Corridor Management Committee

February 6, 2013
Today’s Topics

• Legislative Update

• PE Technical Issues/Issue Resolution Process

• Communications and Outreach Update
  – Introduction of Outreach Coordinators
  – BAC Report
  – CAC Report
Legislative Update
SFY 2014-2015 Budget Proposal
Governor’s Budget Proposal: increases transit funding

• Regional transit capital and operating funds would increase by:
  
  – Increasing regional transit dedicated sales tax by ¼ cent for the metro area (assumes all seven metro counties)

  – Increasing receipts to CTIB current ¼ cent by expanding the state sales tax base
Governor’s Budget Proposal: increases transit funding

- Proposal yields additional **$348 million** for transit in SFY 2014-2015*
  - SFY 2014 (partial year)--$100 million
    - $74 million from ¼ cent transit dedicated tax
    - $26 million from expanded CTIB receipts
  - SFY 2015--$248 million
    - $183 million from ¼ cent transit dedicated tax
    - $65 million from expanded CTIB receipts

* Based on governor’s sales tax proposal, assuming January 2014 implementation
Governor’s Budget Proposal: helps address state budget shortfall

• Funds $18M shortfall in state’s share of light rail operating costs this biennium

• Funds remaining state share of Southwest LRT capital costs of $118 M

• Relieves general fund of operating costs for current and future transitways

• Relieves state’s GO bonding share for future transitways

• In SFY 2014-2015, provides one-time $46.8 M reduction to state general fund from current base of $130 M
Governor’s Budget Proposal: ends one-time fixes

• Cannot develop a long-term transit system with unpredictable, year-to-year budgeting

• Nearly $100 million in one-time fixes from 2005-2013

• Governor’s budget would:
  • Create a reliable and sufficient transit funding source
  • Keep the metro area highly competitive with other regions
  • Encourage private economic investment by bringing greater certainty to transit investment
  • Provide easy to administer collection source
Transit operations funding and tax policy goals

Current

- 61% Regional
- 28% Fares
- 11% State

Future

- 37% Regional
- 28% Fares
- 35% State

- Governor’s budget balances state, regional, and farebox recovery to operate the transit system
  - Greater reliance on regional sources for regional services
  - Less reliance on state sources
- Focus state general funds on Metro Mobility (federal ADA mandates)
1.0% Annual Growth in Bus System
Citizens support expanding transit

• Eight out of ten (79%) agreed….

Minnesota “would benefit from having an expanded and improved public transit system, such as rail and buses” – January 2013 Chambers of Commerce survey

• Same poll: 65% of respondents statewide support metro sales tax increase to fund transit
Business support expanding transit

Additional revenue provided by the quarter-cent seven-county sales tax would complete the entire system for the region. Current employers would have the certainty they need to expand. Other companies would be more likely to come here as GreaterMSP reminds us, one of the first items prospects request is the area’s transportation plan. And, young workers, those already here and the ones we hope to attract, would be drawn to a community offering the transportation options they demand.

Todd Klingel, President, Minneapolis Chamber of Commerce

The Saint Paul Area Chamber of Commerce is invested in the transit solution for the Twin Cities because without transit, business comes to a halt.

Matt Kramer, President, St. Paul Area Chamber of Commerce

If we want world class businesses and world class community, we really do need to have a world class transportation system, and part of that...has to be a world class transit system. ...[Our competitors have] very comprehensive systems that encourage growth and development that serve the whole region.

Bruce Nustad, Former President, TwinWest Chamber
Metro area needs to compete with other regions

OTHER REGIONS KNOW TRANSIT MATTERS AND ARE INVESTING MORE

Regional tax dedicated to transit:

- **1.05 cents**
  - San Francisco

- **1 cent**
  - Atlanta
  - Boston
  - Cleveland
  - Dallas
  - Denver
  - Houston

- **.9 cents**
  - San Jose
  - Seattle

- **.75 cents**
  - St. Louis

- **.42 cents**
  - San Diego

- **.25 cents**
  - Mpls/St. Paul
Without new revenue, metro area transit faces serious challenges

- Under the status quo, increasing demands on General Fund:
  - $18M SFY 14-15 General Fund increases above the $130M base:
    - $9.2M Hiawatha LRT
    - $8.8M Central Corridor LRT

- SFY 2014-15 Southwest LRT (SWLRT) capital budget need: $118M

- General Fund increases required in subsequent years to maintain current service levels

- No system expansion to meet growth
PE Technical Issues / Issue Resolution Process
Preliminary Engineering Scope of Work - 30% Engineering

Southwest LRT Project Office (SPO)

Preliminary Engineering Consultants

Civil/Track Engineering
Utility Relocation
Bridges & Structures
Stations & Streetscape
Systems Engineering
Operations & Maintenance Facility
Project Controls

Independent Engineering Peer Review
SPO Design & Engineering Team

Director Design & Engineering
Jim Alexander

Design Mgr.
Ryan Kronzer

Station Design
Sarah Ghandour

OMF Design
Tats Tanaka

Administrative Support
Marla Jean Huisman

Traffic Design
Randy Newton

MnDOT Coor.
Aaron Tag

Systems Design
Kristine Stehly

Engineering Mgr.
Tom Domres

Civil/Utility/Track
Bojan Misic

Henn. Co. Coor.
Nelrae Succio

Bridge Design
Todd Stevens
Preliminary Engineering Consultant
PEC West

PEC West
AECOM Project Manager
Kim Proia

LRT Design Lead
Bill Norquist

Structural Design Lead
Laura Amundson

Civil Design Lead
Don Demers

Architectural Design Lead
Joe Ebsen

TSAAP Liaison
Barry Warner

OMF Design Lead
Matt Geyer
Preliminary Engineering Consultant
PEC East

PEC EAST
Kimley-Horn & Associates
Project Manager
Paul Danielson

LRT Design Lead
Paul Sullivan

Structural Design Lead
Jim Bellefeuille

Civil Design Lead
Mark Bishop

Architectural Design Lead
Tom Harrington

TSAAP Liaison
Michael Schroeder

Freight Rail Design
Jim Hoschka

OMF Design Lead
Andy Vanic
SWLRT PE Technical Issues

REV 01: JAN 14, 2013

Technical Issues:
1. Eden Park Agility
2. Henni Wis Creek Crossing
3. Golden Triangle Station
4. Sandy Oak East Crossing
5. City Hall Station and TH 212/TH 62 Flyover Bridge
6. Oak Station
7. Minnehaha/Kenmore Bridge
8. Sandy Oak Station

System-wide technical issues (not shown):
22. Traction Power Fulfillment and Signal Bridge Location
23. DMS Location
24. Park & Ride, Park & Ride, or Park & Ride Locations
25. Trails and LRT Interface Coordination
SWLRT PE Technical Issues
Define Project Elements

• Location of LRT track
• Location of freight rail track
• Location/layout of stations and station access
• Location/layout of park and ride facilities
• Location of pedestrian/bike trails impacted by project
• Layout of roadway features:
  – Turn lanes, lane widths, traffic signals
• Location/layout of OMF
• Identification of LRT systems elements
SWLRT PE Technical Issues
Issue Resolution Teams (IRTs)

- IRT Members
  - SPO Design & Engineering staff
  - SPO Environmental, Development and Outreach staff
  - PEC designers
  - Stakeholder staff

- IRT Meetings
  - Begin in February
A Look Ahead: Design & Engineering

- Q2/Q3 2013: Resolve Key Technical Issues
- Q3 2013: Submit Municipal Consent Plans for Agency Review
- Q4 2013: Complete Municipal Consent Approval Process
- Q1 2014: Finalize 30% Design Plans and Specs
Communications and Outreach Update
SPO Community Outreach Coordinators

- Daren Nyquist: Eden Prairie
- Dan Pfeiffer: Minnetonka, Hopkins and Edina
- Sophia Ginis: St. Louis Park and Minneapolis
SWLRT Business Advisory Committee (BAC) Report – Jan 9

• Topics Covered:
  – 2013 Project Look Ahead
  – Preliminary Engineering Consultant Contract Awards
  – Peer Review Consultant Contract Request for Proposal (RFP)
  – Environmental Program Update
  – Topics of Interest Survey
  – 2013 BAC Meeting Schedule
  – Definition of BAC Success
  – Member and Committee Reports
  – Public Forum

• Next Meeting: February 21 with CAC
BAC Topics of Interest Survey Results

1. Station location/platform connections

2. Land Use

3. Tied: Business outreach, parking, station and platform designs, traffic impacts

4. Tied: Lessons learned from Hiawatha and Central, PE, trails/parks/bike facility impacts, transit-oriented-development
SWLRT Community Advisory Committee (CAC) Report – Jan 10

- Topics Covered:
  - 2013 Project Look Ahead
  - Preliminary Engineering Consultant Contract Awards
  - Peer Review Consultant Contract Request for Proposal (RFP)
  - Environmental Program Update
  - Community Works Update
  - Station Focus: Louisiana Station
  - Member and Committee Reports
  - Public Forum

- Next Meeting: February 21 with BAC
# SPO Community Outreach Activities

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<thead>
<tr>
<th>Date</th>
<th>Event/Sponsor</th>
<th>SPO Activity</th>
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<tbody>
<tr>
<td>Jan 29</td>
<td>Shady Oak Road Open House/City of Eden Prairie</td>
<td>Staff shared project information</td>
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<tr>
<td>Jan 29</td>
<td>Tonka Progressives</td>
<td>SWLRT presentation given</td>
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<tr>
<td>Jan 29</td>
<td>Midtown Corridor Alternatives Analysis Open House/Metro Transit</td>
<td>Staff attended</td>
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<tr>
<td>Feb 05</td>
<td>Community Gathering: Cedar Lake Pkwy. Crossing/Public Works for Public Good</td>
<td>Staff participated</td>
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<tr>
<td>Feb 05</td>
<td>Creative CityMaking/City of Minneapolis</td>
<td>Staff attended</td>
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More Information

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