

Regional snapshot Minneapolis

September 2009

Transit and Transportation

Service on the region's first commuter rail service, the Northstar Line, will begin service on Nov. 16, 2009. The 40-mile line extends from Big Lake to downtown Minneapolis and will operate on existing Burlington Northern Santa Fe railroad tracks.

Fares for the Northstar Line will be based on the distance traveled. Discounted travel will be available on weekends, and anytime for seniors, youth, Medicare recipients, and persons with disabilities. Children age 5 and under travel free. Fares are as follows from each station for weekdays (weekends), respectively: Big Lake: \$7 (\$5.25), Elk River: \$5.50 (\$4), Coon Rapids & Anoka: \$4 (\$3), Fridley: \$3.25 (\$2.50), between non-downtown stations: \$3.25 (\$2.50).



At a Glance

Total population	362,513
Median age	33.7
Population under age 5	26,317
Adult population	286,784
Population age 65 and older	30,624
Total housing units	171,600
Owner-occupied homes	83,512
Average household size	2.22
Average family size	3.11
Population in the labor force	214,092
Mean travel time to work, in	21.6 minutes
Median annual household income	\$44,478

Source: American Community Survey 3-year estimates, 2005-2007, U.S. Census Bureau

Other Northstar facts:

- Six weekday round trips at 30-minute intervals will be scheduled during peak rush-hour times.
- One reverse commute trip is planned each direction (from downtown in the morning and to downtown in the evening).
- Three weekend roundtrips are currently being considered. Schedules will vary based on activities downtown.
- Nearly 2,800 parking spots will be available at the five stations in the corridor – Big Lake (518), Elk River (754), Anoka (377), Coon Rapids (466), and Fridley (668).
- Estimated trip time from Big Lake to Minneapolis is 52 minutes.
- Each passenger car comfortably seats 145 people. Metro Transit has 5 locomotives and 18 passenger cars for the Northstar Line.
- Cars have on-board restrooms and wheelchair lifts.

Metropolitan Council Representatives – Minneapolis

Peggy Leppik, District 6 (southwest Minneapolis, west of Lyndale, south of Bassett Creek/I-394) Annette Meeks, District 7 (north and downtown Minneapolis, and central south Minneapolis between Lyndale and Cedar avenues, north of 42nd Street) Lynette Wittsack, District 8 (northeast Minneapolis and St. Anthony, Minneapolis east of downtown, southeast Minneapolis east of Cedar, and south Minneapolis south of 42nd Street and east of Lyndale)

Metropolitan Council District Dialogues

Central Corridor LRT

The region's second light-rail transit project, the 11-mile Central Corridor, will link downtown St. Paul and downtown Minneapolis along Washington and University avenues via the State Capitol and the University of Minnesota. The project staff are expected to complete final design in early 2010. Construction is expected to begin in late 2010. Service on the Central Corridor line will begin in 2014, according to current plans.

Other Central Corridor facts:

- Estimated cost for the Central Corridor line is \$928 million.
- Planners project ridership of 42,000 by 2030.
- The line will have 15 new stations, and share five stations with the Hiawatha line in downtown Minneapolis. Infrastructure will be in place for three future stations.
- Each car will seat 66, with standing room for an additional 70 people.
- The Central Corridor line will connect with the Hiawatha light-rail and Northstar commuter lines in downtown Minneapolis.
- Trains will operate every 7.5 minutes during peak travel periods, with a travel time of 39 minutes between the central business districts of the two downtowns.

Regional Parks

Appropriations of the Minnesota Legacy and Heritage Amendment included nearly \$2.7 million in 2010 to the Minneapolis Park Board for the following picnic area improvements:

- Theodore Wirth Regional Park
- Boom Island/B.F. Nelson portion of Central Mississippi Riverfront Regional Park

Community Development

Communities throughout the region submitted their 2030 comprehensive plan updates in 2008, and the Council is reviewing those plans throughout this year.

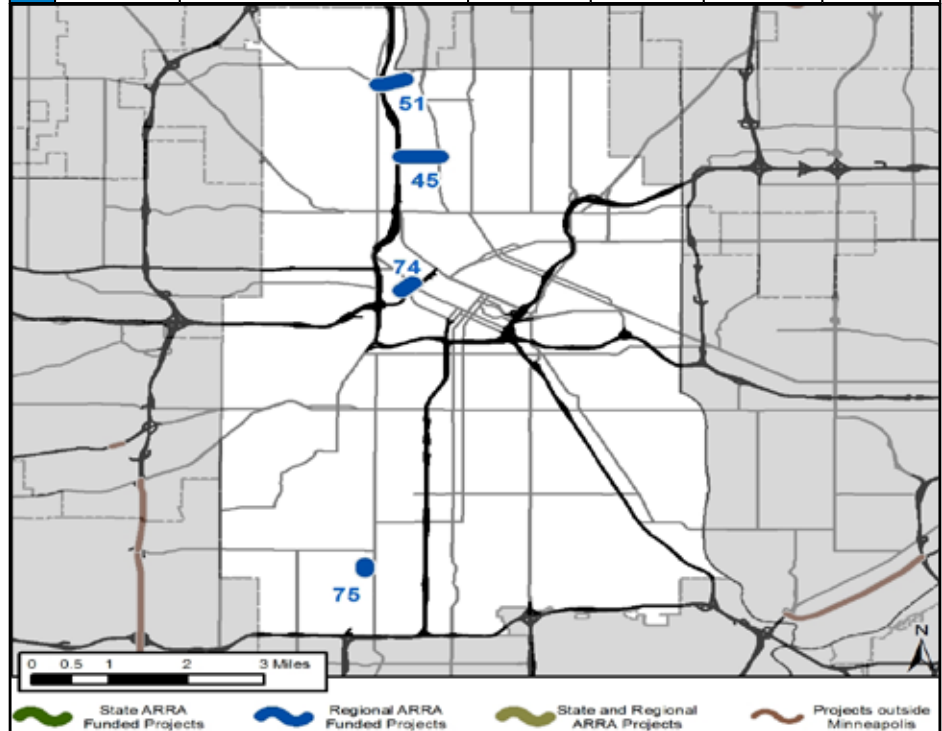
Reviewed by Council

- Minneapolis
- St. Anthony

Recovery Act Projects

Minneapolis projects will receive more than \$21.5 million in regional funds through the American Recovery and Reinvestment Act.

ID	Location	Project	Total Cost	State ARRA	Region ARRA	Other Funds
45	Minneapolis	Replace Lowry Ave bridge, storm-water improvements	\$65,000,000	\$0	\$10,000,000	\$55,000,000
51	Minneapolis	Rehab 42nd Ave N/37th Ave NE bridge from Lyndale Ave to St. Anthony Pkwy	\$13,500,000	\$0	\$10,000,000	\$3,500,000
74	Minneapolis	Cedar Lake Tr/ 3rd Ave N connection enhancement from 12th St N to 7th St N	\$1,513,000	\$0	\$1,193,000	\$320,000
75	Minneapolis	Bryant Ave bridge (over Minnehaha Creek) enhancement	\$477,000	\$0	\$382,000	\$95,000



Livable Communities Grants

Communities throughout the seven-county metropolitan area have received funds through one of several Livable Communities grant programs. These programs provide funding for new developments or redevelopment projects that provide affordable housing, link housing with nearby jobs and services, help preserve affordable housing, and clean up polluted land for redevelopment.

Since 1996, the Council has granted 152 Livable Communities awards to Minneapolis, and one to St. Anthony Village, totalling more than \$53 million.

Community	Grants	Total
Minneapolis	152 awards	\$52,650,326
St. Anthony Village	1 award	\$585,600