

SOUTHWEST

Green Line LRT Extension



SWLRT Business Advisory Committee Meeting

March 27, 2013





Today's Topics

- Approve January meeting minutes and February meeting summary
- Transit Return on Investment Study
- Station Area Action Plans (TSAAP) Update
- Operations and Maintenance Facility (OMF) – Technical Issue #23 Workshop
- Freight Rail Co-location/Relocation – Technical Issue #21 Workshop
- Member and Committee Reports
- Public Forum

Business Advisory Committee
March 27, 2013

TSAAP Overview – Station Outreach Activities



Transitional Station Area Action Plans (TSAAP)

- Intended to promote opening day readiness by bridging the gap between current conditions and future needs by addressing:
 - Station platform locations
 - Park and ride sites
 - Future development potential
 - Access and circulation planning
 - Infrastructure planning
 - Creative stormwater management solutions



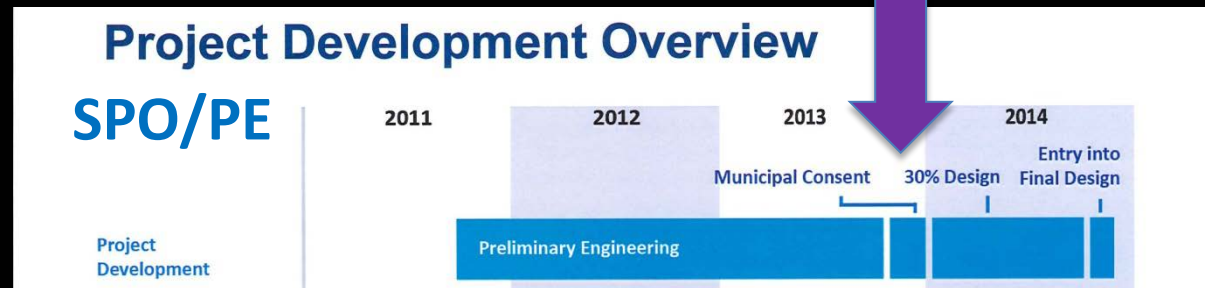
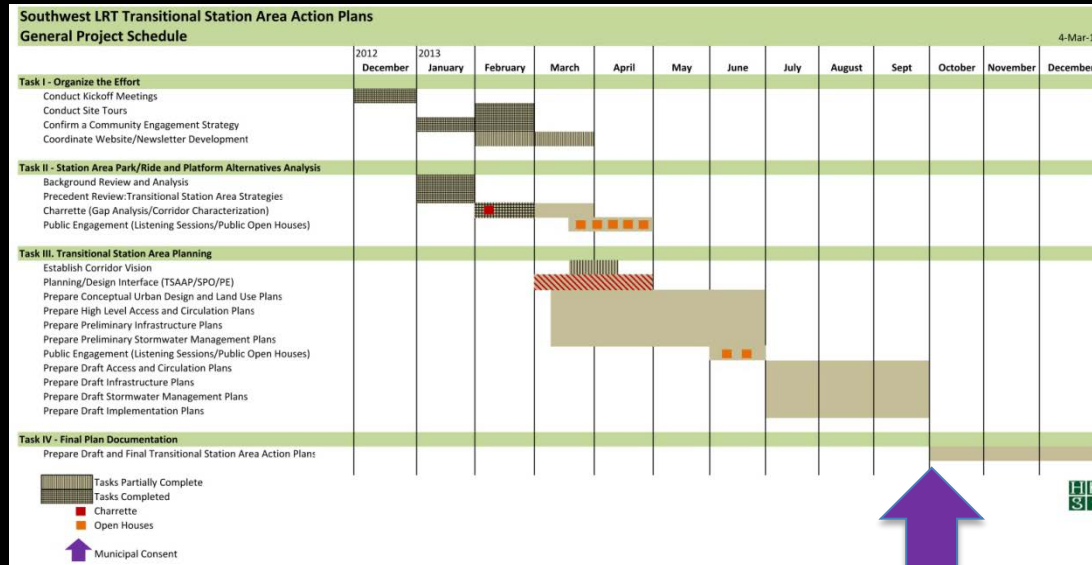
TSAAP and SPO/PE Teams – a Coordinated Effort

- TSAAP and SPO/PE teams have weekly coordination meetings.
- SPO/PE teams attended TSAAP charrettes.
- TSAAP/SPO/PE teams had debrief meeting post-charrette.
- PE Teams each have community liaisons that interact regularly with the TSAAP team and local community staff members.





TSAAP and SPO/PE Teams – a Coordinated Effort





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Initial Station Area Concepts

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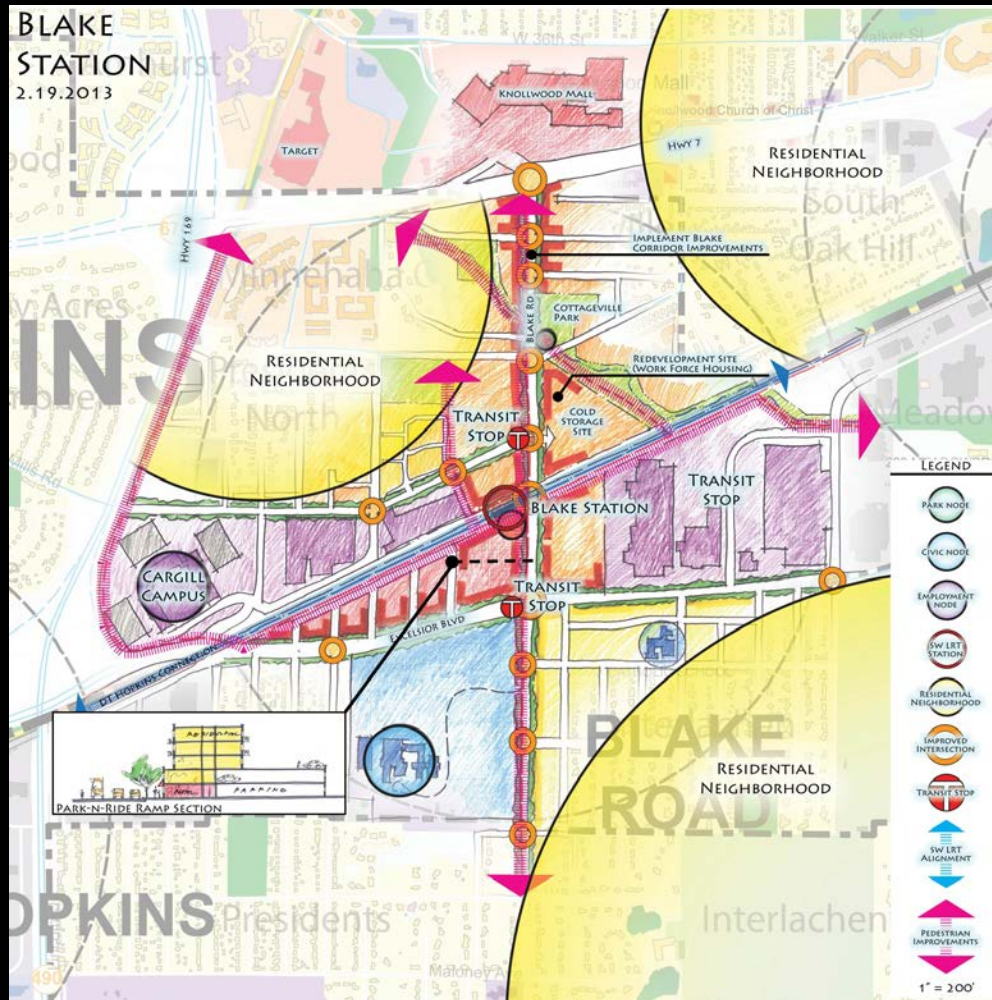
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Initial Concepts

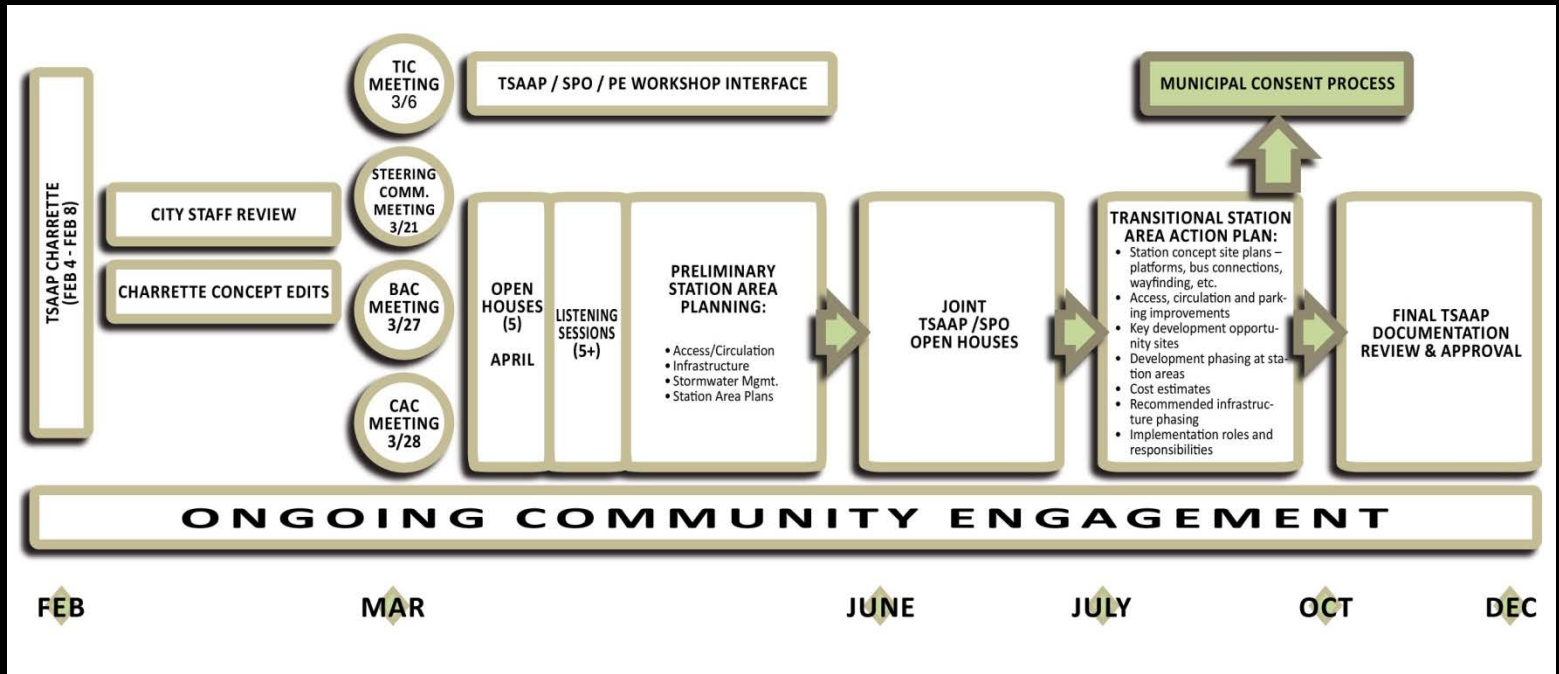


Initial Concepts



Blake Station - Hopkins

TSAAP Process





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Public Engagement

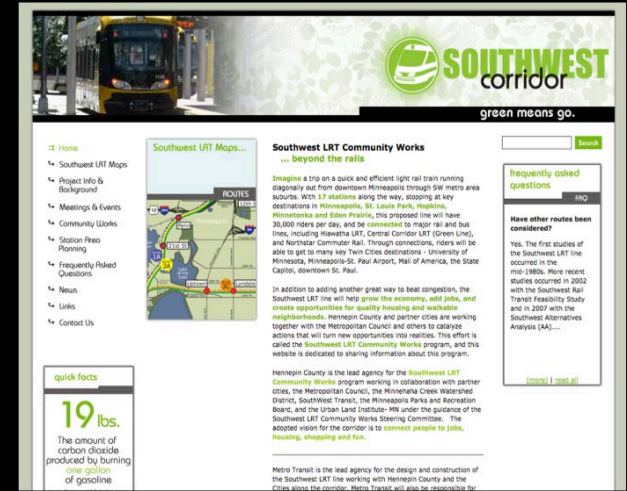


Public engagement activities included as part of the Transitional Station Area Action Plans (TSAAP)

- Charrette results open houses (5 – one in each community)
- Listening sessions (8 total)
- Joint TSAAP/SPO open houses (2 – east and west portions of corridor)
- Meetings with city councils, boards and commissions (10 – two per community)
- CAC meetings
- BAC meetings
- Steering Committee meetings
- Corridor Management Committee
- TIC meetings
- Business Investment Partnership meeting

A Collective Effort...

- Website – re-focus on Community Works
- Support for each city's outreach
 - Materials (e.g. Station Area Profiles)
 - Mobile displays
 - Online tools
 - Social media
 - Others
- Outreach to media – through Hennepin County Public Affairs and city protocols



A Coordinated Effort...

- *Coordinate with LRT Project (SPO)*
 - Work with existing Community Advisory Committee (CAC) and Business Advisory Committee (BAC)
 - Coordinate major outreach efforts including open houses, listening sessions, etc.
 - Ongoing communications about messages
 - Work through Communications Committee
- *Coordinate with Corridors of Opportunity (CoO)*
 - Work with Community Engagement Team
 - Work with Grantees





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Activities

Open Houses

- Community-wide event
- Information stations (TSAAP and PE)
- One-on-one interactions



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Listening Sessions

- Ten to fifteen participants
- Deeper, more detailed conversations
- Additional opportunity to engage underrepresented populations



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Support Community Events

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Websites and Media



- Home
- Southwest LRT Maps
- Project Info & Background
- Meetings & Events
- Community Works
- Station Area Planning
- Frequently Asked Questions
- News
- Links
- Contact Us



Southwest LRT Community Works ... beyond the rails

Imagine a trip on a quick and efficient light rail train running diagonally out from downtown Minneapolis through SW metro area suburbs. With **17 stations** along the way, stopping at key destinations in **Minneapolis, St. Louis Park, Hopkins, Minnetonka and Eden Prairie**, this proposed line will have 30,000 riders per day, and be **connected** to major rail and bus lines, including Hiawatha LRT, Central Corridor LRT (Green Line), and Northstar Commuter Rail. Through connections, riders will be able to get to many key Twin Cities destinations - University of Minnesota, Minneapolis-St. Paul Airport, Mall of America, the State Capitol, downtown St. Paul.

In addition to adding another great way to beat congestion, the Southwest LRT line will help **grow the economy, add jobs, and create opportunities for quality housing and walkable neighborhoods**. Hennepin County and partner cities are working together with the Metropolitan Council and others to catalyze actions that will turn new opportunities into realities. This effort is called the **Southwest LRT Community Works** program, and this website is dedicated to sharing information about this program.

Hennepin County is the lead agency for the **Southwest LRT Community Works** program working in collaboration with partner cities, the Metropolitan Council, the Minnehaha Creek Watershed District, SouthWest Transit, the Minneapolis Parks and Recreation Board, and the Urban Land Institute- MN under the guidance of the Southwest LRT Community Works Steering Committee. The adopted vision for the corridor is to **connect people to jobs, housing, shopping and fun**.

Metro Transit is the lead agency for the design and construction of the Southwest LRT line working with Hennepin County and the Cities along the corridor. Metro Transit will also be responsible for

quick facts

19 lbs.

The amount of carbon dioxide produced by burning **one gallon** of gasoline

frequently asked questions

FAQ

Have other routes been considered?

Yes. The first studies of the Southwest LRT line occurred in the mid-1980s. More recent studies occurred in 2002 with the Southwest Rail Transit Feasibility Study and in 2007 with the Southwest Alternatives Analysis (AA)....

[\(more\)](#) | [read all](#)



What are communities doing to implement smart growth? Show us!



PROJECT DETAILS

- [About the Project](#) >
- [How It Works](#) >
- [Who's Listening?](#) >
- [Rewards Store](#) >
- [Local Government Commission](#) >
- [EPA Smart Growth](#) >
- [New Partners Conference on Facebook](#) >
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- [EPA Smart Growth on Twitter](#) >
- [SustainableCommunities.gov](#) >
- [Smartgrowth.org](#) >

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CONTRIBUTORS

What Do You Think?



What is the most exciting thing you learned at the New Partners for Smart Growth Conference?

We encourage you to share some of the most exciting information or ideas you have learned about at the conference! What's the most interesting thing you...

139 8 14 Days Remaining

My idea is...

[Add Idea](#)

TOPICS

Sort By: LATEST POPULAR

Status: CURRENT ARCHIVED



Lessons Learned

6 0 39 Days Remaining

[Add your Ideas](#)

[Visit this Topic](#) →



Revitalizing Neighborhoods

[Add your Ideas](#)



Other Media

- News Releases and Media Alerts
 - Media list established in previous stages of this project
 - Local and regional news outlets, websites and public access outlets
- Community Newsletter Articles
 - For all communities in corridor
- News Organizations
 - Many outlets have been following the news about SW LRT



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Questions?

ITASCA*project*

Regional Transit System: Return on Investment Assessment

March 2013



Today's agenda

- Itasca Project introduction
- Transit ROI objectives
- Results of analysis
- Comments from business leaders
- Conclusion

ITASCA *project*

Itasca Project introduction

What is Itasca?

An employer-led civic alliance focused on:

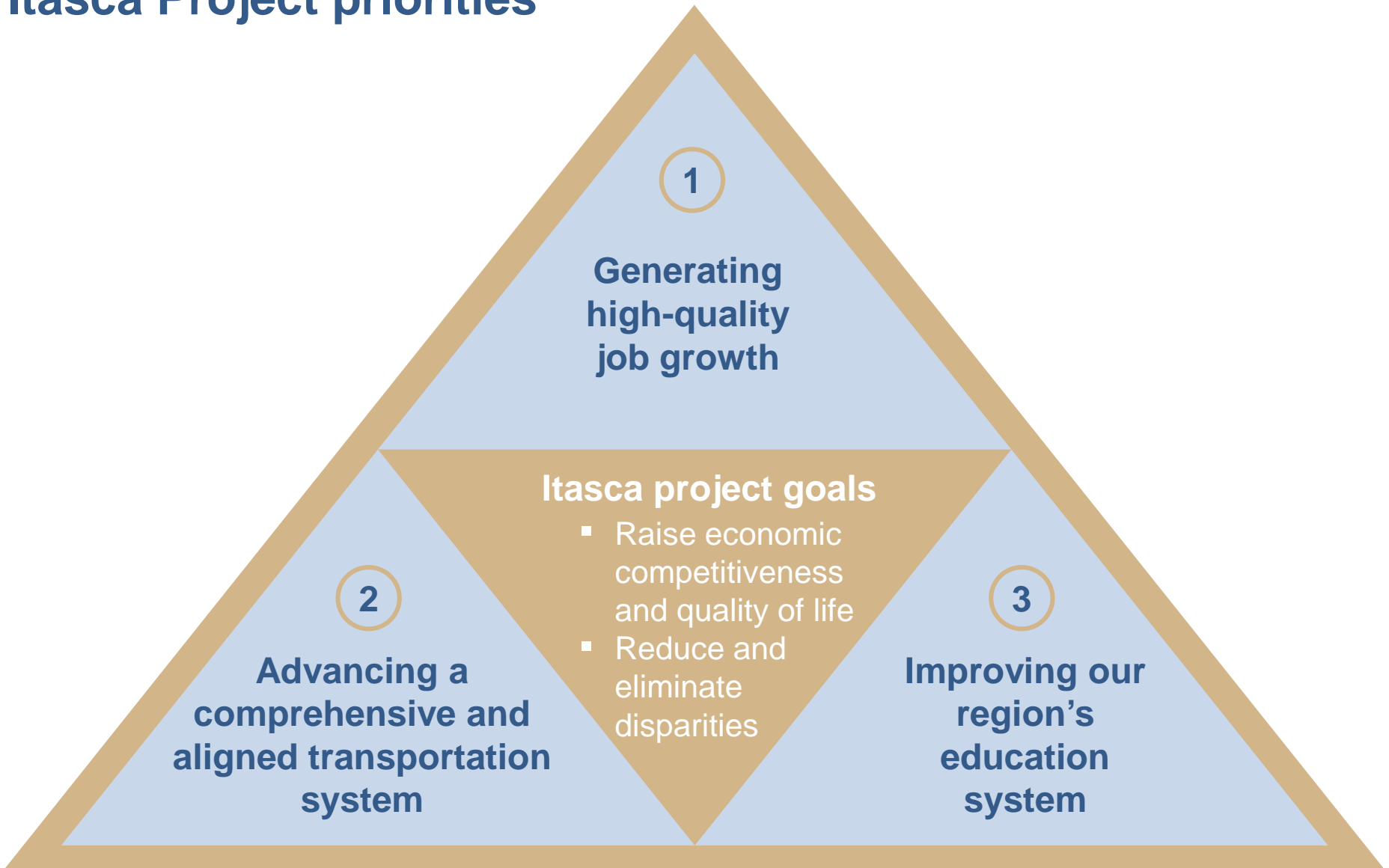
- Building a thriving economy and quality of life in the Minneapolis-Saint Paul Metropolitan region
- Reducing and eliminating socioeconomic disparities

Who is Itasca?

50-plus cross-sector community leaders from Minneapolis-Saint Paul:

- Private sector CEOs
- Public sector leaders: the Governor, the Mayors of Minneapolis and St. Paul, Chair of the Metropolitan Council, the leaders of the University of Minnesota and MnSCU
- Leaders of major foundations and United Way

Itasca Project priorities





The transportation system impacts the economic health and vitality of a region...

A comprehensive, integrated, and efficient transportation system is an important driver of economic development and, therefore, job growth because it...

- **Connects employers** to their workforce and enables employees to **access employment**; connects **businesses to customers**; maintains **timely movement** of goods
- **Attracts and retains residents by providing greater diversity of travel options**, including more free-flowing roads and affordable transit options
- **Enables strategic, efficient investment** in long-term infrastructure, e.g., energy grid, water system, housing, commercial and industrial buildings

When **employers examine where to locate, strong transportation infrastructure is one of the top 3 considerations**, along with workforce quality

...Transit is increasingly critical to sustaining the economic vitality of our region

- **In Minnesota, transit plays a vital role in connecting jobs and employees today...**
 - **40% of downtown Minneapolis and St. Paul commuters use transit**
 - According to MetCouncil, transit riders are more than 1/3 of peak hour users of major freeways
- **...and will become more important in the future**
 - Building out full transit system would give **regional employers access to an additional half a million people** within half an hour commute
 - Increasingly, talented **millennial generation employees are seeking cities with good transit**
- **Transit can be a cost-efficient way to add capacity in corridors**, improving travel times across the system especially during peak congestion periods
- **Competitor regions are investing heavily in transit**; these regions include Denver, Salt Lake City and Dallas, all rapidly growing, dynamic regions

Transit ROI study

Objective: Evaluate potential transit impacts to the region using data-driven and transparent approach

- Commissioned by Itasca
- Conducted by Cambridge Systematics, experts in transportation and economic analysis
- Guided by local Technical Advisory Committee

Itasca asked 3 questions about regional transit investments

- 1 A built-out regional transit system would require substantial investment. *What would be the return on that investment?*
- 2 Investments can be made more or less quickly. *Would accelerating build out change the return on investment?*
- 3 Many communities with developing transit systems experience more growth near transit stations. *Would such expectations for growth change the return on investment?*

We compared four scenarios

Base case

- Includes current transit options and assumes outstanding commitments are built out (including Central Corridor)
-

1

2030 regional plan

- Assumes Metropolitan Council 2030 plan is executed, including expansion of bus service at 1% annually, nine arterial BRTs, four completed BRT corridors, and three new LRT lines
-

2

Accelerated regional plan

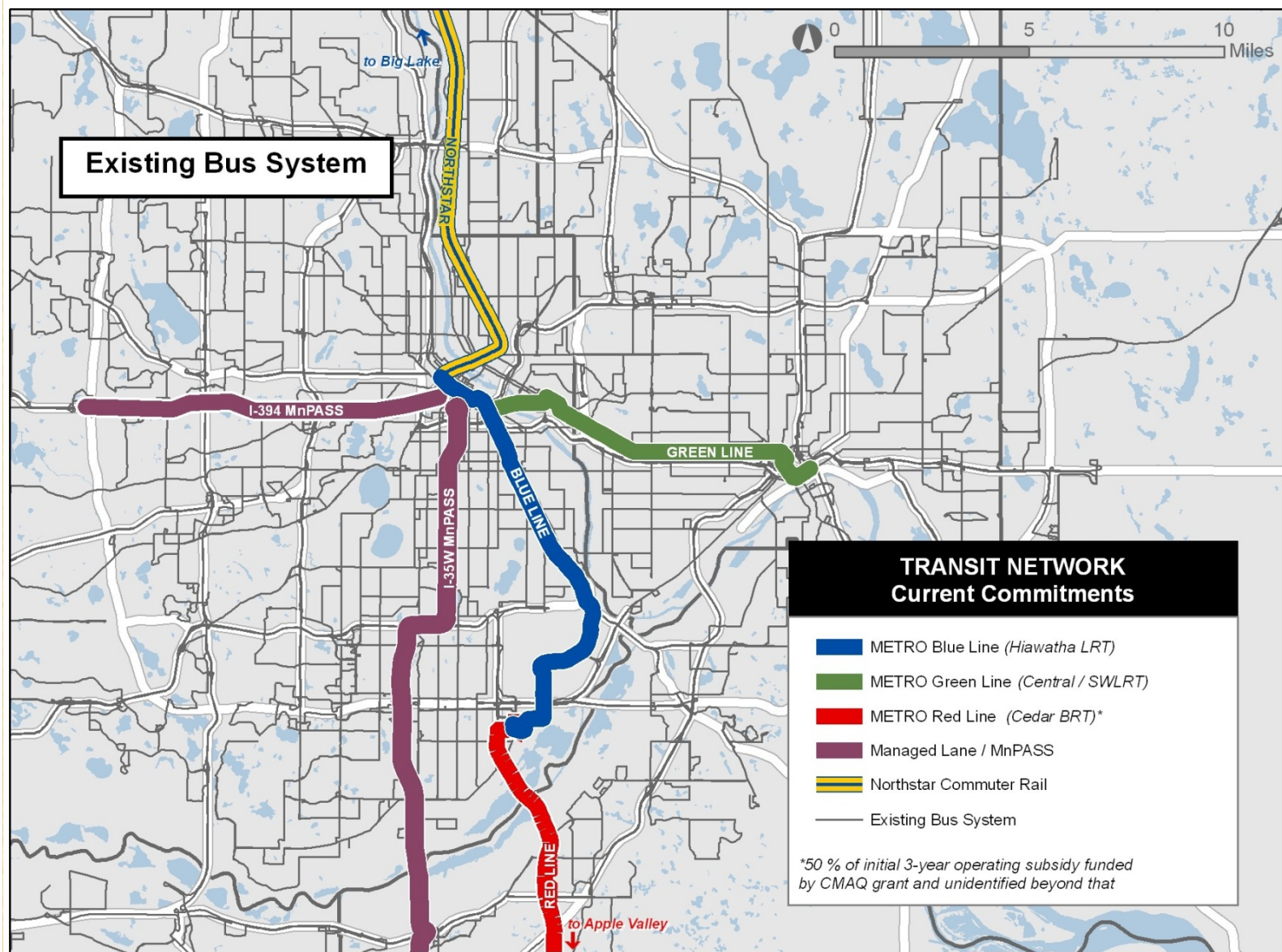
- Accelerates the regional plan from scenario one to a 2023 completion
-

3

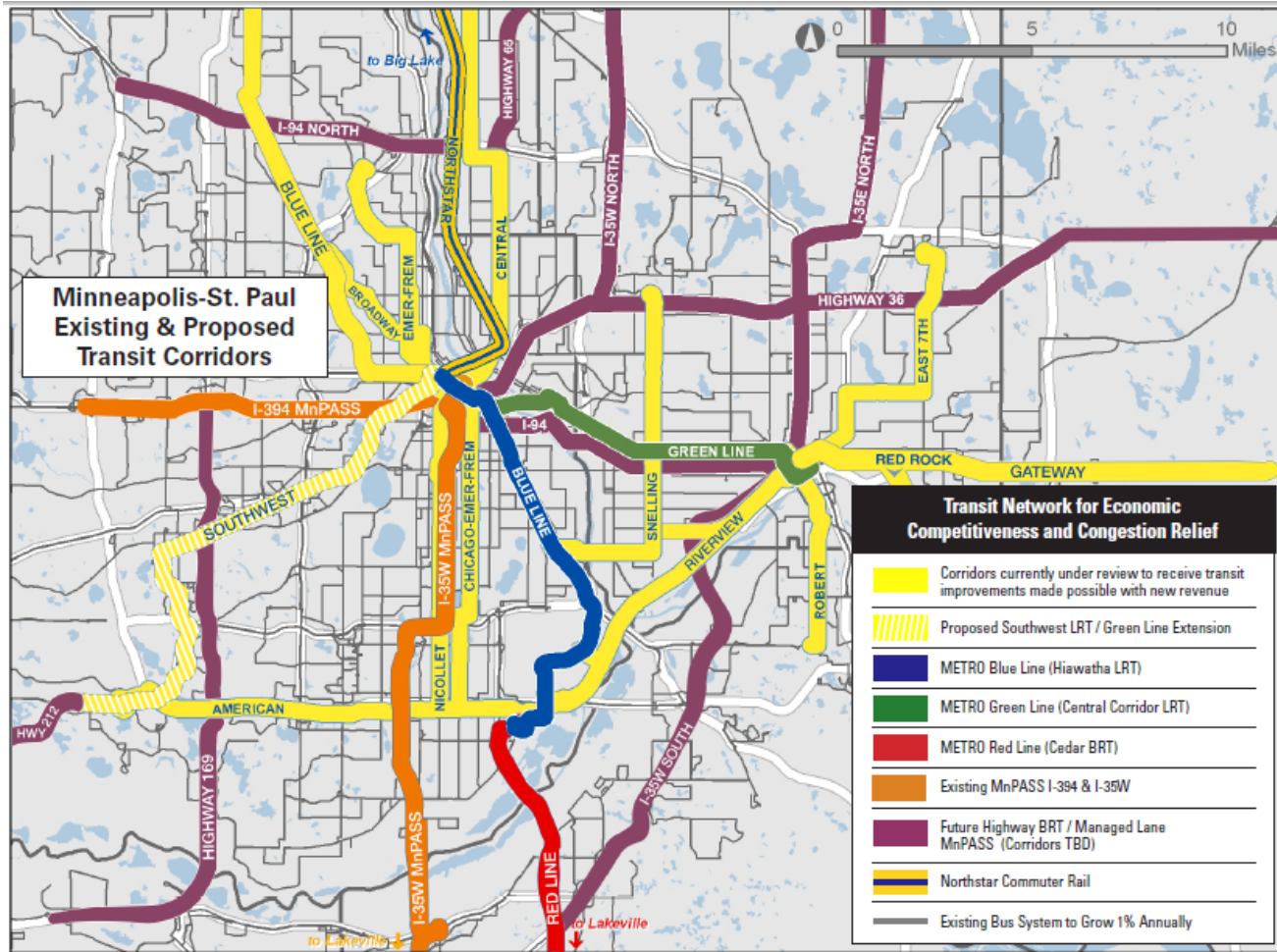
2030 plan with growth near stations

- Proposes 2030 plan is built as in scenario one, but reallocates 25% of expected community growth to station areas (i.e., assumes station areas absorb more of future growth though does not presume new growth)

Current Regional Transit System Commitments



Proposed Regional Transit System – 2030



- A regional transit system in the Minneapolis – St. Paul Metro area includes:
- 1% per year bus service expansion
 - Addition of nine arterial BRTs
 - Four BRT lines
 - Total of five LRT lines
- Mode and alignment for each corridor are still being determined

We calculated six kinds of direct impacts

A few well-established metrics focused on transportation, safety, and health were incorporated as direct impacts:

1. Vehicle operating costs
2. Travel times and travel reliability
3. Shippers and logistics costs
4. Emissions
5. Safety costs
6. Road pavement conditions

We worked with the Metropolitan Council to develop costs for each scenario: capital + operations & maintenance

Direct Impacts – Results

		Compared to base case scenario 2010 \$ Millions			
Scenario	Investment	Total direct impacts		IRR*	
		Low	High		
1 2030 Regional Plan	\$4,361	\$6,571	\$10,083	7.8 – 14.8%	
2 Accelerated Regional Plan	\$5,289	\$10,762	\$16,516	11.2 – 18.0%	
3 2030 Plan with growth near stations	\$4,361	\$9,082	\$13,927	13.0 – 20.9%	

Note: Benefits and operating and maintenance costs are calculated for 15-year period 2030-2045 for regional system, 2023-2045 for accelerated system. All are reported in 2010 dollar

*IRR = Internal Rate of Return, the discount rate often used in capital budgeting that makes the net present value of all cash flows from a particular project equal to zero

Direct impacts by category

Compared to base case
2010 \$ Millions

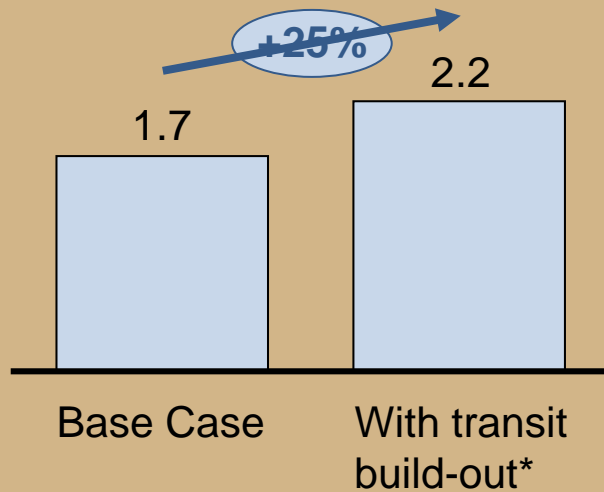
1. Travel time savings and reliability	\$4,643 - \$11,429
2. Vehicle operating cost savings	\$1,479 - \$4,717
3. Shipper and logistics cost savings	\$185 - \$271
4. Reduction in emissions	\$185 - \$395
5. Safety benefits	\$53 - \$88
6. Pavement maintenance savings	\$26 - \$54
<hr/>	
TOTAL	\$6,571 - \$16,516

Note: Benefits and operating and maintenance costs are calculated for 15-year period 2030-2045 for regional system or 2023-2045 for accelerated scenario. All are reported in 2010 dollars

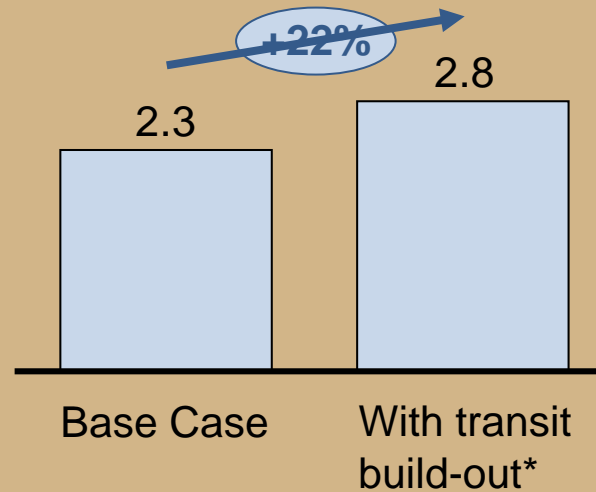
A regional transit system enables employers to access more potential employees

Working-age population accessible to employers within 30 minute commute (Millions)

In year 2030



In year 2045



Building the regional transit system would enable **employers in the region to access 500,000 more employees** within a 30 minute commute, a 22 – 25% increase

* With build-out of the 2030 regional plan

Additional impact not considered in the ROI study results:

Short-term economic impacts:

- **\$4.3 billion in construction impacts** – Economic activity created over the construction period
- **30,000 construction jobs** – FTE job-years tied to build-out of the transit system

If Federal dollars are leveraged for investments, then the ROI of state/local dollars would be even higher

Experience with Hiawatha and Central Corridor suggest Scenario 3, with the highest benefits, is a likely scenario

- **2 million square feet of office space** was constructed within half a mile of Hiawatha from 2004-2010
- Development of **new housing exceeded 2020 projections** by nearly 50% within first year of operation
- **\$1.2B of construction** has been approved along Central Corridor, set to open in 2014

In addition to the quantitative analysis, we interviewed regional businesses about how they view transit

Transit is important to employers' ability to attract employees

“Improved transit provides greater efficiency to attract employees, enables them to connect with labor groups.”

“Our younger workers show a higher level of interest in transit.”

“60% of our downtown employees have a Metropass. We want to support that.”

“Transit comes up in every HR conversation with new employees.”

“Transit is important to attracting workers. Without it, working downtown would be very difficult.”

“We have a company priority to be green and socially-responsible. Supporting transit is important. We find that it gets a very positive reaction within our younger employees.”

“We worry about future commuting costs, as gas could be significantly more expensive.”

What business leaders say (cont)...

Transit enables higher density development and greater customer access

“Improved transit would allow higher densities and greater customer access.”

“Higher densities encourage entrepreneurial activities.”

Transit must be connected to and aligned with destinations and other modes of transit

“Pedestrian access is important to support transit, complete last mile connections.”

“Want to see more suburb-to-suburb connections.”

“I appreciate the LRT connection to the airport but there are limited door-to-door mass transit options.”

“Must be reliable.”

Summary

- Based on direct impacts alone, the benefits of implementing a regional transit system far outweigh the costs
 - Building the 2030 regional plan would result in \$6.6 – 10.1 billion in direct benefits, on a \$4.4 billion investment (between 2030 – 2045)
 - Accelerating the system buildout to 2023 would result in increased direct benefits: \$10.7 – 16.5 billion on a \$5.3 billion investment
 - More community growth near transit stations would also increase the return on investment by an additional \$2 - \$4 billion
- In addition to the quantified direct benefits, the region would benefit from many wider economic benefits
 - Increased access to employers (an additional 500,000 within 30-minute commute)
 - 30,000 construction jobs and \$4.3 billion in economic impacts
- Interviewed employers reinforced the benefits of a regional transit system
 - A comprehensive transit system is critical to attract and retain employees



Appendix



Methodology and key assumptions

- The analysis estimates future benefits arising from transportation system user benefits, sustainability benefits, state-of-good repair benefits and wider economic development benefits
- Utilizes output from Metropolitan Council's regional travel demand model; population estimates based on Met Council
- Discount rate is 2.8 percent, as recommended by MnDOT
- The SW Corridor is assumed to commence operation in 2018; for regional assessment, all corridors are assumed to operational in 2030 and impacts from 2030-2045 are estimated and reported
- The price of fuel used in the travel demand and mode choice models is \$3.41 per gallon (\$2.59 in 2000\$ based on the CPI) to reflect the average cost of fuel in the region on October 26, 2011

Thank you to Itasca Project Transportation Task Force

Jay Cowles, Chair	Unity Ave
Mike Erlandson	SUPERVALU
David Freed	Xcel Energy
Restor Johnson	UnitedHealth
Richard Murphy	Murphy Warehouse
Judi Nevonen	US Bancorp
Duane Ring	Century Link
Lee Sheehy	McKnight Foundation
David Sparby	Xcel Energy
John Stanoch	
Richard Varda	Target
Charlie Zelle, Chair	Jefferson Lines

Itasca Project leadership

Mary Brainerd, Chair	HealthPartners
Richard Davis, Vice-Chair	US Bancorp

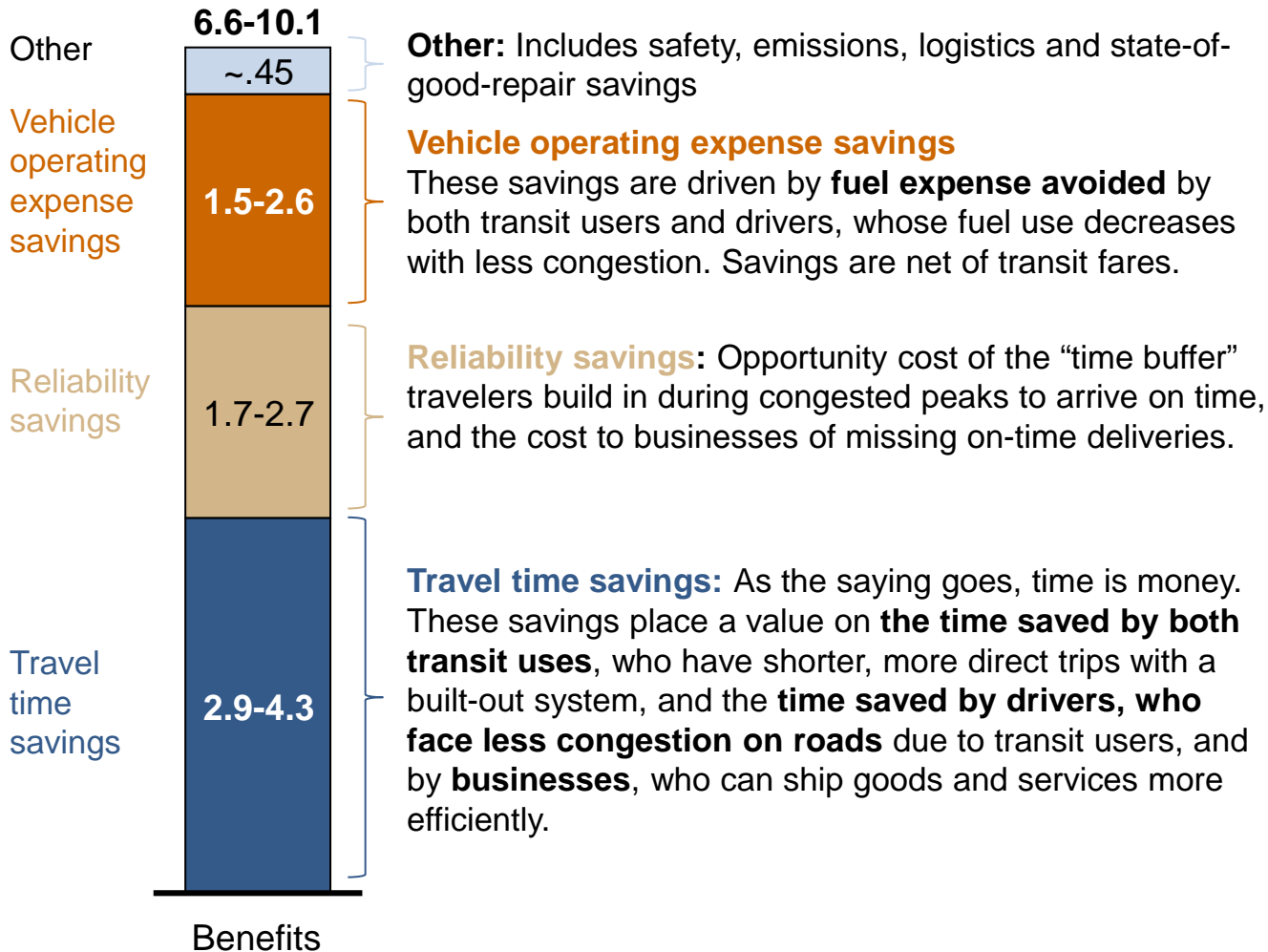
Thank you to Technical Advisory Committee

Mary Richardson	CTIB
Mary Kay Baily	Corridors of Opportunity
Katie Walker	Hennepin County
David Lawless	Hennepin County
Lee Sheehy	McKnight Foundation
Eric Muschler	McKnight Foundation
Arlene McCarthy	Metropolitan Council
Guy Peterson	Metropolitan Council
Mark Filipi	Metropolitan Council
John Kari	Metropolitan Council
Will Schroeer	Minneapolis Regional Chamber of Commerce and Saint Paul Area Chamber of Commerce
Jim Erkel	Minnesota Center for Environmental Advocacy
Kate Johansen	Minnesota Chamber of Commerce
David Levinson	University of Minnesota
Laurie McGinnis	University of Minnesota
Caren Dewar	ULI MN and Regional Council of Mayors
Ted Schnoenecker	Washington County

Breakdown of net benefits (2030 system built out example)

Quantified benefits of transit investment

\$B

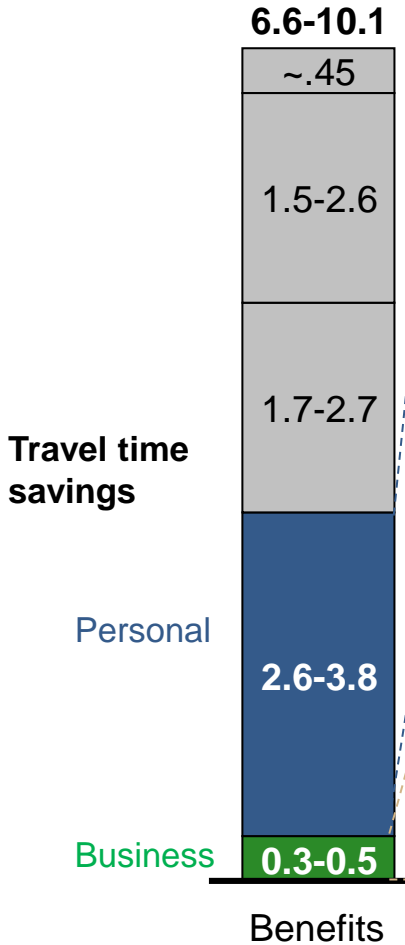


Not included in benefits:

- Induced development
- Qualitative benefits (e.g., enjoyment of driving, lowered stress from not driving)
- Livability benefits, e.g., cost of housing, walkability, social capital
- Clustering benefits, e.g., more efficient use of public infrastructure, increased productivity

Travel time savings are calculated by type – personal and business

Quantified benefits of transit investment
\$B



Benefit description¹

- Includes all personal trips, including commutes, journeys to school, errands
- Does not include leisure trips
- Based on opportunity costs

Calculation

- 50% of the regional average wage rate¹, e.g., an hour saved in a region with a \$20/hr wage rate is worth \$10¹
 - Values ranged from 13.93 – 20.67/hour
- Estimated daily, and then multiplied by 260 working days to arrive at annual savings

Examples

- A parent arrives home 15 minutes earlier, and pays a babysitter less
- A commuter has time to make herself breakfast in the morning, and saves a trip to the deli
- A couple has extra time at night to search travel websites, and saves \$100 on their next vacation

- All business-generated trips, including visits to clients, movement of goods, services

- Estimated out-of-pocket expense per unit output, includes wages for truck drivers, inventory costs
 - Values ranged from \$17.51-\$58.57/hour
- Estimated daily and multiplied by 365 for annual savings

- A shipping company pays less overtime to its truck drivers
- A corner store is able to increase deliveries to 3 times a week, freeing up shelf space from inventory and increasing sales

Benefits

¹These are net benefits, that is, the generally higher travel times of transit users are subtracted from the lower travel times of highway users

² These values were drawn from MNDOT, the Bureau of Labor Statistics, and the Transportation Research Forum

Reliability savings are based on lower “buffer” times needed for on time arrival

Quantified benefits of transit investment \$B	Benefit description	Calculation	Examples
<p>6.6-10.1</p> <p>~.45</p> <p>1.5-2.6</p> <p>1.7-2.7</p> <p>2.9-4.3</p> <p>Reliability savings</p> <p>Benefits</p>	<ul style="list-style-type: none"> Value of time saved when travelers are able to reduce the “time buffer” they build in to be arrive at their 	<ul style="list-style-type: none"> Estimate buffer time index (BTI), which compares the 95th percentile of travel time to the average¹ Calculate the change in BTI between build and no-build scenarios and multiply by number of travelers affected and by value of time by trip type BTI for estimated as <ul style="list-style-type: none"> 2.5 times during peak periods I-94/I-90 1 for off-peak (meaning travelers build in no buffer) Value to time for trip type is the same as used in the travel time savings <ul style="list-style-type: none"> Personal: \$13.93 – \$20.67/hour Business: \$17.51- \$58.57/hour 	<ul style="list-style-type: none"> A shift worker is able to stay an extra 15 minutes and still arrive on time for his next job A parent is able to leave the house 10 minutes later, and packs his child lunch, saving the price of school lunch An office worker is able to make a new transit connection, shortening his commute by 30 min A dentists’ office near a busy freeway can reduce overtime cost since patients arrive on time more often A delivery is made on time, avoiding a late fee An on-time delivery of produce prevents food spoilage

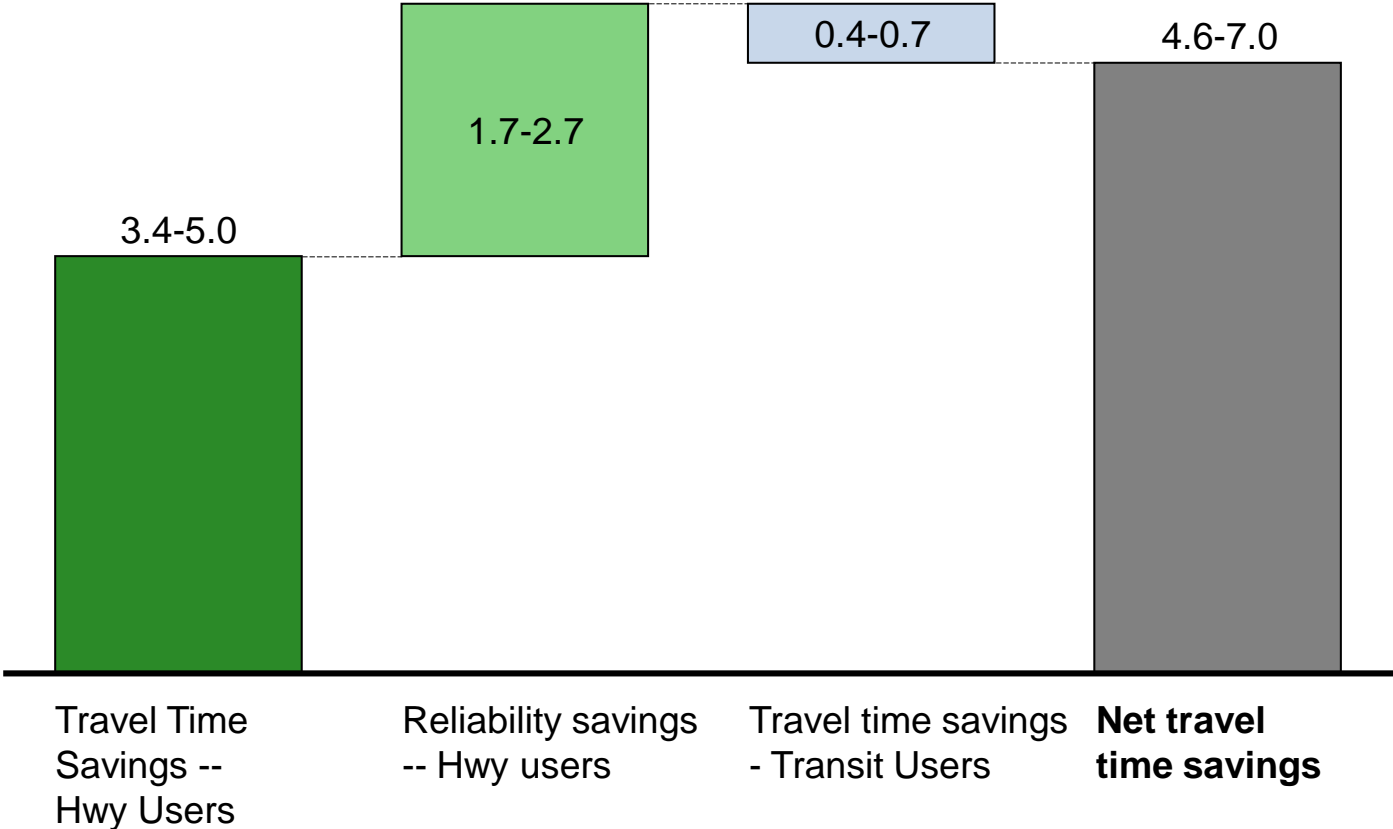
1 We drew our value from an empirical estimate made in 2009 of the BTI as 2-3 times average trip time

2 These values were drawn from MNDOT, the Bureau of Labor Statistics, and the Transportation Research Forum

Breakdown of travel time benefits by user group

Select benefits by user group

\$B



Credentials of Cambridge Systematics

The Itasca Project working team, in consultation with its Technical Advisory Committee, selected Cambridge Systematics (CS) via a competitive bidding process. CS was selected based on the breadth and depth of its experience in transit and economic analyses. Details on services provided and relevant experience of CS is available on the CS website: <http://www.camsys.com/>

Key Qualifications

Cambridge Systematics has deep experience with **Federal, state, and local government**

- Relationships with **9 Federal agencies**, including on-call contracts with FHWA and FTA
- Served **44 state governments** and over **60 MPOs** and other local government bodies

Experience with **multiple modes** of transit (e.g., LRT, local and intercity bus, alternative transportation services)

Highlighted projects

TCRP H-9: Economic Impact Analysis of Transit Investments: Evaluation of methods used to conduct economic impact analysis for proposed transit investments

APTA Economic Analysis: Economic impacts of national transit investments

Envision Utah Economic Impacts of Public Transportation System Expansion: Direct effects of public transit investments on travel efficiency, user benefits, and the regional economy.

LAMTA Economic Impact Benefits Study: Long-range economic impacts of alternative transportation development and financing plans

NYMTA Benefits: Long-term economic consequences of investments in public transportation facilities and services

California High-Speed Rail: Induced Growth Summary and Secondary Impacts Analysis

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Green Line LRT Extension



Operations and Maintenance Facility – Technical Issue #23 Workshop



Operation and Maintenance Facility (OMF)

- OMF Activities:
 - LRV cleaning
 - LRV maintenance
- Central Corridor OMF:
 - 180+ jobs



Interior of Franklin (Hiawatha) OMF



OMF Initial Site Selection Criteria

- Site size of 10 to 15 acres
- Flat/rectangular site
- Efficient LRT train movements to/from
- Good roadway access to site
- Compatible with adjacent land use



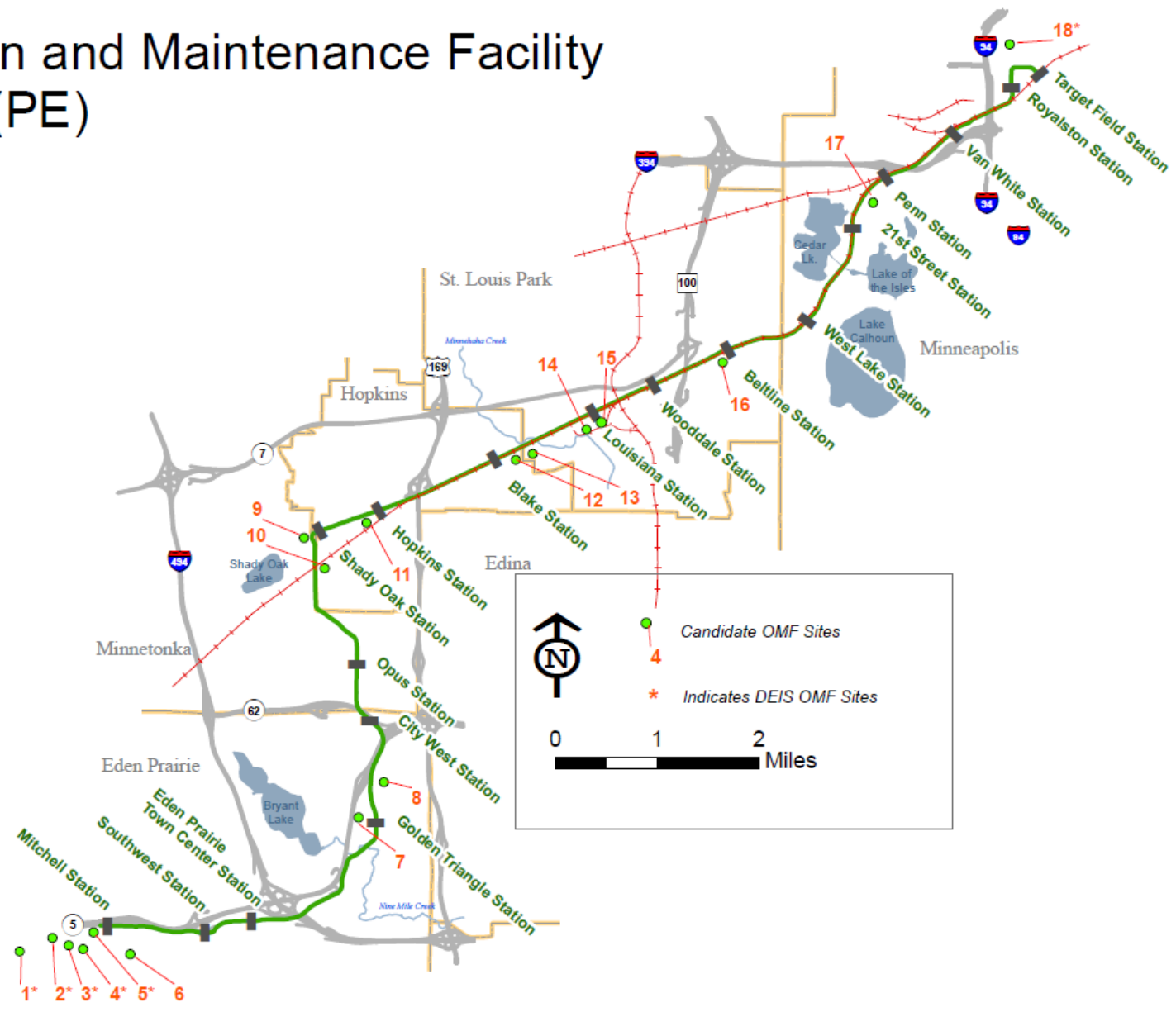
OMF Candidate Sites

OMF Site #	Description	City
1*	212 ROW	Eden Prairie
2*	Wallace Road	Eden Prairie
3*	City Garage West	Eden Prairie
4*	City Garage East	Eden Prairie
5*	Mitchell West	Eden Prairie
6	Mitchell East	Eden Prairie
7	Flying Cloud/W. 70 th Street	Eden Prairie
8	Shady Oak/W. 70 th Street	Eden Prairie
9	K-Tel	Minnetonka
10	7 th Street (Landfill)	Hopkins
11	11 th Avenue	Hopkins
12	Excelsior West	Hopkins
13	Excelsior East	Hopkins/St. Louis Park
14	Louisiana West	St. Louis Park
15	Louisiana East	St. Louis Park
16	Beltline	St. Louis Park
17	Penn	Minneapolis
18*	5 th Street North	Minneapolis

* From DEIS



SWLRT Operation and Maintenance Facility Candidate Sites (PE)





SWLRT OMF Evaluation Criteria

Operational Characteristics	
1	Site Configuration: operational effectiveness
2	Alignment Proximity/Connectivity: distance/connection to mainline
3	Alignment Location: geometric position on mainline
4	Site Access: access for operations staff
Site Characteristics	
5	Adjacent Land Use Compatibility
6	TOD/Mixed Use/Economic Development Considerations
7	Zoning
8	Site & Facilities Cost: facilities, grading, utilities, soils
9	Real Estate Acquisition: cost, complexity, legalities
10	Relocation Cost: displaced occupants and uses
11	Environmental Impact: wetlands, hazardous materials
12	Cultural Resources: cultural, historical
13	Stormwater Management: drainage, treatment



OMF Technical Issue #23 Workshop

- Seeking feedback on:
 - Opportunities
 - Challenges
 - Concerns



OMF Technical Issue #23 Next Steps

- Present to advisory committees for input:
 - BAC – March 27
 - CAC – March 28
 - SWCMC – April 3

- Narrow candidate list to 5 or 6 sites for input:
 - BAC – April 24
 - CAC – April 25
 - SWCMC – May 1

- Public open houses in cities where one or more of the 5/6 sites reside: May

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Green Line LRT Extension



Freight Rail – Technical Issue #21 Workshop





Freight Rail Technical Issue #21 Workshop

- Background:
 - Co-location and relocation analysis required by FTA as a condition to enter PE
 - Part of the Metropolitan Council's due diligence and responsibility as project lead



Freight Rail Technical Issue #21 Workshop

- Review existing information:
 - Train Volumes
 - Preliminary co-location Kenilworth Corridor review
 - DEIS proposed freight rail relocation route



SWLRT PE Technical Issues

REV 02: FEB 8, 2013

- PEC West
- PEC East
- Joint PEC West/PEC East

Technical issues:

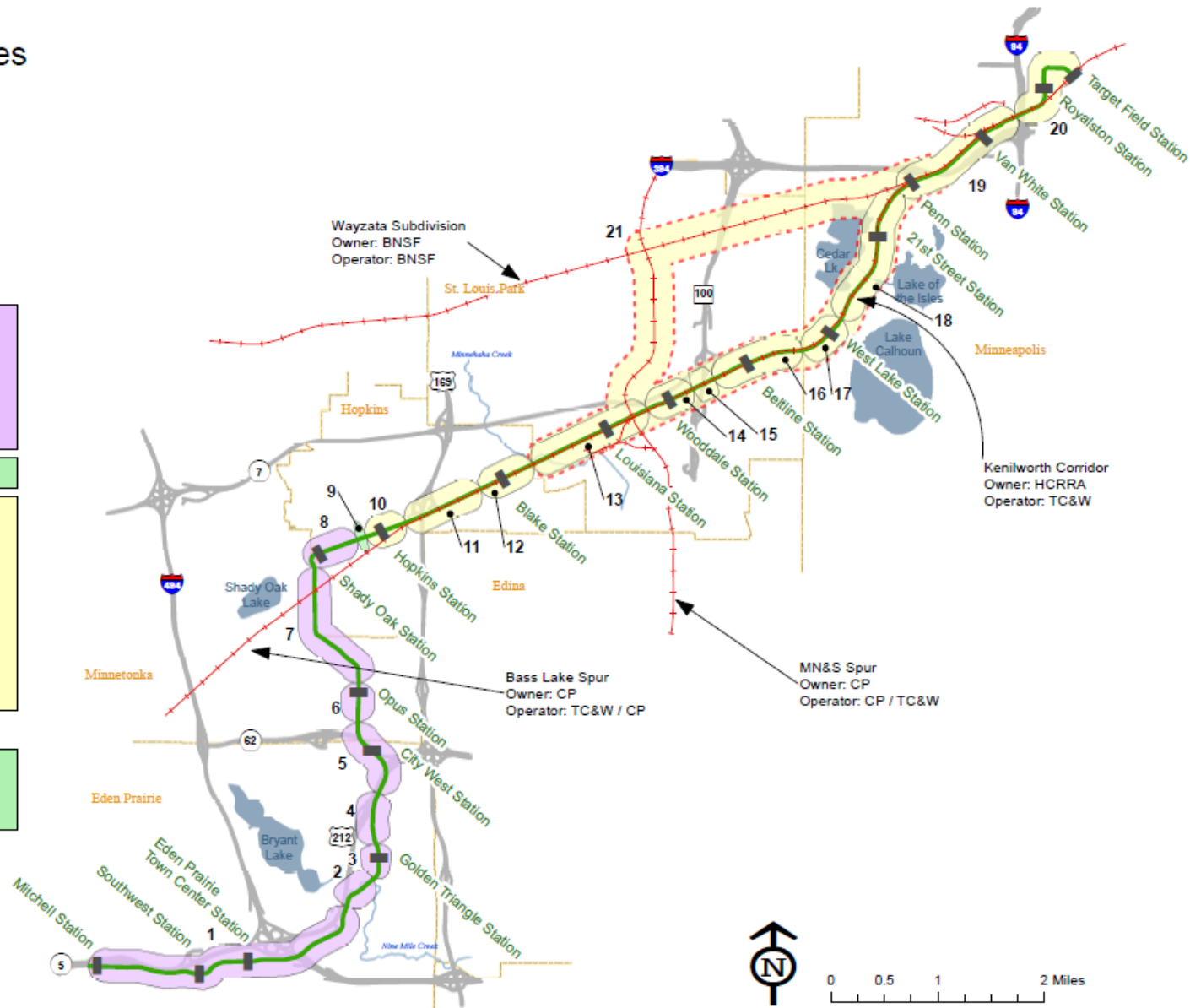
1. Eden Prairie Alignment
2. Nine Mile Creek Crossing
3. Golden Triangle Station
4. Shady Oak Road Crossing
5. City West Station and TH 212/TH 82 Flyover Bridges
6. Opus Station
7. Minnetonka/Hopkins Bridge
8. Shady Oak Station

9. PEC West/PEC East Interface Point

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

System-wide technical issues (not shown):

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





Freight Rail Technical Issue #21 Workshop

Existing Train Volumes

Railroad and Route	Avg. Weekly Trains	Avg. Number of Cars Per Train	Typical Commodities
TC&W/ Bass Lake and Kenilworth	14	65 – 75	Agri-goods
	3	80 – 125	Ethanol, Grain, Coal
CP/ MN&S	10	10 – 25	Local Services
BNSF/ Wayzata Subdivision	91	80 – 125	Wide Variety



Freight Rail Technical Issue #21 Workshop

- Overview of Track Characteristics:
 - Curvature
 - Maximum Grade
 - Maximum Compensated Grade (curvature + maximum grade)
- Challenges
- Opportunities



Freight Rail Technical Issue #21 Workshop

- Seeking feedback on:
 - Opportunities
 - Challenges
 - Concerns



Freight Rail Technical Issue #21 Next Steps

- Existing conditions workshop:
 - BAC – March 27
 - CAC – March 28
 - SWCMC – April 3
- Co-locate and relocation design workshop:
 - BAC – May 29
 - CAC – May 30
 - SWCMC – June 5
- Corridor-wide public open houses: June/July



Reports

- Member and Committee Reports
 - Defining Success Sub-Committee
- Public Forum
- Next Meeting:
 - BAC: April 24, 8:00 AM
 - CAC: April 25, 6:00 PM



More Information

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