

SOUTHWEST

Green Line LRT Extension



# Corridor Management Committee

June 24, 2015



# Today's Topics

- Technical Capacity Review
- Response to Questions from June 3 CMC meeting
- Advisory Committee Reports
  - CAC
  - BAC
- Potential Cost Reduction Deliberation
- Next Steps



# Technical Capacity Review

# Advisory Committee Reports

**Community Advisory Committee**  
**Business Advisory Committee**

# Response to Questions from June 3 CMC meeting

Provided in Meeting Packet

# Potential Cost Reduction Deliberation

# What We Heard at June 3 CMC

- Little support for scenarios A or B
  - A: Ending at Southwest Station required too many cuts along rest of line to maintain a viable level of ridership
  - B: Ending at Golden Triangle considered “draconian;” requires Eden Prairie to bear brunt of cuts
- Discussion centered around scenarios C and D which end at Town Center

# Criteria for Evaluating Cost Reductions

- Must identify cost reductions totaling at least \$341M to keep the project budget at \$1.65B
- Must have forecasted average weekday ridership of 29,000 to 30,000
- Must achieve consensus by all communities along the line



# Purpose of Today's Discussion

- Recap scenarios analyzed to date
- Introduce Alternate C (Eden Road)
- Provide direction for final model run(s)
- Identify information needed for a recommendation

# Coordination Since June 3 CMC Meeting

- City Specific Work Sessions
- CAC (6/9) and BAC (6/17)
- Met Council briefing (6/10)
- Eden Prairie City Council Workshop (6/16)
- Twin West and Eden Prairie Chambers (6/5 and 6/19)
- Four Project Partner Work Sessions

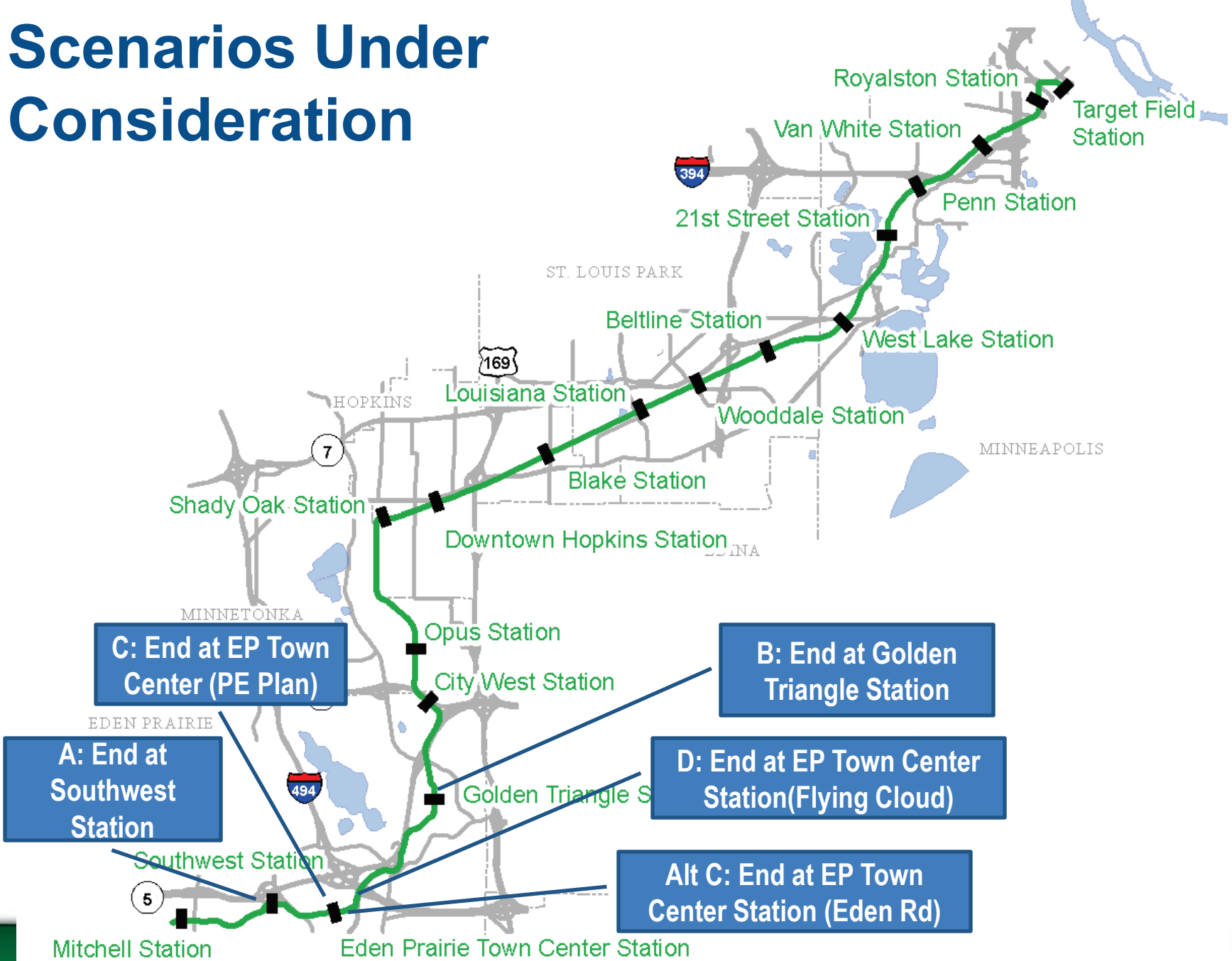
# Researching New Funding Sources

- Working with project partners to develop a matrix of other funding sources for elements that may be eliminated from the project
- Discussing with project partners the potential to use local funds to leverage federal New Starts match

# New Cost Reductions Identified

- Reduced finance charge from 3% to 2%: \$10M cost reduction
- Additional design refinements to the OMF: \$6.5M-\$7.5M cost reduction
- Reduced LRV fleet by 3 more vehicles: \$15M cost reduction

# Scenarios Under Consideration



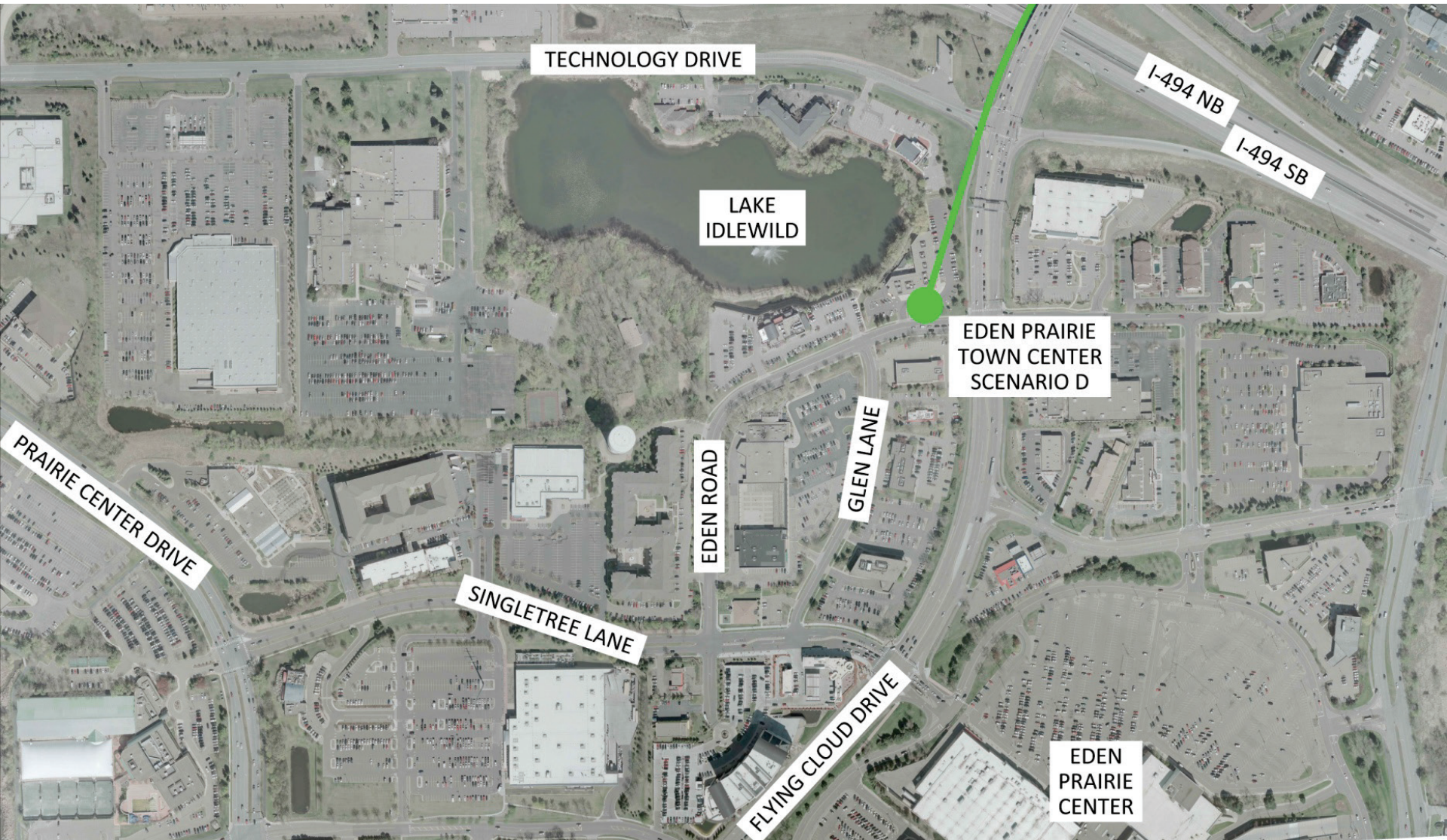
# Scenario A: No Further Analysis

- A: End at Southwest Station
  - Eliminated all park and rides and 4 stations
  - Ridership of 26,700 (2040) too low; doesn't achieve New Starts rating
  - Cost reduction of \$300M - \$334M does not achieve necessary reduction of \$341M
- Alternate A: End at Southwest Station as proposed by City of Eden Prairie
  - Eliminated 2 park and rides, deleted 1 station and deferred 1 station
  - Ridership of 32,700 (2040); achieves New Starts Rating
  - Cost reduction of \$281M - \$311M does not achieve necessary reduction of \$341M

# Scenarios B and D: No Further Analysis

- B: End at Golden Triangle
  - Eliminated 3 of 5 stations in Eden Prairie
  - CMC feedback too “draconian”
- D: End at Town Center (Flying Cloud Dr.)
  - Eliminated potential for future extension
  - Eliminated 2 and deferred 1 station; reduced most park and rides

# D: End at Town Center Station (Flying Cloud)

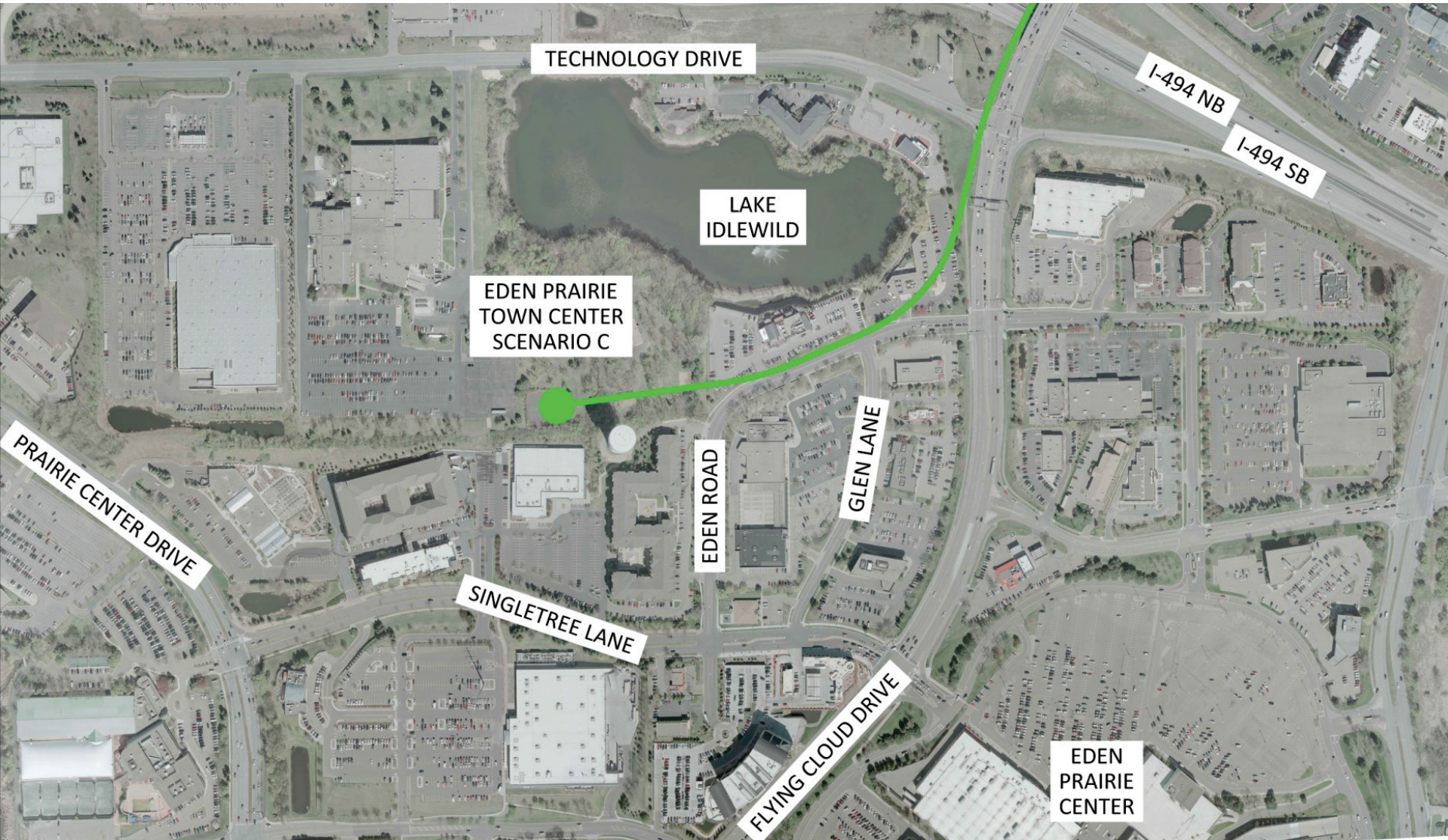




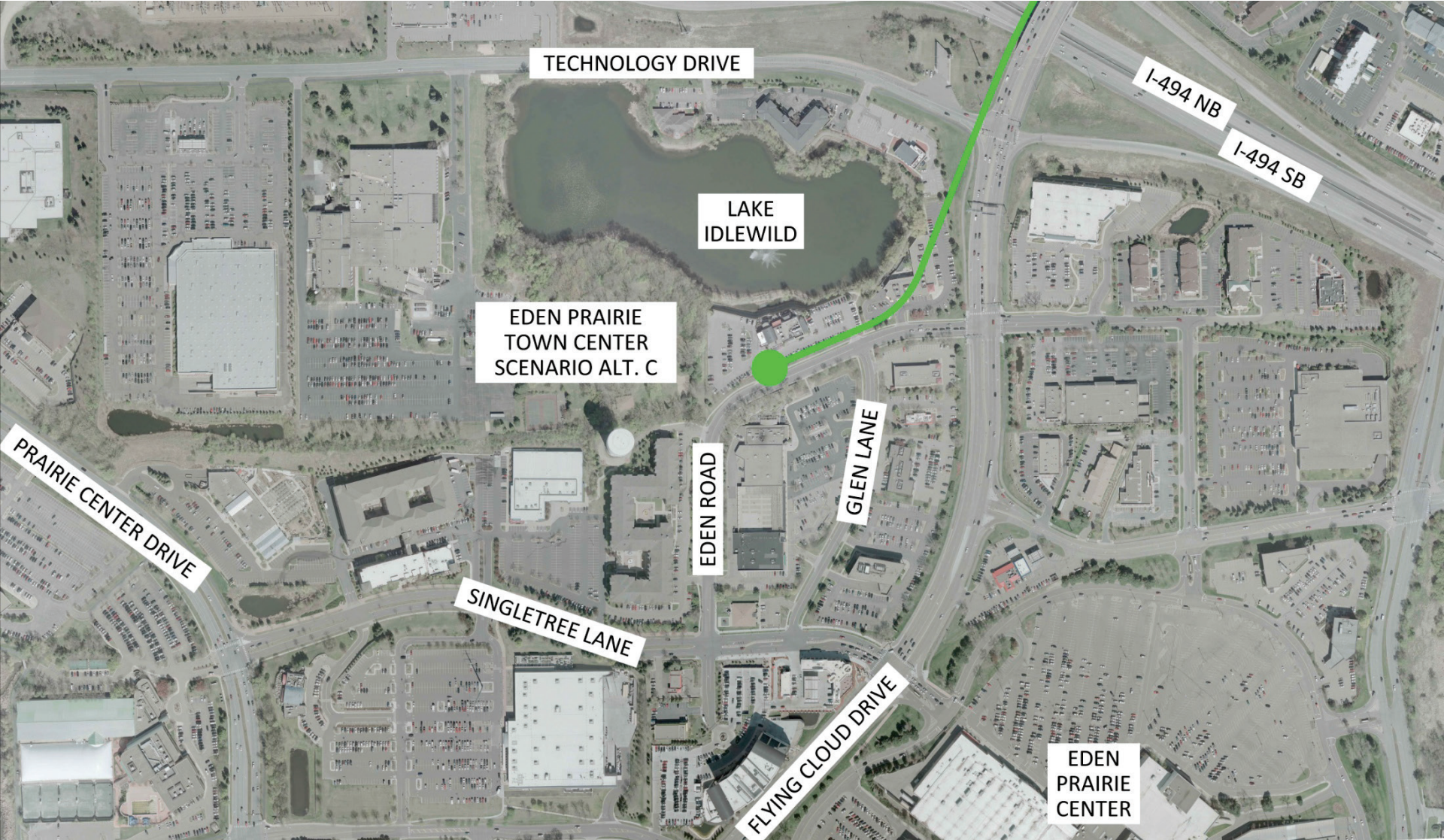
# C Scenarios: For CMC Deliberation

- Two Town Center options
  - C: End at Town Center (PE Plan)
  - Alternate C: End at Town Center (Eden Road)
- Include same corridor wide and stakeholder options in proposed cost reductions
- Only difference is Alternate C (Eden Rd) station location is 750 feet east of the C (PE Plan) station

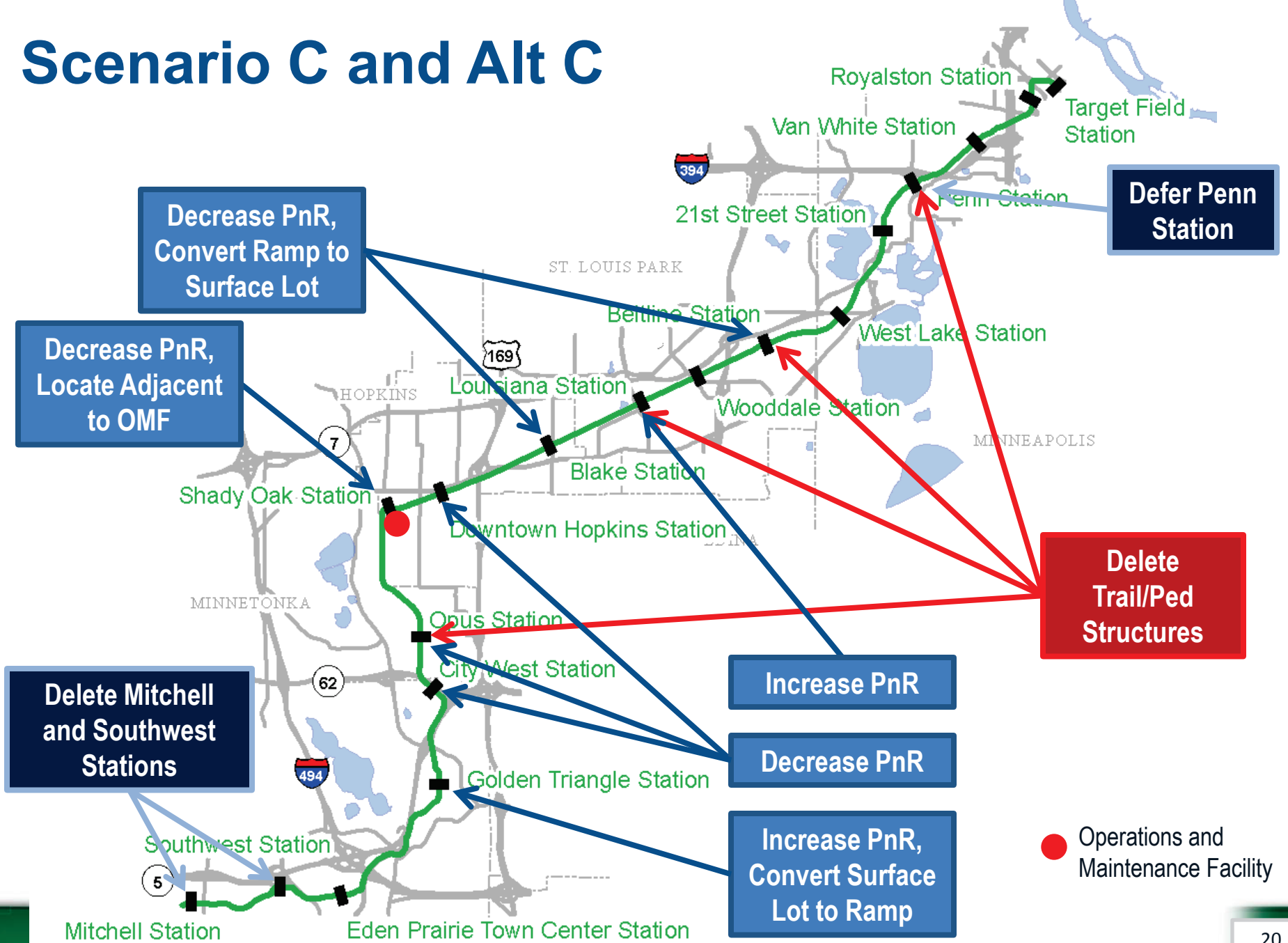
# C: End at Town Center Station (PE Plan)



# Alt C: End at Town Center Station (Eden Rd)



# Scenario C and Alt C



# Scenario C and Alt C: Summary

	C: Town Center (PE Plan)	Alt C: Town Center (Eden Rd)
Western End Station	EP Town Center	EP Town Center @ Eden Rd
Stations	Defer Penn, Delete Mitchell and Southwest Stations	
Park and Rides	Decrease, Convert to Surface Lots: Beltline, Blake Decrease DT Hopkins, Shady Oak, Opus, City West Increase Louisiana, Golden Triangle (convert to ramp)	
Park and Ride Spaces	1,939 spaces (reduction of 1,711 spaces)	
Ridership (2040)	31,450	
Scenario Cost Estimate	\$1.630B	\$1.617B
Potential Cost Reduction	\$364M - \$394M	\$377M - \$406M
Cost Effectiveness Index	\$9.92 Medium	\$9.86 Medium
Potential for Adding Elements Back	\$23M - \$53M	\$36M - \$66M

# Elements Not in C or Alt C

	Project Cost	Enrichment *	Other Federal Funding	Adds Ridership
Beltline Trail Bridge	\$13-14M	Yes	Yes	
Beltline PnR Ramp	\$10M	Yes (if JD)	Yes	Yes
Shady Oak PnR (Tech Center)	\$24-26M	No		Yes
Penn Station and Ped Improvements	\$12-14M	No (Station) Yes (Ped)		
Site furnishing (50%)	\$0.5-0.6M	Yes		
Public Art (100%)	\$4.5M	Yes		
Landscaping (75%)	\$11-13M	Yes		
N Cedar Lake Trail Bridge	\$12-14M	Yes		
Trail Underpass at Louisiana	\$0.6M	Yes		
2 Ped Underpasses at Opus	\$1-2M	Yes		

\* Enrichments are not charged against Cost Effectiveness Index

# Discussion

- Are there any elements that you would like to “add-back” to a scenario for discussion and have staff run the cost and ridership models?
- Is there any additional information you need to assist in making a recommendation?

# “Add-backs” for Discussion

	Project Cost	Enrichment *	Adds Ridership	CEI Impact
Beltline Trail Bridge	\$13-14M	Yes	No	No
Beltline PnR Ramp (2020)	\$10M	Yes (if JD)	Yes	Yes
Shady Oak PnR ( 2020 Tech Center)	\$24-26M	No	Yes	Yes
Blake PnR (2020)	\$4.6-5.6M	No	Yes	Yes
Penn Station and Ped Improvements	\$12-14M	No and Yes	N/A	Yes
Site furnishing	\$0.5-0.6M	Yes	No	No
Public Art	\$2.5-4M	Yes	No	No
Landscaping	\$8-13M	Yes	No	No
N Cedar Lake Trail Bridge	\$12-14M	Yes	No	No
Trail Underpass at Louisiana	\$0.6M	Yes	No	No
2 Ped Underpasses at Opus	\$1-2M	Yes	No	No
Light rail vehicles (2)	\$10-12M	No	No	Yes

\* Enrichments are not charged against Cost Effectiveness Index



# Next Steps

# Next Steps

- June 24: Met Council
  - Technical capacity review and project scope reductions
- June 30: Community Advisory Committee
  - Input on project scope reductions
- July 1: Corridor Management Committee
  - Recommendation on project scope and budget
- July 1: Met Council Committee of the Whole
  - Recommendation on project scope and budget
- July 7: Hennepin County Regional Railroad Authority
  - Recommendation on project scope and budget
- July 8: Met Council
  - Action on project scope and budget

# More Information

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