

**SOUTHWEST**

Green Line LRT Extension



# Corridor Management Committee

August 7, 2013



# Today's Topics

- SWLRT Project Scope and Cost Presentation
- Communication and Outreach Update
  - § Freight Rail Open Houses/Community Meetings
  - § BAC and CAC Report
- SWLRT Project Scope and Cost Discussion
- Adjourn



# Project Scope and Cost Estimates

# Ridership Refresh

Description	2030 Ridership
LPA	29,660
LPA Refresh*	34,000 – 36,000

\*Ridership drivers:

- 2010 Census data
- 2010 On-board survey
- Regional socio-economic forecasts

# Project Scope and Cost Estimate

- Project scope refinement during Project Development
  - § Reflects input and coordination:
    - DEIS comments – received 900+ public comments
    - City/Agency input – held 100+ Issue Resolution Team meetings
    - Project advisory input - BAC, CAC, SWCMC
    - Public input received from 15 public open houses (2000+ attendees and 1100+ public comments) and 155+ community/stakeholder meetings
    - TSAAP coordination
  - § Follows guiding principles for major scoping decisions
  - § Establishes scope for Municipal Consent Plans
  - § Provides context for continued discussions with stakeholders as project moves forward

# SWLRT Project Development Technical Issues

Revision 04: 28 May 2013

## Technical Issues:

1. Eden Prairie Alignment
2. Nine Mile Creek Crossing
3. Golden Triangle Station
4. Shady Oak Road & TH 212 Crossing
5. City West Station & TH 62 Crossing
6. Opus Station
7. Opus Hill/Minnetonka-Hopkins Bridge
8. Shady Oak Station

### 9. PEC West/PEC East Interface Point

10. Downtown Hopkins Station
11. Excelsior Blvd. Crossing
12. Blake Station
13. Louisiana Station
14. Wooddale Station
15. TH 100
16. Beltline Station
17. West Lake Station
18. Kenilworth Corridor
19. Bassett Creek Valley Corridor
20. Royalston Station/Interchange Project Coordination
21. Freight Rail Co-location/Relocation Alternatives

 PEC West

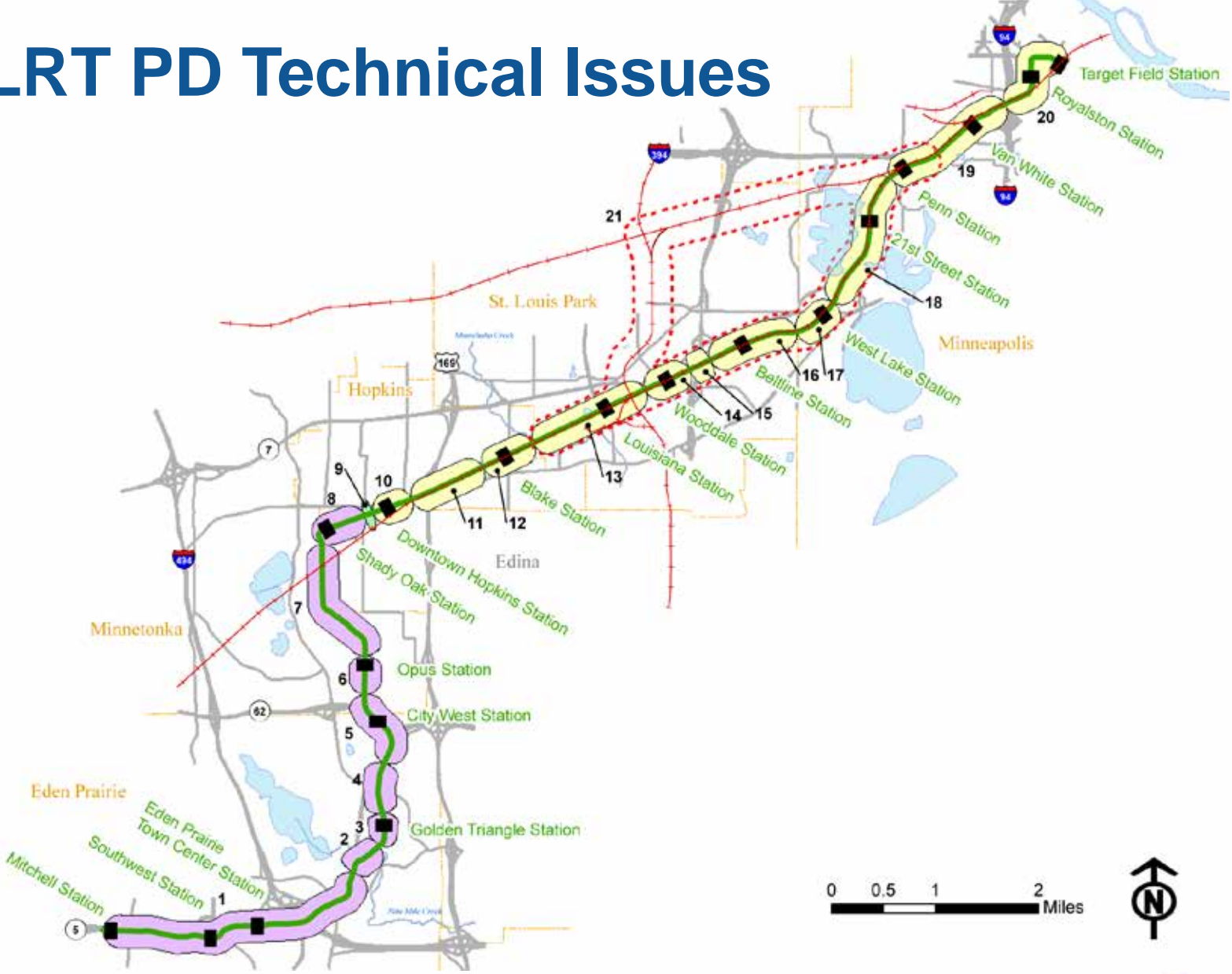
 PEC East

 Joint PEC West/PEC East

## System-wide Technical Issues (not shown):

22. Traction Power Substation and Signal Bungalow Locations
23. Operation & Maintenance Facility (OMF) Location
24. Park & Ride, Kiss & Ride and Bus Layover Locations
25. Trails and LRT Interface Coordination

# SWLRT PD Technical Issues




# Principles for SWLRT Major Scoping

## Decisions (see handout)

- Purpose

- § Establish a set of decision-making principles that are clear and transparent
- § Address concerns raised in the DEIS public comment process
- § Evaluate project elements in a consistent manner



### Southwest LRT Principles for Major Scoping Decisions

April 4, 2013

The Preliminary Engineering (PE) phase of the Southwest LRT project (SWLRT) will require decisions affecting the size, design, features and cost of the project. Because these decisions have the potential for impacting and/or benefiting the communities along the corridor, the Metropolitan Council (Council) established a set of principles that provide a clear and transparent process for making project scope refinements. These guiding principles will be used to evaluate alternatives and make informed decisions on project scope refinements and address concerns raised in the DEIS public comment process.

After seeking feedback from project partners and advisory committees, including the Business and Community Advisory Committees and the Corridor Management Committee, the Council adopted the following guiding principles on March 27, 2013. The principles are not listed in order of priority or weight.

- Comply with current federal and state laws, rules and guidelines;
- Follow Regional Transitway Guidelines, regional policies and regional plans adopted by the Metropolitan Council and follow best business practices of the Council;
- Follow SWLRT Design Criteria, including criteria for safety and security;
- Positively impact (increase) the Federal Transit Administration (FTA) rating criteria;
- Positively impact (increase) ridership;
- Positively impact (increase) land use, economic development and access to affordable housing by coordinating with local station area plans;
- Positively impact (increase) equity so that community benefits and burdens are equally shared. The opportunities and challenges of growth and change are equitably shared across our communities, both geographic and cultural;
- Positively impact (increase) environmental benefits;
- Positively impact (increase) use of the intermodal transportation network including bus, light rail, trails and sidewalks;
- Positively impact (decrease) or not impact the project schedule;
- Positively impact (decrease) capital cost;
- Positively impact (decrease) operating cost; and
- Actively engage and encourage input from interested persons and impacted communities via public involvement and established advisory committees process.



# Project Scope and Cost Rollout

- Design adjustments and cost estimates
  - § Technical Issues (TI) #2 – 20, 22, 24 and 25
  - § Big three TI's
    - TI #23 Operations and Maintenance Facility (OMF)
    - TI #1 Eden Prairie Alignment
    - TI #21 Freight Rail Co-location/Relocation

# Overall Cost Estimate Methodology

- Cost Estimates

- § Total Project costs include capital improvements, ROW acquisition, contingency and design related costs
- § Based on 2013 Costs
- § Costs are cited in Year of Expenditure (\$YOE)

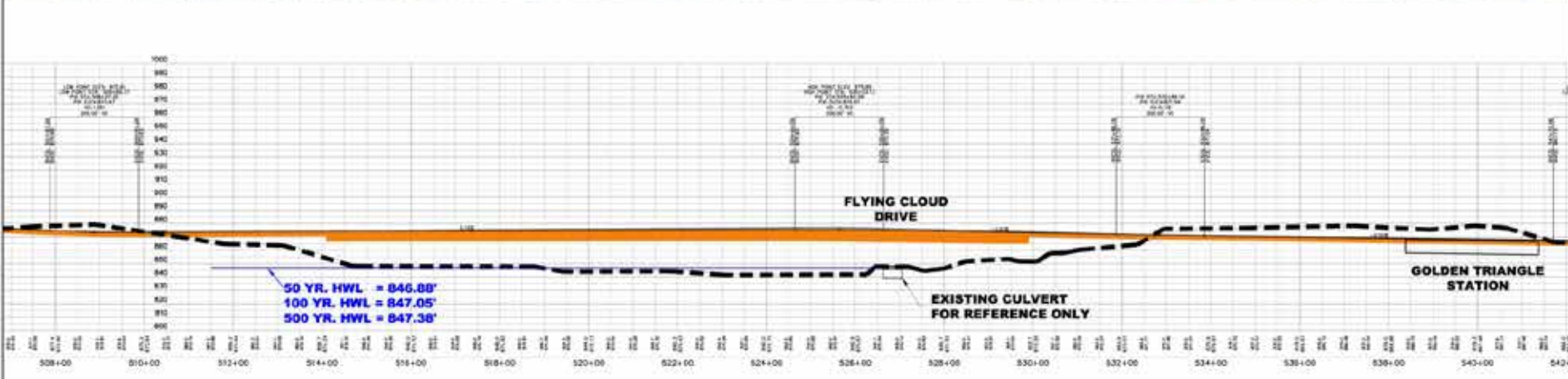
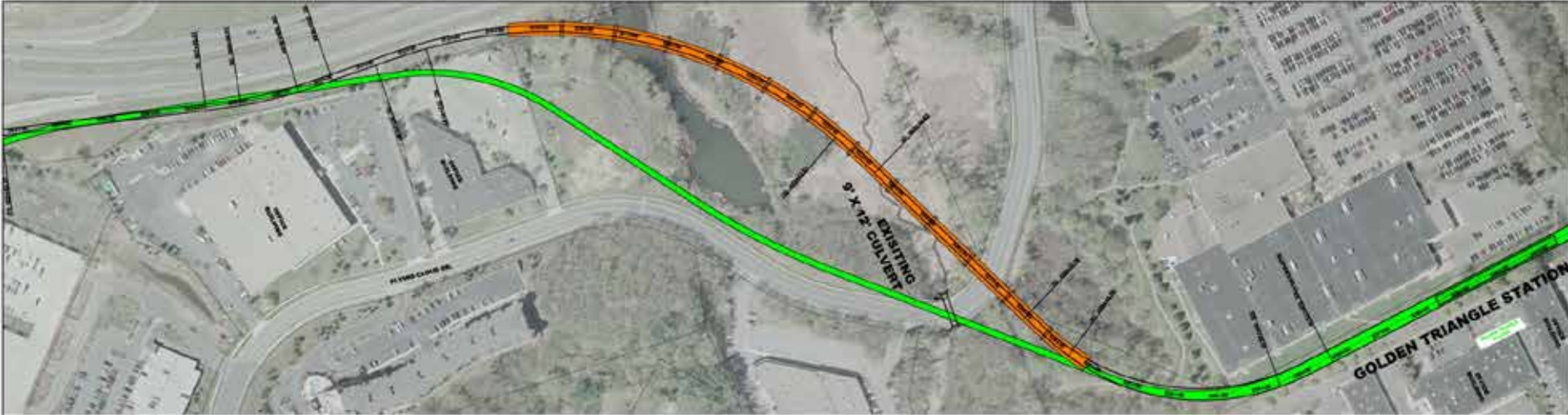
# Technical Issues

## #2 – 20, 22, 24 and 25

# TI #2: 9-Mile Creek Crossing

- Design adjustment:
  - § Bridge structure over Flying Cloud Drive
- Benefits:
  - § Minimizes property acquisition
  - § Avoids modifications to Flying Cloud Drive and impacts to charter school
- Revised design cost estimate: \$33 M (LPA  $\Delta$  +\$17 M)
- Primary cost driver:
  - § Bridge structure over Flying Cloud Drive

# TI #2: 9-Mile Creek Crossing



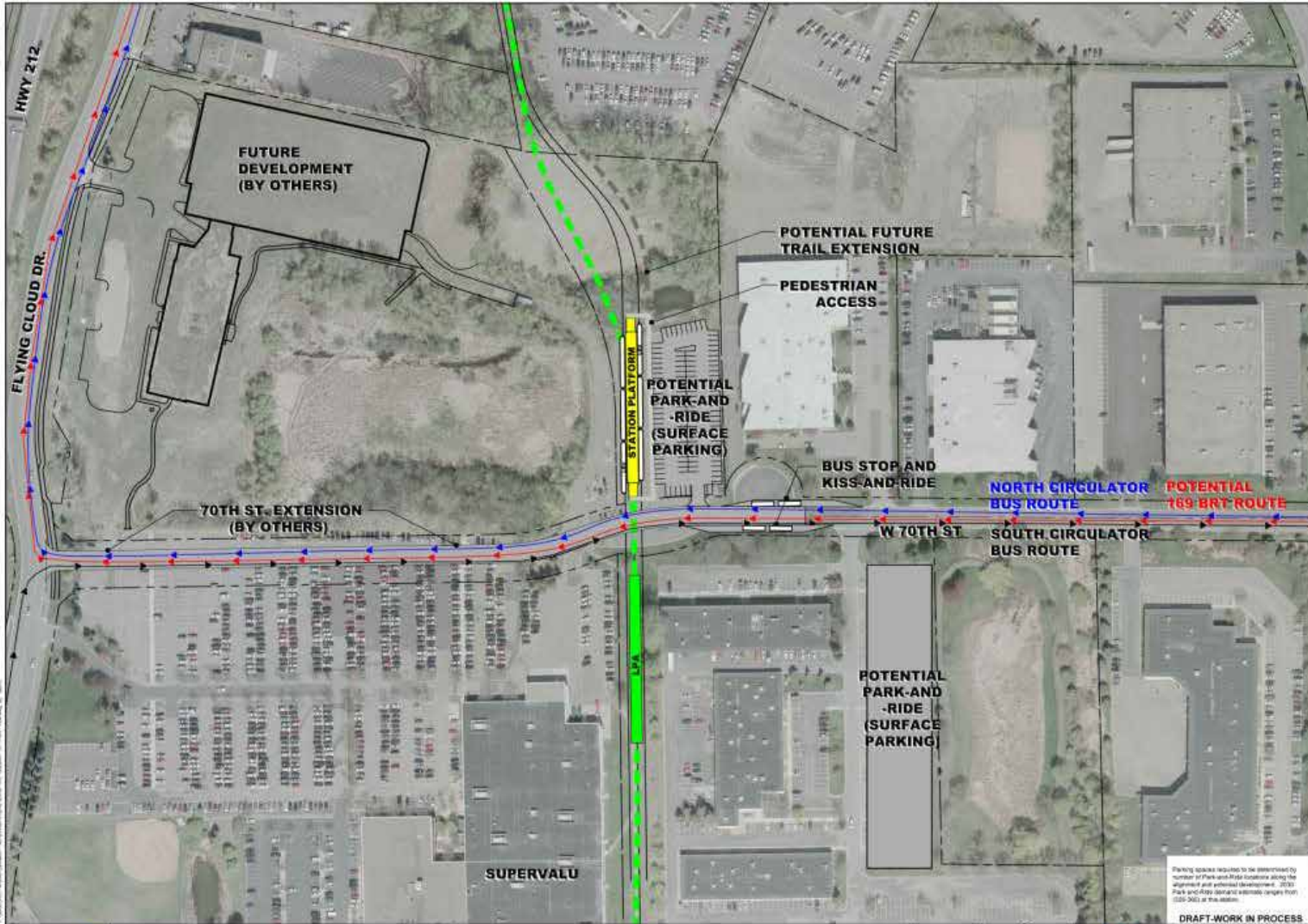
DRAFT - WORK IN PROCESS

	<p>SOUTHWEST LRT TI -2: NINE MILE CREEK CROSSING</p>	<p>WT #2 REV 1 DATE: 07/19/2013</p>			<p>AECOM</p>
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# TI #3: Golden Triangle Station

- Design adjustments:
  - § Station platform
  - § P&R: 275 surface spaces
- Benefits:
  - § Station location accommodates future development
- Revised design cost estimate: \$15 M (LPA  $\Delta$  +\$3 M)
- Primary cost drivers:
  - § Land bridge for track/station over soft soils
  - § ROW acquisition

# TI #3: Golden Triangle Station



Parking spaces required to be determined by number of Park-and-Ride locations along the alignment and vehicle development. 2033 Peak and City Council and a minimum range from 100-500 at this station.  
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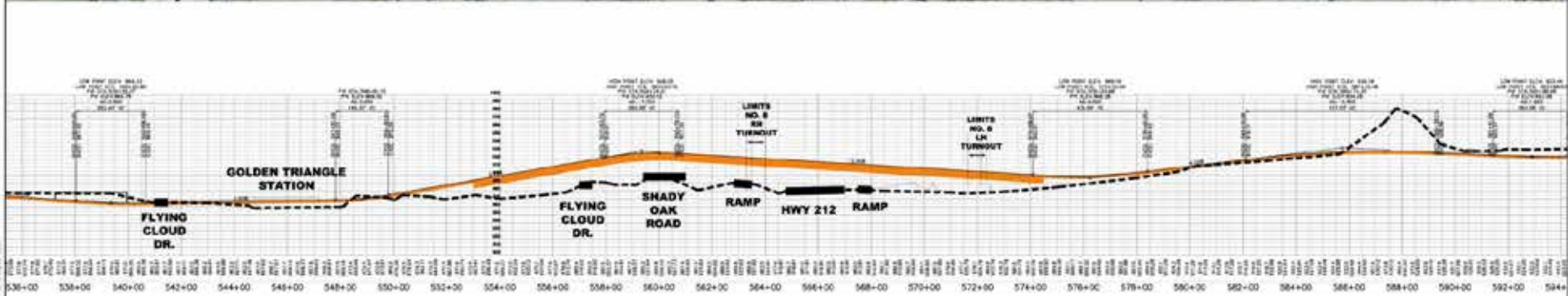
	<p><b>SOUTHWEST LRT</b> TI-3 GOLDEN TRIANGLE STATION</p>	<p>IRT 3 REV 1 DATE 09/03/15</p>		
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# TI #4: Shady Oak Road & TH 212 Crossings

- Design adjustment:
  - § Change in type and location of LRT crossing of Shady Oak Road and TH 212
- Benefits:
  - § Coordinates with City-led Shady Oak Road improvements
  - § Combines Shady Oak Road and TH 212 crossings into single bridge



# TI #4: Shady Oak Road & TH 212 Crossings



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SOUTHWEST LRT  
T14 SHADY OAK ROAD CROSSING

DT: 24  
REV: 1  
DATE: 1/24/2011



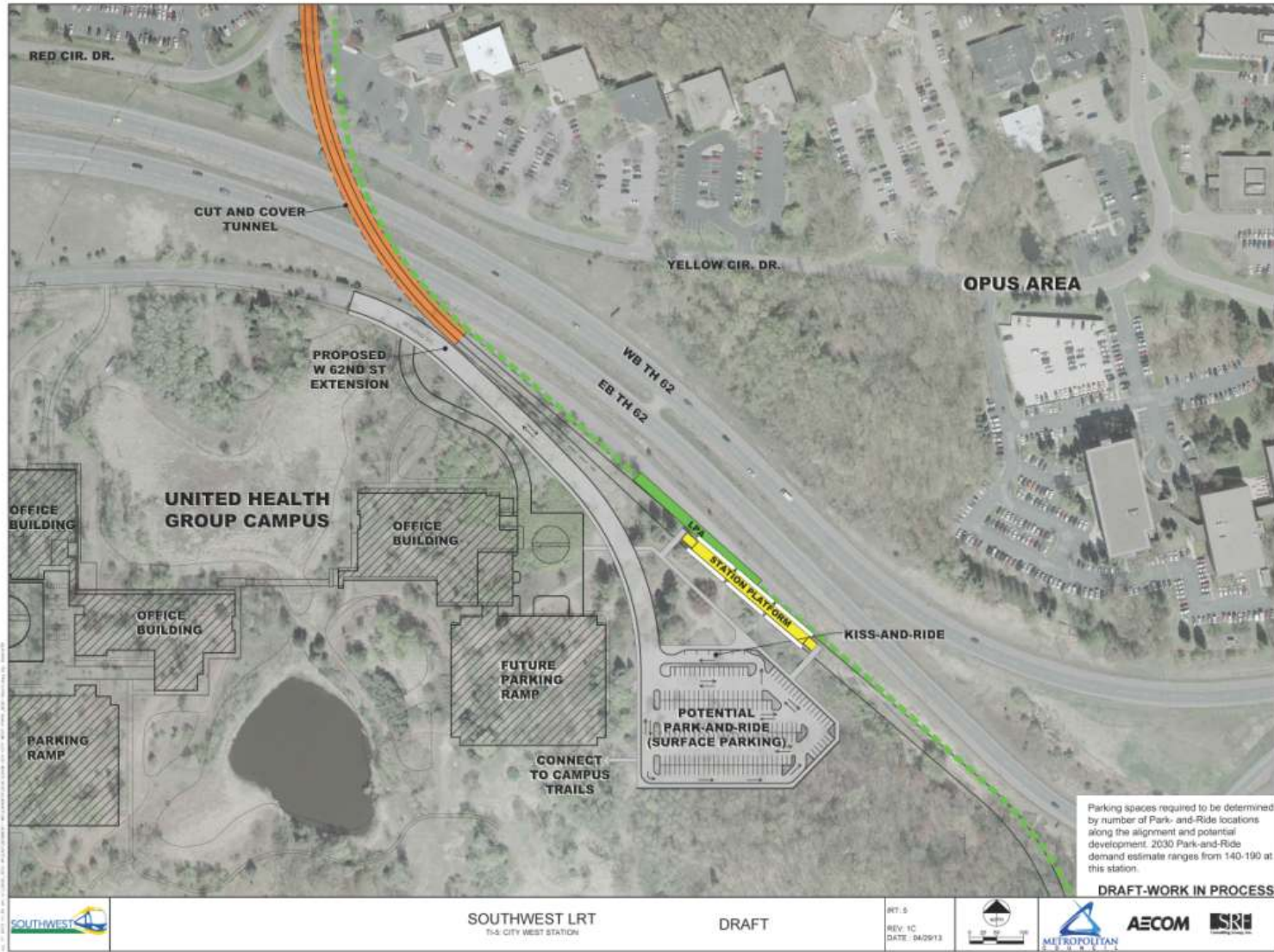
AECOM



# TI #5: City West Station & TH 62 Crossing

- Design adjustments:
  - § Station and alignment location
  - § TH 62 crossing to cut and cover tunnel
  - § P&R: 190 surface spaces
- Benefits:
  - § At-grade station provides improved access and capital cost savings over LPA
  - § Tunnel preserves future opportunities for development infill within Opus
  - § Tunnel provides capital cost savings over LPA bridge

# TI #5: City West Station & TH 62 Crossing



# TI #4: Shady Oak Road & TH 212 Crossings

# TI #5: City West Station & TH 62 Crossing

- Revised design cost estimate: \$94 M (LPA  $\Delta$  -\$2 M)
- Primary cost savers:
  - § Tunnel under TH 62
  - § ROW acquisition
  - § Platform at-grade

# TI #6: Opus Station

- Design adjustments:
  - § Station location
  - § Trail connections
  - § P&R: 90 surface spaces
- Benefits:
  - § Station location accommodates future development
- Revised design cost estimate: \$13 M (LPA  $\Delta$  +\$0 M)

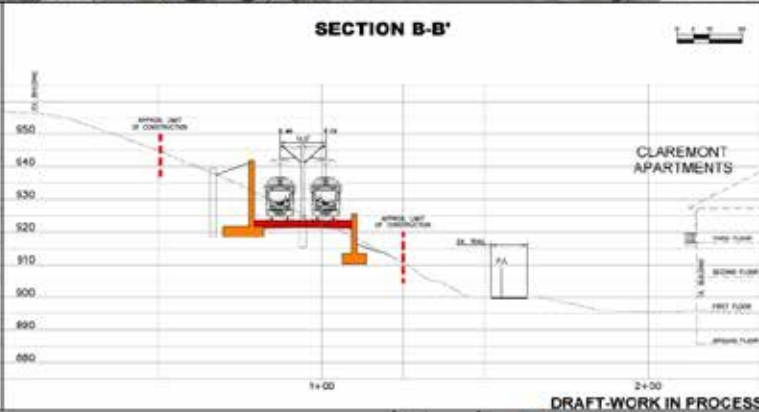
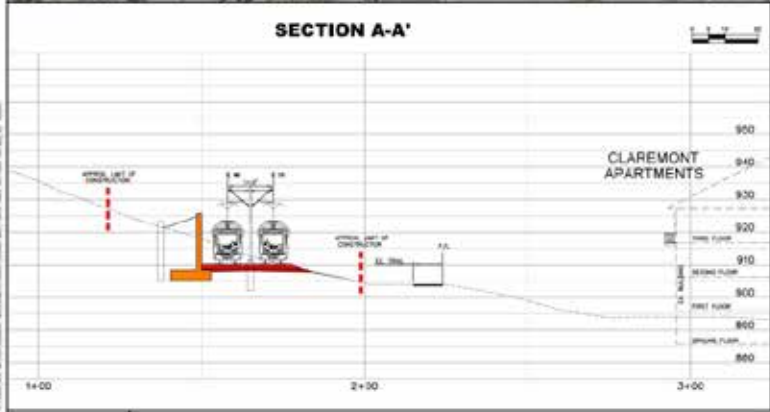
# TI #6: Opus Station



# TI #7: Opus Hill

- Design adjustments:
  - § Track alignment
  - § Roadway connection at Feltl Road and Smetana Road
- Benefits:
  - § Avoids wetland
  - § Improves crossing at Smetana Road

# TI #7: Opus Hill



SOUTHWEST LRT  
TI-7 OPUS HILL

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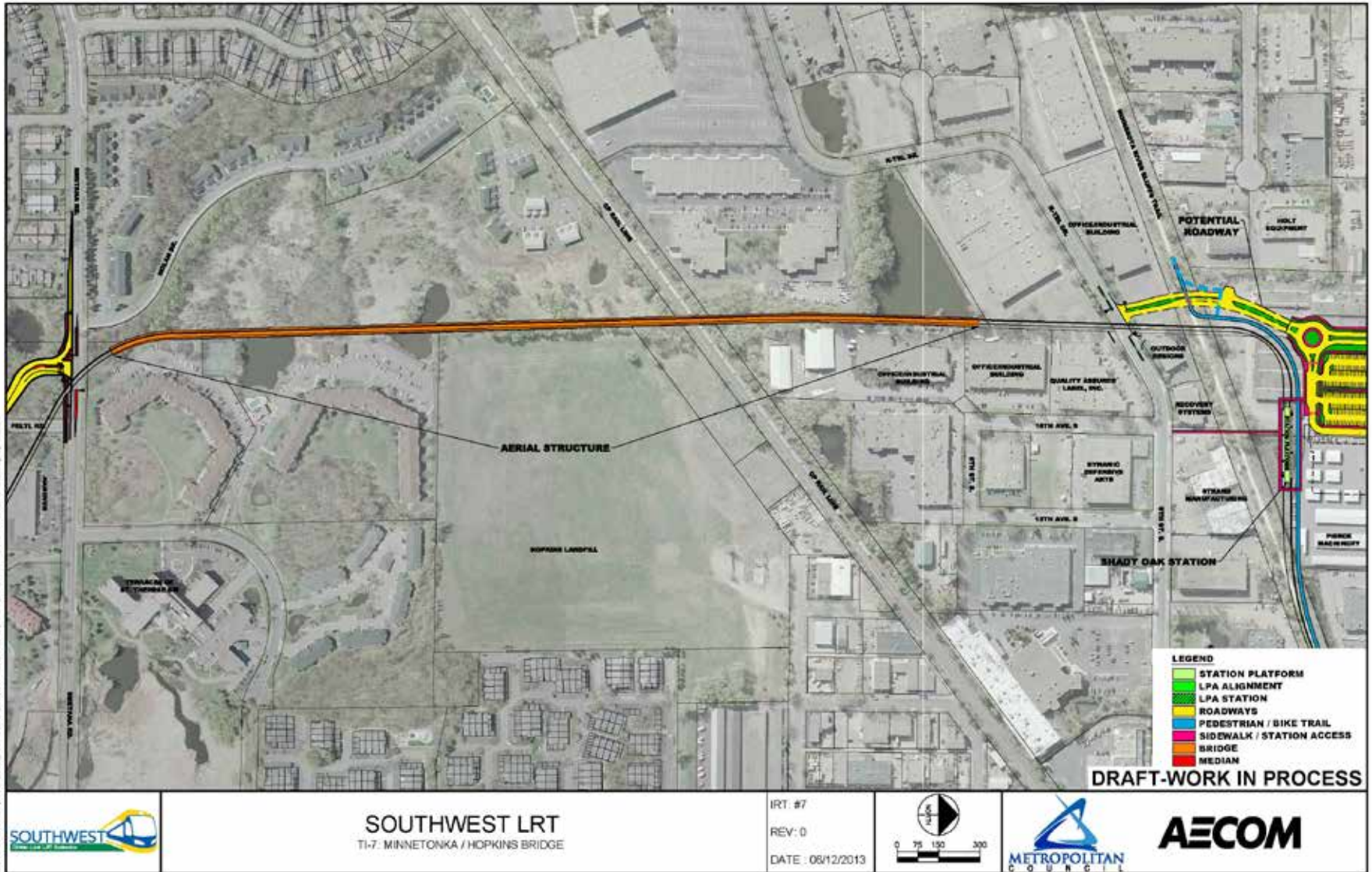
REV 0  
DATE: 04/24/2013



# TI #7: Minnetonka/Hopkins Bridge

- Design adjustment:
  - § Define bridge type
- Benefits:
  - § Efficient and simple construction


# TI #7: Minnetonka/Hopkins Bridge



# TI #7: Minnetonka/Hopkins Bridge



JUN. 12. 2003 10:48 pm 11/13/2005 REC: W/COMBINA/CAO/BLOCK/JOHNSEN VMC-GEN-EST-0800-2024.dwg By: BillW18

	<p><b>SOUTHWEST LRT</b>                  TI-7: MINNETONKA/HOPKINS BRIDGE                  VIEW LOOKING SOUTHEAST</p>	<p>IRT: 7                  REV: 0                  DATE : 06.12.2013</p>	
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# TI #7: Opus Hill & Minnetonka/Hopkins Bridge

- Revised design cost estimate: \$74 M (LPA Δ -\$13 M)
- Primary cost saver:
  - § Bridge structure over CP's Bass Lake Spur tracks and wetlands

# TI #8: Shady Oak Station

- Design adjustments:
  - § Adjust alignment and station
  - § Extends 17<sup>th</sup> Avenue South
  - § P&R: 500 surface spaces
- Benefits:
  - § Station location accommodates future development
- Design adjustment cost estimate: \$49 M (LPA Δ -\$6 M)
- Primary cost saver:
  - § ROW acquisition

# TI #8: Shady Oak Station



# TI #9: PEC-West & PEC-East Interface

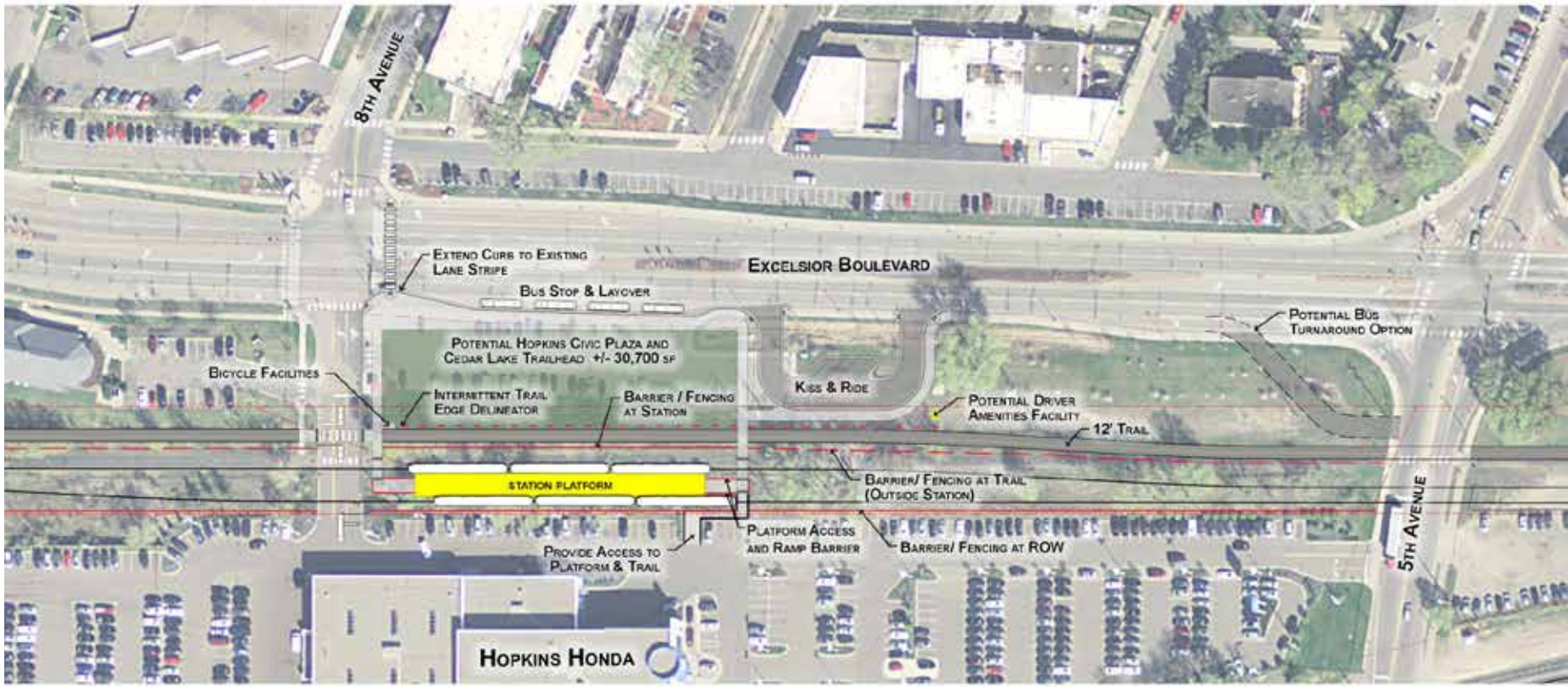
- Design adjustments:
  - § No adjustments; engineering coordination point

# TI #10: Downtown Hopkins Station

- Design adjustments:
  - § Bus facilities
  - § Preserves space for civic plaza
- Benefits:
  - § Provides convenient connection to downtown Hopkins



# TI #10: Downtown Hopkins Station



DRAFT WORK IN PROCESS

	<p><b>SOUTHWEST LIGHT RAIL</b> HOPKINS - DOWNTOWN HOPKINS STATION</p>	<p>IRT #10 Rev 1 04/24/2013</p>			
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# TI #11: Excelsior Boulevard Crossing

- Design adjustment:
  - § Location of freight rail tracks and LRT tracks
- Benefits:
  - § Allows stations east of Excelsior Boulevard to be located on south side of corridor

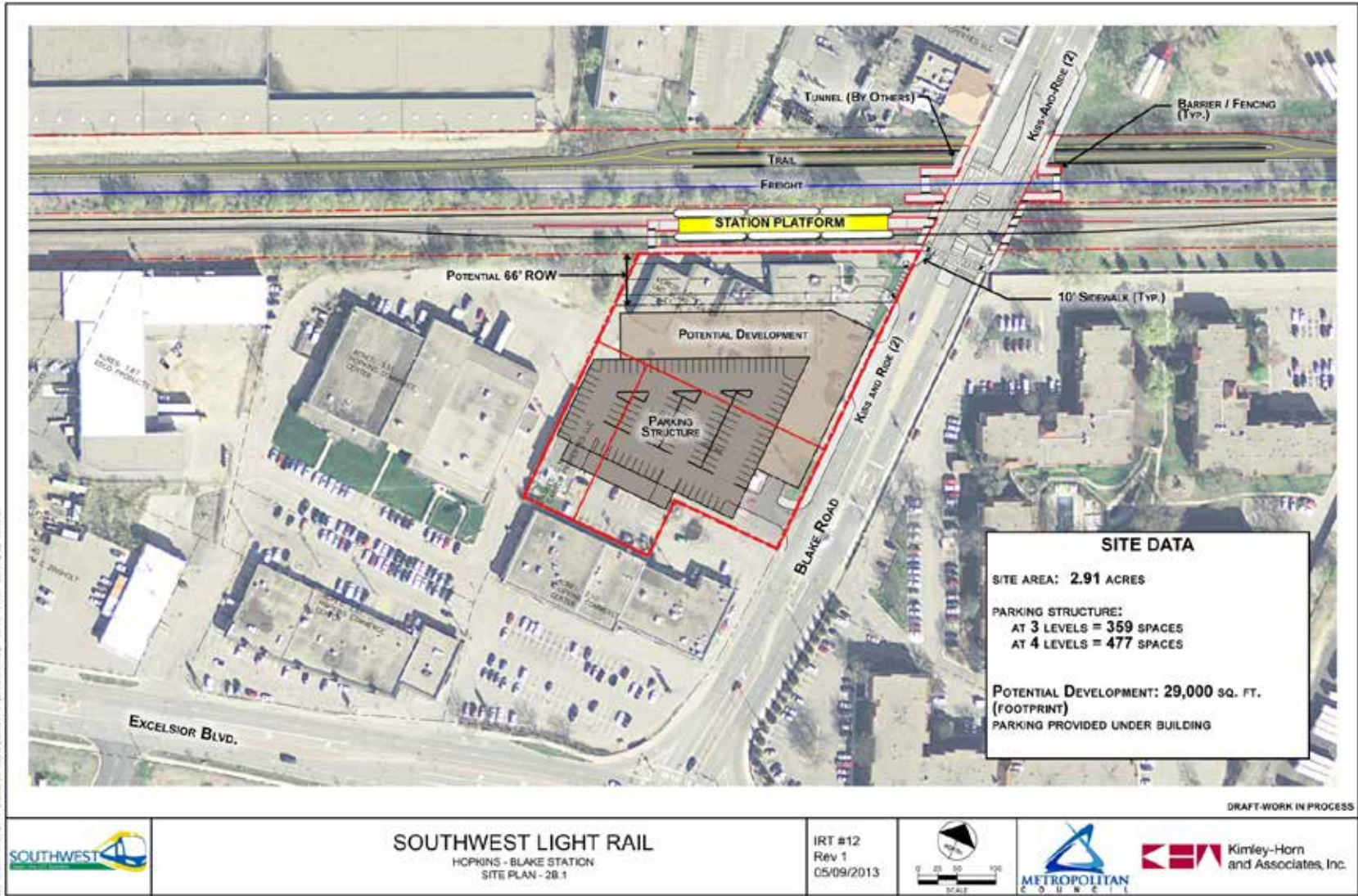
# TI #11: Excelsior Boulevard Crossing



# TI #12: Blake Station

- Design adjustments:
  - § Location of freight rail tracks and LRT tracks
  - § P&R: 445 structured spaces
- Benefits:
  - § Station and P&R location accommodate future/joint development

# TI #12: Blake Station



# TI #10: Downtown Hopkins Station

# TI #11: Excelsior Boulevard Crossing

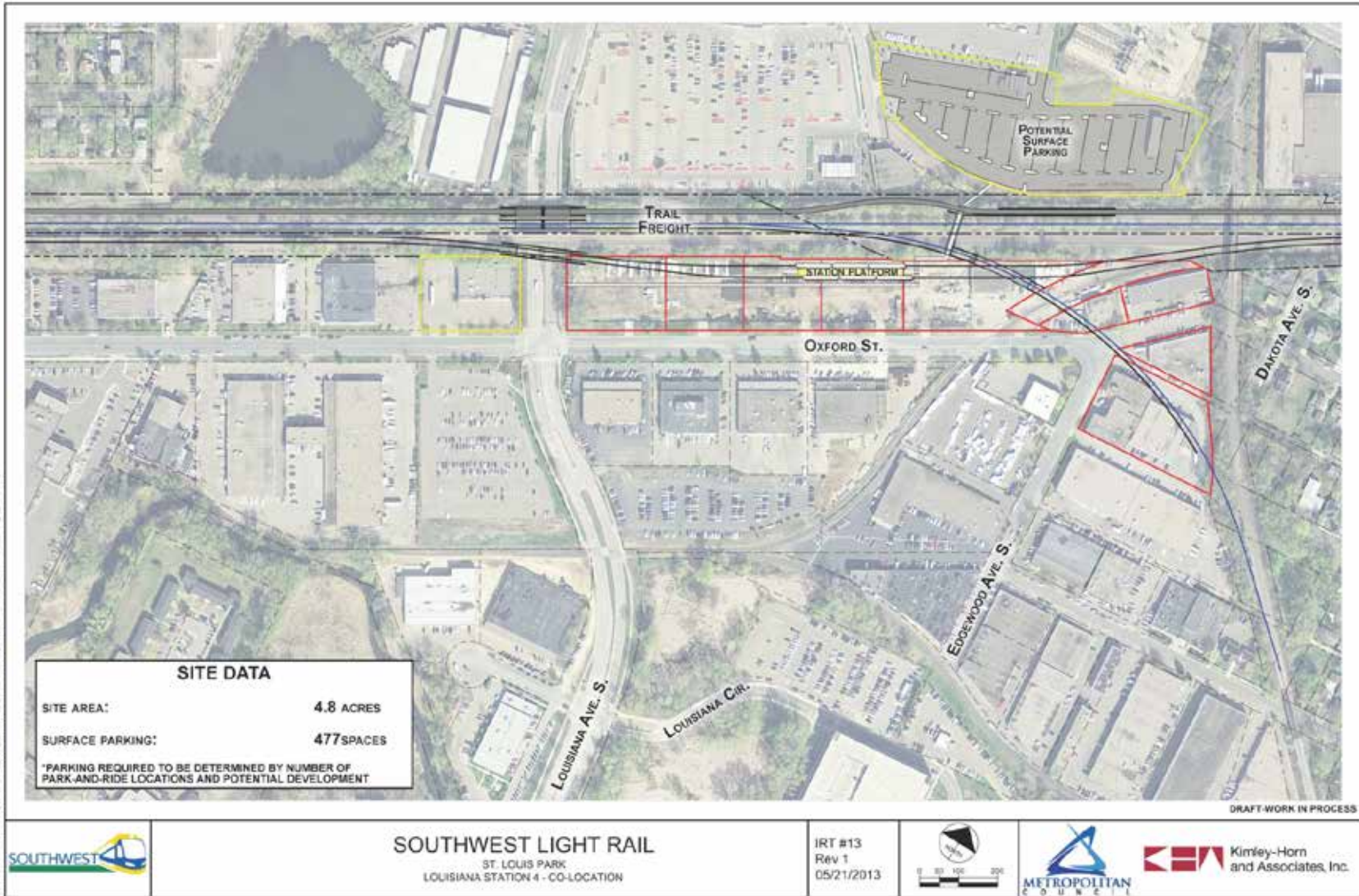
# TI #12: Blake Station

- Revised design cost estimate: \$85 M (LPA  $\Delta$  +\$22 M)
- Primary cost drivers:
  - § Structured parking and ROW acquisition for Blake Station P&R
  - § Longer bridge structure over Excelsior Boulevard to swap freight rail and LRT

# TI #13: Louisiana Station

- Design adjustments:
  - § Location of freight rail tracks and LRT tracks
  - § Grade of station location
  - § P&R: 225 surface spaces
- Benefits:
  - § Station located closer to hospital and housing
  - § Provides better access to station

# TI #13: Louisiana Station



**SOUTHWEST LIGHT RAIL**  
ST. LOUIS PARK  
LOUISIANA STATION 4 - CO-LOCATION

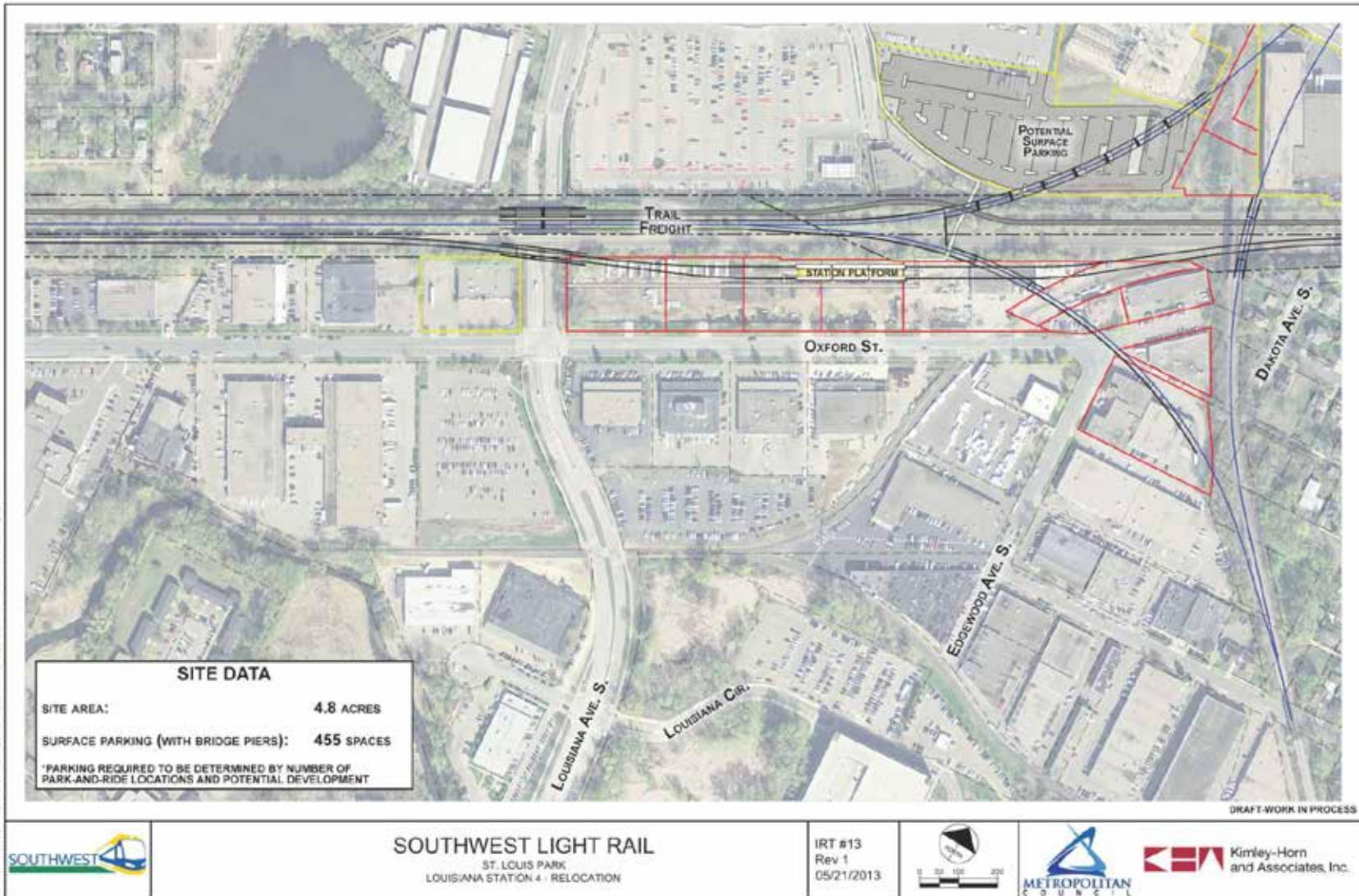
IRT #13  
Rev 1  
05/21/2013



**Kimley-Horn and Associates, Inc.**



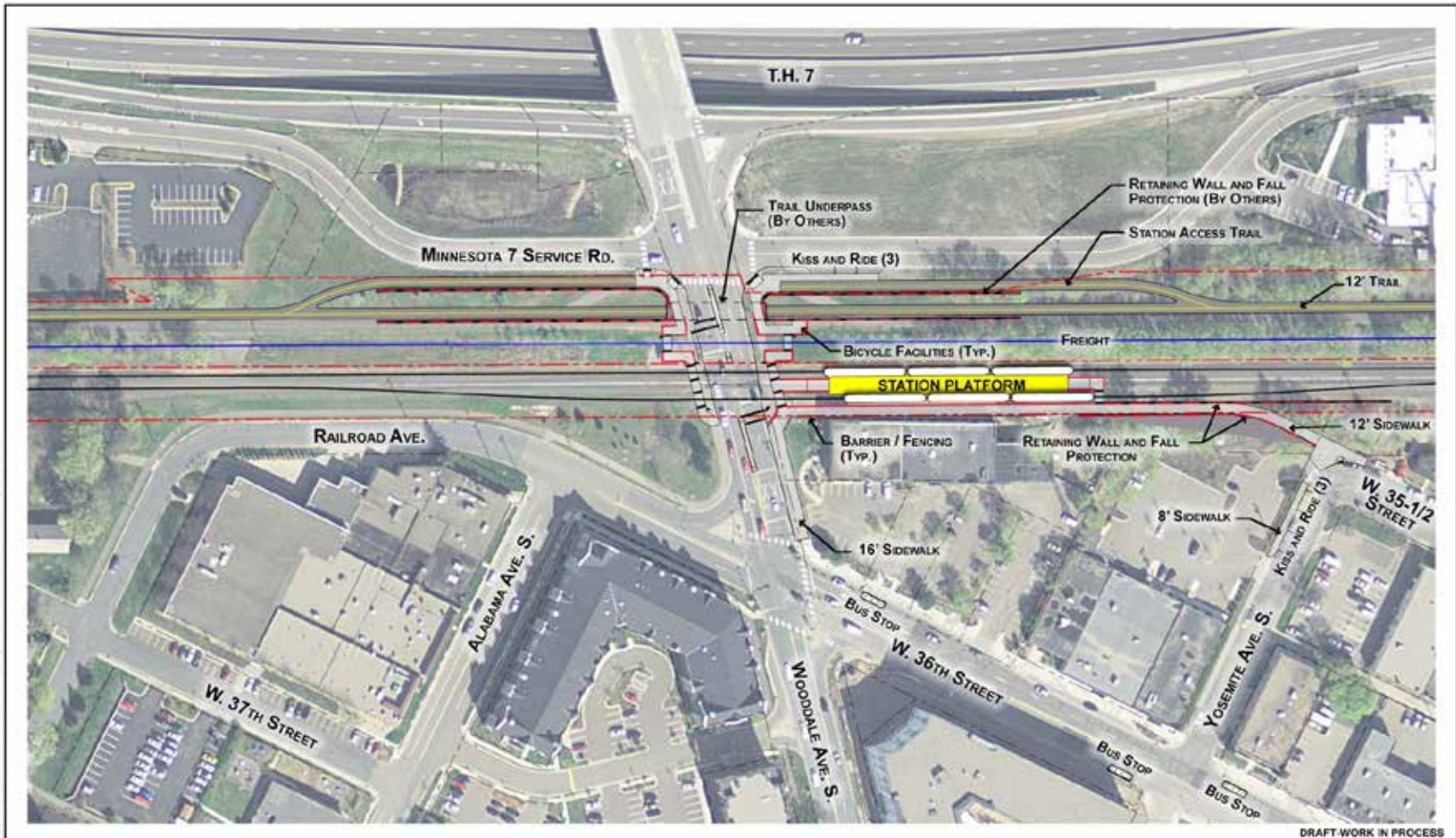
# TI #13: Louisiana Station



# TI #14: Wooddale Station

- Design adjustments:
  - § Location of freight rail tracks and LRT tracks
  - § Change in trail alignment (trail underpass not included in cost estimate)
- Benefits:
  - § Accommodates future development

# TI #14: Wooddale Station

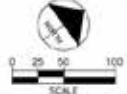


DRAFT WORK IN PROCESS



**SOUTHWEST LIGHT RAIL**  
WOODDALE STATION CO-LOCATION  
APRIL 19, 2013

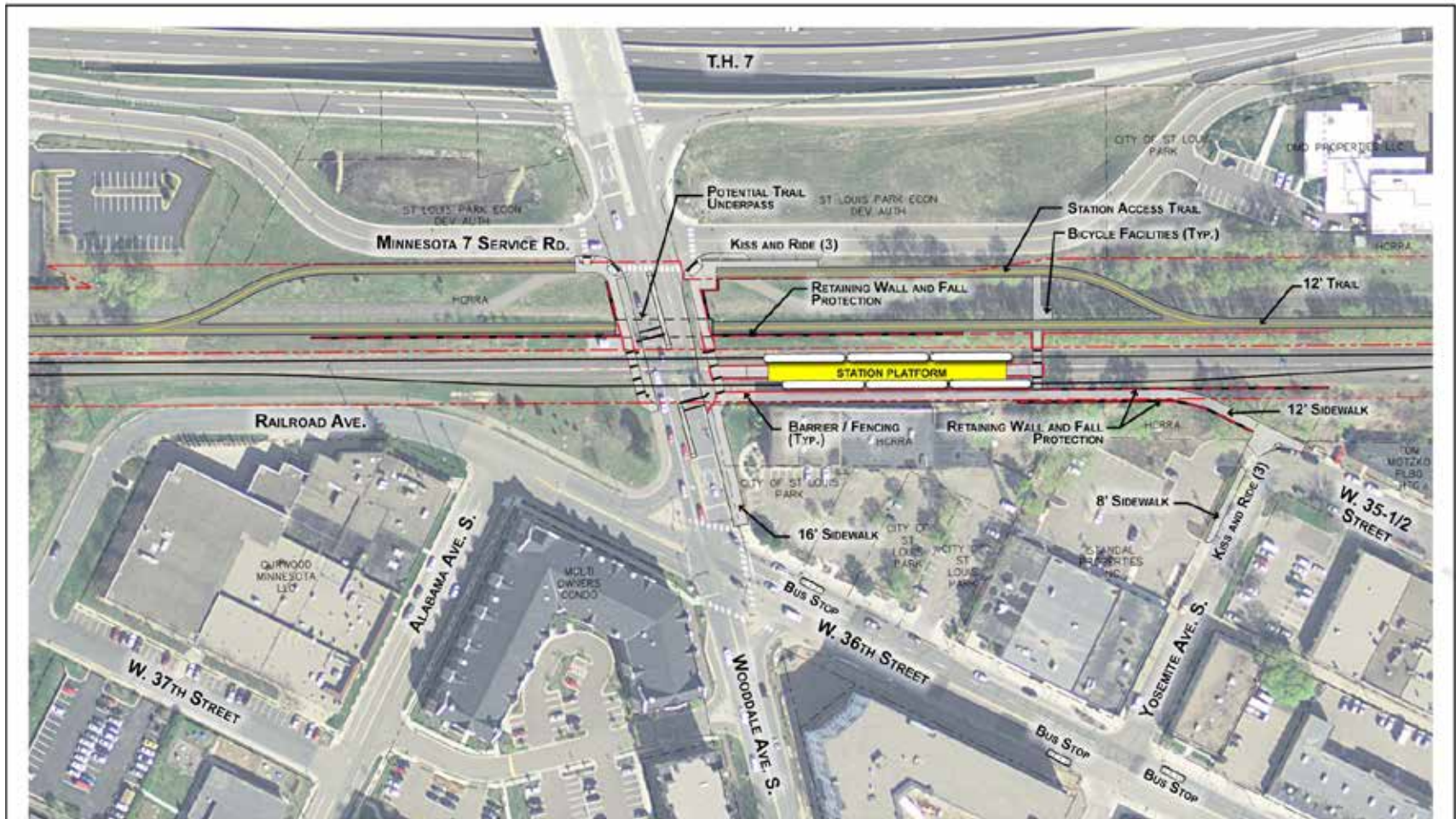
IRT #14  
Rev 1  
04/19/2013



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# TI #14: Wooddale Station



DRAFT-WORK IN PROCESS



**SOUTHWEST LIGHT RAIL**  
WOODDALE STATION RE-LOCATION  
APRIL 19, 2013

IRT #14  
Rev 1  
04/19/2013



**Kimley-Horn and Associates, Inc.**

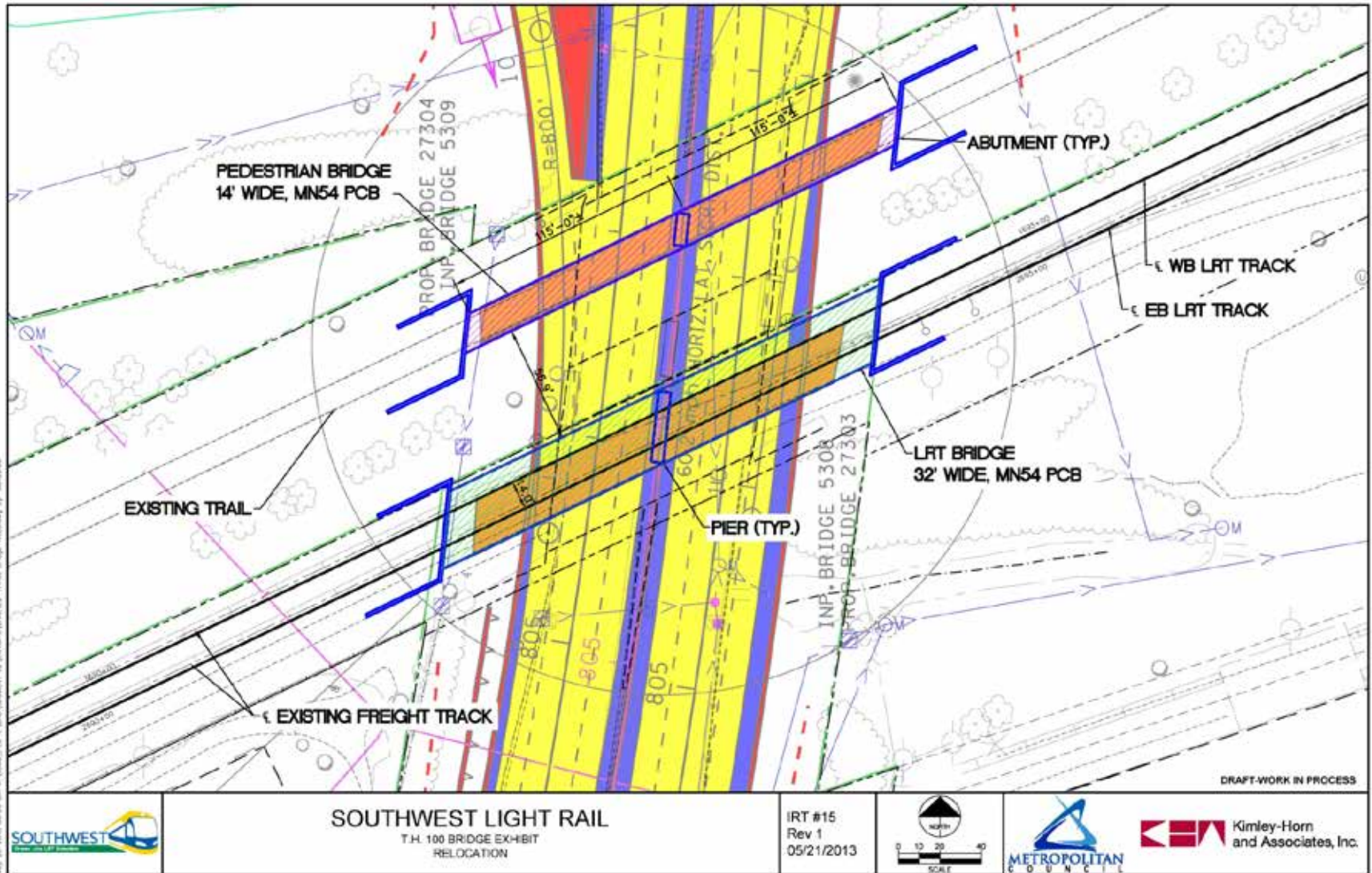


# TI #15: TH 100 Crossing

- Design adjustment:
  - § Location of freight rail tracks and LRT tracks
- Benefits:
  - § Allows stations to be located on south side of corridor
  - § Minimizes overall project costs for both MnDOT TH 100 and SWLRT projects



# TI #15: TH 100 Crossing



**SOUTHWEST LIGHT RAIL**  
T.H. 100 BRIDGE EXHIBIT  
RELOCATION

IRT #15  
Rev 1  
05/21/2013



**Kimley-Horn and Associates, Inc.**

# TI 13: Louisiana Station

# TI 14: Wooddale Station

# TI 15: TH 100 Crossing

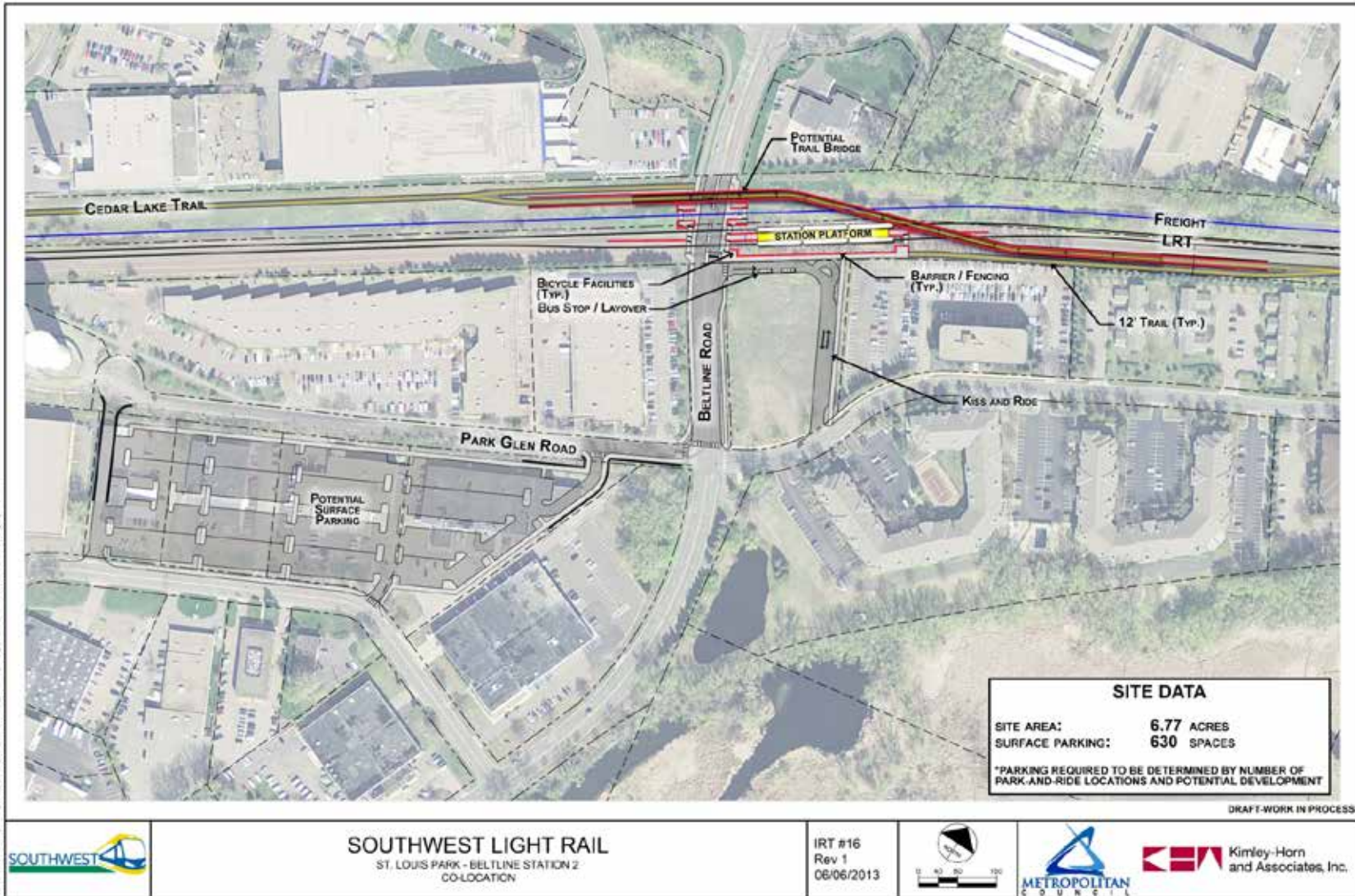
- Revised design cost estimate: \$63 M (LPA  $\Delta$  +\$18 M)
- Primary cost drivers:
  - § ROW acquisition for P&R, station and tracks at Louisiana Station
  - § Louisiana Station P&R facility
  - § Track alignment at Louisiana Station



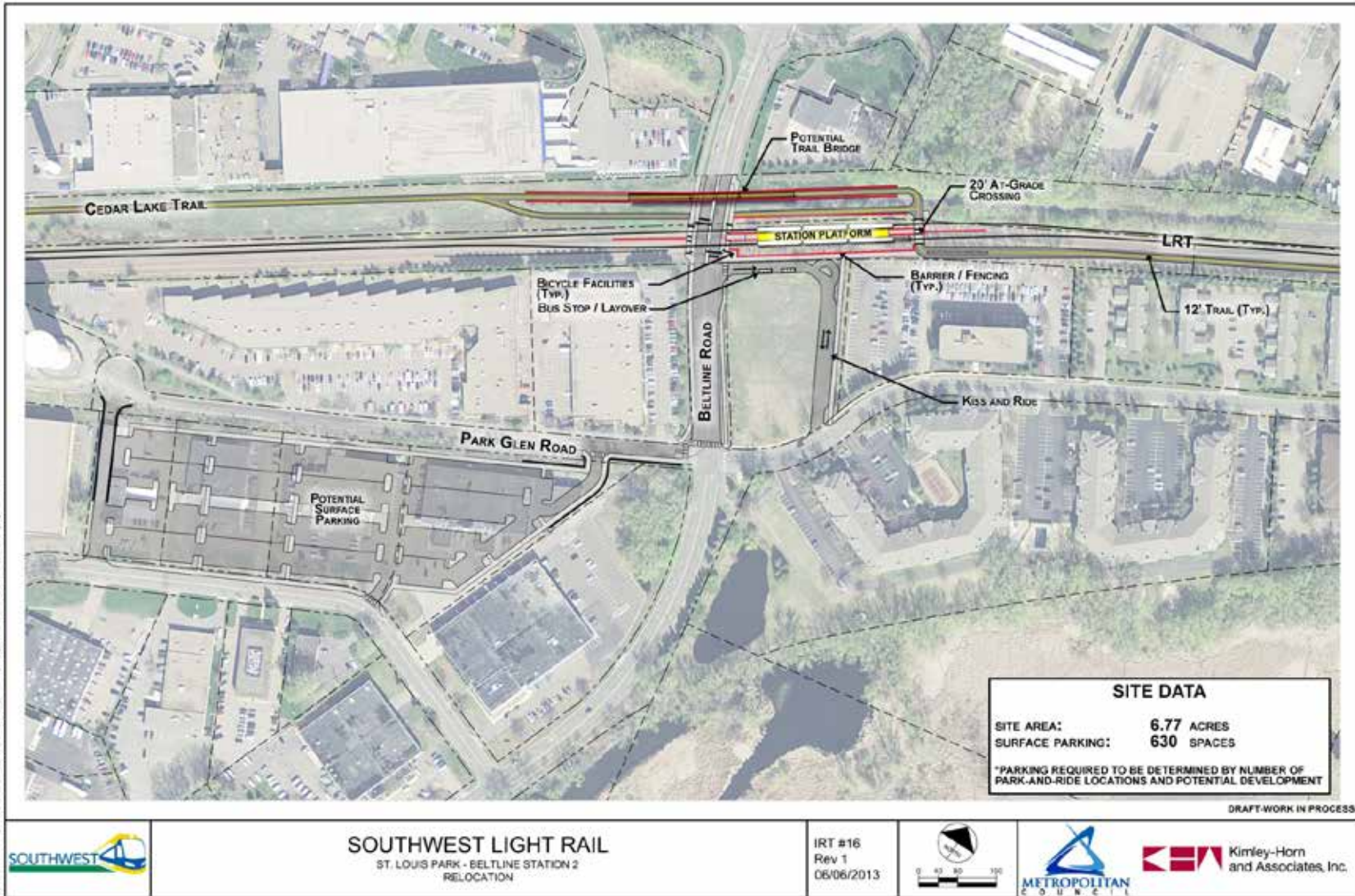
# TI #16: Beltline Station

- Design adjustments:
  - § Location of freight rail tracks and LRT tracks
  - § P&R: 545 surface spaces
  - § Change in trail alignment (trail bridge over Beltline Road not included in cost estimate)
- Benefits:
  - § Accommodates future development
  - § P&R location avoids prime corner redevelopment potential
- Revised design cost estimate: \$29 M (LPA  $\Delta$  +\$15 M)
- Primary cost drivers:
  - § ROW acquisition for P&R
  - § P&R facility

# TI #16: Beltline Station



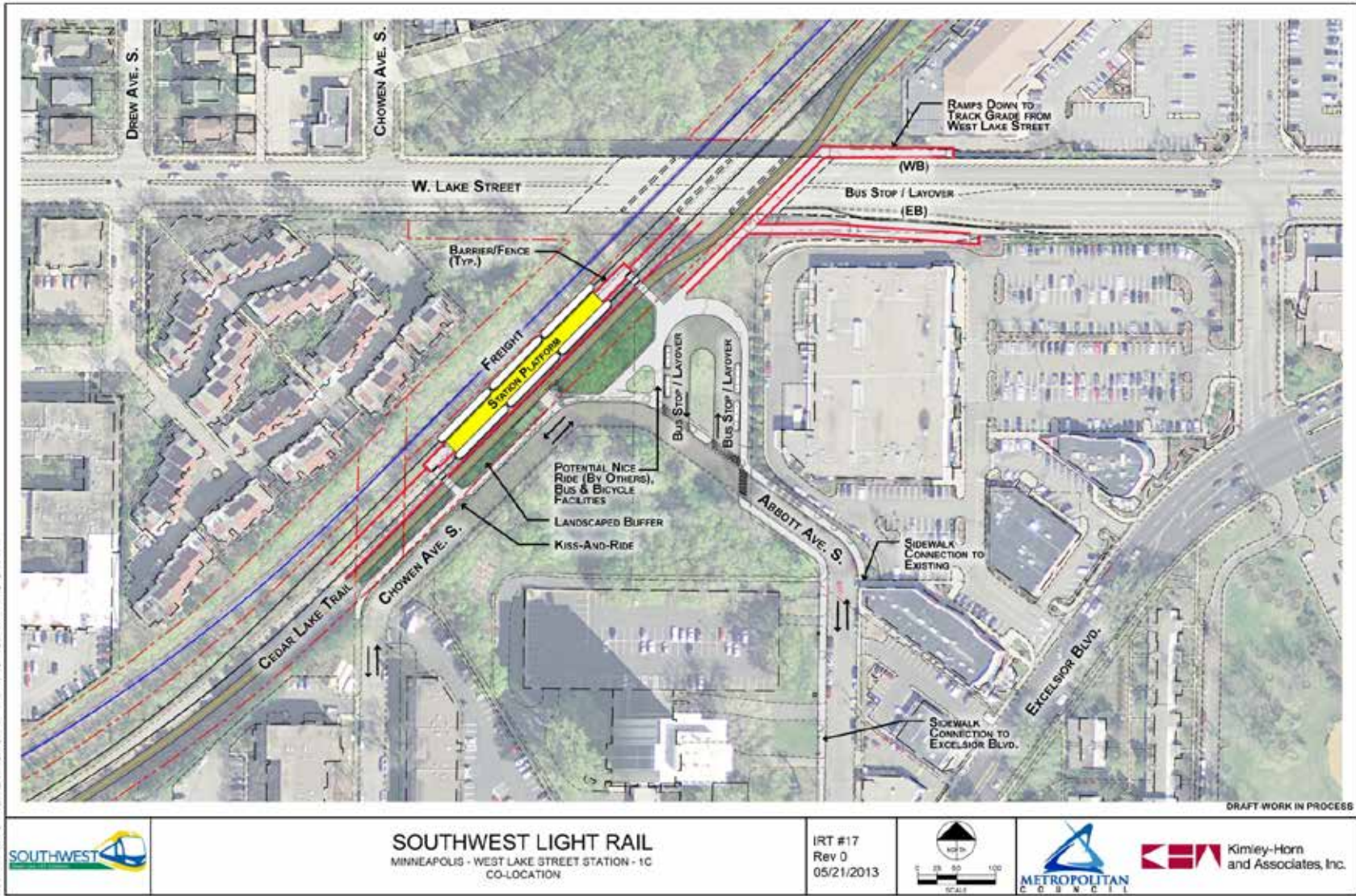
# TI #16: Beltline Station



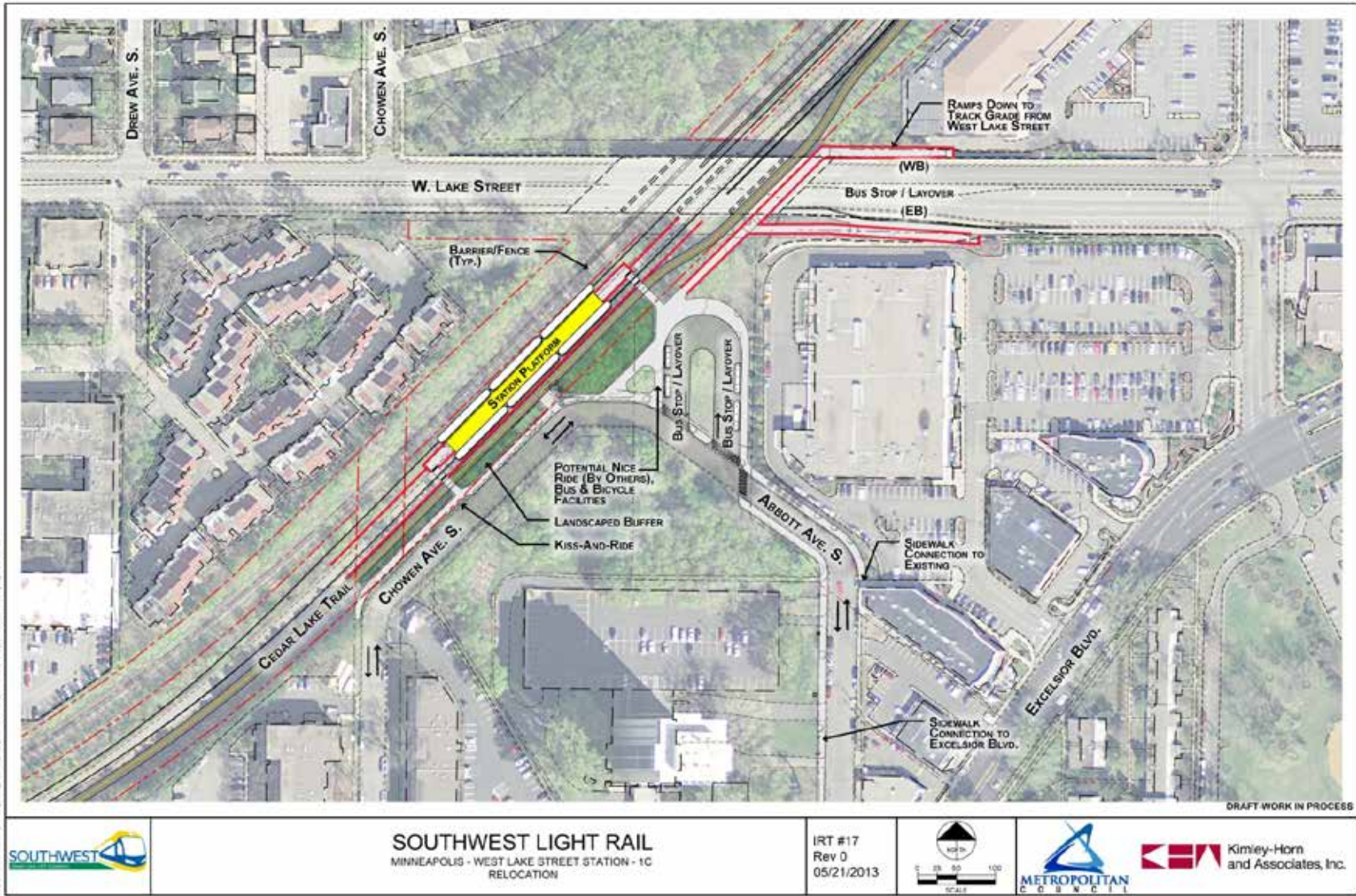
# TI #17: West Lake Station

- Design adjustments:
  - § Bus connections/facilities
- Benefits:
  - § Accommodates future Midtown Corridor
  - § Flexible design to accommodate future development

# TI #17: West Lake Station



# TI #17: West Lake Station



**SOUTHWEST LIGHT RAIL**  
MINNEAPOLIS - WEST LAKE STREET STATION - 1C  
RELOCATION

IRT #17  
Rev 0  
05/21/2013



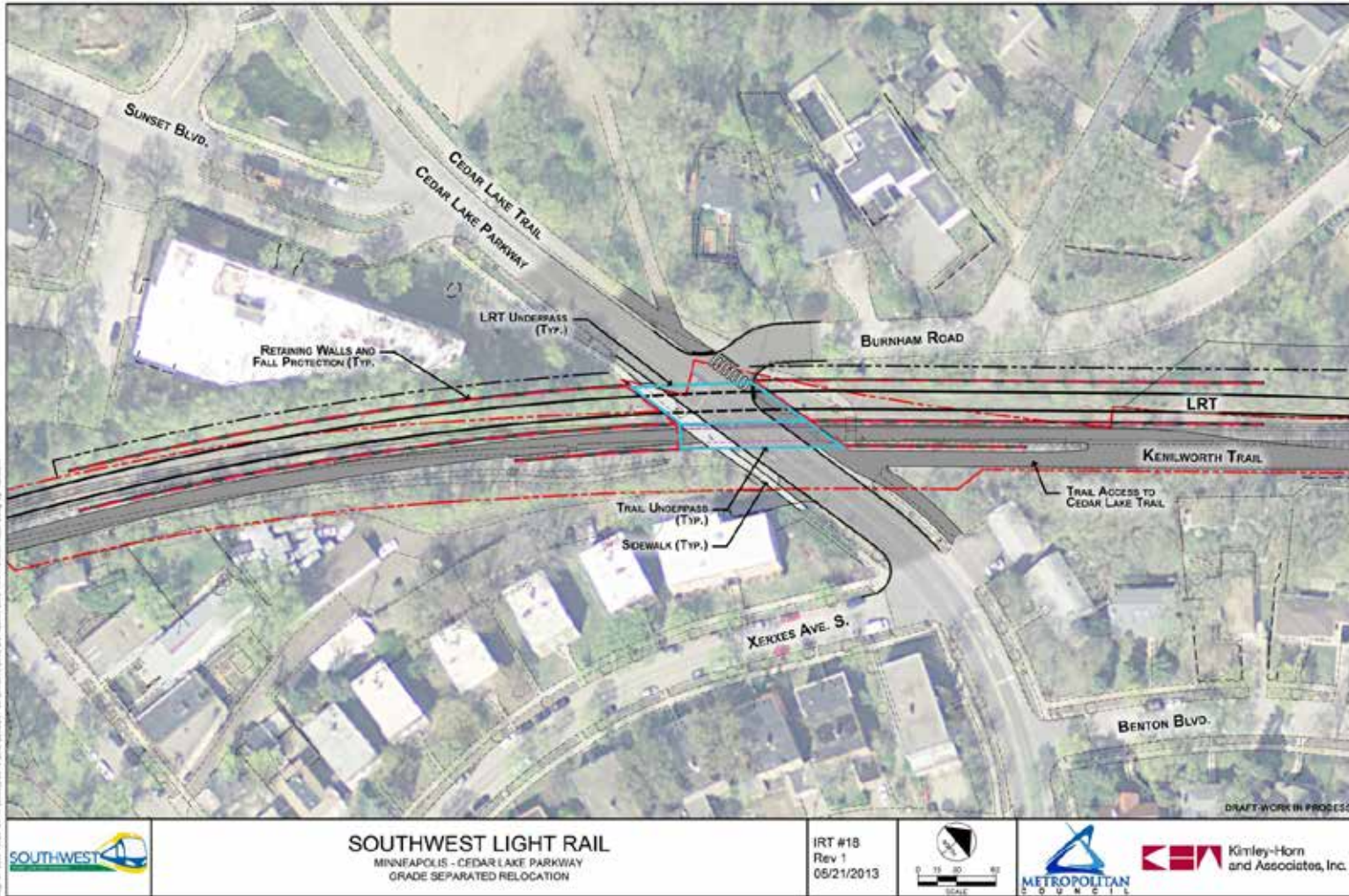
**Kimley-Horn and Associates, Inc.**



# TI #18: Kenilworth Corridor: Cedar Lake Parkway Crossing

- Design adjustment:
  - § LRT and trail bridge crossing over Cedar Lake Parkway to underpass
- Benefits:
  - § Addresses Minneapolis Park and Recreation Board concerns for Grand Rounds crossing

# TI #18: Kenilworth Corridor: Cedar Lake Parkway Crossing

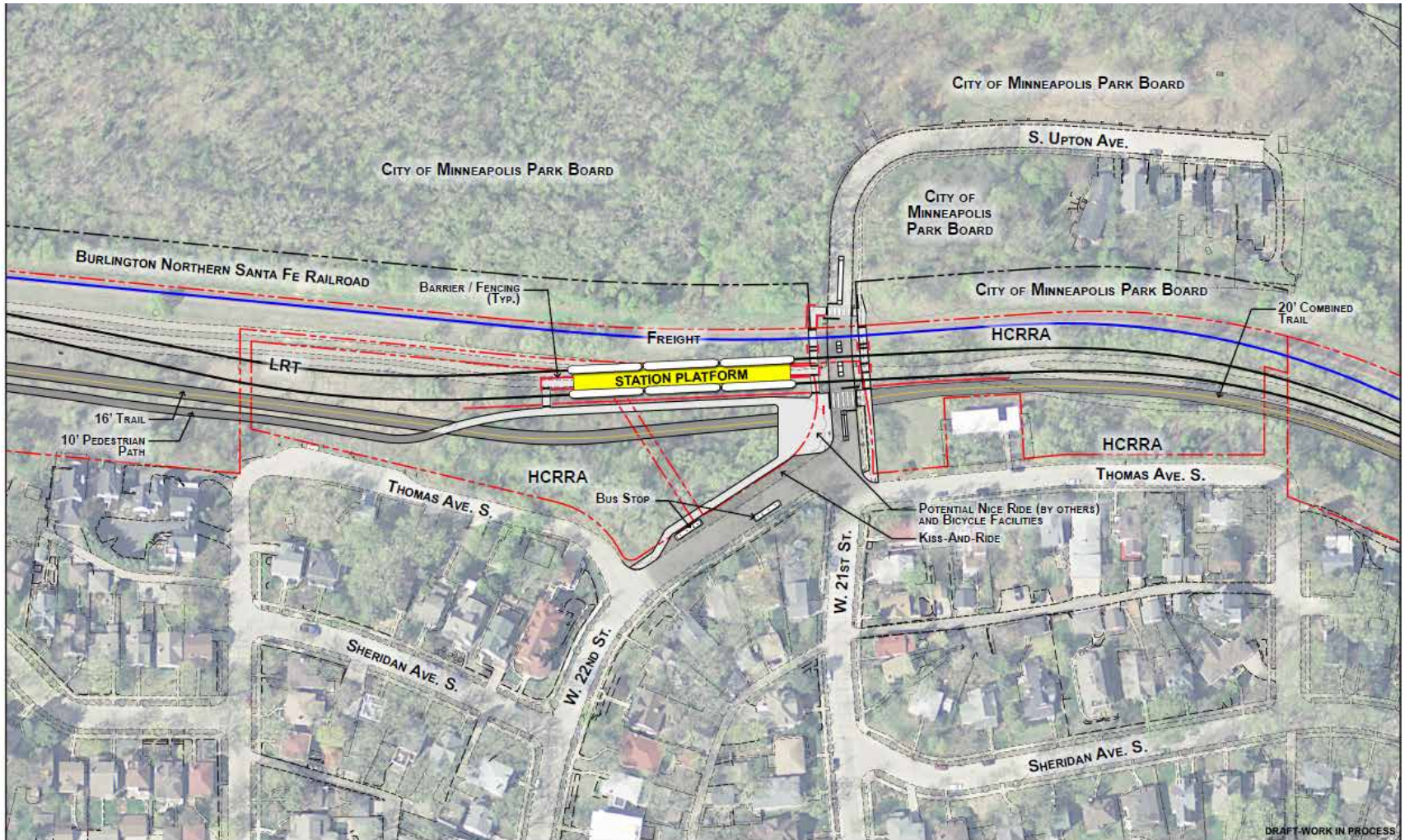




# TI #18: Kenilworth Corridor: 21<sup>st</sup> St. Station

- Design adjustment:
  - § Eliminated P&R
  - § Station would not be included under tunnel scenarios
- Benefits:
  - § Provides direct access to bus connection

# TI #18: Kenilworth Corridor: 21<sup>st</sup> St. Station



	<p><b>SOUTHWEST LIGHT RAIL</b> MINNEAPOLIS - 21ST ST STATION CO-LOCATE WITH CENTER PLATFORM</p>	<p>IRT #18 Rev 2 05/21/2013</p>			
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# TI #18: Kenilworth Corridor: 21<sup>st</sup> St. Station



# TI #17 : West Lake Station

# TI #18: Kenilworth Corridor – Cedar Lake Parkway & 21<sup>st</sup> St. Station

- Revised design cost estimate: \$48 M (LPA Δ -\$4 M)
- Primary cost saver:
  - § Underpass vs. bridge at Cedar Lake Parkway

# TI #19: Bassett Creek Valley Corridor - Penn Station

- Design Adjustments:
  - § Station location
  - § Trail alignment and connections
- Benefits:
  - § Provides improved pedestrian connection to Penn Avenue/I-394

# TI #19: Bassett Creek Valley Corridor – Penn Station



**SOUTHWEST LIGHT RAIL**  
MINNEAPOLIS - PENN AVENUE STATION  
COLOCATION

IRT #19  
Rev 1  
05/07/2013



# TI #19: Bassett Creek Valley Corridor - Penn Station



CRAFT-WORK IN PROCESS



**SOUTHWEST LIGHT RAIL**  
MINNEAPOLIS - PENN AVENUE STATION  
RE-LOCATION

IRT #19  
Rev 1  
05/07/2013

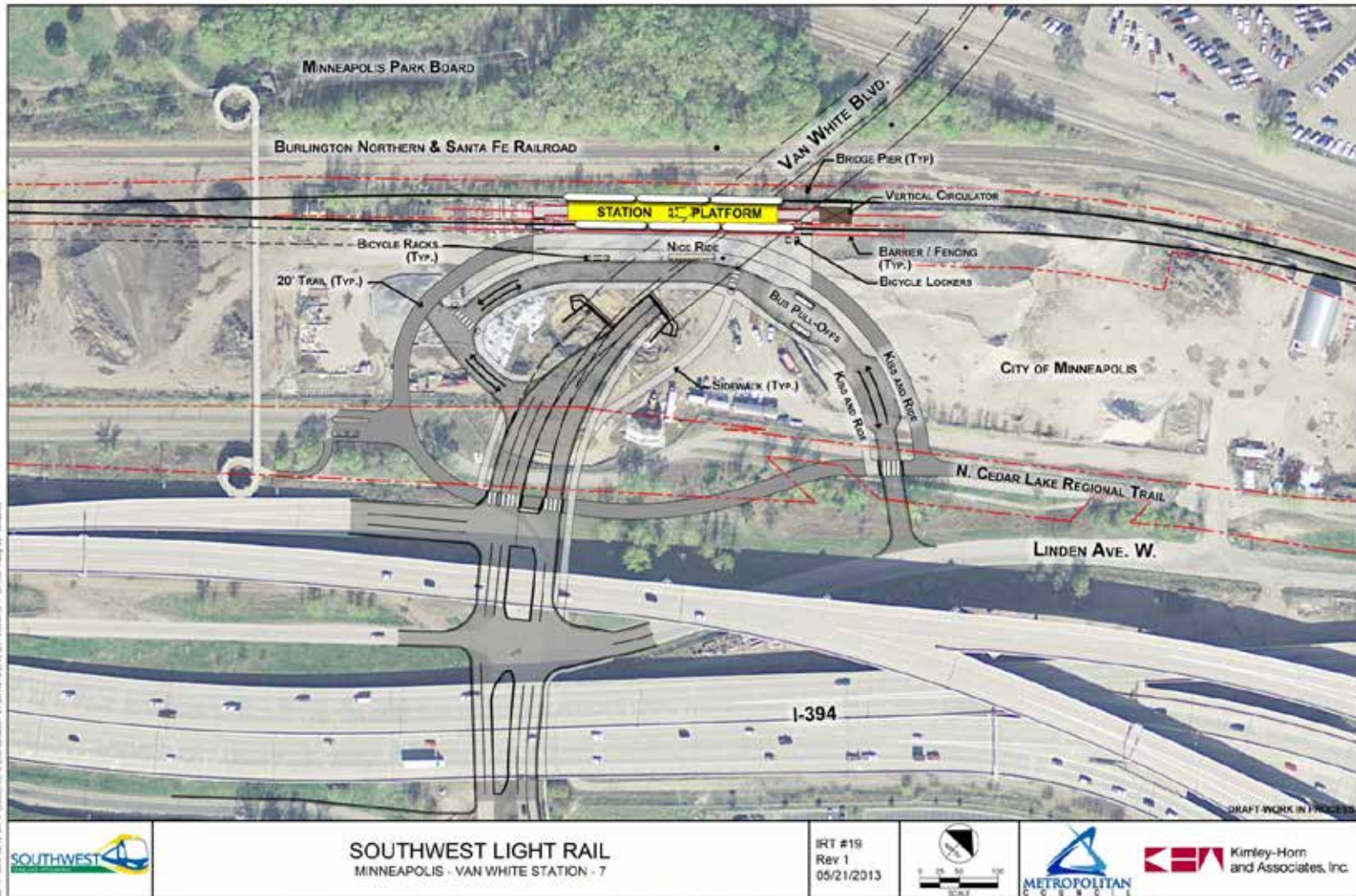


# TI #19: Bassett Creek Valley Corridor – Van White Station

- Design adjustments:
  - § Station location
  - § Trail alignment and connections
  - § Pedestrian vertical circulation
- Benefits:
  - § Design accommodates potential future development



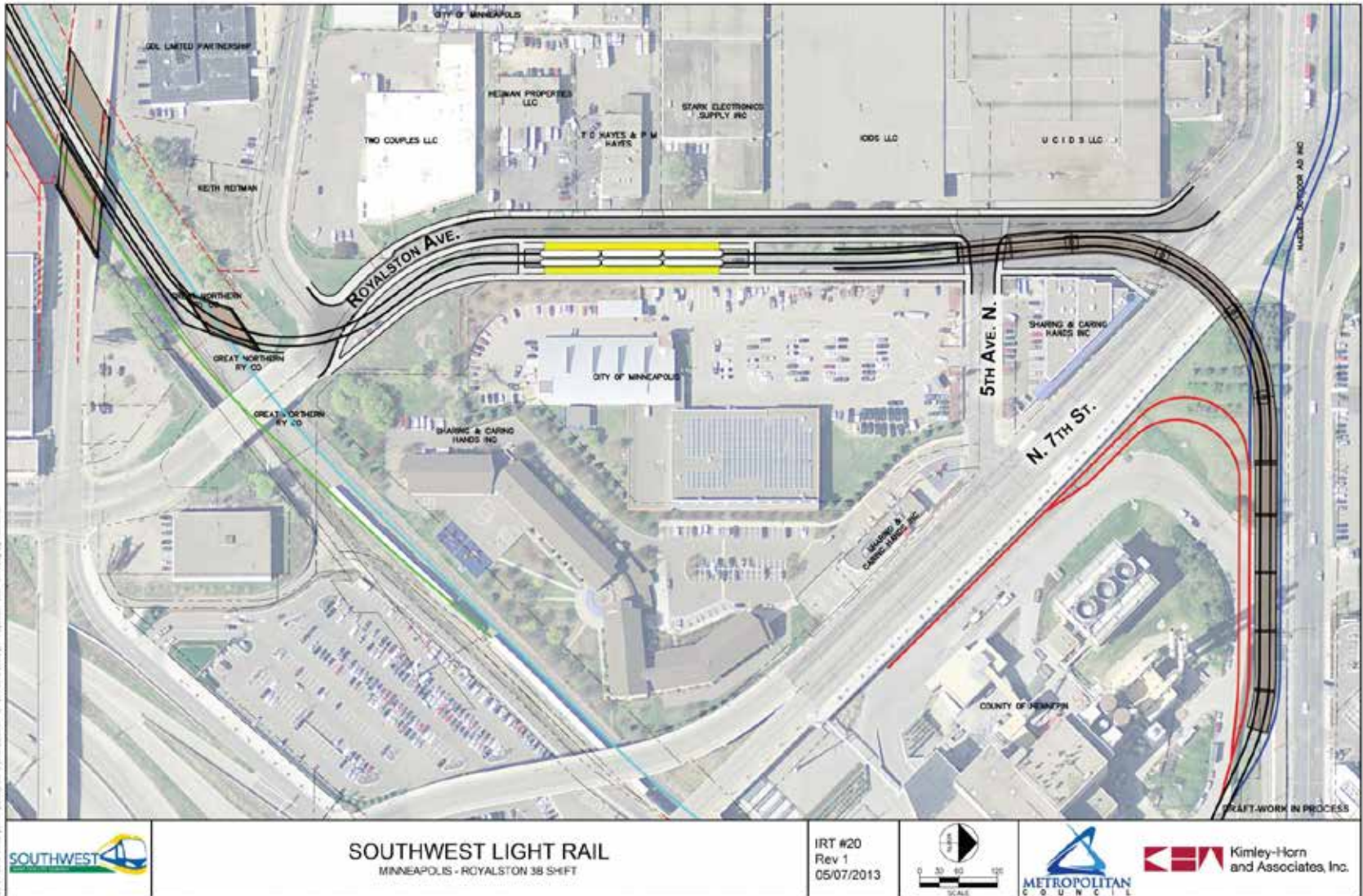
# TI #19: Bassett Creek Valley Corridor – Van White Station



# TI #20: Royalston Station

- Design adjustments:
  - § LRT alignment and station location
  - § Bridge structure over North 7<sup>th</sup> Street
- Benefits:
  - § Accommodates truck delivery access to local businesses
  - § Accommodates future development
  - § Coordinates with HCRRA's Interchange Project
  - § Accommodates future Bottineau Project

# TI #20: Royalston Station



# TI #19: Bassett Creek Valley Corridor – Penn Station & Van White Station

## TI #20: Royalston Station

- Revised design cost estimate: \$96 M (LPA  $\Delta$  +\$1 M)
- Primary cost drivers:
  - § Vertical circulation at Van White Station
  - § Vertical circulation at Penn Station
  - § Bridge structure over North 7<sup>th</sup> Street versus LRT underpass

# Technical Issue #23

## Operations and Maintenance Facility





# TI #23 OMF Site Location

Site No.	Name (City)	Cost Drivers
3/4	City Garage (Eden Prairie)	<ul style="list-style-type: none"><li>• Site demolition/clearing</li><li>• Yard tracks on structure</li></ul>
9A	K-Tel East (Hopkins)	<ul style="list-style-type: none"><li>• Site demolition/clearing</li><li>• Site grading/earthwork</li></ul>



# TI #23 OMF Site Location

<b>Site No.</b>	<b>Name (City)</b>	<b>OMF Site Cost Estimate (M)</b>	<b>LPA Δ M</b>
3/4	City Garage (Eden Prairie)	\$95 - \$100	\$30 - \$35
9A	K-Tel East (Hopkins)	\$100 - \$105	\$35 - \$40

# Technical Issue #1

## Eden Prairie Alignment Adjustment

# TI #1 Eden Prairie Alignment: Three Alignment Adjustment Finalists

## Description

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Mitchell Station & Comp Plan Station via Technology Drive

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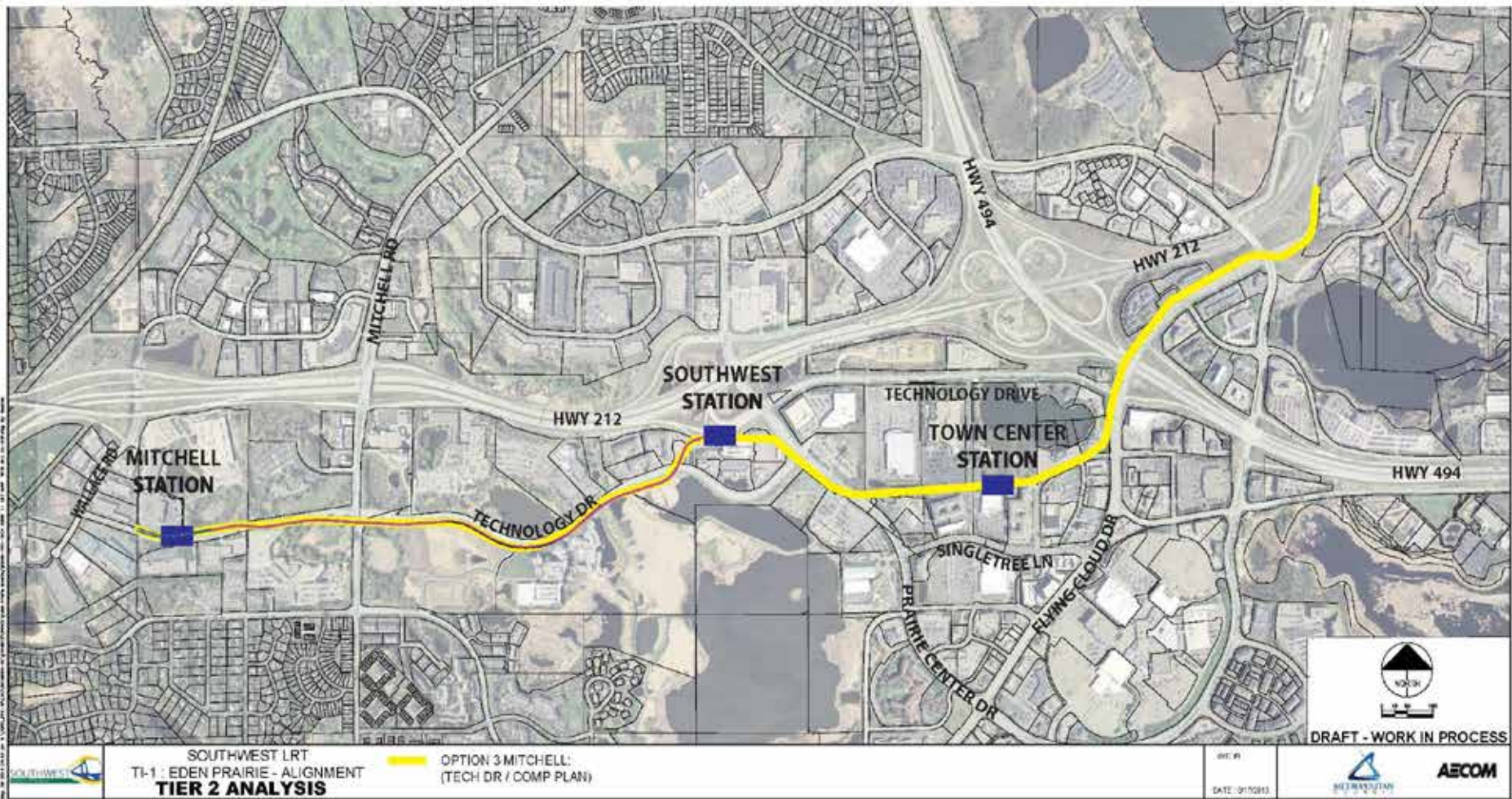
Mitchell Station & Singletree Station via Technology Drive

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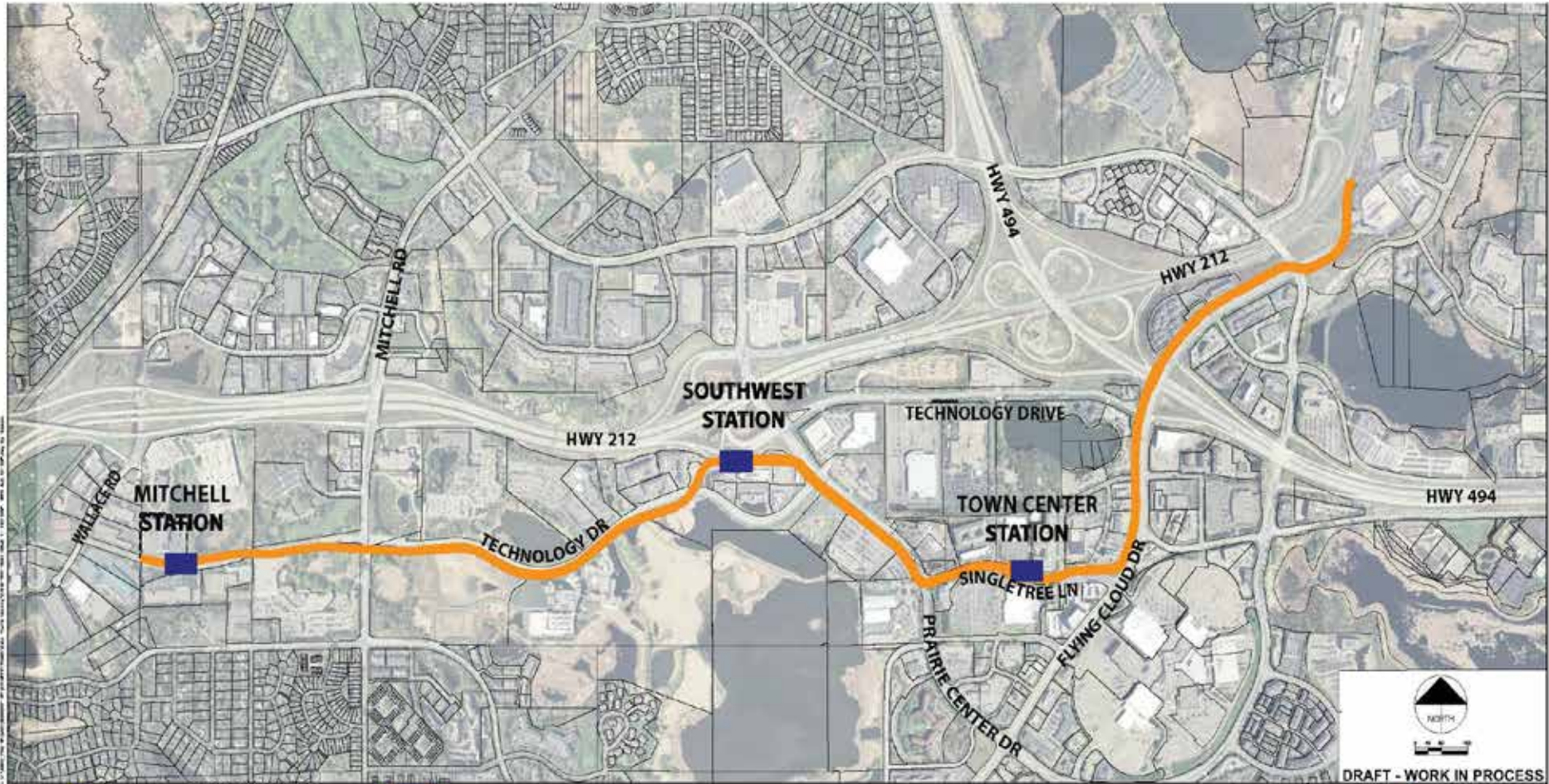
Mitchell Station & Singletree Station via TH 212 frontage

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# TI #1 Eden Prairie Alignment: Mitchell Station & Comp Plan Station via Technology Drive

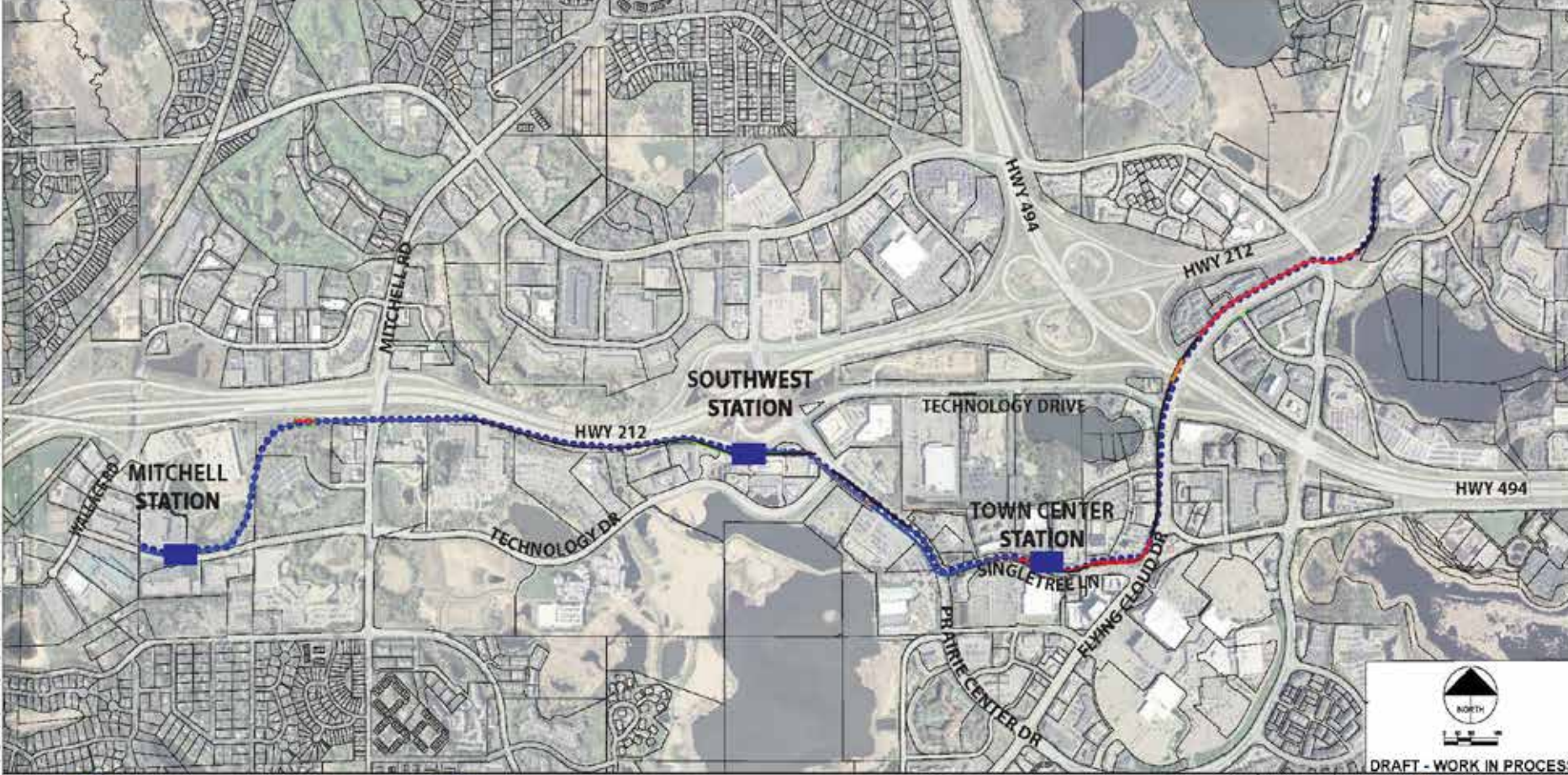


# TI #1 Eden Prairie Alignment: Mitchell Station & Singletree Station via Technology Drive



	<p>SOUTHWEST LRT TI-1: EDEN PRAIRIE - ALIGNMENT <b>TIER 2 ANALYSIS</b></p>	<p> OPTION 1 MITCHELL: (TECH DR / SINGLETREE LN)</p>	<p>REV #1 DATE: 05/20/15</p>	<p>DRAFT - WORK IN PROCESS</p>
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# TI #1 Eden Prairie Alignment: Mitchell Station & Singletree Station via TH 212 frontage



	<p>SOUTHWEST LRT TI-1: EDEN PRAIRIE - ALIGNMENT <b>TIER 2 ANALYSIS</b></p>	<p>●●●● OPTION 2 MITCHELL: (TH 212 / SINGLETREE LN)</p>	<p>RT #1 DATE: 9/13/2013</p>	<p>DRAFT - WORK IN PROCESS</p>
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# TI #1 Eden Prairie Alignment

## Description

## Primary Cost Drivers

Mitchell Station & Comp Plan Station via Technology Dr

- Bridge structure over Prairie Center Dr.
- Increased length of corridor by 1/3 mile
- ROW acquisition

Mitchell Station & Singletree Station via Technology Drive

- Increased length of corridor by 1/3 mile
- ROW acquisition

Mitchell Station & Singletree Station via TH 212 frontage

- Increased length of corridor by 1/2 mile
- ROW acquisition

# TI #1 Eden Prairie Alignment

## Eden Prairie Alignment Cost Estimate

Description	(M)	LPA Δ M
Mitchell Station & Comp Plan Station via Technology Drive	\$195 - \$205	\$30 - \$35
Mitchell Station & Singletree Station via Technology Drive	\$195 - \$205	\$30 - \$35
Mitchell Station & Singletree Station via TH 212 frontage	\$195 - \$205	\$30 - \$35



# LRT Cost Summary

# LRT Cost Drivers

- OMF
- Eden Prairie alignment adjustments
- Shift from surface to structured parking
- Shift from publicly held land to privately held land for park-n-ride facilities
- Additional bridge and tunnel structures/length

# LRT Subtotal Cost Estimate Summary

LRT Project Cost LPA = \$1,250 M

Description	Revised Design Cost Estimate (M)	LPA Δ M
Design adjustments TI #1 – 20, 22 - 25	\$885 - \$915	\$100 - \$130
Vehicles	\$115 - \$125	\$0 - \$10
Design Related Costs	\$350 - \$360	\$0 - \$10
<b>LRT Subtotal</b>	<b>\$1,350 - \$1,400</b>	<b>\$100 - \$150</b>

# Technical Issue #21

## Freight Rail

# TI #21 Freight Rail Design Options Summary

## Description

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Brunswick Central Freight Rail Relocation

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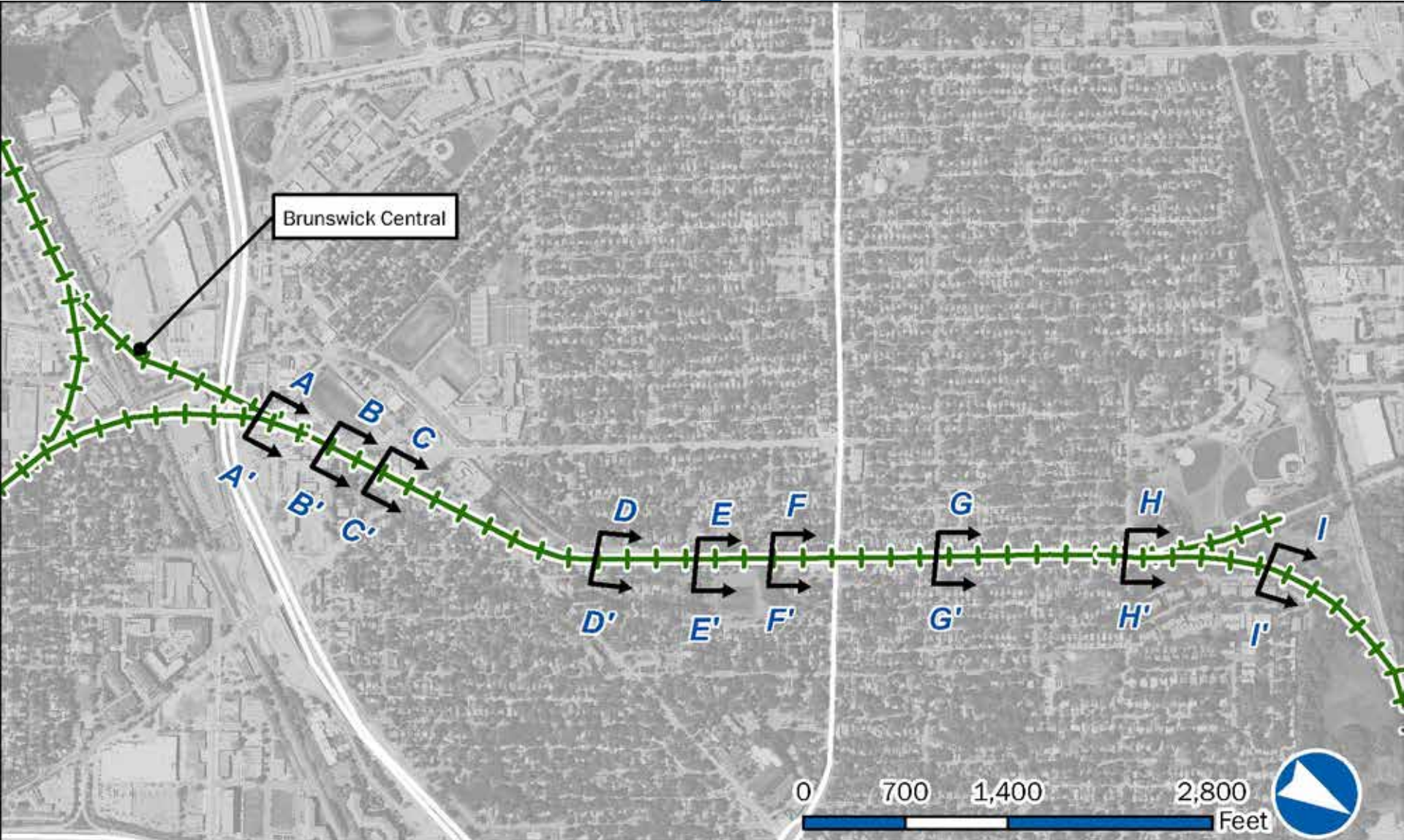
Kenilworth Deep Bore LRT Tunnel

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Kenilworth Shallow LRT Tunnel

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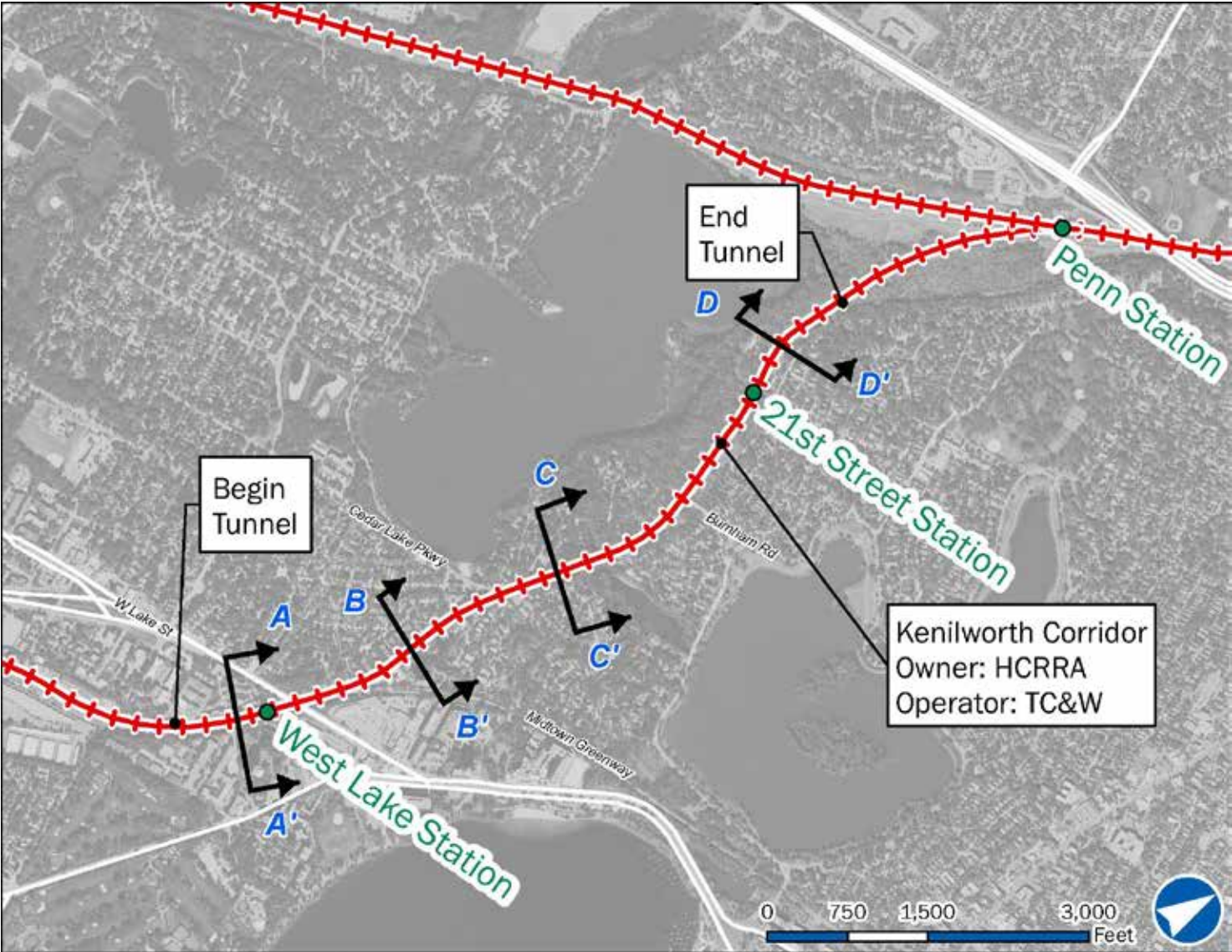
# Brunswick Central Freight Rail Relocation



# Brunswick Central – Freight Rail Relocation

- Primary cost drivers:
  - § Acquisition of homes and businesses
  - § Freight rail bridge structures and retained fill/berms
  - § Pedestrian underpasses
  - § Lowering of TH 7 and frontage road
  - § Reconfiguration of existing street network

# Kenilworth Deep Bore LRT Tunnel

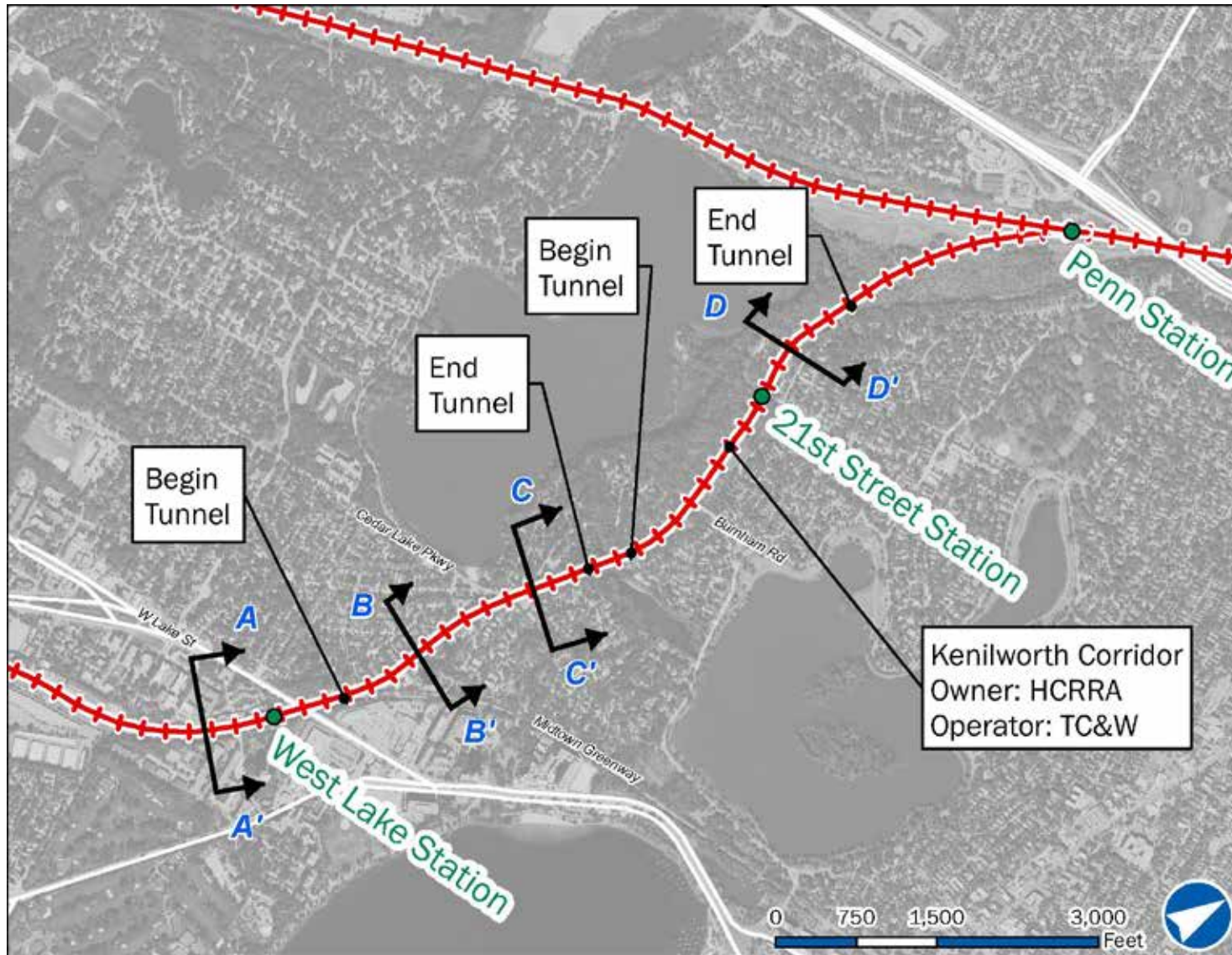




# Kenilworth Deep Bore LRT Tunnel

- Primary cost drivers:
  - § Tunnel boring machine and access pits
  - § Tunnel boring operations & ground settlement control
  - § Subway tunnel station at West Lake
  - § Vertical circulation at West Lake station
  - § Ventilation systems
  - § West Lake Street bridge reconstruction
  - § Ground water management systems

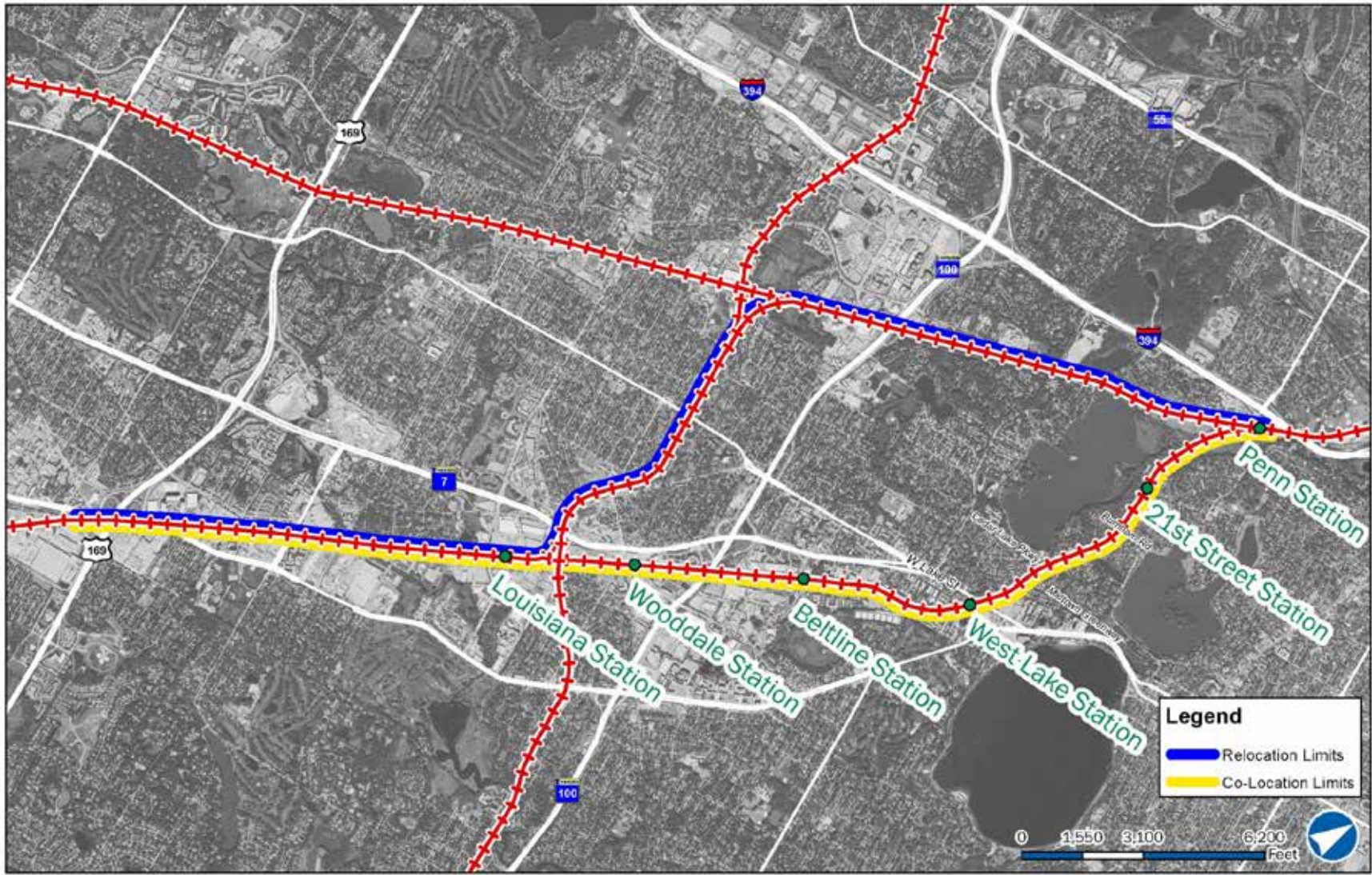
# Kenilworth Shallow LRT Tunnel



# Kenilworth Shallow LRT Tunnel

- Primary cost drivers:
  - § Cut and cover excavation
  - § Restricted construction area west of Channel Creek crossing
  - § Ground stabilization at Burnham Road bridge piers

# Freight Rail – Cost Estimate Limits



# Freight Rail Common Scope Elements:

- Primary cost drivers:
  - § Freight rail track
  - § Freight rail bridge over Minnehaha Creek
  - § Freight rail bridge over Louisiana Avenue
  - § CP ROW swap
  - § Southerly connection (Bass Lake Spur to MN&S Spur)
- Common scope elements cost: \$85M - \$90M
  - § Cost of common scope elements is additive to each design option

# Freight Rail Cost Estimate Summary

## Freight Rail Cost Estimate (M)

## LPA Δ M

Freight Rail Common Elements

\$85 - \$90

\$85 - \$90

## Freight Rail Cost Estimate (M)

## LPA Δ M

**Design Option**

Brunswick Central Freight Rail

\$190 - \$200

\$190 - \$200

Kenilworth Deep Bore LRT Tunnel

\$320 - \$330

\$320 - \$330

Kenilworth Shallow LRT Tunnel

\$150 - \$160

\$150 - \$160

# LRT and Freight Rail Cost Estimate Summary

# Total Project Cost Estimate Summary (LRT + Freight)

LRT Project Cost LPA = \$1,250 M

Description	Revised Design Cost Estimate (M)	LPA Δ M
Design adjustment cost estimate (LRT Subtotal)	\$1,350 - \$1,400	\$100 - \$150
Freight rail common costs	\$85 - \$90	\$85 - \$90
Freight rail cost estimate	\$150 - \$330	\$150 - \$330
<b>SWLRT Total Project Estimated Costs</b>	<b>\$1,585 – \$1,820</b>	<b>\$335 - \$570</b>



# Summary

- Project scope and costs reflect 1000's of hours of stakeholder meetings and comments received from cities, agencies, businesses and the public
- Ridership projections are trending upwards; 4,000+ additional trips by 2030; FTA reviewing refreshed forecast

# Summary

- What additional information does the committee need?
  - § Scope elements?
  - § Cost estimates?

# Next Steps

# Project Scope and Cost Rollout: Next Steps

- Present / seek input
  - § SWLRT Corridor Management Committee – August 7
  - § HCRRA – August 13
- Present recommended scope and cost / seek input
  - § SWLRT Corridor Management Committee – August 14
  - § Metropolitan Council – August 14
- Request approval on scope and cost
  - § Transportation Committee – August 26
  - § Metropolitan Council – August 28

# A Look Ahead: Design & Engineering

- Q3 2013: Submit Municipal Consent SWLRT Plans for City and County Review
- Q4 2013: Complete Municipal Consent Approval Process
- Q1 2014: Finalize 30% Design Plans and Specs

# Freight Rail Open Houses/Community Meetings

- July 17: Minneapolis
  - § 325+ attendees
  - § 130+ comment cards submitted
- July 18: St. Louis Park
  - § 425+ attendees
  - § 155+ comment cards submitted



# July 17, 18 Freight Rail Community Meetings Feedback

- Maximize preservation of parkland and trail with co-location options
- Concerns about safety and community cohesion with relocation options
- Minimize property acquisition for either co-location or relocation
- Select the best investment vs. the least costly option

# July 25 Joint BAC and CAC Meeting

## Key Themes:

- Strong support for SWLRT and desire to find the best long-term solution for communities moving forward because SWLRT will provide access to jobs, education for residents now and into the future.
- Strong preferences and opinions among members remain regarding the freight rail issue including safety, property acquisition, noise, visual impacts and community cohesion.
- St. Louis Park members asked for the removal of Brunswick Central from consideration as location for freight.



# July 25 Joint BAC and CAC Meeting

## Key Themes:

- Trails are important and should be treated equally with Park-n-Rides. Consider pedestrian access and biking environment when making decisions.
- Park-n-Ride facilities should maximize other opportunities including multi-modal connections and sustainability aspects.

# Outreach Activities

Date	Event/Presentation	SPO Role	Primary Audience	No. of Attendees
7/1/13	New American Academy Graduation	Share Project Information	General Public	50
7/4/13	Fourth of July Festival	Share Project Information	General Public	700
7/15/13	Hennepin County Bike Advisory Committee	Share Project Information	General Public	30
7/16/13	Village in the Park	Share Project Information/Seek Feedback	General Public	40
7/18/13	Truck Movements with Royalston Businesses	Share Project Information/Seek Feedback	Impacted Property Owners	5
7/20/13	Kenilworth Alliance Meeting	Share Project Information	General Public	20
7/20/13	Hopkins Raspberry Festival	Share Project Information	General Public	150
7/22/13	Riley Purgatory Creek Bluff Watershed District	Share Project Information	Project Partner	8
7/29/13	St. Louis Park Rotary	Share Project Information	General Public	38
7/29/13	St. Louis Park City Council and School Board	Share Project Information	Elected Officials	50
7/30/13	Costco and Emerson Rosemont	Share Project Information	Impacted Property Owners and General Public	8
8/1/13	Town Center Station Business Open house	Share Project Information/Seek Feedback	Impacted Property Owners and General Public	45

**St. Louis Park & Minneapolis**

Stations: Royalston, Van White, Penn, 21st St, West Lake, Beltline, Wooddale, Louisiana



Sophia Ginis  
612-373-3895  
Sophia.Ginis@metrotransit.org

**Minnetonka, Hopkins & Edina**

Stations: Blake, Hopkins, Shady Oak, Opus



Dan Pfeiffer  
612-373-3897  
Daniel.Pfeiffer@metrotransit.org

**Eden Prairie**

Stations: City West, Golden Triangle, Eden Prairie Town Center, Southwest, Mitchell



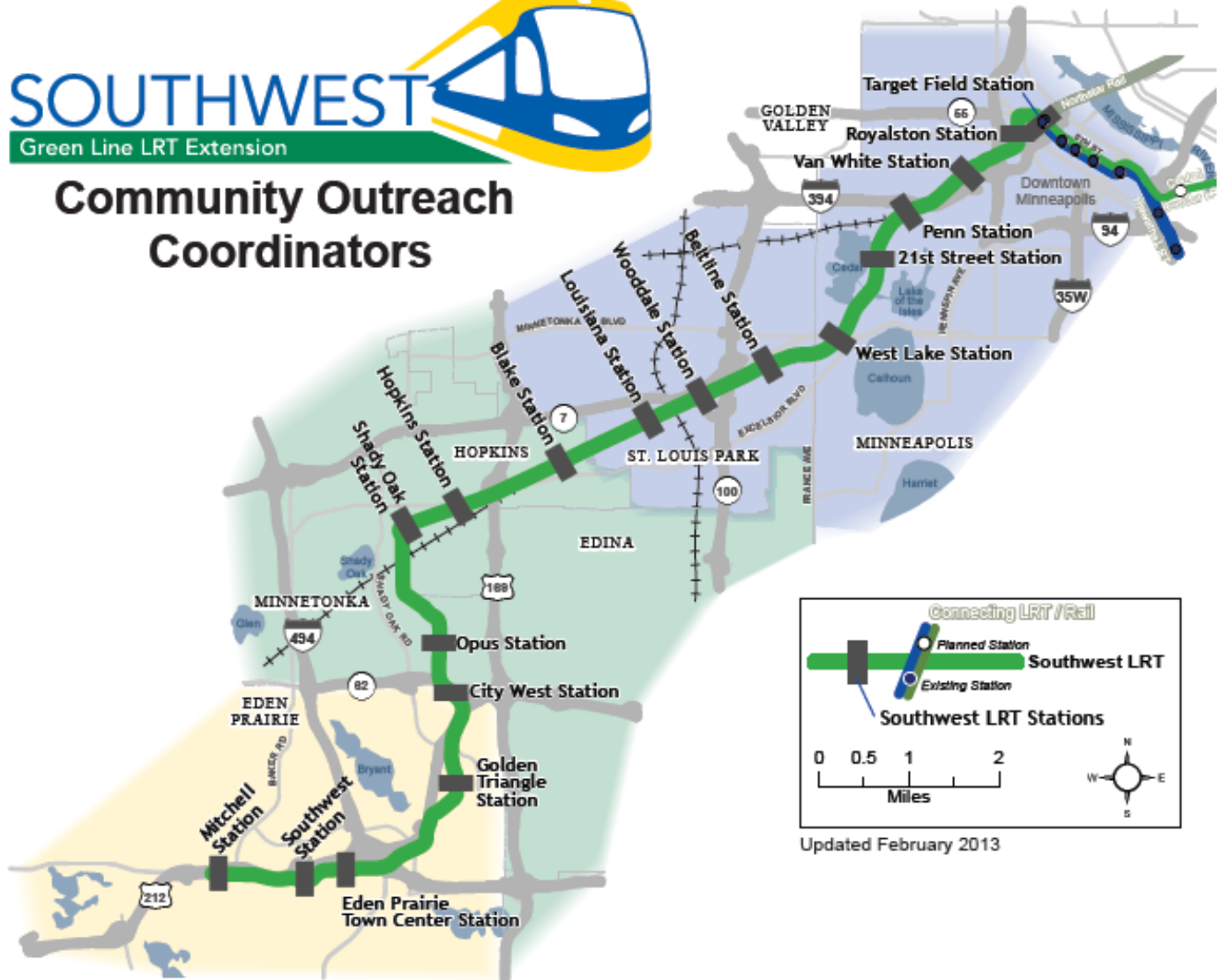
Daren Nyquist  
612-373-3894  
Daren.Nyquist@metrotransit.org

# SOUTHWEST

Green Line LRT Extension



## Community Outreach Coordinators



# More Information

Online:

[www.SWLRT.org](http://www.SWLRT.org)

Email:

[SWLRT@metrotransit.org](mailto:SWLRT@metrotransit.org)

Twitter:

[www.twitter.com/southwestlrt](http://www.twitter.com/southwestlrt)

