



## Southwest Light Rail Transit

Metropolitan Council

### Project at a glance

**Current status:** Locally Preferred Alternative Selection / Alternatives Analysis Completed on May 26, 2010; Draft Environmental Impact Statement and Request to enter Preliminary Engineering under review by FTA

**Preferred mode:**  
Light Rail Transit

**New Starts or Non-New Starts:** New Starts

**Cities served:** Eden Prairie, Hopkins, Minneapolis, Minnetonka, St. Louis Park, Edina

**Length of transitway:**  
15 miles

**Number of stations served:**  
17

**Anticipated annual ridership:**  
9,817,460 (2030)

**Total estimated cost:**  
\$1,250,000,000

### Timeline/Phases

**2011-2012:** Preliminary Engineering

**2013:** Final Design

**2014-2016:** Construction

**2017:** Revenue Operations

The Southwest Transitway is an approximately 15-mile light rail transit (LRT) project proposed for the Twin Cities metropolitan region operating from downtown Minneapolis through the southwestern suburban cities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie. The line will connect major activity centers in the region including downtown Minneapolis, the Opus/Golden Triangle employment area, Methodist Hospital, the Eden Prairie Center Mall, and the Minneapolis Chain of Lakes (see figure below). The line will be part of an integrated system of transitways converging at the Minneapolis Transportation Interchange where connections using the Target Field Station can be made to the Hiawatha and Central LRT lines, the Northstar Commuter Rail line, the proposed Bottineau Transitway, and future commuter rail and intercity passenger rail lines.

The Southwest LRT (SWLRT) project will operate primarily at-grade with structures providing grade-separation of LRT crossings and roadways at specified locations. It would be constructed with dual tracks. A total of 17 new stations would be constructed, all at-grade with a center platform configuration. The SWLRT line is proposed to be interlined/through-routed with the Central Corridor LRT line utilizing shared tracks on 5<sup>th</sup> Street in downtown Minneapolis, and thereby providing a one-seat ride to the University of Minnesota, State Capitol area and downtown St. Paul. A total of 26 additional light rail vehicles would be required to operate the SWLRT line. The SWLRT line would require the construction of an Operations and Maintenance Facility.

With its interlining linkage to Central and Hiawatha LRT, Southwest LRT will provide direct, high quality LRT access to five of the region's eight largest business concentrations --- job centers each with over 40,000 employees. Improving regional access and offering mobility options to these regional centers of employment, business, education, and other services with the high quality of service that LRT provides will help ensure the region's continued economic health and vitality. Within a half-mile walk of the Southwest LRT stations, there are almost 210,000 jobs, 60,000 people in 31,000 households, and over 31,000 college/university students in 2000. By 2030, over 60,000 more jobs, 15,000 more people, and 10,000 more households are expected within a half-mile walk of the Southwest LRT stations.

### Board actions to date

#### Grants

- 2010 Capital Grant Agreement: \$7,000,000
- 2011 Capital Grant Agreement: \$12,200,000

#### Funding commitments

None to date.

#### Letters of No Prejudice (LONP) approval

None to date.

# Map of the Corridor

## Southwest LRT Alignment

