Corridor Management Committee

April 3, 2013
Today’s Topics

• Legislative Update

• MAP-21 Guidance

• Technical Issue #23 – Operations and Maintenance Facility (OMF)

• Technical Issue #21 – Freight Rail

• Communications and Outreach Update
  – BAC Report
  – CAC Report
Legislative Update
MAP-21 Guidance
New Starts and Small Starts Program: Final Rule and Proposed Policy Guidance
Presentation Outline

• Project Justification Rating Criteria
  – SAFETEA-LU New Starts Rating System
    ▪ Central Corridor LRT (CCLRT)
    ▪ Southwest LRT (SWLRT)
  – MAP-21 New Starts Rating System
  – Comparison of Project Justification Factors
    ▪ Economic Development
    ▪ Land Use
    ▪ Cost Effectiveness
    ▪ Environmental Benefit
    ▪ Mobility Improvements

• Financial Rating Criteria
New Starts Evaluation and Rating Process Under SAFETEA-LU
## New Starts Project Rating – under SAFETEA-LU

<table>
<thead>
<tr>
<th></th>
<th>CCLRT (PE)</th>
<th>CCLRT (FFGA)</th>
<th>SWLRT (PE)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Justification Rating</strong></td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
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<tr>
<td>Economic Development</td>
<td>Medium-High</td>
<td>High</td>
<td>Medium-High</td>
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<tr>
<td>Land Use</td>
<td>Medium-High</td>
<td>Medium-High</td>
<td>Medium</td>
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<tr>
<td>Cost Effectiveness</td>
<td>Medium-Low</td>
<td>Medium-Low</td>
<td>Medium-Low</td>
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<tr>
<td>Environmental Benefits</td>
<td>Medium</td>
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<tr>
<td>Mobility Improvements</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
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<tr>
<td>Operating Effectiveness</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
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<tr>
<td><strong>Local Commitment Financial Rating</strong></td>
<td>Medium</td>
<td>Medium-High</td>
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</tr>
<tr>
<td>Non-New Starts Share</td>
<td>Medium</td>
<td>Medium-High</td>
<td>Medium</td>
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<tr>
<td>Capital Plan</td>
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<td>Medium-High</td>
<td>Medium</td>
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<tr>
<td>Operating Plan</td>
<td>Medium-High</td>
<td>Medium-High</td>
<td>Medium-High</td>
</tr>
<tr>
<td><strong>Overall Project Rating</strong></td>
<td>Medium</td>
<td>Medium-High</td>
<td>Medium</td>
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</table>
New Starts Evaluation and Rating System Under MAP-21
SAFETEA-LU → MAP-21 Transition

**SAFETEA-LU**
- Law: 9/30/12
- Rules: Published 1/9/13, Proposed 1/9/13
- Guidance

**MAP-21**
- Law: 10/1/12
- Rules: Awaiting Proposed
- Guidance: Awaiting Proposed

Dates:
- 2011: J F M A M J J A S O N D
- 2012: J F M A M J J A S O N D
- 2013: J F M A M J J A S O N D
- 2014: J F M A M J J A S O N D
MAP-21 New Starts Rating Process

Summary Rating

Project Justification Rating

- Economic Development (16.66%)
- Mobility Improvements (16.66%)
- Environmental Benefits (16.66%)
- Operating Efficiencies (10%)
- Cost Effectiveness (16.66%)
- Land Use (16.66%)
- Congestion Relief (16.66%)

Financial Rating

- Current Capital/Operating Condition (25%)
- Commitment of Capital/Operating Funds (25%)
- Reasonableness of Capital/Operating Cost Estimates (50%)

Other Factors
MAP-21 Project Justification Process

Project Justification Rating

- Economic Development (16.66%)
- Mobility Improvements (16.66%)
- Environmental Benefits (16.66%)
- Operating Efficiencies (10%)
- Cost Effectiveness (16.66%)
- Land Use (16.66%)

Other Factors

Congestion Relief (16.66%)
“The Station” on Washington Avenue and Walnut Street
Economic Development: MAP-21

• All of the SAFETEA-LU measures

• New Measure:
  – Plans, policies and financial incentives to maintain or increase affordable housing in corridor

• Rating partly based on relationships with private sector
  – Transit agencies establish a joint development program in order to earn high rating
  – Demonstrate private development along corridor and at station areas
Economic Development: MAP-21

• High Rating Factors (Future Conditions):
  – Adopted and enforceable growth management and land use conservation policies in the region
  – Conceptual plans for corridor and station areas are developed
  – Working proactively with locals, developers and public
  – Significant amount of land available for new development or re-development
  – Comprehensive affordable housing plans/policies; robust financial incentives available regionally
Land Use: MAP-21

• All of the SAFTEA-LU measures

• New Measure:
  – Existing “legally binding affordability restricted” housing
  – Existing station area population densities
  – Existing total employment served by the project
  – Pedestrian accessibility

• New measures rating assignment primarily quantitative
Land Use: MAP-21

• High Rating Factors (Existing Conditions):
  – Employment served by system > 250,000
  – Average population density > 15,000 persons/square mile
  – CBD parking cost > $16 per day
  – Corridor’s share of “Legally Binding Affordability Restricted Housing” > 10% of Region’s share
SWLRT Corridor Serves Existing Jobs & Growth

2000: 210,000 jobs
2030: 270,000 jobs
Cost Effectiveness: MAP-21

• New Measure: Annualized capital and annual operating cost per passenger trip
  – Focus on ridership
  – Comparison of no-build to build

• Formula: $\frac{\text{Annualized Capital} + \text{Annual Operating Cost}}{\text{Number of Passenger Trips}}$
Cost Effectiveness: MAP-21

• High Rating Factors:
  – Minimize capital and operating costs
  – Maximize transit riders on transitway
  – Capital and operating cost per rider < $4.00 to earn “High” rating
Environmental Benefit: MAP-21

• New Measure: Monetized environmental benefit scaled by project
  – Focus on human health, safety, energy and air quality
  – VMT reduction → High benefit

• Formula

\[
\text{Air Quality} + \text{GHG} + \text{Energy Use} + \text{Safety}
\]
\[
\frac{\text{Annualized Capital Cost} + \text{Annual Operating Cost}}{}
\]
Environmental Benefit: MAP-21

• New Measure: Monetized environmental benefit scaled by project
  – Focus on human health, safety, energy and air quality
  – VMT reduction → High benefit

• Formula
  Air Quality + GHG + Energy Use + Safety
  Annualized Capital Cost + Annual Operating Cost
Environmental Benefit: MAP-21

• High Rating Factors:
  – Reduce vehicle miles traveled
  – Minimize capital and operating costs
  – Maximize monetary benefit
Mobility Improvements: MAP-21

- New measure: Total number of linked-trips
- Transit dependent riders will be counted twice
- FTA defines transit dependent as persons from zero car households
Mobility Improvements: MAP-21

- High Rating Factors: Total estimated annual trips including 2x for transit dependents > 25 million

- Green line forecasted 2030 annual ridership before transit dependent factor:
  - CCLRT 2030 13.5 million – Medium
  - SWLRT 2030 9.8 million – Medium
Mobility Improvements

Estimated SWLRT 2030 Annual Trips (Including and excluding transit dependent trips x2)

- High: 25
- Medium/High: 15
- Medium: 9
- Medium/Low: 4.5
- Low

14.2 (SWLRT: Map-21)
9.8 (SWLRT: SAFETEA-LU)
Small Starts Rating Criteria: MAP-21

• Economic Development: Increase affordable housing
• Land Use: Same breakpoints as New Starts
• Cost-Effectiveness: Only annualized federal cost share
• Environmental Benefit: Only annualized federal cost share
• Mobility Improvements: Same breakpoints as New Starts
Financial Rating Criteria: New Starts

Financial Rating (50%)

- Current Capital/Operating Condition (25%)
- Commitment of Capital/Operating Funds (25%)
- Reasonableness of Capital/Operating Cost Estimates (50%)
Financial Rating Criteria: New Starts

Current Capital/Operating Conditions (25%)

- Average bus fleet age
- Bond rating within past two years
- Historical positive cash flow
- Ratio of assets to liabilities
- Service cutbacks in recent years
Financial Rating Criteria: New Starts

Commitment of Capital/Operating Funds (25%)

• Share of non-Section 5309 capital funds committed or budgeted

• Share of operation and maintenance funds committed or budgeted
Financial Rating Criteria: New Starts

Reasonableness of Capital/Operating Cost Estimates (50%)

- Conservative planning assumptions – comparable to historical experience
- Reasonableness of the capital cost estimate
- Access to funds to cover cost increases or funding shortfalls including debt, cash reserve, other committed funds
- Financial capacity to withstand cost increase or funding shortfalls
Financial Rating Criteria: Small Starts

• Definition: Projects with total capital cost <$250M and <$75M in federal funds

• Simplified financial evaluation
  – Reasonable plan for securing local share
  – Additional operating and maintenance costs <5% of operating budget
  – Sponsor is in reasonably good financial condition

• High rating if meet requirements and request ≤ 50% federal funding
Local Financial Commitment: Key Issues

• Projects receive one-level boost for providing a greater than 50% local match

• Requires local sources of capital and operating funds to be stable, reliable and available within project timetable
  – Statutorily required consideration: dedicated funding sources

• Still does not address whether local expenses for Project Development will be eligible local match for the FFGA
  – Expected to be addressed in next policy guidance
Program of Interrelated Projects: MAP-21

- Requires at least two fixed guideway or core capacity projects with logical connectivity
- PoP is evaluated as a whole and must meet FTA criteria
- Must have implementation plan demonstrating commencement of construction within a reasonable time frame
- Repayment required if PoP not implemented within a reasonable time frame (with interest and penalties)
- Rulemaking and policy guidance not yet issued
SWLRT PE Technical Issues
## Technical Issues

### PEC West

1. Eden Prairie Alignment
2. Nine Mile Creek Crossing
3. Golden Triangle Station
4. Shady Oak Road Crossing
5. City West Station and TH 212/TH 62 Flyover Bridges
6. Opus Station
7. Minnetonka/Hopkins Bridge
8. Shady Oak Station

### PEC East

9. PEC West/PEC East Interface Point

10. Hopkins Station
11. Excelsior Blvd. Crossing
12. Blake Station
13. Louisiana Station
14. Wooddale Station
15. TH 100
16. Beltline Station
17. West Lake Station
18. Kenilworth Corridor
19. Bassett Creek Valley Corridor
20. Royalston Station/Interchange Project Connection
21. Freight Rail Co-location/Relocation Alternatives

### Joint PEC West/PEC East

System-wide technical issues (not shown):

22. Traction Power Substation and Signal Bungalow Locations
23. OMF Location
24. Park & Ride, Kiss & Ride and Bus Layover Locations
25. Trails and LRT Interface Coordination
SWLRT PE Technical Issues
Operation and Maintenance Facility (OMF)

- **OMF Activities:**
  - LRV cleaning
  - LRV maintenance

- **Central Corridor OMF:**
  - 180+ jobs

Interior of Franklin (Hiawatha) OMF
OMF Initial Site Selection Criteria

• Site size of 10 to 15 acres
• Flat/rectangular site
• Efficient LRT train movements to/from
• Good roadway access to site
• Compatible with adjacent land use
# OMF Candidate Sites

<table>
<thead>
<tr>
<th>OMF Site #</th>
<th>Description</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td>1*</td>
<td>212 ROW</td>
<td>Eden Prairie</td>
</tr>
<tr>
<td>2*</td>
<td>Wallace Road</td>
<td>Eden Prairie</td>
</tr>
<tr>
<td>3*</td>
<td>City Garage West</td>
<td>Eden Prairie</td>
</tr>
<tr>
<td>4*</td>
<td>City Garage East</td>
<td>Eden Prairie</td>
</tr>
<tr>
<td>5*</td>
<td>Mitchell West</td>
<td>Eden Prairie</td>
</tr>
<tr>
<td>6</td>
<td>Mitchell East</td>
<td>Eden Prairie</td>
</tr>
<tr>
<td>7</td>
<td>Flying Cloud/W. 70th Street</td>
<td>Eden Prairie</td>
</tr>
<tr>
<td>8</td>
<td>Shady Oak/W. 70th Street</td>
<td>Eden Prairie</td>
</tr>
<tr>
<td>9</td>
<td>K-Tel</td>
<td>Minnetonka</td>
</tr>
<tr>
<td>10</td>
<td>7th Street (Landfill)</td>
<td>Hopkins</td>
</tr>
<tr>
<td>11</td>
<td>11th Avenue</td>
<td>Hopkins</td>
</tr>
<tr>
<td>12</td>
<td>Excelsior West</td>
<td>Hopkins</td>
</tr>
<tr>
<td>13</td>
<td>Excelsior East</td>
<td>Hopkins/St. Louis Park</td>
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<tr>
<td>14</td>
<td>Louisiana West</td>
<td>St. Louis Park</td>
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<tr>
<td>15</td>
<td>Louisiana East</td>
<td>St. Louis Park</td>
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<tr>
<td>16</td>
<td>Beltline</td>
<td>St. Louis Park</td>
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<tr>
<td>17</td>
<td>Penn</td>
<td>Minneapolis</td>
</tr>
<tr>
<td>18*</td>
<td>5th Street North</td>
<td>Minneapolis</td>
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* From DEIS
SWLRT Operation and Maintenance Facility Candidate Sites (PE)
### SWLRT OMF Evaluation Criteria

<table>
<thead>
<tr>
<th>Operational Characteristics</th>
<th></th>
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<tbody>
<tr>
<td>1. Site Configuration: operational effectiveness</td>
<td></td>
</tr>
<tr>
<td>2. Alignment Proximity/Connectivity: distance/connection to mainline</td>
<td></td>
</tr>
<tr>
<td>3. Alignment Location: geometric position on mainline</td>
<td></td>
</tr>
<tr>
<td>4. Site Access: access for operations staff</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Site Characteristics</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>5. Adjacent Land Use Compatibility</td>
<td></td>
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<tr>
<td>6. TOD/Mixed Use/Economic Development Considerations</td>
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<tr>
<td>7. Zoning</td>
<td></td>
</tr>
<tr>
<td>8. Site &amp; Facilities Cost: facilities, grading, utilities, soils</td>
<td></td>
</tr>
<tr>
<td>9. Real Estate Acquisition: cost, complexity, legalities</td>
<td></td>
</tr>
<tr>
<td>10. Relocation Cost: displaced occupants and uses</td>
<td></td>
</tr>
<tr>
<td>11. Environmental Impact: wetlands, hazardous materials</td>
<td></td>
</tr>
<tr>
<td>12. Cultural Resources: cultural, historical</td>
<td></td>
</tr>
<tr>
<td>13. Stormwater Management: drainage, treatment</td>
<td></td>
</tr>
</tbody>
</table>
Candidate OMF Sites 1 – 4
Candidate OMF Sites 5 & 6
Candidate OMF Site 7
Candidate OMF Site 8
Candidate OMF Sites 9 & 11
Candidate OMF Site 10
Candidate OMF Sites 12 & 13
Candidate OMF Sites 14 & 15
Candidate OMF Site 16
Candidate OMF Site 17
Candidate OMF Site 18
BAC and CAC OMF Comments

• March 27 BAC Meeting Key Themes:
  – Traffic impacts
  – Redevelopment/development impacts
  – Compatible land use
  – Removal of property from tax rolls

• March 28 CAC Meeting Key Themes:
  – Impacts to neighborhoods: noise, vibration
  – Compatible land use
  – Opportunity to serve multiple purposes on one site: i.e. station and OMF or existing business and OMF
OMF Technical Issue #23 Next Steps

• Narrow candidate list to 5 or 6 sites for input:
  – BAC – April 24
  – CAC – April 25
  – SWCMC – May 1

• Public open houses in cities where one or more of the 5/6 sites reside: May
Technical Issue #21: Freight Rail
Freight Rail Technical Issue #21

• Background:
  
  – Co-location and relocation analysis required by FTA as a condition to enter PE

  – Part of the Metropolitan Council’s due diligence and responsibility as project sponsor
Freight Rail Technical Issue #21

- Review existing information
  - Train Volumes
  - Preliminary co-location Kenilworth Corridor review
  - DEIS proposed freight rail relocation route
## Freight Rail Technical Issue #21
### Existing Train Volumes

<table>
<thead>
<tr>
<th>Railroad and Route</th>
<th>Avg. Weekly Trains</th>
<th>Avg. Number of Cars Per Train</th>
<th>Typical Commodities</th>
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</thead>
<tbody>
<tr>
<td>TC&amp;W/ Bass Lake and Kenilworth</td>
<td>14</td>
<td>65 – 75</td>
<td>Agri-goods</td>
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<tr>
<td></td>
<td>3</td>
<td>80 – 125</td>
<td>Ethanol, Grain, Coal</td>
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<tr>
<td>CP/ MN&amp;S</td>
<td>10</td>
<td>10 – 25</td>
<td>Local Services</td>
</tr>
<tr>
<td>BNSF/ Wayzata Subdivision</td>
<td>91</td>
<td>80 – 125</td>
<td>Wide Variety</td>
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</tbody>
</table>
Freight Rail Technical Issue #21

• Overview of Track Characteristics:
  – Curvature
  – Maximum Grade
  – Maximum Compensated Grade (curvature + maximum grade)

• Challenges

• Opportunities
Overview
Co-Location 1
Co-Location 2
Co-Location 3
Re-Location 1
Re-Location 2
Re-Location 3
Re-Location 4
Re-Location 5
**BAC and CAC Freight Rail Comments**

- **March 27 BAC Meeting Key Themes:**
  - Re-location of trails may produce ample space for co-location alternative
  - Impacts to commercial properties need to be quantified

- **March 28 CAC Meeting Key Themes:**
  - Strong opinions about the location of freight rail
  - Explore other options: e.g. stacking LRT and freight in co-location
  - Questions about the Surface Transportation Board and their authority
Freight Rail Technical Issue #21
Next Steps

• Co-locate and relocation design workshop
  – BAC – May 29
  – CAC – May 30
  – SWCMC – June 5

• Corridor-wide public open houses: June/July
## SPO Community Outreach Activities

<table>
<thead>
<tr>
<th>Date</th>
<th>Event/Sponsor</th>
<th>SPO Activity</th>
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<tbody>
<tr>
<td>Mar 06</td>
<td>Minneapolis Business Breakfast Club</td>
<td>SWLRT presentation given</td>
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<tr>
<td>Mar 08</td>
<td>TwinWest Chamber Legislative Meeting</td>
<td>Staff shared project information</td>
</tr>
<tr>
<td>Mar 13</td>
<td>West Calhoun Neighborhood Meeting</td>
<td>Staff shared project information</td>
</tr>
<tr>
<td>Mar 12</td>
<td>West Calhoun Neighborhood Meeting</td>
<td>Staff attended</td>
</tr>
<tr>
<td>Mar 16</td>
<td>Safety in the Park Freight Rail Walking Tour</td>
<td>Staff attended</td>
</tr>
<tr>
<td>Mar 23</td>
<td>Kenilworth Alliance Group</td>
<td>Staff shared project information</td>
</tr>
<tr>
<td>Mar 26</td>
<td>Hopkins Lions Meeting</td>
<td>Staff shared project information</td>
</tr>
<tr>
<td>Mar 29</td>
<td>Centro de Trabajadores Unidos en la Lucha (CTUL)</td>
<td>Staff shared project information</td>
</tr>
<tr>
<td>Apr 01</td>
<td>Royalston Business Tour</td>
<td>Staff attended</td>
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March 27 BAC Meeting

• Transit Return on Investment Report Overview
  – Jay Cowles, Co-chair Itasca Project Transportation Committee

• Station Area Action Plans (TSAAP) Overview

• Technical Issues Discussion: Operations and Maintenance Facility

• Technical Issues Discussion: Freight Rail Co-location/Relocation
March 28 CAC Meeting

• Station Area Action Plans (TSAAP) Overview

• Eden Prairie Workshop Summary

• Technical Issues Discussion: Operations and Maintenance Facility

• Technical Issues Discussion: Freight Rail Co-location/Relocation
Website Redesign  www.SWLRT.org

SOUTHWEST LIGHT RAIL TRANSIT
Green Line Extension – Eden Prairie to Downtown Minneapolis

Alternatives for improved transit in the Southwest Corridor have been under study since the mid-1980s. In November 2009, the Hennepin County Regional Railroad Authority (HCRRA) recommended construction of a light rail transit (LRT) line between Eden Prairie and downtown Minneapolis. The proposed line would connect near Target Field with the Blue Line (Hiawatha LRT, in service since 2004) and the Green Line (Central Corridor LRT, entering service in 2014), as well as the Northstar commuter rail line. As currently proposed, the line would be 15.8 miles long with 17 new stations. The total project cost of $1.25 billion would be funded through a mix of federal, state and local sources.

Project Status
The Southwest LRT/Green Line Extension Project is currently in the Engineering phase of project development. The Project received approval to enter Preliminary Engineering (PE) from the Federal Transit Administration (FTA) in September 2011. In
More Information

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Email:
SWLRT@metrotransit.org