

Southwest LRT Potential Cost Reduction Scenario A					
Western End at Southwest Station					
Cost Category:					
Cost ID	Description	Range (In Millions)	Potential Cost Reduction (In Millions)		Ridership Delta ****
			Low	High	
<b>Corridor-Wide Options</b>					
26	Reduce Station Site Furnishings Project Wide by 50%	\$0.55-0.60	\$ 0.53	\$ 0.58	
27	<i>Reduce Station Art Project Wide by 50%</i>	<i>\$1.8-2.3</i>			
28	Reduce Station Art Project Wide by 100%	\$4-4.5	\$ 4.00	\$ 4.50	
29	<i>Reduce Landscaping Project Wide by 50%</i>	<i>\$8-9</i>			
43	Reduce Landscaping Project Wide by 75%	\$11-13	\$ 11.00	\$ 13.00	
17	Convert Ramp to Surface Lot and Reduce to 2020 - Beltline (Assumes \$7M CMAQ plus \$1.75M St. Louis Park match)	\$6.25-8.25	\$ 6.25	\$ 8.25	
14	Reduce Park & Ride to 2020 - Louisiana	\$0.25-0.30	\$ 0.25	\$ 0.30	
11	Reduce Park & Ride to 2020 - Blake	\$0.85-0.90	\$ 0.85	\$ 0.90	
10	Reduce Park & Ride to 2020 - Downtown Hopkins (Assumes \$6M CMAQ plus \$1.5M Hopkins match)	\$0-2.5	\$ -	\$ 2.50	
6	Reduce Park & Ride to 2020 - Opus	\$0.05-0.10	\$ 0.05	\$ 0.10	
4	Reduce Park & Ride to 2020 - City West	\$0.15-0.20	\$ 0.15	\$ 0.20	
2	Reduce Park & Ride to 2020 - Golden Triangle	\$0.35-0.40	\$ 0.35	\$ 0.40	
1	<i>Reduce Park &amp; Ride to 2020 - Southwest Station**</i>	<i>\$3-4</i>			
<b>Subtotal Potential Corridor-Wide Options:</b>			<b>\$ 23.43</b>	<b>\$ 30.73</b>	
<b>Operations Options</b>					
30	Replace Duct Bank with Cable Trough (adjusted for Western end at Southwest Station)	\$7.8-8.8	\$ 7.80	\$ 8.80	
9	Modify Track and Shady Oak Station	\$1.3-1.8	\$ 1.30	\$ 1.80	
25	Modify LRT Bridge at Glenwood	\$1.5-2.5	\$ 1.50	\$ 2.50	
31	Modify Non-Revenue LRT Vehicle Storage Building at OMF	\$0.25-0.30	\$ 0.25	\$ 0.30	
33	Modify Cold Storage Building at OMF	\$0.5-1	\$ 0.50	\$ 1.00	
<b>Subtotal Potential Operations Options:</b>			<b>\$ 11.35</b>	<b>\$ 14.40</b>	
<b>Stakeholder Options</b>					
<b>Light Rail Vehicles:</b>					
44	Reduce Light Rail Vehicle Fleet Size (2)	\$10-12	\$ 10.00	\$ 12.00	
32	Reduce Operations and Maintenance Facility Scope - Store 30 Vehicles	\$8-9	\$ 8.00	\$ 9.00	
<b>Park-and-Rides:</b>					
18	Delete 2020 Reduced Park & Ride - Beltline (Assumes \$7M CMAQ plus \$1.75M St. Louis Park match)*	\$1-2	\$ 1.00	\$ 2.00	(900)
19	<i>Use Hennepin Co. Regional Rail Authority Property for Park &amp; Ride - Beltline</i>	<i>\$2.8-3.3</i>			
15	Delete 2020 Reduced Park & Ride - Louisiana*	\$0.45-0.90	\$ 0.45	\$ 0.90	(425)
12	<i>Convert Ramp to Surface Lot and Reduce to 2020 - Blake</i>	<i>\$4.6-5.6</i>			
13	Delete 2020 Reduced Park & Ride - Blake*	\$5.2-6.2	\$ 5.20	\$ 6.20	(450)
36	Delete 2020 Reduced Park & Ride - Downtown Hopkins (Assumes \$6M CMAQ plus \$1.5M Hopkins match)*	\$1.5-2.5	\$ 1.50	\$ 2.50	(525)
37	Delete 2020 Reduced Park & Ride - Shady Oak	\$25-27	\$ 25.00	\$ 27.00	(450)
7	Delete 2020 Reduced Park & Ride - Opus*	\$0.50-0.55	\$ 0.50	\$ 0.55	(150)
5	Delete 2020 Reduced Park & Ride - City West*	\$0.75-0.80	\$ 0.75	\$ 0.80	(300)
3	Delete 2020 Reduced Park & Ride - Golden Triangle*	\$0.65-1.60	\$ 0.65	\$ 1.60	(400)
35	Delete 2020 Reduced Park & Ride - Southwest Station**	\$22-23	\$ 22.00	\$ 23.00	(1,690)
34	<i>Delete Park &amp; Ride - Mitchell</i>	<i>\$23-25</i>			<i>(1,070)</i>
<b>Stations:</b>					
24	<i>Defer Royalston Station</i>	<i>\$4-5</i>			
23	Delete Royalston Station and Associated Station Area Pedestrian Improvements and 7th Street Bikeway***	\$6-7	\$ 6.00	\$ 7.00	(200)
41	<i>Defer Penn Station</i>	<i>\$12-14</i>			
40	Delete Penn Station and Associated Station Area Pedestrian Improvements***	\$14-16	\$ 14.00	\$ 16.00	(750)
22	<i>Defer 21st Street Station</i>	<i>\$4-5</i>			
21	Delete 21st Street Station and Associated Pedestrian Connections to Cedar Lake***	\$6-7	\$ 6.00	\$ 7.00	(1,660)
20	Delete Vertical Circulation at West Lake Station; At-grade Crossing of Freight Tracks Provided by Others	\$5-6	\$ 5.00	\$ 6.00	(1,370)
38	Delete Joint Development at Blake	\$13-15	\$ 13.00	\$ 15.00	
<b>Trail Structures:</b>					
16	Delete Trail Underpass Under Freight Tracks at Louisiana Station	\$0.55-0.60	\$ 0.55	\$ 0.60	
39	Delete Trail/Pedestrian Bridge Crossing of LRT and Freight Railroad East of Beltline Station	\$13-14	\$ 13.00	\$ 14.00	
42	Delete N. Cedar Lake Trail Bridge at Penn Station	\$12-14	\$ 12.00	\$ 14.00	
8	Remove 2 Pedestrian Underpasses at Opus Station	\$1-2	\$ 1.00	\$ 2.00	
<b>Subtotal Potential Stakeholder Options:</b>			<b>\$ 145.60</b>	<b>\$ 167.15</b>	
<b>Western End of Line Options</b>					
45	End at Southwest Station**	\$120-125	\$ 120.00	\$ 125.00	(1,000)
46	<i>End at Eden Prairie Town Center (per PE Plans)</i>	<i>\$190-195</i>			<i>(3,200)</i>
47	<i>End at Eden Prairie Town Center (with station at Eden Road and Flying Cloud Drive)</i>	<i>\$230-235</i>			<i>(3,200)</i>
48	<i>End at Golden Triangle</i>	<i>\$375-380</i>			<i>(6,600)</i>
<b>Subtotal Potential Western End of Line Options:</b>			<b>\$ 120.00</b>	<b>\$ 125.00</b>	
<b>Summary</b>					
<b>Total Potential Cost Reduction:</b>			<b>\$ 300.38</b>	<b>\$ 337.28</b>	
<b>May 20 CMAQ Award to St. Louis Park for Beltline Park-and-Ride Ramp:</b>			<b>\$ 8.75</b>	<b>\$ 8.75</b>	
<b>Remaining Reduction Needed to Achieve \$341M:</b>			<b>\$ 31.87</b>	<b>\$ (5.03)</b>	
<b>Additional Revenue Service Delay</b>					
49	<i>Delete CP Rail Swap</i>	<i>\$5-10</i>			
50	<i>Delete Kenilworth Tunnel; LRT, freight tracks, and trail at-grade</i>	<i>-\$5-0</i>			
<b>Analysis Pending</b>					
51	<i>Additional Reduction to Light Rail Vehicle Fleet</i>				
52	<i>Finance Charge Reduction</i>				
<b>Notes:</b>					
*	Reduced 2020 Park-and-Ride Accounted for under Corridor Wide Options				
**	Includes adding 409 park-and-ride spaces (2020 Build) to the Southwest Station ramp for a total of 859 spaces. Excludes an additional \$4-5million cost to expand to 2040 Build (an increase of 270 spaces for a total of 1129 spaces); ROW reduced by 11 acres, 0 relocations; no change in vehicles required.				
***	Adjustments to Station Site Furnishings, Artwork, and Landscaping reductions not included				
****	Ridership forecast metrics evaluated independently				

Southwest LRT Potential Cost Reduction Scenario B					
Western End at Golden Triangle					
Cost Category:					
Cost ID	Description	Range (In Millions)	Potential Cost Reduction (In Millions)		Ridership Delta ****
			Low	High	
<b>Corridor-Wide Options</b>					
26	Reduce Station Site Furnishings Project Wide by 50%	\$0.55-0.60			
27	Reduce Station Art Project Wide by 50%	\$1.8-2.3			
28	Reduce Station Art Project Wide by 100%	\$4-4.5			
29	Reduce Landscaping Project Wide by 50%	\$8-9			
43	Reduce Landscaping Project Wide by 75%	\$11-13			
17	Convert Ramp to Surface Lot and Reduce to 2020 - Beltline (Assumes \$7M CMAQ plus \$1.75M St. Louis Park match)	\$6.25-8.25			
14	Reduce Park & Ride to 2020 - Louisiana	\$0.25-0.30			
11	Reduce Park & Ride to 2020 - Blake	\$0.85-0.90			
10	Reduce Park & Ride to 2020 - Downtown Hopkins	\$0-2.5			
6	Reduce Park & Ride to 2020 - Opus	\$0.05-0.10			
4	Reduce Park & Ride to 2020 - City West	\$0.15-0.20			
2	Reduce Park & Ride to 2020 - Golden Triangle	\$0.35-0.40			
1	Reduce Park & Ride to 2020 - Southwest Station	\$3-4			
<b>Subtotal Potential Corridor-Wide Options:</b>			\$ -	\$ -	
<b>Operations Options</b>					
30	Replace Duct Bank with Cable Trough (adjusted for Western end at Golden Triangle)	\$6.1-7.1	\$ 6.10	\$ 7.10	
9	Modify Track and Shady Oak Station	\$1.3-1.8	\$ 1.30	\$ 1.80	
25	Modify LRT Bridge at Glenwood	\$1.5-2.5	\$ 1.50	\$ 2.50	
31	Modify Non-Revenue LRT Vehicle Storage Building at OMF	\$0.25-0.30			
33	Modify Cold Storage Building at OMF	\$0.5-1			
<b>Subtotal Potential Operations Options:</b>			\$ 8.90	\$ 11.40	
<b>Stakeholder Options</b>					
<b>Light Rail Vehicles:</b>					
44	Reduce Light Rail Vehicle Fleet Size (2)	\$10-12			
32	Reduce Operations and Maintenance Facility Scope - Store 30 Vehicles	\$8-9			
<b>Park-and-Rides:</b>					
18	Delete 2020 Reduced Park & Ride - Beltline (Assumes \$7M CMAQ plus \$1.75M St. Louis Park match)*	\$1-2			(900)
19	Use Hennepin Co. Regional Rail Authority Property for Park & Ride - Beltline	\$2.8-3.3			
15	Delete 2020 Reduced Park & Ride - Louisiana*	\$0.45-0.90			(425)
12	Convert Ramp to Surface Lot and Reduce to 2020 - Blake	\$4.6-5.6			
13	Delete 2020 Reduced Park & Ride - Blake*	\$5.2-6.2			(450)
36	Delete 2020 Reduced Park & Ride - Downtown Hopkins (Assumes \$6M CMAQ plus \$1.5M Hopkins match)*	\$1.5-2.5			(525)
37	Delete 2020 Reduced Park & Ride - Shady Oak	\$25-27			(450)
7	Delete 2020 Reduced Park & Ride - Opus*	\$0.50-0.55			(150)
5	Delete 2020 Reduced Park & Ride - City West*	\$0.75-0.80			(300)
3	Delete 2020 Reduced Park & Ride - Golden Triangle*	\$0.65-1.60			(400)
35	Delete 2020 Reduced Park & Ride - Southwest Station*	\$10-11			(600)
34	Delete Park & Ride - Mitchell	\$23-25			(1,070)
<b>Stations:</b>					
24	Defer Royalston Station	\$4-5			
23	Delete Royalston Station and Associated Station Area Pedestrian Improvements and 7th Street Bikeway***	\$6-7			(200)
41	Defer Penn Station	\$12-14			
40	Delete Penn Station and Associated Station Area Pedestrian Improvements***	\$14-16			(750)
22	Defer 21st Street Station	\$4-5			
21	Delete 21st Street Station and Associated Pedestrian Connections to Cedar Lake***	\$6-7			(1,660)
20	Delete Vertical Circulation at West Lake Station; At-grade Crossing of Freight Tracks Provided by Others	\$5-6			(1,370)
38	Delete Joint Development at Blake	\$13-15			
<b>Trail Structures:</b>					
16	Delete Trail Underpass Under Freight Tracks at Louisiana Station	\$0.55-0.60			
39	Delete Trail/Pedestrian Bridge Crossing of LRT and Freight Railroad East of Beltline Station	\$13-14			
42	Delete N. Cedar Lake Trail Bridge at Penn Station	\$12-14			
8	Remove 2 Pedestrian Underpasses at Opus Station	\$1-2			
<b>Subtotal Potential Stakeholder Options:</b>			\$ -	\$ -	
<b>Western End of Line Options</b>					
45	End at Southwest Station	\$120-125			(1,000)
46	End at Eden Prairie Town Center (per PE Plans)	\$190-195			(3,200)
47	End at Eden Prairie Town Center (with station at Eden Road and Flying Cloud Drive)	\$230-235			(3,200)
48	End at Golden Triangle**	\$375-380	\$ 375.00	\$ 380.00	6,600
<b>Subtotal Potential Western End of Line Options:</b>			\$ 375.00	\$ 380.00	
<b>Summary</b>					
<b>Total Potential Cost Reduction:</b>			\$ 383.90	\$ 391.40	
<b>May 20 CMAQ Award to St. Louis Park for Beltline Park-and-Ride Ramp:</b>			\$ 8.75	\$ 8.75	
<b>Remaining Reduction Needed to Achieve \$341M:</b>			\$ (51.65)	\$ (59.15)	
<b>Additional Revenue Service Delay</b>					
49	Delete CP Rail Swap	\$5-10			
50	Delete Kenilworth Tunnel; LRT, freight tracks, and trail at-grade	-\$5-0			
<b>Analysis Pending</b>					
51	Additional Reduction to Light Rail Vehicle Fleet				
52	Finance Charge Reduction				
* Reduced 2020 Park-and-Ride Accounted for under Corridor Wide Options					
** additional spaces for a total of 900 spaces); ROW reduced by 27.2 acres, 11 relocations; Reduce 7 vehicles; Reduce Operations and Maintenance Facility scope - store 30 vehicles.					
*** Adjustments to Station Site Furnishings, Artwork, and Landscaping reductions not included					
**** Ridership forecast metrics evaluated independently					

Southwest LRT Potential Cost Reduction Scenario C					
Western End at Eden Prairie Town Center (PE)					
Cost Category:					
Cost ID	Description	Range (In Millions)	Potential Cost Reduction (In Millions)		Ridership Delta ****
			Low	High	
<b>Corridor-Wide Options</b>					
26	Reduce Station Site Furnishings Project Wide by 50%	\$0.55-0.60	\$ 0.53	\$ 0.58	
27	<i>Reduce Station Art Project Wide by 50%</i>	<i>\$1.8-2.3</i>			
28	Reduce Station Art Project Wide by 100%	\$4-4.5	\$ 4.00	\$ 4.50	
29	<i>Reduce Landscaping Project Wide by 50%</i>	<i>\$8-9</i>			
43	Reduce Landscaping Project Wide by 75%	\$11-13	\$ 11.00	\$ 13.00	
17	Convert Ramp to Surface Lot and Reduce to 2020 - Beltline (Assumes \$7M CMAQ plus \$1.75M St. Louis Park match)	\$6.25-8.25	\$ 6.25	\$ 8.25	
14	Reduce Park & Ride to 2020 - Louisiana	\$0.25-0.30	\$ 0.25	\$ 0.30	
11	Reduce Park & Ride to 2020 - Blake	\$0.85-0.90	\$ 0.85	\$ 0.90	
10	Reduce Park & Ride to 2020 - Downtown Hopkins (Assumes \$6M CMAQ plus \$1.5M Hopkins match)	\$0-2.5	\$ -	\$ 2.50	
6	Reduce Park & Ride to 2020 - Opus	\$0.05-0.10	\$ 0.05	\$ 0.10	
4	Reduce Park & Ride to 2020 - City West	\$0.15-0.20	\$ 0.15	\$ 0.20	
2	<i>Reduce Park &amp; Ride to 2020 - Golden Triangle**</i>	<i>\$0.35-0.40</i>			
1	<i>Reduce Park &amp; Ride to 2020 - Southwest Station</i>	<i>\$3-4</i>			
<b>Subtotal Potential Corridor-Wide Options:</b>			<b>\$ 23.08</b>	<b>\$ 30.33</b>	
<b>Operations Options</b>					
30	Replace Duct Bank with Cable Trough (adjusted for Western end at Eden Prairie Town Center)	\$7.3-8.3	\$ 7.30	\$ 8.30	
9	Modify Track and Shady Oak Station	\$1.3-1.8	\$ 1.30	\$ 1.80	
25	Modify LRT Bridge at Glenwood	\$1.5-2.5	\$ 1.50	\$ 2.50	
31	Modify Non-Revenue LRT Vehicle Storage Building at OMF	\$0.25-0.30	\$ 0.25	\$ 0.30	
33	Modify Cold Storage Building at OMF	\$0.5-1	\$ 0.50	\$ 1.00	
<b>Subtotal Potential Operations Options:</b>			<b>\$ 10.85</b>	<b>\$ 13.90</b>	
<b>Stakeholder Options</b>					
<b>Light Rail Vehicles:</b>					
44	Reduce Light Rail Vehicle Fleet Size (2)	\$10-12	\$ 10.00	\$ 12.00	
32	Reduce Operations and Maintenance Facility Scope - Store 30 Vehicles	\$8-9	\$ 8.00	\$ 9.00	
<b>Park-and-Rides:</b>					
18	Delete 2020 Reduced Park & Ride - Beltline (Assumes \$7M CMAQ plus \$1.75M St. Louis Park match)*	\$1-2	\$ 1.00	\$ 2.00	(900)
19	<i>Use Hennepin Co. Regional Rail Authority Property for Park &amp; Ride - Beltline</i>	<i>\$2.8-3.3</i>			
15	Delete 2020 Reduced Park & Ride - Louisiana*	\$0.45-0.90	\$ 0.45	\$ 0.90	(425)
12	<i>Convert Ramp to Surface Lot and Reduce to 2020 - Blake</i>	<i>\$4.6-5.6</i>			
13	Delete 2020 Reduced Park & Ride - Blake*	\$5.2-6.2	\$ 5.20	\$ 6.20	(450)
36	Delete 2020 Reduced Park & Ride - Downtown Hopkins (Assumes \$6M CMAQ plus \$1.5M Hopkins match)*	\$1.5-2.5	\$ 1.50	\$ 2.50	(525)
37	Delete 2020 Reduced Park & Ride - Shady Oak	\$25-27	\$ 25.00	\$ 27.00	(450)
7	Delete 2020 Reduced Park & Ride - Opus*	\$0.50-0.55	\$ 0.50	\$ 0.55	(150)
5	Delete 2020 Reduced Park & Ride - City West*	\$0.75-0.80	\$ 0.75	\$ 0.80	(300)
3	Delete 2020 Reduced Park & Ride - Golden Triangle**	\$19-21	\$ 19.00	\$ 21.00	(1,350)
35	<i>Delete 2020 Reduced Park &amp; Ride - Southwest Station*</i>	<i>\$10-11</i>			<i>(600)</i>
34	<i>Delete Park &amp; Ride - Mitchell</i>	<i>\$23-25</i>			<i>(1,070)</i>
<b>Stations:</b>					
24	<i>Defer Royalston Station</i>	<i>\$4-5</i>			
23	Delete Royalston Station and Associated Station Area Pedestrian Improvements and 7th Street Bikeway***	\$6-7	\$ 6.00	\$ 7.00	(200)
41	<i>Defer Penn Station</i>	<i>\$12-14</i>			
40	Delete Penn Station and Associated Station Area Pedestrian Improvements***	\$14-16	\$ 14.00	\$ 16.00	(750)
22	<i>Defer 21st Street Station</i>	<i>\$4-5</i>			
21	Delete 21st Street Station and Associated Pedestrian Connections to Cedar Lake***	\$6-7	\$ 6.00	\$ 7.00	(1,660)
20	Delete Vertical Circulation at West Lake Station; At-grade Crossing of Freight Tracks Provided by Others	\$5-6	\$ 5.00	\$ 6.00	(1,370)
38	Delete Joint Development at Blake	\$13-15	\$ 13.00	\$ 15.00	
<b>Trail Structures:</b>					
16	Delete Trail Underpass Under Freight Tracks at Louisiana Station	\$0.55-0.60	\$ 0.55	\$ 0.60	
39	Delete Trail/Pedestrian Bridge Crossing of LRT and Freight Railroad East of Beltline Station	\$13-14	\$ 13.00	\$ 14.00	
42	Delete N. Cedar Lake Trail Bridge at Penn Station	\$12-14	\$ 12.00	\$ 14.00	
8	Remove 2 Pedestrian Underpasses at Opus Station	\$1-2	\$ 1.00	\$ 2.00	
<b>Subtotal Potential Stakeholder Options:</b>			<b>\$ 141.95</b>	<b>\$ 163.55</b>	
<b>Western End of Line Options</b>					
45	<i>End at Southwest Station</i>	<i>\$120-125</i>			<i>(1,000)</i>
46	End at Eden Prairie Town Center (per PE Plans)**	\$190-195	\$ 190.00	\$ 195.00	(3,200)
47	<i>End at Eden Prairie Town Center (with station at Eden Road and Flying Cloud Drive)</i>	<i>\$230-235</i>			<i>(3,200)</i>
48	<i>End at Golden Triangle</i>	<i>\$375-380</i>			<i>6,600</i>
<b>Subtotal Potential Western End of Line Options:</b>			<b>\$ 190.00</b>	<b>\$ 195.00</b>	
<b>Summary</b>					
<b>Total Potential Cost Reduction:</b>			<b>\$ 365.88</b>	<b>\$ 402.78</b>	
<b>May 20 CMAQ Award to St. Louis Park for Beltline Park-and-Ride Ramp:</b>			<b>\$ 8.75</b>	<b>\$ 8.75</b>	
<b>Remaining Reduction Needed to Achieve \$341M:</b>			<b>\$ (33.63)</b>	<b>\$ (70.53)</b>	
<b>Additional Revenue Service Delay</b>					
49	<i>Delete CP Rail Swap</i>	<i>\$5-10</i>			
50	<i>Delete Kenilworth Tunnel; LRT, freight tracks, and trail at-grade</i>	<i>-\$5-0</i>			
<b>Analysis Pending</b>					
51	<i>Additional Reduction to Light Rail Vehicle Fleet</i>				
52	<i>Finance Charge Reduction</i>				
* Reduced 2020 Park-and-Ride Accounted for under Corridor Wide Options					
** Change surface parking to 710 space structure at Golden Triangle Station (2020 Build). Excludes an additional \$4-5million in cost to expand park-and-ride capacity to 2040 Build (an increase of 190 additional spaces for a total of 900 spaces); ROW reduced by 13.7 acres, 3 relocations; no change in vehicles required.					
*** Adjustments to Station Site Furnishings, Artwork, and Landscaping reductions not included					
**** Ridership forecast metrics evaluated independently					

Southwest LRT Potential Cost Reduction Scenario D					
Western End at Eden Prairie Town Center (Modified)					
Cost Category:					
Cost ID	Description	Range (In Millions)	Potential Cost Reduction (In Millions)		Ridership Delta ****
			Low	High	
<b>Corridor-Wide Options</b>					
26	Reduce Station Site Furnishings Project Wide by 50%	\$0.55-0.60	\$ 0.53	\$ 0.58	
27	<i>Reduce Station Art Project Wide by 50%</i>	<i>\$1.8-2.3</i>			
28	Reduce Station Art Project Wide by 100%	\$4-4.5	\$ 4.00	\$ 4.50	
29	<i>Reduce Landscaping Project Wide by 50%</i>	<i>\$8-9</i>			
43	Reduce Landscaping Project Wide by 75%	\$11-13	\$ 11.00	\$ 13.00	
17	Convert Ramp to Surface Lot and Reduce to 2020 - Beltline (Assumes \$7M CMAQ plus \$1.75M St. Louis Park match)	\$6.25-8.25	\$ 6.25	\$ 8.25	
14	Reduce Park & Ride to 2020 - Louisiana	\$0.25-0.30	\$ 0.25	\$ 0.30	
11	Reduce Park & Ride to 2020 - Blake	\$0.85-0.90	\$ 0.85	\$ 0.90	
10	Reduce Park & Ride to 2020 - Downtown Hopkins (Assumes \$6M CMAQ plus \$1.5M Hopkins match)	\$0-2.5	\$ -	\$ 2.50	
6	Reduce Park & Ride to 2020 - Opus	\$0.05-0.10	\$ 0.05	\$ 0.10	
4	Reduce Park & Ride to 2020 - City West	\$0.15-0.20	\$ 0.15	\$ 0.20	
2	<i>Reduce Park &amp; Ride to 2020 - Golden Triangle**</i>	<i>\$0.35-0.40</i>			
1	<i>Reduce Park &amp; Ride to 2020 - Southwest Station</i>	<i>\$3-4</i>			
<b>Subtotal Potential Corridor-Wide Options:</b>			<b>\$ 23.08</b>	<b>\$ 30.33</b>	
<b>Operations Options</b>					
30	Replace Duct Bank with Cable Trough (adjusted for Western end at Eden Prairie Town Center- Modified)	\$7.1-8.1	\$ 7.10	\$ 8.10	
9	Modify Track and Shady Oak Station	\$1.3-1.8	\$ 1.30	\$ 1.80	
25	Modify LRT Bridge at Glenwood	\$1.5-2.5	\$ 1.50	\$ 2.50	
31	Modify Non-Revenue LRT Vehicle Storage Building at OMF	\$0.25-0.30	\$ 0.25	\$ 0.30	
33	Modify Cold Storage Building at OMF	\$0.5-1	\$ 0.50	\$ 1.00	
<b>Subtotal Potential Operations Options:</b>			<b>\$ 10.65</b>	<b>\$ 13.70</b>	
<b>Stakeholder Options</b>					
<b>Light Rail Vehicles:</b>					
44	Reduce Light Rail Vehicle Fleet Size (2)	\$10-12	\$ 10.00	\$ 12.00	
32	Reduce Operations and Maintenance Facility Scope - Store 30 Vehicles	\$8-9	\$ 8.00	\$ 9.00	
<b>Park-and-Rides:</b>					
18	Delete 2020 Reduced Park & Ride - Beltline (Assumes \$7M CMAQ plus \$1.75M St. Louis Park match)*	\$1-2	\$ 1.00	\$ 2.00	(900)
19	<i>Use Hennepin Co. Regional Rail Authority Property for Park &amp; Ride - Beltline</i>	<i>\$2.8-3.3</i>			
15	Delete 2020 Reduced Park & Ride - Louisiana*	\$0.45-0.90	\$ 0.45	\$ 0.90	(425)
12	<i>Convert Ramp to Surface Lot and Reduce to 2020 - Blake</i>	<i>\$4.6-5.6</i>			
13	Delete 2020 Reduced Park & Ride - Blake*	\$5.2-6.2	\$ 5.20	\$ 6.20	(450)
36	Delete 2020 Reduced Park & Ride - Downtown Hopkins (Assumes \$6M CMAQ plus \$1.5M Hopkins match)*	\$1.5-2.5	\$ 1.50	\$ 2.50	(525)
37	Delete 2020 Reduced Park & Ride - Shady Oak	\$25-27	\$ 25.00	\$ 27.00	(450)
7	Delete 2020 Reduced Park & Ride - Opus*	\$0.50-0.55	\$ 0.50	\$ 0.55	(150)
5	Delete 2020 Reduced Park & Ride - City West*	\$0.75-0.80	\$ 0.75	\$ 0.80	(300)
3	Delete 2020 Reduced Park & Ride - Golden Triangle**	\$19-21	\$ 19.00	\$ 21.00	(1,350)
35	<i>Delete 2020 Reduced Park &amp; Ride - Southwest Station*</i>	<i>\$10-11</i>			<i>(600)</i>
34	<i>Delete Park &amp; Ride - Mitchell</i>	<i>\$23-25</i>			<i>(1,070)</i>
<b>Stations:</b>					
24	<i>Defer Royalston Station</i>	<i>\$4-5</i>			
23	Delete Royalston Station and Associated Station Area Pedestrian Improvements and 7th Street Bikeway***	\$6-7	\$ 6.00	\$ 7.00	(200)
41	<i>Defer Penn Station</i>	<i>\$12-14</i>			
40	Delete Penn Station and Associated Station Area Pedestrian Improvements***	\$14-16	\$ 14.00	\$ 16.00	(750)
22	<i>Defer 21st Street Station</i>	<i>\$4-5</i>			
21	Delete 21st Street Station and Associated Pedestrian Connections to Cedar Lake***	\$6-7	\$ 6.00	\$ 7.00	(1,660)
20	Delete Vertical Circulation at West Lake Station; At-grade Crossing of Freight Tracks Provided by Others	\$5-6	\$ 5.00	\$ 6.00	(1,370)
38	Delete Joint Development at Blake	\$13-15	\$ 13.00	\$ 15.00	
<b>Trail Structures:</b>					
16	Delete Trail Underpass Under Freight Tracks at Louisiana Station	\$0.55-0.60	\$ 0.55	\$ 0.60	
39	Delete Trail/Pedestrian Bridge Crossing of LRT and Freight Railroad East of Beltline Station	\$13-14	\$ 13.00	\$ 14.00	
42	Delete N. Cedar Lake Trail Bridge at Penn Station	\$12-14	\$ 12.00	\$ 14.00	
8	Remove 2 Pedestrian Underpasses at Opus Station	\$1-2	\$ 1.00	\$ 2.00	
<b>Subtotal Potential Stakeholder Options:</b>			<b>\$ 141.95</b>	<b>\$ 163.55</b>	
<b>Western End of Line Options</b>					
45	<i>End at Southwest Station</i>	<i>\$120-125</i>			<i>(1,000)</i>
46	<i>End at Eden Prairie Town Center (per PE Plans)</i>	<i>\$190-195</i>			<i>(3,200)</i>
47	End at Eden Prairie Town Center (with station at Eden Road and Flying Cloud Drive)**	\$230-235	\$ 230.00	\$ 235.00	(3,200)
48	<i>End at Golden Triangle</i>	<i>\$375-380</i>			<i>6,600</i>
<b>Subtotal Potential Western End of Line Options:</b>			<b>\$ 230.00</b>	<b>\$ 235.00</b>	
<b>Summary</b>					
<b>Total Potential Cost Reduction:</b>			<b>\$ 405.68</b>	<b>\$ 442.58</b>	
<b>May 20 CMAQ Award to St. Louis Park for Beltline Park-and-Ride Ramp:</b>			<b>\$ 8.75</b>	<b>\$ 8.75</b>	
<b>Remaining Reduction Needed to Achieve \$341M:</b>			<b>\$ (73.43)</b>	<b>\$ (110.33)</b>	
<b>Additional Revenue Service Delay</b>					
49	<i>Delete CP Rail Swap</i>	<i>\$5-10</i>			
50	<i>Delete Kenilworth Tunnel; LRT, freight tracks, and trail at-grade</i>	<i>-\$5-0</i>			
<b>Analysis Pending</b>					
51	<i>Additional Reduction to Light Rail Vehicle Fleet</i>				
52	<i>Finance Charge Reduction</i>				
* Reduced 2020 Park-and-Ride Accounted for under Corridor Wide Options					
** Shift station to Eden Road and Flying Cloud Drive. Change surface parking to 710 space structure at Golden Triangle Station (2020 Build). Excludes an additional \$4-5million in cost to expand park-and-ride capacity to 2040 Build (an increase of 190 additional spaces for a total of 900 spaces); ROW reduced by 20.5 acres, 4 relocations; no change in vehicles required.					
*** Adjustments to Station Site Furnishings, Artwork, and Landscaping reductions not included					
**** Ridership forecast metrics evaluated independently					

Average Weekday Station Usage by Mode of Access (2040)

Station	% by Mode of Access	
Mitchell Station	84%	Park and Ride
	16%	Other
Southwest Station	28%	Park and Ride
	73%	Other
Eden Prairie Town Center Station	15%	Park and Ride
	85%	Other
Golden Triangle Station	42%	Park and Ride
	58%	Other
City West Station	49%	Park and Ride
	51%	Other
Opus Station	15%	Park and Ride
	85%	Other
Shady Oak Station	64%	Park and Ride
	36%	Other
Downtown Hopkins Station	23%	Park and Ride
	77%	Other
Blake Station	33%	Park and Ride
	67%	Other
Louisiana Station	28%	Park and Ride
	72%	Other
Wooddale Station	0%	Park and Ride
	100%	Other
Beltline Station	37%	Park and Ride
	63%	Other
West Lake Station	0%	Park and Ride
	100%	Other
21st Street Station	0%	Park and Ride
	100%	Other
Penn Station	0%	Park and Ride
	100%	Other
Van White Station	0%	Park and Ride
	100%	Other
Royalston Station	0%	Park and Ride
	100%	Other

Note: Other includes walk, bike, drop-off, and transfer  
DRAFT - work in progress

# Equity ●

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Equity connects all residents to opportunity and creates viable housing, transportation, and recreation options for people of all races, ethnicities, incomes, and abilities so that all communities share the opportunities and challenges of growth and change. For our region to reach its full economic potential, all of our residents must be able to access opportunity. Our region is stronger when all people live in communities that provide them access to opportunities for success, prosperity, and quality of life.

## Promoting equity means:

- Using our influence and investments to build a more equitable region.
- Creating real choices in where we live, how we travel, and where we recreate for all residents, across race, ethnicity, economic means, and ability.
- Investing in a mix of housing affordability along the region's transit corridors.
- Engaging a full cross-section of the community in decision-making.

Equity

**CITY OF EDEN PRAIRIE  
HENNEPIN COUNTY, MINNESOTA**

**RESOLUTION NO. 2014-74**

**A RESOLUTION APPROVING THE PHYSICAL DESIGN COMPONENT OF THE  
PRELIMINARY DESIGN PLANS FOR THE SOUTHWEST LIGHT RAIL PROJECT  
WITHIN THE CITY OF EDEN PRAIRIE**

**WHEREAS**, The Governor designated the Metropolitan Council (“Council”) as the responsible authority for the Southwest Light Rail Transit Project (“Project”), which makes it responsible for the planning, designing, acquiring, constructing and equipping the Project; and

**WHEREAS**, the Project is now in the preliminary design phase; and

**WHEREAS**, the design at this phase is approximately 15 percent complete; and

**WHEREAS**, Minnesota Statutes Section 473.3994 allows cities and counties along a proposed light rail route to provide input to the Council on the physical design component of the preliminary design plans; and

**WHEREAS**, on April 22, 2014, the Council submitted the physical design component of the preliminary design plan (“Plans”) to the governing body of each statutory and home rule charter city, county and town in which the route is proposed to be located; and

**WHEREAS**, public hearings are then required, which the City of Eden Prairie held on June 17, 2014; and

**WHEREAS**, within 45 days of a joint hearing held by the Council and the Hennepin County Regional Rail Authority (“HCRRA”), which was held on May 29, 2014, the City of Eden Prairie must review and approve or disapprove the Plans for the route to be located in the City of Eden Prairie; and

**WHEREAS**, Minnesota Statutes Section 473.3994 provides that “a local unit of government that disapproves the plans shall describe specific amendments to the plans that, if adopted, would cause the local unit to withdraw its disapproval;” and

**WHEREAS**, approval or disapproval by the City of Eden Prairie is part of the statutory preliminary design process; and

**WHEREAS**, City staff has reviewed the Plans and developed a report pertaining to these Plans and has made its recommendations; and

**WHEREAS**, the City of Eden Prairie will work with the Council throughout the design and construction process; and

**WHEREAS**, a Supplemental Draft Environmental Impact Statement is being prepared to evaluate among other matters the potential impacts of the alignment between the proposed

Southwest Station and Mitchell Station along Technology Drive and the City will have an opportunity to comment on the analysis once it is published for public comment; and

**WHEREAS**, the Council and its staff continue to work with SouthWest Transit (SWT) on the development of an agreement pertaining to understandings, goals, and potential future agreements between the Council and SWT relating to the co-location of the Council's proposed Southwest Light Rail Transit Project with SWT's existing operations at SouthWest Station located in Eden Prairie, Minnesota.

**WHEREAS**, the City of Eden Prairie desires that the Council and its staff continue to work with the City of Eden Prairie staff to evaluate terms identified below as Locally Requested Capital Investment ("LRCIs") recognizing that the implementation of this investment will require the identification of funding during the advanced design of the Project.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EDEN PRAIRIE, THAT THE CITY COUNCIL FINDS, DETERMINES, AND ORDERS AS FOLLOWS:**

1. The City of Eden Prairie provides its municipal approval of the Plans pursuant to Minnesota Statutes Section 473.3994 consistent with the above.
2. The City of Eden Prairie staff are directed to submit the City of Eden Prairie's approval to the Metropolitan Council.

**BE IT FURTHER RESOLVED** that the City identifies the following issues as outstanding and declares that this consent is granted based on the City's full faith and trust in the Metropolitan Council's commitment to arrive at resolution satisfactory to the City on the following issues which are not included or have not been satisfactorily addressed in the preliminary design plan submission:

1. Locate the 160 space parking facility in close proximity to Town Center Station which will be provided by beginning of revenue service.
2. Minimize disruption to businesses, residents, SouthWest Transit services, vehicular traffic and pedestrian traffic during construction through innovative practices.
3. Provide strong communication with the public during design and construction that is visual, timely, reliable, and easily understood.
4. Seek guidance and input from the City of Eden Prairie Parks, Recreation, Arts and Natural Resources Commission on the incorporation of public art into the project.
5. Complete the agreement between the Council and SouthWest Transit pertaining to understandings, goals, and potential future agreements relating to the co-location




of the Council's proposed Southwest Light Rail Transit Project with SWT's existing operations at SouthWest Station located in Eden Prairie, Minnesota.

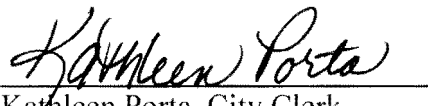
**BE IF FURTHER RESOLVED** that Council and its staff continue to work with the City of Eden Prairie staff to evaluate as the following "LRCIs" recognizing that the implementation of this investment will require the identification of project funding during the advanced design of the project:

1. Town Center Station being constructed as a side running platform.
2. Design and construction of a north-south road from Town Center Station to Singletree Lane.
3. Construction of a trail from Prairie Center Drive and the Highway 212 off ramp to the SouthWest Station.
4. Grading and installation of a trail adjacent to the tracks from City West Station south towards Shady Oak Road.
5. Enhance and improve the park like setting along Technology Drive and Prairie Center Drive.
6. Modification of the grade separated crossing of Valley View Road such that it minimizes LRT travel time through the elimination of sharp curves.
7. Rounded, fluted and tubular catenary poles throughout Eden Prairie.
8. Direct fixation or embedded track at appropriate locations in Eden Prairie.
9. Alternative materials for fencing, bridge railings and similar appurtenances at appropriate locations in Eden Prairie along with agreements for long term maintenance.

**ADOPTED** by the City Council on July 14, 2014.

  
Nancy Tyfa-Lukens, Mayor

**ATTEST:**

  
Kathleen Porta, City Clerk

**Resolution No. 2014-068**

**Resolution approving the physical design component of the preliminary design plans for the Southwest Light Rail Project within the city of Minnetonka**

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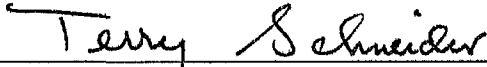
Be it resolved by the City Council of the City of Minnetonka, Minnesota as follows:

Section 1. Background.

- 1.01. The Governor designated the Metropolitan Council ("Council") as the responsible authority for the Southwest Light Rail Transit Project ("Project"), which makes it responsible for planning, designing, acquiring, constructing and equipping the Project.
- 1.02. The Project is now in the preliminary design phase.
- 1.03. The design at this phase is approximately 15 percent complete.
- 1.04. Minnesota Statutes section 473.3994 allows cities and counties along a proposed light rail route to provide input to the council on the physical design component of the preliminary design plans.
- 1.05. On April 22, 2014, the council submitted the physical design component of the preliminary design plans ("Plans") to the governing body of each statutory and home rule charter city, county, and town in which the route is proposed to be located.
- 1.06. Public hearings are then required, which the city of Minnetonka ("City") held on June 2, 2014.
- 1.07. Within 45 days of a joint hearing held by the council and the Hennepin County Regional Rail Authority ("HCRRA"), which was held on May 29, 2014, the city must review and approve or disapprove the Plans for the route to be located in the city.
- 1.08. Minnesota Statutes section 473.3994 provides that "a local unit of government that disapproves the Plans shall describe specific amendments to the Plans that, if adopted, would cause the local unit to withdraw its disapproval."
- 1.09. Approval or disapproval by the city is part of the statutory preliminary design process.

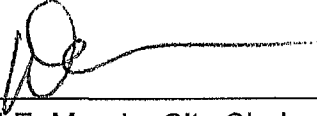
- 1.10. City staff has reviewed the Plans and developed a report pertaining to these Plans and has made its recommendations.
  - 1.11. The city supports the implementation of the Project and is doing everything possible to support its successful implementation by 2019.
  - 1.12. The city is committed to work with the council throughout the design and construction process.
  - 1.13. The city desires that the council and its staff continue to work with city staff to evaluate the extension of 17th Avenue from Shady Oak Station south to K-Tel Drive, including necessary utility connections, as a Locally Requested Capital Investment ("LRCI"), recognizing that the implementation of this investment will require the identification of funding during the advanced design of the Project.
  - 1.14. The city desires that the council and its staff continue to work with city staff to evaluate, as a LRCI, construction that accommodates a future station near Smetana Road, if the LRT is constructed within a tunnel under Smetana Road, recognizing that the implementation of this station-ready investment will require the identification of funding during the advanced design of the Project.
  - 1.15. The city desires that the council and its staff continue to work with city staff to evaluate the construction of a 10-foot wide trail/sidewalk between Smetana Road and K-Tel Drive as a LRCI, recognizing that the implementation of this investment will require the identification of funding during the advanced design of the Project.
  - 1.16. The city desires that the council and its staff continue to work with city staff in consideration of other LRCIs recognizing that the implementation of these investments will require the identification of funding during the advanced design of the Project.
- Section 2. Council Action.
- 2.01. The city of Minnetonka provides its municipal approval of the Plans pursuant to Minnesota Statutes Section 473.3994 consistent with the above.
  - 2.02. City staff are directed to submit the city's approval to the Metropolitan Council.

Adopted by the City Council of the city of Minnetonka, Minnesota, on June 23, 2014.



Terry Schneider, Mayor

Attest:



David E. Maeda, City Clerk

**Action on this resolution:**

Motion for adoption: Wagner

Seconded by: Acomb

Voted in favor of: Wagner, Ellingson, Allendorf, Acomb, Wiersum, Bergstedt, Schneider

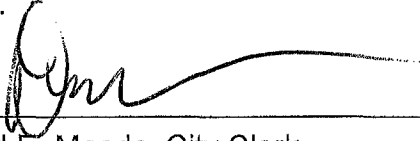
Voted against:

Abstained:

Absent:

Resolution adopted.

I hereby certify that the foregoing is a true and correct copy of a resolution adopted by the City Council of the City of Minnetonka, Minnesota, at a meeting held on June 23, 2014.

A handwritten signature in black ink, appearing to read 'D. Maeda', written over a horizontal line.

David E. Maeda, City Clerk

**CITY OF HOPKINS  
HENNEPIN COUNTY, MINNESOTA**

**RESOLUTION NO. 2014-028**

**RESOLUTION APPROVING THE PHYSICAL DESIGN COMPONENT OF THE  
PRELIMINARY DESIGN PLANS FOR THE SOUTHWEST LIGHT RAIL PROJECT  
WITHIN THE CITY OF HOPKINS**

**WHEREAS**, the Governor designated the Metropolitan Council (“Council”) as the responsible authority for the Southwest light Rail Transit Project (“Project”), which makes it responsible for planning, designing, acquiring, constructing and equipping the Project; and

**WHEREAS**, the Project is now in the preliminary design phase; and

**WHEREAS**, the design at this phase is approximately 15 percent complete; and

**WHEREAS**, Minnesota Statutes section 473.3994 allows cities and counties along a proposed light rail route to provide input to the council on the physical design component of the preliminary design plans; and

**WHEREAS**, on April 22, 2014, the Council submitted the physical design component of the preliminary design plans, and

**WHEREAS**, public hearings are then required, which the City of Hopkins held on June 3, 2014; and

**WHEREAS**, within 45 days of a joint hearing held by the Council and the Hennepin County Regional Rail Authority (“HCRRA”), which was held on May 29, 2014, the City of Hopkins must review and approve or disapprove the Plans for the route to be located in the City of Hopkins; and

**WHEREAS**, Minnesota Statutes section 473.3994 provides that “a local unit of government that disapproves the plans shall describe specific amendments to the plans that, if adopted, would cause the local unit to withdraw its disapproval; and

**WHEREAS**, approval or disapproval by the City of Hopkins is part of the statutory preliminary design process; and

**WHEREAS**, the City of Hopkins staff has reviewed the Plans and developed a report pertaining to these Plans and has made its recommendation; and

**WHEREAS**, the City of Hopkins supports the implementation of the Project and is committed to supporting the project through its successful implementation by 2019; and

**WHEREAS**, the City of Hopkins is committed to work with the Council throughout the design and construction process; and

**WHEREAS**, the City of Hopkins desire that the Council and its staff continue to work with the City of Hopkins staff to evaluate the conversion of the surface parking lot at the Shady Oak Station to a structure as a Locally Requested Capital Investment (“LRCI”) recognizing that the implementation of this investment will require the identification of funding during the advanced design of the project, and

**WHEREAS**, the City of Hopkins desire that the Council and its staff continue to work with the City of Hopkins staff to evaluate the intersection design of 5<sup>th</sup> Avenue and Excelsior Boulevard for accessibility improvements as a Locally Requested Capital Investment (“LRCI”) recognizing that the implementation of this investment will require the identification of funding during the advanced design of the project, and

**WHEREAS**, the City of Hopkins desire that the Council and its staff continue to work with the City of Hopkins staff to evaluate a higher level of design and treatment of the plaza area at the Downtown Hopkins Station as a Locally Requested Capital Investment (“LRCI”) recognizing that the implementation of this investment will require the identification of funding during the advanced design of the project.

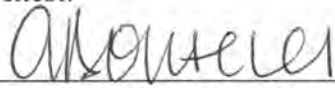
**THEREFORE, BE IT RESOLVED** that the City of Hopkins provides its municipal approval of the Plans pursuant to Minnesota Statutes Section 473.3994 consistent with the above and directs staff to submit the City of Hopkins’ approval to the Metropolitan Council.

Adopted this 17th day of June, 2014.

By:

  
\_\_\_\_\_  
Eugene J. Maxwell, Mayor

Attest:

  
\_\_\_\_\_  
Amy Domeier, City Clerk



Administration Office  
5005 Minnetonka Boulevard  
St. Louis Park MN 55416  
(952) 928-2840

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STATE OF MINNESOTA        )  
COUNTY OF HENNEPIN     ) ss                    "CITY COUNCIL RESOLUTION"  
CITY OF ST. LOUIS PARK    )

The undersigned hereby certifies the following:

- 1)        The attached is a full, true and correct copy of the original **Resolution No. 14-090** adopted July 14, 2014 and on file in the Office of the City Clerk.
  
- 2)        The City Council meeting was held upon due call and notice.

WITNESS my hand and the Seal of the City of St. Louis Park.



  
Nancy Stroth  
City Clerk

Date: July 29, 2014



**RESOLUTION NO. 14-090**

**RESOLUTION APPROVING THE PHYSICAL DESIGN COMPONENT OF THE  
PRELIMINARY DESIGN PLANS FOR THE SOUTHWEST LIGHT RAIL PROJECT  
WITHIN THE CITY OF ST. LOUIS PARK, MINNESOTA**

**WHEREAS**, a Strategic Priority for the City of St. Louis Park is “to be a connected and engaged community;” and

**WHEREAS**, St. Louis Park is committed to enhancing the regional transit system and recognizes the value the Southwest Light Rail Transit Project (“SW LRT Project”) will bring in serving St. Louis Park citizens, businesses, employers and employees; and

**WHEREAS**, the City of St. Louis Park has been an ardent supporter and active partner of the SW LRT project since its inception, participating in numerous processes for the SW LRT line including the Corridor Management Committee (CMC), Community Works Steering Committee, Business Advisory Committee (BAC), Community Advisory Committee (CAC), Technical Project Advisory Committee (TPAC), Technical Implementation Committee (TIC), several city advisory groups, and many community processes and education forums through Corridors of Opportunity, LISC, ULI Metropolitan Council, Hennepin County and others; and;

**WHEREAS**, the City of St. Louis Park is committed to protecting and enhancing the quality of its neighborhoods; and,

**WHEREAS**, St. Louis Park and its citizens have dedicated enormous effort, time and resources into visioning the city’s station areas, including planning, engineering, analyzing, discussing, and gaining community input in anticipation of the line, and,

**WHEREAS**, the Governor designated the Metropolitan Council (“Council”) as the responsible authority for the SW LRT Project, which makes it responsible for planning, designing, acquiring, constructing and equipping the Project; and

**WHEREAS**, the SW LRT Project is now in the preliminary design phase; and

**WHEREAS**, the design at this phase is approximately 15 percent complete; and

**WHEREAS**, Minnesota Statutes section 473.3994 allows cities and counties along a proposed light rail route to provide input to the Council on the physical design component of the preliminary design plans; and

**WHEREAS**, on April 22, 2014, the Council submitted the physical design component of the preliminary design plans (“Plans”) to the governing body of each statutory and home rule charter city, county, and town in which the route is proposed to be located; and

**WHEREAS**, a public hearing on the Plans was held by the City of St. Louis Park on May 19, 2014; and

**WHEREAS**, within 45 days of a joint hearing held by the Council and the Hennepin County Regional Rail Authority (“HCRRA”), which was held on May 29, 2014, the City of St. Louis Park must review and approve or disapprove the Plans for the route to be located in the City of St. Louis Park; and

**WHEREAS**, approval or disapproval by the City of St. Louis Park is part of the statutory preliminary design process; and

**WHEREAS**, City of St. Louis Park staff has reviewed the Plans and developed a report pertaining to these Plans and has made its recommendations; and

**WHEREAS**, the Plans include continuing the routing of freight rail trains along the Bass Lake Spur in St. Louis Park and into the Kenilworth corridor of Minneapolis, and not rerouting them to the MNS line in St. Louis Park, which is consistent with the City of St. Louis Park's long-standing formal position on this matter; and

**WHEREAS**, the City of St. Louis Park supports the implementation of the Project and is doing everything possible to support its successful implementation by 2019; and

**WHEREAS**, the City of St. Louis Park is committed to work with the Council throughout the design and construction process; and

**WHEREAS**, the City of St. Louis Park has identified the following issues as outstanding, some of which may become Locally Requested Capital Investments ("LRCIs") requiring the identification of funding during the advanced design of the Project:

1. Cedar Lake Regional Trail grade separations at Wooddale Avenue and Beltline Boulevard;
2. A roadway underpass of Beltline Boulevard at rail and trail crossings;
3. Circulation and access improvements at Beltline Station including implementing the extension of Lynn Avenue and a new road along the north side of the rail corridor;
4. A commitment to structured parking at the Beltline Park & Ride; and to continue to work towards a Joint Development project;
5. A new roadway underpass near the Wooddale Station connecting Xenwood Avenue to the north to meet the Highway 7 frontage road for vehicles, pedestrians and bicyclists;
6. Pedestrian/bike connection to Methodist Hospital from the Louisiana Avenue station;
7. Streetscape and engineering plans that accommodate development and redevelopment of the LRT station areas in accordance with City and the Community Works Southwest Corridor Investment Framework and Transitional Station Area Action Plan (TSAAP) elements; and

**WHEREAS**, resolving the outstanding issues is necessary to completing the design of the SWLRT and creating a healthy, safe, accessible multi-modal transportation system; and,

**WHEREAS**, the City of St. Louis Park desires that the Council and its staff continue to work with City staff to evaluate and resolve the above list of design issues; and,

**WHEREAS**, the City of St. Louis Park desires that the Council and its staff continue to address and work with the city on SW LRT line and station area design revisions that were identified in comments sent to the Southwest Project Office on May 2, 2014 ("RCSC Form").

**WHEREAS**, the City of St. Louis Park's understanding is that the Council and its staff are committed to working cooperatively with the City to evaluate and resolve the above list of design issues, the referenced May 2, 2014 comments as well as any additional issues that arise during the course of the SW LRT Advanced Design, Final Design, bidding, contracting, construction, mitigation of environmental impacts and all aspects of the design and implementation of the SW LRT Project.

**NOW THEREFORE BE IT RESOLVED THAT:**

1. The City of St. Louis Park provides its municipal approval of the Plans pursuant to Minnesota Statutes Section 473.3994.
2. City of St. Louis Park staff is directed to submit the City's approval to the Metropolitan Council.

**BE IT FURTHER RESOLVED THAT:**

The City of St. Louis Park will be submitting to the Council a Memorandum of Understanding (MOU) between the Council and the City of St. Louis Park outlining the outstanding design issues noted above in this resolution and the May 2, 2014 comments submitted in the RCSC form; and, confirming both St. Louis Park's and the Metropolitan Council intent to work cooperatively toward mutually acceptable solutions.

Reviewed for Administration:

  
\_\_\_\_\_  
City Manager

Adopted by the City Council July 14, 2014

  
\_\_\_\_\_  
Mayor

Attest:

  
\_\_\_\_\_  
City Clerk

CITY OF MINNEAPOLIS  
CERTIFICATION

STATE OF MINNESOTA )  
COUNTY OF HENNEPIN ) SS  
CITY OF MINNEAPOLIS )

I, Casey Joe Carl, City Clerk of the City of Minneapolis, in the County of Hennepin, and State of Minnesota, certify that I have examined the attached copy of **RESOLUTION 2014R-362** entitled, “**Approving the Physical Design Component of the Preliminary Design Plans for the Southwest Corridor Light Rail Transit Project in the City of Minneapolis.**”, adopted by the Minneapolis City Council at a meeting held on **October 31, 2014**, and have carefully compared the same with the original on file in this office, and that the attached copy is a true, correct and complete copy of the original.



IN WITNESS WHEREOF, I have signed and  
affixed the city seal on December 9, 2014.

  
Casey Joe Carl, City Clerk

2014R- 362  
**RESOLUTION**  
**of the**  
**CITY OF**  
**MINNEAPOLIS**

86

By Reich

**Approving the Physical Design Component of the Preliminary Design Plans for the Southwest Corridor Light Rail Transit Project in the City of Minneapolis.**

Whereas, the City of Minneapolis has been a strong advocate for increased investments in transit generally and for Southwest Light Rail Transit (LRT), in particular, and has been a reliable regional partner in advancing a multimodal transit system; and

Whereas, the City of Minneapolis has relied on other regional partners to work in a collaborative way to achieve a shared vision and is therefore extremely disappointed to be asked to approve a project which violates past commitments; and

**Location of Freight**

Whereas, when the Kenilworth Rail Corridor was acquired by the Hennepin County Regional Railroad Authority ("HCRRA") in the late 1980s, the corridor was empty and not regularly in use by any railroad; and

Whereas, the Minnesota Department of Transportation (MnDOT) needed to move freight rail out of the Midtown Corridor because the reconstruction of Highway 55 was going to sever the at-grade crossing of the highway. The government agencies involved had decided the solution was to relocate freight rail to the existing Minneapolis, Northfield and Southern Railway ("MN&S") rail corridor in St. Louis Park. But before the project began, project engineers learned that the land under the planned connection to the freight re-route – the Golden Auto site in St. Louis Park – was contaminated and unfit for construction; and

Whereas, HCRRA then allowed Twin Cities & Western ("TC&W") railroad to temporarily move its trains to the publicly-owned Kenilworth Corridor right-of-way in order to assist MnDOT to meet deadlines to save federal funding for the reconstruction of Highway 55 in South Minneapolis; and

Whereas, the Kenilworth Corridor was only to be in use for a maximum of six years, thus allowing time for environmental cleanup at the Golden Auto site. HCRRA entered into an agreement with TC&W for relocation to the MN&S corridor after the clean-up; and

Whereas, Hennepin County's promise to re-route freight before the corridor would be used for passenger transit service is summarized in its 2009 Freight Rail Study; and

Whereas, the State legislation providing substantial funding for soil remediation for the Golden Auto site required that MnDOT not disburse those funds until an agreement had been reached regarding the routing of freight. MnDOT failed to follow the law and gave the soil remediation funds to St Louis Park without a binding agreement from St. Louis Park regarding the rail routing. Laws of Minnesota, 1997, Chapter 231, Article 16, Section 23; and

Whereas, when planning for Southwest LRT began in earnest in the mid-2000s, TC&W trains continued to operate in the Kenilworth Corridor, as they were not moved to the MN&S pursuant to the earlier agreements and State law; and

### **Routing of LRT**

Whereas, decisions about light rail projects like Central LRT and Southwest LRT are driven by a need to adhere to the Federal Government's transit criteria or "funding formula," as the federal government provided 50% of the funding for Central and is anticipated to do the same for Southwest; and

Whereas, the decision about where to route the Southwest LRT line was made when the Bush-era transit funding formula was still in effect. That formula said that only new transit riders should count. If you were already a transit rider, you didn't count towards projected ridership. That formula was inherently biased against urban neighborhoods where lots of people already ride transit. That formula was inherently favorable to suburban areas where it is easier to find potential riders not currently taking transit. The Bush-era formula created an incentive for transit planners and policy-makers to avoid, rather than serve, dense neighborhoods where many people already take transit; and

### **Limitations of Kenilworth Alignment**

Whereas, the routing of Southwest LRT was not designed around serving disadvantaged populations or serving the greatest number of Minneapolis residents. It was designed to achieve the fastest route between suburban and downtown destinations; and

Whereas, when the City reluctantly agreed to proceed with Hennepin County's preferred alignment of Kenilworth, it did so with the express condition that the bicycle/pedestrian trail in the Kenilworth Corridor (the "Kenilworth Trail") would be preserved and with reassurance that long-standing promises to re-route freight would be kept; and

### **Serving the Communities Left Behind**

Whereas, following the selection of the Kenilworth Corridor as the Locally Preferred Alternative (LPA), the City redoubled its existing efforts to advance plans to provide rail service to the Nicollet Avenue corridor in the form of a more appropriately-sized Modern Streetcar and to provide rail service to the Midtown Greenway. These two corridors had been considered for Southwest LRT, but not selected; and

Whereas, the City appreciates Hennepin County's leadership in advancing Modern Streetcar on Nicollet by helping the City secure passage of a value capture tool and Metropolitan Council's leadership on advancing rail transit in the Midtown Greenway through its Alternatives Analysis; and

Whereas, the City also appreciates the support of both Hennepin County and the Metropolitan Council in their collaborative work with the City to jointly fund a study of the West Broadway corridor through North Minneapolis. This is a key step toward potentially expanding a Modern Streetcar to North Minneapolis, which would include an estimated 12-16 stops in North Minneapolis between Hennepin Avenue and the City border in a full build out scenario; and

Whereas, these neighborhoods along Midtown, Nicollet and Broadway are crying out for improved transit and for the opportunity to be connected to the regional spine of Southwest LRT and without continued shared efforts by our partner agencies, Southwest LRT will not meet its full potential; and

### **Freight Challenges Will Be Ongoing**

Whereas, after the LPA decision the Metropolitan Council took over the project as lead agency and convened a Southwest Corridor Management Committee (CMC) to advise the Metropolitan Council on Southwest LRT; and

Whereas, coordination with and the cooperation of the railroads was identified at the CMC as a potential obstacle to progress of the project. The City's sole delegate at the CMC, Mayor Rybak, was reassured that the Metropolitan Council was going to be a tough negotiator with the railroads; and

Whereas, in late 2012, Hennepin County released the Draft Environmental Impact Statement (DEIS) for the Southwest LRT Project. The City's official comments on the DEIS made it absolutely clear that its continued support for the Kenilworth LRT route was contingent upon implementing the freight relocation plan; and

Whereas, at the direction of the Federal Transit Administration ("FTA"), the DEIS included analysis of a scenario in which both freight and LRT would coexist at-grade in the Kenilworth corridor, a concept that had not advanced through the Alternatives Analysis process, or for which the project sponsor developed conceptual engineering drawings. Using layouts developed by the City of St. Louis Park, not the Southwest LRT Project Office or Hennepin County, the DEIS found that co-locating freight and LRT at-grade in the Kenilworth corridor would be detrimental to the environment, and recommended the LPA with freight re-routed as the option "that will cause the least damage to the biological and physical environment and that best protects, preserves, and enhances historic, cultural, and natural resources." Southwest Transitway DEIS, October 2012, pages 11-15; and

Whereas, tasked with belatedly addressing the freight issue, last summer the Metropolitan Council put forward three options, only one of which re-routed the freight as promised. This option included construction of a new rail right-of-way located on top of a two-story berm. It imposed surprising and, as it turned out later, unnecessary impacts to neighbors along the MN&S in St. Louis Park, including the removal of over 30 homes; and

Whereas, at the CMC, Mayor Rybak's vote was cast in favor of removing the most expensive option, a deep tunnel, from further consideration. This was done after the Mayor was assured that an independent freight expert would be hired by the Metropolitan Council to look at all options for addressing the freight issue; and

Whereas, at Governor Dayton's direction, the Metropolitan Council developed a scope of work for the independent freight study. All the cities along the corridor including Minneapolis were able to provide input, and the scope of work was formally adopted by the CMC. As called for by Metropolitan Council staff, the scope of work explicitly identified the American Railway Engineering and Maintenance Right-of-Way (AREMA) standards as the design standard that the freight expert must meet for any proposed freight line; and

Whereas, TranSystems of Kansas City was hired to do the freight analysis and it developed the MN&S North solution which requires the taking of dramatically fewer homes and was significantly less expensive than the "two-story tall berm option" both in initial construction and from a long-term operating perspective. The TranSystems solution provided important benefits to St. Louis Park, and to the region described in the City of Minneapolis' May 7, 2014, Resolution; and

Whereas, unfortunately, Southwest Project staff reacted by undermining TranSystems design which met, and in some cases, exceeded the required AREMA standards according to the City's own consultant with substantial freight expertise. TranSystems was not invited to present their final report in person so they could answer questions about the report. When the City repeatedly asked Project staff to either confirm or deny that the TranSystems solution met the agreed-upon AREMA standard, Metropolitan Council staff repeatedly declined to answer the question. They simply indicated that the proposed solution was not acceptable to the railroads; and

### **Railroads and the Surface Transportation Board (STB)**

Whereas, in 1998 when MnDOT was moving freight from the Midtown Corridor to its temporary location in the Kenilworth corridor, TC&W signed a trackage rights agreement with HCRRA which owns the Kenilworth Corridor. The trackage rights agreement says TC&W would move out of the Kenilworth corridor when provided with another connection. TC&W signed another similar agreement in 2012; and

Whereas, if after approval by the Surface Transportation Board (STB), the Metropolitan Council were to build the TranSystems MN&S North solution, the conditions of these agreements will have been met and TC&W would be required to move; and

Whereas, while TC&W clearly opposed the re-route, the STB exists to resolve these kinds of disputes between railroads and local governments. Given that the re-route meets AREMA standards, coupled with the fact that the re-route is comparable in length and geometry to the existing Kenilworth route, the City agrees with the TranSystems principal who said that he could not find any reason why the STB would not approve the re-route; and

Whereas, of the government agencies represented at the CMC, only the City of Minneapolis, was willing to re-route freight out of the corridor by going to the STB. Mayor Hodges was outvoted at the CMC by all the cities along the corridor as well as Hennepin County and Metropolitan Council representatives. Opponents of re-routing the freight expressed concern that opposition to the freight re-route by TC&W at the STB would result in unacceptable delays, even if it were ultimately approved; and

Whereas, since the TranSystems report is still unrefuted by any credible source, the City does not concede that Freight could not be re-routed safely from the corridor. Nonetheless, the City must react to the region's unwillingness to take a possible re-route to the STB; and

Whereas, there were serious mistakes made during the development of this Project: failing to secure a binding agreement with St Louis Park; failing to secure a binding agreement with the railroads; failing to follow up with MnDOT to ensure they were following the law requiring a binding agreement before disbursing funds for the Golden Auto site; failing to design a new version of a freight re-route to reflect changes in industry practice; failing to hire an independent



engineering firm like TranSystems years earlier; and when a new viable re-route was finally identified, an unwillingness to bring that plan to the STB for approval; and

Whereas, these mistakes were not made by the City and cannot be corrected by the City, but the City can do everything in its power to avoid repeating these mistakes and therefore has secured written, binding agreements on critical issues with the responsible government agencies; and

Whereas, nonetheless the City has entered into a Memorandum of Understanding with the Metropolitan Council regarding property ownership in the Kenilworth Corridor; and

Whereas, the City has entered into a Memorandum of Understanding with Hennepin County regarding property ownership in the Kenilworth Corridor; and

Whereas, the City has entered into a Memorandum of Understanding with the Metropolitan Council regarding design of the Southwest LRT in Minneapolis and the stations in Minneapolis; and

Whereas, the Memoranda of Understanding for Southwest LRT reached by the City could not address, and are not expected to address, every possible issue which will affect residents quality of life or their experience of Southwest LRT and ongoing work will be required at each stage of project development; and

Whereas, the City of Minneapolis considers the pedestrian access and other project components from the resubmitted municipal consent package that are described in the Design Memorandum of Understanding to be necessary mitigations for both the alignment choice and the unexpected and unwelcome presence of freight rail in the Kenilworth Corridor; and

Whereas, the City of Minneapolis considers the Memoranda of Understanding with the Metropolitan Council and Hennepin County to be important, though limited, assurances regarding future property ownership in the Kenilworth Corridor; and

Whereas, without such agreements, the City of Minneapolis would not approve the physical design component of the Preliminary Design Plan for Southwest LRT; and

### **Benefits to the Region and Minneapolis**

Whereas, while the routing-specific and station-specific benefits of Southwest LRT to advancing equity and to serving Minneapolis neighborhoods have been exaggerated, Southwest LRT will nonetheless benefit equity by significant overall improvement of the regional transit system; and

Whereas, while Southwest LRT was not designed around serving disadvantaged populations or serving dense urban neighborhoods, Central LRT was designed around those goals. Central LRT serves, rather than avoids, dense Minneapolis neighborhoods. Central LRT was built on a City street with accessible, easy-to-find stations and ample room for development and job growth. These qualities of Central LRT are critically important because Southwest and Central will be one single "interlined" train. For example, riders will be able to get on in West Bank and get off in Hopkins without changing trains. This is referred to as a "one seat ride"; and

Whereas, both Hiawatha LRT (Blue Line) and Central LRT (Green Line) have exceeded ridership projections, and Southwest LRT, largely on the basis on its suburban ridership, still

has the potential to be a successful project with ridership projected at 30,000 every weekday by 2030; and

Whereas, bringing people into downtown Minneapolis by transit, and not by automobile, will benefit Downtown Minneapolis, and is consistent with the City's plans, including Access Minneapolis – the City's Ten Year Transportation Action Plan; and

Whereas, residents of Minneapolis are disproportionately affected by regional air pollution and increasing overall regional transit ridership will help fight global climate change and improve regional air quality;

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

That the City of Minneapolis approves the physical design component of the preliminary design plans for the Southwest Corridor Light Rail Transit Project that were submitted to the City by the Metropolitan Council in order to fulfill the requirements of Minnesota Statutes, Section 473.3994, Subdivision 3.

Be It Further Resolved that the City of Minneapolis requests that the Metropolitan Council communicate with TC&W and seek the cooperation of TC&W in developing a "Good Neighbor Agreement" that will include a promise to maintain the current speed limit for freight in the corridor and approximately the same freight mix as currently exists.

Be It Further Resolved that the City of Minneapolis requests that the Metropolitan Council respect the residential and/or park-like nature of the 21st Street and Penn Avenue Station Areas and agree to avoid unnecessary discretionary noise pollution, including not ringing bells as trains approach these stations.

Certified as an official action of the City Council:

RECORD OF COUNCIL VOTE (X INDICATES VOTE)													
COUNCIL MEMBER	AYE	NAY	ABSTAIN	ABSENT	VOTE TO OVERRIDE	VOTE TO SUSTAIN	COUNCIL MEMBER	AYE	NAY	ABSTAIN	ABSENT	VOTE TO OVERRIDE	VOTE TO SUSTAIN
Reich	X						Glidden	X					
Gordon		X					Cano	X					
Frey	X						Bender	X					
B Johnson		X					Quincy	X					
Yang	X						A Johnson	X					
Warsame	X						Palmisano	X					
Goodman		X											

ADOPTED AUG 29 2014  
DATE

APPROVED  NOT APPROVED  VETOED

ATTEST   
CITY CLERK

MAYOR HOGGES  
SEP 04 2014  
DATE

**Hennepin County, Minnesota**  
**RESOLUTION NO. 14-0257R1**



www.hennepin.us

[2014]

The following Resolution was offered by Commissioner Callison and seconded by Commissioner McLaughlin:

WHEREAS, the Metropolitan Council has adopted the physical design component of the preliminary design plans for the Southwest Light Rail Transit line, which will be located entirely within Hennepin County; and

WHEREAS, Minnesota Statutes Section 473.3994 requires that each statutory and home rule charter city, county, and town in which a light rail transit route is proposed to be located shall hold a public hearing on the physical design component of the preliminary design as submitted by the Metropolitan Council, which hearing was held by Hennepin County on June 17, 2014; and

WHEREAS, Minnesota Statutes Section 473.3994 also requires that each statutory and home rule charter city, county, and town in which a light rail transit route is proposed to be located shall review and approve or disapprove the plans for the route to be located in the city, county, or town based on the physical design component of the preliminary design plans; and

WHEREAS, the Southwest Light Rail Transit project is now in the preliminary design phase; and

WHEREAS, the design at this preliminary design phase is approximately 15 percent complete; and

WHEREAS, the municipal approval requirement set forth in Minnesota Statutes Section 473.3994 is based only on early review and input from local governments in the preliminary phases of the project, recognizing that the project will continue to progress into detailed design and that final decisions will then need to be made by the Metropolitan Council at a later date; and

WHEREAS, Hennepin County and the Hennepin County Regional Railroad Authority anticipate additional discussions with the Metropolitan Council regarding matters of mutual interest, including but not limited to final design, development opportunities, additional improvements, funding commitments and disposition of property interests and associated costs and obligations, such matters including but not limited to:

- Design and other aspects of the Park and Ride at the Beltline Station
- Separated trail crossings at Blake, Wooddale and Beltline Stations
- Reservation of property to allow for a future trail along the corridor in Eden Prairie between the LRT and CSAH 61 to construct a trail from Technology Drive to the north
- Further development of the access for the Park and Ride structure along Excelsior Boulevard for the Blake Station and further discussion regarding a new signal at the proposed intersection of Pearce and Excelsior Boulevard, mid-block west of Blake Road
- Improvement of the 5th Avenue intersection with Excelsior Boulevard to provide for pedestrian access to the Hopkins Station
- Assuring that crossings at all legs of the intersections associated with the LRT project and Hennepin County facilities are compliant with the Americans with Disabilities Act (ADA) current standards and requirements; and

WHEREAS, the Metropolitan Council has informed Hennepin County that the Council will provide revised preliminary design plans for the route in the City of Minneapolis on July 10, 2014, which

revised plans will then be subject to an additional hearing scheduled for August 13, 2014 and municipal approval scheduled for a special board meeting on August 19, 2014;

BE IT RESOLVED, that, after review of the physical design component of the preliminary design plans submitted by the Metropolitan Council, and within the context required by Minnesota Statutes Section 473.3994 at this preliminary stage, Hennepin County approves the part of the route for the Southwest Light Rail Transit project **outside of the City of Minneapolis**; and that such approval is not a decision by Hennepin County or the Hennepin County Regional Railroad Authority on final design, whether to provide further funding for the project, whether to contribute property interests to the project, or any other matter; and

BE IT FURTHER RESOLVED, that the Hennepin County Board establishes a public hearing on the Minneapolis part of the Southwest Light Rail Transit route, per the new plans to be submitted by the Metropolitan Council, on Wednesday, August 13, 2014, at Hennepin County's Minneapolis Central Library, 300 Nicollet Mall, Minneapolis, MN 55401, at 5:30 p.m., to be preceded by a public open house beginning at 4:30 p.m., to be held as part of the joint public hearing at that same date and time by the Hennepin County Regional Railroad Authority and the Metropolitan Council; and

BE IT FURTHER RESOLVED, that the Hennepin County Board establishes a special meeting to be held on Tuesday, August 19, at 1:30 p.m., to be held prior to its normally scheduled committee meetings that day, to consider municipal approval of the physical design component of the Minneapolis portion of the Southwest Light Rail Transit line, and other matters related to rail corridors, in the County Board room, 24th Floor, Hennepin County Government Center, 300 South Sixth Street, Minneapolis, MN 55487.

The question was on the adoption of the resolution as amended and there were 6 YEAS and 1 NAYS, as follows:

<b>County of Hennepin Board of County Commissioners</b>	<b>YEAS</b>	<b>NAYS</b>	<b>ABSTAIN</b>	<b>ABSENT</b>
Mike Opat	X			
Peter McLaughlin	X			
Randy Johnson	X			
Linda Higgins	X			
Marion Greene	X			
Jan Callison	X			
Jeff Johnson		X		

**RESOLUTION ADOPTED ON 7/8/2014**

ATTEST:



A handwritten signature in cursive script, reading "Kelly Allen", is written over a solid horizontal line.

**Clerk to the County Board**

**Regional Railroad Authority  
Hennepin County, Minnesota  
RESOLUTION NO. 14-HCRRRA-0049R1**



[2014]

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The following Resolution was offered by Commissioner Higgins and seconded by Commissioner Callison:

WHEREAS, the Hennepin County Regional Railroad Authority (“HCRRA”) owns land and trackage in the Kenilworth Corridor (the “Corridor”) over portions of which Twin Cities & Western Railroad Company (“TCW”) and Canadian Pacific Railway (“CP”) have certain operating rights as defined by a Trackage Rights Agreement denominated HCRRA Contract No. A18158, as amended and supplemented (“Trackage Rights Agreement”); and

WHEREAS, the Metropolitan Council (“Council”) is the entity designated by the Governor responsible for planning, designing, acquiring, constructing, and equipping the Southwest Corridor Light Rail Project (the “Project”), and is the entity designated by law for operating the Project once constructed; and

WHEREAS, the Council has released preliminary design plans for the Project in which the light rail tracks would be constructed on HCRRA property in the Corridor, co-located with freight rail and the bicycle-pedestrian trail; and

WHEREAS, the Project is still subject to environmental review and other reviews; and

WHEREAS, in Resolution 13-HCRRRA-0059, the HCRRA Board passed the following resolution: “BE IT RESOLVED, that HCRRA’s conveyance of property interests for the light rail project must assure that HCRRA is relieved of all obligations, liabilities or risks for freight rail or light rail in the corridor”; and

WHEREAS, Minnesota Statutes § 398A.10, subd. 1 prohibits HCRRA from paying more than 10 percent of the capital costs of the Project, which would prohibit HCRRA from paying expenses or mitigations or incurring financial exposures, obligations or liabilities related to the construction of the Project which includes any and all costs related to risks or liabilities between light rail and freight rail, beyond a 10 percent funding commitment, and as a matter of policy HCRRA will not pay such costs; and

WHEREAS, Minnesota Statutes § 398A.10, subd. 2 prohibits HCRRA from paying any of the operating or maintenance costs of the Project, which would prohibit HCRRA from paying expenses or mitigations or incurring financial exposures, obligations or liabilities relating to the operations or maintenance of the Project, which includes any and all costs related to risks or liabilities between light rail and freight rail, and as a matter of policy HCRRA will not pay such costs; and

WHEREAS, the City of Minneapolis (“City”) seeks certain assurances that, if light rail and freight rail are co-located in the Corridor, the freight rail portion of the Corridor will stay in public ownership and that the bicycle/pedestrian trail is satisfactorily preserved; and

WHEREAS, the City and the Council are parties to a Memorandum of Understanding (“City-Council MOU”) relating to public ownership wherein the Council has promised to “take all

reasonable actions to keep the Kenilworth Corridor in public ownership while it is being used for rail transportation of any kind”; and

WHEREAS, the City-Council MOU also included references to transfer of certain “excess” or “remnant” land to the Minneapolis Park and Recreation Board (“MPRB”), but HCRRA understands that the MPRB has not officially requested such land, and in any event it is understood that such excess or remnant land does not include HCRRA-owned properties that are suitable for development, so HCRRA is making no commitments regarding “excess” or “remnant” land at this time; and

WHEREAS, HCRRA and the City now wish to enter into a Memorandum of Understanding, denominated HCRRA Agreement No. A141188, on file as Exhibit A (“HCRRA-City MOU”), regarding HCRRA’s commitment to public ownership of the rail corridor and preservation of the bicycle-pedestrian trail; and

WHEREAS, the City, HCRRA and the Council acknowledge material limitations on the ability of a property owner to control freight rail matters regulated under federal law;

NOW, THEREFORE, BE IT RESOLVED, that if, as engineering progresses, the Project route continues to include light rail co-located with freight rail in the Corridor, and if a Record of Decision is obtained for such route and all other applicable environmental review requirements are met:

(1) HCRRA expects that another public entity will take ownership of those parts of the Corridor as are needed for freight traffic (such transfer to include assumption by such other public entity of all of HCRRA’s rights and obligations under the Trackage Rights Agreement), and that the Council will take ownership of those parts of the Corridor as are needed for light rail construction and operations, and

(2) HCRRA expects that until such transfer to another public entity, HCRRA and the Council will negotiate agreements acceptable to HCRRA whereby the Council, as the entity designated by the Governor responsible for planning, designing, acquiring, constructing, and equipping the Project and the entity designated by law for operating the Project once constructed, (i) will be responsible for all Project-related expenses, mitigations, obligations and liabilities of any kind during construction and operations; and (ii) will be the lead entity responsible for negotiating all Project-related agreements with TCW and CP, in consultation with HCRRA and subject to HCRRA’s approval but without any additional expenses, obligations or liabilities for HCRRA. HCRRA also expects that HCRRA and the Council will negotiate agreements acceptable to HCRRA regarding maintenance and such other matters as would be necessary for the efficient co-location of light rail and freight rail in the Corridor; and

BE IT FURTHER RESOLVED, that HCRRA approves the HCRRA-City MOU (HCRRA Agreement No. A141188, on file as Exhibit A) relating to public ownership of the freight corridor and preservation of the bicycle-pedestrian trail, and authorizes the HCRRA Chair and Executive Director to execute the agreement after review and approval by the County Attorney’s Office, including the substitution or correction of any exhibits as mutually acceptable to the City; and

BE IT FURTHER RESOLVED, that the Executive Director is authorized to negotiate, and the HCRRA Chair and Executive Director are authorize to execute, after review and approval by the County Attorney’s office, any further documents or agreements necessary to implement the HCRRA-City MOU.

The question was on the adoption of the resolution as amended and there were 7 YEAS and 0 NAYS, as follows:

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<b>Board of Commissioners Hennepin County Regional Railroad Authority</b>	<b>YEAS</b>	<b>NAYS</b>	<b>ABSTAIN</b>	<b>ABSENT</b>
Mike Opat	X			
Peter McLaughlin	X			
Randy Johnson	X			
Linda Higgins	X			
Marion Greene	X			
Jan Callison	X			
Jeff Johnson	X			

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**RESOLUTION ADOPTED ON 8/19/2014**

**ATTEST:**



A handwritten signature in cursive script, reading "Kelly Allen", is written over a horizontal line.

**Clerk to the County Board**



**Reference Numbers:**

SWLRT Project: 61001  
Metropolitan Council: 141035  
City of Minnetonka:

**PROJECT:** Southwest Light Rail Transit Project

**AGREEMENT NAME:** Memorandum of Understanding with the City of Minnetonka for the Design and Implementation of the Southwest Light Rail Transit Project in Minnetonka

**PARTIES:**

- Metropolitan Council
- City of Minnetonka

**THIS NON-BINDING MEMORANDUM OF UNDERSTANDING (“MOU”)** is made and entered into by the **METROPOLITAN COUNCIL**, a public corporation and a political subdivision under the laws of the State of Minnesota (“Council”) and the **CITY OF MINNETONKA** a Minnesota municipal corporation (“City”), each a “Party” and collectively, the “Parties.” This MOU pertains to the Council’s proposed Southwest Light Rail Transit (“SWLRT”) Project.

**WHEREAS**

1. The Council has authority under Minnesota Statutes, sections 473.399 to 473.3999, to exercise powers to plan, design, acquire, construct, and equip light rail transit (“LRT”) facilities in the seven-county metropolitan area as defined in Minnesota Statutes section 473.121, subdivision 2. Further, the Council has authority under Minnesota Statutes section 473.405, subdivision 4, and other applicable statutes, including section 473.449, to engineer, construct, equip, and operate transit systems, projects, or parts thereof, including LRT, in the metropolitan area.
2. The Council, metropolitan area cities, public agencies, and transit funders are engaged in activities to develop the Southwest LRT (METRO Green Line Extension) an approximately 15.8 mile proposed extension of the METRO Green Line which will operate from downtown Minneapolis through the communities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie.
3. On April 2, 2014, the SWLRT Corridor Management Committee (“CMC”), which is authorized to advise the Council on the design and construction of the SWLRT Project, passed a resolution recommending the proposed SWLRT Project’s scope and budget.
4. On April 9, 2014, the Council adopted the proposed SWLRT Project scope and budget as recommended by the CMC. Additionally, the Council directed its SWLRT Project Office (“SPO”) to submit plans reflecting the physical design component of the preliminary design plans (“Municipal Consent Plans”) to Hennepin County and the five host cities for their approval or disapproval in accordance with Minnesota Statutes section 473.3994. Design and construction of a proposed LRT transitway in accordance with the Council’s approved project scope and budget is referred to in this MOU as the “SWLRT Project.”
5. On April 22, 2014, the Council submitted the Municipal Consent Plans to the City.

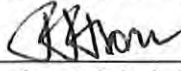
6. On May 2, 2014, the City provided the Council its comments to the Municipal Consent Plans.
7. On June 2, 2014., the City held a public hearing to receive comments on the Municipal Consent Plans.
8. On June 5, 2014, the Council submitted its response to the City's comments (see Exhibit A).
9. On June 23, 2014, the City approved the Municipal Consent Plans by the adoption of Resolution No. 2014-68.
10. The Parties are committed to continue to work cooperatively with each other throughout the design and construction process.
11. This MOU memorializes the Parties' present intentions and understandings regarding the City's comments and the Council's responses to those comments.
12. The scope of this MOU is limited to that portion of the proposed SWLRT Project located within the City.
13. Nothing in this MOU shall be construed as limiting or affecting the legal authorities of the Parties, or as requiring the Parties to perform beyond their respective authorities.
14. Nothing in this MOU shall require the Council to take any action or make any decision that will prejudice or compromise any processes required under state or federal environmental or other laws, regulations, or rules and the Council does not waive the provisions of Minnesota Statutes section 473.499.

**NOW, THEREFORE**, the Parties set forth their intentions and expectations as follows:

1. The planning and construction of the SWLRT Project will require numerous federal, state and local processes, approvals and funding commitments. The Council's ability to respond to the City's comments are subject to its authority under state and federal law, regulations, and funding. The SWLRT Project is currently in the Project Development phase of the federal New Starts program and a substantial amount of design, engineering, environmental review, and funding commitments must occur before construction can begin. The SWLRT Project is anticipated to be advanced into Engineering, the next federal New Starts phase, by the Federal Transit Administration ("FTA") shortly after the FTA issues the Record of Decision ("ROD"). The SWLRT Project cannot proceed without the issuance of the ROD and funding of the SWLRT Project, including the Full Funding Grant Agreement ("FFGA") from the FTA.
2. This MOU does not limit the alternatives or mitigative measures that the Council may undertake in the development and construction of the SWLRT Project.
3. The Parties agree to work cooperatively to address the items set forth in the attached Exhibit A.

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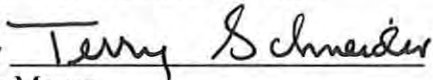
**METROPOLITAN COUNCIL**

By 

Its: Regional Administrator

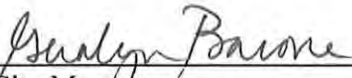
Date 9-11-2014

**CITY OF MINNETONKA**

By 

Its: Mayor

Date 9/18/14

By 

Its: City Manager

Date 9/18/14

Approved as to form:

\_\_\_\_\_

## EXHIBIT A

### Municipal Consent Plans Comments and Responses

Sheet / Page Number	City of Minnetonka Comment	Council Response
General	The applicant must comply with Minnetonka's specific regulations as it pertains to tree loss, grading and erosion control, impacts to steep slopes, storm water management, wetland and floodplain regulation. There are no proposed impacts to shoreland areas as per the current alignment. If the alignment moves, additional evaluation may need to occur.	Coordinate during the Project Development and Engineering phases.
27	The SPO surveyed 14.4 acres of trees, which is larger than the woodland preservation area by about 5 acres. Since the woodland preservation area is smaller than the inventory we cannot draw specific conclusions of the exact acreage loss. However, we know that they anticipate the removal of 6.3 acres or 760 trees and saving 8.1 acres or 726 trees. Approximately half of the trees will be lost in this area.	SPO acknowledges that area surveyed is larger than what is defined in the ordinance. SPO understands the City will review the information provided by SPO and follow up as needed.
General	The city classifies this project as redevelopment under the city's tree protection ordinance (city code Section 300.28, subdivision 19). All trees within the construction limit of the rail corridor and outside of the construction limit that may be impacted by grading (impacts to the critical root zone) will need to be inventoried. A tree protection plan will need to be prepared that incorporates best management practices (BMPs) to minimize impacts to trees. Additionally, a mitigation plan will need to be prepared for city staff's review and approval for those trees that are lost and require mitigation. Final landscape plans will be required to comply with city code Section 300.27, subdivision 14.	Tree inventory, mitigation plan, and landscape plans will be developed in the Project Development and Engineering phases. Note that inventory has already been completed between Bren Road West and Smetana Road.
27	Detailed landscape plans will be required in the location of the sound wall to help mitigate the impacts.	Landscape plans will be developed in the Project Development and Engineering phases.

Sheet / Page Number	City of Minnetonka Comment	Council Response
25	There is a restrictive covenant on property PID 3611722210002 which states the property must only be used for parkland and open space purposes. Appropriate approvals to have the alignment through this area will need to be obtained from the City of Minnetonka and any other relevant parties at the time agreements are being entered into.	SPO will coordinate with the City.
27, 28	The city has a declaration of Tree Preservation Easement on the property located at 5450 Feltl Road (PID: 3611722220010). Appropriate approvals to have the LRT track and reconfigured roadway through this area will need to be obtained from the City of Minnetonka and any other relevant parties at the time agreements are being entered into.	SPO understands the city will review easement and advise if any action is required.
General	City must have opportunity to review and comment on 30%, 60%, 95%, and 100% plans with input to be incorporated as revisions to the project.	SPO will coordinate plan reviews with City staff at 30%, 60%, 90% and 100% completion.
General	All LRT crossings with city sanitary sewer must provide PVC/concrete/approved city material carrier pipe with steel or city approved HDPE casing. The casing shall extend a minimum of 20-ft from track each side to allow for maintenance of this section in the future. If sanitary sewer crossing is located under street and quiet zone medians/gates/other infrastructure/etc. are present, carrier and casing shall be extended beyond the limits of these items to avoid disruption during future maintenance. Cathodic protection must be installed to protect all metallic materials from corrosion caused by LRT.	Sanitary sewer is not cased, consistent throughout the corridor. This request may be addressed as a potential Locally Requested Capital Investment ("LRCI"). Project will provide cathodic protection as called out in the SWLRT Design Criteria.

Sheet / Page Number	City of Minnetonka Comment	Council Response
General	All LRT crossings with city storm sewer must provide concrete carrier pipe with steel or city approved HDPE casing. The casing shall extend a minimum of 20-ft from track each side to allow for maintenance of this section in the future. If storm sewer crossing is located under street and quiet zone medians/gates/other infrastructure/etc. are present, carrier and casing shall be extended beyond the limits of these items to avoid disruption during future maintenance. Cathodic protection must be installed to protect all metallic materials from corrosion caused by LRT.	Storm sewer is not cased, consistent throughout the corridor. This request may be addressed as a potential LRCI. SWLRT Project will provide cathodic protection as called out in the SWLRT Design Criteria.
General	Metropolitan Council must work with the city on proposed standards for replacement type and style of city owned OPUS area bridges impacted by the project. Replacement must meet city standards and desired locations. City utilities located under these bridges must be replaced and cased per the requirements discussed as a part of these conditions. City maintenance equipment is used along trails and under bridges for utility maintenance.	The SPO will work with the City during the Project Development and Engineering phases to endeavor to meet standards consistent throughout the corridor.
General	Work with the city to meet city standards and requirements of project aspects for streets, bridges, trails, sidewalks, utilities, building structures, including a fair comparison of the costs, benefits, and impacts associated with the project.	The SPO will coordinate with the City during the Project Development and Engineering phases to endeavor to meet standards consistent throughout the corridor.

Sheet / Page Number	City of Minnetonka Comment	Council Response
32, 44, 45	To the extent that LRT utilizes more than the initial 350 park and ride spaces at the Shady Oak Station, the Met Council will work with the cities of Minnetonka and Hopkins in the development of a parking structure subject to the approval of both cities. When development in the station area has reached a point that requires structure parking to support development, the Met Council will secure financing to replace with at least the number of existing surface parking spaces being utilized for LRT with structured parking. The structured parking is required to meet applicable zoning and subdivision requirements. Such structured parking will be subject to all fees and approvals of the city in which it's located (either Hopkins or Minnetonka) for similar type parking structures.	This request may be addressed as a potential LRCI.
28-29	Discussions with SWLRT staff have indicated the potential to reduce the height of the bridge structure spanning between Smetana Rd. and K-Tel Dr. providing an at grade structure. This would also allow a grade separated crossing at Smetana Rd/Feltl Rd. Although not shown per municipal consent plans, the city requests this discussion continues to meet the goal of providing an at grade bridge structure in this area.	The SPO will address in preliminary engineering ("PE") plans during the Project Development and Engineering phases. SPO provided an updated design concept that includes a bridge that is reduced in height and length with LRT tracks that extend under Smetana and Feltl.
41	Review of the location of the TPSS, currently shown directly north of the Opus Station, should be reviewed for possible location north of Bren Road W, where most advantageous to natural resources, etc.	The SPO will address in PE plans. Locating the TPSS north of Bren Road W. does not work from a technical perspective and due to the lack of adequate access. The SPO identified an area north of station between tracks and roadway to accommodate this facility.

Sheet / Page Number	City of Minnetonka Comment	Council Response
31	Review of the location of the TPSS, currently shown directly south of the Shady Oak Station/17th Avenue, should be reviewed for possible location in the OMF facility.	The SPO will address in PE plans. There is not sufficient space on the OMF site to include this TPSS within the OMF property without reducing the amount of remnant property available for redevelopment. The SPO will locate the TPSS between the tracks and the future 17th Avenue extension so as not to preclude the 17th Avenue extension and will coordinate with the cities of Hopkins and Minnetonka on screening.
28	The city has a Conservation Easement on the property located at 5101 Nolan Drive (PID: 2611722440106). Appropriate approvals to have the track through this area will need to be obtained from the City of Minnetonka and any other relevant parties at the time agreements are being entered into.	SPO understands the City will review easement and advise if any action is required.
General	Quiet zones should be reviewed and must be implemented for all at-grade crossings in Minnetonka to prevent horn, bell and any other train emitted sounds at these crossings (allowed per Minnesota State Statutes 473.4055). These quiet zones must follow federal quiet zone standards.	A Fire Life and Safety Committee (“FLSC”) will be established during the Project Development or Engineering phase to address SWLRT Project safety issues and the City will be invited to participate in the FLSC.
General	TPSS, signal bungalows, and other related items should be designed and/or screened to city standards as outlined and stated during the design criteria review process conducted fall 2012. Final locations must be approved by the city.	PE plans will identify the location of the referenced facilities. Screening will be addressed during the Project Development and Engineering phases.
50, 51, 52	Retaining wall construction must follow city standards for appearance and building code compliance, including fencing/rail. This also includes tunnel walls and appearance for TH 62 crossing.	Retaining wall aesthetics will be addressed during the Project Development and Engineering phases. Design will be coordinated with the City of Minnetonka, the City of Eden Prairie, and MnDOT.



Sheet / Page Number	City of Minnetonka Comment	Council Response
General	Finished appearance of project including buildings, stations, bridges, etc. are of extreme importance to the city. These aspects must meet city standards and the Metropolitan Council must agree to work with the city on finished appearance incorporating city input. Also must meet building code requirements.	Finished appearance of all building structures will be coordinated with the City during the Project Development and Engineering phases, consistent throughout the corridor. Aesthetics above and beyond what is essential to the SWLRT Project may qualify for LRCIs.
General	City to provide input on style and type of SWLRT Project lighting used within City boundaries.	Style and type of SWLRT Project lighting will be coordinated with the City during the Project Development and Engineering phases. Lighting types above and beyond what is essential to the SWLRT Project may qualify as a LRCI.
34 & 35	Provide onsite screening and landscaping along the perimeter of the OMF site, including on the border with the city of Minnetonka.	SPO will work with the City to endeavor to meet standards consistent throughout the corridor.
General	Work with the city in the upcoming phases to determine if "people sensors" can be added in strategic locations (such as the bridge) to aid in the safety of the line.	Intrusion detection is required at the entrance to the TH 62 per Metro Transit's design criteria for LRT systems. The FLSC will discuss the need for intrusion detection at other strategic locations along the SWLRT Project corridor.
General	City will determine temporary service and/or minimum shut off times for disruption of city utilities. Multiple shut offs at any one time will not be allowed unless authorized by the city due to the critical components of the utility system located in the affected LRT corridor. Major utility transmission lines located within the project limits will be restricted to non-peak summer months as determined by the city.	Public utility lines impacted by the SWLRT Project will be identified in the PE plans. During the Project Development and Engineering phases, SPO will coordinate with the City to determine the appropriate mitigation for the affected utility.

**Reference Numbers:**

SWLRT Project: 61001

Metropolitan Council: 131071

City of Hopkins:

**PROJECT:** Southwest Light Rail Transit Project

**AGREEMENT NAME:** Hopkins Cooperation Agreement

**PARTIES:**

- Metropolitan Council
- City of Hopkins

**THIS AGREEMENT** (“Agreement”) is made and entered into by and between the Metropolitan Council (“Council”), a public corporation and political subdivision of the State of Minnesota, and the City of Hopkins (“City”), a Minnesota municipal corporation, each a “Party” and collectively, the “Parties.” This Agreement pertains to the Council’s proposed Southwest Light Rail Transit (“SWLRT”) Project.

**WHEREAS:**

1. The Council, metropolitan area cities, public agencies, and transit funders are engaged in activities to develop a transitway between Downtown Minneapolis and Eden Prairie. The Hennepin County Regional Railroad Authority Board (“HCRRRA”) on November 3, 2009, recommended light rail transit (“LRT”) as the transit mode and alignment Alternative 3A as the Locally Preferred Alternative (“LPA”) with support of the City as provided in its Resolution 2006-088 adopted December 5, 2006, and Resolution 2010-002 adopted January 5, 2010.
2. The SWLRT Corridor Management Committee (“CMC”), which includes elected officials from Hennepin County and the cities of Minneapolis, St. Louis Park, Edina, Hopkins, Minnetonka, and Eden Prairie, is authorized to advise the Council on the design and construction of the SWLRT Project.
3. The CMC, at its September 11, 2013 meeting, passed a resolution including Site 9A in the City as the preferred location for the SWLRT Project’s Operations and Maintenance Facility (“OMF”) subject to the Council working with the City to analyze the benefits and burdens of the SWLRT Project upon the City with particular focus on existing and future tax base impacts, employment (businesses and jobs), and redevelopment opportunities. In addition, the CMC, at its April 2, 2014 meeting, passed a resolution for the proposed SWLRT Project scope and budget that includes Site 9A in the City as the preferred location for the SWLRT Project’s OMF and recommending that the Council work with the City to retain displaced businesses within the City.

4. The Council, at its April 9, 2014 meeting, adopted the SWLRT Project's scope and budget as recommended by the CMC.
5. The Council, at its April 9, 2014 meeting, also acknowledged the financial impact on the City, by acceptance of the proposed tax-exempt OMF on currently tax generating property, and stated it would endeavor to work with the City to retain displaced businesses within the City.
6. Design and construction of a proposed LRT transitway in accordance with the Council's approved project scope and budget is referred to in this Agreement as the "SWLRT Project." In April 2014, the Council directed its SWLRT Project Office ("SPO") to submit plans reflecting the physical design component of the preliminary design plans ("Municipal Consent Plans") to Hennepin County and the five host cities for their approval or disapproval as provided in Minnesota Statutes section 473.3994.
7. The City and the Council acknowledge that: (a) nothing in this Agreement shall require the Council to take any action or make any decision that will prejudice or compromise any review or decision-making processes required under state and federal environmental review laws, regulations or rules; and (b) this Agreement and its commitments and agreements are contingent upon the issuance of a Record of Decision (ROD) by the Federal Transit Administration.
8. At its July 1, 2014 meeting the Hopkins City Council approved this Agreement on behalf of the City.
9. At its September 10, 2014 meeting the governing body of the Council authorized its Regional Administrator to negotiate and execute this Agreement on behalf of the Council.

**NOW, THEREFORE**, in reliance on the above statements and in consideration of the mutual promises and covenants contained in this Agreement, the Parties hereby agree as follows:

#### **ARTICLE I: CONDITIONS PRECEDENT**

1. The Parties acknowledge the planning and construction of the SWLRT Project will require numerous federal, state and local processes, approvals and funding commitments. The SWLRT Project is currently in the Project Development phase of the federal New Starts program and a substantial amount of design, engineering, environmental review, and funding commitments needs to occur before construction can begin. The SWLRT Project is anticipated to be advanced into Engineering, the next federal New Starts phase, by the Federal Transit Administration ("FTA") shortly after FTA issues the ROD.
2. The SWLRT Project will require a contribution of funds from the United States government through grants provided by the FTA and participation from non-federal sources, including state and local government. The federal share of the Project is anticipated to be approximately fifty percent (50%). The state and local match to the federal funds is anticipated to be paid by the Counties Transit Improvement Board ("CTIB"), the State of Minnesota, and HCRRA. The Council is the SWLRT Project's federal grantee and local project sponsor.
3. The Parties agree that any commitments and undertakings by either Party are expressly conditioned upon the proposed SWLRT Project meeting all state and federal requirements and

receiving all necessary third party approvals, the terms and conditions of which approvals are acceptable to the Council, and funding to proceed. Such contingencies include, but are not limited to, the municipal consent process by the Project's host cities and Hennepin County required under Minnesota Statutes section 493.3994 and final documentation with the Minnesota Environmental Policy Act and the National Environmental Policy Act. The Parties intend this Agreement to be interpreted consistent with statutory and other legal authorities. The Parties agree that this Agreement does not limit the alternatives or mitigative measures that the Council may undertake in the development and construction of the SWLRT Project. The Council is not bound to any obligations under this Agreement in the event the Council does not receive all necessary third party approvals, the terms and conditions of which approvals are acceptable to the Council, or funding that are required for the Council to perform that obligation. The Council retains the right to make decisions and necessary approvals associated with SWLRT Project requirements, such as eminent domain proceedings, change orders, or contingency fund uses.

4. The Parties acknowledge and agree that any final decisions on the proposed SWLRT Project and the uses or disposition of public assets and resources may require approvals by the Parties' respective governing bodies and other entities with an interest in these properties and assets, including the FTA, CTIB, HCRRA, and the State of Minnesota.
5. If the City is awarded a \$6 million Federal Fiscal Year ("FFY") 2017 Congestion Mitigation Air Quality ("CMAQ") grant to construct a structured park-and-ride ramp for the Downtown Hopkins Station, the Parties agree to subsequently enter into negotiations to draft a mutually acceptable agreement that addresses the transfer and use of the anticipated CMAQ grant funds. Terms in that subsequent agreement shall address, among other items, each Party's financial participation, including cost overruns, design, construction, ownership of the proposed structured park-and-ride ramp, and disposition of remnant properties.

## **ARTICLE II: TERMS OF AGREEMENT**

### **1. Shady Oak Station**

The Shady Oak Station is generally located one block north of 5th Street South and approximately two blocks south of Excelsior Boulevard.

- 1.01 According to the Municipal Consent Plans the Council provided to the City in April 2014, the Shady Oak Station includes:
  - a. Construction of a center platform LRT station and related LRT infrastructure;
  - b. Construction of an approximately 500 space park-and-ride surface lot covering approximately 5 acres including a kiss-and-ride area, bike storage, and landscaping;
  - c. Construction of an extension of 17th Avenue South located between Excelsior Boulevard and the station built to state-aid standards designed with two roundabouts, sidewalks, dedicated bike lanes and landscaping;
  - d. Construction of a pedestrian path between 5th Street South and the station; and

- e. Realignment of the Minnesota River Bluffs Regional Trail from approximately the City of Minnetonka and Hopkins border to 11th Avenue South with new bituminous surfacing.

1.02 The Council commits to the following actions regarding the Shady Oak Station:

- a. Reduce approximately 100 surface park-and-ride spaces from the proposed Shady Oak Station site design in an area directly adjacent and south of Excelsior Boulevard (see Exhibit A) if, through a future written agreement, the City provides \$6 million in FFY 2017 CMAQ funds and the required local share as governed by 49 CFR Part 18, to the Council to design and construct a structured park-and-ride ramp for the Downtown Hopkins Station. In this Agreement, local share refers to the City's \$1.5 million local match to the \$6.0 million in federal CMAQ grant funds anticipated to be awarded to the City for construction of a structured park-and-ride ramp to serve the Downtown Hopkins Station;
- b. Reallocate the budget associated with the relocation of approximately 100 surface park-and-ride spaces from the Shady Oak Station to the Downtown Hopkins Station structured park-and-ride ramp;
- c. Partner with the City and provide technical support to the City, which may or may not be the applicant, regarding a potential CMAQ grant application for funding to convert the proposed Shady Oak Station's surface park-and-ride design to a structured park-and-ride design;
- d. Support the conversion of the Shady Oak Station surface park-and-ride design to a structured park-and-ride design through the SWLRT Project's scope deferral process and as a high priority use for the initial release of SWLRT Project contingency funds;
- e. Determine the final location for a pedestrian path connecting Shady Oak Station to 5th Street South. The Council will seek City guidance and comment on determining the pedestrian path's final location;
- f. Complete final design and construct Shady Oak Station's stormwater management area. During the design process, the Council will explore the regulatory and financial implications of a regional stormwater management system. The Council will seek City guidance and comment on determining the final location of the stormwater management area; and
- g. Subject to applicable federal and state property disposition requirements and regulations, release remnant properties in a timely manner resulting from proposed Council property acquisitions to construct Shady Oak Station and LRT related improvements.

1.03 The City commits to the following actions for the Shady Oak Station:

- a. Explore stubbing-in utilities to support potential future redevelopment on the remnant parcels; and

- b. Own and maintain the proposed extension of 17th Avenue South upon completion of SWLRT Project construction. Details of the land transfer to be agreed upon in a written agreement executed prior to SWLRT Project completion.

## 2. Downtown Hopkins Station

The Downtown Hopkins Station is generally located between 8th Avenue South and 7th Avenue South along the Minnesota River Bluffs Regional Trail just south of Excelsior Boulevard.

2.01 According to the Municipal Consent Plans the Council provided to the City in April 2014, the Downtown Hopkins Station currently includes:

- a. Construction of a center platform LRT station and related LRT infrastructure;
- b. Design and construction of a new civic plaza area to include softscape (trees, shrubs and perennials) and hardscape (concrete and pavers) landscape elements;
- c. Design and installation of enhanced bicycle facilities including elements such as short and covered long-term bicycle parking, self-service maintenance kiosk, and additional bicycle route signage on or near the proposed civic plaza;
- d. Construction of an off-street kiss-and-ride area adjacent to the civic plaza;
- e. Construction of curb extensions and cross walk improvements including ADA-compliant pedestrian signals at the Excelsior Boulevard and 8th Avenue South intersection (east and north sides); and
- f. Construction of three (3) bus bays at the Excelsior Boulevard and 8th Avenue South intersection.

2.02 The Council commits to the following actions regarding the Downtown Hopkins Station:

- a. If, through a future written agreement, the City provides \$6 million in FFY 2017 CMAQ funding and the required local share to the Council, the Council will:
  - i. Design and construct or cause to be constructed a two (2)-story structured park-and-ride ramp containing approximately 240 parking stalls to serve the Downtown Hopkins Station. The proposed ramp will be designed to allow vertical expansion for three (3) additional parking stories; and
  - ii. Design and build cross walk improvements at all four legs of the Excelsior Boulevard and 8th Avenue South intersection, consisting of standard concrete construction between the outer cross walk boundaries with additional jointing indentifying the cross walk area, contingent upon the approval of Hennepin County, the roadway owner;
- b. Support additional landscaping, streetscaping and enhanced public art at the proposed civic plaza through the SWLRT Project's scope deferral process and a high priority use for the initial release of SWLRT Project contingency funds;

- c. Collaborate with the City and Hennepin County to identify funding sources to complete the City's Artery project along 8th Avenue South between the Downtown Hopkins Station and Mainstreet; and
- d. Collaborate with the City and Hennepin County to identify strategies to improve pedestrian safety and comfort at the Excelsior Boulevard and 8th Avenue South intersection, such as reducing lane widths, removing turn lanes, and other pedestrian enhancements.

2.03 The City commits to the following actions for the Downtown Hopkins Station:

- a. If the City is awarded \$6 million in FFY 2017 CMAQ funding and if a mutually acceptable agreement is negotiated between the Parties the City will provide to the Council \$6 million in FFY 2017 CMAQ funding and the required local share to design and construct the Downtown Hopkins two (2)-story structured park-and-ride ramp containing approximately 240 parking spaces. This proposed ramp will be designed to allow vertical expansion for three (3) additional parking stories.

### 3. Blake Station

The Blake Station is located adjacent to the North Cedar Lake Regional Trail west of Blake Road.

3.01 According to the Municipal Consent Plans the Council provided to the City in April 2014, the Blake Station includes:

- a. Construction of a center platform LRT station and related LRT infrastructure;
- b. Construction of an approximately 475 space park-and-ride ramp;
- c. Construction of a new access road including, sidewalks, curb and gutter, a bus stop, kiss-and-ride area, and associated landscaping located south of the station and north of the structured park-and-ride ramp between Blake Road and the western terminus of the station platform;
- d. Construction of a new access road generally located south of the station and west of the station platform and continuing westward and then southerly along an alignment connecting to Pierce Avenue. Improvements to principally include bituminous resurfacing, a 2 foot ribbon concrete curb defining the drive on either side, center striping, wayfinding signs and utility pole mounted lighting (no utility work except for lighting);
- e. Construction of a new traffic signal at Excelsior Boulevard and Pierce Avenue contingent upon the approval of the roadway owner, Hennepin County; and
- f. Installation of bike storage facilities near Blake Station.

3.02 The Council commits to the following actions regarding the Blake Station:

- a. Reduce the proposed number of structured park-and-ride spaces by approximately 120 stalls at Blake Station if, through a future written agreement, the City provide \$6 million in FFY 2017 CMAQ funding and the required local share, to the

Council to construct a structured park-and-ride ramp to serve the Downtown Hopkins Station;

- b. Design stormwater management at Blake Station to accommodate the structured park-and-ride ramp, the access road between Blake Road and the west edge of the structured park-and-ride ramp, and a fully developed remnant parcel. The Council will seek City guidance and comment on final stormwater management design plan;
- c. Support improving the access road located west of Blake Station to City street standards through the SWLRT Project's scope deferral process and as a high priority use for the initial release of SWLRT Project contingency funds, if redevelopment of the adjacent parcel immediately west of the park-and-ride ramp occurs;
- d. Collaborate with the City as the Council determines the feasibility of placing a bike storage facility within the structured park-and-ride ramp as part of the base SWLRT Project. If determined feasible, the Council will support placing a bike storage facility within the structured park-and-ride ramp as part of the base SWLRT Project;
- e. Coordinate with the FTA to obtain approvals in order to make modifications to or reconstruct the access road to City street standards and specifications. The Council will repay the federal portion requested by the FTA that was spent on the access road if reconstructed to City street standards and specifications;
- f. Collaborate with the City and Hennepin County, as local funding partners, in requesting FTA approval for including a joint development project as a New Starts project enrichment: and
- g. Reallocate the budget associated with the relocation of approximately 120 surface park-and-ride spaces from the Blake Station to the Downtown Hopkins Station structured park-and-ride ramp.

3.03 The City commits to take the following actions for the Blake Station:

- a. Lead efforts in the provision of the local match (50%) to the anticipated federal New Starts funds (50%) for the non-transit infrastructure components of a proposed joint development project at Blake Station; and
- b. Own and maintain the new access road from Blake Road to Pierce Avenue, if the entire segment is improved to City street standards. Details of the land transfer to be provided in a future written agreement.

#### 4. Operations & Maintenance Facility ("OMF")

The OMF is generally located south of K-Tel Drive and 5th Street South along 16th Avenue South.

4.01. According to the Municipal Consent Plans the Council provided to the City in April 2014, the OMF and yard includes:



- a. Construction of an operations and maintenance facility and yard.
- 4.02. The Council commits to the following actions regarding the OMF and yard area:
- a. Subject to applicable federal and state property disposition requirements and regulations, release remnant parcels in a timely manner as a result of proposed Council property acquisitions to construct the OMF and yard;
  - b. Complete final design and build stormwater management area for the OMF and yard. Council will seek City guidance and comment on determining the final location of the OMF and yard stormwater management area;
  - c. Collaborate with the City and Hennepin County to identify strategies for funding property acquisition between the proposed OMF and the Shady Oak Station; and
  - d. Design the OMF to fit into its existing physical context in a holistic manner which respects both the nature of its inherent use and the potential future evolution of the surrounding area. Details on the OMF and yard site design will be developed as part of the SWLRT Project's Advance Design phase. The Council will seek City guidance and comment on the final OMF and yard site design. Furthermore:
    - i. The OMF perimeter site design will attempt to balance the need to provide a public face to the community and the OMF's functional requirements. Possible perimeter designs include, but are not limited to, walls, berms, fencing and landscape;
    - ii. The exterior materials are planned to include, but not limited to, glazing systems, metal panels, and architectural pre-cast concrete. Public art is also planned to be a component of the OMF site; and
    - iii. The OMF and yard will be designed to comply with the requirements of the State of Minnesota Sustainable Building Guideline ("MSBG").
  - e. Notwithstanding Minnesota Statutes section 473.449, the Council agrees to submit OMF and yard plans to the City's land use review process for the purpose of receiving comments from the public, City staff, the Planning Commission, and the City Council. Comments received from the City's land use review will be considered during the Council's design process and evaluated for their impacts to the SWLRT Project schedule and budget, facility use and aesthetics, and operation and maintenance costs. The Council will work with the City to incorporate City comments and suggestions into the OMF and yard plans.
- 4.03. With respect to the OMF and yard, the City:
- a. Agrees the proposed OMF and yard, as identified in the City's Municipal Consent Plans (Site 9A), is a permitted land use in the City's I-2, General Industrial Zoning District; and
  - b. Accepts the proposed OMF and yard (Site 9A) under the I-2, General Industrial Zoning District requirements that are in effect at the time of this Agreement's execution.

### ARTICLE III: GENERAL PROVISIONS

1. The Council has authority under Minnesota Statutes, sections 473.399 to 473.3999, to exercise powers to plan, design, acquire, construct, and equip LRT facilities in the seven-county metropolitan area as defined in Minnesota Statutes section 473.121, subdivision 2. Further, the Council has authority under Minnesota Statutes section 473.405, subdivision 4, and other applicable statutes, including section 473.449, to engineer, construct, equip, and operate transit systems, projects, or parts thereof, including LRT, in the metropolitan area.
2. Either Party may terminate this Agreement for any of the following reasons. If this Agreement is terminated, then neither Party shall have any further responsibilities under this Agreement.
  - a. Abandonment of the entire SWLRT Project by the Council or local funding partners;  
or
  - b. A determination by the Council that sufficient funds do not exist, or are not reasonably projected to exist, in order to complete the entire SWLRT Project; or
  - c. A determination by the Council that environmental or other approval or design processes warrant material changes to the elements of the SWLRT Project located within Hopkins; or
  - d. The breach of any of the material provisions in this Agreement which are not cured within a reasonable period after written notice of the breach.
3. Any notice from a Party to the other Party shall be deemed to have been given and received when mailed by certified mail to the receiving Party at the following addresses or at such other addresses as the Parties may designate in writing to each other:

City of Hopkins  
Attn: City Manager  
1010 1st Street South  
Hopkins, MN 55343

Southwest LRT Project Office  
Project Director  
6465 Wayzata Boulevard, Suite 500  
St. Louis Park, MN 55426
4. The terms of this Agreement may only be changed by mutual agreement of the Parties. Such changes shall be effective only upon the execution of written amendments signed by authorized representatives of each Party.
5. Neither Party may assign its obligations under this Agreement to another person or entity without the prior written consent of the other Party.
6. If a dispute should arise between the Parties to this Agreement with respect to any of its provisions, the Parties agree to attempt to settle such dispute through good faith discussions and

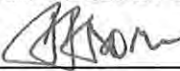
then the use of a mediator mutually acceptable to the Parties. The costs of such mediation shall be shared equally between the Parties.

7. The Parties acknowledge that the scope of this Agreement is limited to that portion of the proposed SWLRT Project located within the City of Hopkins.

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IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed by their duly authorized representatives. This Agreement is effective on the date when this Agreement has been signed by the Parties' authorized representatives.


**METROPOLITAN COUNCIL**

By 

Its: Regional Administrator

Date 9-12-2014

**CITY OF HOPKINS**


By 

Its: Mayor

Date 9-30-14

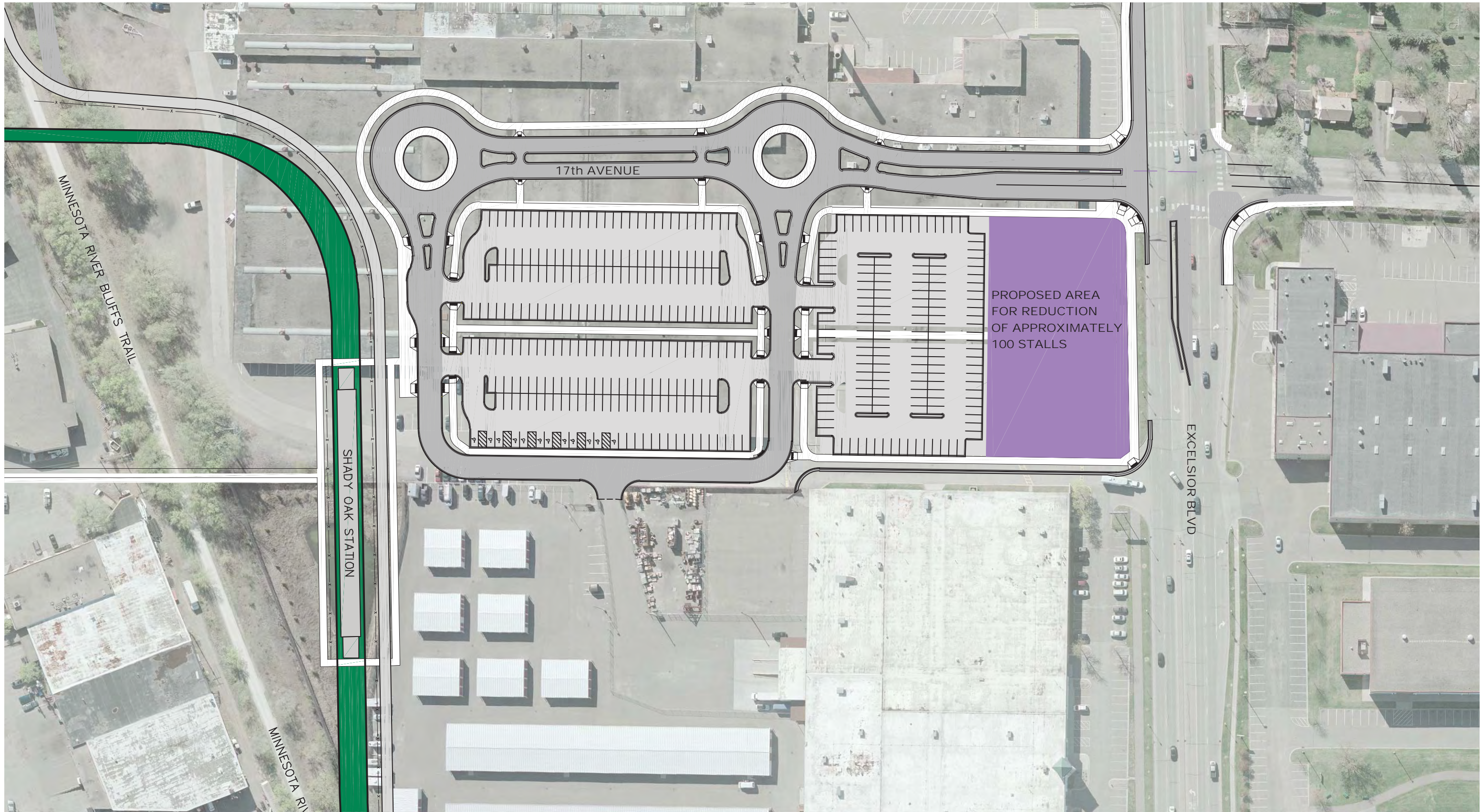
Approved as to form:

\_\_\_\_\_

By 

Its: City Manager

Date 9-29-14



**DRAFT-WORK IN PROCESS**



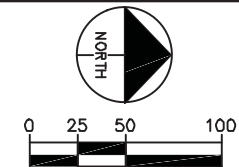
**SOUTHWEST LIGHT RAIL**

TI-8: SHADY OAK STATION  
 PARK-AND-RIDE  
 REDUCTION OF PARKING AREA

IRT: #8

REV:0

DATE : 06/17/14



**Reference Numbers:**

SWLRT Project: 61001  
Metropolitan Council: 14I040  
City of St. Louis Park:

**CONTRACT NO.**

**1 3 2 - 1 4**

**CITY OF ST. LOUIS PARK**

**PROJECT:** Southwest Light Rail Transit Project  
**AGREEMENT NAME:** Memorandum of Understanding with the City of St. Louis Park for Design and Implementation of the Southwest Light Rail Transit Project in St. Louis Park

**PARTIES:**

- Metropolitan Council
- City of St. Louis Park

**THIS NON-BINDING MEMORANDUM OF UNDERSTANDING** (“MOU”) is made and entered into by the **CITY OF ST. LOUIS PARK**, a Minnesota municipal corporation (“City”) and the **METROPOLITAN COUNCIL**, a public corporation and a political subdivision under the laws of the State of Minnesota (“Council”), each a “Party” and collectively, the “Parties.” This MOU pertains to the Council’s proposed Southwest Light Rail Transit (“SWLRT”) Project.

**WHEREAS**

1. The Council has authority under Minnesota Statutes, sections 473.399 to 473.3999, to exercise powers to plan, design, acquire, construct, and equip light rail transit (“LRT”) facilities in the seven-county metropolitan area as defined in Minnesota Statutes section 473.121, subdivision 2. Further, the Council has authority under Minnesota Statutes section 473.405, subdivision 4, and other applicable statutes, including section 473.449, to engineer, construct, equip, and operate transit systems, projects, or parts thereof, including LRT, in the metropolitan area.
2. The Council, metropolitan area cities, public agencies, and transit funders are engaged in activities to develop the Southwest LRT (METRO Green Line Extension) an approximately 15.8 mile proposed extension of the METRO Green Line which will operate from downtown Minneapolis through the communities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie.
3. On April 2, 2014, the SWLRT Corridor Management Committee (“CMC”), which is authorized to advise the Council on the design and construction of the SWLRT Project, passed a resolution recommending the proposed SWLRT Project scope and budget.
4. On April 9, 2014, the Council adopted the proposed SWLRT Project scope and budget as recommended by the CMC. Additionally, the Council directed its SWLRT Project Office (“SPO”) to submit plans reflecting the physical design component of the preliminary design plans (“Municipal Consent Plans”) to Hennepin County and the five host cities for their approval or disapproval in accordance with Minnesota Statutes section 473.3994. Design and

construction of a proposed LRT transitway in accordance with the Council's approved project scope and budget is referred to in this MOU as the "SWLRT Project."

5. On April 22, 2014, the Council submitted the Municipal Consent Plans to the City.
6. On May 2, 2014, the City provided the Council its comments to the Municipal Consent Plans.
7. On May 19, 2014, the City held a public hearing to receive comments on the Municipal Consent Plans.
8. On June 5, 2014, the Council submitted its response to the City's comments (see Exhibit A) to the City.
9. The City has presented to the Council a list of SWLRT Project High Priority Elements ("High Priority Elements") listed herein which the City believes are necessary components of the SW LRT Project.
10. On July 14, 2014, the St. Louis Park City Council adopted Resolution No. 14-090 approving the Municipal Consent Plans.
11. There have been professional independent studies of the feasibility of rerouting freight rail traffic from the Kenilworth corridor in Minneapolis to the MN&S Spur in St. Louis Park, none of which have identified a route and design which is safe, operational and acceptable to the City; and
12. Given that the current Plans are based on co-locating freight rail with LRT in the Kenilworth Corridor, it is the Parties understanding that no further study of the feasibility of rerouting freight rail traffic to the MN&S Spur in St. Louis Park will be undertaken, except as required for any continuing environmental review of the SWLRT Project.
13. This MOU memorializes the Parties' intentions and understandings regarding the City's comments and the Council's responses.
14. The scope of this MOU is limited to that portion of the proposed SWLRT Project located within the City.
15. Nothing in this MOU shall be construed as limiting or affecting the legal authorities of the Parties, or as requiring the Parties to perform beyond their respective authorities.
16. Nothing in this MOU shall require the Council to take any action or make any decision that will prejudice or compromise any processes required under state or federal environmental or other laws, regulations or rules and the Council does not waive the provisions of Minnesota Statutes section 473.449.

**NOW, THEREFORE, the parties set forth their intentions and expectations as follows:**

1. The planning and construction of the SWLRT Project will require numerous federal, state, and local processes, approvals and funding commitments. The Council's ability to respond to the City's comments are subject to its authority under state and federal law, regulations,

and funding. The SWLRT Project is currently in the Project Development phase of the federal New Starts program and a substantial amount of design, engineering, environmental review, and funding commitments must occur before construction can begin. The SWLRT Project is anticipated to be advanced into Engineering, the next federal New Starts phase, by the Federal Transit Administration (“FTA”) shortly after the FTA issues the Record of Decision (“ROD”). The SWLRT Project cannot proceed without the issuance of the ROD and funding of the SWLRT Project, including the Full Funding Grant Agreement (“FFGA”) from the FTA.

2. This MOU does not limit the alternatives or mitigative measures that the Council may undertake in the development and construction of the SWLRT Project.
3. The Parties will continue to work together to evaluate the following additional components to the Project, some of which may become Locally Requested Capital Investments (“LRCIs”) requiring the identification of funding during the advanced design of the SW LRT Project:
  - a. Cedar Lake Regional Trail grade separations at Wooddale Avenue and Beltline Boulevard;
  - b. A roadway underpass of Beltline Boulevard at rail and trail crossings;
  - c. Circulation and access improvements at Beltline Station including implementing the extension of Lynn Avenue and a new road along the north side of the Canadian Pacific’s Bass Lake Spur rail corridor;
  - d. A structured park-and-ride at the Beltline Station;
  - e. A Joint Development project at Beltline Station including a structured park-and-ride;
  - f. A new roadway underpass near Wooddale Station connecting Xenwood Avenue to the north to meet the Highway 7 frontage road for vehicles, pedestrians and bicyclists;
  - g. Pedestrian/bike connection to Methodist Hospital from Louisiana Station; and
  - h. Streetscape and engineering plans that accommodate development and redevelopment of the LRT station areas in accordance with City and the Community Works Southwest Corridor Investment Framework and Transitional Station Area Action Plan (“TSAAP”) elements.
4. The Parties will continue to address and work together on the SWLRT Project and station area design revisions identified in comments sent to the SPO on May 2, 2014 (Exhibit A).
5. The Parties are committed to working cooperatively to evaluate and resolve the High Priority Elements, the referenced May 2, 2014 comments as well as any additional issues that arise during the course of the SWLRT Project.

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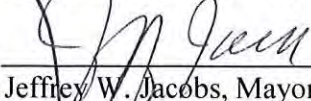
IN WITNESS WHEREOF, the Parties hereto have executed this document. This MOU is effective on the date executed by the Parties' authorized representatives.

**METROPOLITAN COUNCIL**

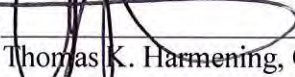
By   
Its: Regional Administrator

Date 10/24/2014

**CITY OF ST. LOUIS PARK**

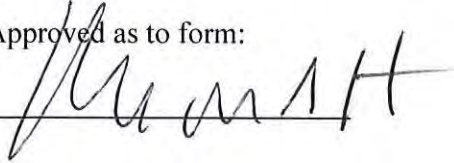
By   
Its: Jeffrey W. Jacobs, Mayor

Date 11/18/14

By:   
Its: Thomas K. Harmening, City Manager

Date 11/18/14

Approved as to form:



**EXHIBIT A**  
Municipal Consent Plans Comments and Responses

Number	Sheet / Page Number	Comment	
1	6-16	Additional information requested on relocation of existing city utilities and addressing stormwater for entire corridor.	Will address during the Project Development and Engineering phases.
2	41	What size pedestrian trail has been accommodated for under the railroad at Minnehaha Creek? The vertical clearance is only 8 feet. 10 foot is required per MnDOT Bikeway requirements.	Will address in Preliminary Engineering ("PE") Plans developed during the Project Development and Engineering phases. A future trail will be accommodated by the new bridges over Minnehaha Creek that provides a minimum of 10 ft of vertical clearance.
3	44, 63, 72	Additional information is required for the design of the pedestrian underpass at Louisiana Station.	The pedestrian underpass cross section and other design features will be addressed in the PE Plans. The underpass has a 10 ft minimum vertical clearance and is 14' wide.
4	44, 55, 71	Can the LRT bridge over Louisiana be constructed without impacting Louisiana Avenue? Please show vertical clearance at bridges. A concrete sidewalk will be built in 2014 along the west side of Louisiana from Oxford to Lake Street.	The future sidewalk proposed by the City and vertical clearances under the proposed bridges over Louisiana will be reflected in the PE Plans. Bridge pier construction in the Louisiana Ave. median is shown in Municipal Consent Plans and impacts will be updated in PE Plans.
5	45	What is the height and material type of the retaining wall along southerly connector? Who owns and maintain it?	Retaining wall heights along the Southerly Connection for freight rail vary in height between 18' to 24'. Aesthetics of walls will be addressed during advanced design. Walls shown are CIP design. Ownership and future maintenance to be determined. Design of retaining wall to be updated in PE Plans in response to comment #23.
6		Appearance of all stations, bridges, buildings and appurtenances must be reviewed and approved by the city.	SPO will continue to coordinate the design with the City.
7	45, 46, 49, 51	Review all signal bungalow and TPSS locations and design. Facilities need to be screened and visual and noise impacts to adjacent uses must be minimized or moved away from residential uses and historic sites. Building materials and finishes must be approved by the City of St. Louis Park.	Location of referenced facilities will be shown in PE plans. Screening will be addressed during the Project Development and Engineering phases.

Number	Sheet / Page Number	Comment	
8	47, 75	Eliminate kiss and ride along east frontage road at Wooddale station. Traffic projections in area show it cannot be safely accommodated.	Will address in PE Plans.
9	47	Provide a trail underpass for regional trail at Wooddale Avenue.	This request may be addressed as a potential LRCI.
10	50	Relocate trail bridge to also grade separate over Beltline Blvd.	This request may be addressed as a potential LRCI. Trail bridge would shift west toward Beltline Boulevard if grade separation of the trail is realized.
11	54	Roadway typical details need to be provided for Louisiana, Oxford, Wooddale and Beltline.	Will address in the Project Development and Engineering phases.
12		Work with the city to meet city standards and requirements of project aspects for streets, bridges, trails, sidewalks, utilities, building structures, including a fair comparison of the costs, benefits, and impacts associated with the project.	The SPO will work with the City to endeavor to meet standards consistent throughout the corridor.
13		Base scope must include improvements to upgrade any pedestrian crossings to be fully ADA compliant at all legs of the intersection crossings.	Ramps impacted by the SWLRT Project will be ADA compliant.
14	56, 66	Wooddale Avenue reconstruction does not and must meet minimum requirements for state aid. Additional improvements to the trail crossing may be required.	Will address in PE Plans. SPO provided updated design concept in response to this comment. The design concept presented introduces a 10 ft wide median refuge and 25 ft roadway widths for two traffic lanes in each direction and Wooddale roadway widening to the west to accommodate the 10 ft wide median refuge. The trail crossing is shifted to be within the gate arm and stop bar. The Wooddale median is extended north to make intersection quiet zone ready (median extension will make the frontage road right-in, right-out at Wooddale).
15	58, 69	Beltline Boulevard reconstruction does not and must meet minimum requirements for state aid. Additional improvements to the trail crossing may be required.	Will address in PE Plans. SPO provided updated design concept in response to this comment. The design concept presented introduces a 10 ft wide median refuge and 25 ft roadway widths for two traffic lanes in each direction and Beltline roadway widening to the west to accommodate the 10

Number	Sheet / Page Number	Comment	
			ft wide median refuge. The Beltline medians are extended north and south to make intersection quiet zone ready.
16	59	The geometrics and signal at CSAH 25 and Beltline Blvd must be addressed.	Requires policy level discussion. See response to comment #19.
17	73	The curve at Oxford Street and Edgewood Avenue South intersection must meet MSAS standards.	Will address in PE Plans. Lane widths and curb lines are re-established to accommodate Municipal State Aid Street standard widths and existing truck turning movements NB to WB and EB to SB. Improvements to the existing conditions for truck turning may require additional ROW that is not in the SWLRT Project scope or budget.
18	76	Provide traffic analysis for P&R lot entrances at Beltline station.	Requires policy level discussion. See response to comment #19.
19	79	At Beltline station, the proposed location of the Lynn Ave signal requires additional analysis and design. Items to review are signal location, signal alignment, deceleration lane on CSAH 25, easterly roadway connection, removal of the service road to the P&R lot, and Monterey intersection. The City requests traffic analysis for this intersection. Has the County commented on this intersection?	Requires policy level discussion.
20	72, 77	Parking lots do not meet minimum city design requirements for yards, screening, landscaping, aisle widths, etc. [Section 36-361 and 36-364]	Will address during the Project Development and Engineering phases. The SPO will work with the City to endeavor to meet standards consistent throughout the corridor.
21	72, 77	Number of proposed parking spaces in park and ride lots will be reduced due to design and landscaping.	SPO to review during the Project Development and Engineering phases.
22	72	Louisiana Station ped underpass - review for design, safety and include a trail bypass for through bikers to eliminate conflicts at t-intersection.	See response to comment #3.
23	72	Vehicles turn around at the Louisiana Station kiss- and- ride must be addressed.	Will address in PE Plans. SPO provided updated design in response to this comment and other related comments.

Number	Sheet / Page Number	Comment	
24	77, 78	The Beltline Station park and ride lot is shown over existing right-of-way and Highway 7 (CSAJ 25) frontage road.	Requires policy level discussion. See response to comment #19.
25	77, 78	The Beltline Station park and ride lot is shown over City-owned land at 4601 Highway 7. Project budget must include the cost to purchase or lease this property.	Requires policy level discussion. See response to comment #19.
26	76, 77	Beltline park and ride circulation design needs to be reviewed and revised for bus, kiss and ride, other vehicle circulation.	Requires policy level discussion. See response to comment #19.
27	75, 76	The purpose and functionality of the sidewalk chicanes at Wooddale and Beltline Stations are questionable. Who will be responsible for maintenance and snow removal? The design needs further detail and review.	Will address in PE Plans. PE Plans will indicate additional refinement of the combined trail/freight/LRT/ crossing areas. Additional discussions that would include operations and maintenance issues would be part of future SWLRT Project phases.
28	72, 76	The Louisiana and Beltline Stations should include transit plaza and green space, rather than just parking next to the LRT platforms. Need to better address pedestrian access.	See response to comment #23 for Louisiana Station. Beltline Station requires additional staff level discussion.
29		Fencing near and around the stations and between the tracks and the trail needs to be reviewed to ensure safe access points.	Will address during the Project Development and Engineering phases.
30		Remove the south leg of the existing switching wye and facilitate connections to the hospital.	Requires policy level discussion. Removal of the south switching wye tracks including the right of way/property and any agreements or approvals needed to remove the switching wye tracks is not included in the SWLRT Project. Removal of the wye would require STB involvement. See also response to comment #46.
31	73	Near Louisiana Station, there is a 1,450' long retaining wall on the southwest side of the new wye track. What will be the face material and visual treatment of this wall? Who will own and maintain it?	See response to comment #23.
32	73	Will there be access to inside of the new south freight track area? Who will own this area? What is the anticipated use?	See response to comment #23.

Number	Sheet / Page Number	Comment	
33	73	Does the new south freight rail wye design require Surface Transportation Board (STB) approval? Who will lead this effort?	See response to comment #30.
34		Easements for access to utilities must be provided to allow for necessary city maintenance.	Will address during the Project Development and Engineering phases.
35		Vibration must be addressed for impacts on adjacent buildings and uses during construction and during operations.	Will address in FEIS.
36		Quiet Zone improvements must be determined for establishing quiet zones along the length of the freight and light rail line in St. Louis Park. Quiet zone improvements should be incorporated during construction of the rail lines.	See response to comments #14 and 15.
37		Landscaping/revegetation along entire line must be designed with city input on materials, sizes and locations. Soil amendments must be addressed with planting plan. Trees must be replaced per city code along entire line in St. Louis Park.	The SPO will work with the City to endeavor to meet standards consistent throughout the corridor. (See response to comment 12)
38	46-50	Remove existing freight rail storage tracks in St. Louis Park along the SW LRT corridor.	All existing sidings within City on the Bass Lake Spur are removed.
39		Plans do not fully address storm water management.	Will address in PE Plans and preliminary water resources report.
40	77	City does not want surface park and ride at Beltline Station. Joint Development will be pursued.	See response to comment #19.
41	77	CSAH 25 should be redesigned into an urban boulevard.	The redesign and reconstruction of CSAH 25 is not included in the SWLRT Project. The SPO will continue to coordinate with the City and Hennepin County on future plans for CSAH 25.
42	72	Louisiana Station park and ride should be redesigned to accommodate kiss and ride turnaround.	See response to comment #23.
43	72, 77	Surface lots should be designed to accommodate development in the future.	See response to comment #23.

Number	Sheet / Page Number	Comment	SPO Response
44	75	The Wooddale Station platform location should move to the east closer to Xenwood Avenue to better handle area circulation.	Shifting the Wooddale station platform to the east at the same elevation as shown in the Municipal Consent Plans would require additional ROW from adjacent HCRRA property south of the rail corridor and introduce vertical circulation requirements due to the grade differential to the southeast. This request may be addressed as a potential LRCI. This requires additional discussion with City staff.
45	47	The Wooddale Station design must accommodate a roadway under the rail at Xenwood Ave South.	This request may be addressed as a potential LRCI. Additional ROW impacts adjacent to the rail corridor may be identified as part of this LRCI. City staff acknowledged this is not a municipal consent requirement.
46		Louisiana Station south platform location should continue to be evaluated.	This request may be addressed as a potential LRCI. This impacts the environmental process and requires additional ROW beyond the SWLRT Project scope and budget.
47	76	Belt Line underpass should continue to be evaluated.	This request may be addressed as a potential LRCI.
48		Any environmental clean up in corridor is responsibility of Met Council. St. Louis Park requests to review all documents related to environmental cleanup for areas located within the municipality.	SPO will coordinate relevant environmental documentation with the City.
49		St. Louis Park's regulations as it pertains for tree loss, grading and erosion control, impacts to steep slopes, storm water management, wetland and floodplain regulation must be met.	The SPO will work with the City to endeavor to meet standards consistent throughout the corridor.
50		City must have opportunity to review, comment and provide input for revisions on plan iterations (30%, 60%, 95% 100%).	SPO will coordinate plan reviews with City staff at 30%, 60%, 90% and 100% completion.

C-38673

## MEMORANDUM OF UNDERSTANDING

### Preservation of Kenilworth Corridor in Public Ownership and Control

This Memorandum of Understanding is between the City of Minneapolis (City) and the Metropolitan Council (Council).

1. It is the intent of the parties that all of that part of the Kenilworth Corridor between M.P. 13.7 and M.P. 16.2 (as shown on Exhibit 1 attached) that is being used for rail transportation of any kind, that may foreseeably in the future be used for rail transportation of any kind or that legally has a present use for rail transportation of any kind, shall remain in public ownership. The Council will take all reasonable actions to keep the Kenilworth Corridor in public ownership while it is being used for rail transportation of any kind, including but not limited to the following:

(a) The Metropolitan Council will exert whatever influence it has to have the current owner of the rail line in the Kenilworth Corridor, the Hennepin County Regional Railroad Authority, enter into an agreement with the City, committing on behalf of itself and any successors in interest (i) to not admit additional railroad tenants or users to use of the line; and (ii) to limit use, to the maximum extent possible, pursuant to its rights under Section 2.3 of that certain Trackage Rights Agreement between Soo Line Railroad Company, Twin Cities & Western Railroad Company and Hennepin County Regional Railroad Authority dated August 10, 1998, as amended to date, (the "Trackage Agreement"); and (iii) to prohibit modification of the Trackage Agreement without City consent; (iv) that transfer of the property, if any, will be an intergovernmental transfer intended to keep the corridor in public ownership; and (v) it will not sell or offer the property for sale so as to create an obligation to offer a right of first refusal under Minnesota Statutes, Section 222.632.

(b) If the Council acquires any property in the Kenilworth Corridor to be used for freight rail, including but not limited to property from BNSF or others located to the west of the HCCRA property and just north of the channel in the Kenilworth Corridor, then the Council agrees on behalf of itself and any successors in interest as to any such property: (i) to take all reasonable actions to keep the property that is being used for freight rail in public ownership while it is being used for rail transportation of any kind; and (ii) to admit only Twin Cities & Western Railroad Company and not admit additional railroad tenants or users to use of this property; and (iii) to impose limitations in any new or amended trackage rights agreement that limit use of this property, to the maximum extent possible, consistent with the limitations in Section 2.3 of the above-referenced Trackage Agreement; and (iv) to not sell or offer this property for sale so as to create an obligation to offer a right of first refusal under Minnesota Statutes, Section 222.632.



(c) The Council agrees that any transfer of the property used for freight rail in the Kenilworth Corridor to the Council, shall be made strictly as an intergovernmental transfer of property.

(d) Any transfer of any property used for freight rail in the Kenilworth Corridor shall be contingent upon assumption by the transferee of the above-referenced agreements, including the Trackage Agreement(s), -the HCCRA-City agreement and the applicable Council commitments in this MOU. A memorandum of these agreements shall be filed in the county real estate records.

2. The Council intends that any property located in the Kenilworth Corridor that is now owned or subsequently acquired from BSNF Railroad by the Council that will not actively be used either for the Project or freight rail (as shown on attached Exhibit 2) shall be conveyed to the Minneapolis Park and Recreation Board for use as parkland upon terms and conditions that are agreeable to both the Council and the Board. The Council intends that any property located in the Kenilworth Corridor that it may acquire from HCCRA that it will not actively use for either the Project or freight rail shall be conveyed to the Minneapolis Park and Recreation Board for use as parkland upon terms and conditions that are agreeable to both the Council and the Park Board. This refers to the "excess" or "remnant" pieces of land and does not include any land that will actively be used for the Project, freight rail or the bicycle and pedestrian trail.
3. To the extent necessary to perpetuate and maintain the connection to local and regional trails in the area, if the Council obtains land in the Kenilworth Corridor, the Council will grant a permanent easement to the Minneapolis Park and Recreation Board for a pedestrian and bicycle trail in the Kenilworth Corridor that is laid out so as to connect to regional and local trails in the area. This permanent easement will include, as applicable, an easement for the trail to be placed over any Council owned tunnel, together with any necessary restrictions thereon.

  
\_\_\_\_\_  
Metropolitan Council  
Regional Administrator

Date: 7-1-2014

*See Attached*  
\_\_\_\_\_

Date: \_\_\_\_\_

City of Minneapolis

IN WITNESS WHEREOF, the parties have executed this Contract as of the date first written above.

**FOR THE CITY:**

Approved as to Form

By: Gary J. Conover 9-22-14  
Assistant City Attorney

Approved [Signature] 9/22/14  
Department Head responsible for Administering and Monitoring this contract

Countersigned: [Signature] 9/29/14  
Finance Officer/ Designee

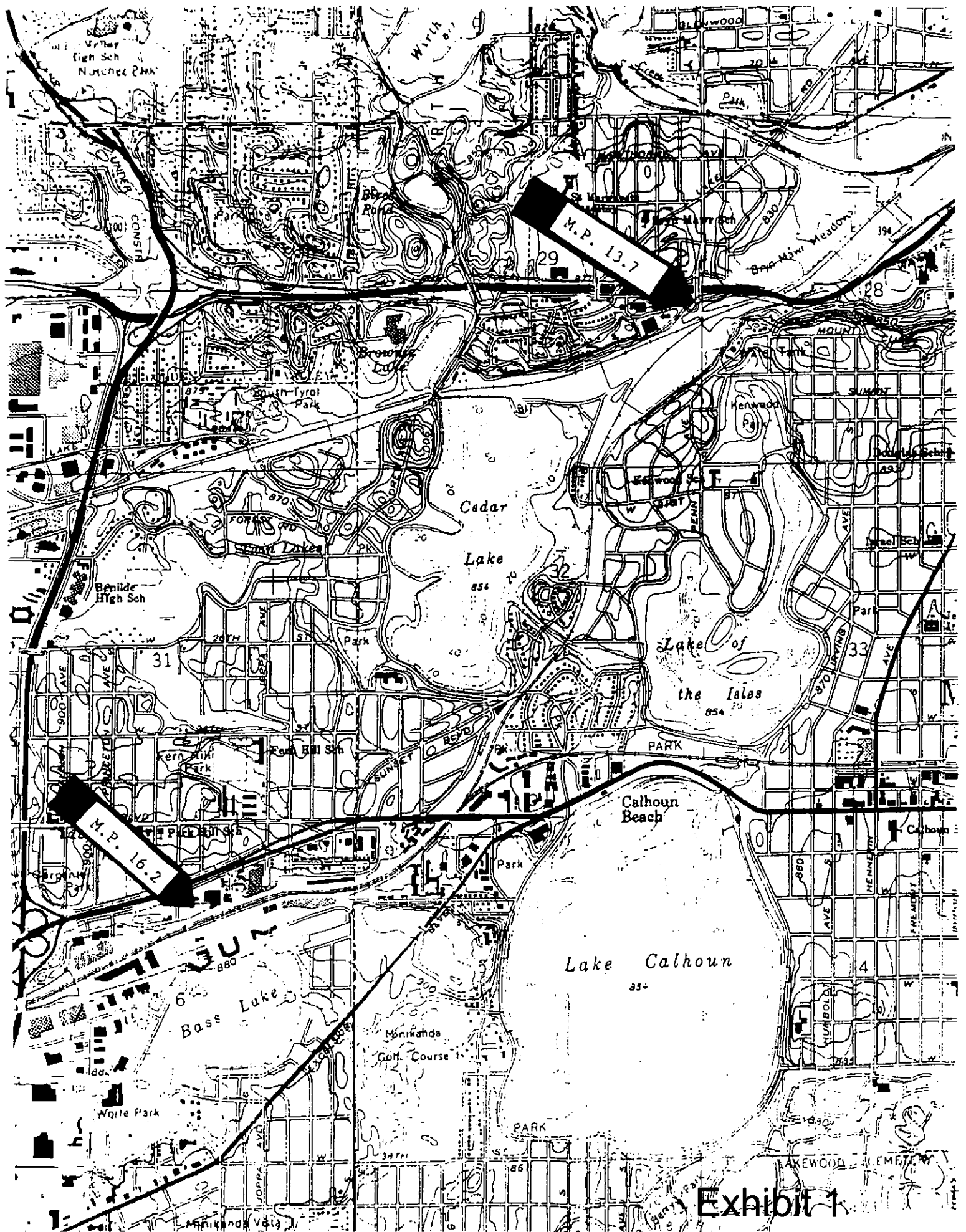
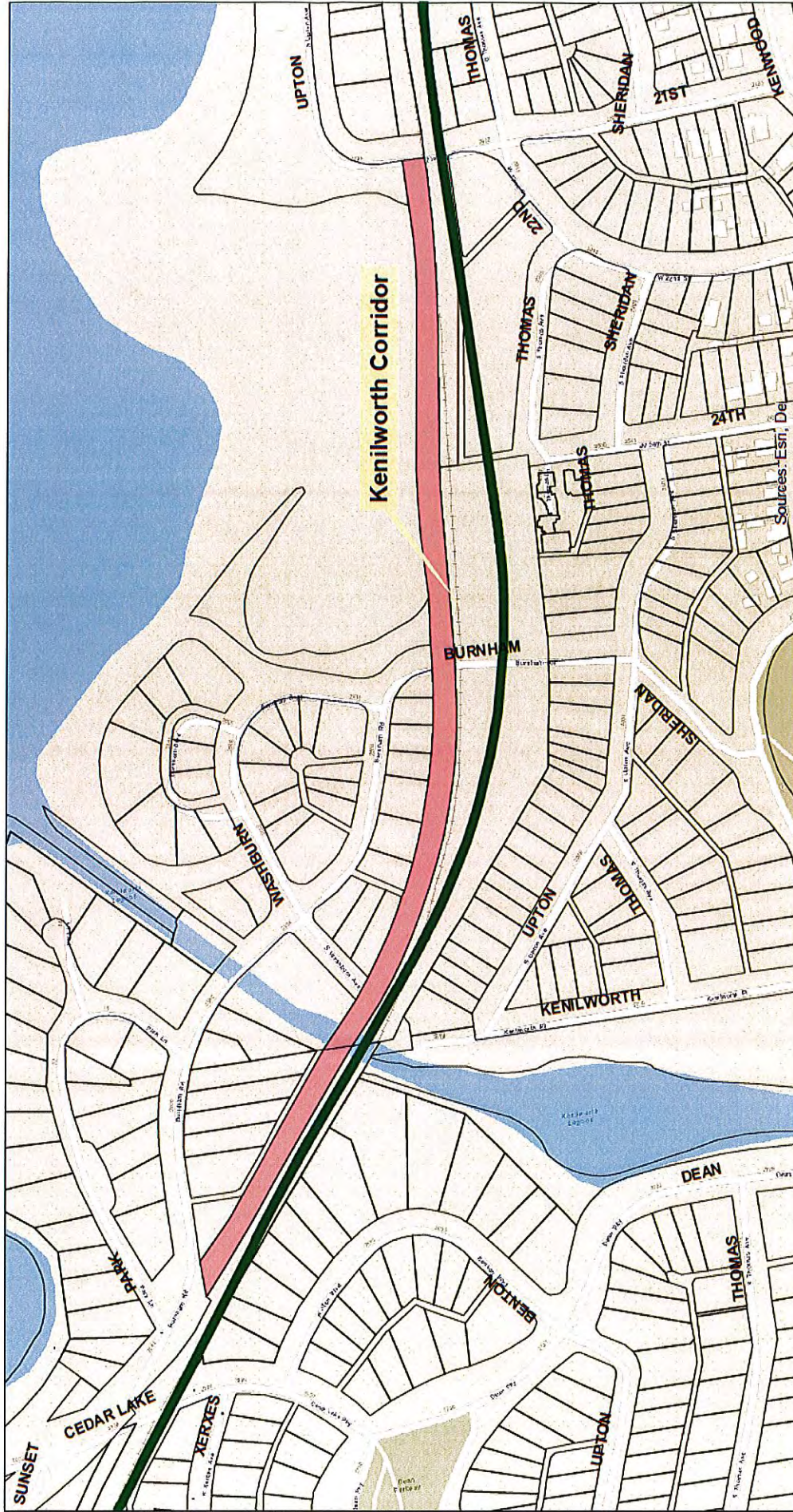


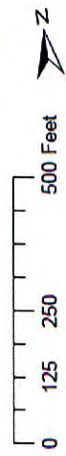
Exhibit 1

# Exhibit 2



**BNSF Parcels**

Date: 7/7/2014



## Legend

- BNSF parcels
- All other properties
- SWLRT Alignment

C-38672

## MEMORANDUM OF UNDERSTANDING

### Proposed Redesign of a Portion of Southwest Light Rail Project

This Memorandum of Understanding is between the City of Minneapolis (City) and the Metropolitan Council (Council).

After lengthy discussions, the City and the Council have reached an understanding of how certain changes to the Preliminary Design Plan of the Southwest Light Rail Project (Project) within the City of Minneapolis would render the Project more acceptable to the City. In consideration of the mutual agreements set forth herein, the Parties agree as follows:

1. Upon approval by the Council, it will finalize certain design plan changes, as set forth in Exhibit 1 attached hereto. Among the design plan changes is the elimination of the North shallow tunnel and the addition of an at-grade station at 21<sup>st</sup> Street. These two changes will result in a net savings of approximately \$60 million for the Project.
2. Fifty percent of the net savings realized from the changes in paragraph 1 above (\$30 million) will be available to meet the City's proposed physical design changes. The remaining 50 percent will be used to reduce the overall budget of the project. Improvements requested by the City that fall outside the allotted 50 percent will be considered along with other contingency funding requests as the project progresses.
3. It is understood that the proposed design plan changes are subject to acceptance for funding by the Federal Transit Administration.
4. Upon approval by the Council of this MOU and the revised preliminary design plan reflecting the changes set out herein, the municipal approval process set forth in Minnesota Statutes Section 473.3994 as applied to the City will commence again from the beginning of that process. Since the design plan changes contemplated in this MOU do not involve any other municipality, amendments to the Minneapolis portion of the Project, is not intended to change the approval process or timeline already underway for other municipalities.



Metropolitan Council  
Regional Administrator

Date: 9-9-2014

*See Attached*

City of Minneapolis

Date: \_\_\_\_\_

IN WITNESS WHEREOF, the parties have executed this Contract as of the date first written above.

**FOR THE CITY:**

Approved as to Form

By: Louy M. Gnan 9-22-14  
Assistant City Attorney

Approved [Signature] 9/22/14  
Department Head responsible for Administering and Monitoring this contract

Countersigned: [Signature] 9/29/14  
Finance Officer/ Designee

## **Exhibit 1**

### **Amendments to the preliminary design of the SWLRT Corridor in Minneapolis**

*The following changes are each subject to the eligibility of federal transit funding.*

1. The tunnel south of the water channel will be built as indicated in the current municipal consent package.
2. The tunnel north of the water channel will be removed and a station will be added at 21<sup>st</sup> Street. The 21<sup>st</sup> Street Station will include pedestrian connections to Cedar Lake. Light rail trains will operate at-grade on a bridge over the Kenilworth Channel and at grade north of the channel.
3. The parties agree that the Kenilworth Corridor (Corridor) is located in a park-like setting. In the event that LRT is constructed in the Corridor with co-location of LRT, freight rail and a bicycle and pedestrian trail, the Corridor shall be designed to a park-like level of amenity, not only restoring, but improving pre-existing conditions. Design and restoration shall include but not be limited to native plantings, mature trees and the like. It is understood that the Corridor, along with the bicycle and pedestrian paths located on the Corridor, is a significant part of the City's chain of lakes park system, one of the most prized, highly used recreational attractions in the region and that the parties intend for the Corridor to be landscaped and restored so that it continues to be an asset to the chain of lakes park system. It is agreed that the Corridor shall be restored and constructed consistent with this park-like environment and the proximity to the chain of lakes, to the extent reasonably possible, so as not to impact neighboring parks or water bodies or to impair the existing park-like setting. The Council will select a landscape architect with the City and MPRB serving on the evaluation panel. The City, MPRB and representatives of the affected neighborhoods will participate with the Council in a collaborative design process for the Corridor.
4. Noise mitigation will be added based on the Supplemental Draft Environmental Impact Statement.
5. Add freight rail safety improvement recommendations made by the TranSystems Freight Rail Report as follows:
  - a. Freight Rail guardrail from north of West Lake Station to Cedar Lake Parkway
  - b. Freight guardrail from north of Kenilworth Channel crossing to Burnham Road
  - c. Freight guardrail from west 21<sup>st</sup> Street to 1,000 feet north of West 21<sup>st</sup> Street
6. Royalston Station

- a. Upgrade to embedded track along Royalston Avenue both north and south of the station.
- b. Upgrade to painted tubular overhead catenary poles in Royalston Station area and at station.
- c. Build enhanced pedestrian connections to the Farmer's Market, from both the north and south, via the frontage road and Holden and Border Avenues.

#### 7. Van White Station

- a. Dunwoody Blvd sidewalk improvements including improvements to the under-bridge area and intersection improvements at Stadium Pkwy/Emerson Ave S.
- b. Build a pedestrian bridge to Bryn Mawr Meadows.

#### 8. Penn Station

- a. Improve and enhance pedestrian connections from the Penn Ave station across I-394 and north to Mount View Ave.
- b. Additional ADA compliance improvements to be made at each intersection along Penn continuing north to Cedar Lake Road.
- c. Build additional sidewalks, as enhanced pedestrian connections, along the south side of Wayzata Blvd from I-394 pedestrian bridge at Thomas Ave east to the access to Penn Ave station.
- d. Light and sign the existing trail segment from Cedar Lake Trail to Kenwood Parkway.

#### 9. West Lake Station

- a. Build enhanced pedestrian connections along West Lake Street between Drew Ave S and Market Plaza and along Excelsior Blvd between Market Plaza and W 32<sup>nd</sup> St.
- b. Realign Abbott Ave and Chowen Ave to accommodate development on the HCRRA property as shown the Transitional Station Area Action Plan (TSAAP)



and build "Mid-Town Station" ready.

- c. Build enhanced pedestrian connections along Chowen and Abbott Aves and along the newly realigned street segment.
- d. Conduct an areawide traffic study with partner agencies to assess non-motorized needs and opportunities.

#### 10. Other

- a. Bicycle and pedestrian facilities, to be determined, within three miles of LRT stations to provide the level of access for transit dependent populations who cannot use Park and Ride facilities.
  - Improvements shall include:
    - i. Closing a trail gap along Van White Boulevard/Fremont Ave N between Van White Memorial Blvd and 2<sup>nd</sup> Ave N.
    - ii. Work with City and MPRB staff to redesign the connection of the Cedar Lake Trail and Kenilworth Trail near the Penn Ave station for a more functional connection.
    - iii. Add a "trail actuated signal" or some form of traffic control at the intersection of Cedar Lake Road and the Kenilworth Trail.
    - iv. Connection to "Hidden Beach" from 21<sup>st</sup> St Station including a wayfinding kiosk and wayfinding to the Beach, Franklin Ave and Lake of the Isles.
    - v. Convert the existing 7<sup>th</sup> St bikeway to a protected bikeway facility between 2<sup>nd</sup> Ave N and Plymouth Ave N.
    - vi. Provide a new pedestrian access from The Lakes Citihomes Condos to improved sidewalks along West Lake St.
- b. Lighting and security improvements throughout the corridor in the proximity of station areas.
- c. High quality aesthetic design, including community engagement, of all fence and railings throughout the corridor with agreements for long term maintenance.