

SOUTHWEST

Green Line LRT Extension



Community Advisory Committee

June 9, 2015



Today's Topics

- Equity Definition
- Potential Cost Reduction Evaluation



Equity Definition

Equity Definition

- Metropolitan Council Thrive 2040 (Handout)
 - Equity connects all residents to opportunity and creates viable housing, transportation, and recreation options for people of all races, ethnicities, incomes, and abilities so that all communities share the opportunities and challenges of growth and change. For our region to reach its full economic potential, all of our residents must be able to access opportunity. Our region is stronger when all people live in communities that provide them access to opportunities for success, prosperity, and quality of life.

Potential Cost Reduction Evaluation

Cost Reduction Coordination

- Compiled initial list of potential cost reduction items
 - Met with project partner staff to review list on May 11, 15 and 18
 - Added items based on stakeholder input
 - Analyzed items based on criteria
 - Presented to policy makers on May 20
 - Presented to CAC on May 26 and BAC on May 27
- Developed initial potential cost reduction scenarios
 - Met with project partner staff to discuss potential cost reduction scenarios on May 27 and June 1

Methodology

- Grouped potential cost reductions
 - Corridor-wide such as reducing all park and rides to 2020 forecasted demand and reducing landscaping, public art
 - Operations such as changes to the OMF
 - Stakeholder such as deleting park and rides or other features within a specific city
 - Western end of the line options
- Determined range of cost savings for each item
- Based on each of the western end of the line options, determined reduction range for stakeholder scope items

Scenario A: End at Southwest Station

Scope (in \$ Millions)	Capital Cost Savings Range	
	Low	High
Corridor-Wide	\$23	\$31
Operations	\$11	\$14
Stakeholder	\$146	\$167
Western End at Southwest Station	\$120	\$125
Total Reduction	\$300	\$337
May 20 CMAQ Award – Beltline PnR	\$9	\$9
Remaining Reduction Needed to Achieve \$341M	\$32	(\$5)

Scenario B: End at Golden Triangle Station

Scope (in \$ Millions)	Capital Cost Savings Range	
	Low	High
Corridor-Wide	\$0	\$0
Operations	\$9	\$11
Stakeholder	\$0	\$0
Western End at Golden Triangle Station	\$375	\$380
Total Reduction	\$384	\$391
May 20 CMAQ Award – Beltline PnR	\$9	\$9
Remaining Reduction Needed to Achieve \$341M	(\$52)	(\$59)

Summary

- Scenario A: End at Southwest Station
 - Includes all potential cost reductions including all park and rides, 3 stations in Eden Prairie and 3 stations in Minneapolis
 - Does not reduce overall project budget by \$341M
 - Not likely to be viable for FTA New Starts funding
- Scenario B: End at Golden Triangle Station
 - Reduces project budget by more than \$341M
 - Does not geographically distribute cost reductions

Scenario C: End at Town Center Station

Scope (in \$ Millions)	Capital Cost Savings Range	
	Low	High
Corridor-Wide	\$23	\$31
Operations	\$11	\$14
Stakeholder		
Western End at Town Center Station	\$190	\$195
Total Reduction	\$224	\$240
May 20 CMAQ Award – Beltline PnR	\$9	\$9
Remaining Reduction Needed to Achieve \$341M	\$108	\$92

Scenario D: End at Town Center Station At Flying Cloud Drive

Scope (in \$ Millions)	Capital Cost Savings Range	
	Low	High
Corridor-Wide	\$23	\$31
Operations	\$11	\$14
Stakeholder		
Western End at Town Center Station at Flying Cloud Drive	\$230	\$235
Total Reduction	\$264	\$280
May 20 CMAQ Award – Beltline PnR	\$9	\$9
Remaining Reduction Needed to Achieve \$341M	\$68	\$52

Stakeholder Options for Consideration

- Reduce LRV fleet
- Reduce OMF vehicle storage
- Delete Park and Ride: Beltline
- Delete Park and Ride: Louisiana
- Delete Park and Ride: Blake
- Delete Park and Ride: DT Hopkins
- Delete Park and Ride: Shady Oak
- Delete Park and Ride: Opus
- Delete Park and Ride: City West
- Delete Park and Ride: Golden Triangle
- Delete Joint Development at Blake

Stakeholder Options for Consideration

- Defer Royalston Station
- Delete Royalston, associated pedestrian improvements, 7th St bikeway
- Defer Penn Station
- Delete Penn Station, associated pedestrian improvements
- Defer 21st Station
- Delete 21st Station, associated pedestrian improvements

Stakeholder Options for Consideration

- Delete vertical circulation West Lake Station
- Delete trail underpass under freight tracks at Louisiana
- Delete trail/ pedestrian bridge crossing of LRT and freight east of Beltline Station
- Delete North Cedar Lake Trail bridge crossing of LRT and freight east of Penn Station
- Remove 2 pedestrian underpasses at Opus Station

Next Steps

- SPO and project partner staff complete evaluation of potential cost reduction scenarios based on CMC feedback and metrics from 5/6 CMC meeting
 - Ridership
 - Cost effectiveness
 - Other FTA project justification measures
 - Job accessibility
 - Development opportunity
- SPO staff present potential cost reduction scenarios for CMC deliberation at June 24 meeting

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 (2040) of 29,000 to 30,000
- Must be a shared sacrifice by all communities along the line

Project Options Work Plan Next Steps

- June 24: Corridor Management Committee
 - Deliberation on potential cost reduction scenarios
 - Technical capacity review
- July 1: Corridor Management Committee
 - Recommendation on project scope and budget
- July 1: Met Council Committee of the Whole
 - Recommendation on project scope and budget
- July 8: Met Council
 - Action on project scope and budget

Advisory Committees

- Community Advisory Committee
 - June 9: More discussion on potential cost reductions
 - June 30: Transit options review, construction cost estimate review and potential cost reductions
- Business Advisory Committee
 - June 17: Transit options review, construction cost estimate review and potential cost reductions

More Information

Online:

www.SWLRT.org

Email:

SWLRT@metrotransit.org

Twitter:

www.twitter.com/southwestlrt

