Today’s Topics

• Chair’s Update
• 2016 Look Ahead
• Section 4(f) Update
• Station and OMF Renderings
• Station Naming
Chair’s Update
2040 METRO System Provides Access to Growing and Diverse Population

- Population Growth 1970s-2010
- Forecasted Population Growth 2010-2040
- Areas of concentrated poverty
Top 10 Growing Cities 1970’s

- Brooklyn Park
- Maple Grove
- Plymouth
- Minnetonka
- Eden Prairie
- Edina
- Bloomington
- Burnsville
- Apple Valley
- Eagan
Top 10 Growing Cities 1980’s

- Coon Rapids
- Brooklyn Park
- Maple Grove
- Plymouth
- Minnetonka
- Eden Prairie
- Bloomington
- Burnsville
- Apple Valley
- Eagan
Top 10 Growing Cities 1990’s

- Coon Rapids
- Brooklyn Park
- Maple Grove
- Plymouth
- Eden Prairie
- Burnsville
- Lakeville
- Apple Valley
- Eagan
- Woodbury
Top 10 Growing Cities 2000’s

- Blaine
- Maple Grove
- Plymouth
- Eden Prairie
- Shakopee
- Lakeville
- Farmington
- Rosemount
- Woodbury
- Hugo
Top 10 Growth Cities 2010-2040

- Blaine
- Brooklyn Park
- Maple Grove
- Eden Prairie
- Shakopee
- Lakeville
- Woodbury
- Hugo
- Minneapolis
- St. Paul
Areas of Concentrated Poverty
Areas of Concentrated Poverty

Areas of concentrated poverty where > 50% of residents are people of color
2016 Look Ahead
2015 Completed Milestones

- **July** CMC recommended and Met Council approved a revised project scope and cost estimate of $1.774B
- **Aug 3** Submitted New Start Application Update
- **Sept 25** Received Municipal Consent on revised scope from all 5 cities and Hennepin County
- **Sept 28** Completed 60% Civil and OMF Design Plans
- **Oct 5** Submitted Notice of Intent to apply for Entry into Engineering
- **Oct 21** Held Construction Contractor Kick-off Event
- **Oct 28** Completed 60% System Design Plans
## Major Project Milestones

<table>
<thead>
<tr>
<th>Element</th>
<th>Timeframe</th>
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<tbody>
<tr>
<td>Complete 90% Civil Design</td>
<td>Complete January 2016</td>
</tr>
<tr>
<td>Final Environmental Impact Statement</td>
<td>April 2016</td>
</tr>
<tr>
<td>Record of Decision</td>
<td>June 2016</td>
</tr>
<tr>
<td>Entry Into Engineering</td>
<td>September 2016</td>
</tr>
<tr>
<td>Letters of No Prejudice (LONP) from FTA</td>
<td>Pre-FFGA</td>
</tr>
<tr>
<td>Anticipated Start of Prep for Civil Construction</td>
<td>Fall 2016</td>
</tr>
<tr>
<td>Anticipated Start of Systems Construction</td>
<td>Winter 2016/2017</td>
</tr>
<tr>
<td>Anticipated Start of OMF Construction</td>
<td>Spring 2017</td>
</tr>
<tr>
<td>Full Funding Grant Agreement</td>
<td>Mid 2017</td>
</tr>
<tr>
<td>Heavy Construction</td>
<td>2017-2019</td>
</tr>
<tr>
<td>Revenue Service</td>
<td>2020</td>
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Section 4(f) Update
Amended Draft Section 4(f) Evaluation

- Two new Section 4(f) properties identified in the amended document
- Public can review document:
  - City of Minnetonka, SPO
  - Project website
  - Select community/reference libraries
- 45 day comment period began January 11 and ends Feb 25
Amended Draft Section 4(f) Evaluation
### Amended Draft Section 4(f) Evaluation

<table>
<thead>
<tr>
<th>Section 4(f) Property</th>
<th>Non-de minimis Use</th>
<th>De minimis Impact</th>
<th>No Use</th>
<th>Existing Property Acreage</th>
<th>Acres Permanently Used</th>
<th>% of Property Used</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unnamed Open Space B</td>
<td></td>
<td>•</td>
<td></td>
<td>49.0</td>
<td>1.0</td>
<td>2.0%</td>
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<tr>
<td>Opus Development Area Trail Network</td>
<td></td>
<td>•</td>
<td></td>
<td>9.6</td>
<td>0.0*</td>
<td>0.0%*</td>
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</tbody>
</table>

* Approximately 1.5 acres of the Opus development area trail network will be removed due to the Project and it will be replaced with approximately 1.8 acres of new trails with the same connections and functions, for a net increase of 0.3 acres of additional trail area within the Opus development area trail network.
Station and Operations and Maintenance Facility (OMF) Renderings
SouthWest Station

View From Technology Drive
SouthWest Station

View From Bus/LRT Platform

Draft – Work in Process
Golden Triangle Station

View From Park-and-Ride Looking North
City West Station

Draft – Work in Process
Opus Station

View From Bren Rd E Looking South
OMF: Site Context
OMF: Site Plan
OMF Palette: Building Materials

METRO TRANSIT / SAFETY YELLOW

PRECAST CONCRETE  BLACK ALUMINUM  POLYCARBONATE PANELS  GLASS
Approach View From North
OMF View From In-Service Train
OMF View From In-Service Train
West View From K-Tel Dr
West View From K-Tel Dr
Shady Oak Station

View From Park-and-Ride Looking South
Downtown Hopkins Station
Blake Station

View From Blake Rd Looking Northwest

Draft – Work in Process
Louisiana Station

View From Park-and-Ride Looking Northwest
Wooddale Station

View From Wooddale Ave Looking Southeast

Draft - Work in Process
Beltline Station

View From Walk Looking Northwest
West Lake Station

View From Trail Looking North
Penn Station

View From Trail Looking North

Draft – Work in Process
Van White Station

View From Crosswalk Looking Northeast

Draft – Work in Process
Royalston Station

View From Royalston Ave Looking Southeast

Draft – Work in Process
Station Naming
Background

• Met Council’s Transitway Guidelines provide guidance on station naming

• Green Line Extension and Blue Line Extension both include stations with the same name
  ✧ Van White
  ✧ Penn

• Station names need to be finalized prior and updated in the 100% design plans for inclusion in the Civil Construction bid documents
Regional Transitway Guidance

• Reflect local geography: major cross-street or landmark

• Easy for general public to recognize, particularly potential transit customers who are not familiar with the region and/or the corridor

• Distinct from names of other stations to extent feasible so that the name does not create confusion for potential customers or emergency responders

• Succinct and use of two names for one station should be avoided
<table>
<thead>
<tr>
<th>Station</th>
<th>Consistency with <em>Transitways Guidelines</em></th>
</tr>
</thead>
<tbody>
<tr>
<td>Royalston Ave</td>
<td>Consistent, street</td>
</tr>
<tr>
<td>Van White Mem Blvd</td>
<td>Inconsistent, duplicate name with BLRT</td>
</tr>
<tr>
<td>Penn Ave</td>
<td>Inconsistent, duplicate name with BLRT</td>
</tr>
<tr>
<td>21st St</td>
<td>Consistent, street</td>
</tr>
<tr>
<td>West Lake Street</td>
<td>Consistent, street</td>
</tr>
<tr>
<td>Beltline Blvd</td>
<td>Consistent, street</td>
</tr>
<tr>
<td>Wooddale Ave</td>
<td>Consistent, street</td>
</tr>
<tr>
<td>Louisiana Ave</td>
<td>Consistent, street</td>
</tr>
<tr>
<td>Blake Rd</td>
<td>Consistent, street</td>
</tr>
<tr>
<td>Downtown Hopkins</td>
<td>Consistent, landmark of downtown Hopkins</td>
</tr>
<tr>
<td>Shady Oak</td>
<td>Consistent, landmark of existing industrial park and redevelopment area</td>
</tr>
<tr>
<td>Opus</td>
<td>Consistent, landmark of business campus</td>
</tr>
<tr>
<td>City West</td>
<td>Consistent, landmark of existing parkway and mixed use area</td>
</tr>
<tr>
<td>Golden Triangle</td>
<td>Consistent, landmark of business campus</td>
</tr>
<tr>
<td>SouthWest Station</td>
<td>Consistent, landmark of business campus, SWT station</td>
</tr>
</tbody>
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## Timeline: Feedback and Council Action

<table>
<thead>
<tr>
<th>Date</th>
<th>Committee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan 14</td>
<td>Technical Project Advisory Committee (TPAC) (complete)</td>
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<tr>
<td>Jan 14-31</td>
<td>Advanced Design Meetings (complete)</td>
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<tr>
<td>Jan 21</td>
<td>SWCW Steering Committee Feedback (complete)</td>
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<tr>
<td>Jan 26</td>
<td>Community Advisory Committee Feedback (complete)</td>
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<tr>
<td>Jan 27</td>
<td>Business Advisory Committee Feedback (complete)</td>
</tr>
<tr>
<td>Feb 3</td>
<td>Corridor Management Committee Recommendation</td>
</tr>
<tr>
<td>Feb 8</td>
<td>Transportation Committee Recommendation</td>
</tr>
<tr>
<td>Feb 24</td>
<td>Metropolitan Council Action</td>
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</tbody>
</table>
Feedback from Cities and Advisory Cmtes

• Van White Blvd
  - Suggestions included keep Van White or change to Harrison, Dunwoody or Linden
  - Name that resonated with most was Dunwoody Blvd because it is primary access to station for bus, cars, bikes and peds from the south

• Penn Ave
  - Advisory committees supported proposed name of Bryn Mawr

• 21st St
  - Raised at Community Works Steering Committee
  - CAC neighborhood rep suggested adding “West”
Feedback from Cities and Advisory Cmtes

- **Shady Oak Rd**
  - Keep Shady Oak because it is existing business park and planned for redevelopment that will be branded as Shady Oak

- **City West**
  - Suggestions included West 62nd St, Crosstown, Hwy 62 but no concurrence
  - Keep City West because it is existing parkway with mixed use area including City West Apartments

- **Golden Triangle**
  - Keep Golden Triangle because it is a known industrial and business park
Next Steps

• Feb:
  ∙ Seek approval from Met Council

• March:
  ∙ Update design plans
More Information

• Online:
  www.SWLRT.org

• Email:
  SWLRT@metrotransit.org

• Twitter:
  www.twitter.com/southwestlrt