

April 2, 2014

Southwest LRT Corridor Management Committee Resolution

WHEREAS:

1. The Governor designated the Metropolitan Council (Council) as the responsible authority for the Southwest LRT (SWLRT) Project;
2. The Council established the Corridor Management Committee (CMC) to advise the Council in the design and construction of the SWLRT Project;
3. The Council established the Southwest LRT Project Office (SPO) to advance the design, manage construction and overall delivery of the SWLRT Project;
4. The SPO developed a list of technical issues and an issue resolution process to seek input from project stakeholders on the design of the SWLRT Project, holding over 100 issue resolution team meetings with agency technical staff;
5. The SPO sought public input on technical issues on the SWLRT project by holding 16 public open houses, which were attended by over 2,200 people, receiving over 1,200 comments;
6. The SPO presented designs to the CMC that were developed through the issue resolution process;
7. The CMC discussed the designs and provided input to the SPO;
8. The Council commissioned independent reports on freight relocation and water resources and performed an inventory of existing vegetation in the Kenilworth Corridor;
9. The Council sought public feedback on the scopes and draft reports by holding four town hall community meetings in January and February 2014 which were attended by over 1,200 people;
10. The independent consultants presented their draft reports to the CMC for comments and question on February 5, 2014 and the SPO further discussed the reports with the CMC on February 20 and March 12, 2014; and
11. The final reports were published on March 21, 2014, and results presented to the CMC on March 26, 2014.

NOW, THEREFORE:

BE IT RESOLVED, that the CMC recommends that the Metropolitan Council adopt Southwest LRT Project Scope (Attachment A) and direct the SPO to proceed with advancing the design and complete and submit Municipal Consent Plans in April 2014 to Hennepin County and the five host cities for their approval;

BE IT FURTHER RESOLVED, that the CMC recommends that the Council adopt a project budget of \$1.683 billion consistent with the adopted project scope;

BE IT FURTHER RESOLVED, that the CMC recommends that the project scope include two shallow LRT tunnels in the Kenilworth Corridor, consisting of a south segment generally between West Lake Street Bridge and Kenilworth Channel and a north segment generally from Kenilworth Channel to north of 21st Street;

BE IT FURTHER RESOLVED, that the CMC recommends that SPO and the Council support community goals while undertaking the Project in the following ways:

1. Employment of targeted groups during construction of the line within state law,
2. Procurement from certified disadvantaged businesses of goods and services needed for the project,
3. Connections for low-income communities to opportunities in the form of jobs, education, cultural resources and other regional amenities,

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4. Full application of the lessons learned through the planning and development of station areas of the Hiawatha and Central Corridor LRT lines, the Corridors of Opportunity/Partnership for Regional Opportunity, and Hennepin Community Works, including robust, ongoing community engagement efforts,
5. Creation and preservation of affordable housing,
6. Enhanced connections to other elements of the local and regional transportation system, including buses, bicycle facilities, and pedestrian improvements,
7. Preservation and promotion of opportunities for small, community businesses within state and federal law;

BE IT FURTHER RESOLVED, that the SPO continue to work with project stakeholders to provide updates on the design and cost of the SWLRT project and to seek their input as the design advances;

BE IT FURTHER RESOLVED, that the parties represented in the CMC agree to continue to work cooperatively as the SPO advances the design of the SWLRT and to provide input to the Council and the SPO; and

BE IT FURTHER RESOLVED, that the parties represented in the CMC agree to work cooperatively to enable the Council to: a) submit a New Starts application in 2014 for entry into the Engineering phase; b) advocate for timely federal approval of the New Starts application; and c) take all necessary actions with the FTA to maintain the project schedule, with entrance into Engineering in 2015.

BE IT FURTHER RESOLVED, that the CMC recommends Mitchell Station as the westernmost station.

BE IT FURTHER RESOLVED, that the CMC recommends the existing linear trails be redesigned and reconstructed to work in a supportive and integrated fashion with Southwest LRT and to maintain to the extent possible the current character and alignment of the Kenilworth and all other existing trails.

BE IT FURTHER RESOLVED, that the CMC acknowledges that the Met Council may not substantially change the current two-shallow LRT tunnel design in the Kenilworth Corridor without submitting the changed components of the design plans to the city of Minneapolis and Hennepin County as provided in Minnesota Statutes.

BE IT FURTHER RESOLVED, that the CMC recommends that the Met Council and SPO work with HCRRA and other parties to address the issues of risk and liability associated with the permanent presence of freight-rail and LRT in the corridor.

BE IT FURTHER RESOLVED, that the CMC acknowledges the financial impact on the City of Hopkins by accepting the Operation and Maintenance Facility a tax exempt use on currently occupied and taxable property, and recommend the Met Council work with the City of Hopkins to retain the displaced businesses within Hopkins.