METRO Gold Line BRT
CMC Meeting

May 2, 2019

METRO
Gold Line
CMC Agenda

• Welcome
• Review Notes from 4/4 Meeting
• CBAC Update
• Update on Platform Height Analysis
• Discussion & Actions on Project Scope
• Next Steps
• Adjourn
CBAC Update
Update on Platform Height Analysis
CMC November 2018 Action

- November 1, 2018 CMC recommendation confirmed downtown routing as preferred alternative. Also directed platform height evaluation task.

  - “All stations will be evaluated for level boarding, including those downtown. Near-level boarding will be considered only on a case-by-case basis with input from the project advisory committees.”

  - Platform height evaluation discussed with CMC as a task that extends into the Engineering phase, beyond the conclusion of the Environmental Assessment.
Interest in Raised Platforms / “Level Boarding”

• **Accessibility** - minimize or eliminate barriers for riders with disabilities using the system

• **Visual Language** - a raised platform is a key design element of a premium BRT service

• **Equity** - stations are consistent across the corridor, and full amenity stations are provided in downtown Saint Paul

• **Equality** - consideration for all abilities for boarding/alighting and movement on and off the platform
**Boarding Definitions**

**Level Boarding**
- 14”+ curb
- Buses dock 3-5” from curb (5” for 60’ buses)
- Ramp is usually deployed
- BRT bus only

**Near Level Boarding**
- 9”+ curb
- Ramp is deployed
- BRT and other buses

**Standard Boarding**
- 6” curb (standard sidewalk height)
- Ramp is deployed
- Compatibility with all bus models

Ongoing evaluation of platform height
Work Done Since November CMC:

- Research and phone calls with over a dozen BRT systems in U.S. with raised platforms, reviewed in staff workshop
- Evaluated 14” platform engineering feasibility in downtown
- Investigated the floor level of BRT buses
- Observed METRO Red Line BRT docking operations during snow events
- Coordinated with Rush Line BRT project on station locations
- Data collection for local and express bus services on 5th and 6th Streets in downtown Saint Paul
Ongoing Evaluation and Next Steps:

- Additional discussion with other regions
- Coordination with existing local and express customer needs to ensure easy and safe transfers to/from Gold Line
- Develop height recommendation(s) with evaluation factors and broader considerations
- Share findings and seek input from Transit Accessibility Advisory Committee (TAAC)
- Review and seek input through project committees and project partners
Discussion and Actions on Project Scope
2019 Schedule

Project Scope

- **JAN**: Project Partners review 15% Plans & Costs
- **APR-MAY**: CMC recommends project scope that will be designed and funded

Funding

- **JUL-AUG**: Local funding commitments for Engineering phase
- **AUG**: Update cost estimate for New Starts application

FTA-New Starts

- **SEPT**: Request New Starts rating from FTA
- **NOV-JAN**: Prepare & apply to enter New Starts Engineering phase
- **JAN**: Anticipated Environmental Decision Document
- **EARLY 2020**: Lock in federal cost share
Summary of Today’s Actions

• Action #1:
  – A recommendation that the Gold Line Project Office continue designing “base” scope elements (up to an estimated $439M)

• Action #2
  – A recommendation to also include additional scope requests from project partners in the GBRT design
# Recap: Project Cost Update

<table>
<thead>
<tr>
<th></th>
<th>2016 Estimate</th>
<th>2019 Update</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Base Scope</strong></td>
<td>$420.7M</td>
<td>$415-$439M*</td>
</tr>
<tr>
<td><strong>Total Project Contingency</strong></td>
<td>30%</td>
<td></td>
</tr>
<tr>
<td><strong>Annual Escalation Factor</strong></td>
<td>3.5%</td>
<td></td>
</tr>
<tr>
<td><strong>Opening Year</strong></td>
<td>2024</td>
<td></td>
</tr>
<tr>
<td><strong>Base Year Estimate</strong></td>
<td>2016</td>
<td>2018</td>
</tr>
<tr>
<td><strong>Forecast Year</strong></td>
<td>2023</td>
<td>2024</td>
</tr>
</tbody>
</table>

*Project cost drivers:
- Modified forecast year from 2023 to 2024 (added inflation costs)
- Design refinement through committee process, including platform height
- Bus Propulsion (diesel, hybrid, electric)
- Helmo-Bielenberg Bridge Regional Solicitation funding (cost deduct)
- Right of way
- Updated professional services costs
- Updated finance charges
GBRT Base Scope

- Project can be delivered for close to $420M; however,
- Additional BRT elements add value and are a priority for project partners (up to an estimated $439M)

Project Scope – Potential Action #1

“The CMC recommends continuing design advancement for up to $439M of Gold Line BRT project base scope.”
Recap: Scope Requests

1. Replacement of 4th St Bridge (includes Hadley Ave Improvements)
2. West Side ETNA, ETNA Station to Burns (Pedestrian Underpass)
3. Maple St Pedestrian Bridge
4. McKnight Rd Pedestrian Bridge
5. Century Ave Under I-94
6. Century Ave Upsizing
7. East Side ETNA, Pacific to Burns
8. Tanner’s Lake Trail
9. Hazel Station to Ruth St
10. Hayward Ave to 4th St Lane
11. Sun Ray Area Sidewalk Upsizing
12. Helmo Station to 4th St (West Side)
13. Hudson Rd from Bieenberg Dr to Landau Dr

Legend:
- >$150K Pedestrian Connections
- <$150K Pedestrian Connections
- 4th Street Bridge (Includes Hadley Ave Improvements)
- Pedestrian Connections Included in GBRT
Update since April 4 CMC

• Support by both Ramsey and Washington counties to include additional scope requests
  – Counties’ commitment to ensure local match
  – Cost sharing policy discussions ongoing:
    • Ramsey County with St. Paul & Maplewood
    • Washington County with Oakdale & Woodbury

• Additional West Etna Walk Analysis
  – Confirmed that other I-94 crossings ensure station is still accessible by a 15 minute walk without the West Etna Connection
# Scope Requests Recommendation

<table>
<thead>
<tr>
<th>Scope Requests - Bridge/Roadway:</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. 4th Street Bridge/Roadway Improvements <em>(Costs reduced from $10.3M)</em></td>
<td>$+10.0M</td>
</tr>
<tr>
<td>Scope Requests - Ped Connections:</td>
<td></td>
</tr>
<tr>
<td>2. West Side Etna – Etna Station to Burns <em>(tunnel)</em></td>
<td>$+6.0M</td>
</tr>
<tr>
<td>3. Maple Ped Bridge</td>
<td>$+4.8M</td>
</tr>
<tr>
<td>4. McKnight Bridge <em>(on structure)</em></td>
<td>$+3.3M</td>
</tr>
<tr>
<td>5. Century Avenue at-grade underpass of I-94</td>
<td>$+1.2M</td>
</tr>
<tr>
<td>6. Century Ave Bridge <em>(on structure)</em></td>
<td>$+1.0M</td>
</tr>
<tr>
<td>7. East Side Etna - Pacific to Burns <em>(+370K + 500K 61/Burns intersection improvements)</em></td>
<td>$+870K</td>
</tr>
<tr>
<td>8. Tanner’s Lake</td>
<td>$+240K</td>
</tr>
<tr>
<td>9. Hazel Station Area to Ruth</td>
<td>$+120K</td>
</tr>
<tr>
<td>10. Hayward Ave to 4th Street Lane</td>
<td>$+100K</td>
</tr>
<tr>
<td>11. Sun Ray Area existing sidewalk upsizing</td>
<td>$+80K</td>
</tr>
<tr>
<td>12. Helmo Station to 4th Street, West Side</td>
<td>$+60K</td>
</tr>
<tr>
<td>13. Hudson Road from Bielenberg to Landau Drive</td>
<td>$+60K</td>
</tr>
<tr>
<td>14. Along Hudson at Johnson Parkway</td>
<td>$+40K</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$21.9M</strong></td>
</tr>
</tbody>
</table>
Project Scope – Potential Action #2

“The CMC recommends that the GBRT project will include (design and construct) $21.9 million in additional scope requests.”
CMC Next Steps
Next Steps

• Gold Line Project Office (GPO) to continue design coordination with project partners

• Local funding commitments and agreements finalized July-Aug for incorporation in the New Starts annual submittal

• Next scheduled CMC meeting is June 6
  – No actions currently anticipated
  – Cancel?

• No July CMC meeting