

SOUTHWEST

Green Line LRT Extension



# Corridor Management Committee

July 1, 2015



# Today's Topics

- Response to Questions and Direction from June 24 Meeting
- Project Scope and Budget Deliberation and Recommendation



# Response to Questions from June 24 CMC meeting

## Provided in Meeting Packet

# Project Scope & Budget Recommendation

# What We Heard at June 24 CMC

- Proposal by Eden Prairie to revise Southwest Station Scenario to defer Town Center Station
- Request that staff present two scenarios for CMC deliberation on July 1; one ending at Southwest Station and one ending at Town Center Station
- Request for ridership and cost models that keep a Shady Oak Park and Ride and Penn Station in scope
- Suggestion that alternative funding sources be identified for environmental remediation and enrichments such as trail and pedestrian bridges

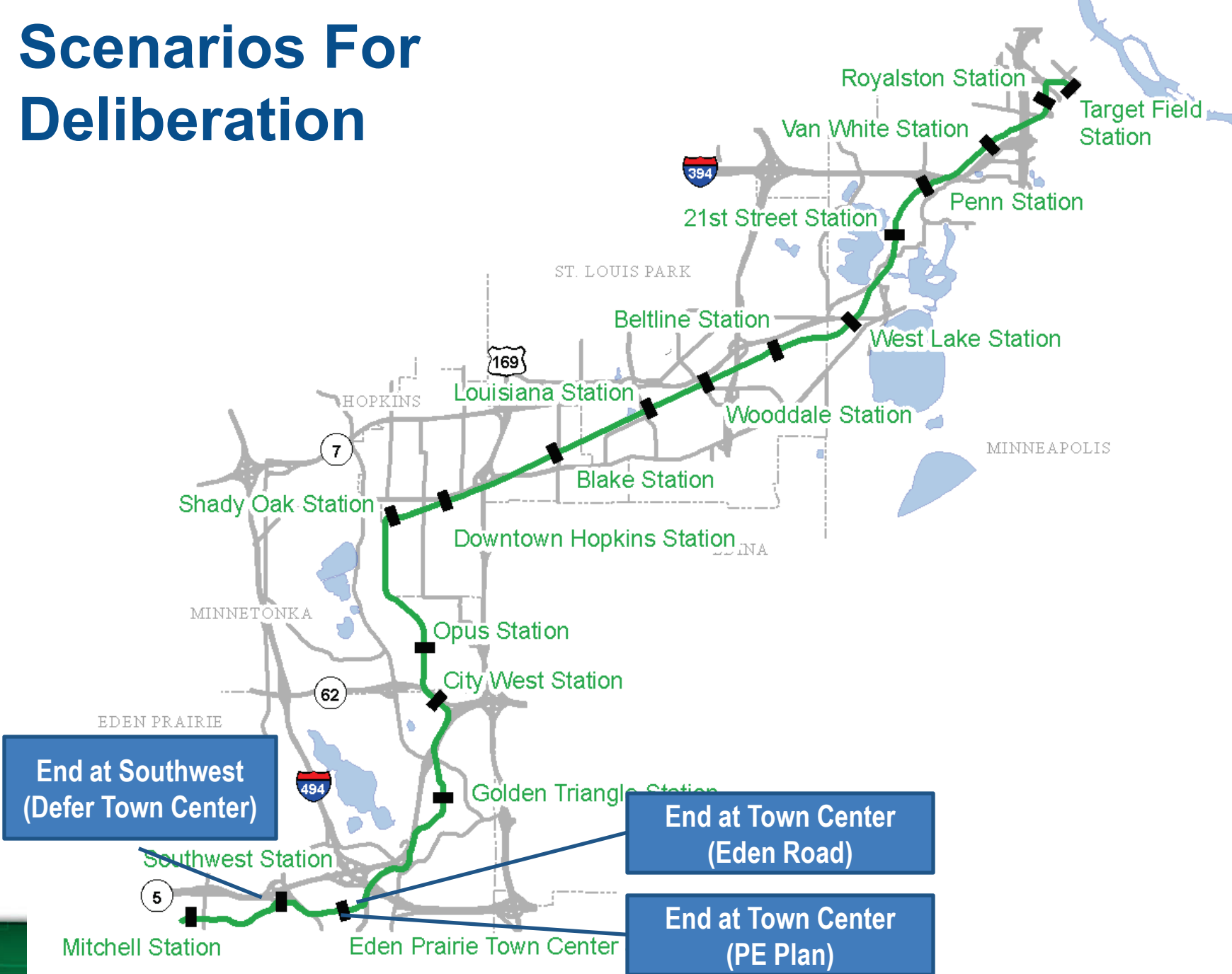
# Coordination Since June 24 CMC Meeting

- Met Council briefing (6/24)
- City specific meetings
- One project partner work session (6/29)
- CAC (6/30)

# 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 be a shared sacrifice and achieve consensus by all communities along the line

# Scenarios For Deliberation

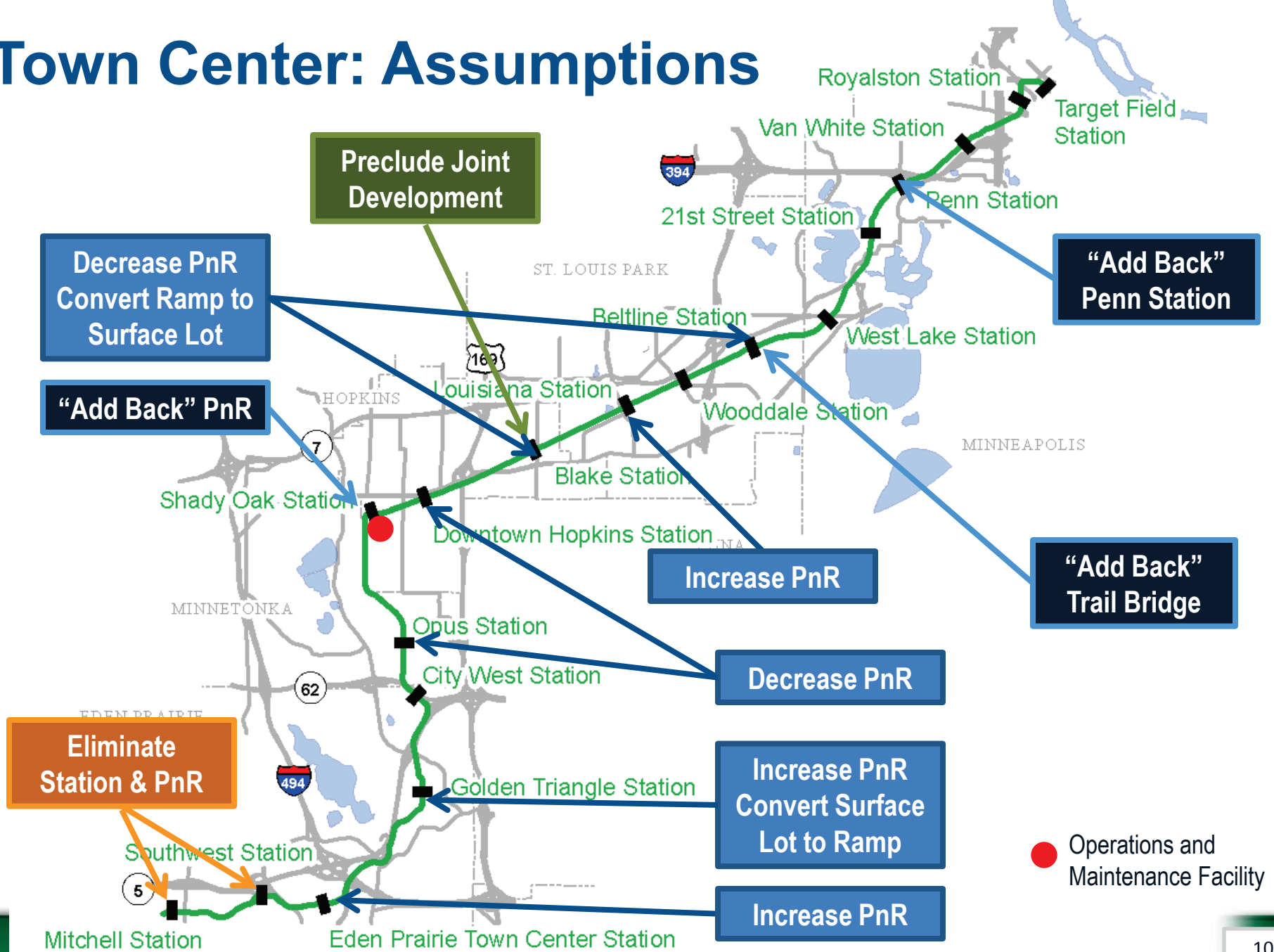




# All Scenarios: Scope Reductions

- Reduce station furnishings by 50%
- Reduce station art by 100%
- Reduce landscaping by 75%
- Track modifications at Shady Oak Station
- OMF and loop track modifications and value engineering
- Reduce light rail vehicles by 5
- Reduce OMF storage space to 30 LRVs
- Finance Charge

# Town Center: Assumptions



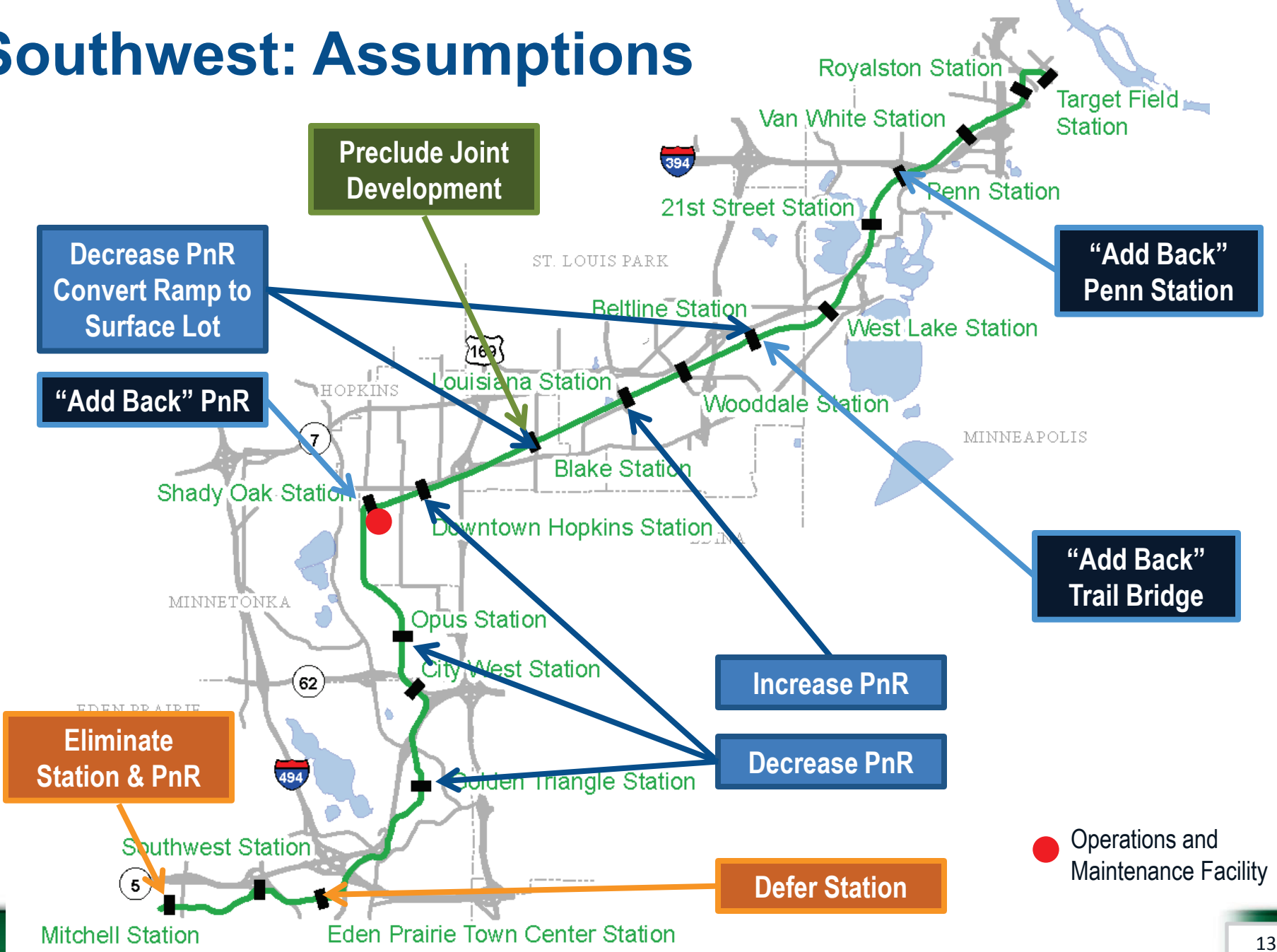
# End at Town Center Station (PE Plan)



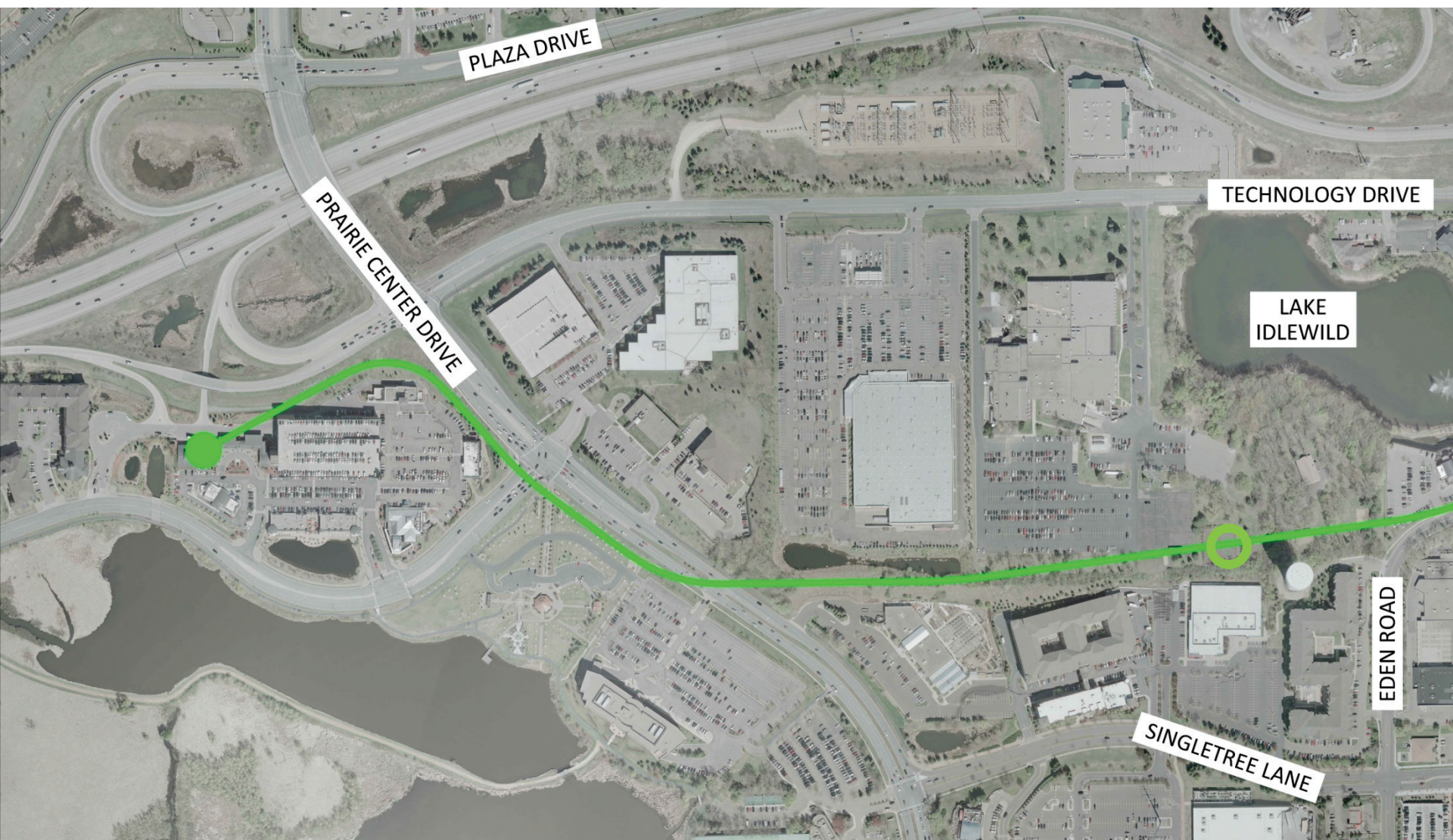
# End at Town Center Station (Eden Rd)



# Southwest: Assumptions



# End at Southwest, Defer Town Center



# Summary

Updated slide, verbally updated at meeting

	Town Center (PE Plans)	Town Center (Eden Road)	Southwest (Defer Town Center)
Stations	Delete Mitchell and Southwest		Delete Mitchell, Defer Town Center
Park and Rides: Common to All	Decrease, Convert to Surface Lots: Beltline, Blake; Decrease: DT Hopkins, Opus; Increase: Louisiana, Shady Oak		
Park and Rides: Different	Golden Triangle (550 ramp) Town Center (160 surface location TBD) Southwest deleted		Golden Triangle (200 surface) Town Center deferred Southwest (450 ramp)
Total Corridor Park and Ride	2,647 spaces	2,647 spaces	2,587 spaces
Ridership (2040)	33,051	33,051	34,074
Cost Estimate	\$1,660M - \$1,688M	\$1,643M - \$1,670M	\$1,717M - \$1,744M
Over (Under) \$1,653M	\$7M - \$34M	(\$16M) - \$10M	\$63M - \$90M
CEI	\$9.20	\$9.13	\$9.37

# Project Scope & Budget Deliberation



# Project Scope and Budget Deliberation

- Identify preferred scope including western terminus station location and other scope changes
- Identify local funding sources for preferred scenario, if cost reductions are less than \$341M
- Review proposed resolution
- Approve CMC resolution; forward to Met Council

# Options for Additional “Add-backs”

	Cost	Enrichment *	Other Federal Funding	Adds Ridership
Beltline PnR Ramp (2040)	\$10M	Yes (if JD)	Yes	Yes
Blake PnR Expanded Lot (2020)	\$4.6-5.6M	No		Yes
Site Furnishing	\$0.5-0.6M	Yes		
Public Art	\$2.5-4M	Yes		
Landscaping	\$8-13M	Yes		
N Cedar Lake Trail Bridge	\$12-14M	Yes		
Trail Underpass at Louisiana	\$0.6M	Yes		
2 Ped Underpasses at Opus	\$1-2M	Yes		
3 Lane Road with Trails on Shady Oak (Valley View to Flying Cloud)	\$10-11M			
Traffic Signal at Shady Oak /Valley View Intersection	\$2.4-3.4M			
TSAAP Trails at Golden triangle	\$6-8M	Yes		
Construct 70th between LRT and Shady Oak Road	\$2-2.5M			

\* Enrichments are not charged against Cost Effectiveness Index

# Next Steps: Council Action on Scope

- July 1 Committee of the Whole
  - Review CMC recommendation on project scope and budget
- July 8 Met Council
  - Approve project scope and budget

# More Information

Online:

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

Email:

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

Twitter:

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



# Memo

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Date: July 1, 2015  
To: Corridor Management Committee  
From: Craig Lamothe, Project Director

**Re: Answers to questions from the June 3, 2015 CMC**

**Q: Request cost per riders, spreadsheet that staff had been provided?**

	<b>Project Cost</b>	<b>Ridership</b>	<b>Cost/Rider</b>
Beltline PnR Ramp (540 spaces)	\$10M (\$19M)	540	\$18K (\$35K)
Shady Oak PnR (800 spaces at Tech Center)**	\$27.5 – 29M	1,200*	\$23K
Blake PnR (205 spaces)	\$4.6 -5.6M	230	\$22K
Penn Station***	\$10.5 – 12.5M	750	\$15K

\* Updated Ridership as of 6/30/15

\*\*These items have been added into each of the three scenarios that will be presented at the July 1 CMC meeting.

\*\*\* These items have been added into each of the three scenarios that will be presented at the July 1 CMC meeting.

Note, ped improvement enrichments are not included in the project cost shown or the cost per rider calculation.

**Q: Run a new Scenario A, as requested by the City of Eden Prairie that would have Southwest Station as the western most station and defer build out of Town Center Station. ?**

SPO ran a Scenario for ending at Southwest Station and will present to CMC as one of three scenarios for deliberation at today's meeting.

**Q: Request SPO run and present CMC with scenarios ending Southwest Station and Town Center at the July 1 CMC?**

SPO ran a scenario for ending at Southwest Station and two scenarios for ending at Town Center and will present to CMC as scenarios for deliberation at today's meeting.

**Q: Can the HCRRA property at Beltline be used for Park and Ride, bus pullout and passenger drop off? If so, could savings from having to acquire private property be used for grade separation of the trail at Beltline?**

Yes. The HCRRA property at Beltline Station could be used as an alternative location for the Park and Ride, bus pullout and passenger drop off.

No, any cost savings from any scope reduction needs to be applied to reduce the overall project cost.

**Q: Request for demographic data, including persons of color and people in poverty, of all stations along the line.**

The following table provides a summary of current persons of color, person in poverty, jobs and developable acres within ½ mile of each station

<b>Station</b>	<b>Station area Pop.</b>	<b>People of Color</b>	<b>People in Poverty</b>	<b>Jobs</b>	<b>Developable Acres</b>
Royalston	6,688	2,250	1,104	11,359	34
Van White	1,928	325	297	2,642	89
Penn	2,169	223	113	706	7
21 <sup>st</sup>	1,522	116	89	122	0
West Lake St	4,195	563	351	2,566	21
Beltline	4,684	660	261	3,139	28
Wooddale	3,216	355	120	2,969	18
Louisiana	2,050	184	148	7,221	51
Blake	5,783	2,876	1,027	4,582	50
DT Hopkins	3,192	1,115	398	5,863	8
Shady Oak	976	170	81	2,744	61
Opus	1,633	244	100	9,919	12
City West	578	103	90	3,100	0
Golden Triangle	456	126	70	5,266	106
EP Town Center	1,064	518	57	6,207	55
Southwest	1,278	669	69	2,943	0
Mitchell	1,561	325	79	5,106	26