

SOUTHWEST

Green Line LRT Extension



Community Advisory Committee

May 26, 2015



Today's Topics

- Commenting on the SDEIS
- Potential Cost Reduction Evaluation
- Project Options Work Plan Next Steps
- Committee Reports/Public Forum

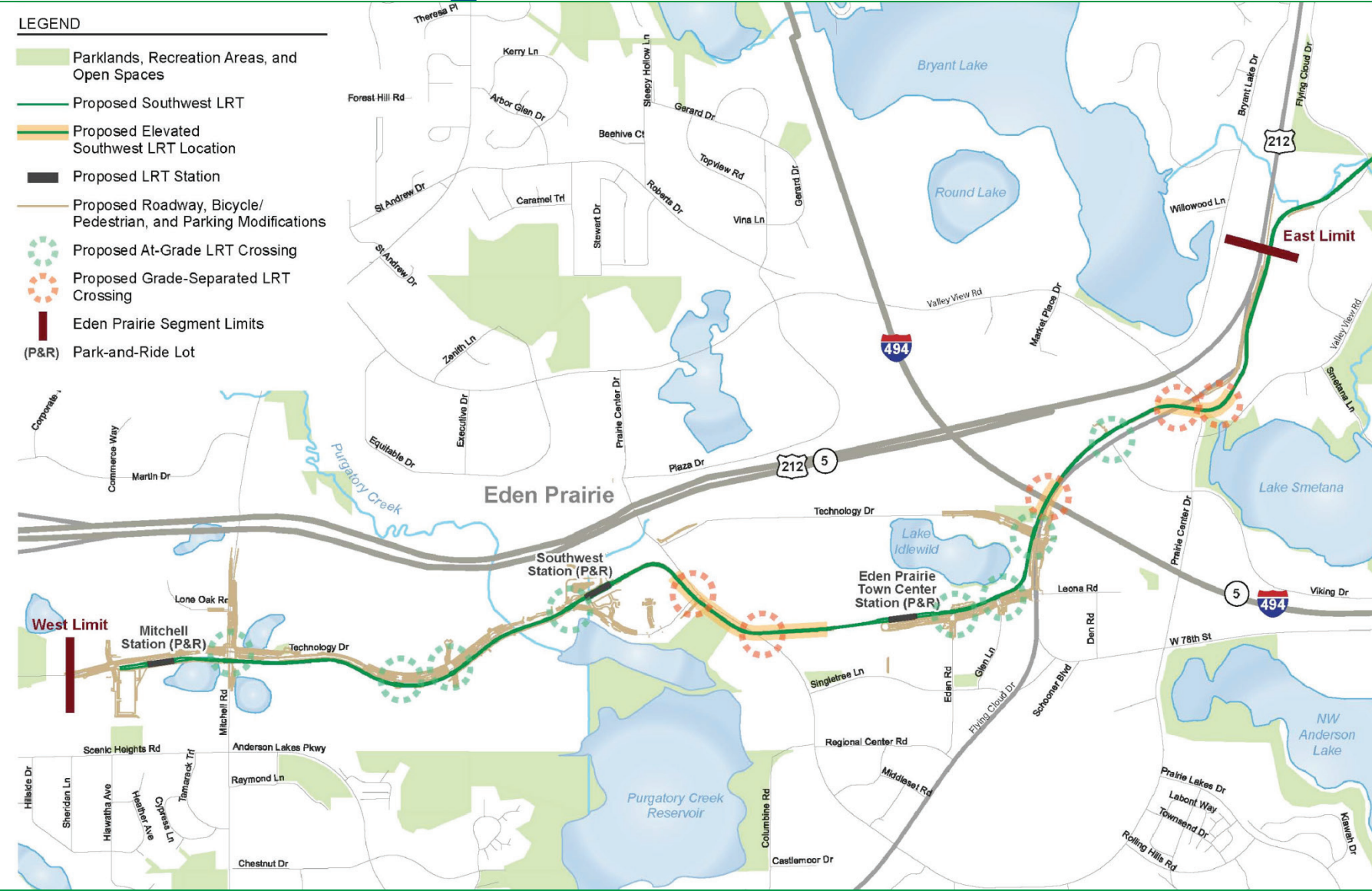


Commenting on the SDEIS

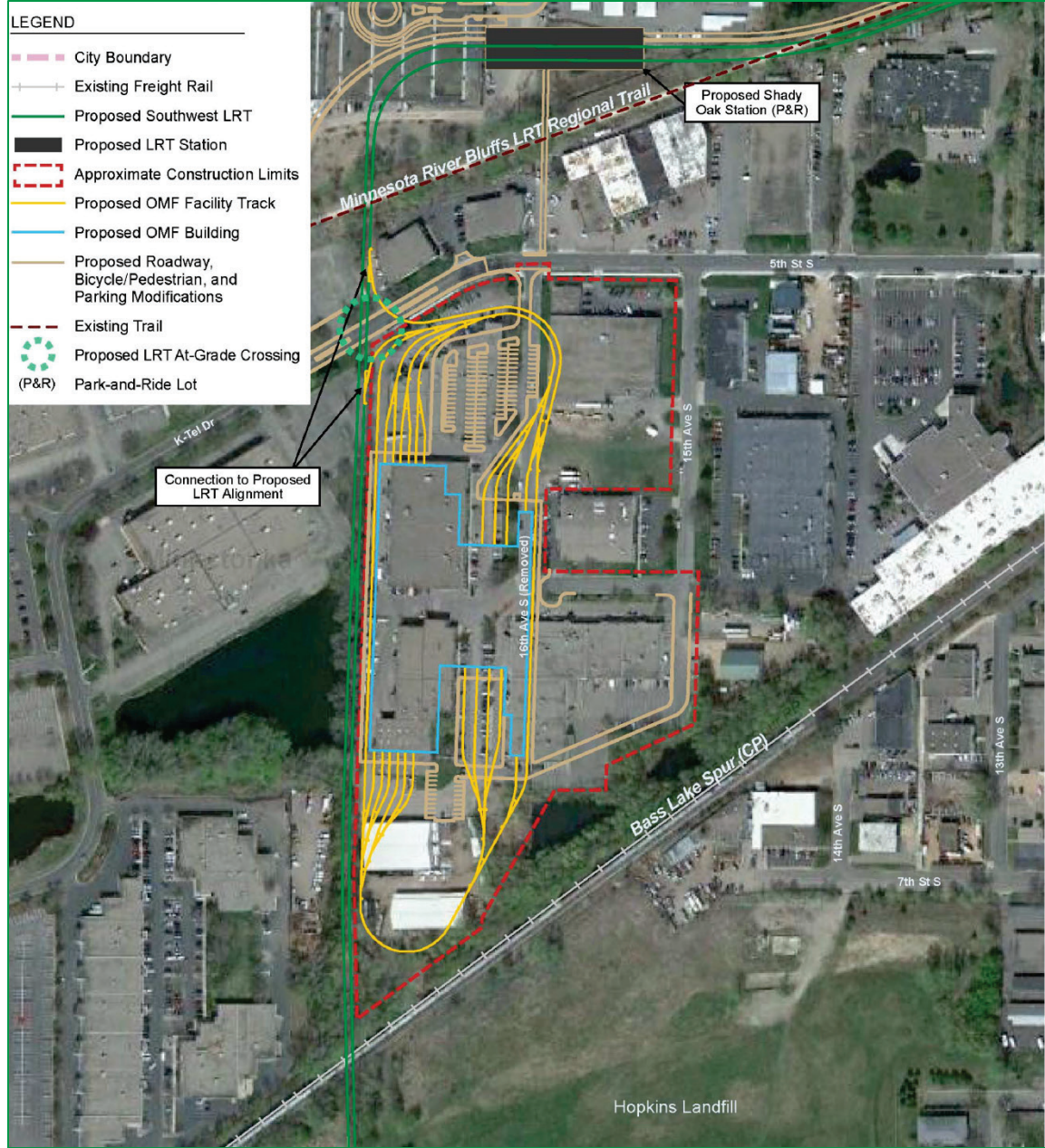
Supplemental Draft EIS Topics

- Purpose and Need
- Alternatives Considered
 - Project Overview and Previous Studies
 - Design Adjustments following DEIS
 - Adjustments Evaluated in SDEIS
- Affected Environment, Impacts, and Mitigation
 - Methodologies and Regulations
 - Existing Conditions, Impacts & Mitigation Measures for Eden Prairie Segment, proposed OMF in Hopkins, and St. Louis Park/Minneapolis Segment
 - Draft Section 4(f) Evaluation Update
- Public and Agency Coordination
- Next Steps and Funding
- Twelve Appendices

Eden Prairie Segment



Proposed Operations and Maintenance Facility (OMF) in Hopkins



Public Comment Period

- Public comment period began when the Notice of Availability (NOA) is published in the Federal Register on May 22, 2015
- Comment period is 45 calendar days
- Comments can be submitted by email, mail or in person at a public hearing
- Comment period concludes July 6, 2015

Submitting Public Comments

- U.S. Mail:
Nani Jacobson
Assistant Director, Environmental and Agreements
Metro Transit – Southwest LRT Project Office
6465 Wayzata Boulevard, Suite 500
St. Louis Park, MN 55426
- Email comments: swlrt@metrotransit.org
- In person, both written and verbally, at one of three public hearings

SDEIS Public Hearings: Dates/Locations


- June 16: Hopkins Center for the Arts
 - 1111 Mainstreet, Hopkins
 - Open House: 5:00 PM
 - Public Hearing: 6:00 PM
- June 17: Eden Prairie City Hall
 - 8080 Mitchell Rd, Eden Prairie
 - Open House: 5:00 PM
 - Public Hearing: 6:00 PM
- June 18: Dunwoody College of Technology
 - 818 Dunwoody Boulevard, Minneapolis
 - Open House: 5:00 PM
 - Public Hearing: 6:00 PM

How can I obtain a copy of the SDEIS?

- SDEIS and appendices are available on the project website: <http://www.metrocouncil.org/swlrt/sdeis>
- Printed copies are available for review at city halls, select libraries, the Southwest LRT project office, Met Council, MnDOT and Legislative libraries

Guide to the SDEIS

- Locations to view SDEIS
- Dates/times/location of public hearings and open houses
- Summarizes adjustments to the project in “plain language”
- Who to contact if you have questions
- Available in English, Hmong, Somali, and Spanish



EDEN PRAIRIE | MINNETONKA | HOPKINS | ST. LOUIS PARK | MINNEAPOLIS

SOUTHWEST LRT (METRO GREEN LINE EXTENSION)

Guide to the Supplemental Draft EIS

The Southwest Light Rail Transit Supplemental Draft Environmental Impact Statement (EIS) is a supplement to the Southwest Transitway Draft EIS. This guide is intended to help locate information and submit comments on the Supplemental Draft EIS.

In response to public comments received on the Southwest Transitway Draft EIS, the Metropolitan Council made changes to the proposed design of the Southwest Light Rail Transit (LRT) Project. The Supplemental Draft EIS analyzes the potential adverse impacts of those changes.

This guide does not attempt to summarize every potential impact discussed in the Supplemental Draft EIS. Instead, it highlights key changes to the Project that could result in new adverse impacts since the publication of the Draft EIS.

The Executive Summary of the Supplemental Draft EIS provides additional information that can help you locate information and understand the potential impacts discussed in the Supplemental Draft EIS.

The public is encouraged to review and comment on the Supplemental Draft EIS during the public comment period, from May 22 to July 6, 2015. The Supplemental Draft EIS and the Draft EIS are available on the Southwest LRT Project website, www.swlrt.org, and the Supplemental Draft EIS is available in printed form at multiple locations in communities along the proposed LRT route during the public comment period. See page 17 for more information on obtaining a copy of the Supplemental Draft EIS and submitting comments.

Contents

About the Southwest LRT Project	2
About the Supplemental Draft EIS	4
The Design Adjustment Process	4
POTENTIAL IMPACTS OF DESIGN ADJUSTMENTS	
Eden Prairie Segment	6
Operations & Maintenance Facility	8
St. Louis Park/Minneapolis Segment.	10
HOW TO REVIEW AND COMMENT	
Commenting on the Supplemental Draft EIS	17
Hearings on the Supplemental Draft EIS.	18
ADDITIONAL INFORMATION	
Locally Requested Capital Investments.	19

The Metropolitan Council will hold public hearings on the Supplemental Draft EIS in June 2015. See page 18 for hearing dates and locations.

If you have questions about the Southwest LRT Project or the National Environmental Policy Act (NEPA) and the Minnesota Environmental Policy Act (MEPA), or if you need assistance accessing the Supplemental Draft EIS, please contact the Southwest LRT Community Outreach Coordinator for your area listed on page 19.

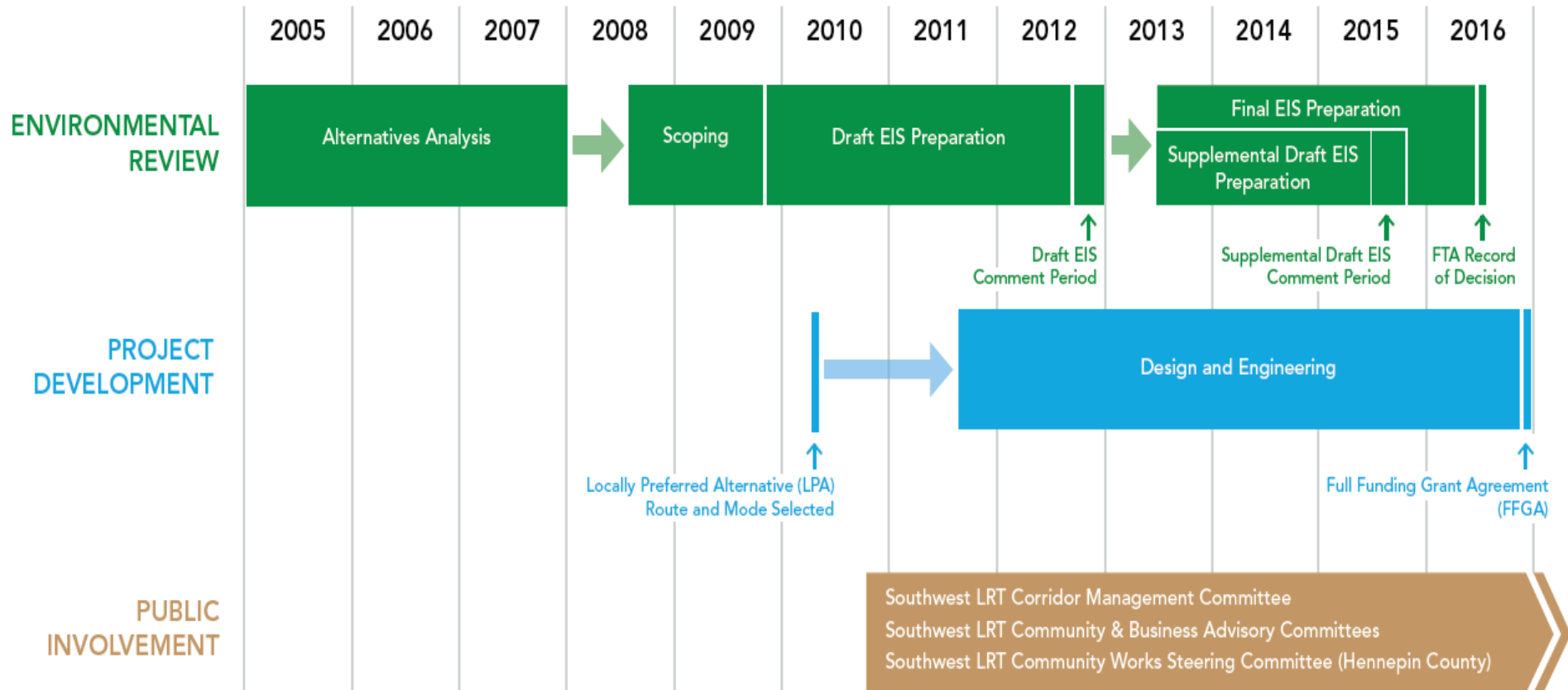
This guide is intended for informational purposes only. Comments may only be made on the Supplemental Draft EIS, not this Guide. In the case of any differences between this guide and the Supplemental Draft EIS, rely upon the Supplemental Draft EIS as the official analysis.

Next Steps and Schedule

Next Steps

- Prepare and publish FEIS
 - Provide responses to substantive comments received on the SDEIS
 - Identifies the alternatives considered and preferred alternative
 - Identifies measures to avoid, minimize and mitigate adverse impacts of the project
- Issue Record of Decision (ROD)
 - Documents agency's decision and basis for decision
 - Itemizes and adopts mitigation commitments
 - Documents Final Section 4(f) Finding
 - Documents final Section 106 Agreement
- Council issues Adequacy Determination (MEPA)
- Obtain federal, state and local permits/approvals

Schedule



Potential Cost Reduction Evaluation

Comments Received From Project Partners at May 6 Stakeholder Meetings

- Supportive of the LRT project; want to see it move forward
- Keep LRT project budget at \$1.653 B
- Tasked Project Office to:
 - Develop list of potential cost reductions
 - Maintain project's New Starts competitiveness; Medium-High overall project rating
 - Secure Full Funding Grant Agreement by Q4 2016
 - Add operating cost as metric to the cost reduction matrix

Cost Reduction Approach

- Identify potential cost reductions through design refinement of current scope
- Seek further cost reduction ideas from project partners
- Evaluate potential cost reductions against SWLRT Scoping Principles

Scoping Principles

- Follow SWLRT Design Criteria, including criteria for safety & security
- Positively impact (increase) FTA project rating, ridership, equity, environmental benefits and multimodal connections
- Minimal or no adverse impact to project schedule, capital cost and operating cost
- Actively engage and encourage input from interested and impacted stakeholders

Cost Reduction Coordination

- Southwest Project Office compiled initial list of potential cost reduction items
- Met with project partner staff to review list
 - May 11
 - May 15
 - May 18
- Added items based on stakeholder input
- Analyzed items based on criteria

Evaluation Matrix

Scope Item	Capital Cost Savings	Capital Cost Post Project	Operational Cost Impact	LRT Ridership Impact	Municipal Consent	Impact to New Starts Rating	Environmental Clearance	Revenue Service Delay
Total	\$341M							

Definitions

Column	Definition
Capital Cost Savings	Fully loaded, year of expenditure, includes contingency, right-of-way, and soft costs
Capital Cost Post Project	Cost range for 2020 to 2030 implementation
Operational Cost Impact	Increase or decrease to current project scope operational costs
LRT Ridership Impact (Total SWLRT Alignment)	Reduction in net number to current project scope 2040 corridor ridership of 36,162
Municipal Consent	Y: Substantial change to scope item requiring Municipal Consent N: No substantial change to scope item
Impact to New Starts Rating (Subject to FTA Review)	Increase, decrease, or no change to current overall project rating
Environmental Clearance	Include in FEIS or requires additional environmental documentation
Revenue Service Delay	Y: Revenue service delayed beyond 2020 N: Revenue service in 2020

Park & Rides: Eden Prairie

	Capital Cost Savings	Capital Cost Post Project	Operational Cost Impact	LRT Ridership Impact	Municipal Consent	Impact to New Starts Rating	Environmental Clearance
Delete - Mitchell	\$23-25M	\$25-33M	Decrease	(1,070)	N	N/C	FEIS
Reduce to 2020 - Southwest Station	\$3-4M	\$4-5M	Decrease	(250)	N	N/A	FEIS
Delete - Southwest Station	\$13-15M	\$15-20M	Decrease	(600)	N	N/C	FEIS
Reduce to 2020 - Golden Triangle	\$350-400K	\$400-540K	Decrease	N/A	N	N/A	FEIS
Delete - Golden Triangle	\$1-2M	\$2-3M	Decrease	(400)	N	N/C	FEIS
Reduce to 2020 - City West	\$150-200K	\$200-270K	Decrease	N/A	N	N/A	FEIS
Delete - City West	\$0.9-1M	\$1-1.5M	Decrease	(300)	N	N/C	FEIS

N/C = No Change

Park & Rides: Minnetonka/Hopkins

	Capital Cost Savings	Capital Cost Post Project	Operational Cost Impact	LRT Ridership Impact	Municipal Consent	Impact to New Starts Rating	Environmental Clearance
Reduce to 2020 - Opus	\$50-100K	\$100-140K	Decrease	N/A	N	N/A	FEIS
Delete - Opus	\$550-600K	\$600-810K	Decrease	(150)	N	N/C	FEIS
Delete - Shady Oak	\$20-22M	\$22-30M	Decrease	(450)	N	N/C	FEIS
Reduce to 2020 – DT Hopkins	\$200-250K	\$250-340K	Decrease	N/A	N	N/A	FEIS
Delete – DT Hopkins	\$10-12M	\$12-16M	Decrease	(525)	N	N/C	FEIS
Reduce to 2020 - Blake	\$850-900K	\$900K-1.2M	Decrease	N/A	N	N/A	FEIS
Convert Ramp to Surface Lot and Reduce to 2020 - Blake	\$5.5-6.5M	\$6.5-8.5M	Decrease	N/A	N	N/A	FEIS

N/C = No Change

Park & Rides: St. Louis Park

	Capital Cost Savings	Capital Cost Post Project	Operational Cost Impact	LRT Ridership Impact	Municipal Consent	Impact to New Starts Rating	Environmental Clearance
Reduce to 2020 - Louisiana	\$250-300K	\$300-400K	Decrease	N/A	N	N/A	FEIS
Delete - Louisiana	\$0.7-1.2M	\$1.2-1.6M	Decrease	(425)	N	N/C	FEIS
Reduce to 2020 - Beltline	\$550-600K	\$600-810K	Decrease	(250)	N	N/A	FEIS
Delete - Beltline	\$6-7M	\$7-9.5M	Decrease	(900)	N	N/C	FEIS

N/C = No Change

Stations

	Capital Cost Savings	Capital Cost Post Project	Operational Cost Impact	LRT Ridership Impact	Municipal Consent	Impact to New Starts Rating	Environmental Clearance
Delete Royalston & Assoc Ped Improvements, 7th Street Bikeway	\$6-7M	\$7-9.5M	Decrease	(200)	Y	See table	Other Add'l
Defer Royalston	\$4-5M	\$5-7M	Decrease	N/A	N	N/A	FEIS
Delete Penn & Assoc Ped Improvements	\$14-16M	\$16-22M	Decrease	(750)	Y	See table	Other Add'l
Defer Penn	\$12-14M	\$14-19M	Decrease	N/A	N	N/A	FEIS
Delete 21st Street & Assoc Ped Connections to Cedar Lake	\$6-7M	\$7-9.5M	Decrease	(1,660)	Y	See table	Other Add'l
Defer 21st Street	\$4-5M	\$5-7M	Decrease	N/A	N	N/A	FEIS
Delete vertical circulation at West Lake	\$5-6M	\$6-8M	Decrease	(1,370)	N	N/A	FEIS
Delete JD at Blake	\$13-15M	\$15-20M	Decrease	N/A	N	N/A	FEIS

Stations

	Capital Cost Savings	Capital Cost Post Project	Operational Cost Impact	LRT Ridership Impact	Municipal Consent	Impact to New Starts Rating	Environmental Clearance
End at Southwest Station	\$115-120M	\$120-160M	Decrease	(1,000)	Y	See table	FEIS
End at Eden Prairie Town Center (per PE Plans)	\$185-190M	\$190-235M	Decrease	(3,200)	Y	See table	FEIS
End at Eden Prairie Town Center (with station at Eden Road/Flying Cloud Drive)	\$225-230M	\$230-270M	Decrease	(3,200)	Y	See table	FEIS
End at Golden Triangle	\$370-375M	\$375-505M	Decrease	(6,600)	Y	See table	FEIS

Stations: Impacts to Ratings Categories

Impact to New Starts Rating Categories		Percent Retained by Category			
Scope Item	Cost Effectiveness Index	Transit Dependent Riders	Developable Acreage	Access to Jobs	Pop. served
Delete Royalston Station	No change	99%	94%	95%	89%
Delete Penn Station	No change	97%	99%	99%	96%
Delete 21st Street Station	No change	97%	100%	100%	99%
End at Southwest Station	No change	96%	95%	97%	98%
End at Eden Prairie Town Center (per PE Plans)	No change	83%	95%	95%	96%
End at Eden Prairie Town Center (with station at Eden Rd/Flying Cloud Dr)	No change	83%	95%	95%	96%
End at Golden Triangle	No change	75%	86%	93%	90%

Landscaping, Art and Furnishings

	Capital Cost Savings	Capital Cost Post Project	Operational Cost Impact	LRT Ridership Impact	Municipal Consent	Impact to New Starts Rating	Environmental Clearance
Reduce Station Site Furnishings Project Wide by 50%	\$550-600K	\$600-810K	Decrease	N/A	N	N/A	N/A
Reduce Station Art Project Wide by 50%	\$1.8-2.3M	\$2.3-3M	Decrease	N/A	N	N/A	N/A
Reduce Station Art Project Wide by 100%	\$4-4.5M	\$5-6.5M	Decrease	N/A	N	N/A	N/A
Reduce Landscaping Project Wide by 50%	\$8-9M	\$9-12M	Decrease	N/A	N	N/A	FEIS
Reduce Landscaping Project Wide by 75%	\$11-13M	\$13-17M	Decrease	N/A	N	N/A	FEIS

Operations

	Capital Cost Savings	Capital Cost Post Project	Operational Cost Impact	LRT Ridership Impact	Municipal Consent	Impact to New Starts Rating	Environmental Clearance
Reduce LRV Fleet Size (2)	\$10-12M	\$12-16M	Increase	N/A	N	N/A	FEIS
Reduce OMF Scope - Store 30 Vehicles	\$8-9M	\$9-12.5M	Increase	N/A	N	N/A	FEIS
Modify Non-Revenue Vehicle Storage Bldg at OMF	\$250-300K	\$300-500K	Increase	N/A	N	N/A	N/A
Modify Cold Storage building at OMF	\$500K-1M	\$600-1.5M	Increase	N/A	N	N/A	N/A
Replace Duct Bank with Cable Trough	\$8.5-9.5M	N/A	Decrease	N/A	N	N/A	N/A
Modify Track and Shady Oak Station	\$1.3-1.8M	N/A	No Impact	N/A	N	N/A	FEIS
Modify LRT Bridge at Glenwood	\$1.5-2.5M	N/A	Decrease	N/A	N	N/A	FEIS

Trail Structures

	Capital Cost Savings	Capital Cost Post Project	Operational Cost Impact	LRT Ridership Impact	Municipal Consent	Impact to New Starts Rating	Environmental Clearance
Remove 2 Pedestrian Underpasses at Opus Station	\$1-2M	\$2-3M	Decrease	N/A	N	N/A	FEIS
Delete Trail Underpass Under Freight Tracks at Louisiana Station	\$550-600K	\$600-810K	Decrease	N/A	N	N/A	FEIS
Delete Trail/Pedestrian Bridge Crossing of LRT and Freight Railroad East of Beltline Station	\$13-14M	\$15-19M	Decrease	N/A	N	N/A	FEIS
Delete N. Cedar Lake Trail Bridge at Penn Station	\$12-14M	\$14-19M	Decrease	N/A	N	N/A	FEIS

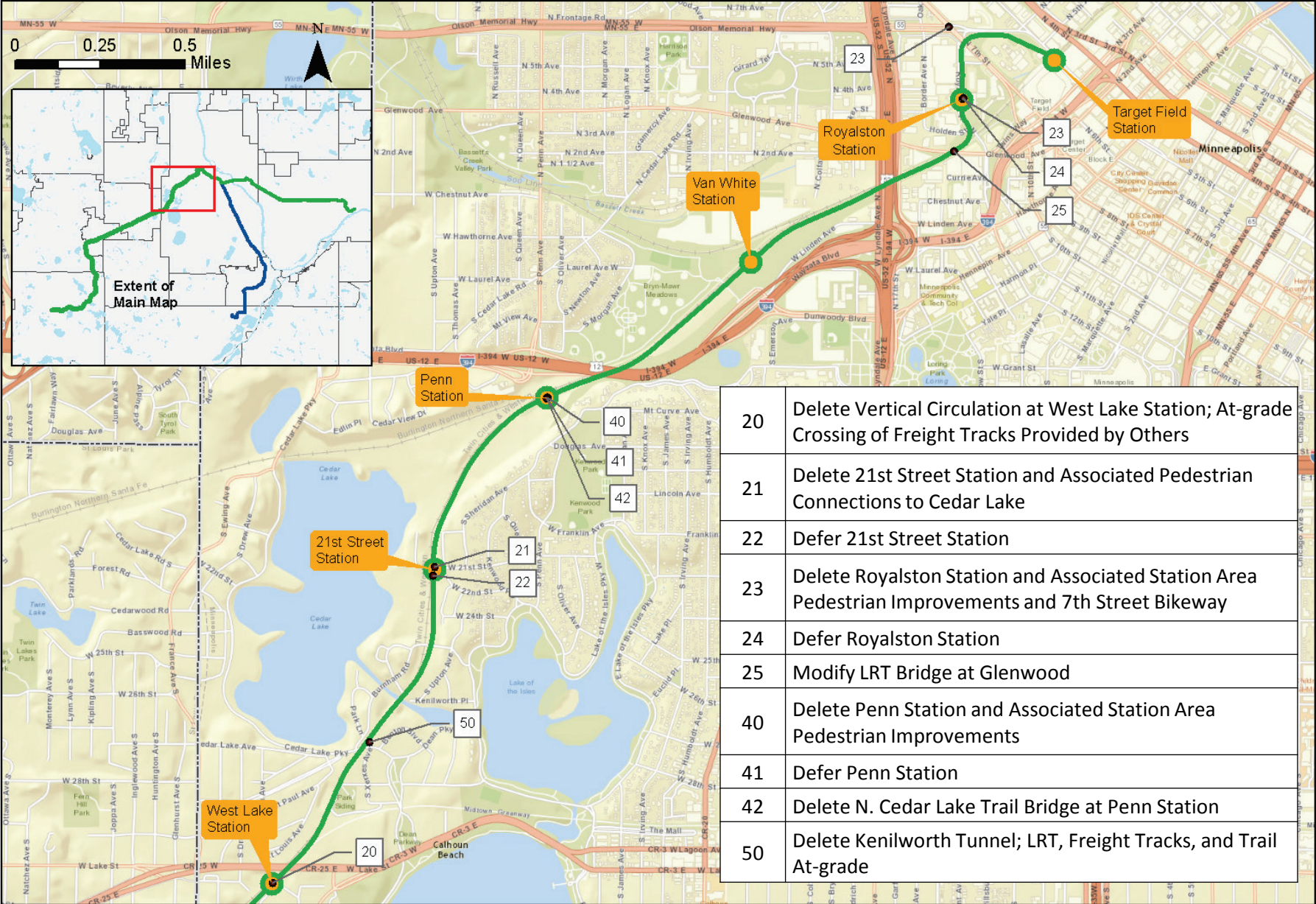
Additional Revenue Service Delay

	Capital Cost Savings	Capital Cost Post Project	Operational Cost Impact	LRT Ridership Impact	Municipal Consent	Impact to New Starts Rating	Environmental Clearance
Delete CP Rail Swap	\$5-10M	N/A	Decrease	N/A	Y	N/A	Other Add'l
Delete Kenilworth South Tunnel; LRT, Freight Tracks and Trail At-Grade	-\$5-0M	N/A	Decrease	N/A	Y	N/A	Other Add'l

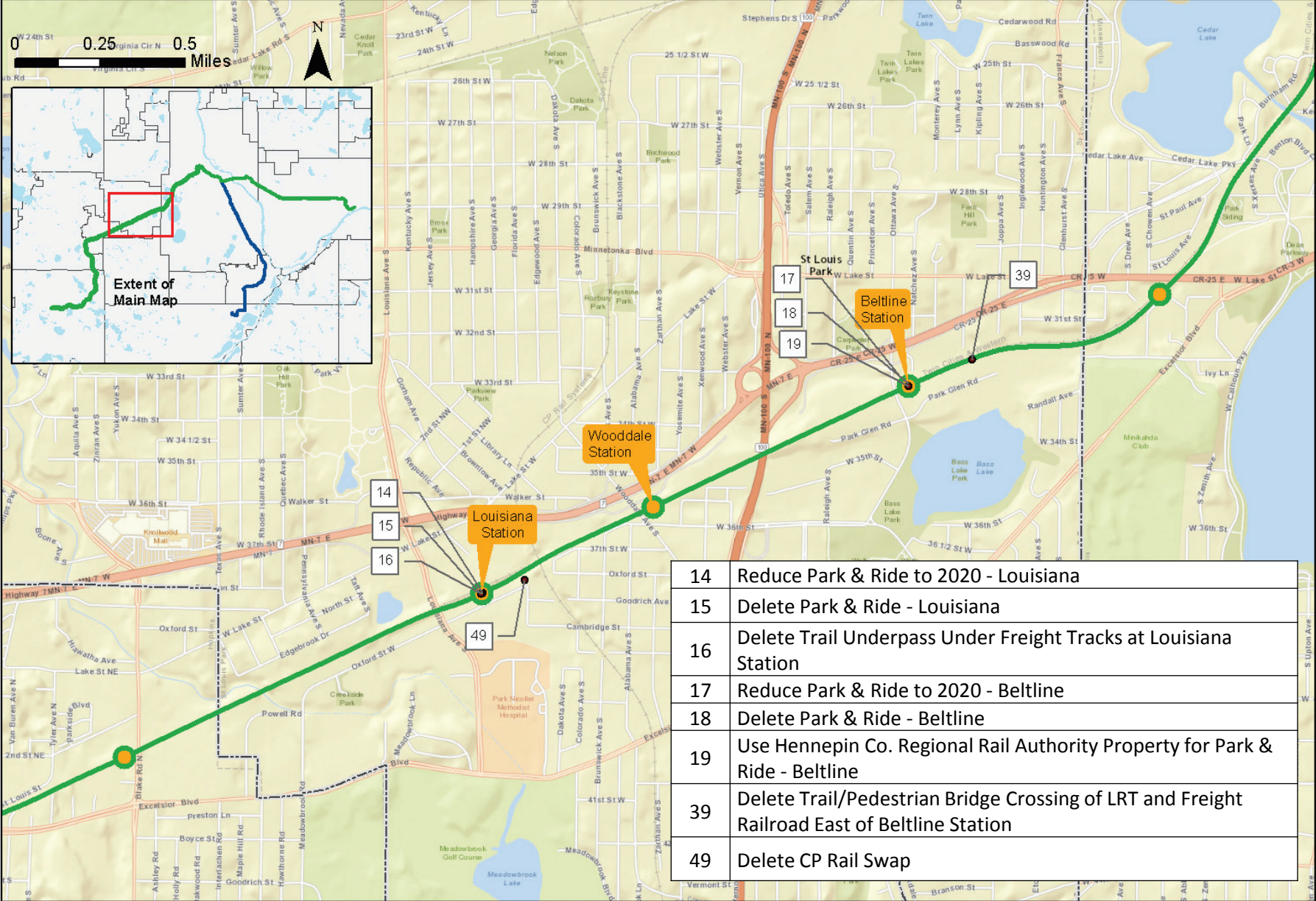
Potential Cost Savings Range By Category

	Potential Capital Cost Savings
Park and Rides	\$50K - \$93M
Stations	\$4M - \$426M
Landscape, art and furnishing	\$550K - \$18M
Operations	\$250K - \$36M
Trail Structures	\$550K - \$31M
Additional Revenue Service Delay	-\$5M - \$10M

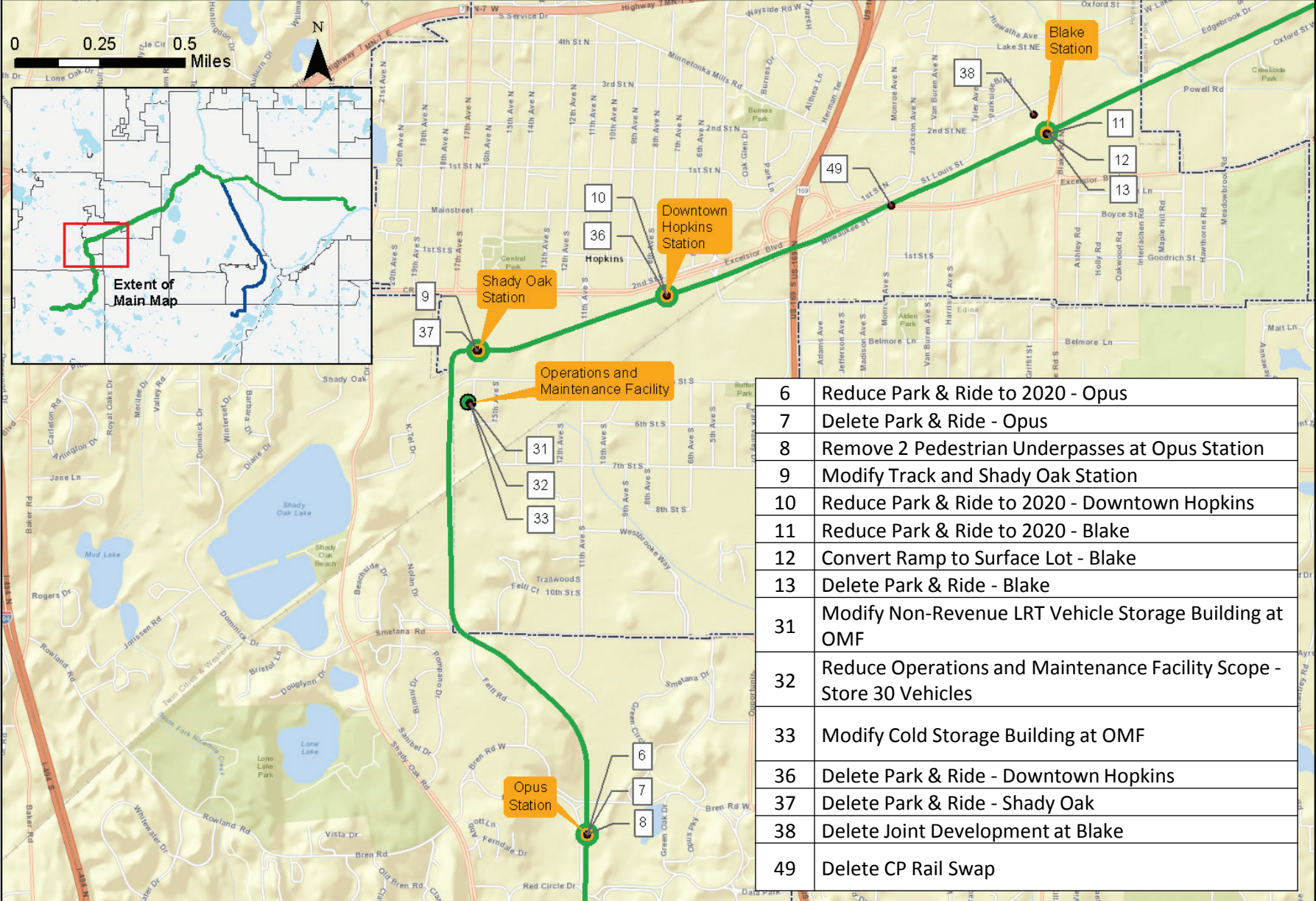
Potential Reductions: Minneapolis



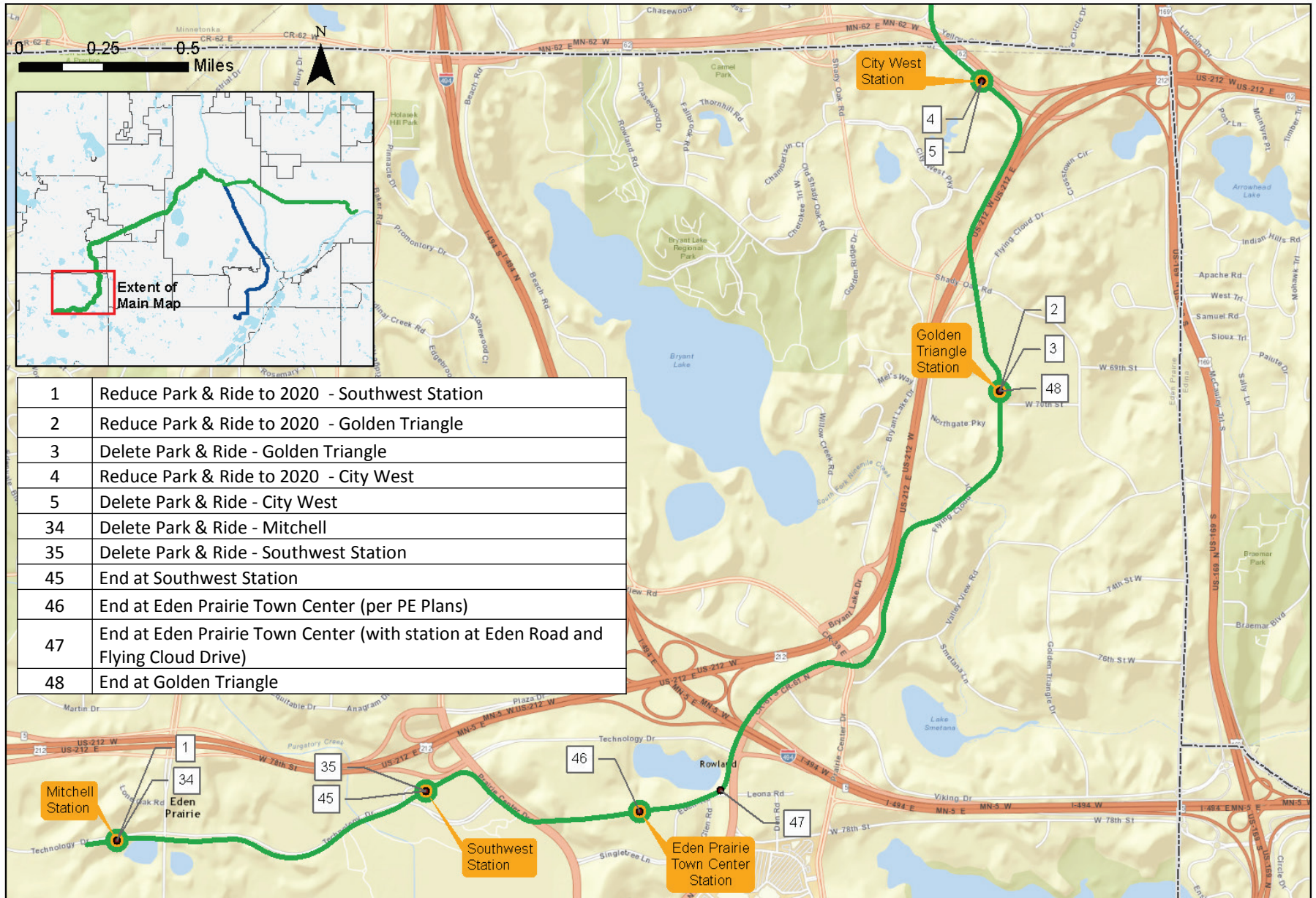
Potential Reductions: St. Louis Park



Potential Reductions: Hopkins/Minnetonka



Potential Reductions: Eden Prairie



Project Options Work Plan Next Steps

Advisory Committees

- Community Advisory Committee
 - May 26: Potential cost reductions
 - June 30: Transit options review, construction cost estimate review and potential cost reductions
- Business Advisory Committee
 - May 27: Potential cost reductions
 - June 24: Transit options review, construction cost estimate review and potential cost reductions

Project Options Work Plan Next Steps

- June 3: Corridor Management Committee
 - Continue discussion of potential cost reductions
 - Transit options review
 - Construction cost estimate review
- June 24: Corridor Management Committee
 - Deliberation on potential cost reduction package
 - Technical capacity review
- July 1: Corridor Management Committee
 - Recommendation on project scope and budget

Project Options Work Plan Next Steps

- July 1: Met Council Committee of the Whole
 - Recommendation on project scope and budget
- July 8: Met Council
 - Action on project scope and budget

More Information

Online:

www.SWLRT.org

Email:

SWLRT@metrotransit.org

Twitter:

www.twitter.com/southwestlrt

