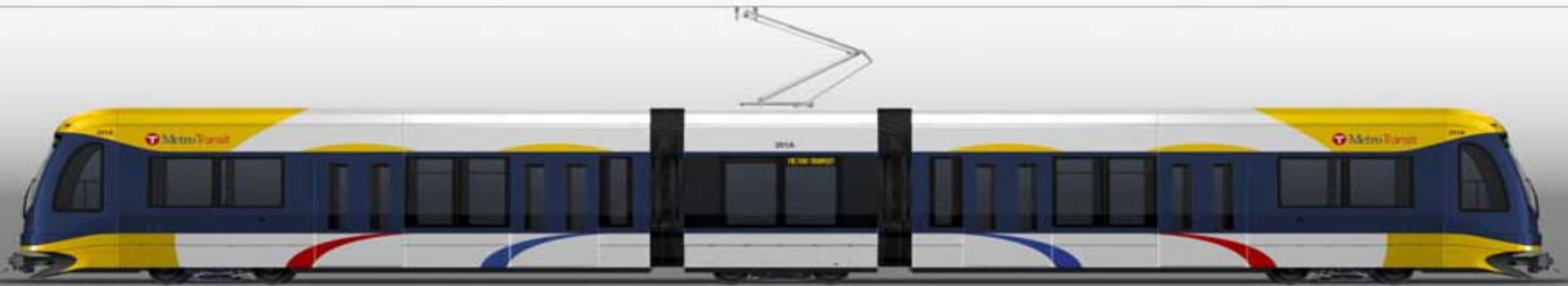


Southwest LRT Management Committee



September 7, 2011



EDEN PRAIRIE ■ MINNETONKA ■ EDINA ■ HOPKINS ■ ST. LOUIS PARK ■ MINNEAPOLIS

- Project Status Updates
- Follow-Up Requests
- Funding Partner Commitments
- Communications and Public Involvement Process

Project Status Updates

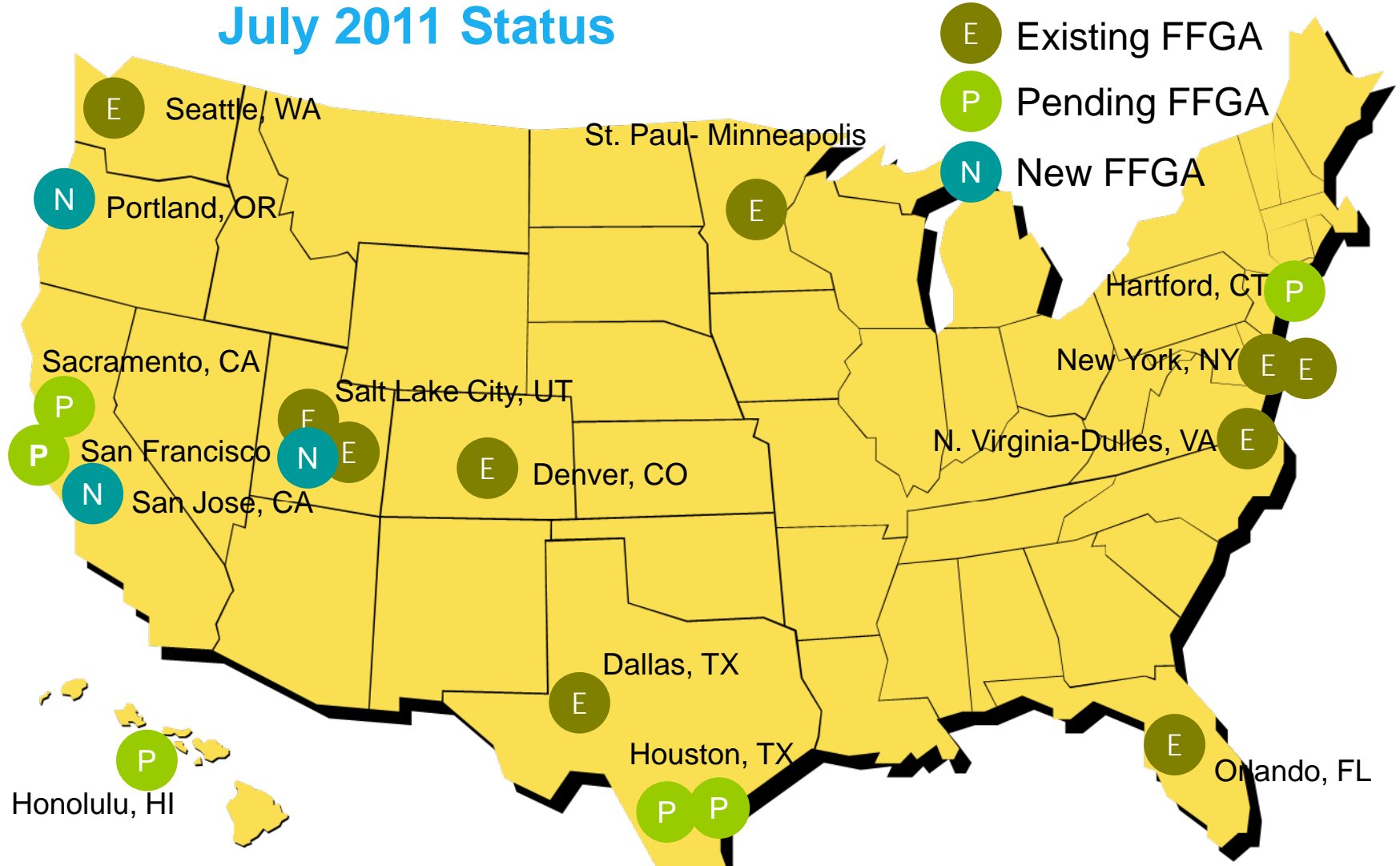


	PE Entry	DEIS
Jun '10		Submitted DEIS to FTA for Administrative Review
Aug '10	Requested FTA Approval to Enter PE	
Dec '10 – Feb '11	Pre-PE Risk Assessment	
Spring '11	Interchange Discussion with FTA	
Sept '11	Permission to Enter PE granted by FTA	Still awaiting release of DEIS for public comment

Peer “New Starts” Projects



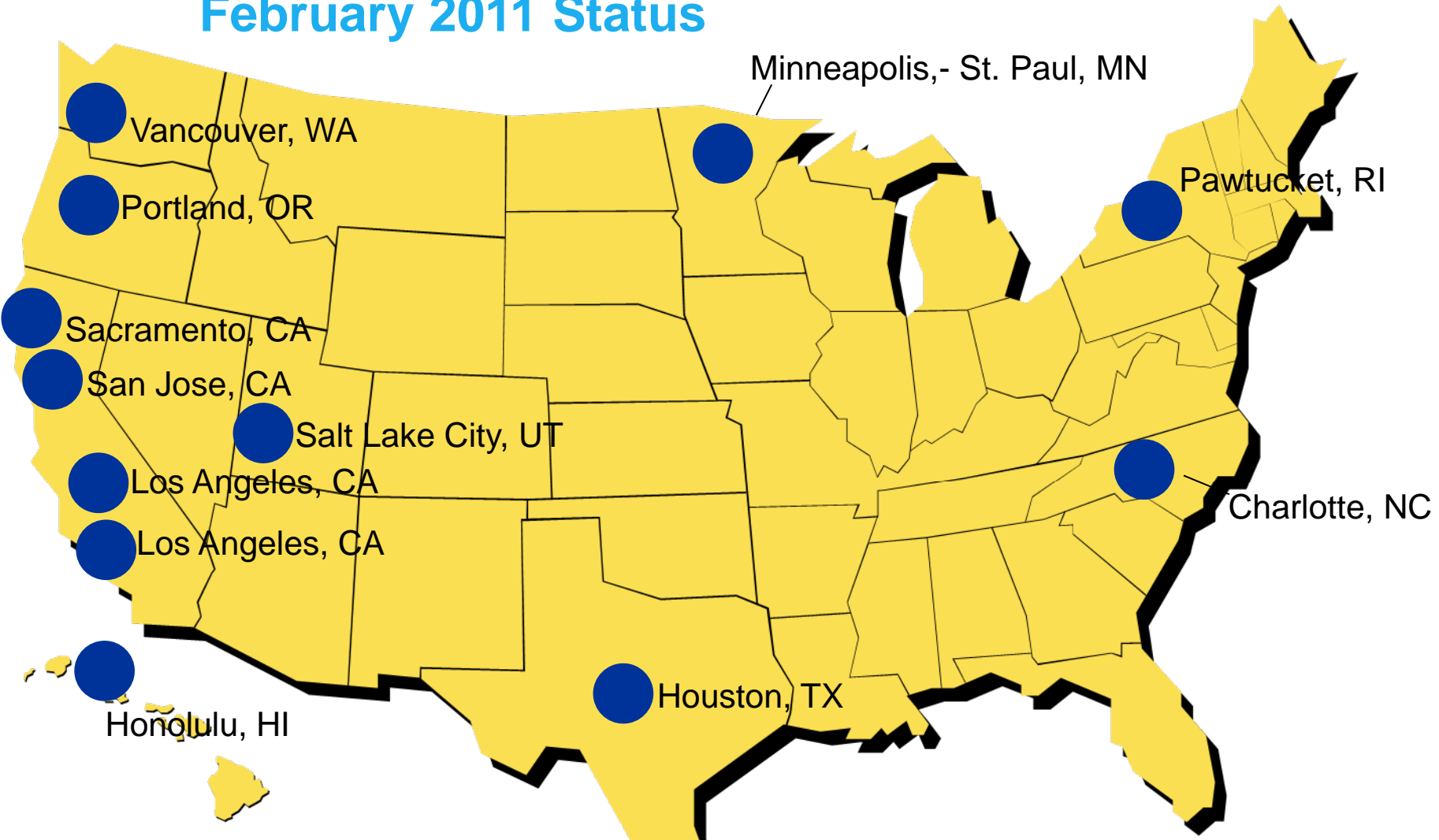
July 2011 Status



Peer "New Starts" PE Projects



February 2011 Status



EDEN PRAIRIE ■ MINNETONKA ■ EDINA ■ HOPKINS ■ ST. LOUIS PARK ■ MINNEAPOLIS

Community Works Update





SOUTHWEST LRT
community works

green means go.

connecting people to jobs, housing, shopping, and fun.

Southwest LRT Community Works

Southwest LRT Corridor
Management Committee Meeting
9/07/2011





Hennepin County Community Works



Hennepin Community Works was created in the mid 1990s

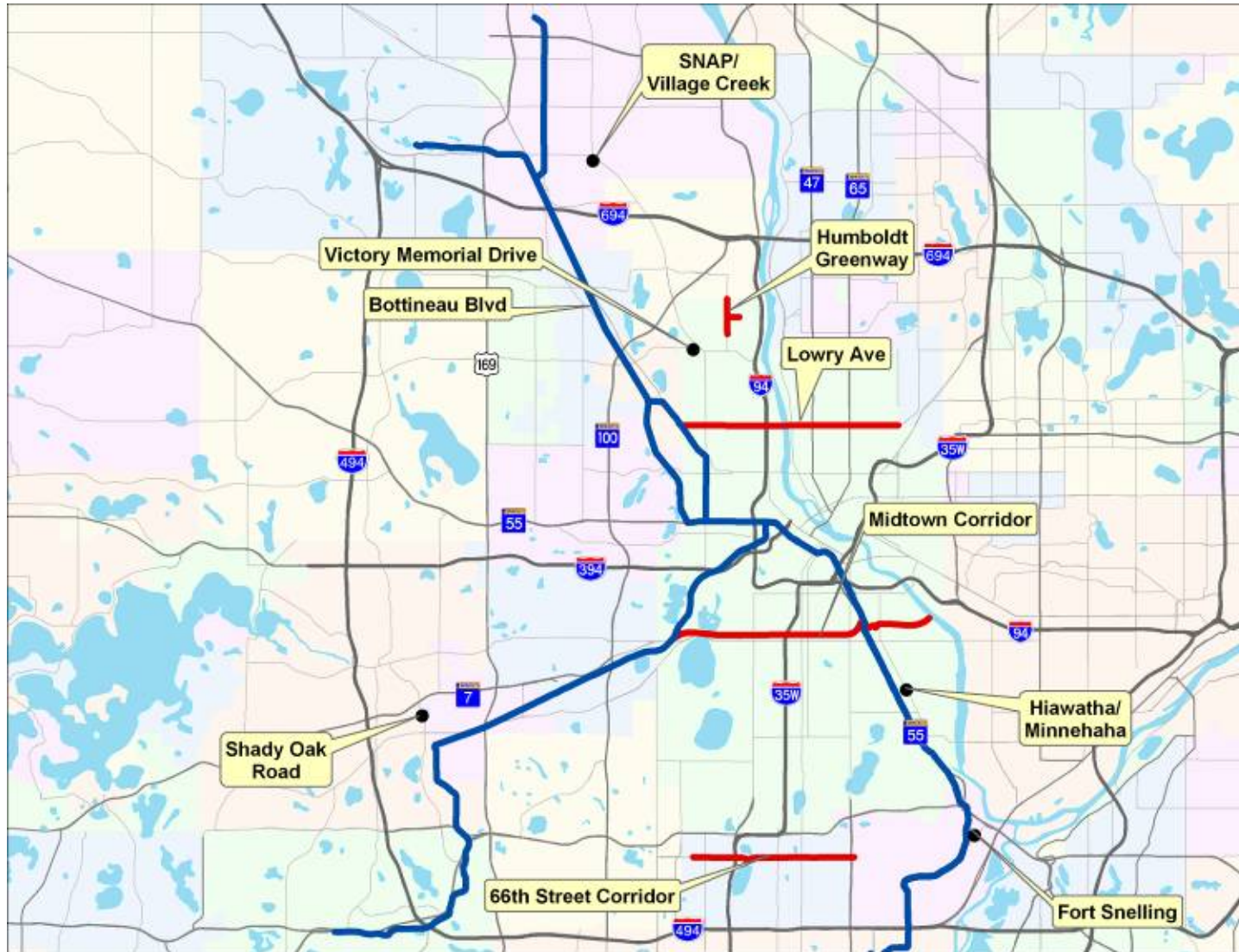
Mission

To enhance how the communities of Hennepin County work together to create good jobs, provide access to employment, and build the long term value of communities by investing in infrastructure, public works, parks, and the natural environment and by improving the existing implementation systems.

Principles

- Stimulate employment development
- Build bridges for effective planning and implementation
- Maintain and improve natural systems
- Strengthen communities through connections
- Enhance the tax base

Hennepin County Community Works Projects

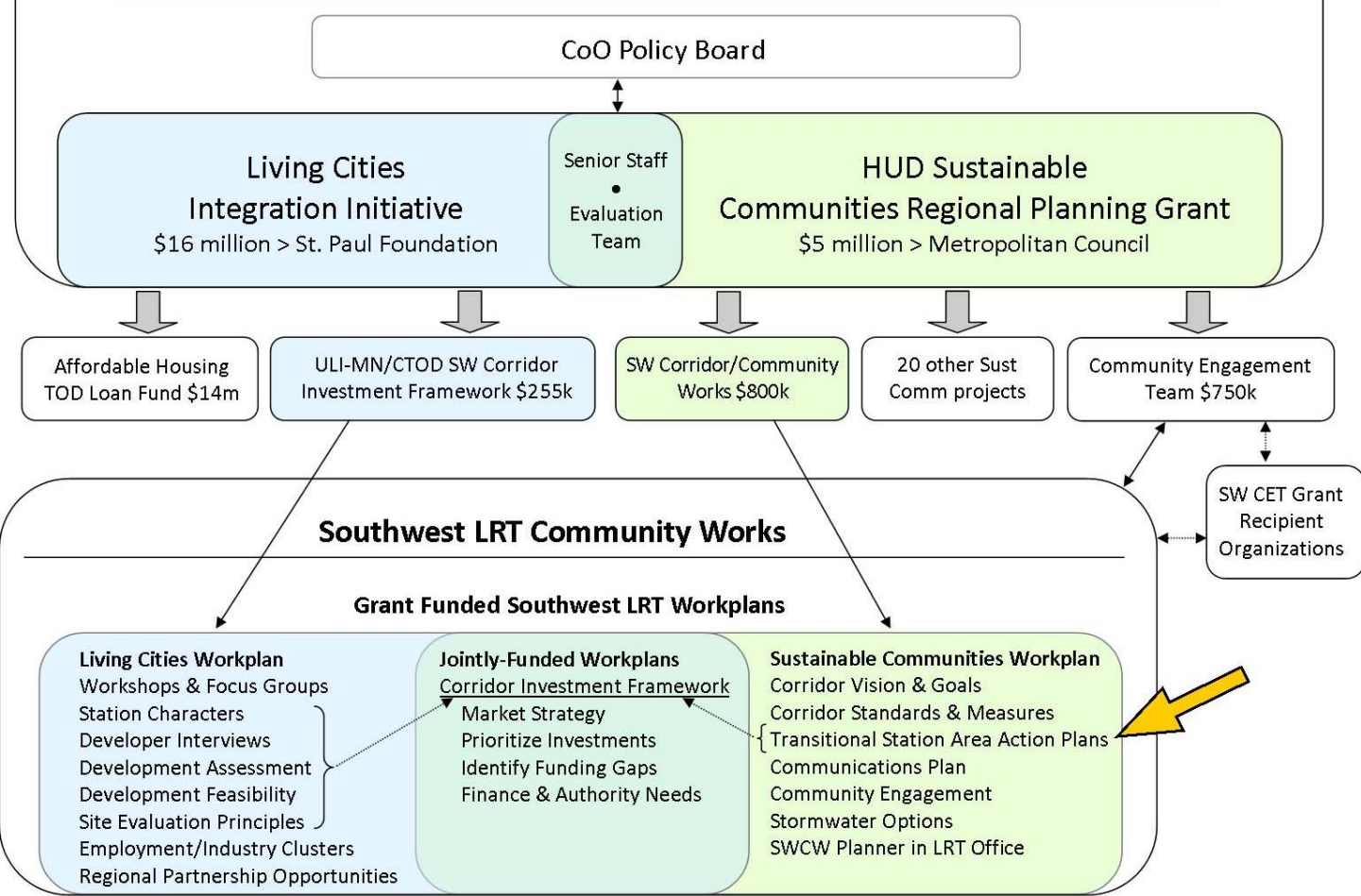


Southwest Community Works was established December 2009 to:

- Work closely with the Southwest LRT Project
- Garner broad-based community and business input
- Establish and pursue a shared vision
- Inventory key redevelopment opportunities
- Develop a framework for public investments
- Align jurisdictional authorities, policies, technical and financial resources
- Advocate collectively for corridor-wide funding needs
- Acknowledge the importance and investments of property owners

Corridors of Opportunity Initiative

(a Southwest LRT Community Works Perspective)



Action Plans are part of SWCW's Workplan



Work Highlights To-Date

- Steering & Technical Implementation Committees Established
- Developed Detailed Workplans
- Developed Vision & Goals
- Policymaker Tour & Workshop
- Infrastructure Improvements Inventory
- Station Area Characters/Typologies

Upcoming Sust Communities Workplans

- Establish Outcomes/Measures
- Communications & Engagement Plan
- **Transitional Station Area Action Plans**
- Stormwater Options for Station Areas
- Corridor Investment Framework

Microsoft Excel - list of activities 4-4-11.xls [Shared]

Southwest LRT Community Works Master Workplan prepared for Southwest LRT Community Works Steering Committee				Schedule	Funding	Responsibility
1						
2						
15	2	Create Market Strategy				
16	2A.	Create scope for a market strategy that includes evaluation of priority (re)development sites and a means to update that evaluation based on specific condition changes. Include development station area scans as supporting materials.	2011-2012	Sustainable Communities/Living Cities	Hennepin County/TIC	
17	2B.	Identify preferred (re)development sites and opportunities to preserve affordable housing and create new affordable, supportive and market rate housing accessible to employment considering market readiness, the need for mixed-income neighborhoods, and the state of existing housing stock. Update analysis yearly or as needed.			Hennepin County HCHRA/Minneapolis Housing ULI-MN	
18	2C.	Establish an on-going dialogue with the development community. Conduct interviews/ focus groups with developers, property owners, key businesses & special interest groups to identify development barriers and opportunity sites.				
19	2D.	In conjunction with the business community, create and implement a coordinated workforce and economic development approach that supports business growth and job creation.				
20	3	Develop Transitional Circulation Plan				
21	3A.	In conjunction with the LRT project, develop a complete (transit/bike/ped/vehicle/bus) system access plan that integrates with land use plans for each station which supports the LRT line and equitable station area development.	2011- 2012	Sustainable Communities	Hennepin County/Cities	
22	3A1.	Establish opening day access needs and priorities, including bus transfer and circulation needs.				
23	3A2.	Develop a transportation/access transition plan that accommodates future development.				
24	3A3.	Identify alternative access for congestion relief, construction mitigation, and to facilitate future development. Consider direct access opportunities for major park-and-ride facilities.				
25	3A4.	Ensure low income and minority residents transit/bike/pedestrian access to affordable housing, employers, education/training, medical facilities, entertainment, fresh fruits/vegetables, and locally-grown and ethnic food. Size and design new transportation infrastructure to accommodate future development.				
26	3A4.	Create pedestrian and bicycle connections to existing trails, infrastructures and activity centers.				
27	3B.	In conjunction with the LRT project office, create a parking management strategy for development and the LRT system that strikes a balance between encouraging the use of transit/alternative transportation modes with traffic and illegal parking.	2011-2012		Project Office/TIC/Cities	
28	3B1.	Transition of selected existing surface parking lots to development.				
29	3B2.	Identification of shared parking opportunities.				
30	3B3.	Park and ride sizing at the stations.				
31	3B4.	Proximity of park and ride to stations.				
32	3B5.	Joint development opportunities with park and ride.				
33	3B5.	Parking management tools to reduce hide and ride.				



Action Plans **bridge the gap between current conditions and future needs** by recommending infrastructure improvements that maximize Light Rail Transit system investments by:

- Supporting anticipated development by opening day in 2018
- Identifying prime sites & joint development opportunities
- Enhancing existing businesses
- Supporting a full range of housing opportunities
- Ensuring multimodal access to the station and surrounding area
- Encouraging longterm development

Short-Term Development Feasibility Analysis	+
Housing Inventory & Assessment	+
Access & Circulation Plan	+
Infrastructure Plan	+
Community Engagement	+

Transitional Station Area Action Plans



- Preliminary Engineering
- Community Works/City Capital Improvement Programs
- Corridor Investment Framework

RFP Released	August 8, 2011
Proposals Due	September 19, 2011
Steering Committee Contractor Approval	October 20, 2011
County Board Action	November 29, 2011
Draft Deliverables for PE input	May-November, 2012
Final Report Complete	December 2012

Questions?

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Hennepin County Housing, Community Works and Transit
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Follow-Up Requests



Met Council Government Affairs coordinating SWLRT corridor tour with

- Minnesota Chamber
- Downtown Council
- Twin West Chamber

- Role of the Management Committee
 - Advise the Council in the design and construction of the LRT project, specifically on the following issues:
 - » Environmental Review, Preliminary Design, Preliminary Engineering, Final Design, Implementation Method, and Construction

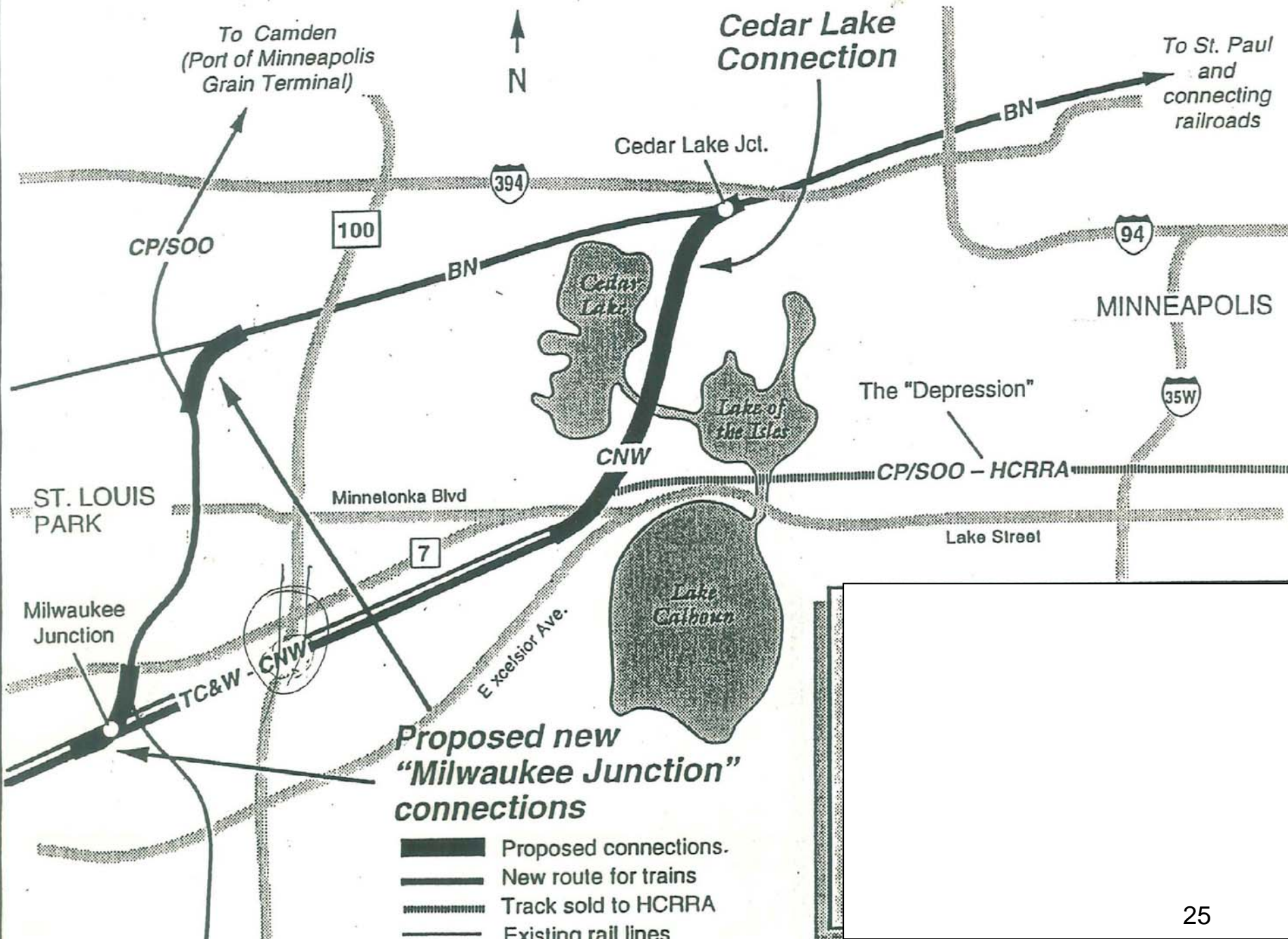
Freight Rail Update

Southwest LRT Corridor Management Committee

FREIGHT RAIL RELOCATION SUMMARY

September 7, 2011

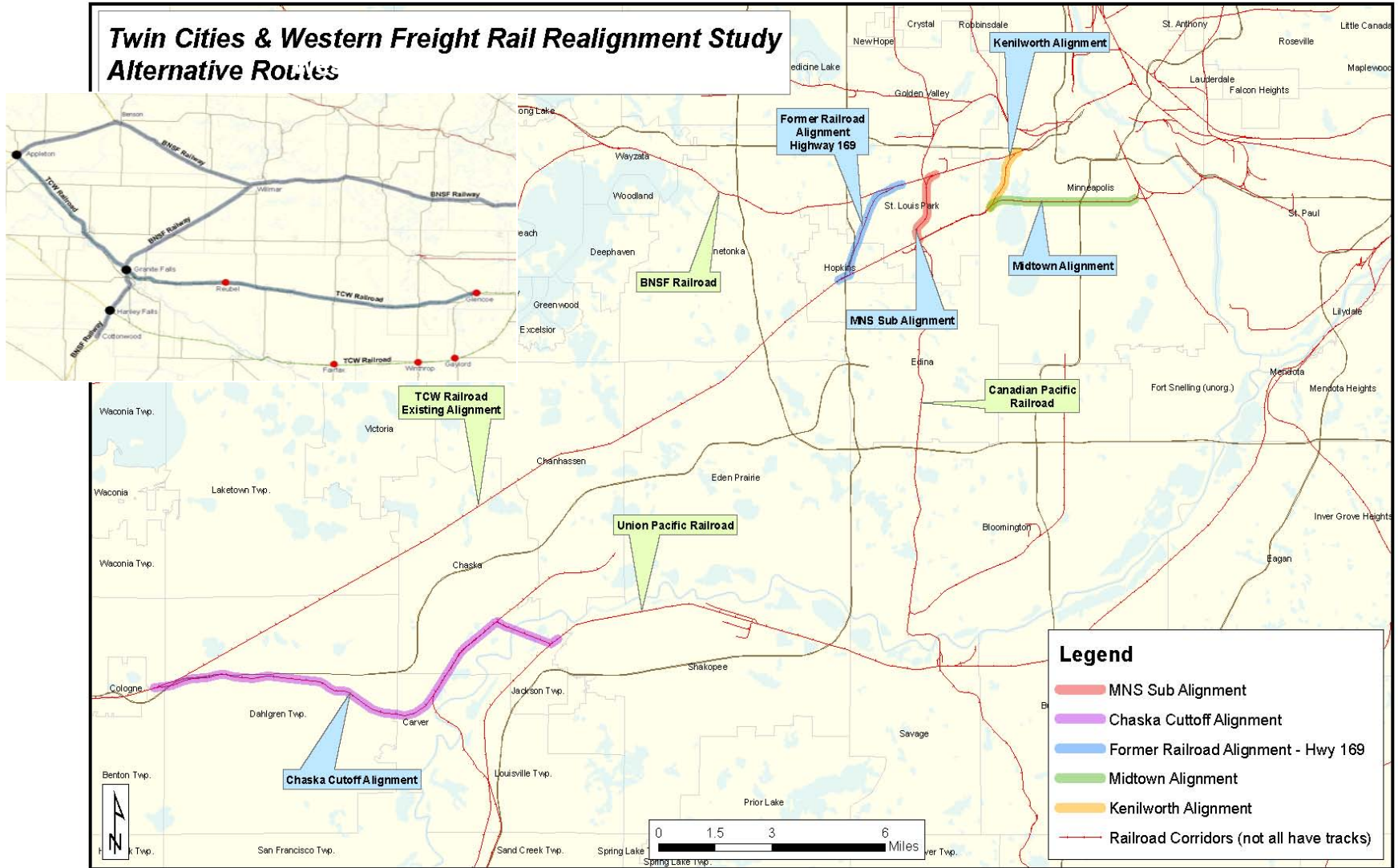
The origin of the current freight rail issue in St. Louis Park & Minneapolis was the severing of the freight rail line in the 29th Street/Midtown Corridor in the 1990's.



Multiple studies of freight rail alignment options have been conducted over the past 3 years.

1. TCWR Freight Rail Realignment Study, TKDA, 2009
2. Evaluation of TCWR Routing Alternatives, Amphar Consulting, 2010
3. Analysis of Freight Rail/LRT Coexistence, R L Banks, 2010
4. Freight Rail & LRT Coexistence, HDR Engineering, 2009
5. Freight Rail Technical Memoranda : to the City of St. Louis Park, S.E.H., 2011
6. MN&S Environmental Assessment Worksheet (EAW), to MN Dept of Transportation (MnDOT), Kimley-Horn & Associates 2011

Twin Cities & Western Freight Rail Realignment Study Alternative Routes



Conclusion:

HCRRA staff have evaluated the findings of all 6 studies and have drawn the following conclusion:

- The most viable & therefore preferred route for freight rail is the MN&S line in St. Louis Park & the preferred location for LRT is in the Kenilworth corridor along with the Kenilworth Bike Trail – absent freight rail.

Staff evaluation & conclusion reflects a preponderance of considerations rather than reliance on one or two factors such as engineering or costs.

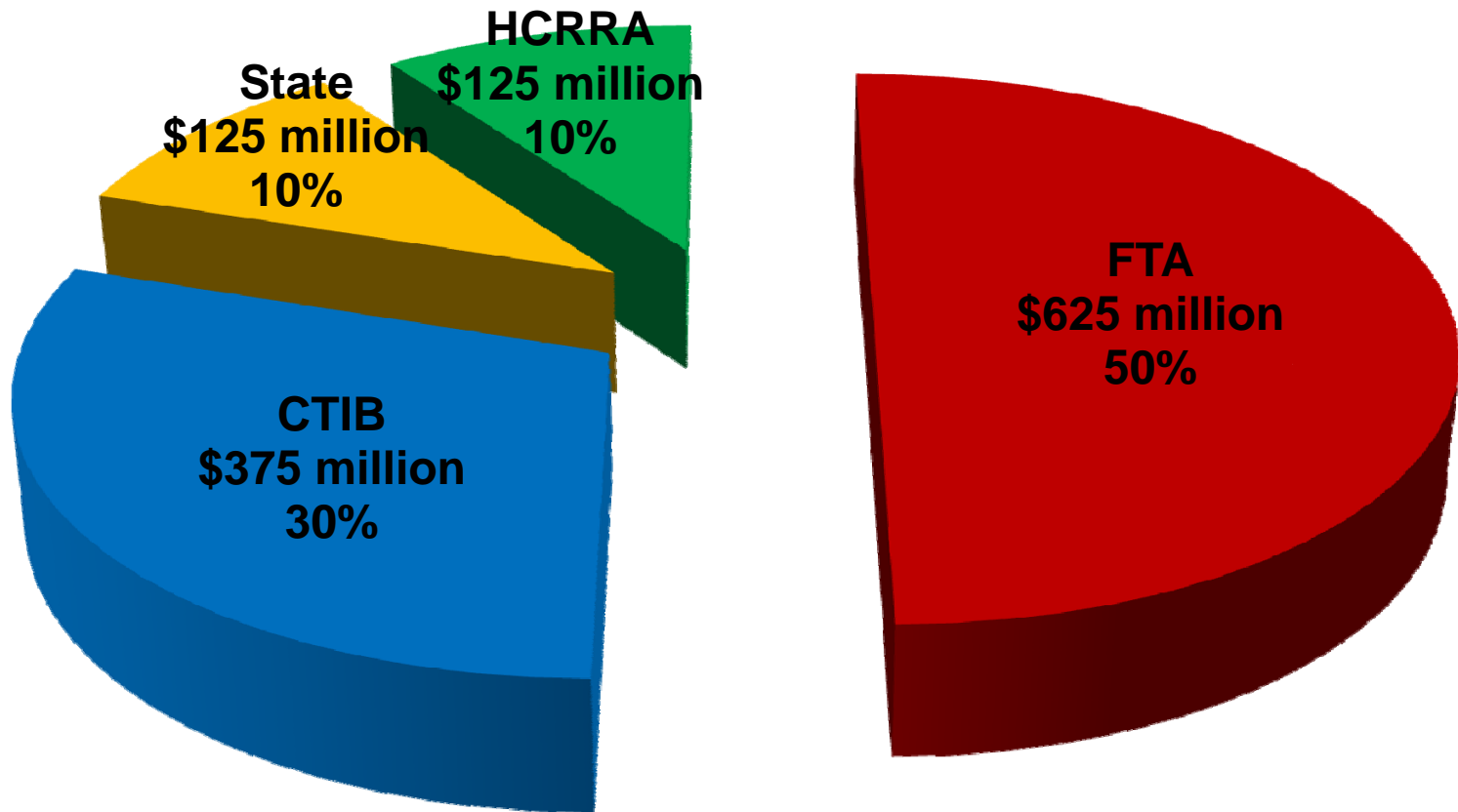
Basis for our conclusion hinges of four areas of analysis:

- Freight rail operations and neighborhood improvements
- Transportation system impacts/benefits
- Economic development/transit oriented develop (TOD) opportunities
- Southwest LRT Project considerations

Funding Partner Commitments

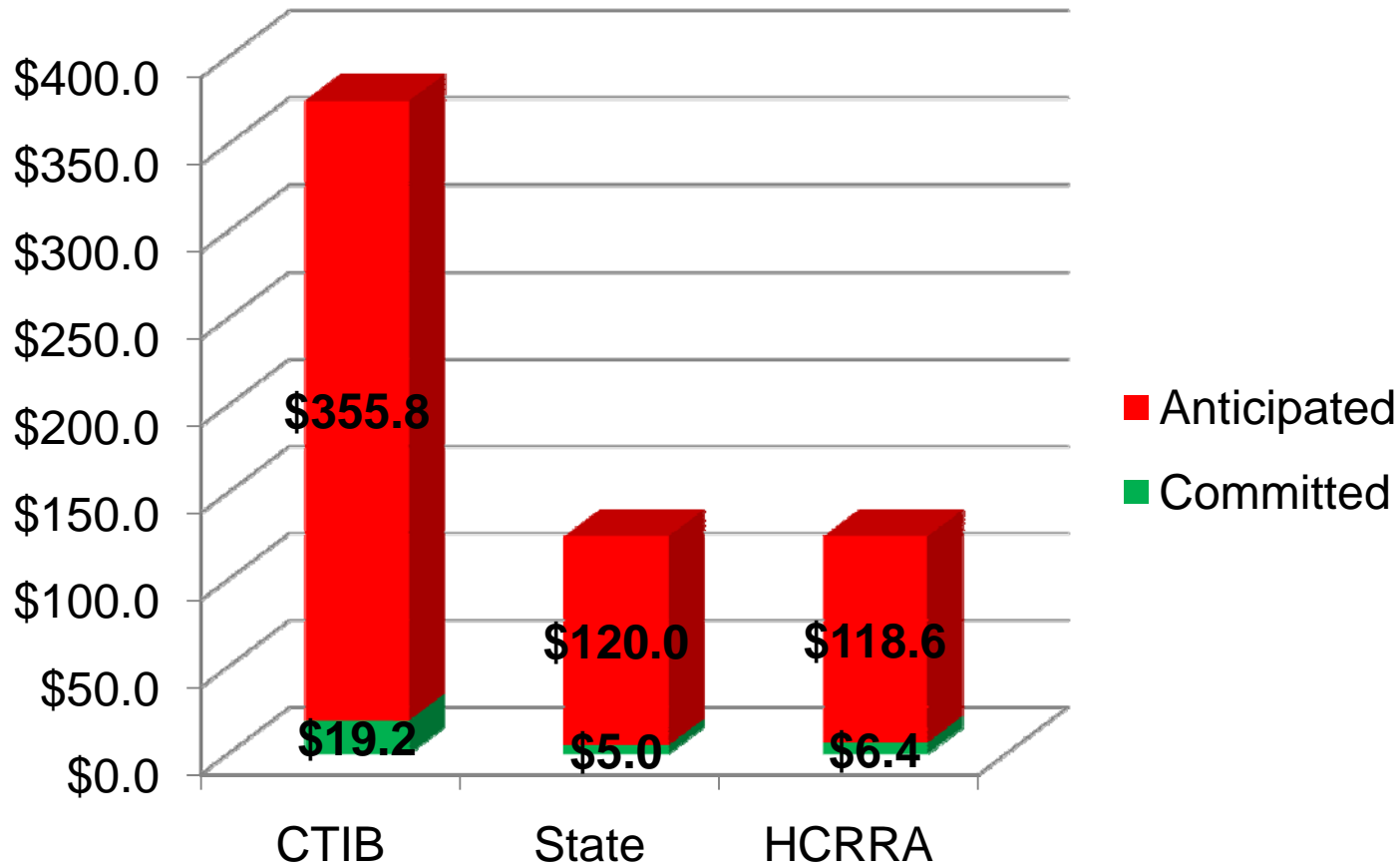


Overall Project Funding Required



\$1.25 Billion

Status of Local Commitments



\$30.6 Million Committed

\$594.4 Million Anticipated



All local funding commitments must be secured prior to receiving entry into Final Design, which is currently anticipated for late 2013.

CTIB

Request a Resolution committing the full \$375 million by Spring 2013.
Submit annual capital grant applications.

HCRRA

Request a Resolution committing the full \$125 million by Spring 2013.
Submit annual capital budget requests.

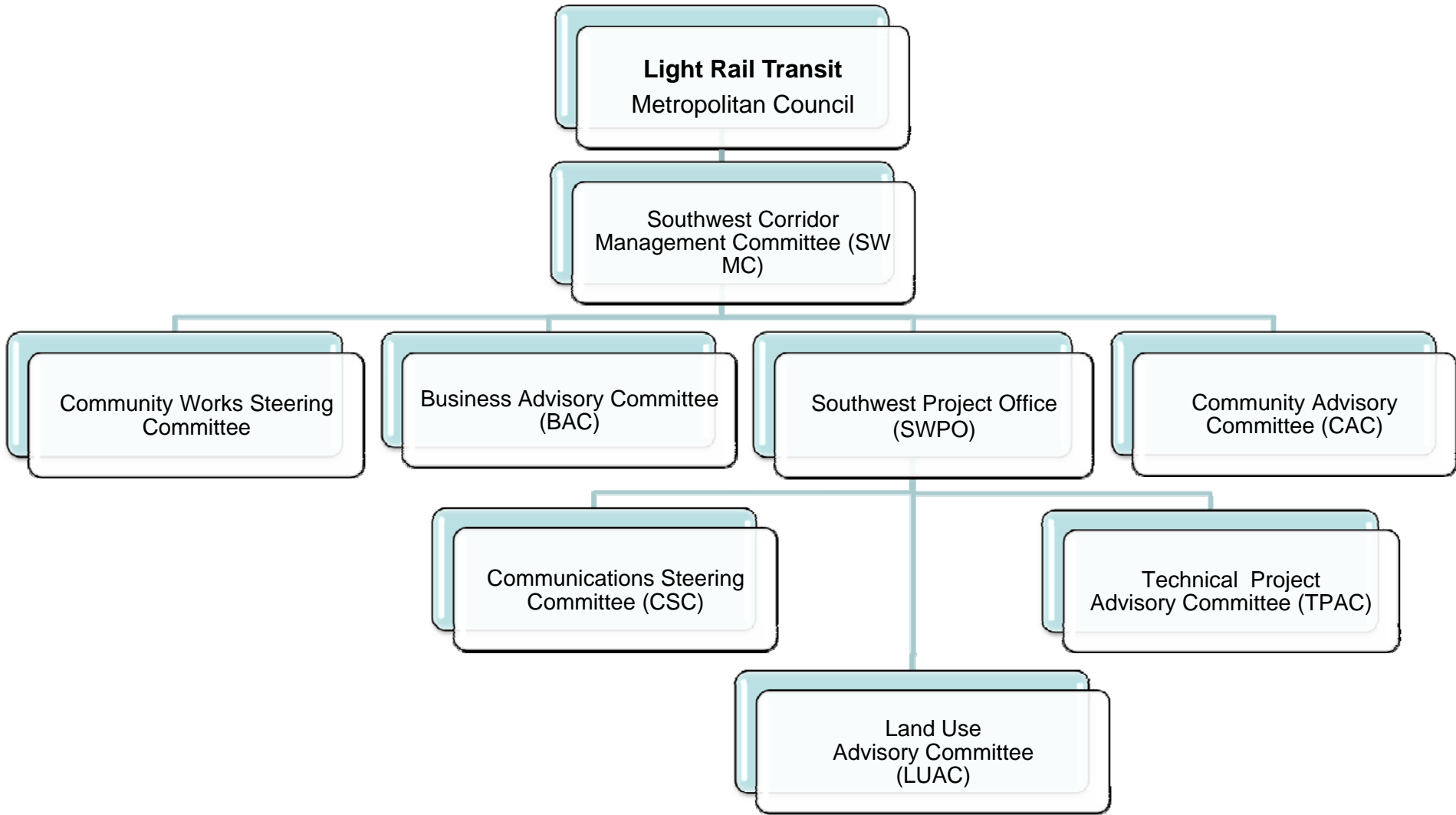
State

Request \$25 million in 2012 Session
Request \$95 million in 2013 Session

Communications and Public Involvement Process



SWLRT Advisory and Policy Input Committees



The Communications Steering Committee (CSC) will include communication and public affairs staff from :

- Met Council
- MnDOT
- Metro Transit
- Hennepin County
- Cities along the corridor

The Community Advisory Committee (CAC) will consist of citizens and representatives from:

- Businesses located within one mile on either side of the corridor
- Neighborhood organizations
- Community interest groups
- Business associations
- Educational institutions
- Religious organizations
- Transportation interest groups
- Each Station

The Public Involvement program will build from past projects to:

- Ensure that the public involvement process includes comprehensive efforts to communicate with neighborhoods about impacts and provides ample opportunity for community members to comment about such impacts
- Coordinate with project partners outreach to appropriate groups within their jurisdictions

<http://www.metrocouncil.org/transportation/SW/SouthwestLRT.htm>

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- Chris Weyer, Project Director - Southwest LRT
651-602-1932
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