Today’s Topics

• Project Status Updates
• Follow-Up Requests
• Funding Partner Commitments
• Communications and Public Involvement Process
Project Status Updates
## PE & DEIS

<table>
<thead>
<tr>
<th>PE Entry</th>
<th>DEIS</th>
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<tbody>
<tr>
<td>Jun ‘10</td>
<td>Submitted DEIS to FTA for Administrative Review</td>
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<tr>
<td>Aug ‘10</td>
<td>Requested FTA Approval to Enter PE</td>
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<tr>
<td>Dec ‘10 – Feb ‘11</td>
<td>Pre-PE Risk Assessment</td>
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<td>Spring ‘11</td>
<td>Interchange Discussion with FTA</td>
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<td>Sept ‘11</td>
<td>Permission to Enter PE granted by FTA</td>
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<td></td>
<td>Still awaiting release of DEIS for public comment</td>
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Peer “New Starts” Projects

July 2011 Status

- **Existing FFGA**
  - Seattle, WA
  - Portland, OR
  - Hartford, CT
  - New York, NY
  - N. Virginia-Dulles, VA
  - Dallas, TX
  - Sacramento, CA
  - San Jose, CA
  - San Francisco, CA
  - Salt Lake City, UT
  - Denver, CO
  - St. Paul-Minneapolis

- **Pending FFGA**
  - Orlando, FL
  - Honolulu, HI
  - Portland, OR
  - Denver, CO
  - Salt Lake City, UT
  - San Francisco, CA
  - Sacramento, CA
  - San Jose, CA
  - Portland, OR
  - San Francisco, CA
  - Sacramento, CA
  - Salt Lake City, UT
  - Denver, CO
  - St. Paul-Minneapolis

- **New FFGA**
  - Orlando, FL
  - Honolulu, HI
  - Portland, OR
  - Denver, CO
  - Salt Lake City, UT
  - San Francisco, CA
  - Sacramento, CA
  - San Jose, CA
  - Portland, OR
  - San Francisco, CA
  - Sacramento, CA
  - Salt Lake City, UT
  - Denver, CO
  - St. Paul-Minneapolis

**Metropolitan Council**

**Hennepin County Transit Improvement Board**

**Metro Transit**

Community Works Update
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
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
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

Action Plans are part of SWCW’s Workplan

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<thead>
<tr>
<th>A</th>
<th>E</th>
<th>F</th>
<th>H</th>
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<th>J</th>
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<tbody>
<tr>
<td>1</td>
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<tr>
<td>2</td>
<td>Create Market Strategy</td>
<td>2011-2012</td>
<td>Sustainable Communities/Urban Cities</td>
<td>Hennepin County/TC</td>
<td>Hennepin County/Metro Area Housing UMN</td>
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<tr>
<td>2A</td>
<td>Create a core area Master Plan strategy that includes evaluation of current development and a means to update that evaluation based on specific conditions changes. Include development area on site office in supporting materials.</td>
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<td>3</td>
<td>Develop Transitional Circulation Plan</td>
<td>2011-2012</td>
<td>Sustainable Communities</td>
<td>Hennepin County/Cities</td>
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<td>3A</td>
<td>Establish day access needs and priorities, including bus transfer and circulation nodes.</td>
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<td>3B</td>
<td>Develop a transportation access plan that accommodates future development.</td>
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<td>3C</td>
<td>Identify alternative access for congestion relief, construction mitigation, and to facilitate future development. Consider direct access opportunities for major corridor facilities.</td>
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<td>3D</td>
<td>Enhance low and moderate-income residents’ pedestrian access to affordable housing, employment, education/training, medical facilities, entertainment, fresh food markets, and locally-grown and ethnic foods. Size and design new transportation infrastructure to accommodate future development.</td>
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<td>3E</td>
<td>Create pedestrian and bicycle connections to existing transit, urban centers and activity centers.</td>
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<td>3F</td>
<td>In conjunction with the LRT project office, create a parking management strategy for development.</td>
<td>2011-2012</td>
<td>Project Office/StC Cities</td>
<td>Metro Transit</td>
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<td>3G</td>
<td>Identify a balance between encouraging the use of transit/alternative transportation modes with traffic and illegal parking.</td>
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<td>3H</td>
<td>Translating existing parking lots to development.</td>
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<tr>
<td>3I</td>
<td>Identification of shared parking opportunities.</td>
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<td>3J</td>
<td>Park and ride stations at the stations.</td>
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<tr>
<td>3K</td>
<td>Priority park and ride stations.</td>
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<td>3L</td>
<td>Joint development opportunities with park and ride.</td>
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<tr>
<td>3M</td>
<td>Parking management tools to reduce ride and ride.</td>
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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 long-term development
Action Plan Components

- 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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Follow-Up Requests
Met Council Government Affairs coordinating SWLRT corridor tour with

- Minnesota Chamber
- Downtown Council
- Twin West Chamber
Taking a Position on the Freight Rail Issue

• Role of the Management Committee
  – Advise the Council in the design and construction of the LRT project, specifically on the following issues:
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.
Proposed new "Milwaukee Junction" connections

- Proposed connections
- New route for trains
- Track sold to HCRRA
- Existing rail lines
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
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 on four areas of analysis:

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

- **FTA**
  - $625 million
  - 50%

- **CTIB**
  - $375 million
  - 30%

- **State**
  - $125 million
  - 10%

- **HCRRA**
  - $125 million
  - 10%

- **State**
  - $125 million
  - 10%

- **HCRRA**
  - $125 million
  - 10%

$1.25 Billion
Status of Local Commitments

- CTIB: $355.8 million (Anticipated), $19.2 million (Committed)
- State: $120.0 million (Anticipated), $5.0 million (Committed)
- HCRRA: $118.6 million (Anticipated), $6.4 million (Committed)

$30.6 Million Committed
$594.4 Million Anticipated
Securing Local Funding Commitments

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.

**HCRRRA**
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

Light Rail Transit
Metropolitan Council

Southwest Corridor Management Committee (SWMC)

Community Works Steering Committee

Business Advisory Committee (BAC)

Southwest Project Office (SWPO)

Community Advisory Committee (CAC)

Communications Steering Committee (CSC)

Technical Project Advisory Committee (TPAC)

Land Use Advisory Committee (LUAC)
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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