

Central Corridor Light Rail Transit (LRT)

Project Update - October 2007



Central Corridor LRT – Project Update

The Central Corridor is an 11-mile LRT line along University and Washington Avenues between downtown Minneapolis and downtown St. Paul.

It will serve a projected weekday ridership of **38,100 by 2020 and 43,300 by 2030.**



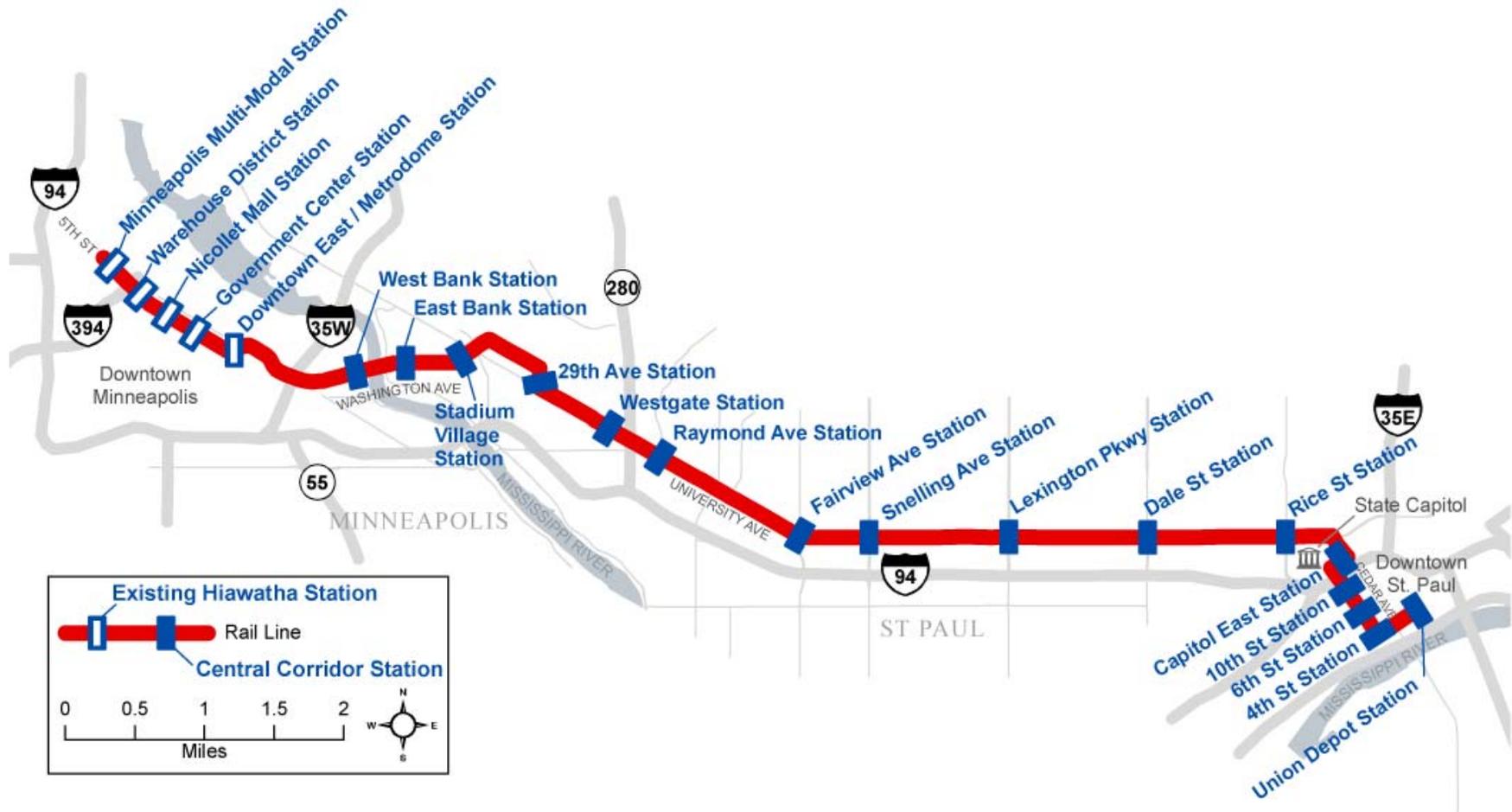
Background

The Central Corridor links five major centers of activity in the Twin Cities region

- **Downtown Minneapolis**
- **University of Minnesota**
- **Midway area**
- **State Capitol Complex**
- **Downtown St. Paul**

It contains almost 280,000 jobs. By 2030, this number is expected to grow to 345,000 jobs.

Route



Operations

Stations: 16 new stations, plus five stations shared with the Hiawatha line in downtown Minneapolis.

Service: Trains operating every 7.5 minutes during peak periods, with a travel time of 35 minutes between the two downtowns.

Trains: 31 new light rail vehicles, 135 people per vehicle.

Project Organization

MET COUNCIL

CCMC
Central Corridor Mgmt Committee

← **Mayor**

CAC
Community Advisory Committee

BAC
Business Advisory Committee

CCPO
Central Corridor Project Office

PAC
Project Advisory Committee

← **Dept Dir Public Works**

Timeline

2006 - Completed DEIS & selected alignment and mode

2007 - Enter Preliminary Engineering

2009 - Enter Final Design and apply for Federal Funding

2010 - Begin Construction

2014 - Start Operation



Preliminary Engineering

Preliminary Engineering (PE) is the current phase of the project and will result in the project being designed to approximately 60 percent.

- **Develop project design details**
- **Determine station locations**
- **Update project cost estimate**
- **Update ridership and benefits**



Update **CEI** (Cost Effectiveness Index)

Approvals

PE work must be submitted to the Federal Transit Administration (**FTA**) in Sept 2008 in order to maintain current schedule for Construction to begin in 2010

Preliminary plans are expected to be submitted for **local approvals** by June 2008 in order to allow time for the Public Hearing Process in accordance with State of Mn Statute 473.3994

Key Issues for Minneapolis (Decisions in 2007)

- **Location of West Bank Station**
- **Alignment from the Metrodome to Washington Ave/West Bank**
- **Ability of Washington Ave bridge to carry loads of LRT trains**
- **Whether to operate with two or three car trains.**
- **Extent of reconstruction of University and Washington Avenues**
- **Location of substations and wayside communication sheds.**
- **Criteria for station design which will include public art and an intent to provide more consistent station structure designs to reduce maintenance costs.**

Key Issues for Minneapolis Cont. (Decisions in 2008)

- **Tunnel vs. at grade level operation through the UofM**
- **Location of East Bank Station**
- **Relocation of the Stadium Village Station due to the location of the new University of Minnesota Football Stadium.**
- **Location of the station at University and 29th Avenues**
- **Impacts to existing Utilities**
- **Neighborhood and business impacts during and after construction**
- **Pedestrian and bike access to stations and through route; vehicle access across and through University and Washington Avenues.**
- **Loss of on-street parking during and after construction.**

Issue Resolution

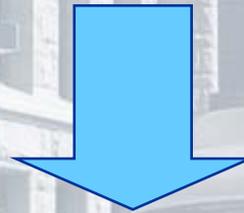
Issue Resolution Teams include affected agency staff & Project Design Team

Input from **Community & Business Advisory Councils**

Decisions made by the **Central Corridor Management Committee** and the **Met Council**

Minneapolis Next Steps

Staff working group



Internal policy-maker working group