



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



February 6, 2013

Metropolitan Council Budget Overview SFY 2014-2015

SWLRT Management Committee



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

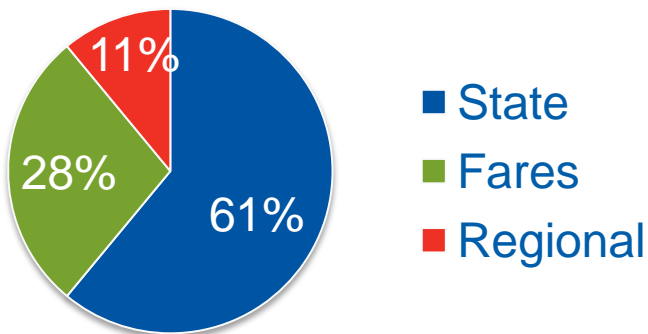
Governor's Budget Proposal:

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



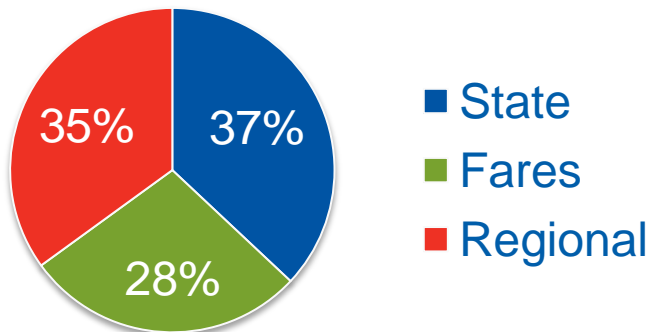
- Governor's budget balances state, regional, and farebox recovery to operate the transit system

- Greater reliance on regional sources for regional services

- Less reliance on state sources

- Maintain 28% farebox recovery

Future



- Focus state general funds on Metro Mobility (federal ADA mandates)

1.0% Annual Growth
in Bus System

TRANSIT NETWORK Governor's Budget

- METRO Blue Line (Hiawatha / Bottineau LRT)
- METRO Green Line (Central / SWLRT)
- METRO Red Line (Cedar BRT)
- METRO Orange Line (I-35W S BRT)
- Gateway BRT or LRT
- Potential Highway BRT (Corridors TBD)
- Potential Arterial BRT and/or Streetcar (Corridors TBD)
- Northstar Commuter Rail
- Existing Bus System to grow 1% annually

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



METROPOLITAN
C O U N C I L

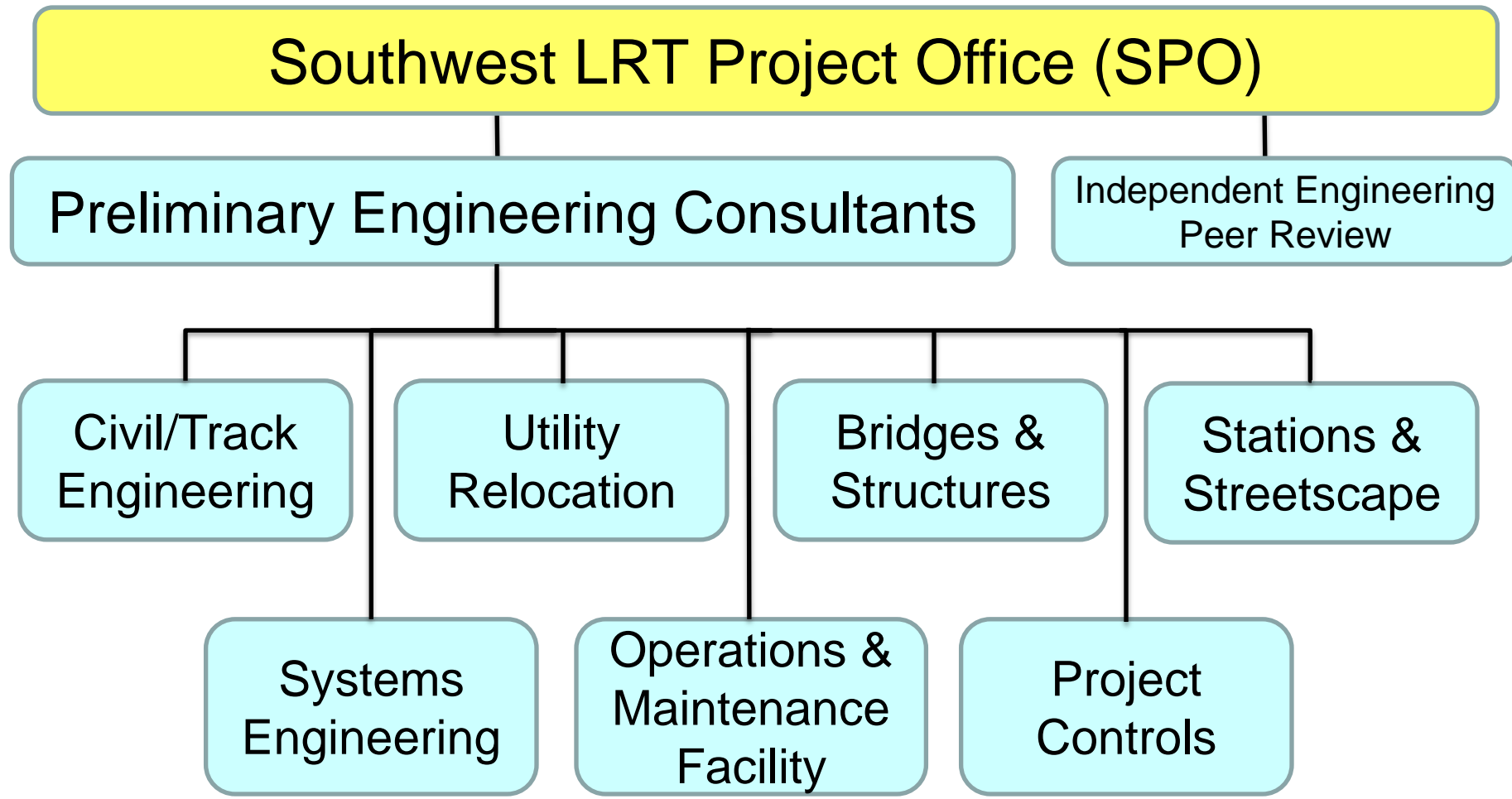


PE Technical Issues / Issue Resolution Process



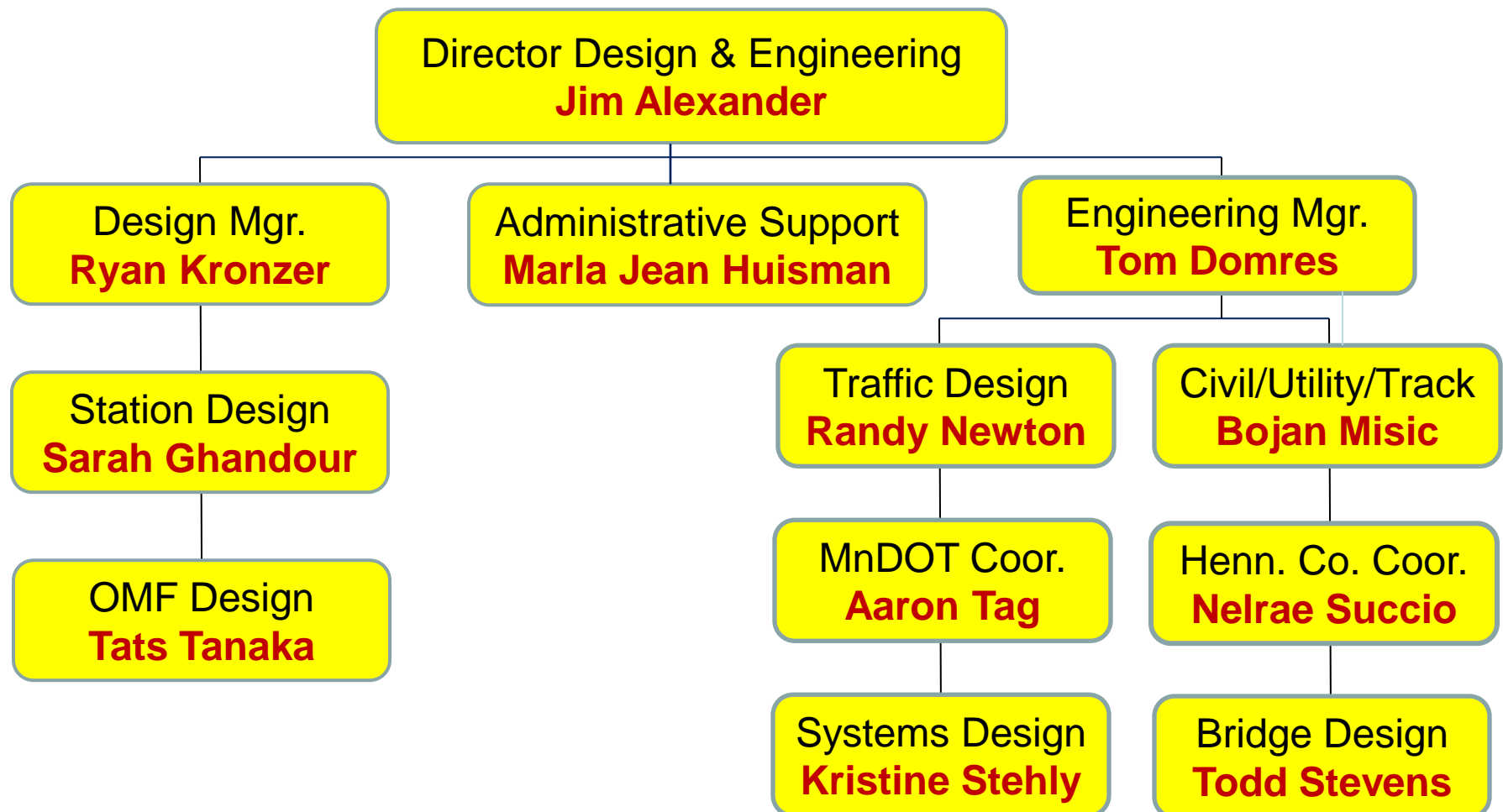
Preliminary Engineering

Scope of Work - 30% Engineering



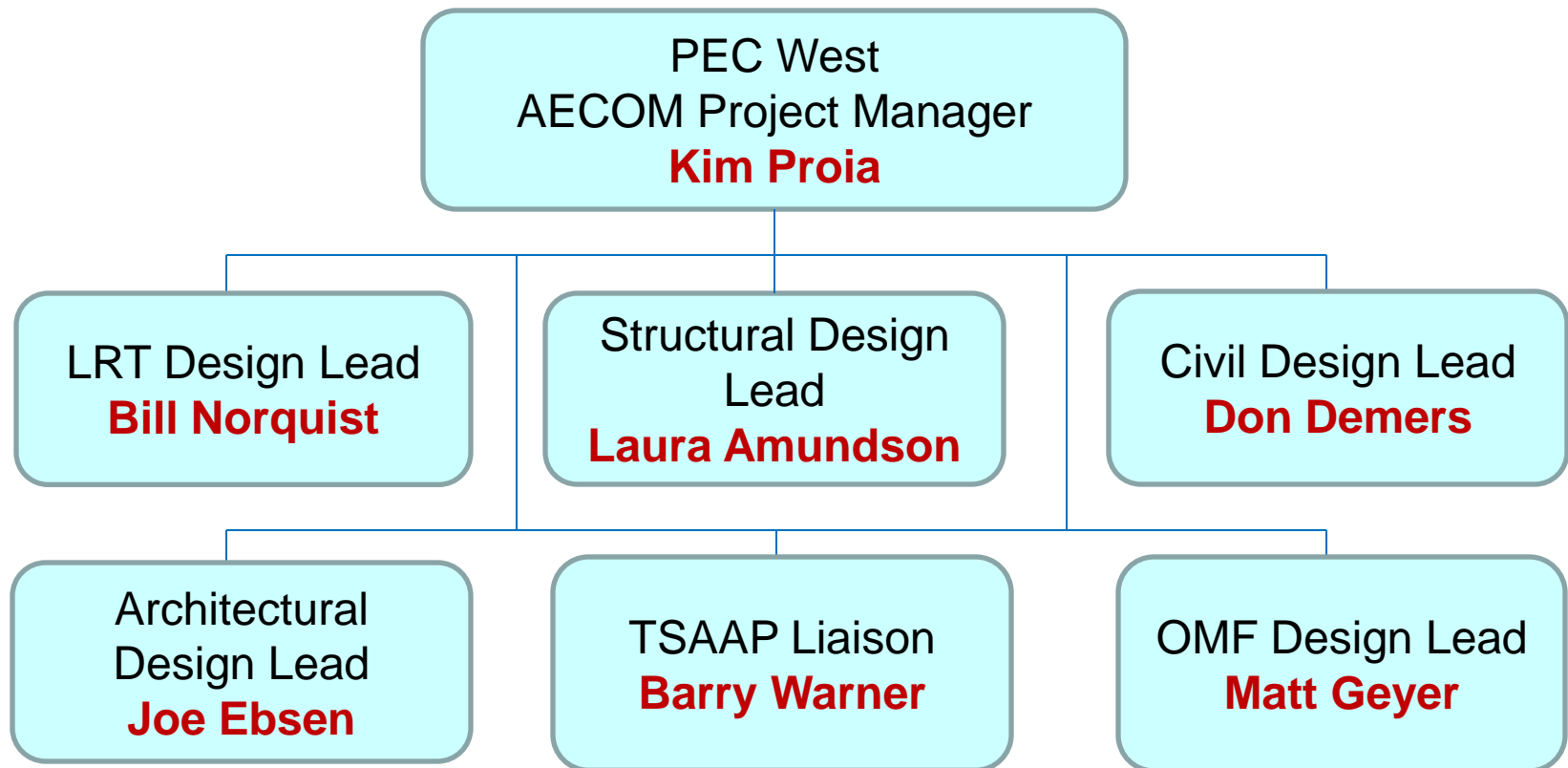


SPO Design & Engineering Team

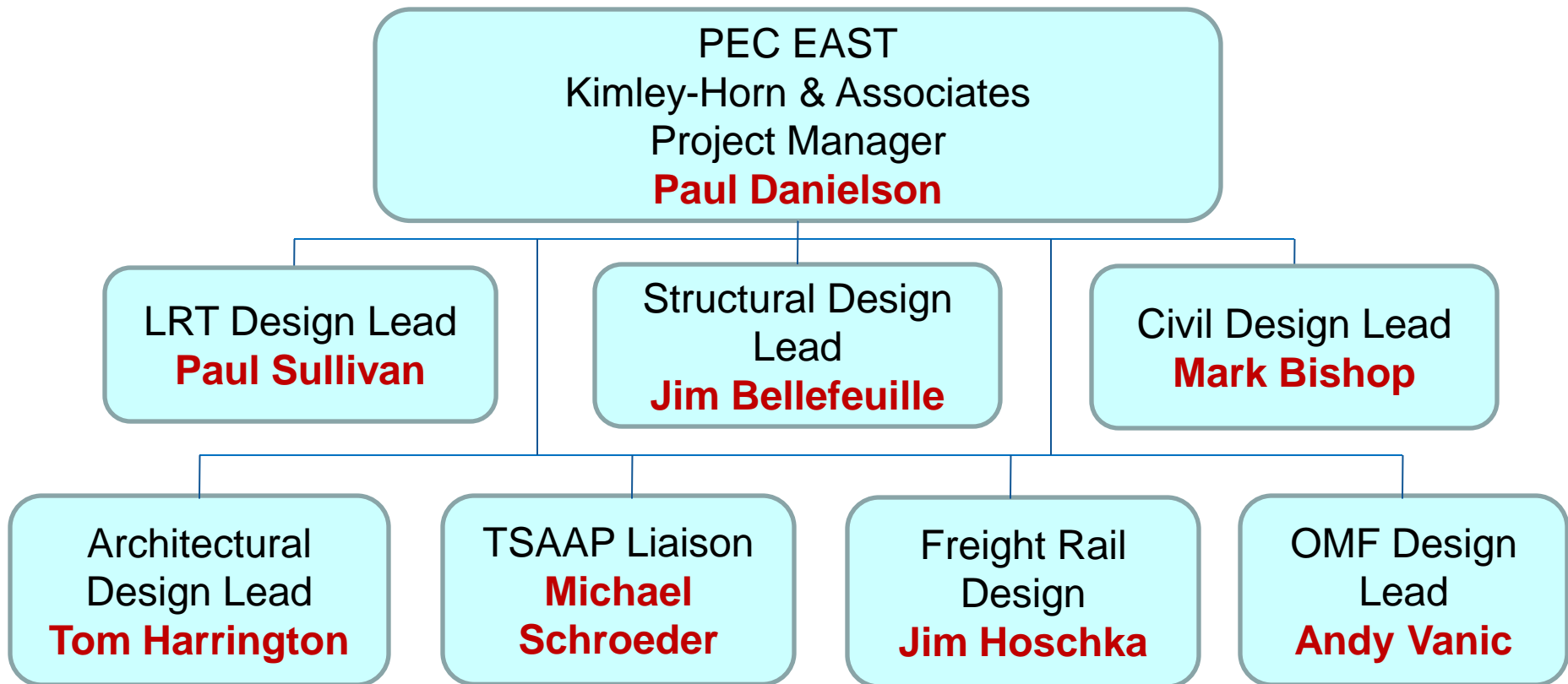




Preliminary Engineering Consultant PEC West



Preliminary Engineering Consultant PEC East





SWLRT PE Technical Issues

REV 01: JAN 14, 2013

- PEC West
- PEC East
- Joint PEC West/PEC East

Technical Issues:

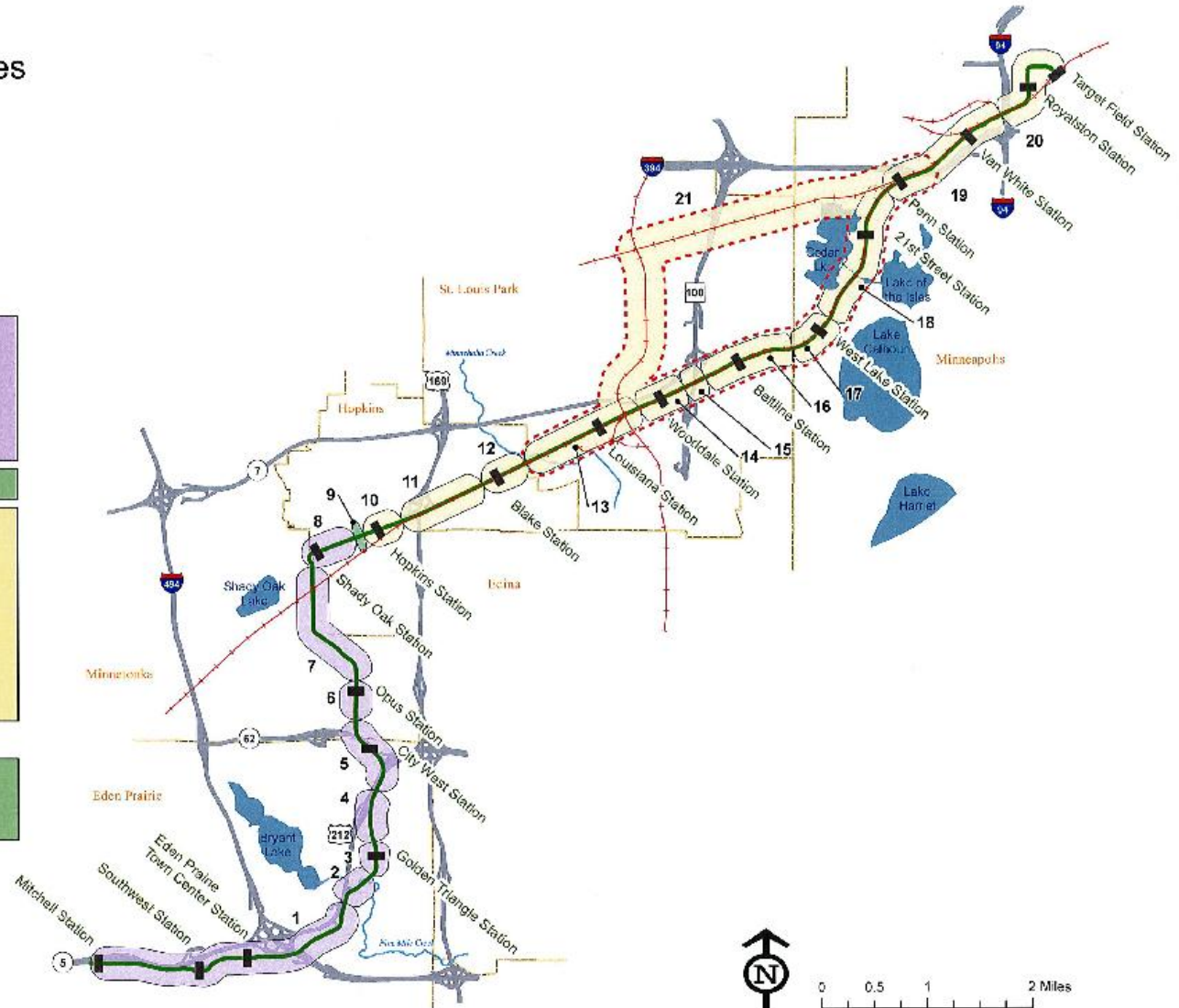
1. Edon Prairie Alignment
2. Nine Mile Creek Crossing
3. Golden Triangle Station
4. Shady Oak Road Crossing
5. City West Station and TH 212/TH 62 Flyover Bridges
6. Opus Station
7. Minnetonka/Hopkins Bridge
8. Shady Oak Station

9. PEC West/PEC East Interface Point

10. Hopkins Station
11. Excelsior Blvd. Crossing
12. Blake Station
13. Louisiana Station
14. Wooddale Station
15. TH 100
16. Bellline Station
17. West Lake Station
18. Kenilworth Corridor
19. Bassett Creek Valley Corridor
20. Royalston Station/Interchange Project Connection
21. Freight Rail Co-location/Relocation Alternatives

System-wide technical issues (not shown):

22. Traction Power Substation and Signal Bungalow Locations
23. DMF Location
24. Park & Ride, Kiss & Ride and Bus Layover 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

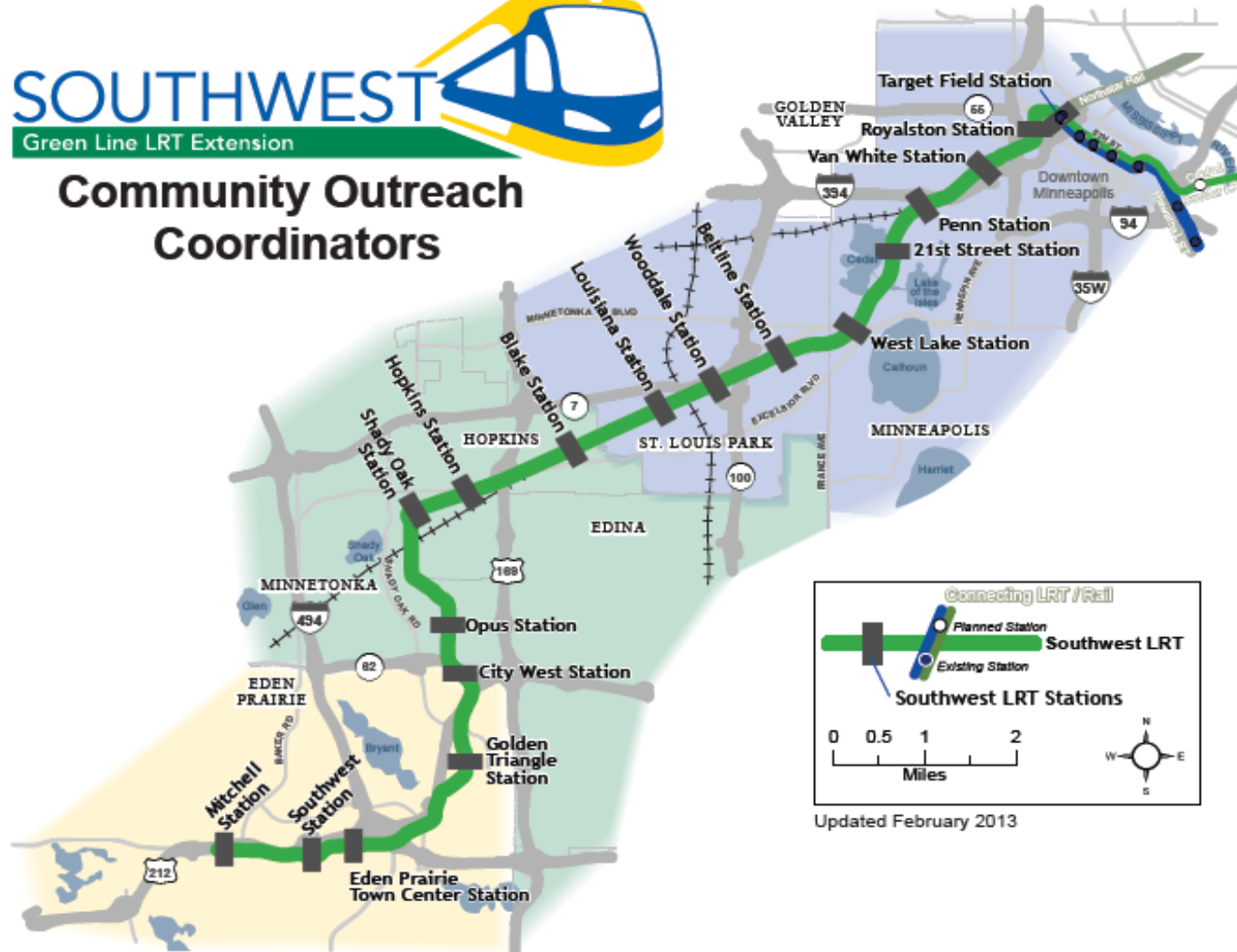


Communications and Outreach Update





Community Outreach Coordinators



Eden Prairie

Stations: City West, Golden Triangle, Eden Prairie Town Center, Southwest, Mitchell

Minnetonka, Hopkins & Edina

Stations: Blake, Hopkins, Shady Oak, Opus

St. Louis Park & Minneapolis

Stations: Royalston, Van White, Penn, 21st St, West Lake, Beltline, Wooddale, Louisiana

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

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

More Information

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www.SWLRT.org

Email:

SWLRT@metrotransit.org

