

SOUTHWEST

Green Line LRT Extension



Joint CAC/BAC Meeting

April 26, 2016



Today's Topics

- Business Case For SWLRT
- SWLRT New Starts Update
- Station Design Update
- Corridor Development Update
- SWLRT Next Steps



2016 Legislative Session

- Key Dates
 - 3/8/16: Legislature convenes
 - 4/1/16: Committees must act favorably on bills in the house of origin
 - 4/8/16: Committees must act favorably on bills, or companion bills, that met the first deadline in the other house
 - 4/21/16: House Ways & Means Committee and the Senate Finance Committee must act favorably on major appropriation and finance bills
 - 5/23/16: Legislature must adjourn

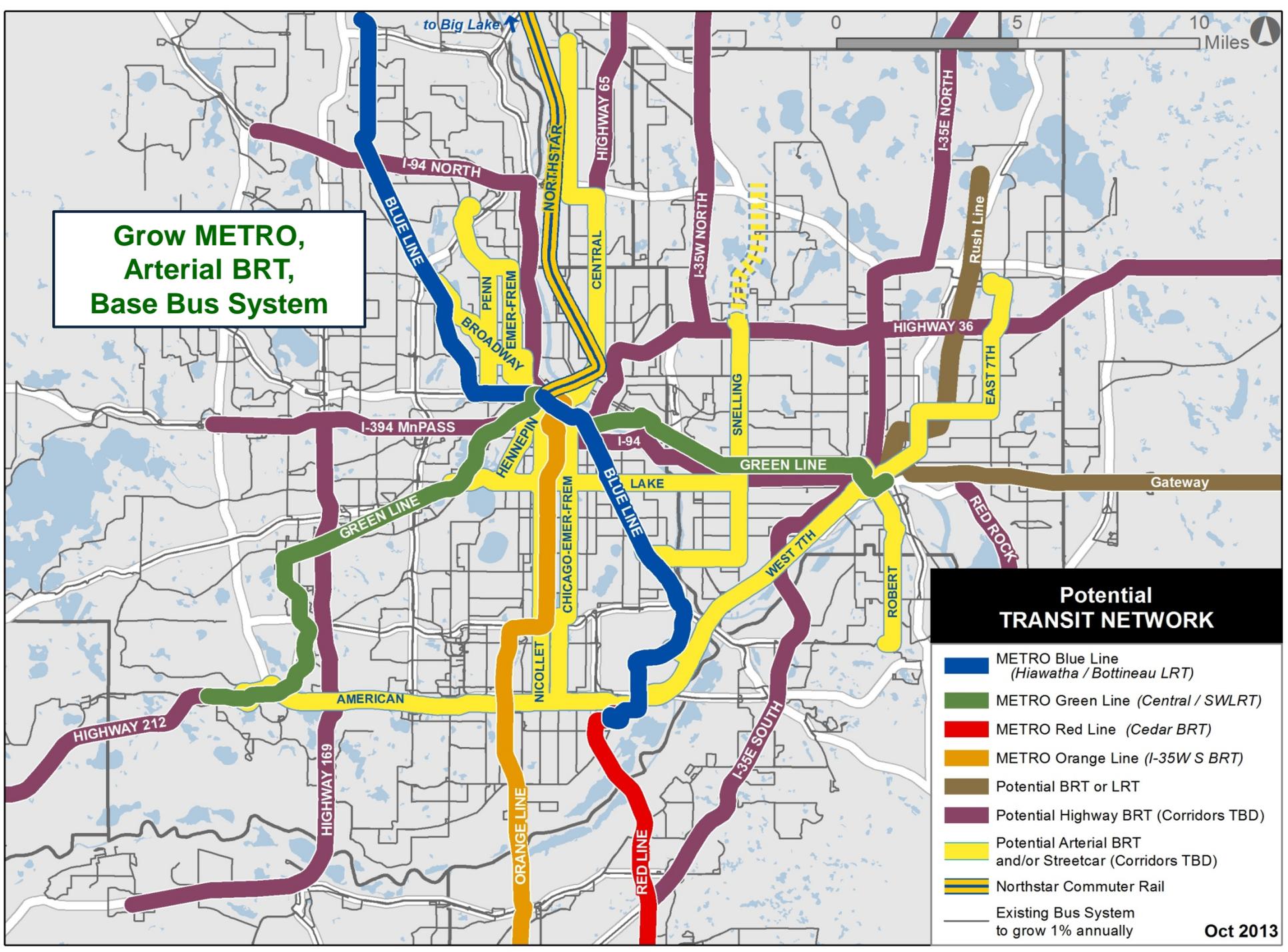
Transportation Bills Carried Over From 2015

- HF 4: Passed 73-59 on 4/21/15
 - General Fund appropriation \$33M (2016) & \$9M (2017)
 - Transit Assistance appropriation \$266M (2016) & \$283M (2017)
 - Reduction in General Fund proportional to growth in Motor Vehicle Sales Tax (MVST)
- SF 1904: Passed 36-27 on 4/27/15
 - Metropolitan transit improvement area transit sales and use tax
 - $\frac{3}{4}$ of 1% on retail sales and uses in seven county area
 - Allocate 8.5% of revenue to CTIB, balance to Metropolitan Council

Governor's Budget Proposal

- Comprehensive transportation plan includes roads, bridges and transit
 - Provides capital funds for 17 BRT & 3 LRT lines
 - Funded by ½ cent sales tax in 7-county metro area
 - Forecasted revenue:
 - \$170M in FY17
 - \$270M in FY18
 - \$283M in FY19

**Grow METRO,
Arterial BRT,
Base Bus System**



**Potential
TRANSIT NETWORK**

-  METRO Blue Line (*Hiawatha / Bottineau LRT*)
-  METRO Green Line (*Central / SWLRT*)
-  METRO Red Line (*Cedar BRT*)
-  METRO Orange Line (*I-35W S BRT*)
-  Potential BRT or LRT
-  Potential Arterial BRT and/or Streetcar (Corridors TBD)
-  Northstar Commuter Rail
-  Existing Bus System to grow 1% annually

Southwest LRT: The Business Case

Eden Prairie Chamber of Commerce

TwinWest Chamber of Commerce

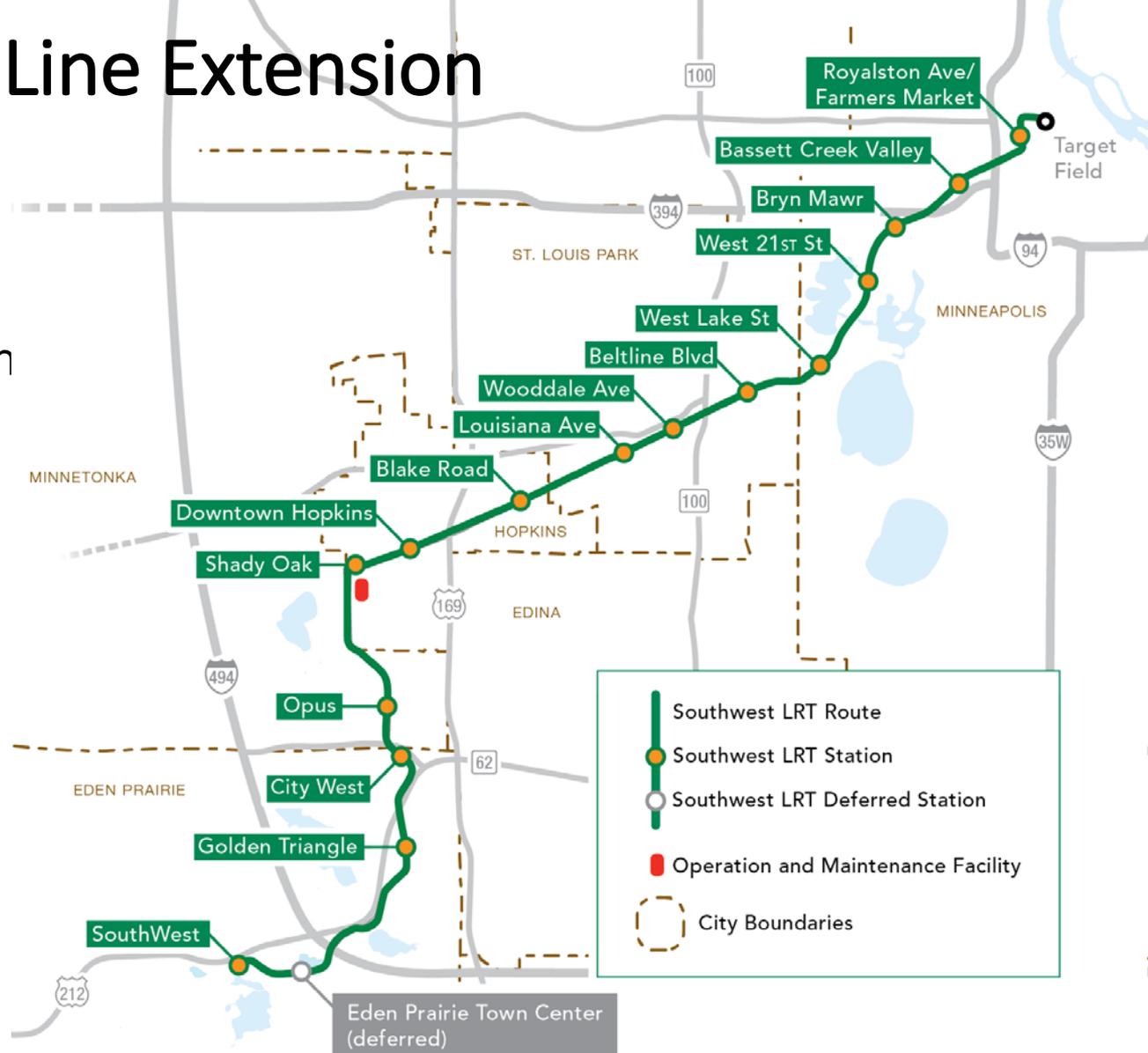
Minneapolis Regional Chamber of Commerce

March 1, 2016



METRO Green Line Extension

- 14.5 miles new track
- 15 new stations
 - 1 deferred station
- 34,000 average weekday rides in 2040
- One seat ride to St. Paul



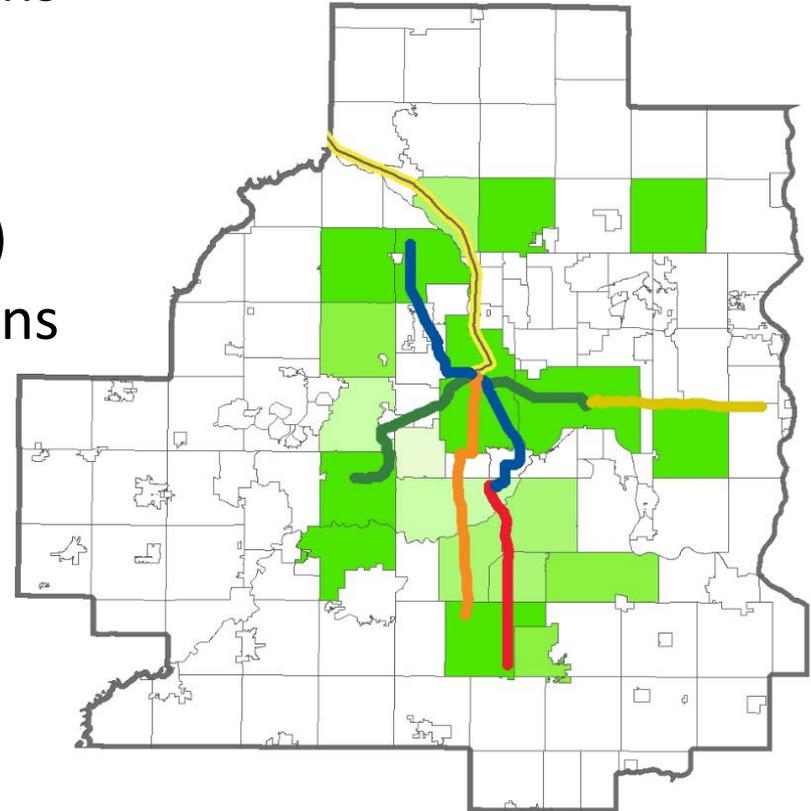
Business Case for SWLRT

- 64,000 new jobs are expected to be added within ½ mile of the planned new stations and 5 existing stations in downtown Minneapolis
- An integrated transit option that allows businesses to attract a talented workforce and meet employment demands
- Transit Oriented Development is attracting and driving significant ROI/development
- SWLRT will create 7,500 construction jobs, 160 permanent positions, and \$350 million in payroll that will be reinvested in communities throughout the Twin Cities and State of Minnesota
- \$735M locally committed, need \$135M from State to secure \$895 federal funds

Southwest LRT Corridor: People

- Existing Population (2010)
 - **33,600** (½ mile of proposed stations)
 - **19,600** with access to 5 shared stations in downtown Minneapolis
- Future Growth (2035)
 - **51,900** (½ mile of proposed stations)
 - **35,600** with access to 5 shared stations in downtown Minneapolis

Top 10 Growth Cities 2010-2040



Southwest LRT Corridor: Competitive Travel Times

- SouthWest Station in Eden Prairie to Nicollet Mall in Minneapolis
 - **35 minutes** (est.)
- Wooddale Station in St. Louis Park to City West Station in Eden Prairie
 - **10 minutes** (est.)

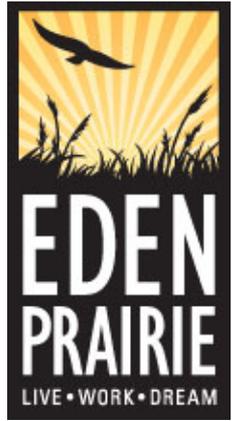


Southwest LRT Corridor: Ridership

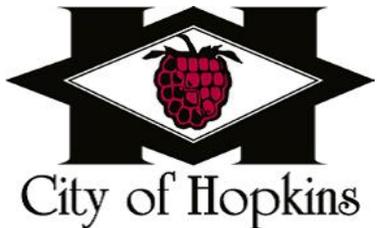
- METRO Blue Line LRT
 - **24,600** forecasted average weekday daily in 2020
 - **31,471** average weekday daily in 2015
- METRO Green Line LRT
 - **40,940** forecasted average weekday daily in 2030
 - **37,402** average weekday daily in 2015
- SWLRT
 - **34,000** average weekday daily in 2040

Local Support and Commitment

- Supported by the cities of Eden Prairie, Minnetonka, Hopkins, St. Louis Park, Minneapolis and Hennepin County



- \$745M** committed locally out of \$895M



- Local funding leverages **\$895M** in federal funding



eden prairie chamber of commerce



Time to Act!

2013

- Project Development

2014

- Municipal Consent

2014-15

- Engineering, SDEIS

2016

- Final EIS

2017

- Full Funding Grant Agreement

2017-19

- Heavy Construction

2020

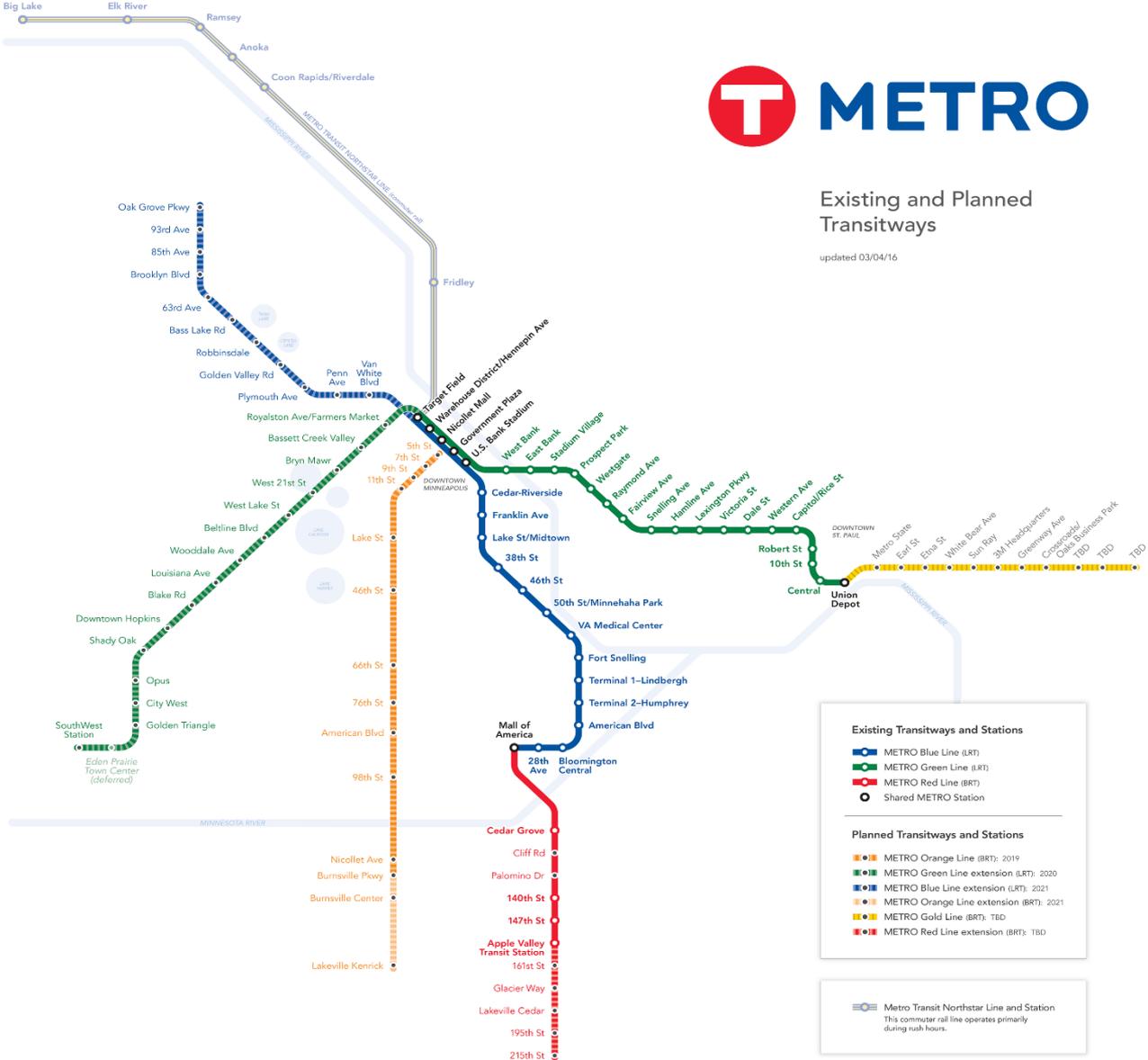
- Passenger Operations

METRO System

- All-day, frequent service
- Light Rail Transit
 - Blue Line (2004)
 - Green Line (2014)
 - Green Line Extension (2020)
 - Blue Line Extension (2021)
- Bus Rapid Transit
 - Red Line (2013)
 - Orange Line (2019)
 - Gold Line (TBD)

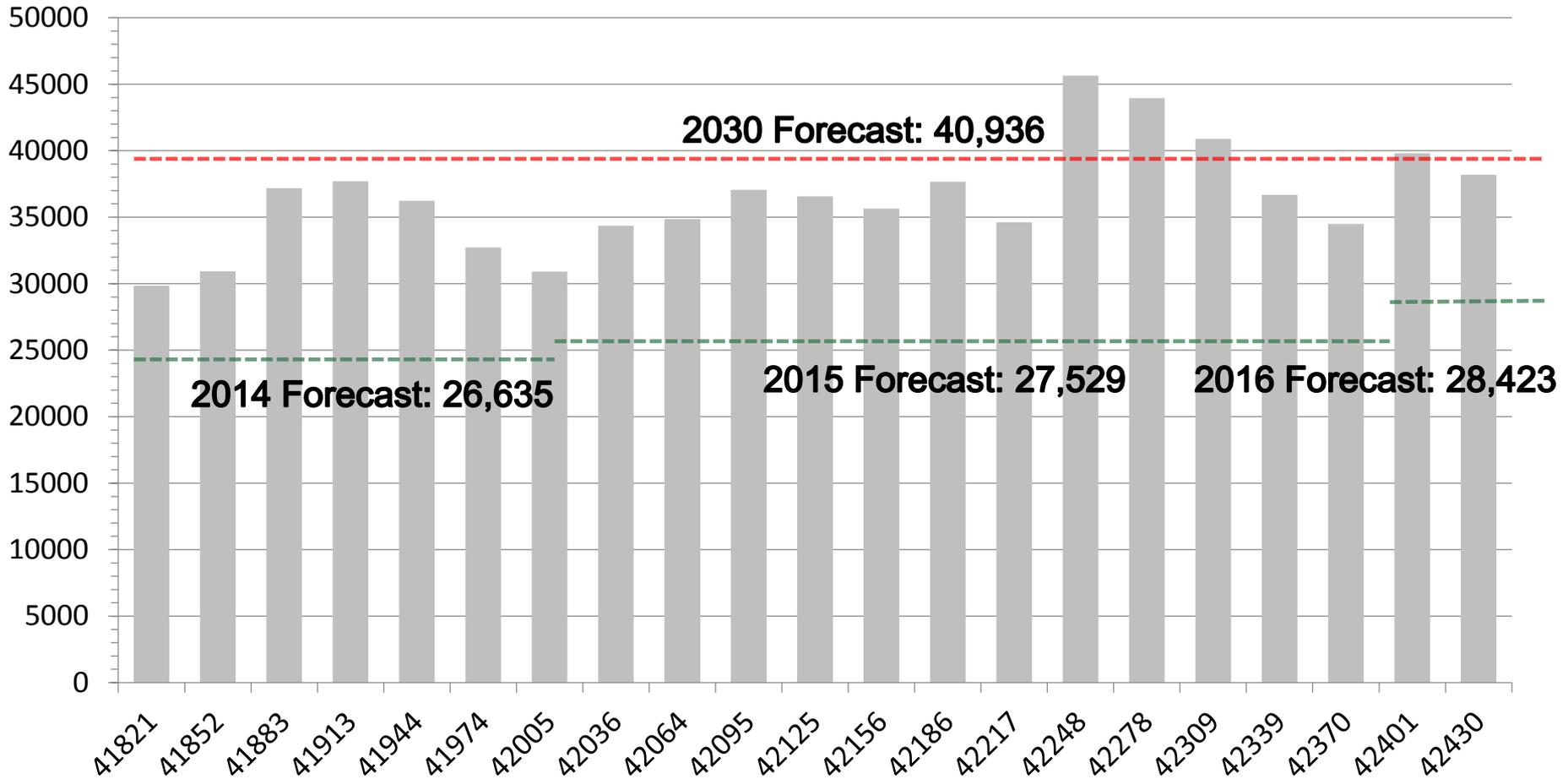


Existing and Planned Transitways
updated 03/04/16

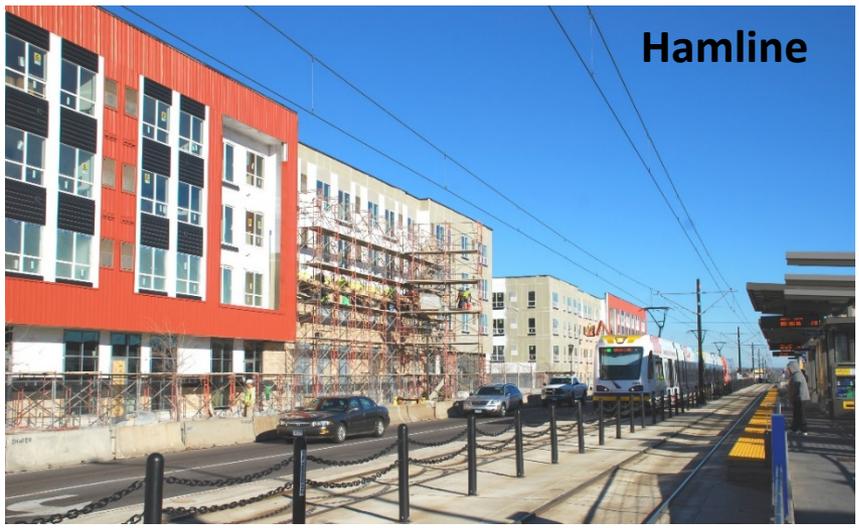


Average Daily Ridership by Month

Green Line Passenger Trips Weekday Average

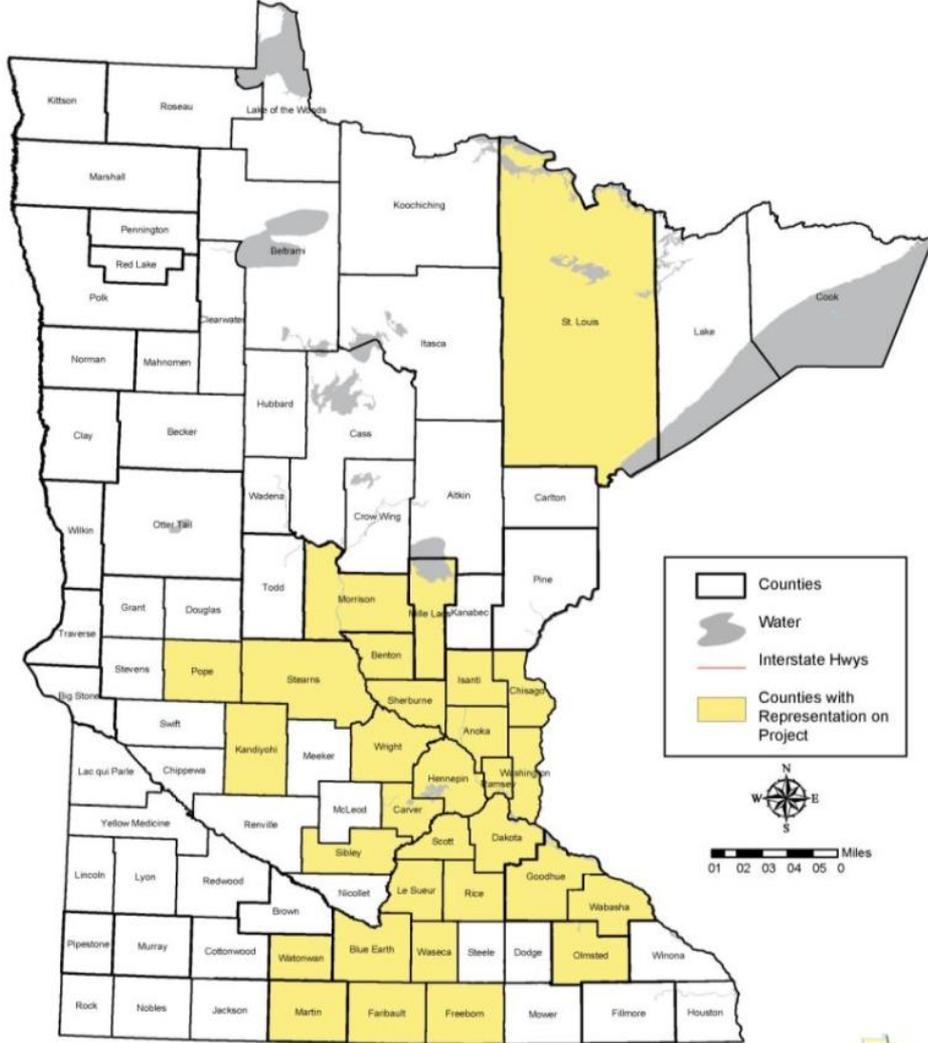


Green Line: Over \$4.2 In Private Development



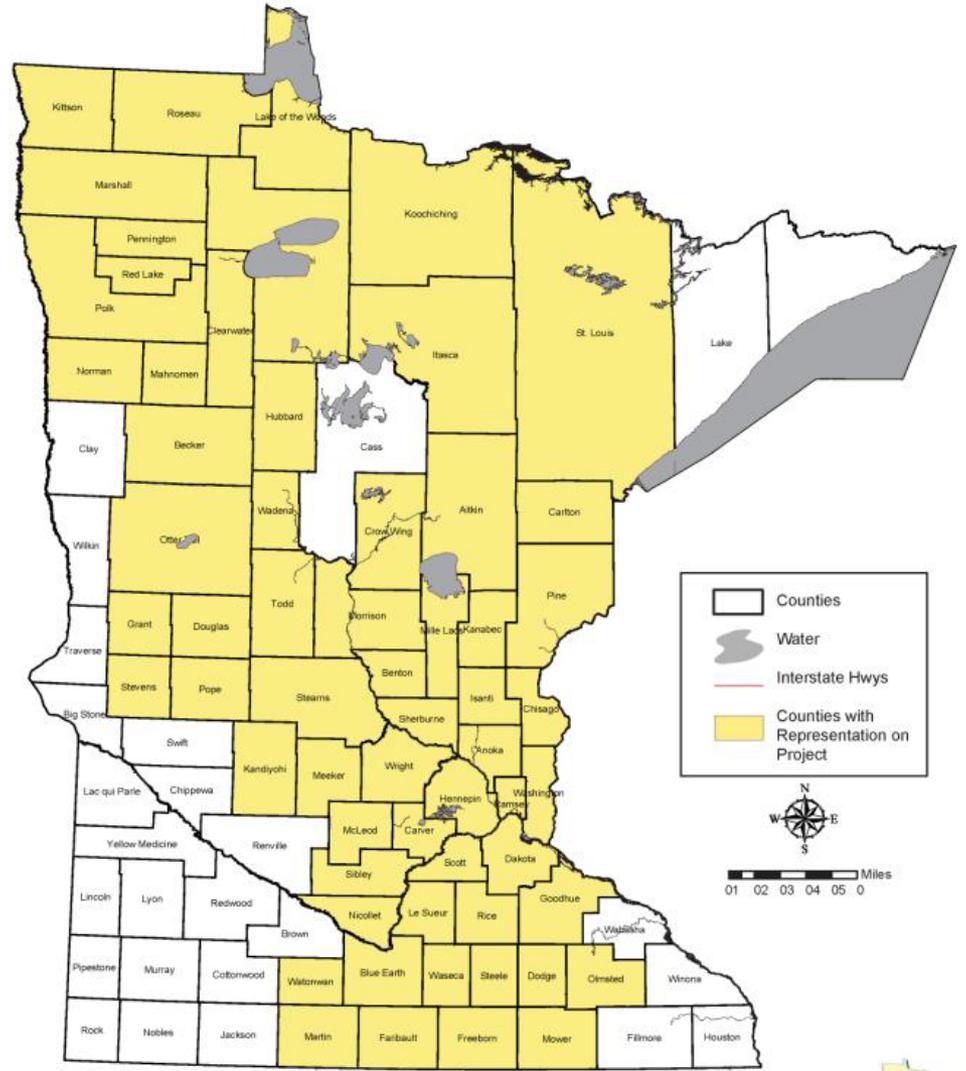
Green Line Subs and Suppliers by County

- Examples
 - Aggregate Industries
 - Amcon Construction
 - Bituminous Roadways
 - Hardrives
 - Safety Signs



Green Line Construction Workers: Home Counties

\$256 million Green Line payroll benefits communities statewide



Southwest LRT Corridor: Jobs

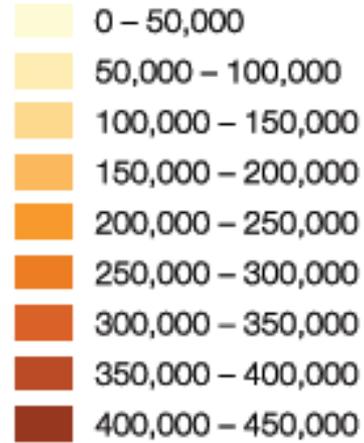
- Existing Jobs (2010)
 - **58,100** (½ mile of proposed stations)
 - **116,100** in downtown Minneapolis
- Future Growth (2035)
 - **92,400** (½ mile of proposed stations)
 - **145,900** in downtown Minneapolis



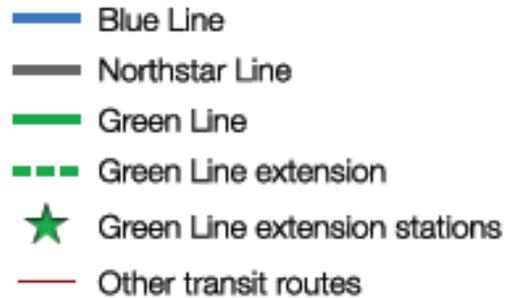


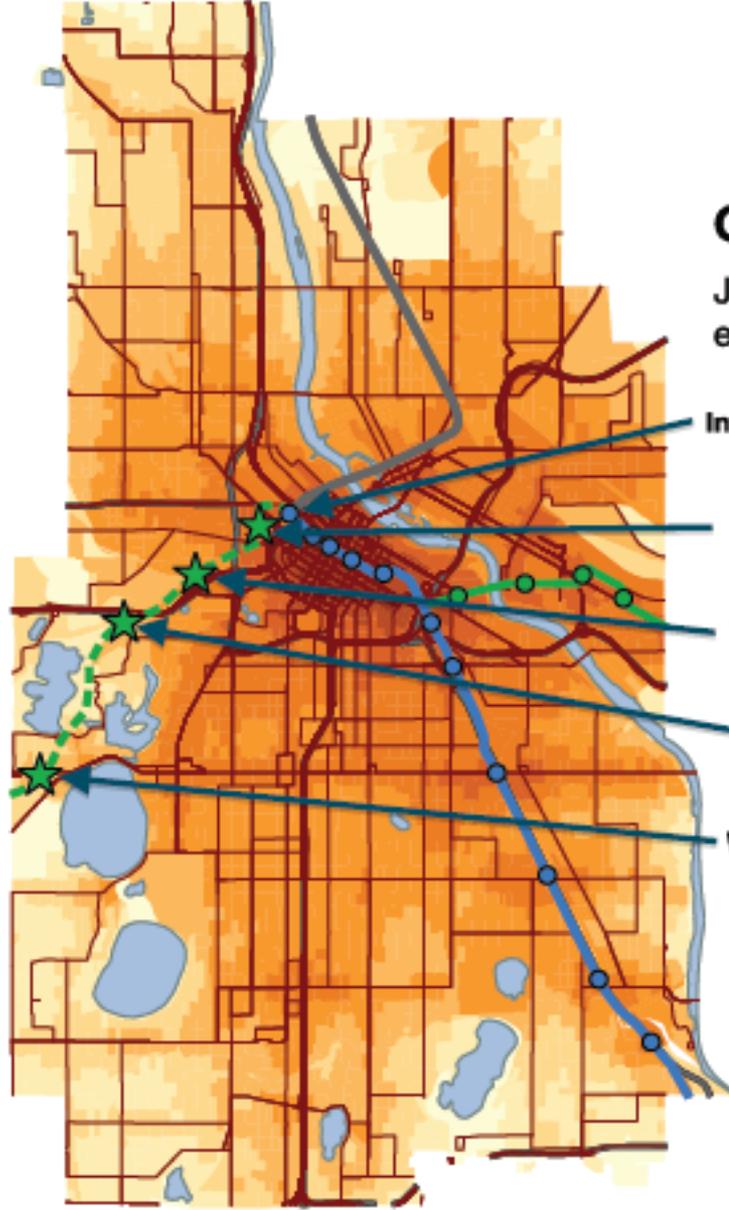
Current Accessibility to Jobs

Jobs within 40 minutes by transit



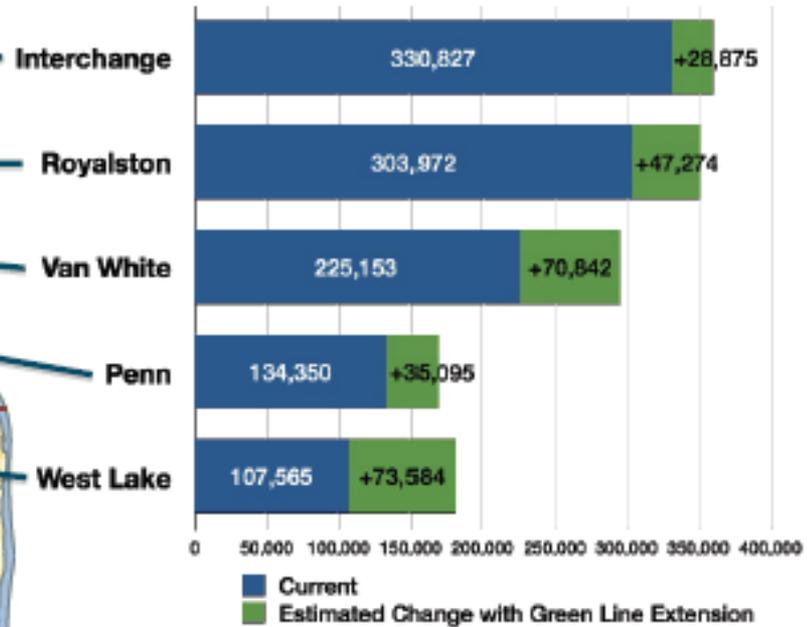
Transitways





Change in Accessibility to Jobs

Jobs within 40 minutes of Green Line extension station locations



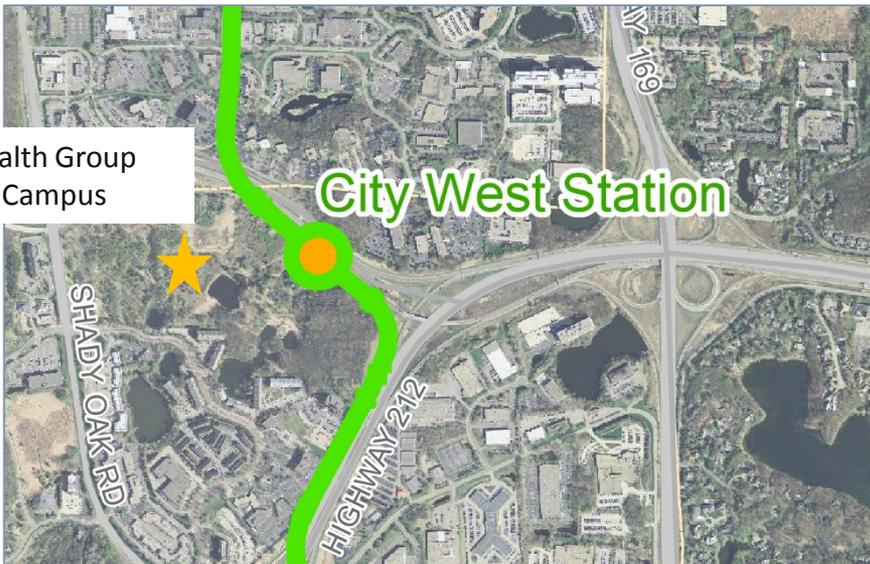
Eden Prairie: Golden Triangle Station Area



Eden Prairie: City West Station

- 6,700 jobs

UnitedHealth Group
Optum Campus



Minnetonka: Opportunity Partners

“As a nonprofit organization that works to advance the quality of life for people with disabilities, we recognize the importance of transportation options for the people we support so they can get to their jobs and fully engage in the community.

Our fleet of 81 vans puts on approximately 853,000 miles in one year transporting folks throughout the Twin Cities.

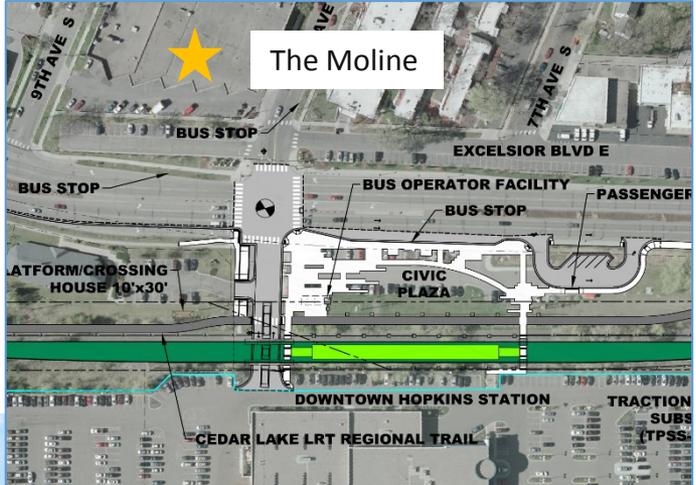
Many of the people we support are able to ride the bus and light rail lines independently. Increasing these options will continue to open even more doors for people with disabilities.”

Armando Camacho, President & CEO, Opportunity Partners



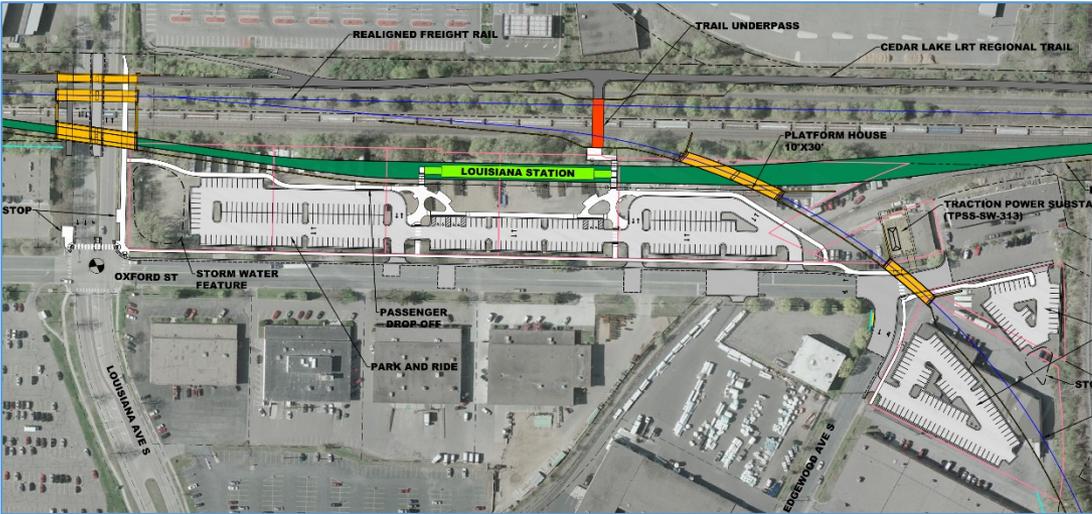
Hopkins: The Moline

- 810 First Street South
- 241-unit market rate apartments
- Project complete in 2017



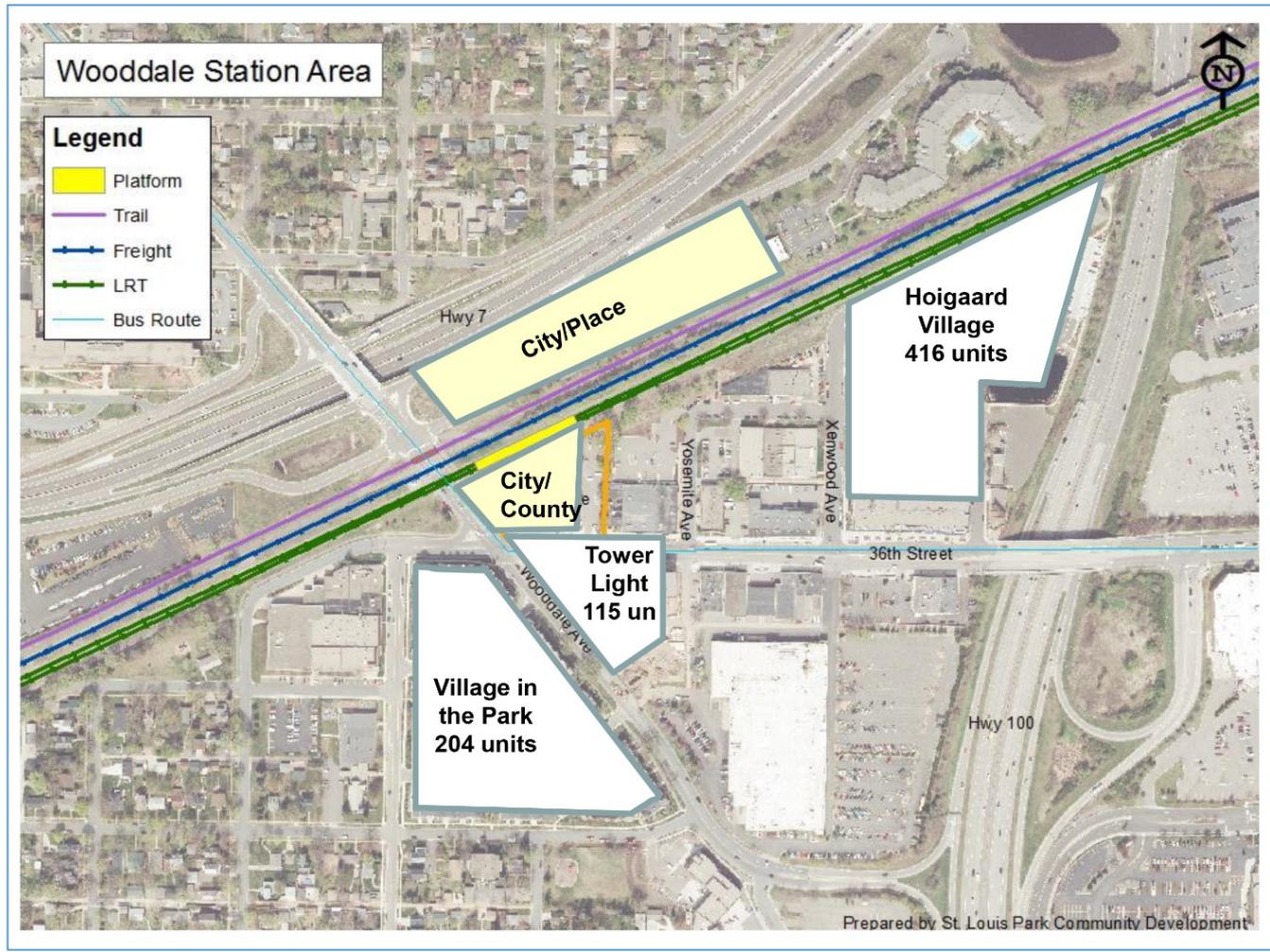
St. Louis Park: Louisiana Avenue Station Area

- 5,200 jobs



St. Louis Park: Wooddale Avenue Station Area

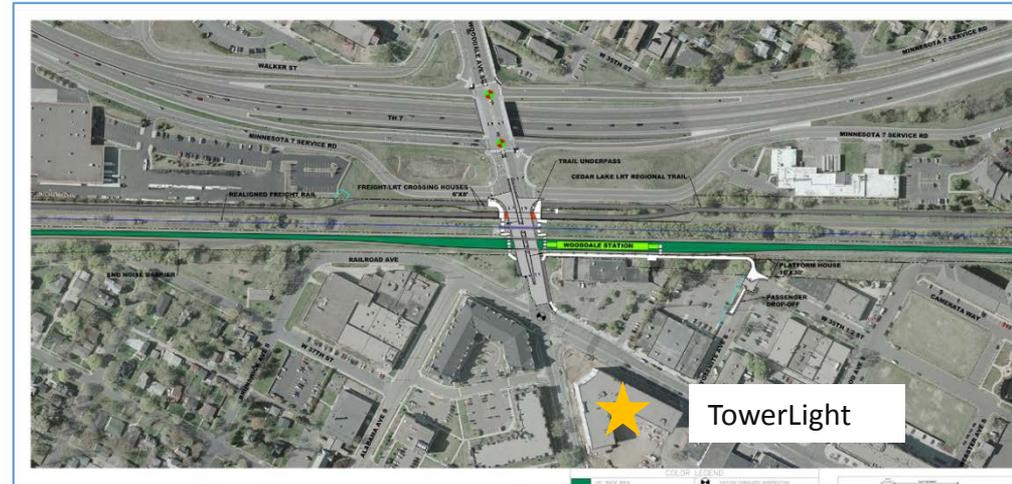
- 927 new housing units
- Mixed use development
- 2 sites adjacent to trail/LRT



TowerLight in St. Louis Park



“Ebenezer chose to build TowerLight on Wooddale Senior Living in its location for a variety of reasons. One major selling point that we love about the area is that the community is so close to the SWLRT Corridor. As we grow, and learn more about our community and its surroundings, we are also finding that more and more of our employees and volunteers are choosing to use the light rail as a way to get to and from work. We’re excited to be able to incorporate this new, more sustainable way of transportation throughout the Twin Cities Metro Area, and experience the benefits it will bring to our daily lives.”



–Susan Farr, Ebenezer Management Company



Minneapolis: Basset Creek Valley Station

“We are in strong support of public investment in permanent public transit investments throughout our region and we feel that projects such as SWLRT are critical investments. This infrastructure is not only crucial to attract and retain talent for the employers that make our region prosperous, but affordable transit significantly expands the housing and employment options for all members of our community regardless of industry or income level.

Despite making numerous proposals to prospective Linden Yards West anchor tenants near the Basset Creek Valley Station, we have not gotten a single group to respond to a proposal. The unknown timing of and funding for the SWLRT expansion has been the reason cited in every case.”

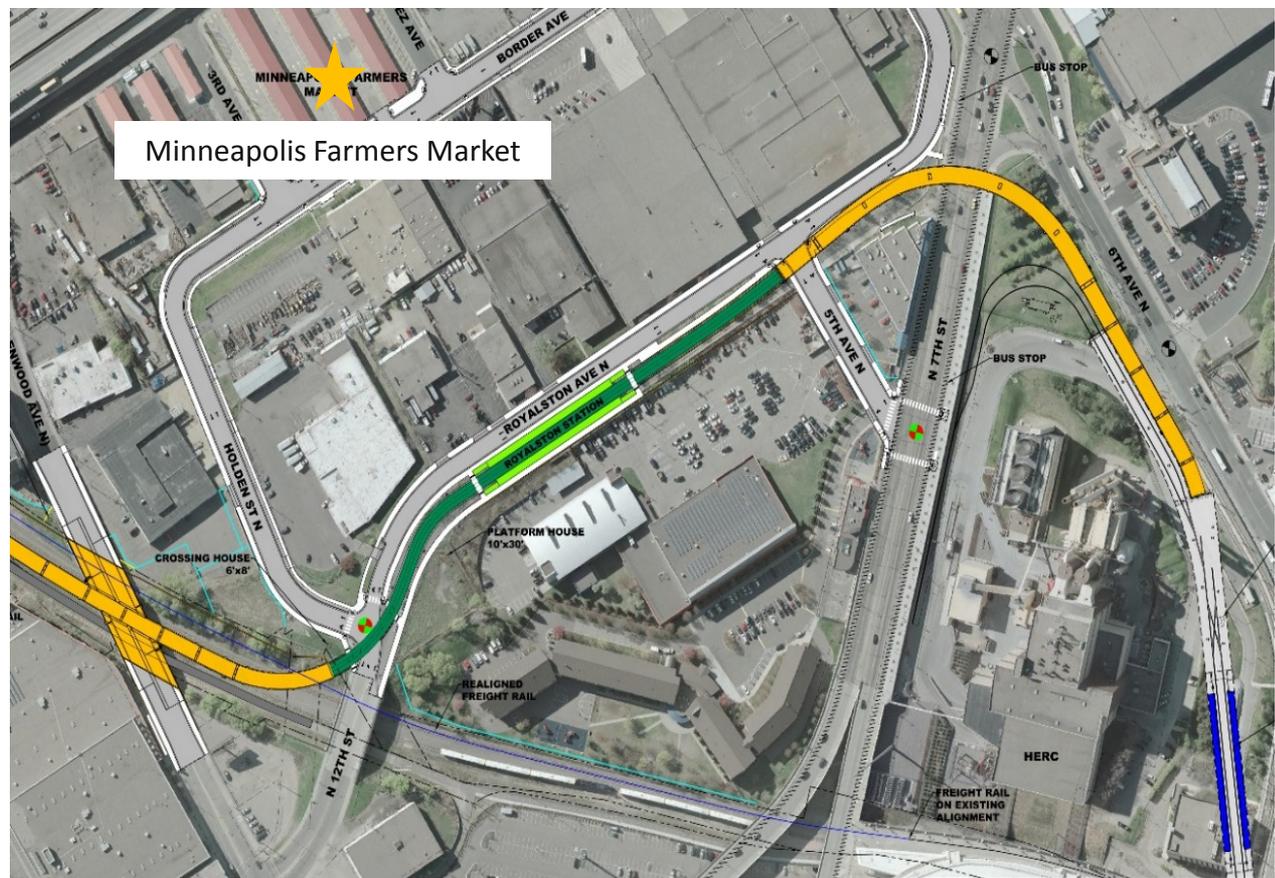
– Tony Barranco, Vice President of Development, Ryan Companies



Minneapolis: Royalston Avenue/Farmers Market Station Area

“David Frank, the city’s economic development director, said redevelopment of the market area isn’t a question of if, but when. He believes that once developers are certain SWLRT will happen, development proposals will begin appearing.”

– Peter Callaghan,
TwinCities Business,
January 7, 2016

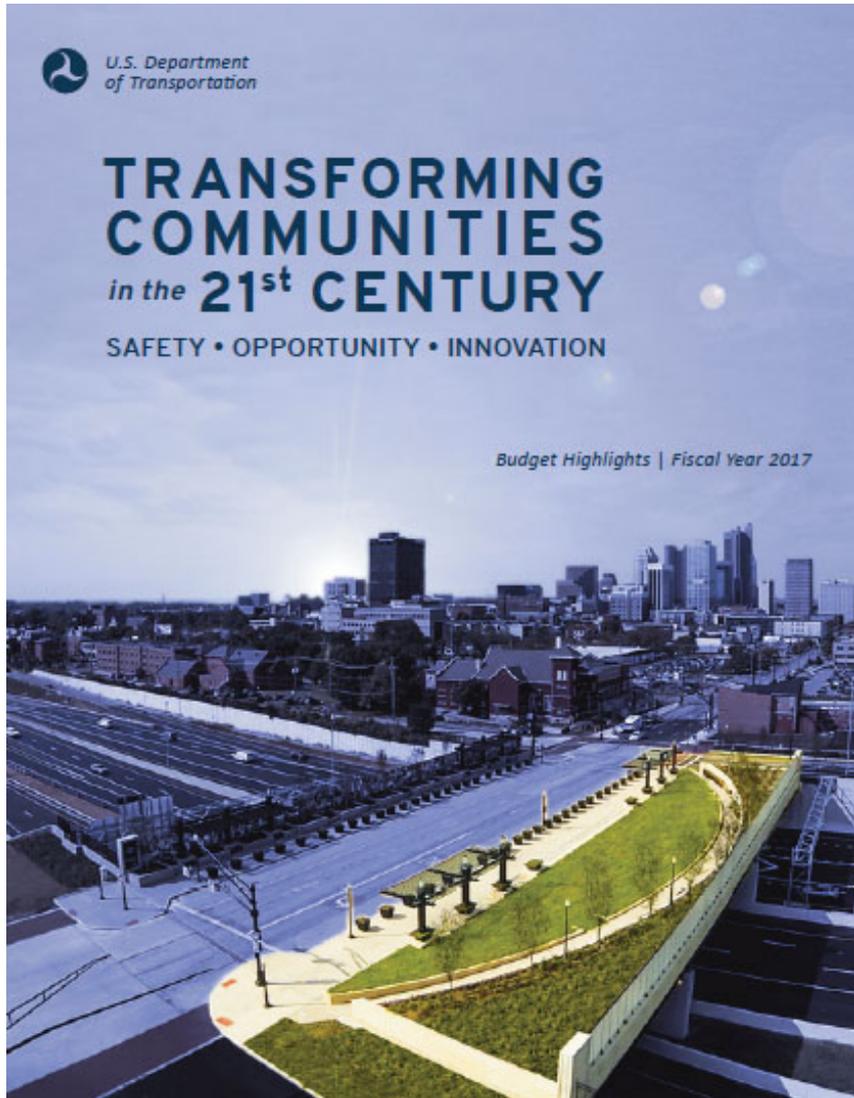


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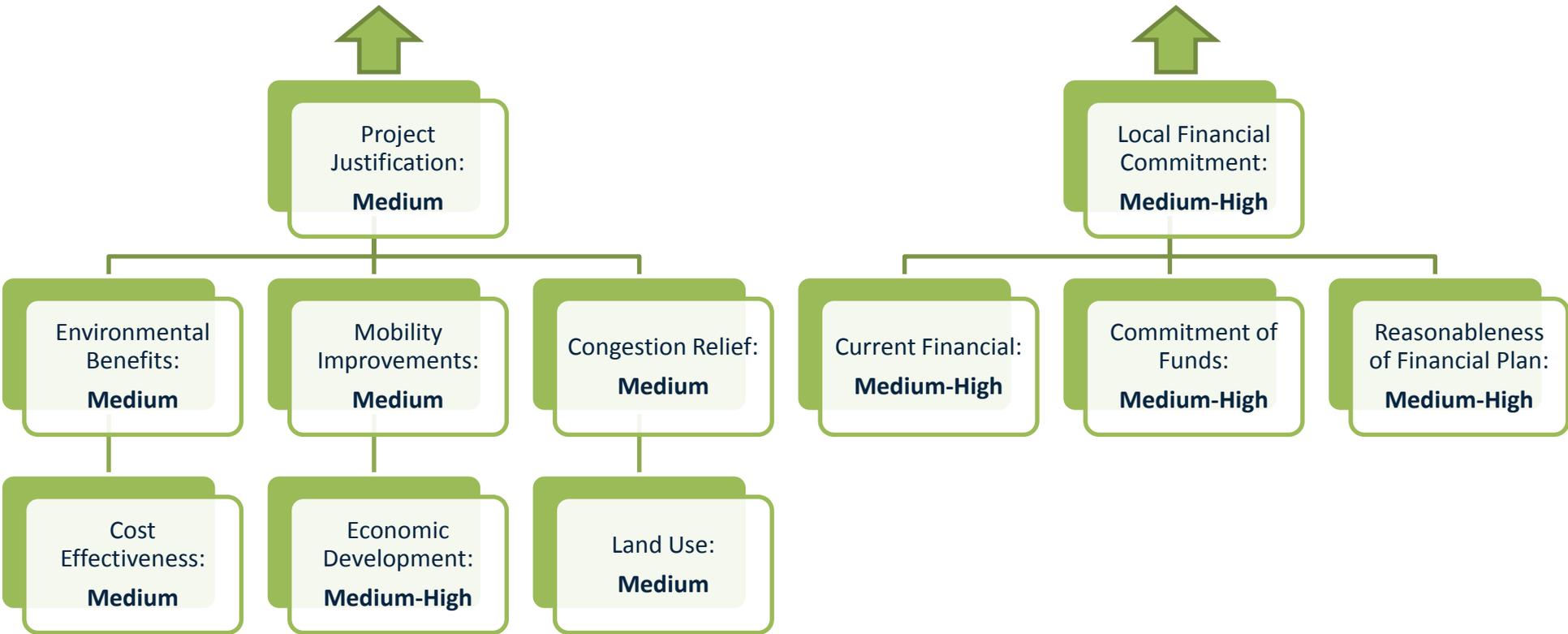
New Starts Update

President Obama's Budget Recommendation



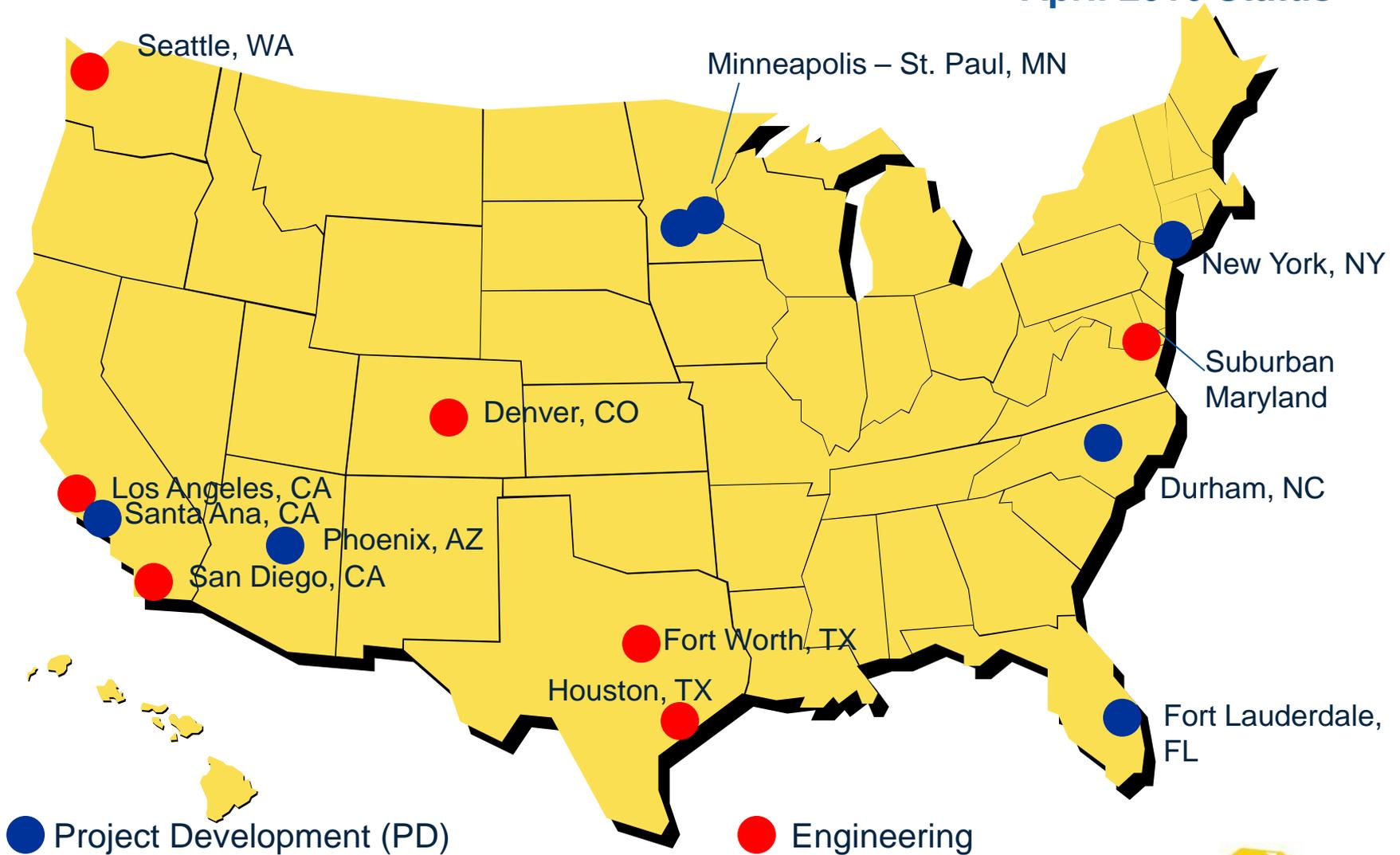
Feb 10, 2016:
President Obama includes **\$125 million** for the SWLRT in his fiscal year 2017 budget

SWLRT Overall Project Rating: Medium-High



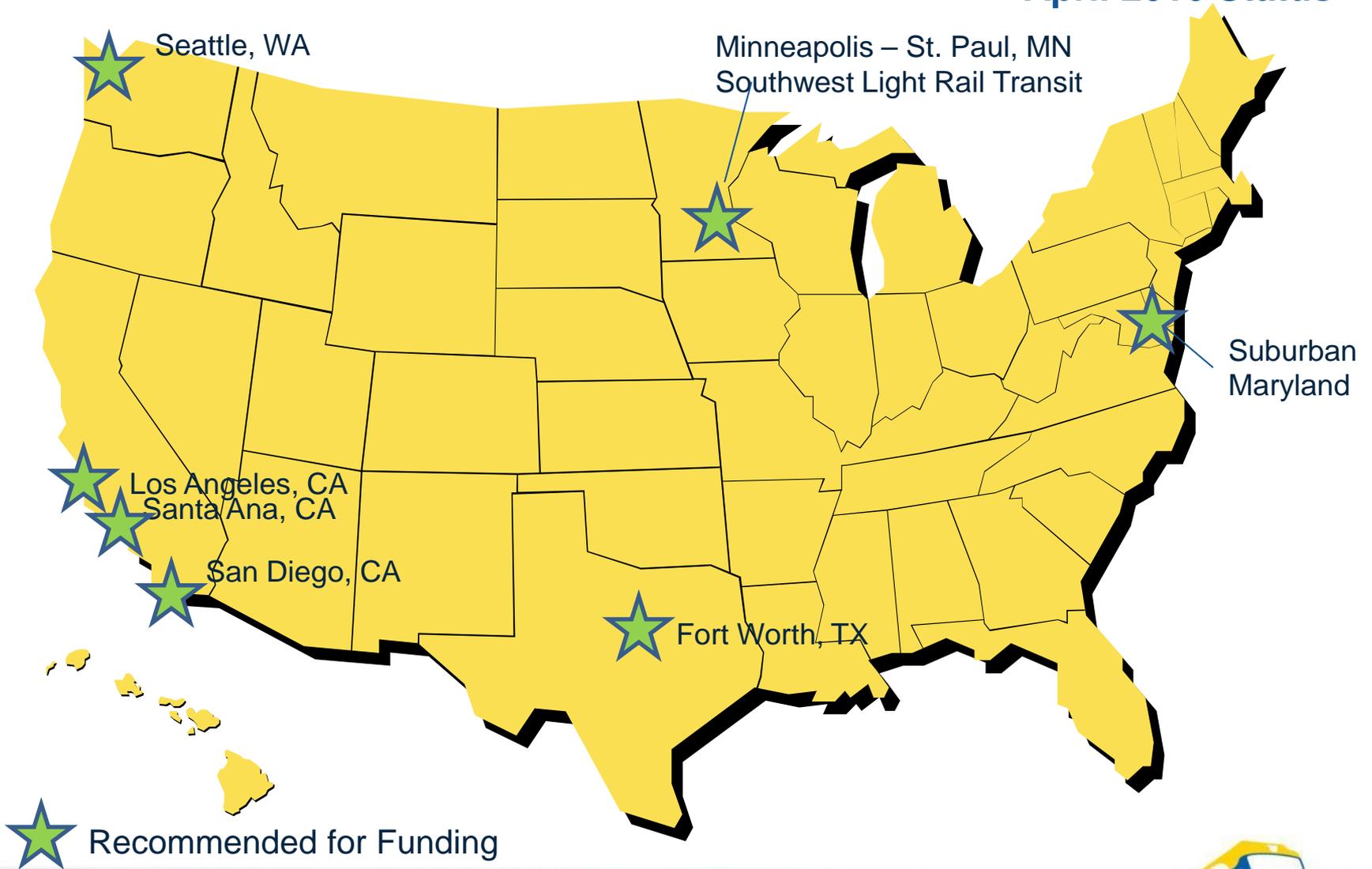
Peer “New Starts” PD and Engineering Projects

April 2016 Status



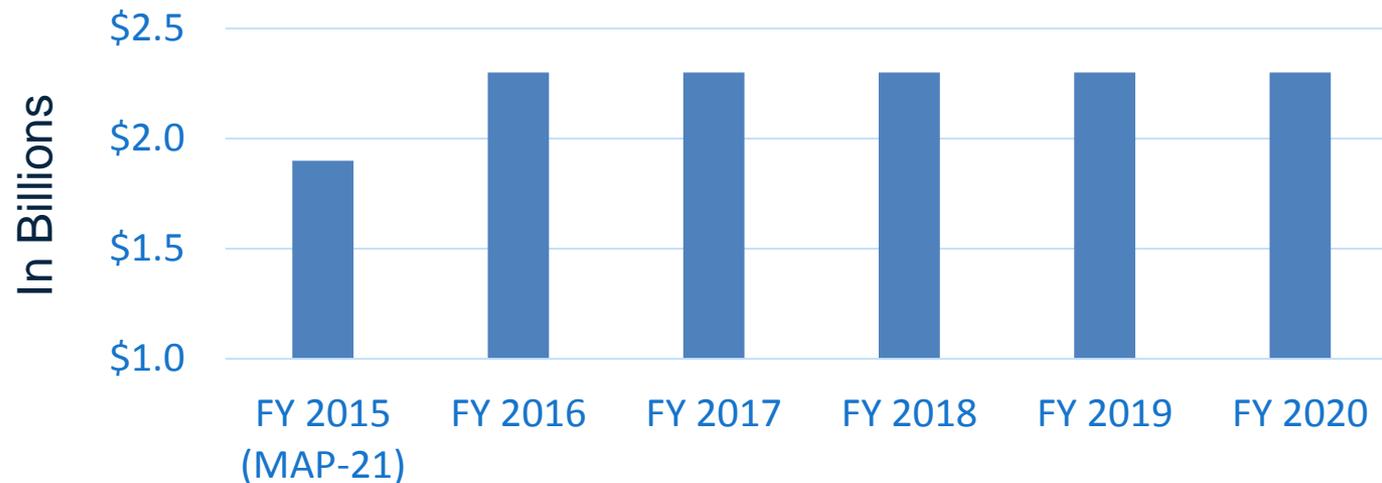
Peer “New Starts” Recommended for Funding

April 2016 Status



New Starts/Small Starts (in billions)

- Funding authorization increases to \$2.3 billion/year: 20.7% increase over MAP-21



Station Design Update: Station Panels

Station Panels

West Lake Street Station

wicket with station panel



Draft – Work in Process

Station Panels

Shady Oak Station

pylon with station panels



Draft – Work in Process

Station Panels

- Panels at all stations except SouthWest Station, which is within a parking structure
- Size and number of panels depends on station design
 - Pylon height is 28 ft approx.
 - Wicket height is 16 or 18 ft approx. depending on station design
- Panel materials include:
 - Stainless steel mesh with etched pattern
 - Laser/Jet cut metal plate: stainless steel or painted
- Panel design theme based on station context

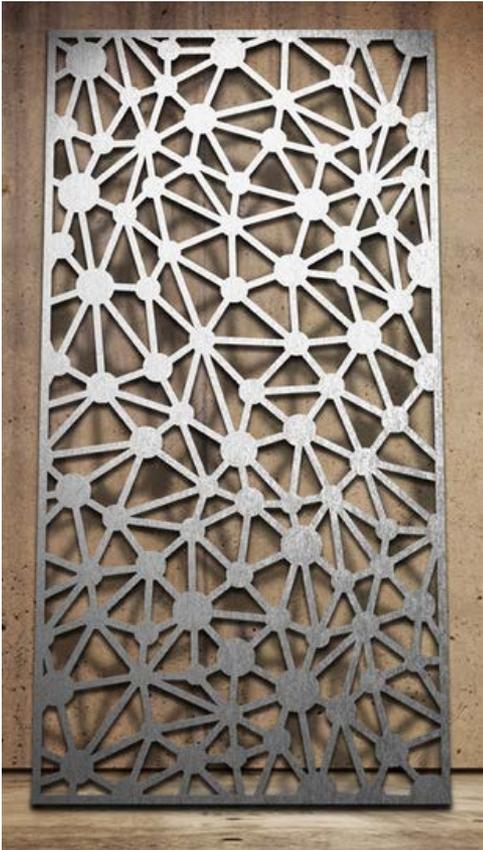
Station Panel Themes: Input

- Station design open houses in spring 2015
- TPAC/CAC/BAC
- Other advisory and neighborhood committees
 - Harrison Neighborhood Association
 - SWLRT Kenilworth Landscape Design Committee
 - St. Louis Park Station Design Committee
- City staff
 - Marketing/community branding themes
 - Historical themes

Station Panel Materials



Etched Stainless Mesh



Stainless Steel Plate
(laser/jet cut)



Painted Steel Plate
(laser/jet cut)

Example Station Panels



Example panels shown at approx. 18 ft tall

Draft – Work in Process

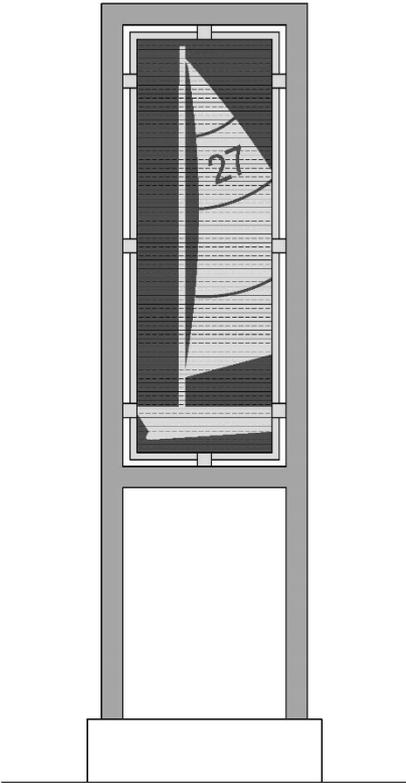
West Lake Street Station Panels

- 3 wickets
- 3 unique panel designs
- Etched stainless steel mesh

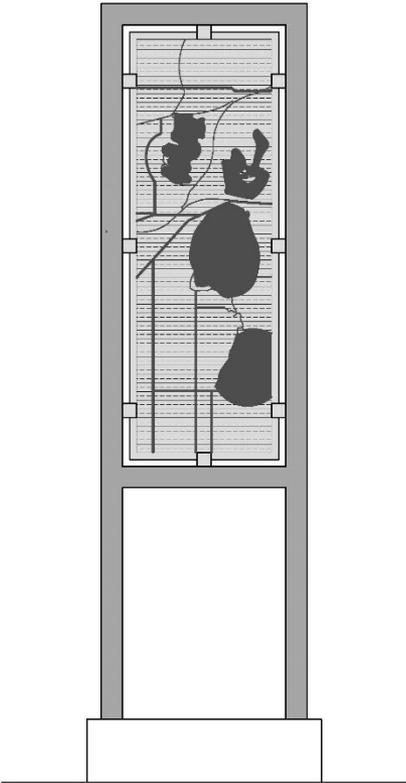


West Lake Street Station Panels

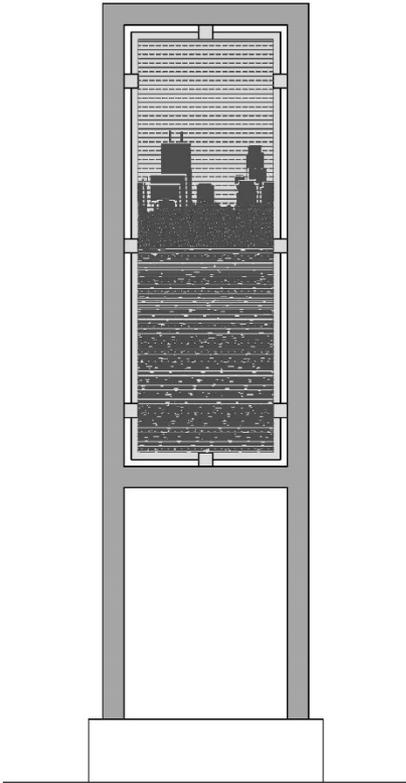
A



B



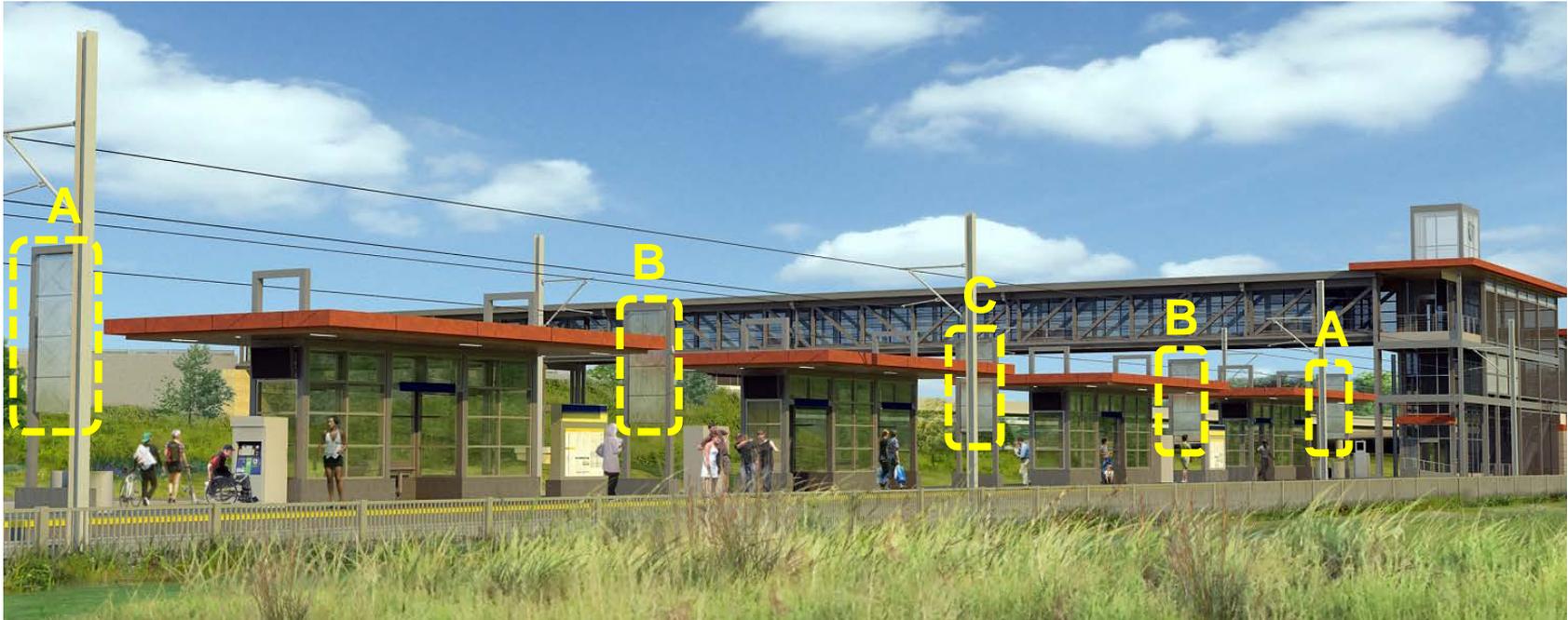
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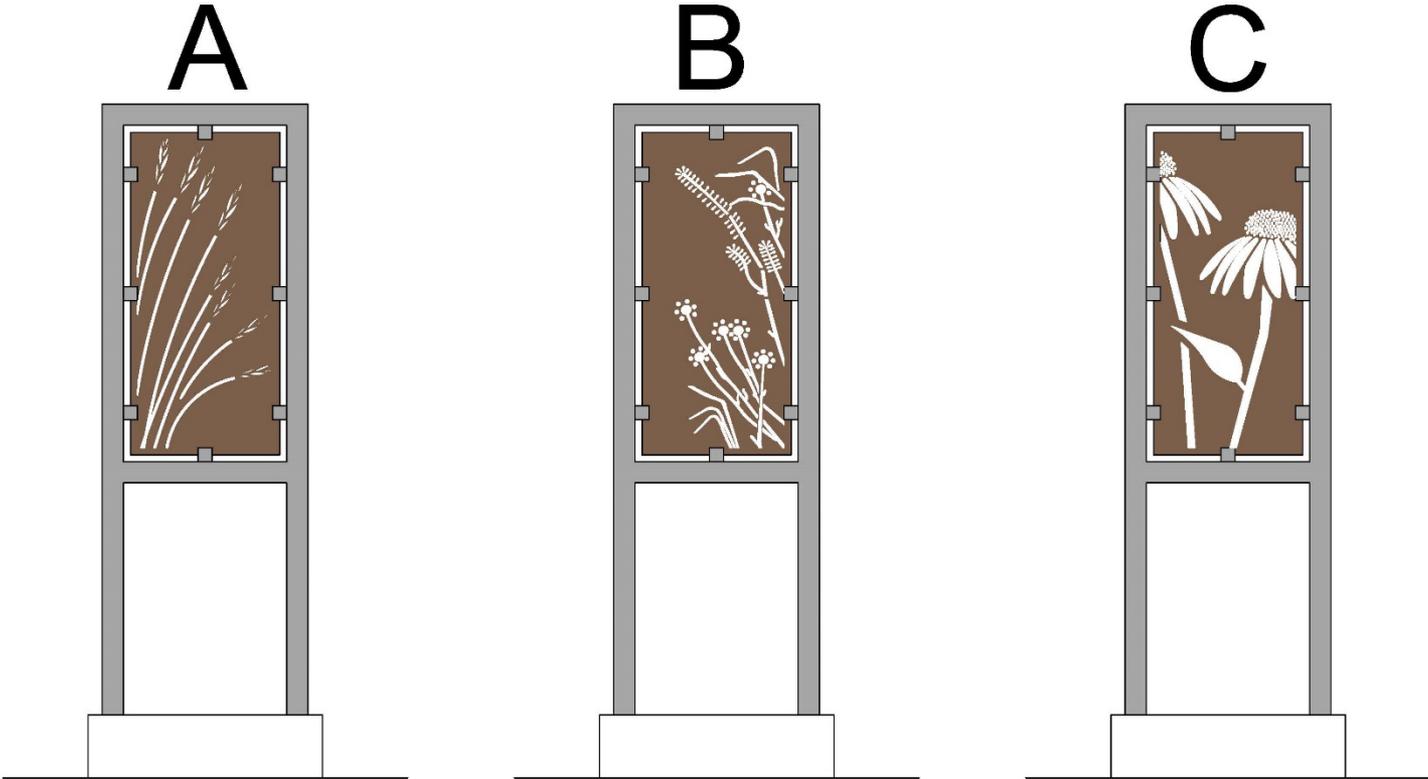
Draft – Work in Process

Bryn Mawr Station Panels

- 5 wickets
- 3 unique panel designs
- Laser/jet cut steel plate; likely painted



Bryn Mawr Station Panels



Draft – Work in Process

Station Panels

- City West, Shady Oak, and Louisiana Ave:
 - 2 pylons (4 panels each)
 - 2 unique panel designs total
 - Pylons to be 28 ft tall approx.
- Golden Triangle, Downtown Hopkins, Beltline Blvd and West Lake St:
 - 3 wickets (1 panel each)
 - 3 unique panel designs total
 - Wickets to be 18 ft tall approx.

Station Panels

- Blake Rd and Wooddale Ave:
 - 4 wickets (1 panel each)
 - 3 unique panel designs total
 - Wickets to be 18 ft tall approx.
- Opus and West 21st St:
 - 4 wickets (1 panel each)
 - 3 unique panel designs total
 - Wickets to be 16 ft tall approx.

Station Panels

- Bryn Mawr:
 - 5 wickets (1 panel each)
 - 3 unique panel designs total
 - Wickets to be 16 ft tall approx.
- Bassett Creek Valley (partially under bridge):
 - 1 pylon (4 panels)
 - 2 wickets (1 panel each)
 - 3 unique panel designs total
 - Pylon to be 28 ft tall approx.
 - Wickets to be 18 ft tall approx.

Station Panels

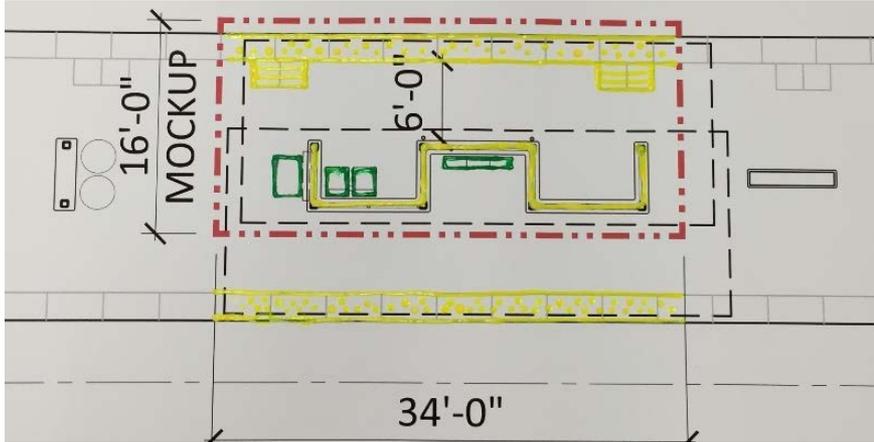
- Royalston (side platform station):
 - 8 wickets (1 panel each)
 - 4 unique panel designs total
 - Wickets to be 18 ft tall approx.

Station Panels: Next Steps

- SPO will present all station panel designs to CAC/BAC in May for additional feedback

Transportation Accessibility Advisory Committee Workshop

Transportation Accessibility Advisory Committee: Platform Mock-up



Tactile drawing of mock-up

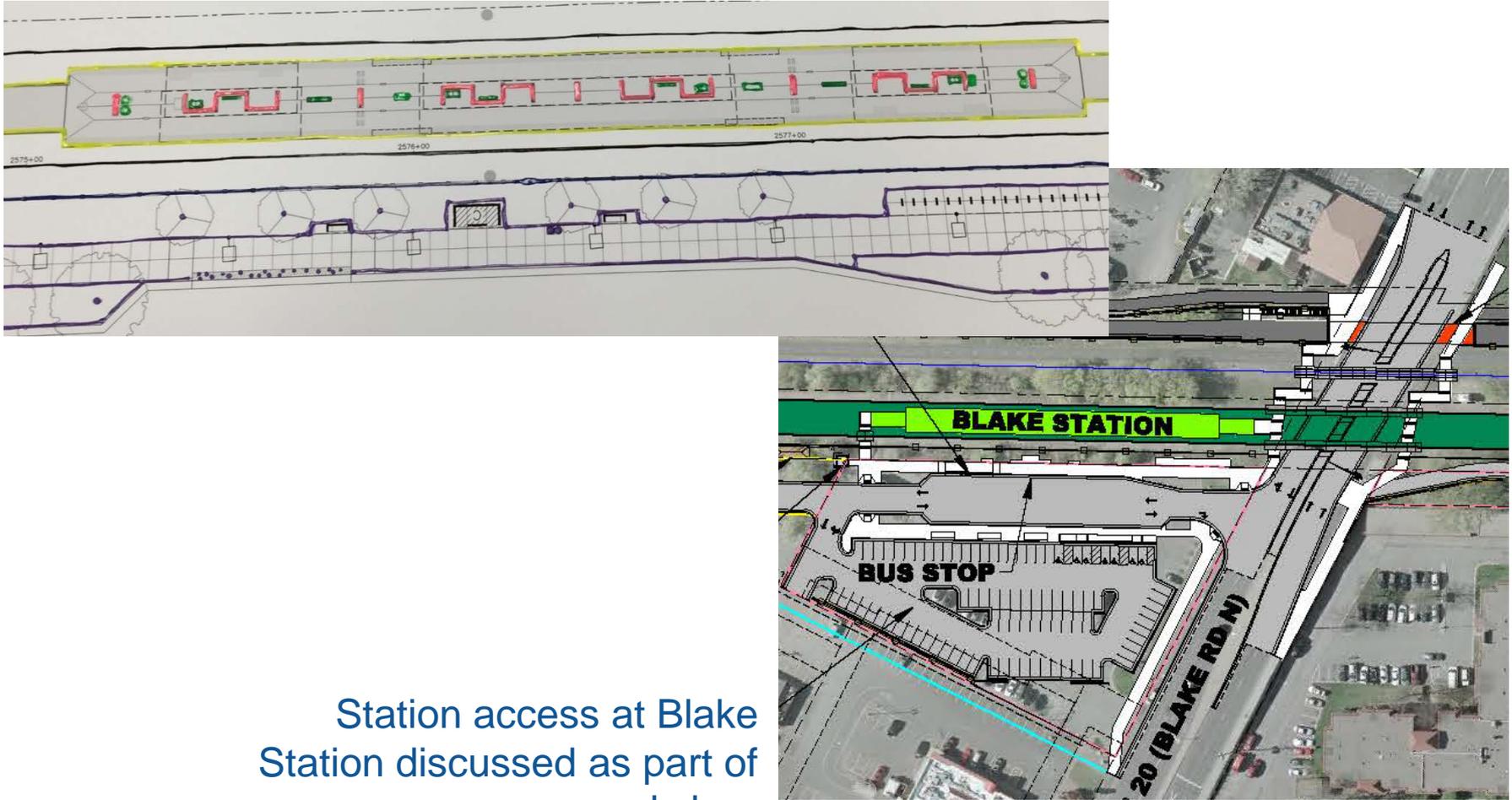


Photos taken during workshop



Transportation Accessibility Advisory Committee: Station Access

Tactile drawing of station used for workshop discussion



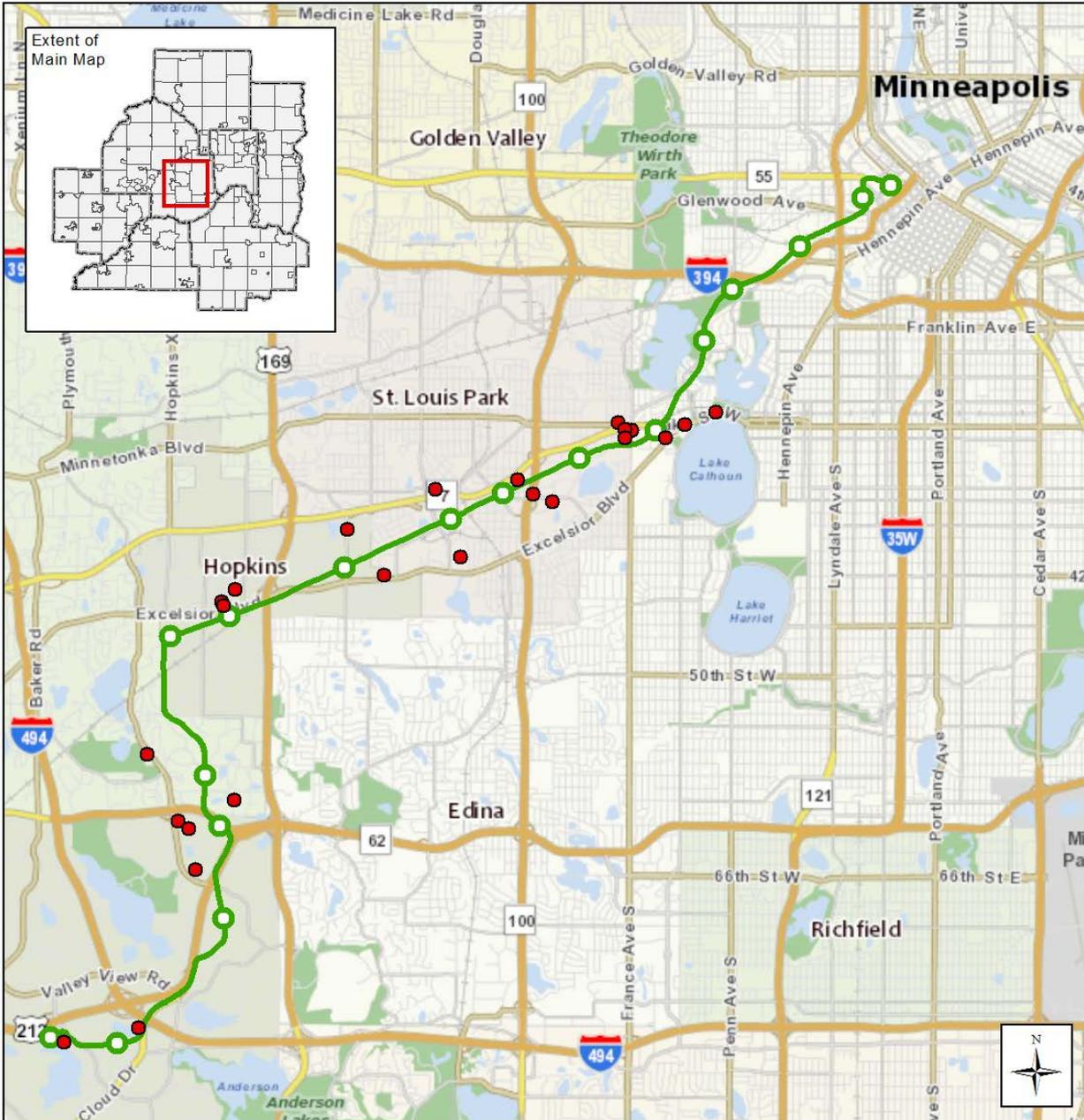
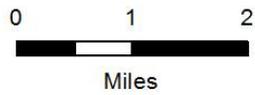
Station access at Blake Station discussed as part of workshop

Sample Feedback

- SWLRT platform width and size of enclosures:
 - Enclosure size/layout can accommodate two benches and a person using a wheelchair comfortably
 - Narrow shelter opening less susceptible to wind and weather, provides denser heat coverage
- Furnishings:
 - Not in favor leaning rails
 - Would like more benches
 - Providing an armrest on the outside edge of benches would be helpful and provide flexibility

Corridor Development Highlights

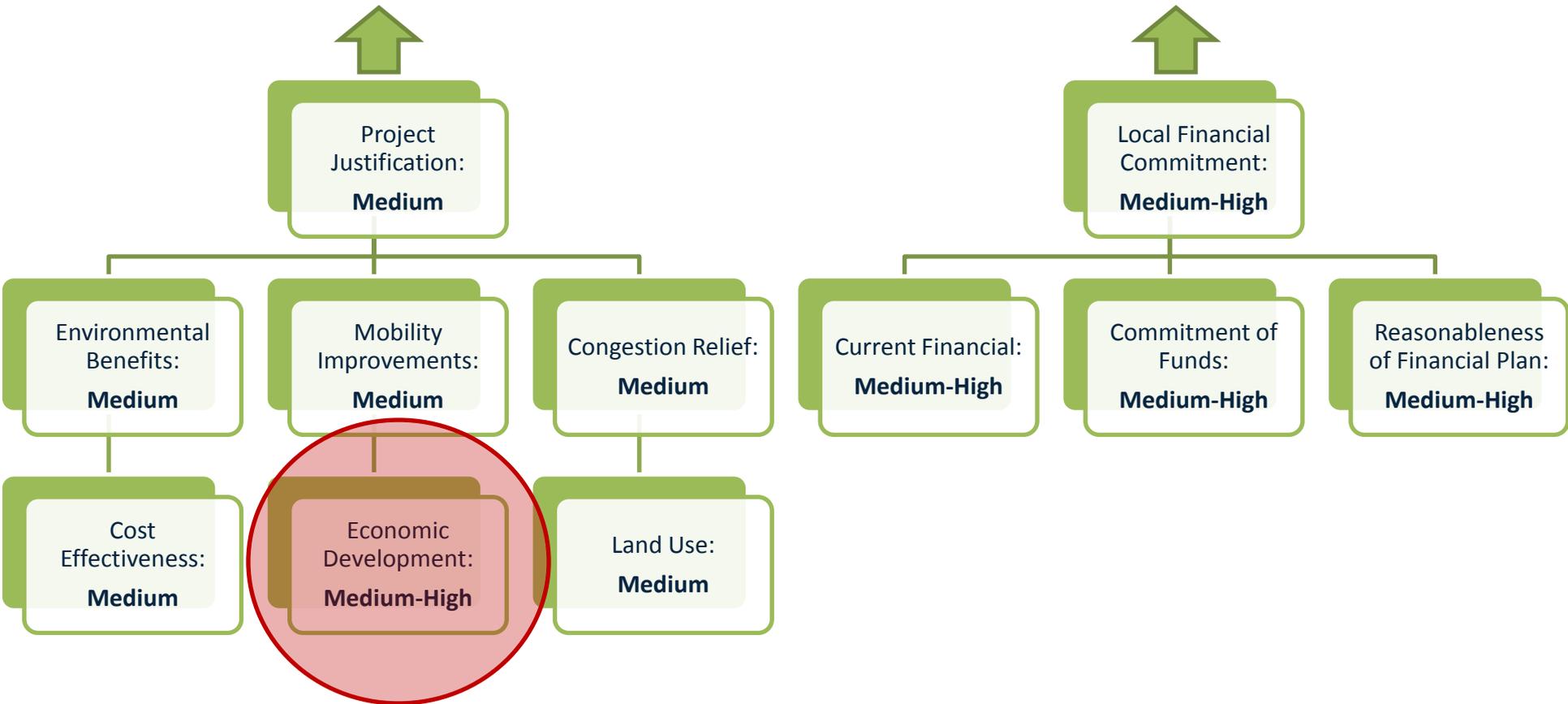
- Development and redevelopment projects (as of April 2016)
- Proposed Green Line Extension stations
- Proposed Green Line Extension alignment



Green Line Extension Development



SWLRT Overall Project Rating: Medium-High



New Starts Rating: Economic Development

Economic Development:
Medium-High



Transit Supportive Plans
and Policies:
Medium-High

Performance and
Impacts of Policies:
Medium-High

Tools to
Maintain/Increase Share
of Affordable Housing
High

Supportive TOD Policies/Plans

| Community | Policy/Plan |
|---------------------------------|--|
| Eden Prairie | TOD Zoning Ordinance for station areas in process |
| Minnetonka | Shady Oak Development Strategy with Hopkins |
| Hopkins | Mixed-use zoning district |
| St. Louis Park | Inclusionary zoning, Form Based Code in process |
| Minneapolis | No minimum parking requirements |
| Hennepin County Community Works | Transitional Station Area Action Plans, Investment Framework, SW Corridor Housing Strategy |
| Met Council | TOD Strategic Plan, TOD Policy |

Grants Supporting TOD

| | Met Council | | Hennepin County* | |
|----------------|-------------|--------------------|------------------|--------------------|
| | # of Grants | Award | # of Grants | Award |
| Minneapolis | 3 | \$920,500 | 1 | \$565,000 |
| St. Louis Park | 3 | \$250,000 | 1 | \$430,000 |
| Hopkins | 8 | \$4,033,200 | 2 | \$800,000 |
| Minnetonka | 2** | \$150,000 | -- | -- |
| Eden Prairie | 1 | \$45,000 | 1 | \$470,000 |
| Total | 17 | \$5,398,700 | 5 | \$2,265,000 |

*Does not include Hennepin County Community Works funding

**\$50,000 grant shared by Minnetonka and Hopkins for Shady Oak Station zoning analysis

TOD: Next Steps

- Update New Starts Application
 - Land Use and Economic Development sections
- Continue to identify FTA Joint Development opportunities in existing and planned transitway corridors

Eden Prairie Video

<http://www.swlrtccommunityworks.org/news/eden-prairie-video>

SWLRT Next Steps

Next Steps: Summer 2016

- Review and approve project scope and cost estimate as project budget prior to applying for entry into Engineering
 - CMC
 - ECCB
 - HCRRA
 - CTIB
- Approve project scope and budget, authorize SPO to submit application to enter Engineering
 - Transportation Committee
 - Metropolitan Council

More Information

Online:

www.SWLRT.org

Email:

SWLRT@metrotransit.org

Twitter:

www.twitter.com/southwestlrt

