONTRACT SCHEDULE MILESTONE MAPS
SEGMENT E1 - HOPKINS
DOWNTOWN HOPKINS STATION
Revision 8



March 7, 2018



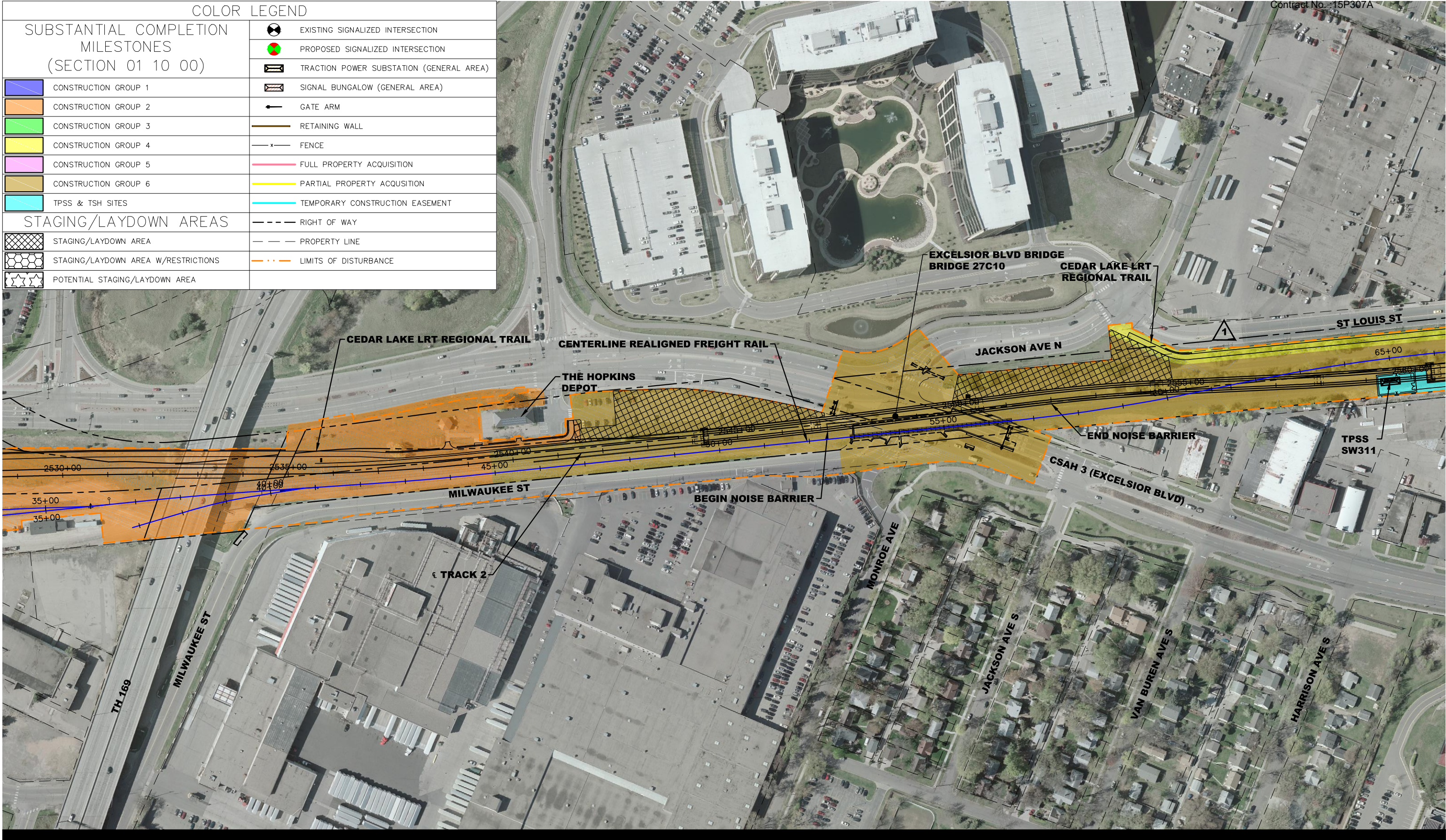
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Civil - Appendix G - 13

12

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	PROPOSED SIGNALIZED INTERSECTION
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	SIGNAL BUNGALOW (GENERAL AREA)
	GATE ARM
	RETAINING WALL
CONSTRUCTION GROUP 1	FENCE
CONSTRUCTION GROUP 2	FULL PROPERTY ACQUISITION
CONSTRUCTION GROUP 3	PARTIAL PROPERTY ACQUISITION
CONSTRUCTION GROUP 4	TEMPORARY CONSTRUCTION EASEMENT
CONSTRUCTION GROUP 5	RIGHT OF WAY
CONSTRUCTION GROUP 6	PROPERTY LINE
TPSS & TSH SITES	LIMITS OF DISTURBANCE
STAGING/LAYDOWN AREAS	
STAGING/LAYDOWN AREA	
STAGING/LAYDOWN AREA W/RESTRICTIONS	
POTENTIAL STAGING/LAYDOWN AREA	



March 7, 2018

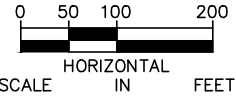


CIVIL CONTRACT SCHEDULE MILESTONE MAPS

SEGMENT E1 - HOPKINS

EXCELSIOR BLVD. CROSSING

Revision 8

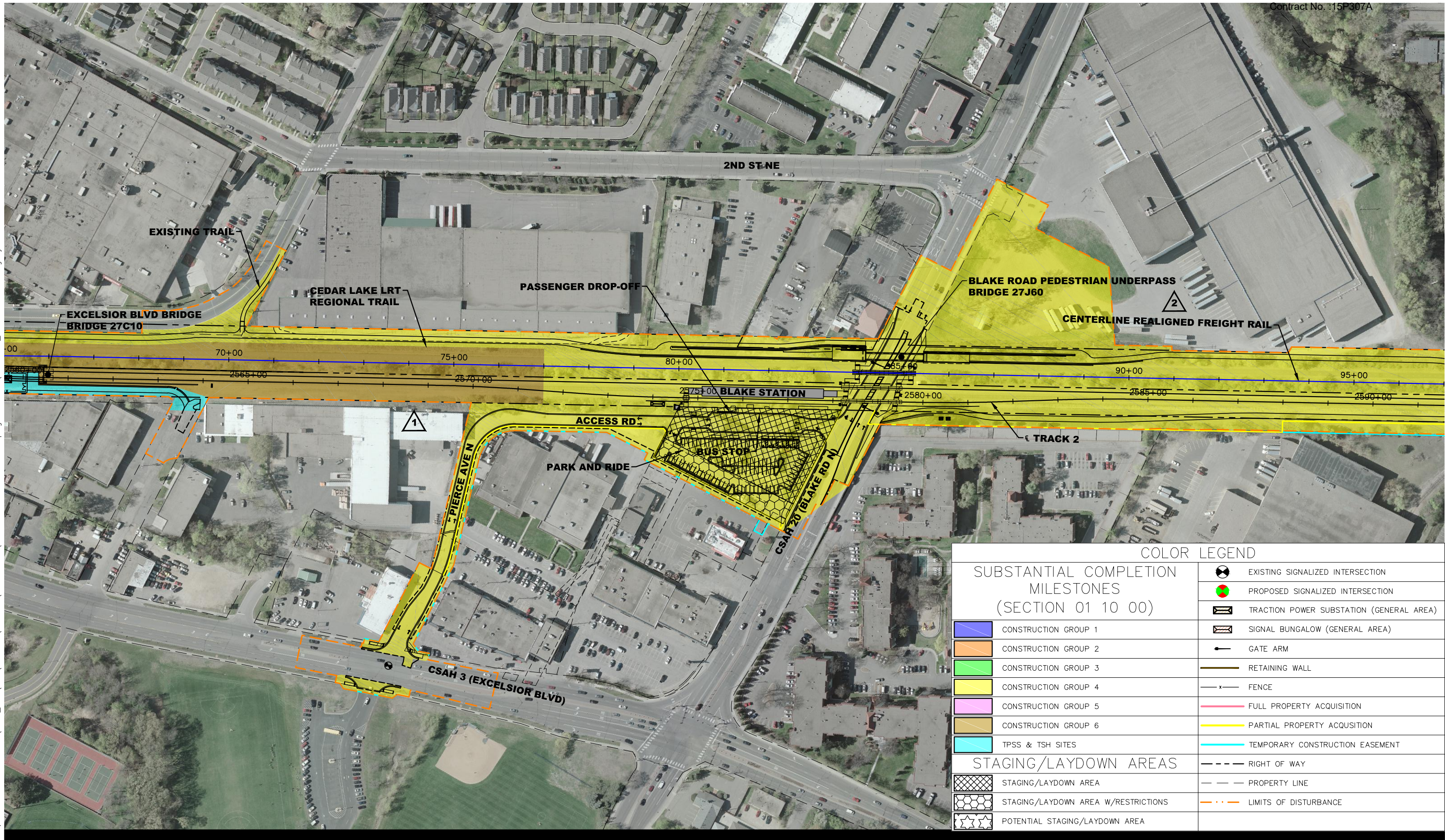


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13

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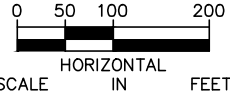


CIVIL CONTRACT SCHEDULE MILESTONE MAPS

SEGMENT E1 - HOPKINS

BLAKE ROAD STATION

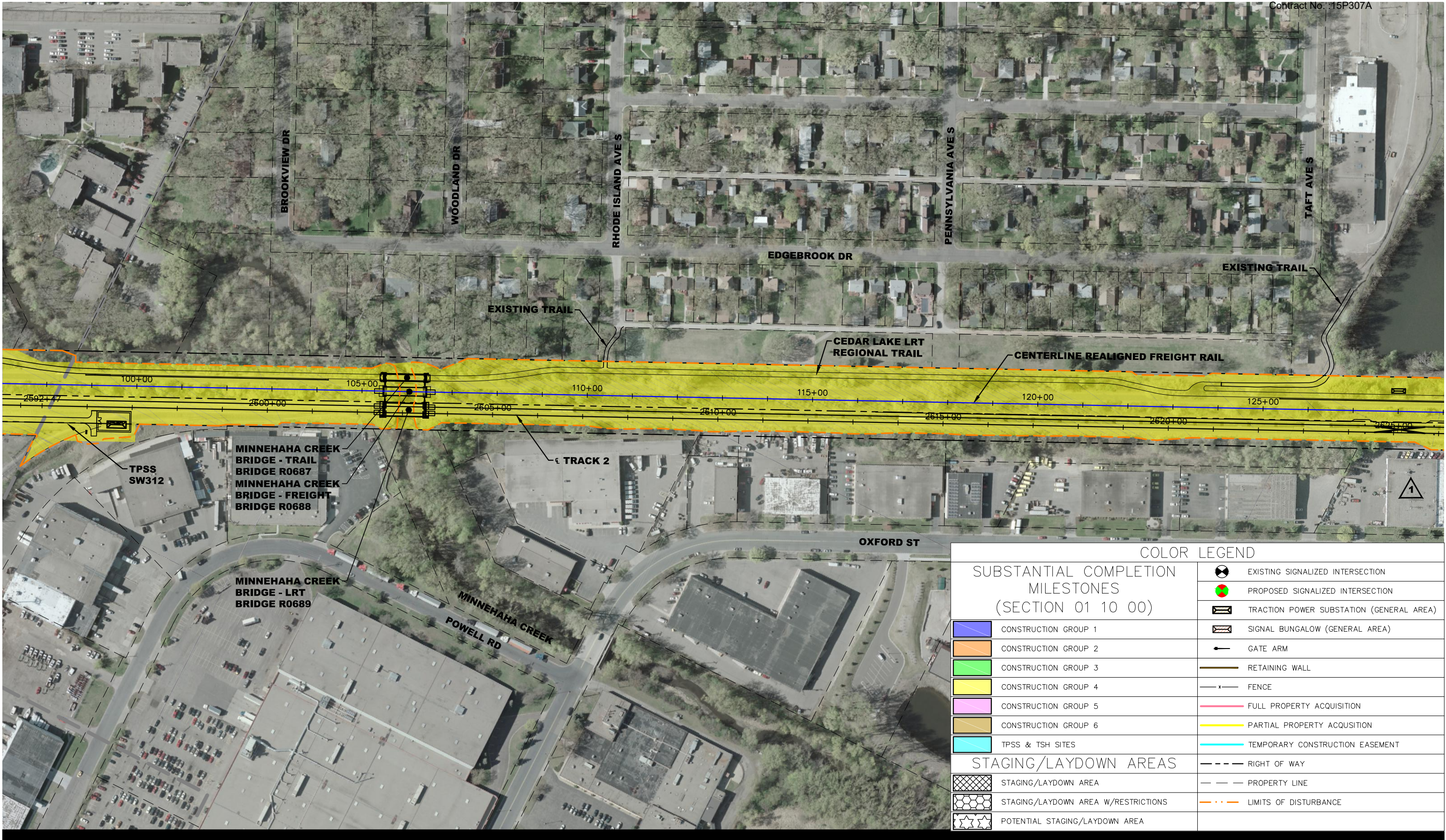
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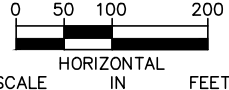
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CIVIL CONTRACT SCHEDULE MILESTONE MAPS
SEGMENT E2 - ST. LOUIS PARK
MINNEHAHA CREEK
Revision 8



March 7, 2018

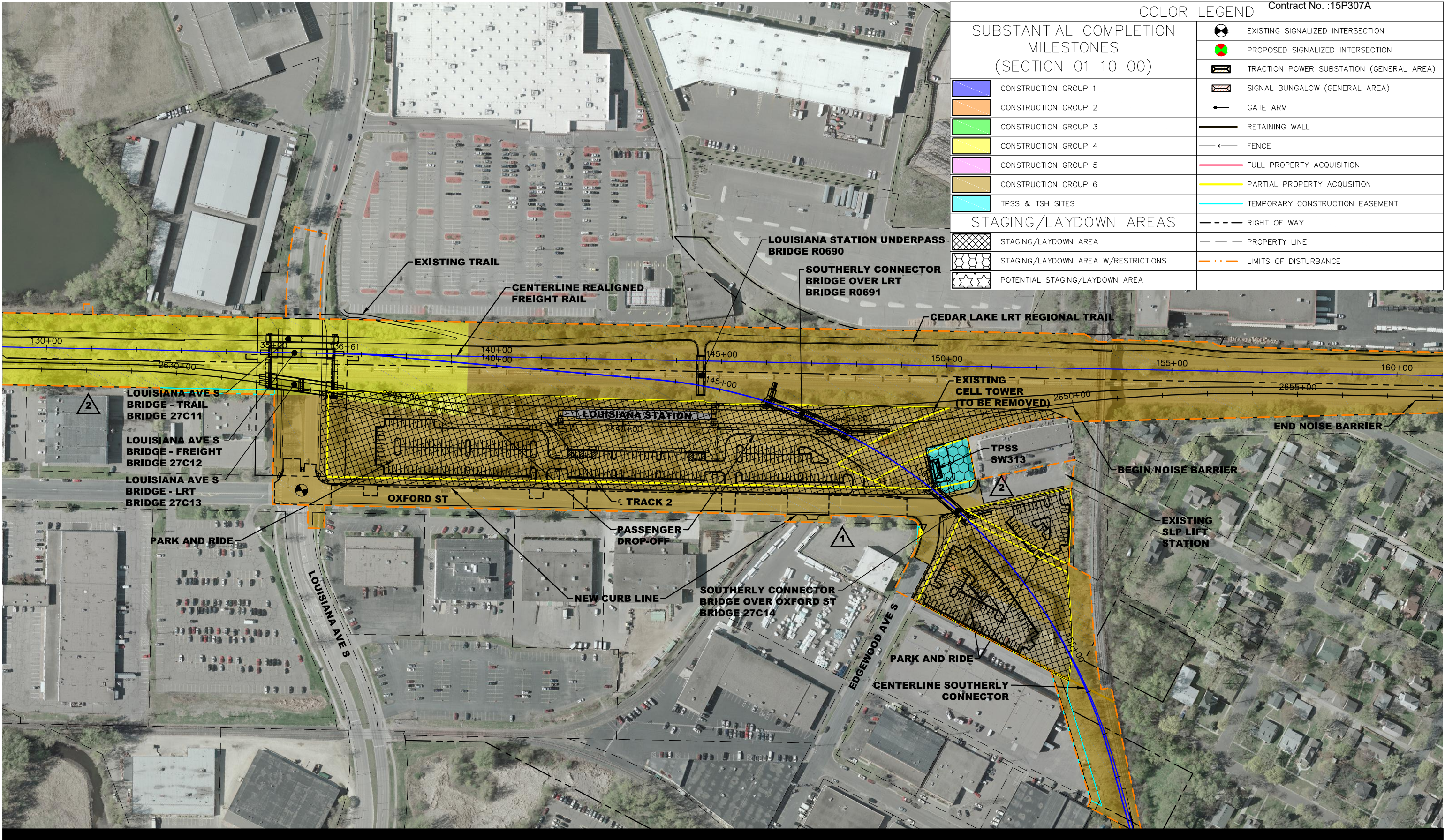


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Civil - Appendix G - 16

15

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CIVIL CONTRACT SCHEDULE MILESTONE MAPS

SEGMENT E2 - ST. LOUIS PARK
LOUISIANA AVENUE STATION
Revision 8



March 7, 2018

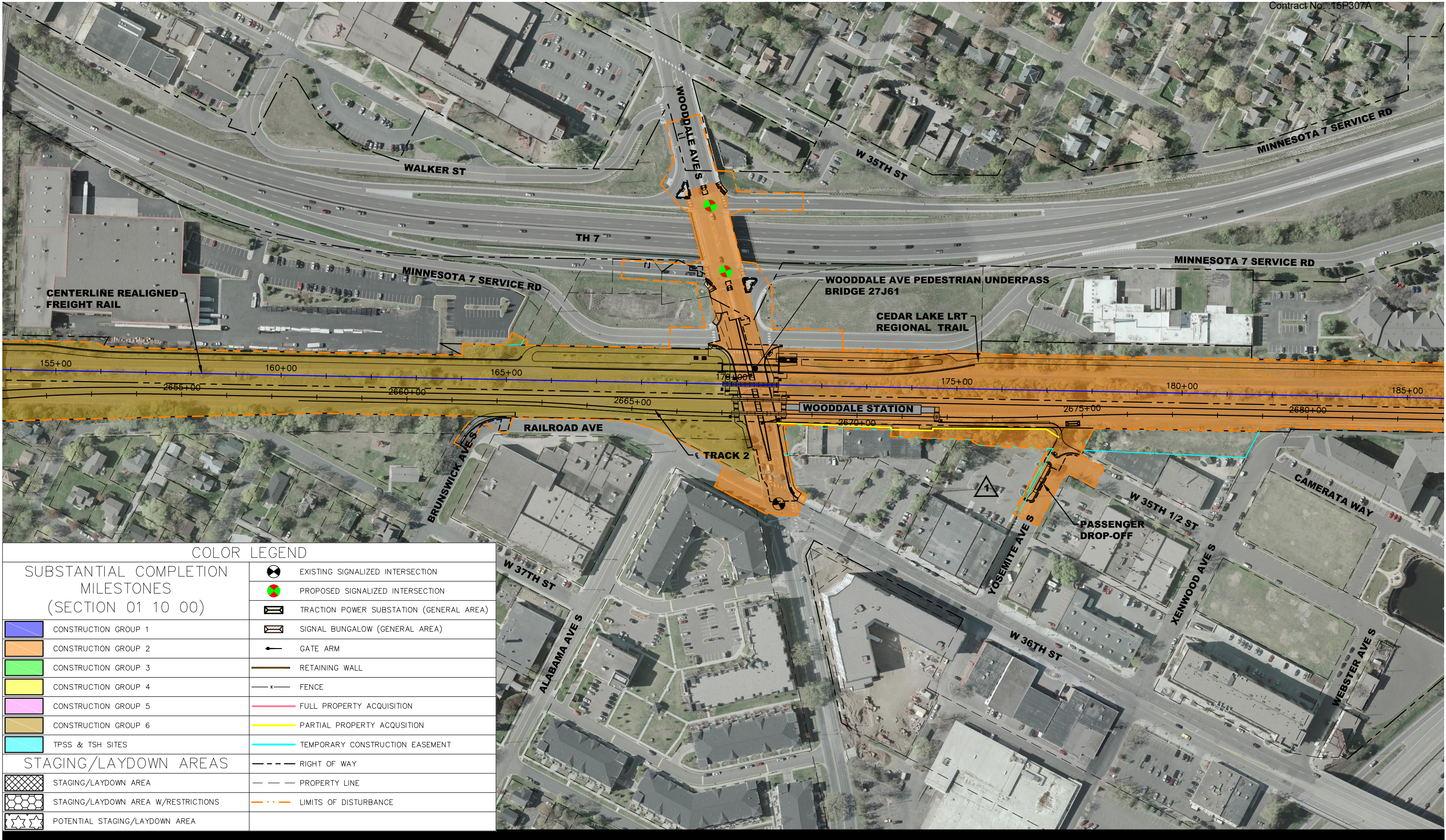
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Civil - Appendix G - 17

16

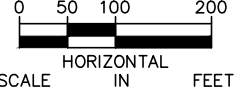
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CIVIL CONTRACT SCHEDULE MILESTONE MAPS
SEGMENT E2 - ST. LOUIS PARK
WOODDALE AVENUE STATION
Revision 8



March 7, 2018

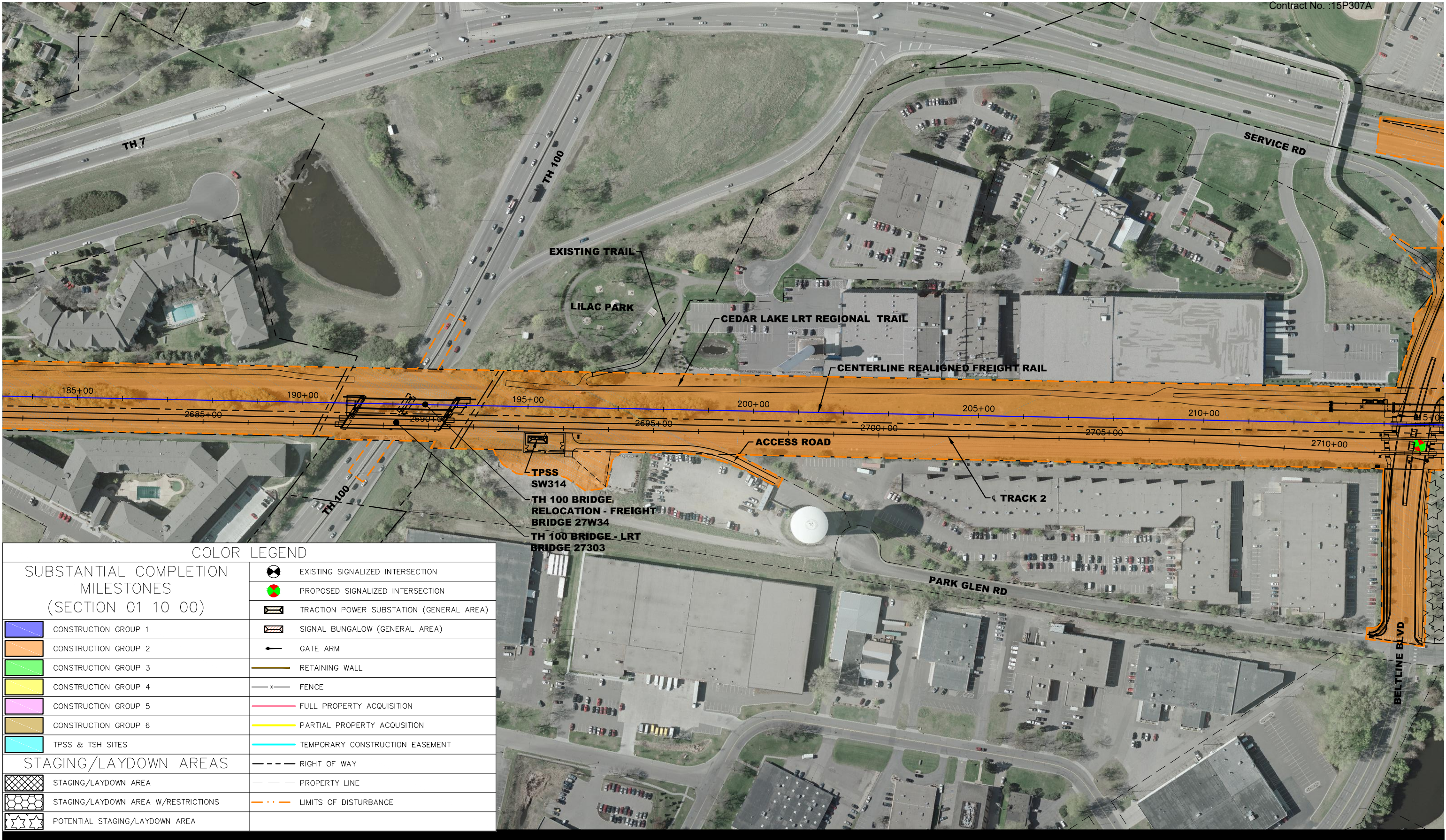


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Civil - Appendix G - 18

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CONSTRUCTION GROUP 3		SIGNAL BUNGLOW (GENERAL AREA)
CONSTRUCTION GROUP 4		GATE ARM
CONSTRUCTION GROUP 5		RETAINING WALL
CONSTRUCTION GROUP 6		FENCE
TPSS & TSH SITES		FULL PROPERTY ACQUISITION
STAGING/LAYDOWN AREAS		PARTIAL PROPERTY ACQUISITION
STAGING/LAYDOWN AREA		TEMPORARY CONSTRUCTION EASEMENT
STAGING/LAYDOWN AREA W/RESTRICTIONS		RIGHT OF WAY
POTENTIAL STAGING/LAYDOWN AREA		PROPERTY LINE
		LIMITS OF DISTURBANCE

CIVIL CONTRACT SCHEDULE MILESTONE MAPS

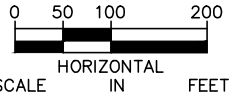
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Revision 8



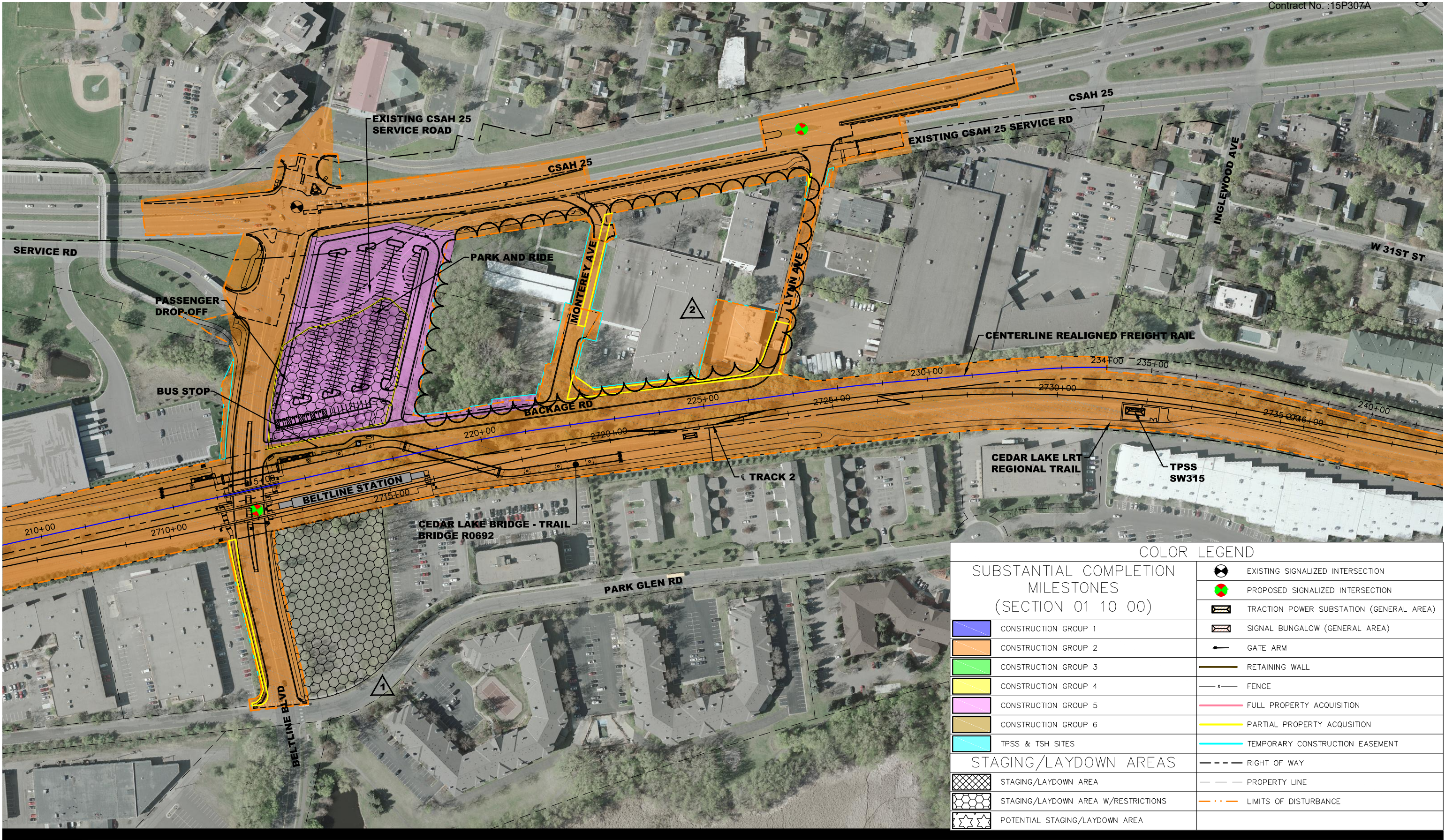
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Civil - Appendix G - 19

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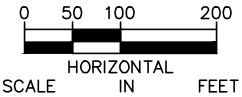


CIVIL CONTRACT SCHEDULE MILESTONE MAPS

SEGMENT E2 - ST. LOUIS PARK
BELTLINE BOULEVARD STATION
Revision 8



March 7, 2018


























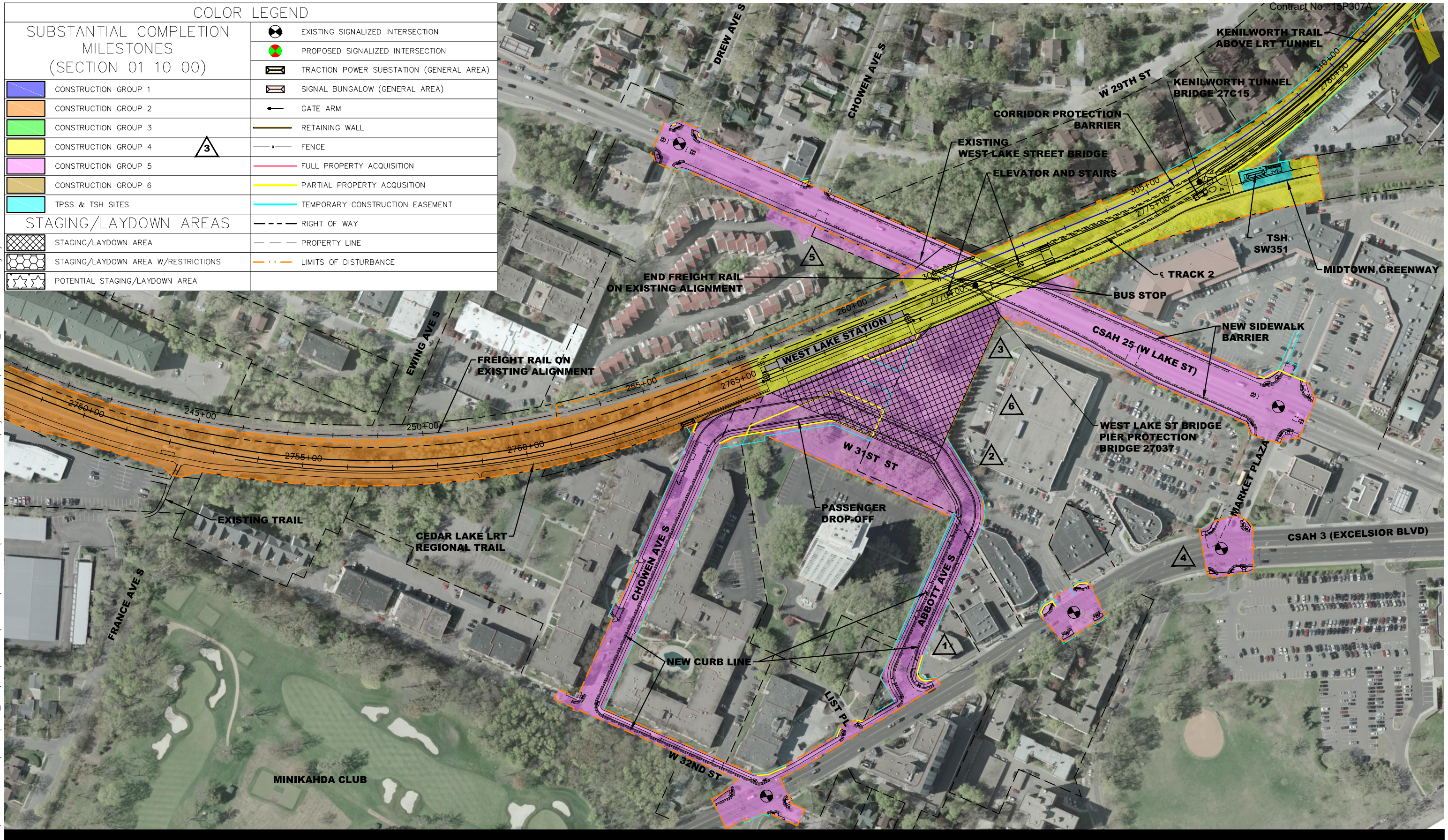
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Civil - Appendix G - 20

19

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	 PROPOSED SIGNALIZED INTERSECTION
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	 SIGNAL BUNGALOW (GENERAL AREA)
	 GATE ARM
	 RETAINING WALL
 CONSTRUCTION GROUP 1	 FENCE
 CONSTRUCTION GROUP 2	 FULL PROPERTY ACQUISITION
 CONSTRUCTION GROUP 3	 PARTIAL PROPERTY ACQUISITION
 CONSTRUCTION GROUP 4	 TEMPORARY CONSTRUCTION EASEMENT
 CONSTRUCTION GROUP 5	 RIGHT OF WAY
 CONSTRUCTION GROUP 6	 PROPERTY LINE
 TPSS & TSH SITES	 LIMITS OF DISTURBANCE
STAGING/LAYDOWN AREAS	
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March 7, 2018

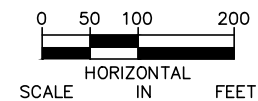


CIVIL CONTRACT SCHEDULE MILESTONE MAPS

SEGMENT E3 - MINNEAPOLIS

WEST LAKE STREET STATION

Revision 8

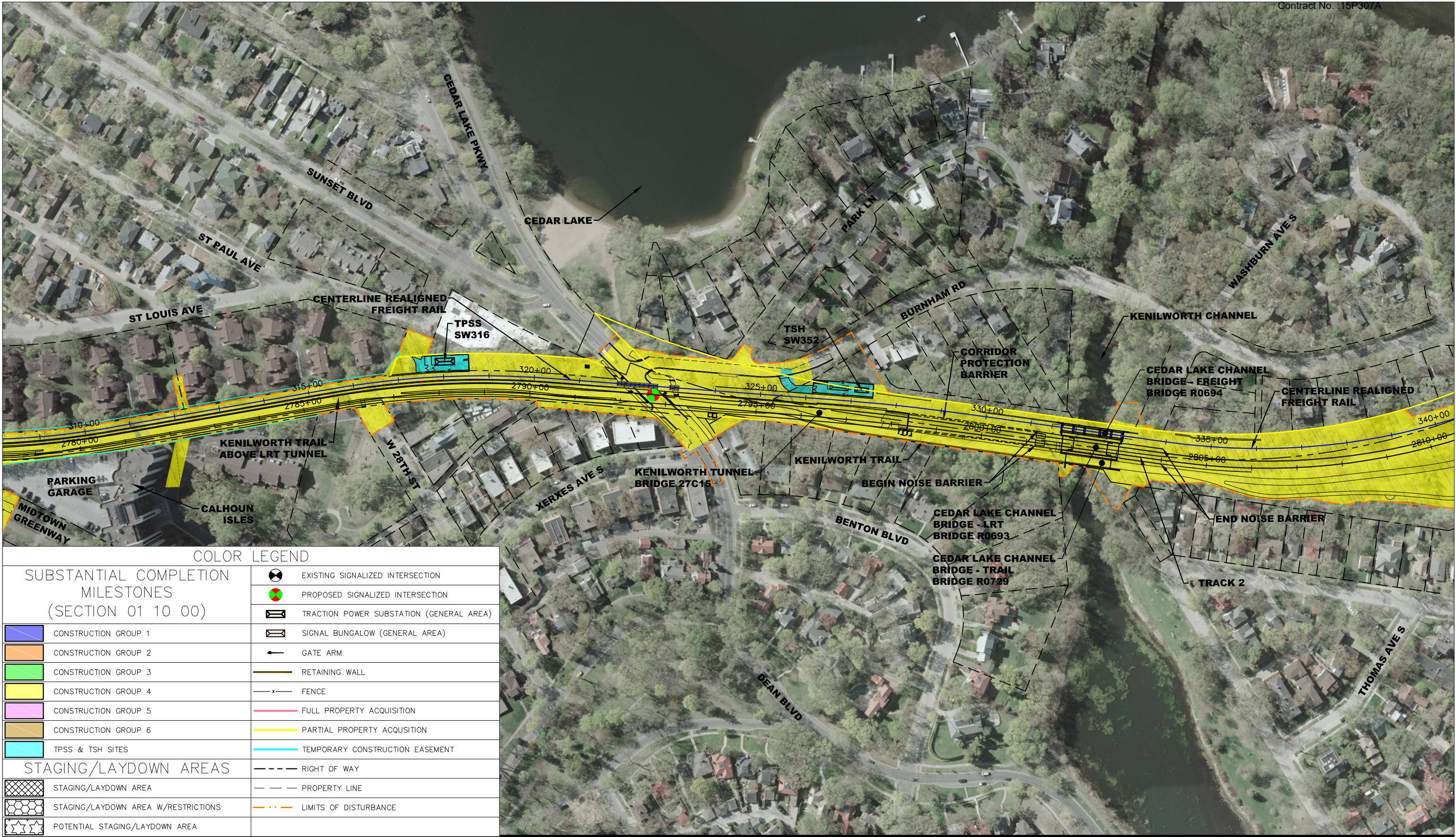


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20

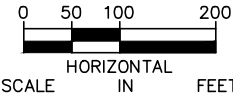
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CIVIL CONTRACT SCHEDULE MILESTONE MAPS
SEGMENT E3 - MINNEAPOLIS
CEDAR LAKE PKWY CROSSING
Revision 8



March 7, 2018


























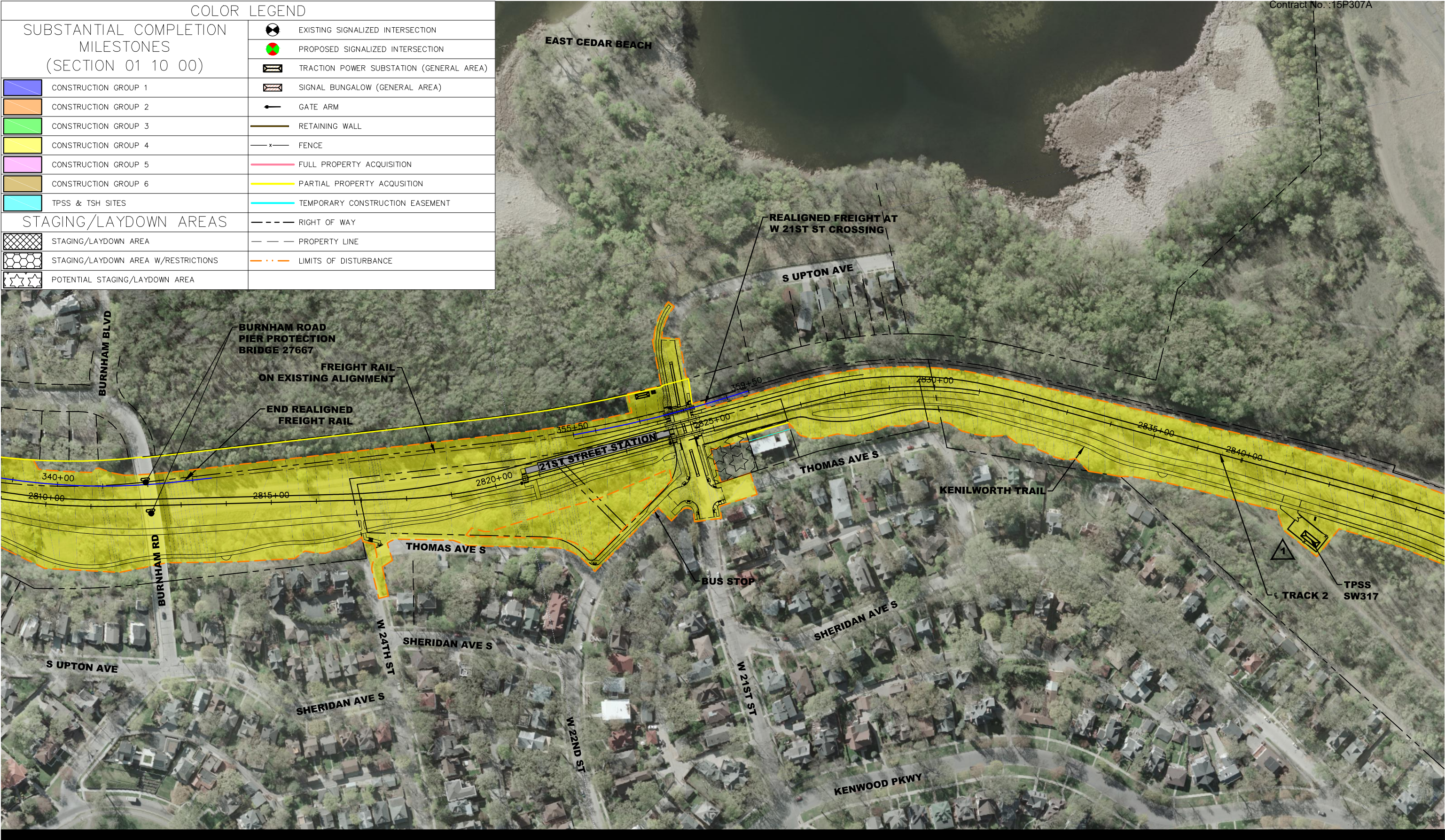
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Civil - Appendix G - 22

21

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	 SIGNAL BUNGALOW (GENERAL AREA)
	 GATE ARM
	 RETAINING WALL
 CONSTRUCTION GROUP 1	 FENCE
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 CONSTRUCTION GROUP 4	 TEMPORARY CONSTRUCTION EASEMENT
 CONSTRUCTION GROUP 5	 RIGHT OF WAY
 CONSTRUCTION GROUP 6	 PROPERTY LINE
 TPSS & TSH SITES	 LIMITS OF DISTURBANCE
STAGING/LAYDOWN AREAS	
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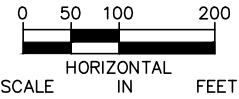


CIVIL CONTRACT SCHEDULE MILESTONE MAPS

SEGMENT E3 - MINNEAPOLIS
WEST 21ST STREET STATION
Revision 8



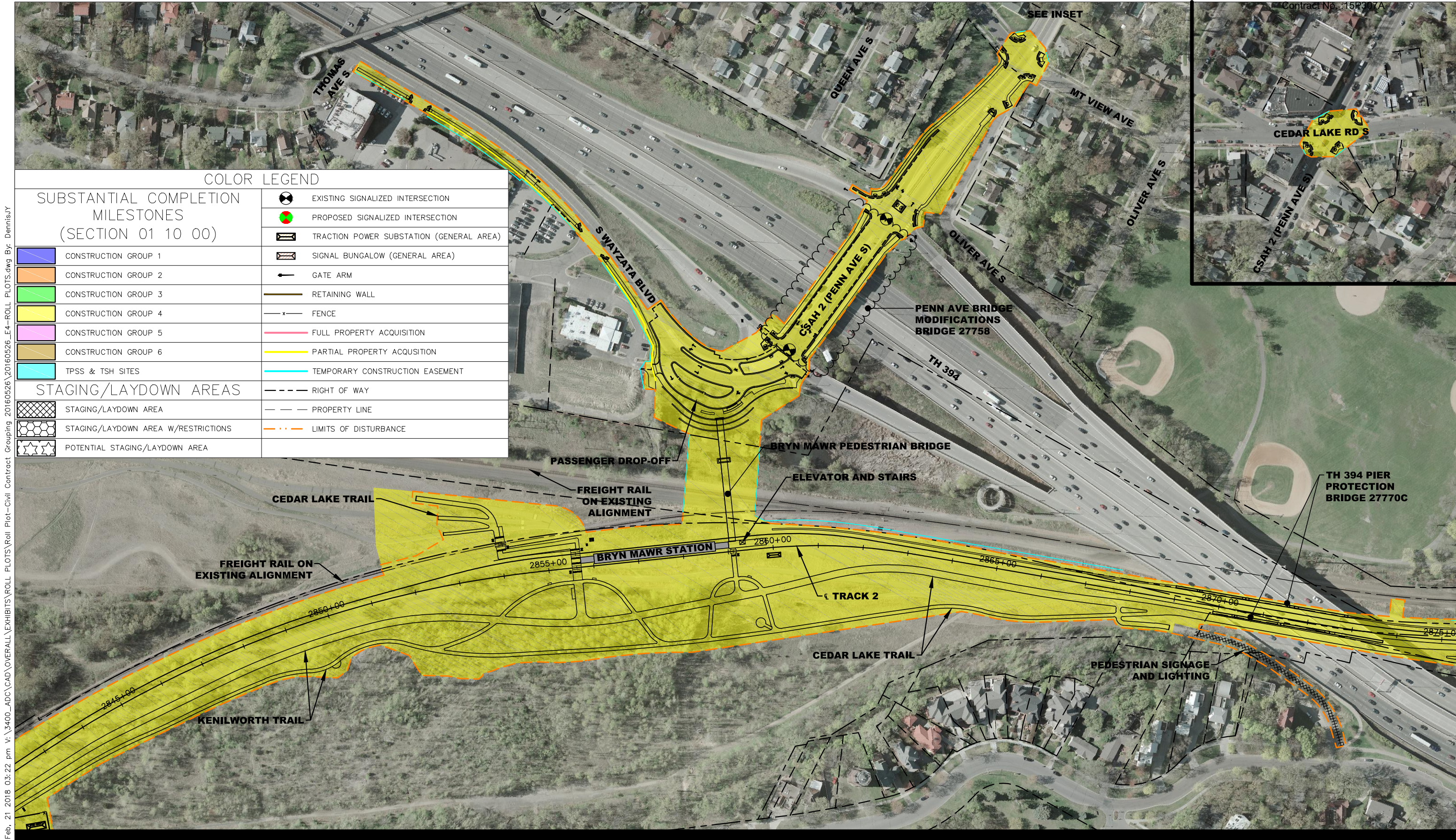
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















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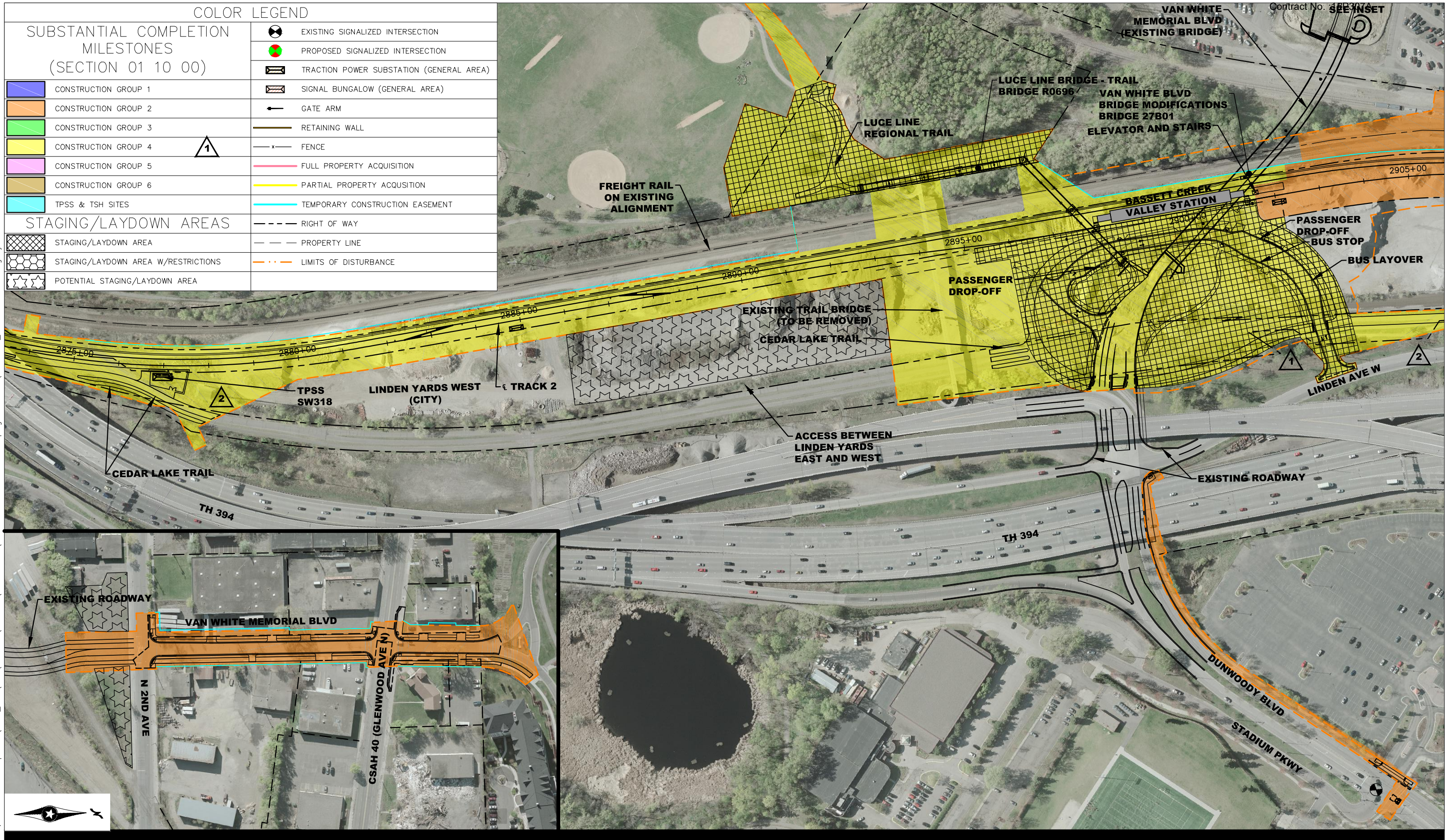
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COLOR LEGEND	
SUBSTANTIAL COMPLETION MILESTONES (SECTION 01 10 00)	
	CONSTRUCTION GROUP 1
	CONSTRUCTION GROUP 2
	CONSTRUCTION GROUP 3
	CONSTRUCTION GROUP 4
	CONSTRUCTION GROUP 5
	CONSTRUCTION GROUP 6
	TPSS & TSH SITES
	EXISTING SIGNALIZED INTERSECTION
	PROPOSED SIGNALIZED INTERSECTION
	TRACTION POWER SUBSTATION (GENERAL AREA)
	SIGNAL BUNGALOW (GENERAL AREA)
	GATE ARM
	RETAINING WALL
	FENCE
	FULL PROPERTY ACQUISITION
	PARTIAL PROPERTY ACQUISITION
	TEMPORARY CONSTRUCTION EASEMENT
	RIGHT OF WAY
	PROPERTY LINE
	LIMITS OF DISTURBANCE
	STAGING/LAYDOWN AREA
	STAGING/LAYDOWN AREA W/RESTRICTIONS
	POTENTIAL STAGING/LAYDOWN AREA
STAGING/LAYDOWN AREAS	

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COLOR LEGEND	
SUBSTANTIAL COMPLETION MILESTONES (SECTION 01 10 00)	 EXISTING SIGNALIZED INTERSECTION
	 PROPOSED SIGNALIZED INTERSECTION
	 TRACTION POWER SUBSTATION (GENERAL AREA)
	 SIGNAL BUNGALOW (GENERAL AREA)
	 GATE ARM
	 RETAINING WALL
 CONSTRUCTION GROUP 1	 FENCE
 CONSTRUCTION GROUP 2	 FULL PROPERTY ACQUISITION
 CONSTRUCTION GROUP 3	 PARTIAL PROPERTY ACQUISITION
 CONSTRUCTION GROUP 4	 TEMPORARY CONSTRUCTION EASEMENT
 CONSTRUCTION GROUP 5	 RIGHT OF WAY
 CONSTRUCTION GROUP 6	 PROPERTY LINE
 TPSS & TSH SITES	 LIMITS OF DISTURBANCE
STAGING/LAYDOWN AREAS	
 STAGING/LAYDOWN AREA	
 STAGING/LAYDOWN AREA W/RESTRICTIONS	
 POTENTIAL STAGING/LAYDOWN AREA	



March 7, 2018



CIVIL CONTRACT SCHEDULE MILESTONE MAPS

SEGMENT E4 - MINNEAPOLIS
BASSETT CREEK VALLEY STATION
Revision 8

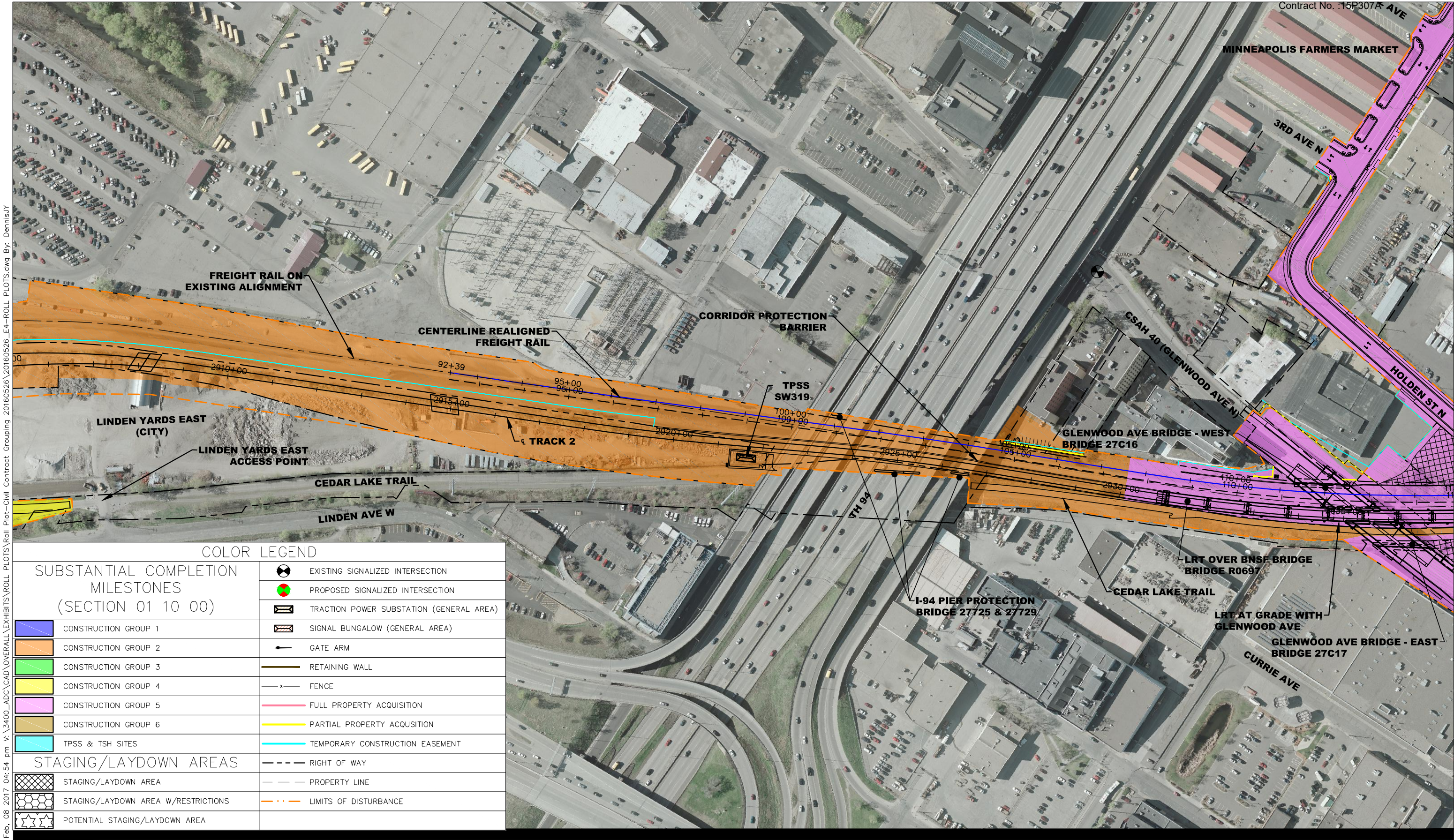


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SCALE HORIZONTAL IN FEET

CONFORMED

Civil - Appendix G - 25

24



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March 7, 2018

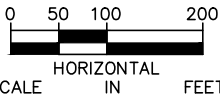


CIVIL CONTRACT SCHEDULE MILESTONE MAPS

SEGMENT E4 - MINNEAPOLIS

TH 94 TRENCH

Revision 8



CONFORMED

Civil - Appendix G - 26

COLOR LEGEND	
SUBSTANTIAL COMPLETION MILESTONES (SECTION 01 10 00)	EXISTING SIGNALIZED INTERSECTION
	PROPOSED SIGNALIZED INTERSECTION
	TRACTION POWER SUBSTATION (GENERAL AREA)
	SIGNAL BUNGALOW (GENERAL AREA)
	GATE ARM
	RETAINING WALL
CONSTRUCTION GROUP 1	FENCE
CONSTRUCTION GROUP 2	FULL PROPERTY ACQUISITION
CONSTRUCTION GROUP 3	PARTIAL PROPERTY ACQUISITION
CONSTRUCTION GROUP 4	TEMPORARY CONSTRUCTION EASEMENT
CONSTRUCTION GROUP 5	RIGHT OF WAY
CONSTRUCTION GROUP 6	PROPERTY LINE
TPSS & TSH SITES	LIMITS OF DISTURBANCE
STAGING/LAYDOWN AREAS	
STAGING/LAYDOWN AREA	
STAGING/LAYDOWN AREA W/RESTRICTIONS	
POTENTIAL STAGING/LAYDOWN AREA	

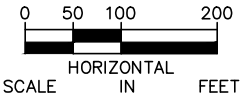
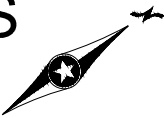


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CIVIL CONTRACT SCHEDULE MILESTONE MAPS
SEGMENT E4 - MINNEAPOLIS
ROYALSTON AVENUE / FARMERS MARKET STATION
Revision 8



March 7, 2018



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Project Summary

Project Name: METRO Green Line LRT Extension

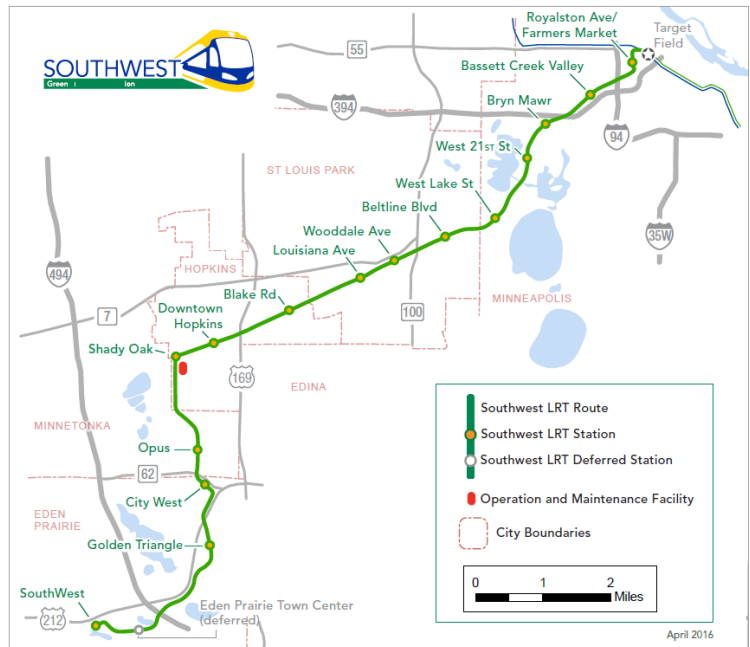
Applicant: Metro Transit

Project Locations: Minneapolis, Eden Prairie, Minnetonka, Hopkins, St. Louis Park

Total Project Cost: \$132,971,399.39

Requested Federal Dollars: \$7,000,000

Project Description: The proposed METRO Green Line Extension (Southwest LRT) project is an approximately 14.5-mile planned extension of the METRO Green Line (Central Corridor LRT) 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 planned line includes 16 new stations, approximately 2,700 additional park-and-ride spaces, accommodations for passenger drop off, bicycle and pedestrian access, as well as new or reconfigured local bus routes connecting stations to nearby residential, commercial, and educational destinations.



Passengers will be able to connect to the greater METRO system, including the 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.

Project Benefits: The expansion of the METRO Green Line LRT presents an opportunity to improve multimodal access to key destinations such as jobs, educational institutions, healthcare, affordable housing, and more. The project traverses the major workplaces of low-wage workers who live along the line and is very close to major residence areas of people who work in low-wage jobs along the line. Nearly 36,000 low-wage jobs exist within one-half mile of the planned Southwest LRT station, and nearly 7,400 low-wage workers live in these areas.

The proposed project will provide the following benefits:

- provide access to multiple modal options and new transportation services
- provide and improve access to key destinations
- improve travel times
- improve gap closures
- provide pedestrian and bicycle connections and safety improvements
- reduce vehicle dependency for daily commutes
- drive up investments and developments that will benefit low-income residents

HENNEPIN COUNTY

MINNESOTA

April 12, 2022

Ms. Elaine Koutsoukos
TAB Coordinator
Transportation Advisory Board
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Dear Ms. Koutsoukos,

Metro Transit is submitting a Transit Expansion application to support the operation of the METRO Green Line LRT Extension for three years.

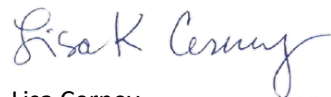
The project is consistent with the FTA's Capital Improvement Grant and local funding partner requirements. The METRO Green Line Extension, with its 16 new stations, will connect major activity centers in the region including downtown Minneapolis, the Opus/Golden Triangle employment area in Minnetonka and Eden Prairie, downtown Hopkins, Park Nicollet Methodist Hospital in St. Louis Park, the Eden Prairie Center, and the Chain of Lakes. The project will provide a one-seat ride from Eden Prairie to downtown St. Paul. It will be part of an integrated system of transitways, including connections to the METRO Blue Line, the Northstar Commuter Rail line, major bus routes, and proposed future transitways.

This letter corresponds to general solicitation requirements in Section IV, required attachments:

-Hennepin County will provide the required minimum 95% local match

We look forward to the successful start of operations of this line. Please contact me with any questions or clarifications.

Sincerely,



Lisa Cerney
Assistant County Administrator, Public Works



Regional Economy

Transit Expansion Project: SWLRT Operating Funds | Map ID: 1649092284018

Results

WITHIN ONE MI of project:
Postsecondary Students: 8367

Total Population: 170539
Total Employment: 282378
Mfg and Dist Employment: 30594



Project Points



Postsecondary Education Centers



Project



Created: 4/4/2022
LandscapeRSA5



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

