METRO Gold Line BRT
CMC Meeting
April 26, 2018
Today’s Topics

• Welcome and Introductions
• Project Overview
• CMC Roles and Responsibilities
• Current Project Baseline: Scope and Cost Estimate Overview
• Municipal Collaboration
• Stakeholder and Public Engagement Update
• Other/Discussion and Next Steps
Project Overview
Gold Line BRT Overview

- 8,000 Est. Daily Riders (2040)
- $420M Est. Capital Cost (YOE)
- $5.1M Annual Operating Cost
- Opening 2024

Serving the East Metro:
- 2 counties, 5 municipalities
- 301,000 jobs (2040)
- 522,000 people (2040)
Cost Update

PD Funding
($25M approved, authorized)

Overall Funding
($420M anticipated, YOE)

- Ramsey Co. 34%
- Washington Co. 34%
- CTIB 24%
- State 8%

- Ramsey County 26.5%
- Washington County 26.5%
- Federal New Starts 45%
- CTIB 1.5%
- State 0.5%
Gold Line Bus Rapid Transit Project Timeline

<table>
<thead>
<tr>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
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- PRE-PROJECT DEVELOPMENT
- PROJECT DEVELOPMENT
- ENVIRONMENTAL REVIEW
- DESIGN ADVANCEMENT
- ENGINEERING
- CONSTRUCTION
- REVENUE SERVICE

ONGOING PUBLIC ENGAGEMENT
COMMUNITY MEETINGS, OPEN HOUSES, PUBLIC MEETINGS, COMMITTEE MEETINGS, NEWSLETTERS, WEB AND SOCIAL MEDIA
GBRT Goals and Objectives

- Goals and Objectives developed and reviewed by project partners during Alternatives Analysis

<table>
<thead>
<tr>
<th>Goals</th>
<th>Objectives</th>
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<tbody>
<tr>
<td><strong>Goal 1: Improve Mobility</strong></td>
<td>1. Maximize number of people served (future)</td>
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<td>2. Maximize transit ridership</td>
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<td>3. Maximize travel time savings</td>
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<td>4. Minimize traffic mobility impacts</td>
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<td><strong>Goal 2: Provide a Cost-Effective, Economically Viable Transit Option</strong></td>
<td>5. Minimize costs and maximize cost-effectiveness</td>
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<td><strong>Goal 3: Support Economic Development</strong></td>
<td>6. Maximize number of people served (existing)</td>
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<td>7. Maximize future development opportunities</td>
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<td><strong>Goal 4: Protect the Natural Environmental Features of the Corridor</strong></td>
<td>8. Minimize potential environmental impacts</td>
</tr>
<tr>
<td><strong>Goal 5: Preserve and Protect Individual and Community Quality of Life</strong></td>
<td>9. Maximize potential benefits to and minimize potential impacts on the community</td>
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<td>10. Minimize adverse parking, circulation, and safety impacts</td>
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GBRT Purpose and Need

• Purpose and Need Statement developed and reviewed by project partners in 2014

• The purpose of the Gold Line is to provide transit service to meet the existing and long-term regional mobility and local accessibility needs for businesses and the traveling public within the project area.

• Need Statements:
  – Limited existing transit service throughout the day and demand for more frequent service over a larger portion of the day
  – Policy shift toward travel choices and multimodal investments
  – Population and employment growth, increasing access needs and travel demand
  – Needs of people who depend on transit
  – Local and regional objectives for growth and prosperity
GBRT CMC Roles and Responsibilities
GBRT CMC Overview

---See CMC Charter Handout---

• Purpose
  – To advise the Metropolitan Council, Ramsey County and Washington County on the design and construction of the Gold Line BRT project
  – To utilize technical and community input to address issues relating to the environmental review, project development, engineering, final design, and construction of the GBRT

• Membership and Leadership Structure

• Meetings
Gold Line Committee Structure

- Issue Resolution Teams (IRTs)
- Technical Advisory Committee (TAC)
- Community and Business Advisory Committee (CBAC)
- Corridor Management Committee (CMC)
- Counties
- Metropolitan Council

Follows LRT project precedents and Transitway Guidelines
Project Baseline: Scope and Cost Estimate Overview
Cost Uncertainty by Project Phase

- Project Development:
  - Cost Estimate: 1%
  - Budget: 15%
- Engineering:
  - Cost Estimate: 30%
  - Budget: 60%
- Construction:
  - Cost Estimate: 100%

METRO Gold Line

Metro Transit
a service of the Metropolitan Council
Baseline Project Scope

• What is a “Project Baseline”?
  – The **baseline** in project management refers to the initial cost, scope and schedule of the project.
  – Establishing a **baseline** happens before the project starts; otherwise, project managers will not have a system of measure for changes.

• What do we know about the “GBRT Project Baseline”?
  – It represents the point-in-time cost estimate, scope and schedule
  – Current baseline was established during the Planning/Pre-PD Phase
  – It is not a final representation of what will be designed and constructed
  – It provides a context for managing scope adjustments while maintaining a focus on funding and schedule constraints
## Baseline Project Cost Estimate

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
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<tbody>
<tr>
<td>EA/Planning Cost Estimate (1% Eng.)</td>
<td>$420 M</td>
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<tr>
<td>Total Project Contingency</td>
<td>35%</td>
</tr>
<tr>
<td>Escalation Factor</td>
<td>3%</td>
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<tr>
<td>Base Year Estimate</td>
<td>2016</td>
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<tr>
<td>Forecast Year</td>
<td>Year of expenditure</td>
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Baseline Project Scope - Guideway

• Mixed Traffic BRT Route (1.9 Miles, no roadway improvements)
  • Downtown St. Paul
  • Century Avenue to Greenway Ave
  • 4th Street Bridge
  • Bielenberg Drive south of Nature Path to Woodbury Theatre Station

• 2-Lane Dedicated BRT Guideway (5.1 Miles)
  • Mounds Boulevard to Century Avenue
  • Helmo Avenue
  • Concrete Pavement for Guideway

• Split Side Running BRT Guideway (0.8 Miles)
  • Greenway Avenue Station to 4th Street
  • Includes Pavement Rehabilitation
Baseline Project Scope - Stations

• 6 Enhanced Downtown Stops
  • WB Minnesota Station
  • WB Landmark Station
  • Smith Avenue Transit Center
  • EB 7th Street Station
  • EB Landmark Station
  • EB Minnesota Station

  – Station amenities include: Pylon Sign, Off-Board Fare Collection, Small Shelter

• Union Depot Stop
  – Pylon Sign & Off-Board Fare Collection

• Wacouta Stop
  – Pylon Sign & Off-Board Fare Collection
  – Includes Civil Improvements
### Baseline Project Scope - Stations

- **10 New Stations**

- **New Stations Include:**
  - Concrete Platforms
  - Unique GBRT Shelters
  - Off-Board Fare Collection
  - Landscaping (10% of Station Cost)
  - Lighting (5% of Station Cost)
  - Heat in Shelters
  - Security Systems & Information Displays
  - Benches, Bike Racks & Trash Receptacles

- **Not Included:**
  - In-Slab Heat for Station Platforms
  - Public Art
Baseline Project Scope - Stations

• 5 Bus Bypass Lanes (4-Lane Section at Stations)
  • Mounds Boulevard Station
  • Etna Street Station
  • White Bear Avenue Station
  • Sun Ray Station
  • Maplewood Station
Baseline Project Scope – Park & Ride Facilities

- Sun Ray Transit Center
  - Structured Parking – 500 Stalls
- Helmo Station Park & Ride
  - Surface Parking – 100 Stalls

![Image showing Sun Ray Transit Center and Helmo Station Park & Ride]

**METRO Gold Line**
Baseline Project Scope – Park & Ride Facilities

• Woodbury Theatre Station Park & Ride
  • Structured Parking – 250 Stalls
  • Reconstruction of Woodbury Theatre Parking Lot

• 2 Driver Layover Facilities Included
Baseline Project Scope - Bridges

- BRT Bridges (No Pedestrian Facilities included)
  - Johnson Parkway Bridge
  - Etna/TH 61 Bridge
  - Century Avenue Bridge
Baseline Project Scope - Bridges

- BRT & Roadway Bridge
  - Helmo Avenue/Bielenberg Drive Bridge
    (2 Roadway Lanes, 2 BRT Lanes & 1 Pedestrian Facility)
Baseline Project Scope - Bridges

• Roadway Bridges
  • Reconstruct Existing Earl Street Bridge & Includes Pedestrian Facilities
  • Reconstruct Existing Northbound TH 61 Ramp to Westbound TH 94 (No Pedestrian Facilities Included)
  • New White Bear Avenue Over BRT Bridge & Includes Pedestrian Facilities
Baseline Project Scope - Bridges

• Pedestrian Bridges
  • Reconstruct Existing Maple Street/Mound Street Pedestrian Bridge Over TH 94
  • New Pedestrian Bridge over Eastbound TH 94 Ramp to Southbound TH 61
  • Reconstruct Hazelwood Street Pedestrian Bridge Over TH 94
Baseline Project Scope - Civil

• Civil Elements as Shown in Pre-PD Plans
  • Roadway Reconstruction
  • Roadway Rehabilitation in Mixed Traffic Areas
  • Pedestrian Facilities
  • Noise Wall Relocations
  • Retaining Walls
• Other Civil Elements
  • Sun Ray Shopping Center Parking Lot Reconfiguration
  • Sun Ray Lanes Parking Lot Reconstruction (280 Stalls)
  • Reconstruct Existing Helmo Avenue Plaza
  • East Metro Sports Parking Lot Reconfiguration (Located West of Helmo Avenue and North of TH 94)
  • HOM Furniture Parking Lot Reconfiguration
  • Reconstruct Hartford Loading Dock Driveway
Utilities will be evaluated for relocation at project cost under the following conditions:

- Utility is located beneath a footing of a proposed parking structure, retaining wall and/or station
- Utility is in conflict with proposed BRT systems or communications elements
- Water and sewer do not meet cover requirements due to proposed BRT grading
- Utility Review Zone Risk Assessment dictates utility must be relocated outside of the guideway

Private utility relocation costs (within public right-of-way) will be determined based on existing agreements that the utility has to be located within public right-of-way
• Stormwater mitigation and floodplain protection required to support the project is included

• Contaminated material removal will be based on the Response Action Plan/Construction Contingency Plan. Current project costs assume 10-20% of the corridor has impacts.
• Functional landscaping and urban design elements are included (per FTA guidance)
• Non-Functional Landscape Elements (landscape elements installed solely for visual or aesthetic appeal) and Public Art are not included
• Lighting to meet Metro Transit’s design criteria at stations, crossings and in the guideway is included
• Existing lighting impacted by the proposed construction will be replaced
• 7 New Traffic Signals
• 3 New Traffic Signals for Center Running Guideway
• 5 Modifications to Existing Traffic Signals
• 6 At-Grade Crossing Warning Devices for free right movements
Municipal Collaboration
Municipal Collaboration in PD

---See Municipal Collaboration Handout---

- Advisory committees: CBAC, TAC, CMC – on-going
- IRTs – on-going
- 15% staff level design review – Q1, 2019
- Resolutions of Support – Q2, 2019
- Comments on Environmental Assessment – Q3, 2019
Continued Municipal Collaboration after PD

• Continued involvement with advisory committees: CBAC, TAC, CMC

• IRTs transition to Design Development/Refinement Teams

• Traditional 30%, 60%, 90% staff level design reviews

• Trunk Highway and County State Aid Municipal Consent (where applicable)
Stakeholder and Public Engagement Update
Stakeholder and Public Engagement Update

- Draft Stakeholder and Public Engagement Plan complete
- **Short Term Need (Q1-Q2):**
  - Re-introduce the public to the Gold Line
    - How/when input can be provided
    - Written content for newsletters, social media, media releases
    - When invited, project update presentations for project partners
- **Medium Term Need (Q3):**
  - Input on design updates
  - Engagement process to be discussed at IRTs
- **Public Engagement will always be ongoing**
For more information:
www.metrotransit.org/gold-line-project

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Reference Slides
Issue Resolution Teams

Technical Issues

Segmented Issues
1. Downtown St. Paul
2. Dayton’s Bluff Area
3. Elna Street Station
4. White Bear Avenue Station
5. Sun Ray Station
6. 3M Headquarters Station
7. Greenway Avenue Station
8. Helmo Avenue Station
9. Blielenberg Drive
10. Woodbury Theatre Station

System-Wide Issues
11. Stormwater
12. Maintenance and Operations
## Technical Issues Resolution

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<thead>
<tr>
<th>Segment</th>
<th>Technical Issue</th>
<th>Project Elements / Issues for Resolution</th>
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<tbody>
<tr>
<td><strong>SAINT PAUL (SP)</strong></td>
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<tr>
<td>1 Downtown St. Paul</td>
<td>Downtown Routing and Station Locations</td>
<td>Kellogg Avenue/3rd Street/Mounds Boulevard intersection design and operations Potential Section 106 impacts relative to design in Dayton’s Bluff area</td>
</tr>
<tr>
<td>2 Dayton's Bluff Area</td>
<td>Guideway Location/Configuration</td>
<td>Siting and location of Mounds Blvd and Earl Street Station</td>
</tr>
<tr>
<td>3 Etna Street Station</td>
<td>Etna Street/TH 61 intersection design and operations</td>
<td>Pedestrian facilities in TH 61 interchange area Siting and location of Etna Street Station</td>
</tr>
<tr>
<td>4 White Bear Avenue Station</td>
<td>Location of pedestrian bridge west of White Bear Avenue</td>
<td>Hudson Road visual and parking impacts White Bear Avenue underpass Siting and location of White Bear Avenue Station</td>
</tr>
<tr>
<td>5 Sun Ray Station</td>
<td>Siting, location and size of potential park-and-ride facility</td>
<td>Siting and location of Sun Ray Station Sun Ray Frontage Road Design</td>
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<tr>
<td>MAPLEWOOD (M)</td>
<td>6 Maplewood Station</td>
<td>Pedestrian infrastructure at Century Avenue&lt;br&gt;Guidew way Crossing Control at 3M&lt;br&gt;Siting and location of Maplewood Station</td>
</tr>
<tr>
<td>LANDFALL (L)</td>
<td>7 Greenway Avenue Station&lt;br&gt;BRT guideway and mixed traffic operations on east end of Century Avenue</td>
<td>Siting and location of Greenway Avenue Station</td>
</tr>
<tr>
<td>OAKDALE (O)</td>
<td>8 Helmo Avenue Station</td>
<td>Traffic and BRT lane operations on Hadley Avenue and 4th Street Bridge&lt;br&gt;Siting and location of park-and-ride facility&lt;br&gt;Truck access to Country Hearth Building&lt;br&gt;Helmo Avenue/Bielenberg Drive Bridge</td>
</tr>
<tr>
<td>WOODBURY (W)</td>
<td>9 Bielenberg Drive</td>
<td>Center running or side running BRT lanes on Bielenberg Drive&lt;br&gt;Utility concerns near Hudson Road and Bielenberg Drive due to data centers in the area.&lt;br&gt;Traffic operations at Tamarack and Bielenberg Drive&lt;br&gt;Siting and location of Tamarack Station</td>
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<td>10 Woodbury Theatre Station&lt;br&gt;Siting, location and sizing of Park-and-Ride at Woodbury Theatre and integration with existing express bus routes</td>
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<tr>
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<tr>
<td>SYSTEM-WIDE (SW)</td>
<td>11 Stormwater</td>
<td>Stormwater treatments in the corridor</td>
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<td>12 Maintenance and Operations</td>
<td>Identification of facility and guideway maintenance requirements and mitigation/minimization strategies</td>
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<td>Maintenance agreements</td>
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