

SOUTHWEST LRT

Presentation Eastside Rail Corridor Regional Advisory
Council

June 26, 2013

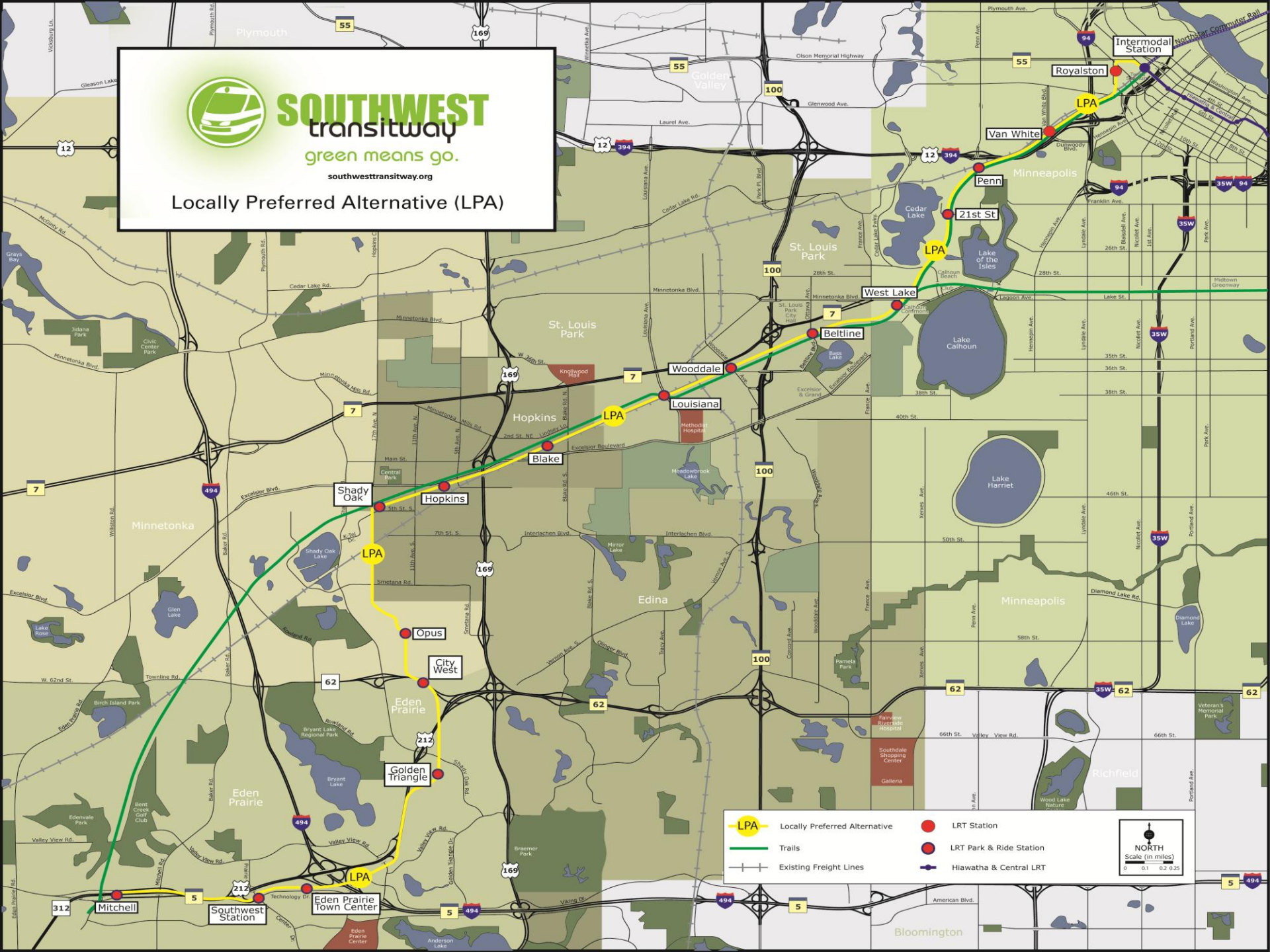




SOUTHWEST
transitway
green means go.

southwesttransitway.org

Locally Preferred Alternative (LPA)



	Locally Preferred Alternative		LRT Station
	Trails		LRT Park & Ride Station
	Existing Freight Lines		Hiawatha & Central LRT

NORTH
Scale (in miles)
0 0.1 0.2 0.25

Southwest Light Rail Transit (LRT)

- 15 mile LRT line with 17 proposed stations
- 8 miles of LRT located in r/w owned by the HCRRA (combination of former and active freight rail line)
- Width varies from 48 feet to 120 feet
- Corridor extends from downtown Minneapolis to Chaska (Carver County)
- R/W currently houses interim use trails & active freight rail service
- Portion of r/w has active CP tracks in adjacent corridor
- Land uses mixture of industrial and residential

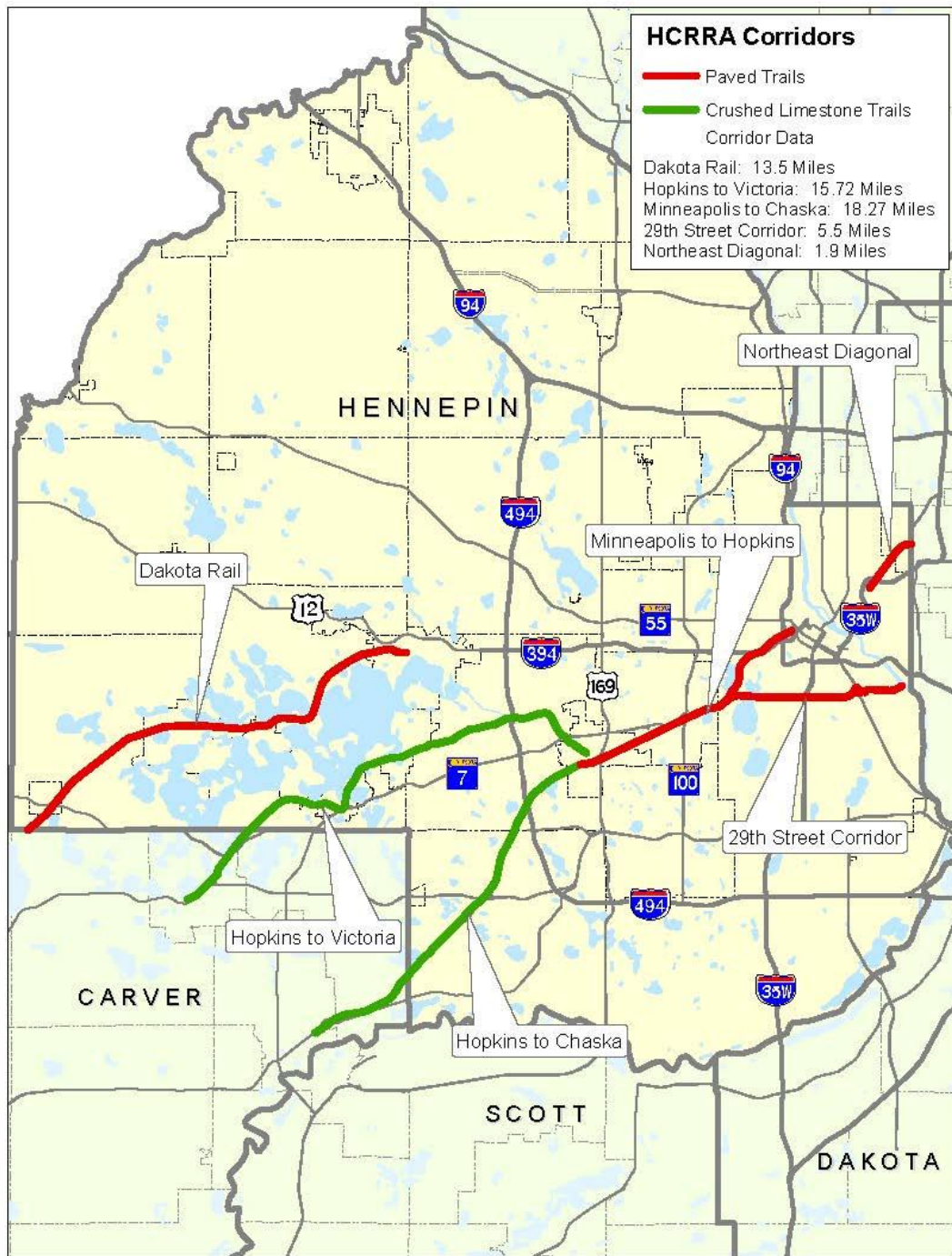
Proposed Rail Use(s)

- LRT & trail for 8 miles, remainder continued trail use
- LRT frequency 7.5 minutes during peak, operations 20 hours/day
- LRT determined to be preferred mode after 10 years of studies (feasibility, alternatives analysis, draft environmental impact statement)
- LRT project received approval to enter New Starts in 9/2011
- LRT will operate on separate tracks from freight rail service
- LRT & freight rail will operate in adjacent corridors for a portion of the line
- LRT project evaluating freight relocation & co-location alternatives
- Freight Rail companies (TC&W, CP & BNSF) actively participate in review committees and through separate legal agreements

Interim Use Trails

- HCRRA aquired the r/w in 1980s/1990s
- HCRRA through an adopted land use management plan (LUMP) allows for interim uses including trails
- Trails are owned & operated by the trail entities
- Trails are located in HCRRA r/w through lease agreements
- The trail agencies serve on the advisory committees for the LRT project & other trail groups
- Plans to reconstruct the trails are included in the LRT project development plans & budget
- Sufficient r/w exists for the trails to coexist with LRT

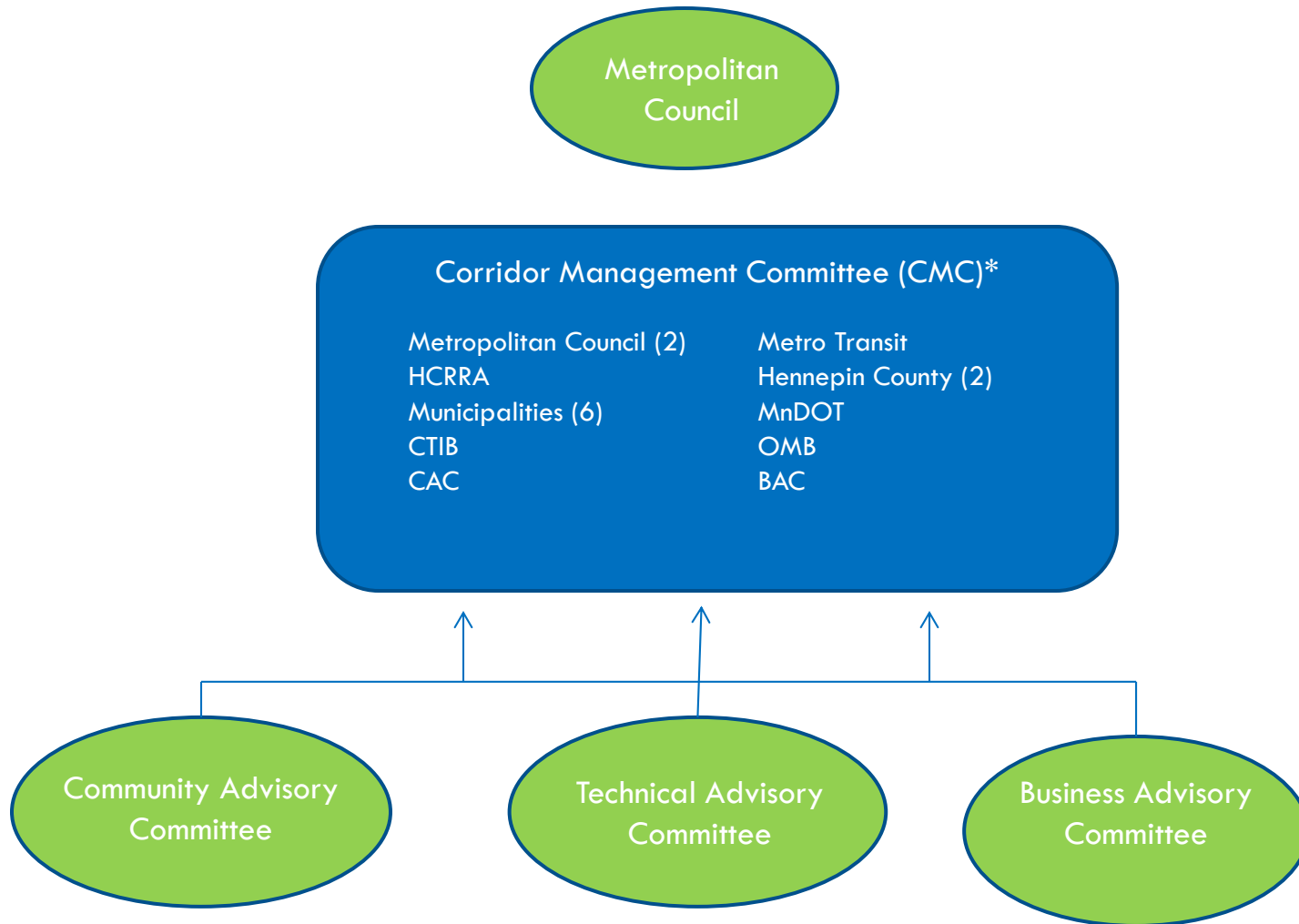
- Kenilworth LRT trail
(St. Louis Park to Mpls.)
- SW LRT trail
(Chaska to St. Louis Park)



Key Stakeholder Agencies

HCRRA	property owner/LRT funder
Hennepin County	LRT funder
Metropolitan Council	MPO
Metro Transit	Transit operator
Six municipalities	Land Use adjacent to corridor
MPRB/3 Rivers Park District	Own & operate trails
Watershed Districts	regulation & land owner
State of MN	LRT funder & freight rail
Federal Transit Administration	LRT
Federal Railroad Administration	Freight Rail
Surface Transportation Board	Freight Rail

Management Structure



* Required by MN State Statute for LRT projects

Land Management Structure

- Request for use of HCRRA property require HCRRA action
- LUMP guides use & disposition of property
- LRT is an allowed permanent use Trails, gardens, etc...are allowed interim uses
- HCRRA may retain property & dispose at its discretion

Multi-Use Planning

- HCRRA allowed trails, but reserved space for LRT
- Trails are “interim” uses & can be removed if needed for LRT
- LRT and trails can coexist on HCRRA property
- Hennepin County will install conduit under property during LRT construction

Funding

HCRRA	funded r/w acquisition	\$ 20 million
	rail transit planning	\$ 5 million
		<u>\$ 25 million</u>

Light Rail Transit	HCRRA	\$125 million
	State MN	\$125 million
	CTIB	\$ 375 million
	FTA	<u>\$ 625 million</u>
		\$1.25 billion

Future Use

- HCRRA owns the linear corridor & six discrete parcels
- Staff recommendation is to retain six discrete parcels for economic development purposes
- Staff recommendation is to convey portion of linear corridor required for LRT (approximately 50 feet) and retain remainder for trail
- Vision is for LRT, trail and Transit Oriented Development (TOD)

Challenges & Lessons Learned

Challenges

- Establish a long-term shared vision for the corridor
- Cooperation of all stakeholders
- Balance between preservation of corridor & interim use
- Establish clear policies/procedures for management of corridor
- Enchroachments
- Potential 4(f)
- Freight Rail
- Politics

Challenges & Lessons Learned

- Need shared vision & determination
- Champions
- Adoption of the LUMP critical for preservation and communications
- Transparent & active engagement in decision making process
- Continued communications with public and elected officials to clarify use
- View the corridor as an opportunity – laying conduit, trail use, etc....



Questions

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