

SOUTHWEST

Green Line LRT Extension



Corridor Management Committee Meeting

April 2, 2014



Today's Topics

- Welcome
- Approval of Minutes
- Resolutions
- Response to March 26 CMC Questions
- Staff Recommendation on Project Scope and Budget
- Public Testimony
- CMC Discussion and Recommendation
- Adjourn



Commissioner Dorfman and Beth El Synagogue Resolutions

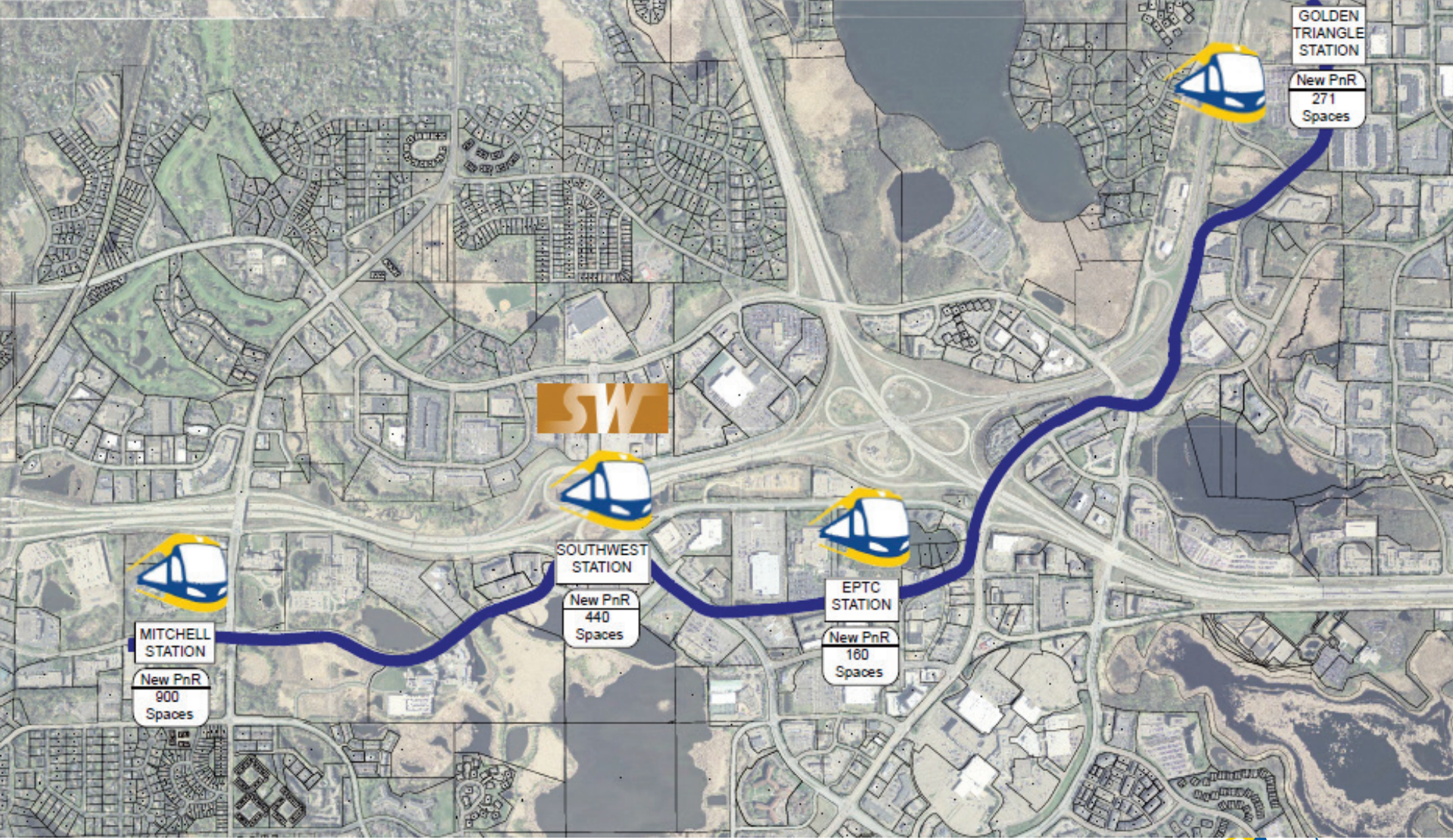
Response to March 26 CMC Questions

Staff Recommendation on Project Scope and Budget

Staff Recommendation

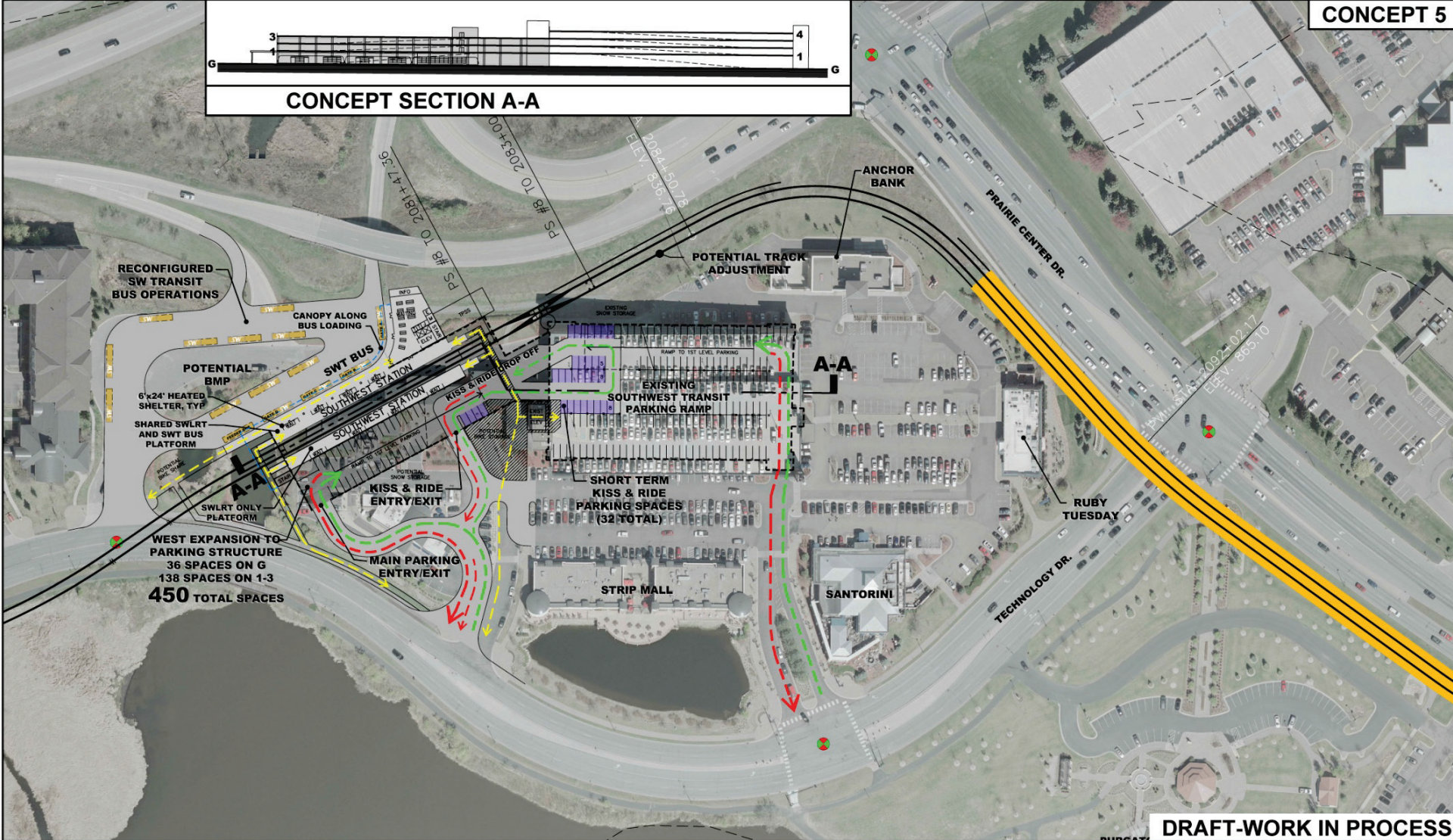
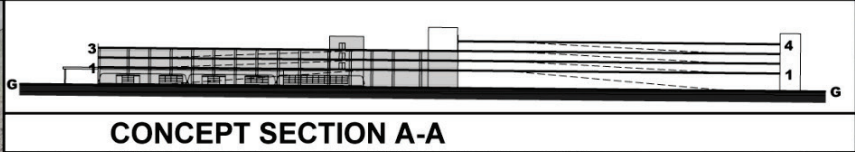
- Technical Issue #1: Retain Mitchell Road Station in Eden Prairie
- Technical Issue #21: Shallow LRT Tunnels over Channel in Kenilworth Corridor with a 2019 Opening

Eden Prairie Alignment to Mitchell Road



Southwest Station in Eden Prairie

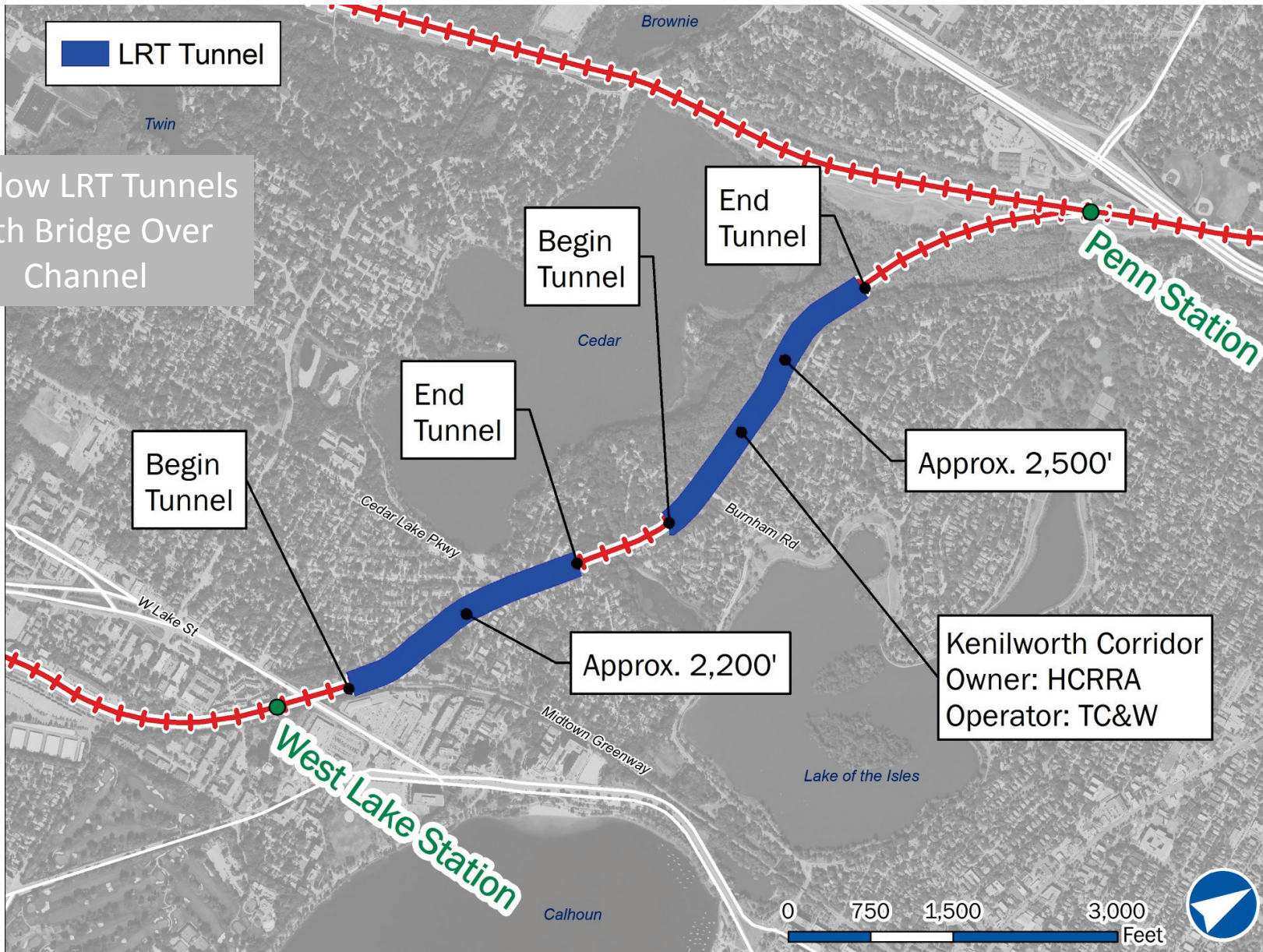
CONCEPT 5



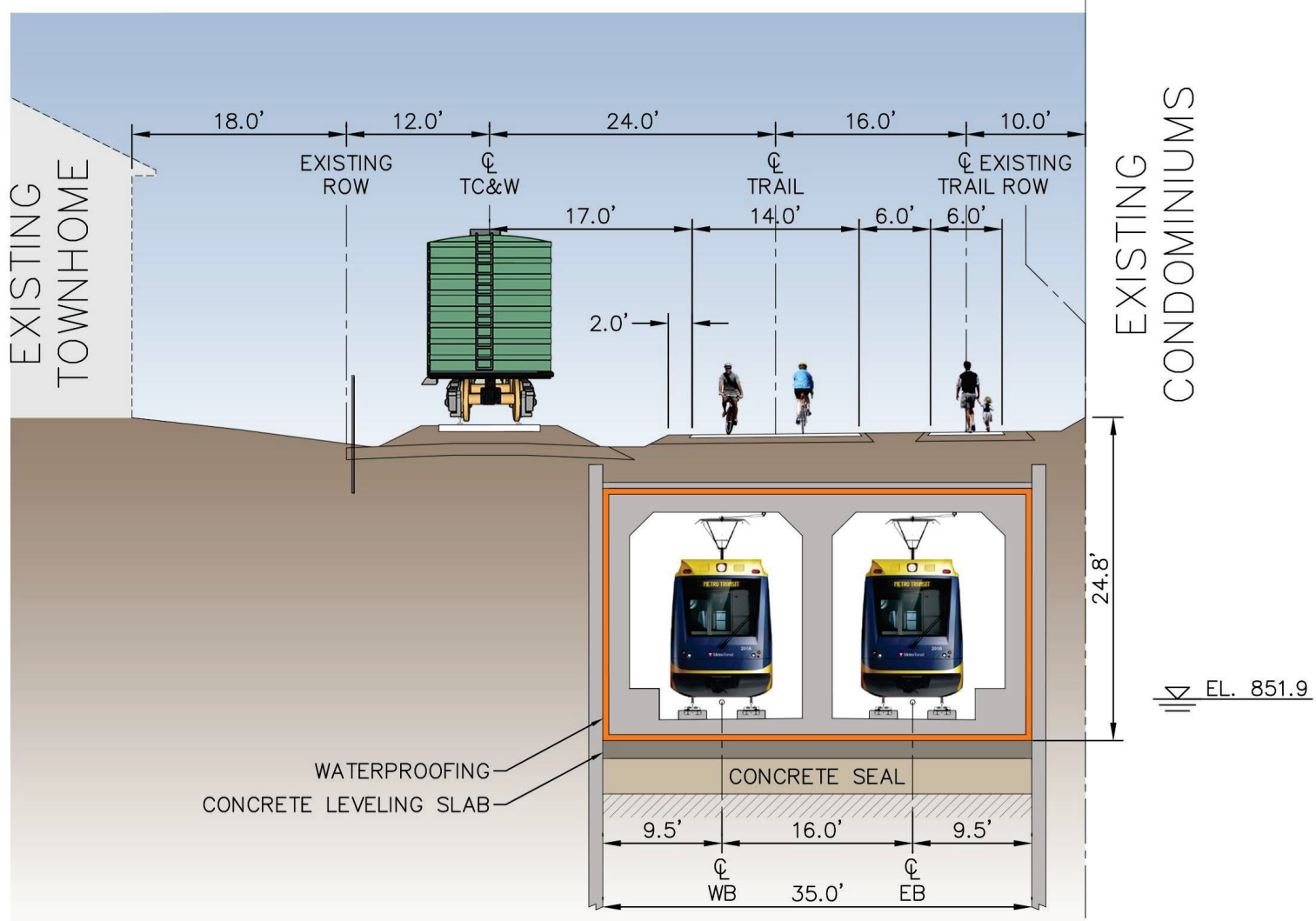
DRAFT-WORK IN PROCESS

■ LRT Tunnel

Shallow LRT Tunnels
with Bridge Over
Channel



Kenilworth Shallow LRT Tunnel at South End



Kenilworth Shallow LRT Tunnels with LRT Bridge Over Channel



Kenilworth Shallow LRT Tunnels with LRT Bridge Over Channel



Kenilworth Shallow LRT Tunnels with LRT Bridge Over Channel



Recommended Project Budget

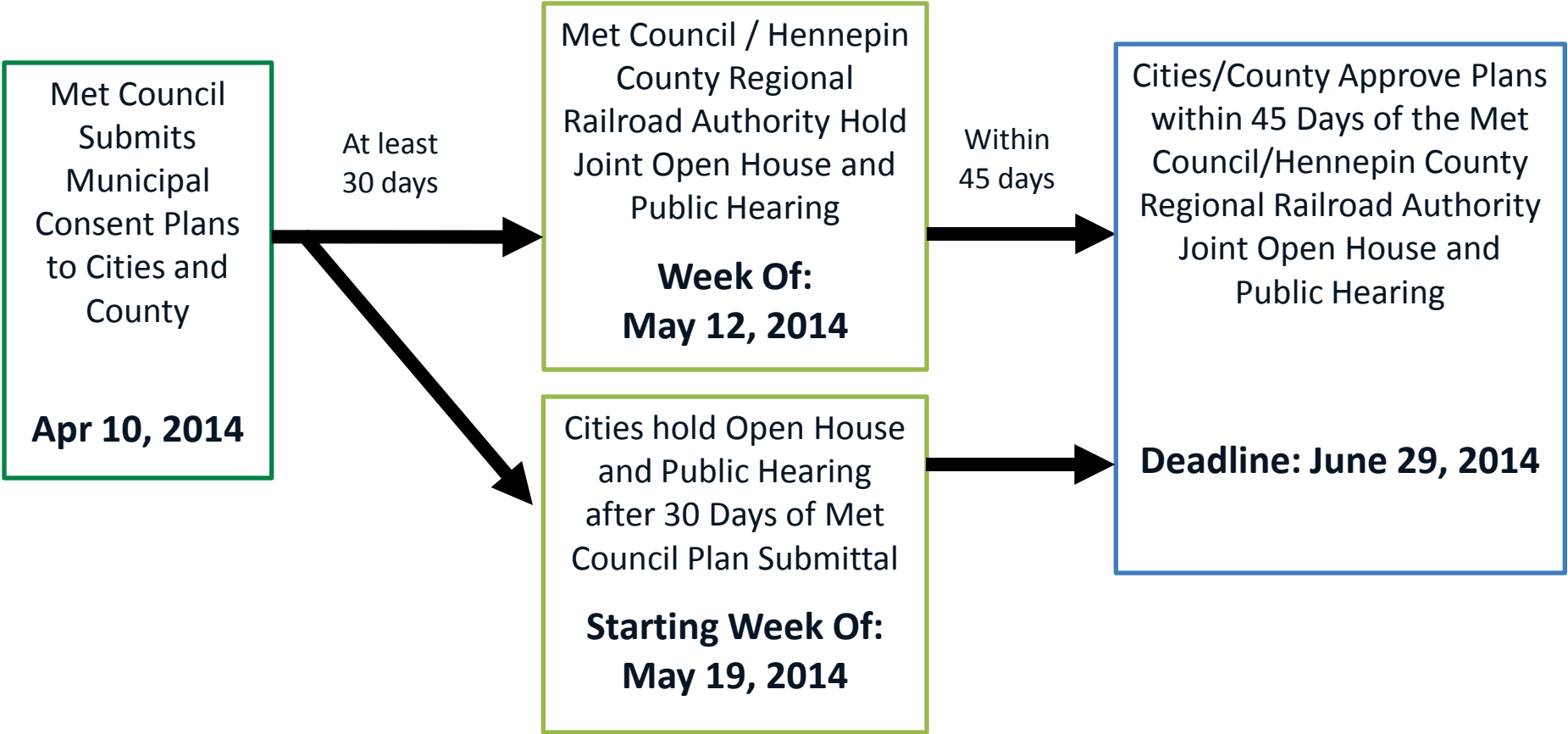
- SWLRT Budget: \$1.673B - \$1.683B
- Cost Drivers:
 - 16 stations, 15.8 miles of LRT with Mitchell Road Station serving as the westernmost station
 - Shallow LRT tunnels in Kenilworth Corridor with LRT bridge over channel
 - Advancing construction one year/opening 2019

Municipal Consent Schedule and Key Milestones

Project Scope and Budget

- 4/2 Corridor Management Committee
 - Public Testimony
 - Recommendation on Scope and Budget
- 4/2 Met Council Committee of the Whole
 - Informational Item
- 4/9 Met Council
 - Public Testimony
 - Adopt Scope and Budget

Municipal Consent Process



SWLRT Key Milestones: April 2014

Project Milestone	April 2014
METRO Green Line Opening	June 14, 2014
Met Council Approval	Q2 2014
Municipal Consent	Q2 2014
Final Engineering	Q2/Q3 2015
Full Funding Grant Agreement	Q2/Q3 2016
Revenue Operation	2019

Public Testimony

Public Testimony

- Names will be called by sign-up order
- Please state your name and if representing a group, your group's name
- Individuals will have up to 3 minutes
- Groups will have up to 5 minutes

CMC Discussion and Recommendation

More Information

Online:

www.SWLRT.org

Email:

SWLRT@metrotransit.org

Twitter:

www.twitter.com/southwestlrt



Southwest Corridor Management Committee Resolution

WHEREAS:

1. Hennepin County Regional Railroad Authority served as the lead agency of the Southwest Light Rail Transit (Green Line Extension) project since the 1980's; and
2. The Metropolitan Council established the Corridor Management Committee (CMC) in 2010 to advise the Council in the design and construction of the Southwest Light Rail Transit (SWLRT) project; and
3. Commissioner Gail Dorfman served on the CMC as a representative of the Hennepin County Regional Railroad Authority; and
4. Commissioner Dorfman has championed the development of the SWLRT project through serving on the CMC and as Chair of Hennepin County's Southwest Steering Committee; and
5. Commissioner Dorfman is a champion of creating balanced regional transportation system that serves residents through walking, biking, driving and transit; and
6. Commissioner Dorfman served as the Hennepin County Commissioner for the 3rd District which encompasses southwest Minneapolis and all of the City of St. Louis Park since March 1999; and
7. Commissioner Dorfman will continue to promote the public good by serving as Executive Director of St. Stephen's Human Services; one of the largest providers of services to the homeless in the Twin Cities metropolitan area.

NOW, THEREFORE:

BE IT RESOLVED, that the Corridor Management Committee thanks Commissioner Gail Dorfman for her service on the CMC and her commitment to the Southwest LRT project; and

BE IT FURTHER RESOLVED, that the Corridor Management Committee congratulates and wishes Commissioner Gail Dorfman the best in her future endeavors.

April 2, 2014

Southwest LRT Corridor Management Committee Resolution

WHEREAS:

1. Community partners have played a vital role in the development of Southwest LRT.
2. The project has seen a critical need for larger meeting facilities with appropriate accommodations arising for the Corridor Management Committee (CMC) meetings.
3. Beth El Synagogue is situated in a central location near the proposed Southwest LRT line making meetings more convenient and accessible for CMC members and the public.
4. Beth El Synagogue accommodates the CMC and its guests by making changes to their normal operations, so that Southwest LRT meetings run smoothly.
5. Beth El Synagogue accommodates additional meeting dates with short notice.
6. Staff time for meeting set-up, pre-event coordination and logistics is donated by Beth El Synagogue
7. Beth El Synagogue Facilities Director Peggy Kerska consistently goes above and beyond expectations in her responsiveness, professionalism, kindness, flexibility, and attention to detail.

THEREFORE:

BE IT RESOLVED, that the Corridor Management Committee extends its thanks and appreciation to the staff, clergy, and congregation of Beth El Synagogue for graciously hosting Southwest LRT meetings.

Southwest LRT Project Scope

Technical Issue #1 – Eden Prairie Alignment

Comp Plan Town Center Station with a 160 stall surface park and ride (on property to be leased) ending at Mitchell Road Station via Technology Drive with a 440 stall parking structure at Southwest Station and a 900 stall parking structure at Mitchell Road Station. Southwest Transit express and local bus operations remain.

Technical Issue #2 – 9 Mile Creek Crossing

Alignment includes an LRT bridge over Flying Cloud Drive, avoiding impacts to charter school and minimizing property impacts.

Technical Issue #3 – Golden Triangle Station

Golden Triangle Station platform located north of 70th Street and includes a 271 stall park and ride surface lots east and south of the station platform (on property to be leased).

Technical Issue #4 – Shady Oak Road and TH 212 Crossings

LRT crosses Shady Oak Road and TH212 on a single bridge from the Golden Triangle Station to the west side of TH 212, accommodating City of Eden Prairie's interchange improvements at Shady Oak Road/TH 212.

Technical Issue #5 – City West Station and TH 62 Crossing

City West Station platform located at grade adjacent to United Health Group development and TH 62 and includes a 165 stall surface park and ride. Includes a cut and cover tunnel under TH 62 from City West into the Opus development.

Technical Issue #6 – Opus Station

Opus Station platform located south of Bren Road West on the east side of Bren Road East with a 98 stall surface park and ride (on property to be leased). Includes trail connections to the platform from both adjacent roadways.

Technical Issue #7 – Opus Hill/Minnetonka-Hopkins Bridge

Alignment runs along "Opus Hill" (between Bren Road West and Smetana Road) minimizing wetland impacts and realigns the intersection of Smetana and Feltl Roads. Includes 3,200' long, 120'- span pre-stressed beam bridge over the wetlands south of the Canadian Pacific Bass Lake Spur Rail alignment and over the CP line towards K-Tel Road.

Technical Issue #8 – Shady Oak Station

Shady Oak Station platform located north of the Minnesota River Bluffs LRT Regional Trail with a 500 stall surface park and ride and minimizing property impacts. Extends 17th Avenue from Excelsior Boulevard south into the park and ride and to the station.

Technical Issue #9 – PEC-West & PEC East Interface

Interface point between West and East segments located 100' east of 11th Avenue in Hopkins.

Technical Issue #10 – Downtown Hopkins Station

Downtown Hopkins Station platform located east of 8th Avenue. Bus stop and layover on Excelsior Boulevard. No park and ride at station.

Technical Issue #11 – Excelsior Boulevard Crossing

LRT bridge over Excelsior Boulevard and extended to allow for LRT alignment to be placed on the southerly portion of the corridor with CP Bass Lake Spur freight tracks located north of the LRT tracks and the Cedar Lake LRT Regional Trail located north of the CP tracks.

Technical Issue #12 – Blake Station

Blake Station platform located west of Blake Road on the southern portion of the corridor. Includes a 477 stall structured park and ride south of the station with potential joint development. Includes access to the park and ride structure from Excelsior Boulevard via Pierce Avenue.

Technical Issue #13 – Louisiana Station

Louisiana Station platform located east of Louisiana Avenue and north of Oxford Street. LRT crossing of Louisiana Avenue is grade separated on a new LRT bridge structure. Includes a 268 stall surface park and ride utilizing the properties acquired for the station platform and tracks.

Technical Issue #14 – Wooddale Station

Wooddale Station platform located just east of Wooddale Avenue on the southern portion of the corridor. No park and ride at station.

Technical Issue #15 – TH 100 Crossing

Freight bridge relocated from the southern portion of the corridor to the north of the LRT tracks. New double track LRT bridge constructed on the southern portion of the corridor utilizing existing freight bridge abutments. Trail bridge remains on the northern portion of the corridor.

Technical Issue #16 – Beltline Station

Beltline Station platform located east of Beltline Boulevard on the southern portion of the corridor. Includes a 541 stall surface park and ride east of Beltline Boulevard north of the platform. Bus stop and layover located within surface park and ride area. Includes grade separated trail over freight and LRT east of the station.

Technical Issue #17 – West Lake Station

West Lake Station platform located south of the West Lake Street Bridge. Bus stop located on the West Lake Street bridge and additional bus stop and layover located on Abbott Avenue/Chowen Avenue east of station platform. No park and ride at station. Vertical circulation is included from both sides of the bridge to the station platform level.

Technical Issue #18 – Kenilworth Corridor

LRT alignment within two shallow LRT tunnels from West Lake Street bridge to a point south of the Kenilworth Channel and from a point north of the Channel to a point approximately 1,000 north of 21st Street. The gap between the south and north tunnels includes an LRT bridge structure over the Kenilworth Channel. Cedar Lake Parkway and 21st Street have freight tracks and trail at-grade as exists today.

21st Street Station is eliminated.

Technical Issue #19 – Bassett Creek Valley Corridor

Penn Station platform located south of I-394 with vertical circulation and a pedestrian walkway from Penn Avenue. Includes a grade separated trail connection to the North Cedar Lake Regional Trail. No park and ride at station.

Van White Station located under newly constructed Van White Boulevard Bridge with vertical circulation to connect to the east side of the bridge. Bus stop and layover provided south of platform with access to Linden Avenue and Van White Boulevard at I-394. No park and ride at station.

Technical Issue #20 – Royalston Station

Royalston Station platform located south of 5th Avenue North on the east side of Royalston Avenue. LRT alignment includes at-grade crossings at both Glenwood Avenue and Holden Street intersection with a bridge over 7th Street North to connect with the Interchange Project. No park and ride at station.

Technical Issue #21 – Freight Rail Co-location

Freight rail is on the CP Bass Lake Spur with a horizontal alignment shift that places the freight rail track north of the LRT tracks from a point east of the crossing at Excelsior Boulevard to West Lake Station. Removal of the north half of the Skunk Hollow switching wye and a new freight rail southerly connection from eastbound CP Bass Lake Spur to the southbound CP MN&S Spur are included. The freight rail

alignment matches existing conditions through the Kenilworth Corridor except for a horizontal alignment shift between Cedar Lake Parkway and the Burnham Road bridge. Freight track is on a new bridge structure over the Channel and is shifted approximately 40 feet to the west of the existing freight track. LRT alignment is within two shallow LRT tunnels in the Kenilworth Corridor and on a bridge structure over the Kenilworth Channel.

Technical Issue #23 – Operation & Maintenance Facility

Facility located in Hopkins south of 5th Street and east of the LRT alignment. The facility is also bounded by the CP Bass Lake Spur to the south and 15th Avenue to the east. The site design limits property impacts and offers redevelopment opportunities.