Southwest LRT Project Update

25th Annual Transportation Research Conference
May 21, 2014
Today’s Topics

• LRT Overview
• SWLRT Overview
• Project Scope, Budget, Funding and Schedule
• SWLRT Technical Issues
• Joint Development/TOD
Grow METRO, Arterial BRT, Base Bus System
## METRO Blue and Green Lines

<table>
<thead>
<tr>
<th>ELEMENT</th>
<th>Blue Line</th>
<th>Green Line</th>
<th>Green Line Extension</th>
<th>Blue Line Extension</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>12 miles</td>
<td>10 miles</td>
<td>15.8 miles</td>
<td>13 miles</td>
</tr>
<tr>
<td>Number of Stations</td>
<td>19</td>
<td>18*</td>
<td>16*</td>
<td>11*</td>
</tr>
<tr>
<td>Daily Ridership</td>
<td>34,000</td>
<td>41,000</td>
<td>30,000</td>
<td>27,000</td>
</tr>
<tr>
<td></td>
<td>(2014)</td>
<td>(2030)</td>
<td>(2030)</td>
<td>(2030)</td>
</tr>
<tr>
<td>Cost</td>
<td>$715 M</td>
<td>$945 M</td>
<td>$1.68 B</td>
<td>$1.0 B</td>
</tr>
<tr>
<td>Communities</td>
<td>Minneapolis, Bloomington</td>
<td>Minneapolis, St. Paul</td>
<td>Minneapolis, St. Louis Park, Hopkins, Minnetonka, Eden Prairie</td>
<td>Minneapolis, Golden Valley, Robbinsdale, Crystal, Brooklyn Park</td>
</tr>
</tbody>
</table>

* Not including shared stations
Green Line Opening June 14!
Announcing June 14th as Opening Date
## Community Celebrations
**Saturday, June 14 | 10:00 a.m. – 4:00 p.m. | Green Line**

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Description</th>
<th>Audience</th>
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<tbody>
<tr>
<td>• Celebrate launch with the community</td>
<td>Community-driven celebrations at 7 stations:</td>
<td>• Station area communities</td>
</tr>
<tr>
<td>• Promote Green Line businesses and amenities</td>
<td>• Central (4th &amp; Cedar)</td>
<td>• General public</td>
</tr>
<tr>
<td></td>
<td>• Western</td>
<td>• Media</td>
</tr>
<tr>
<td></td>
<td>• Victoria</td>
<td>• Policy makers</td>
</tr>
<tr>
<td></td>
<td>• Hamline</td>
<td>• Transit officials</td>
</tr>
<tr>
<td></td>
<td>• Raymond</td>
<td>• Partners</td>
</tr>
<tr>
<td></td>
<td>• Stadium Village</td>
<td>• Sponsors</td>
</tr>
<tr>
<td></td>
<td>• West Bank</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Met Council guided celebrations:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Union Depot</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Target Field (Interchange)</td>
<td></td>
</tr>
</tbody>
</table>
Craig Lamothe: Project Scope, Budget, Funding and Schedule
Southwest LRT

• 30,000 average weekday ridership in 2030

• Will provide single seat trips to downtown Minneapolis, U of M and St. Paul

• Connections to the Airport and Mall of America via the Blue Line
SWLRT Met Council Approved Scope

- 16 new stations
- Operating and Maintenance Facility located in Hopkins
- Two LRT shallow tunnels in the Kenilworth Corridor
- Revenue service: 2019
SWLRT Connects the Region’s Employment Centers

- West Calhoun: 4,200 jobs
- Beltline Business Park: 6,000 jobs
- East End Hopkins (Cargill, Supervalu): 5,000 jobs
- Methodist Hospital: 5,200 jobs
- K-Tel Drive Industrial Park: 3,500 jobs
- Opus Business Park: 11,000 jobs
- UnitedHealth Group Campus: 6,700 jobs
- Golden Triangle Business Park: 18,000 jobs
- Hwy. 212 Corridor: 16,000 jobs
- Downtown Minneapolis: 147,000 jobs
- University of Minnesota: 16,000 jobs
- Downtown St. Paul: 72,000 jobs
- MSP International Airport
- Mall of America
Project Budget

- SWLRT Budget: $1.673B - $1.683B

- Cost Drivers:
  - 16 stations, 15.8 miles of LRT with Mitchell Road Station serving as the westernmost station
  - Shallow LRT tunnels in Kenilworth Corridor with LRT bridge over channel
  - Advancing construction one year/opening 2019
Sources of Project Funding

- Counties Transit Improvement Board (CTIB) - 50%
- Hennepin County Regional Railroad Authority (HCRRA) - 30%
- State - 10%
- Federal Transit Administration (FTA) - 10%
Project Budget: Sources of Funding

- **CTIB**: 50% ($842 million)
- **HCRRA**: 30% ($505 million)
- **State**: 10% ($168 million)
- **FTA**: 10% ($168 million)

Total: $1.68 Billion
Total Project Development Budget: $93 million
Peer “New Starts” Project Development and Engineering Projects

Seattle, WA
Vancouver, WA
Los Angeles, CA
San Diego, CA
Denver, CO
Fort Worth, TX
Houston, TX
Minneapolis – St. Paul, MN
Baltimore, MD
Maryland
Durham, NC
Boston, MA
Orlando, FL

Project Development (PD)
Engineering

March 2014 Status
New Starts Projects in FTA Pipeline

Minneapolis
Houston
Charlotte
Vancouver, WA
Maryland/DC
Baltimore
San Diego
Sacramento
Los Angeles
Los Angeles
Orlando
Fort Worth
Denver
Seattle
Durham

Preliminary Design  Engineering  Federal Funding Recommended  Federal Funding Granted  Revenue Service

2013
New Starts Projects in FTA Pipeline

Minneapolis
Houston
Charlotte
Vancouver, WA
Maryland/DC
Baltimore
San Diego
Sacramento
Los Angeles
Los Angeles
Orlando
Fort Worth
Denver
Seattle
Durham

Preliminary Design
Engineering
Federal Funding Recommended
Federal Funding Granted
Revenue Service

2014
Next Steps/Project Timeline
Municipal Consent Process

- Met Council Submits Municipal Consent Plans to Cities and County
  - April 22, 2014

- Met Council/Hennepin County Regional Railroad Authority Hold Joint Open House and Public Hearing
  - May 29, 2014

- Cities/County Hold Public Hearings
  - May – July, 2014

- Cities/County Approve Plans within 45 Days of the Met Council/Hennepin County Regional Railroad Authority Joint Open House and Public Hearing
  - Completed by July 14, 2014
<table>
<thead>
<tr>
<th>Year</th>
<th>Events</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>• Project Development</td>
</tr>
<tr>
<td>2014</td>
<td>• Municipal Consent; Supplemental DEIS</td>
</tr>
<tr>
<td>2014-15</td>
<td>• Engineering, Final EIS</td>
</tr>
<tr>
<td>2016</td>
<td>• Full Funding Grant Agreement</td>
</tr>
<tr>
<td>2016-18</td>
<td>• Heavy Construction</td>
</tr>
<tr>
<td>2019</td>
<td>• Passenger Operations</td>
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</tbody>
</table>
Defining Technical Issues for Project Development

- Southwest LRT Project Office (SPO) complied **244** individual technical issues through stakeholder discussions prior to commencing Project Development.

- SPO defined **25** Technical Issues to be resolved in Project Development by organizing issues geographically and separating them functionally.
Technical Issues Key

Revision 04: 28 May 2013

Technical Issues:

1. Eden Prairie Alignment
2. Nine Mile Creek Crossing
3. Golden Triangle Station
4. Shady Oak Road & TH 212 Crossing
5. City West Station & TH 62 Crossing
6. Opus Station
7. Opus Hill/Minnetonka-Hopkins Bridge
8. Shady Oak Station

9. PEC West/PEC East Interface Point

10. Downtown Hopkins Station
11. Excelsior Blvd. Crossing
12. Blake Station
13. Louisiana Station
14. Wooddale Station
15. TH 100
16. Beltline Station
17. West Lake Station
18. Kenilworth Corridor
19. Bassett Creek Valley Corridor
20. Royalston Station/Interchange Project Coordination
21. Freight Rail Co-location/Relocation Alternatives
22. Traction Power Substation and Signal Bungalow Locations
23. Operation & Maintenance Facility (OMF) Location
24. Park & Ride, Kiss & Ride and Bus Layover Locations
25. Trails and LRT Interface Coordination
Forming Issues Resolution Teams for Project Development

- SPO formed 6 Issue Resolution Teams (IRTs) to address 25 Technical Issues during Project Development

<table>
<thead>
<tr>
<th>IRT</th>
<th>Technical Issues</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Eden Prairie</td>
<td>1, 2, 3, 4, 5 (22, 23, 24, 25)</td>
</tr>
<tr>
<td>2 Minnetonka</td>
<td>5, 6, 7, 8 (22, 23, 24, 25)</td>
</tr>
<tr>
<td>3 Hopkins</td>
<td>8, 10, 11, 12 (22, 23, 24, 25)</td>
</tr>
<tr>
<td>4 St Louis Park</td>
<td>13, 14, 15, 16 (22, 23, 24, 25)</td>
</tr>
<tr>
<td>5 Minneapolis</td>
<td>17, 18, 19, 20 (22, 23, 24, 25)</td>
</tr>
<tr>
<td>6 Freight Rail</td>
<td>21</td>
</tr>
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</table>
Forming Issue Resolution Teams for Project Development

• Issues Resolution Teams (IRTs) were comprise of a multi-disciplinary group of inter-governmental agencies and freight rail professionals.

<table>
<thead>
<tr>
<th>Agency</th>
<th>Discipline</th>
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<tbody>
<tr>
<td>Cities</td>
<td>economic development, planners and public works</td>
</tr>
<tr>
<td>County</td>
<td>economic development, planners and public works</td>
</tr>
<tr>
<td>Park Boards</td>
<td>directors and engineers</td>
</tr>
<tr>
<td>Watersheds</td>
<td>directors and engineers</td>
</tr>
<tr>
<td>Freight Rail</td>
<td>directors and engineers</td>
</tr>
<tr>
<td>SPO</td>
<td>directors, engineers, architects, planners, outreach</td>
</tr>
</tbody>
</table>
Station Area Planning Input During Project Development

- Parallel project lead by Hennepin County Community Works focused on station area planning, economic development and infrastructure gaps during Project Development

Transition Station Area Action Plans (TSAAP)

Community Works Investment Framework
Station Area Planning and Project Development

Transition Station Area Action Plans (TSAAP)

Issue Resolution Teams (IRTs)

Community Works Investment Framework

Municipal Consent and Preliminary Engineering
A Week in the Life During Project Development……

- IRTs met weekly and sometimes bi-weekly depending on coordination and progress for 1 ½ - 2 hours

<table>
<thead>
<tr>
<th>Monday</th>
<th>Tuesday</th>
<th>Wednesday</th>
<th>Thursday</th>
<th>Friday</th>
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</thead>
<tbody>
<tr>
<td>St Louis Park</td>
<td></td>
<td></td>
<td>TSAAP coordination</td>
<td>Minnetonka</td>
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<tr>
<td>Hopkins</td>
<td></td>
<td></td>
<td></td>
<td>Eden Prairie</td>
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<tr>
<td>Minneapolis</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Freight Rail</td>
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Goal of Issue Resolution Teams (IRTs)

• Reach consensus on all 25 Technical Issues before submitting the Municipal Consent drawing packages to each city and the county

Issues Resolution Teams (IRTs)

Municipal Consent from 5 cities and Hennepin County
Resolution of Technical Issues

IRTs → TPAC → BAC/CAC → CMC → Met Council

Community Outreach: Collect Information
Community Engagement: Receive Feedback/Input
Seek Broad Public Feedback/Input:
  Joint TSAAP/PE Public Open Houses
## Case Study: Eden Prairie Alignment

<table>
<thead>
<tr>
<th>Eden Prairie IRT</th>
<th>Discipline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eden Prairie</td>
<td>economic development, planners and public works</td>
</tr>
<tr>
<td>Hennepin County</td>
<td>economic development, planners and public works</td>
</tr>
<tr>
<td>Three Rivers Park District</td>
<td>directors and engineers</td>
</tr>
<tr>
<td>Riley Purgatory Bluff Creek Watershed</td>
<td>directors and engineers</td>
</tr>
<tr>
<td>SPO</td>
<td>directors, engineers, architects, planners, outreach</td>
</tr>
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</table>
City of Eden Prairie’s comments on the Draft Environmental Impact Statement

“In order to better serve the Eden Prairie Town Center and Eden Prairie Center, the feasibility of a more centrally located and walkable Town Center Station needs to be evaluated during the Preliminary Engineering Process.”
TI #1 Eden Prairie Alignment: Tier 1 Adjustments
TI #1 Eden Prairie Alignment: Mitchell Station & Comp Plan Station via Technology Drive
Eden Prairie Alignment: Mitchell Station & Singletree Station via Technology Drive
Eden Prairie Alignment: Mitchell Station & Singletree Station via TH 212 frontage
## Eden Prairie Alignment Cost Comparison

<table>
<thead>
<tr>
<th>Description</th>
<th>Eden Prairie Alignment Cost Estimate (M)</th>
<th>LPA Δ M</th>
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</thead>
<tbody>
<tr>
<td>Mitchell Station &amp; Comp Plan Station via Technology Drive</td>
<td>$195 - $205</td>
<td>$30 - $35</td>
</tr>
<tr>
<td>Mitchell Station &amp; Singletree Station via Technology Drive</td>
<td>$195 - $205</td>
<td>$30 - $35</td>
</tr>
<tr>
<td>Mitchell Station &amp; Singletree Station via TH 212 frontage</td>
<td>$195 - $205</td>
<td>$30 - $35</td>
</tr>
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## Eden Prairie Alignment

<table>
<thead>
<tr>
<th>Alignment Adjustment</th>
<th>Strengths</th>
<th>Weaknesses</th>
</tr>
</thead>
</table>
| Mitchell Station & Comp Plan Station via Technology Drive | • Consistent with city’s Comprehensive Plan  
• Minimizes construction access concerns to businesses  
• Achieves city’s goal to locate western terminus station near Mitchell Road | • Visual and floodplain concerns at Purgatory Creek and Park  
• Reconstrcuits portions of Technology Drive  
• Requires land bridge on Technology Drive |
| Mitchell Station & Singletree Station via Technology Drive | • Provides closer proximity to Eden Prairie Center  
• Achieves city’s goal to locate western terminus station near Mitchell Road | • Visual and floodplain concerns at Purgatory Creek and Park  
• Reconstrcuits portions of Technology Drive  
• Requires land bridge on Technology Drive  
• Access concerns to businesses during construction |
| Mitchell Station & Singletree Station via TH 212 frontage | • Provides closer proximity to Eden Prairie Center  
• Achieves city’s goal to locate western terminus station near Mitchell Road | • Noise, vibration and visual concerns to Southwest Condos  
• Bisects Eaton property  
• Requires minor reconstruction of TH 212 ramps  
• Access concerns to businesses during construction |
Eden Prairie Alignment to Mitchell Road
Southwest Station in Eden Prairie
Kathryn Hansen: Joint Development and Transit Oriented Development
Definition of TOD

“Walkable, moderate to high density development served by frequent transit with a mix of housing, retail, and employment choices designed to allow people to live and work without need of a personal automobile.”
TOD Goals

1. Maximize the development impact of transit investments by integrating transportation, jobs and housing.

2. Support regional economic competitiveness by leveraging private investment.

3. Advance equity by improving multimodal access to opportunity for all.

4. Support a 21st century transportation system through increased ridership and revenues.
Metropolitan Council TOD Policy

• Adopted November 13, 2013

• 5 Key Strategies:
  ▪ Prioritize resources
  ▪ Focus on implementation
  ▪ Communicate effectively
  ▪ Collaborate with partners
  ▪ Coordinate internally

• Strong priority on partnering and coordinating with communities, many of whom have or are developing their TOD programs, policies and goals
Joint Development: One Tool in the TOD Tool Box

- Minnesota DEED
- Transit Improvement Area Loan Program
- Joint Development - FTA
- Public - Private Partnerships (PPP)
- Hennepin County TOD Program and Community Works
- Met Council Livable Communities Act (LCA) TOD Grants
- Metro Council TOD Office
Joint Development: Defined by FTA

A transit project

Integrally related to commercial, residential or mixed-use development

May include public, private or non-profit development associated with transit capital investments

FTA financial assistance = “a federal interest”
Joint Development Project Eligibility

I. Creates an economic benefit

II. Enhances public transportation

III. Provides a fair share of revenue for public transportation

IV. Requires JD tenants to pay a fair share of costs of occupied facility
FTA Eligible Joint Development Activities

- Land acquisition and relocation costs
- Demolition of existing structures
- Site preparation, including environmental work
- Utilities, roadways and other infrastructure including building foundations
- Pedestrian and bicycle access
- Site amenities (streetscape, plazas, etc.)
- Project development activities including design, engineering, and real estate packaging
- Construction of exterior commercial space
- Station master planning
Joint Development = Collaborative Process

- Metro Transit:
  - Transit Developer
  - Land Owner
  - Planning Partner
  - Construction Facilitator
  - JD Communication/Coordination

- Local Governments:
  - Planning
  - Land Owner
  - Zoning
  - Permits
  - Community Facilitator
  - JD Communication/Coordination

- FTA
- Private Developers
- Met Council
- Professional & Research Organizations

JD

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Why Do Joint Development?

• Joint Development Benefits Transit and Land Use
  ▪ Increases transit ridership
  ▪ Fosters economic development
  ▪ Improves passenger experience
  ▪ Can increase local tax base

• Joint Development Leverages Federal Funds
  ▪ All revenue stays local
  ▪ Can reduce the need for TIF
  ▪ Operating revenue to transit agency reduces O&M costs
  ▪ Local TOD funds can be used for additional projects
  ▪ New Starts Application Advantages: establishing JD Program is key to obtaining a high rating in economic development category
Challenges of Joint Development

• More partners

• “Federalizes” project
  - NEPA
  - procurement and contract regulations
  - “satisfactory continuing control”
  - required FTA approval of legal structure and financial returns

• May limit flexibility of traditional local funding streams
Royalston Station: Minneapolis

**BASE PROJECT IMPROVEMENTS**

- Station (platform, landscaping allowance)
- Removals (pavement)
- Site (pavement, sidewalk, curb & gutter, retaining walls)
- New traffic signals (5\(^{th}\) & 7\(^{th}\), Holden & Royalston)

**BASE PROJECT COST:** $9.3 million

**JOINT DEVELOPMENT IMPROVEMENTS**

- Acquisition of land
  - Pedestrian connection canopy to Farmers Market (500 LF)
  - Farmers Market shell (27,500 SF)
  - Pad preparation
  - Building demolition

**JOINT DEVELOPMENT COST:** Approximately $16 million
Royalston Joint Development Preliminary Development Scenario

• Private Sector Development Opportunities:
  - 80-90 units of affordable housing/artist studios
  - 150-200 market rate housing units
  - Preliminary financial analysis identified private development investment ranges from $37- $47 million

• Joint Development Revenue Sources
  - Ground lease/air rights for housing
  - Ground lease for indoor Farmers Market
  - Lease payments for stalls in the indoor Farmers Market
  - Estimated annual revenue: $682k - $771k
West Lake Station: Minneapolis

**BASE PROJECT IMPROVEMENTS**

- Station (platform, landscaping allowance)
- Removals (pavement)
- Site (pavement, sidewalk, curb & gutter, fence, retaining walls)
- Vertical circulation
- Bus stop/layover and kiss-and-ride

**BASE PROJECT COST:** $12.6 million

**JOINT DEVELOPMENT IMPROVEMENTS**

- Acquisition of land from private property and Hennepin County – 2.95 acres
- Relocate Abbott Avenue S. and secure a new permanent road easement from Excelsior Road
  - 150 district parking stalls
  - Road and utilities
  - Pad preparation
  - Environmental remediation

**JOINT DEVELOPMENT COST:** Approximately $18.7 million
West Lake Joint Development Preliminary Development Scenario

• Private Sector Development Opportunities:
  ▪ 100-120 units of high rise housing
  ▪ 20,000 – 25,000 SF of retail/entertainment uses
  ▪ Preliminary financial analysis identified private development investment ranges from $43 - $52 million

• Joint Development Revenue Sources
  ▪ Ground lease/air rights for housing
  ▪ Ground lease/air rights for retail/entertainment uses
  ▪ District parking lease payments
  ▪ Estimated annual revenue: $255k - $300k
Beltline Station: St. Louis Park

BASE PROJECT IMPROVEMENTS

- Station (platform, landscaping allowance)
- Removals (pavement)
- Site (pavement, sidewalk, curb & gutter, median, fence, retaining walls)
- Park & ride surface lot (565 stalls)
- New traffic signal (Lynn & CSAH 25)
- Trail bridge over LRT and freight
- Bus stop/layover and kiss-and-ride

BASE PROJECT COST: $20.8 million

JOINT DEVELOPMENT IMPROVEMENTS

- Park & ride structured (565 stalls) over LRT/freight ROW
  - Additional district parking structured (200 stalls)
- Base project land acquisition

JOINT DEVELOPMENT COST: Approximately $17.4 million
Beltline Joint Development Preliminary Development Scenario

• Private Sector Development Opportunities:
  ▪ 240-280 units of market rate housing
  ▪ 80,000 – 150,000 SF of commercial/entertainment/office
  ▪ Preliminary financial analysis identified private development investment ranges from $58 - $82 million

• Joint Development Revenue Sources
  ▪ Ground lease/air rights for housing
  ▪ Ground lease/air rights for commercial/entertainment/office
  ▪ District parking lease payments
  ▪ Shared parking using park-and-ride stalls
  ▪ Estimated annual revenue: $435k - $553k
Blake Station: Hopkins

**BASE PROJECT IMPROVEMENTS**

- Station (platform, landscaping allowance)
- Removals (buildings, pavement)
- Site (pavement, sidewalk, curb & gutter, median, fence)
- Park & ride Structure (445 stalls)
- New traffic signal (Pierce & Excelsior)
- Bus stop/layover and kiss-and-ride
- New Pierce Avenue and access easement

**BASE PROJECT COST:** $35.8 million

**JOINT DEVELOPMENT IMPROVEMENTS**

- Joint development land acquisition
  - District parking structure (200 stalls)
  - Road and utilities
  - Pad preparation
  - Building demolition

- Base project land acquisition

**JOINT DEVELOPMENT COST:** Approximately $12.1 million
Blake Joint Development Preliminary Development Scenario

• Private Sector Development Opportunities:
  - 180-220 units of market rate housing
  - 20,000 – 30,000 SF of retail/entertainment
  - Preliminary financial analysis identified private development investment ranges from $34 - $43 million

• Joint Development Revenue Sources
  - Ground lease/air rights for housing
  - Ground lease/air rights for retail/entertainment
  - District parking lease payments
  - Shared parking using park-and-ride stalls
  - Estimated annual revenue: $390k - $480k
Southwest LRT Joint Development Opportunity Implementation Phasing

• Phase 1: October 2013 – Summer 2014
  ▪ Refine development program and financial analysis
  ▪ Develop and execute agreements with public partners
  ▪ Seek approval and support from FTA and local funding partners
  ▪ Include in request to enter Engineering Phase New Starts submittal in Summer 2014
Southwest LRT Joint Development Opportunity Implementation Phasing

• Phase 2: Summer 2014 – Summer 2015
  ▪ Develop detailed master plan that contemplates uses, phasing, financing, procurement process (Independent Real Estate Development Consultant Concept)
  ▪ Seek community input

• Phase 3: Summer 2015 – 2018
  ▪ Select master developer according to process agreed to in Phase 2
  ▪ Obtain Federal, State and local construction approvals
  ▪ Design and construct Joint Development project(s)
President Obama's review of Minnesota's new light-rail line: "Fantastic."
More Information

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www.SWLRT.org

Email:
SWLRT@metrotransit.org

Twitter:
www.twitter.com/southwestlrt