

Metropolitan Council

Meeting of the Southwest Corridor Management Committee
Wednesday, March 4, 2026 10:00AM St. Louis Park City Hall

Members/Alternates	Patrick Hanlon	Rebecca Schack	Elie Farhat (Alt)
Present:	Dr. Tyronne Carter	Khani Sahebjam	Tim Brausen (Alt)
	Dan Duffy	Nick Thompson (Alt)	
	Robert Lilligren	Kristian Evans (Alt)	

1. CALL TO ORDER

Council Member Lilligren called the meeting to order at 10:05AM. Chair Hutcheson is currently in Washington, D.C. on Council business.

2. APPROVAL OF MINUTES

Council Member Lilligren presented the December 3, 2025, Corridor Management Committee meeting minutes. Council Member Brausen made a motion to approve the minutes, and Council Member Dr. Carter seconded the motion. Following a vote, the minutes were approved.

3. METRO TRANSIT UPDATE

Nick Thompson, Deputy General Manager of Capital Programs at Metro Transit, provided a brief update on behalf of Lesley Kandaras, Metro Transit General Manager, who is currently in Washington, D.C. on Council business. Thompson reported that the June 3, 2026 CMC meeting will include a discussion on preparations and progress for launching the Green Line Extension (GLE) into revenue service. We will also have an update on the announcement of the opening date.

4. DEVELOPMENT TRENDS

Michael Krantz and Ames Yoder from Metro Transit's Transit-Oriented Development team presented on Metro Transit's 2025 Development Trends Along Transit report. The report tracks development that has been permitted within a half mile of a station area for ABRT/BRT and LRT, and within a quarter of a mile of a bus route that qualifies as high frequency. Ames shared the data for the region and for GLE. Metro Transit's Development Trends Along Transit (DTAT) web application allows users to explore various types of development that have occurred along the current transitways; this application is available to the public at www.metrotransit.org/TOD-Studies-and-Projects.

Council Member Brausen thanked Ames for the presentation and said it would be interesting to know how many of the communities involved have engaged in tax increment financing to facilitate these developments along the way; he said that St. Louis Park has received pushback at times for using it too much. Council Member Lilligren agreed that it would be helpful to see that analysis.

Mayor Hanlon thanked staff for the information and said one of the things he thinks about often is the large number of new families moving to the area, and what types of amenities are available (parks, recreation facilities, etc.). He is curious about how the mindset has changed and whether there have been conversations around amenities and access to recreation. Michael said the team has had a broad interest in how people connect to those destinations along the transitways and one of the challenges is how to measure that clearly; he said they start with permit data, but that is more of a proxy. The staff is looking at ways to continue building out this report and recently gained access to a data set called Data Axle, which allows us to look more closely at what types of businesses are operating along transitways. Michael said we want to understand whether people can conveniently access the destinations where riders want to be using the transitways. Mayor Hanlon asked if Three Rivers Park District is part of these conversations. Michael said we have not had conversations with Three Rivers Park District about this, but we would be happy to reach out to them about collaborating.

Dan Duffy asked about the spikes in commercial development (2024) and residential (2022). Ames said from what they've observed and tracked, it was due to some larger projects and some that were delayed during COVID.

Dan asked if there's a way to track how much of the new housing development is senior housing. Ames said we haven't included that data as is has been inconsistently reported on, but it is something we can dig into.

Mayor Hanlon said they have developers lined up waiting to develop. Khani Sahebjam said United Health and Optum were key to the City of Minnetonka getting the interchange fixed, and he's assuming that non-residential development accounts for businesses like those. Michael said the University of Minnesota has done some research on impacts to businesses along our transitways, and they were able to leverage data using Data Axle to look at some of those impacts over time, and it provides some information that we are hoping to track over time as well, including how revenue from businesses along the transitways is changing over time. Council Member Lilligren said it helps to tell the story about transit investment in the region.

Council Member Brausen said it would be helpful to have data for the number of jobs created along the line, and he believes we are currently dealing with the remote work trend.

5. PROJECT UPDATE

Jim Alexander, Green Line Extension Project Director, provided an update on the Project. Overall, the Project is 94% complete. Civil construction is 98% complete, Systems construction is 89% complete, and the Hopkins Rail Support Facility is 76% complete. The trails impacted by the Project are now open, with the exception of a short bypass section just east of West Lake Street Station in Minneapolis where a tunnel systems house is being built, which is expected to be wrapped up by second quarter.

Alexander shared photos of West Lake Street Station and Systems work that has been occurring, including final OCS pole installation in Minneapolis, fire standpipe and lighting conduit installation in the Kenilworth Tunnel in Minneapolis, and systems house and signal house installations.

A successful public safety familiarization event was held on February 20; attendees included public safety representatives from the state, county, and corridor cities. Additional safety events will be held going forward. Participation of safety and security staff has been very strong.

Alexander shared a map of the Systems Integration Testing areas and explained that most of the testing is currently occurring in Eden Prairie, Minnetonka, and Hopkins, and is going well. Six LRVs are being used for testing; two are wrapped with 2027 revenue service and safety messaging.

Mayor Hanlon asked if we would be getting an update on the public safety. Nick Thompson said we would include that in the agenda for the June CMC meeting.

Mayor Schack said it's critical that we have dates and as much lead time as possible when it comes to the revenue start date so everyone can be prepared. Alexander said we understand the mayor's concern; we will engage project stakeholders early.

6. PUBLIC INVOLVEMENT UPDATE

David Davies, Manager of Public Involvement, provided an update on the recent activities of the Public Involvement team. The Outreach team has been active at various events including the Lunar New Year at Asia Mall in Eden Prairie, and we have been installing rail safety awareness signage along the line.

Davies provided a lookahead update of events for 2026, including a Trails Reopening Event on May 9. We have phases of the Systems testing upcoming, and as we progress eastward we will continue our

marketing and outreach efforts to make sure residents are aware. We will continue to highlight awareness about train activity; it is important to engage in creative targeting so we can reach youth and intergenerational audiences when we talk about safety awareness. We are engaging with Operation LifeSaver for railroad crossings, and will be engaging with schools and school districts, and daycare centers. We're working with the Metro Transit Police Department to ensure communities are familiar with their presence. Finally, as we get closer to the launch into revenue service, we will work on educating community members on how to ride, and making sure people know how to use the system.

7. DBE UPDATE

Jon Tao, Senior Small Business Specialist from the Council's Office of Equity and Equal Opportunity, discussed the DBE achievement numbers as of January 31, 2026. Per the October 3, 2025, DBE Interim Final Rule, the award of DBE credit for payments have been paused until the DBE reevaluation process has been completed. We continue to exceed the 15% DBE goal. Tao said staff continue to monitor and meet with the prime contractors to ensure that DBE participation continues. Tao said if we were able to count DBE participation since October 2025, the total would be \$304M or 23%. We are working with MnDOT, MAC, and City of Minneapolis evaluating DBE firms per the Interim Final Rule.

Mayor Hanlon asked if there have been threats to funding. Nick Thompson said there have been no impacts to transit funding.

8. ADJOURN

Meeting adjourned at 11:01AM. The next meeting will be June 3, 2026.

Respectfully Submitted,

Emily Getty, Recording Secretary