

July 1, 2015

Southwest LRT Corridor Management Committee Resolution

WHEREAS:

1. The Governor designated the Metropolitan Council (Council) as the responsible authority for the Southwest LRT (SWLRT) Project;
2. The Council established the Corridor Management Committee (CMC) to advise the Council in the design and construction of the SWLRT Project;
3. The Council established the Southwest LRT Project Office (SPO) to advance the design, manage construction and overall delivery of the SWLRT Project;
4. The Council adopted a project scope and budget on April 9, 2014 and amended it to \$1.653 Billion on July 9, 2014;
5. The Counties Transit Improvement Board committed its local funding share of \$496 Million on August 20 2014;
6. The Council released the updated project cost estimate of \$1.994 billion on April 27, 2015;
7. The Council has worked with Hennepin County, the five host cities and other project partners to identify potential cost reductions for the project; and
8. The Corridor Management Committee provided feedback on the proposed cost reductions.

NOW, THEREFORE:

BE IT RESOLVED, that the CMC recommends that the Metropolitan Council adopt the revised Southwest LRT Project Scope (Attachment A) with Southwest Station as the westernmost station, a projected (2040) average weekday ridership of 34,000 and a cost estimate of \$1.744 billion;

BE IT FURTHER RESOLVED that the CMC acknowledges that the revised project scope maintains the federal New Starts Cost Effectiveness rating by meeting purpose and need and capturing \$250 million in cost reductions;

BE IT FURTHER RESOLVED, that by recommending a project with a revised cost estimate of \$1.744 billion, the parties represented on the CMC commit to make best efforts to obtain funding from their respective jurisdictions for funding the local share for costs above \$1.653 billion by July 31,2015, consistent with federal and state obligations;

BE IT FURTHER RESOLVED, that the parties represented on the CMC agree to seek other funding sources for certain elements that are not currently in the revised project scope;

BE IT FURTHER RESOLVED, that the SPO continue to work with project stakeholders to provide updates on the design and cost of the SWLRT project and to seek their input as the design advances; and,

BE IT FURTHER RESOLVED, that the parties represented on the CMC agree to continue to work cooperatively as the SPO advances the design of the SWLRT and to provide input to the Council and the SPO.

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ATTACHMENT A

Southwest LRT Project Scope

Eden Prairie Alignment

Line ends at Southwest Station with an additional 450 stall park and ride structure. Southwest Transit express and local bus operations remain. Defer Eden Prairie Town Center Station.

9 Mile Creek Crossing

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

Golden Triangle Station

Golden Triangle Station platform located north of 70th Street and includes a 200 stall park and ride surface lot east of the station platform.

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.

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 160 stall surface park and ride. Includes a cut and cover tunnel under TH 62 from City West into the Opus development.

Opus Station

Opus Station platform located south of Bren Road West on the east side of Bren Road East with a 80 stall surface park and ride (on property to be leased). Includes trail connections to the platform from both adjacent roadways.

Opus Hill/Minnetonka-Hopkins Bridge

Alignment runs along "Opus Hill" (between Bren Road West and Smetana Road) minimizing wetland impacts and travels under Smetana and Feltl Roads. Includes 3000', long, 125'- 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.

Shady Oak Station

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Shady Oak Station platform located south of the Minnesota River Bluffs LRT Regional Trail with a 800 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.

Downtown Hopkins Station

Downtown Hopkins Station platform located east of 8th Avenue includes a 190 stall park and ride ramp. Bus stop and layover on Excelsior Boulevard.

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.

Blake Station

Blake Station platform located west of Blake Road on the southern portion of the corridor. Includes a 89 stall surface park and ride and includes an access road south of the platform.

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 350 stall surface park and ride utilizing the properties acquired for the station platform and tracks.

Wooddale Station

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

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.

Beltline Station

Beltline Station platform located east of Beltline Boulevard on the southern portion of the corridor. Includes a 268 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.

West Lake Station

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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 on both sides of the bridge to the station platform level.

Kenilworth Corridor

LRT alignment within one shallow LRT tunnel from West Lake Street bridge to a point south of the Kenilworth Channel with separate LRT, freight and trail bridge structures over the Kenilworth Channel. Cedar Lake Parkway and 21st Street have freight tracks and trail at-grade as exists today.

21st Street Station at grade; no park and ride.

Bassett Creek Valley Corridor

Penn Station platform located south of I-394 with vertical circulation and a pedestrian walkway from Penn Avenue. No park and ride at station. North Cedar Lake Regional Trail crossing the Kenilworth freight tracks and the LRT tracks at-grade at the west end of the platform.

Van White Station located under the 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.

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 Glenwood Avenue and at the N 12th Street/Holden Street/Royalston Avenue intersection with a bridge over 7th Street North to connect with the Interchange Project. No park and ride at station.

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 up to approximately 40 feet to the west of the existing freight track. LRT alignment is within one shallow LRT tunnel in the Kenilworth Corridor and on a bridge structure over the Kenilworth Channel.

Operation & Maintenance Facility

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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.