Corridor Management Committee

May 4, 2016
Today’s Topics

• Chair’s Update
• New Starts Update
• Station Design Update
• Corridor Development Update
• Next Steps
• CAC/BAC Reports
2016 Legislative Session

- Key Dates
  - 3/8/16: Legislature convenes
  - 4/1/16: Committees must act favorably on bills in the house of origin
  - 4/8/16: Committees must act favorably on bills, or companion bills, that met the first deadline in the other house
  - 4/21/16: House Ways & Means Committee and the Senate Finance Committee must act favorably on major appropriation and finance bills
  - 5/23/16: Legislature adjourns
Transportation Bills Carried Over From 2015

• HF 4: Passed 73-59 on 4/21/15
  ▪ Reduction in General Fund proportional to growth in Motor Vehicle Sales Tax (MVST)

• SF 1904: Passed 36-27 on 4/27/15
  ▪ Metropolitan transit improvement area transit sales and use tax
    ○ ¾ of 1% on retail sales and uses in seven county area
    ○ Allocate 8.5% of revenue to CTIB, balance to Metropolitan Council
Governor’s Budget Proposal

• Comprehensive transportation plan includes roads, bridges and transit
  ▪ Provides capital funds for 17 BRT & 3 LRT lines
  ▪ Funded by ½ cent sales tax in 7-county metro area
  ▪ Forecasted revenue:
    o $170M in FY17
    o $270M in FY18
    o $283M in FY19
Grow METRO, Arterial BRT, Base Bus System
New Starts Update
SWLRT Overall Project Rating: Medium-High

- Project Justification: Medium
  - Environmental Benefits: Medium
  - Mobility Improvements: Medium
  - Congestion Relief: Medium
  - Cost Effectiveness: Medium
  - Economic Development: Medium-High
  - Land Use: Medium

- Local Financial Commitment: Medium-High
  - Current Financial Commitment: Medium-High
  - Commitment of Funds: Medium-High
  - Reasonableness of Financial Plan: Medium-High
Peer “New Starts” PD and Engineering Projects

April 2016 Status

- Seattle, WA
- Minneapolis – St. Paul, MN
- San Diego, CA
- Fort Lauderdale, FL
- Fort Worth, TX
- Houston, TX
- Santa Ana, CA
- San Diego, CA
- Los Angeles, CA
- Phoenix, AZ
- Denver, CO
- New York, NY
- Durham, NC
- Suburban Maryland
- Fort Lauderdale, FL

Project Development (PD) Red
Engineering Blue
Peer “New Starts” Recommended By President Obama for Funding

Minneapolis – St. Paul, MN
Southwest Light Rail Transit

April 2016 Status

Recommended for Funding

Seattle, WA
San Diego, CA
Santa Ana, CA
Los Angeles, CA
Fort Worth, TX
Suburban Maryland
New Starts/Small Starts (in billions)

- Funding authorization increases to $2.3 billion/year (20.7% increase over MAP-21)
Station Design Update: Station Panels
Station Panels

West Lake Street Station

wicket with station panel
Station Panels

Shady Oak Station

pylon with station panels
Station Panels

- Panels at all stations except SouthWest Station, which is within a parking structure
- Size and number of panels depends on station design
  - Pylon height is 28 ft approx.
  - Wicket height is 16 or 18 ft approx. depending on station design
- Panel materials include:
  - Stainless steel mesh with etched pattern
  - Laser/Jet cut metal plate (stainless steel or painted)
- Panel design theme based on station context
Station Panel Themes: Input

• Station design open houses in spring 2015
• TPAC/CAC/BAC
• Other advisory and neighborhood committees
  ▪ Harrison Neighborhood Association
  ▪ SWLRT Kenilworth Landscape Design Committee
  ▪ St. Louis Park Station Design Committee
• City staff
  ▪ Marketing/community branding themes
  ▪ Historical themes
Station Panel Materials

- Etched Stainless Mesh
- Stainless Steel Plate (laser/jet cut)
- Painted Steel Plate (laser/jet cut)
Example Station Panels

Example panels shown at approx. 18 ft tall
West Lake Street Station Panels

- 3 wickets
- 3 unique panel designs
- Etched stainless steel mesh
West Lake Street Station Panels

A  

B  

C  

Draft – Work in Process
Bryn Mawr Station Panels

- 5 wickets
- 3 unique panel designs
- Laser/jet cut steel plate; likely painted
Bryn Mawr Station Panels

A

B

C

Draft – Work in Process
Station Panels

• City West, Shady Oak, and Louisiana Ave:
  ▪ 2 pylons (4 panels each)
  ▪ 2 unique panel designs total
  ▪ Pylons to be 28 ft tall approx.

• Golden Triangle, Downtown Hopkins, Beltline Blvd and West Lake St:
  ▪ 3 wickets (1 panel each)
  ▪ 3 unique panel designs total
  ▪ Wickets to be 18 ft tall approx.
Station Panels

• Blake Rd and Wooddale Ave:
  - 4 wickets (1 panel each)
  - 3 unique panel designs total
  - Wickets to be 18 ft tall approx.

• Opus and West 21\textsuperscript{st} St:
  - 4 wickets (1 panel each)
  - 3 unique panel designs total
  - Wickets to be 16 ft tall approx.
Station Panels

• Bryn Mawr:
  ▪ 5 wickets (1 panel each)
  ▪ 3 unique panel designs total
  ▪ Wickets to be 16 ft tall approx.

• Bassett Creek Valley (partially under bridge):
  ▪ 1 pylon (4 panels)
  ▪ 2 wickets (1 panel each)
  ▪ 3 unique panel designs total
  ▪ Pylon to be 28 ft tall approx.
  ▪ Wickets to be 18 ft tall approx.
Station Panels

• Royalston Ave/Farmers Market (side platform station):
  ▪ 8 wickets (1 panel each)
  ▪ 4 unique panel designs total
  ▪ Wickets to be 18 ft tall approx.
Station Panels: Next Steps

• SPO will present all station panel designs to CAC/BAC in May; followed by an update at a future CMC meeting
Transportation Accessibility Advisory Committee Workshop
Transportation Accessibility Advisory Committee: Platform Mock-up

Tactile drawing of mock-up

Photos taken during workshop
Transportation Accessibility Advisory Committee: Station Access

Tactile drawing of station used for workshop discussion

Station access at Blake Station discussed as part of workshop
Sample Feedback

• SWLRT platform width and size of enclosures:
  ▪ Enclosure size/layout can accommodate two benches and a person using a wheelchair comfortably
  ▪ Narrow shelter opening less susceptible to wind and weather, provides denser heat coverage

• Furnishings:
  ▪ Not in favor leaning rails
  ▪ Would like more benches
  ▪ Providing an armrest on the outside edge of benches would be helpful and provide flexibility
Corridor Development Highlights
Green Line Extension Development: $430 M
SWLRT Overall Project Rating: Medium-High

- Project Justification: Medium
- Environmental Benefits: Medium
- Cost Effectiveness: Medium
- Economic Development: Medium-High
- Mobility Improvements: Medium
- Congestion Relief: Medium
- Land Use: Medium
- Local Financial Commitment: Medium-High
- Current Financial: Medium-High
- Commitment of Funds: Medium-High
- Reasonableness of Financial Plan: Medium-High
New Starts Rating: Economic Development

- **Economic Development:** Medium-High
  - Transit Supportive Plans and Policies: Medium-High
  - Performance and Impacts of Policies: Medium-High
  - Tools to Maintain/Increase Share of Affordable Housing: High
## Supportive TOD Plans/Policies

<table>
<thead>
<tr>
<th>Community</th>
<th>Policy/Plan</th>
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<tbody>
<tr>
<td>Eden Prairie</td>
<td>TOD Zoning Ordinance for station areas in process</td>
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<tr>
<td>Minnetonka</td>
<td>Shady Oak Development Strategy with Hopkins</td>
</tr>
<tr>
<td>Hopkins</td>
<td>Mixed-use zoning district</td>
</tr>
<tr>
<td>St. Louis Park</td>
<td>Inclusionary zoning, Form Based Code in process</td>
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<tr>
<td>Minneapolis</td>
<td>No minimum parking requirements</td>
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<tr>
<td>Hennepin County Community Works</td>
<td>Transitional Station Area Action Plans, Investment Framework, SW Corridor Housing Strategy</td>
</tr>
<tr>
<td>Met Council</td>
<td>TOD Strategic Plan, TOD Policy</td>
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## Grants Supporting TOD: 2011 - 2015

<table>
<thead>
<tr>
<th>Community</th>
<th>Met Council’s LCA-TOD Grants</th>
<th>Hennepin County TOD Fund*</th>
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<tbody>
<tr>
<td></td>
<td># of Grants</td>
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<tr>
<td>Minneapolis</td>
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<td>Minnetonka</td>
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<td>Eden Prairie</td>
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<td><strong>Total</strong></td>
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<td>$5,398,700</td>
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*Does not include Hennepin County Community Works funding

**$50,000 grant shared by Minnetonka and Hopkins for Shady Oak Station zoning analysis
Tools to Maintain/Increase Share of Affordable Housing

• Hennepin County, SWLRT cities & stakeholders:
  - Housing Inventory
  - Gaps Analysis
  - Strategic Plan

• Hennepin County Community Works Steering Committee adopts strategic plan in 2016
TOD: Next Steps

- Update New Starts Application
  - Land Use and Economic Development sections
- Continue work to implement FTA Joint Development opportunity at Beltline Blvd Station
- Support communities as they seek additional TOD funding opportunities
Eden Prairie Video
http://www.swlrtcommunityworks.org/news/eden-prairie-video
SWLRT Next Steps
Next Steps: Summer 2016

• Review and approve project scope and cost estimate as project budget prior to applying for entry into Engineering
  - CMC
  - ECCB
  - HCRRA
  - CTIB

• Approve project scope and budget, authorize SPO to submit application to enter Engineering
  - Transportation Committee
  - Metropolitan Council
More Information

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