



METRO Gold Line BRT CMC Meeting

May 2, 2019

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

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

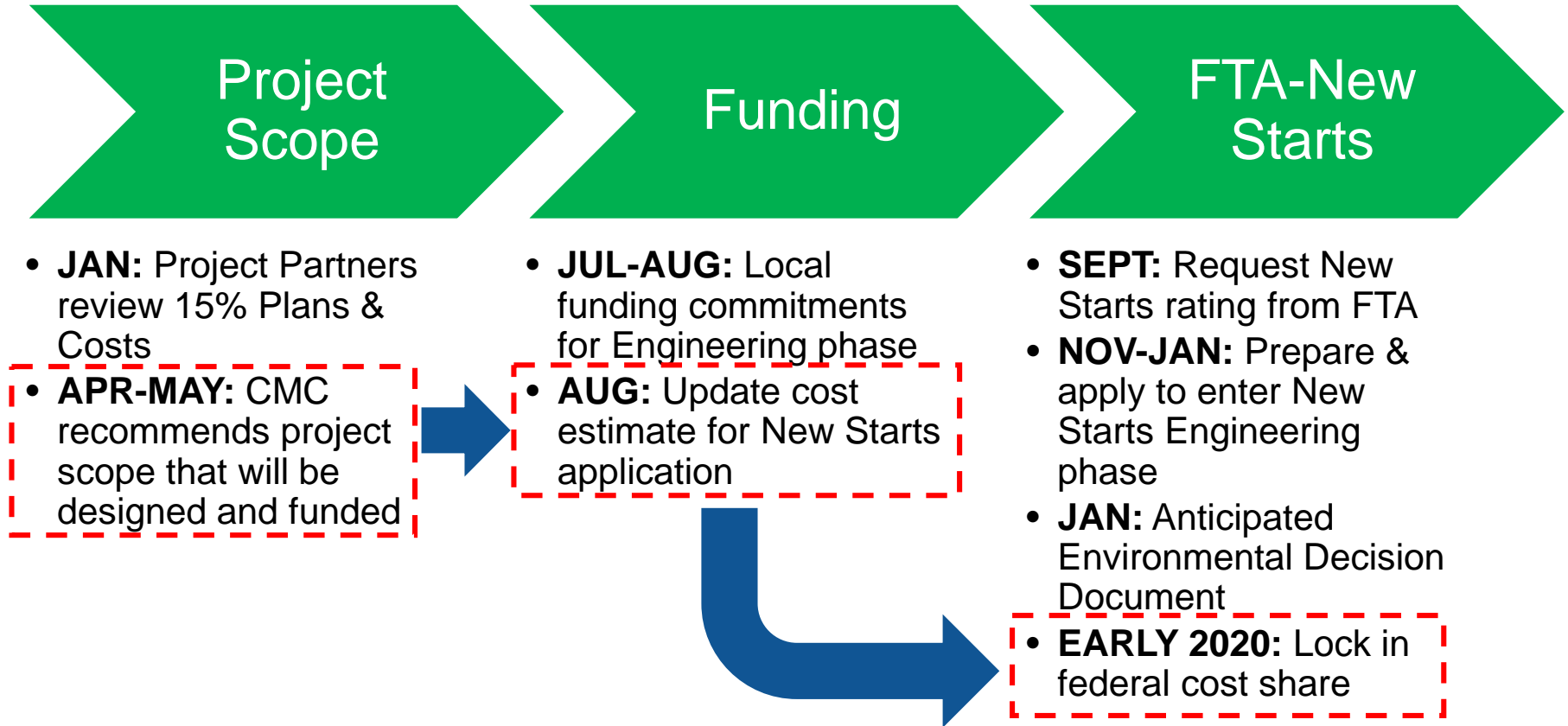
Ongoing Evaluation and Next Steps:

- 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



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

	2016 Estimate	2019 Update
Project Base Scope	\$420.7M	\$415-\$439M*
Total Project Contingency	30%	
Annual Escalation Factor	3.5%	
Opening Year	2024	
Base Year Estimate	2016	2018
Forecast Year	2023	2024

*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

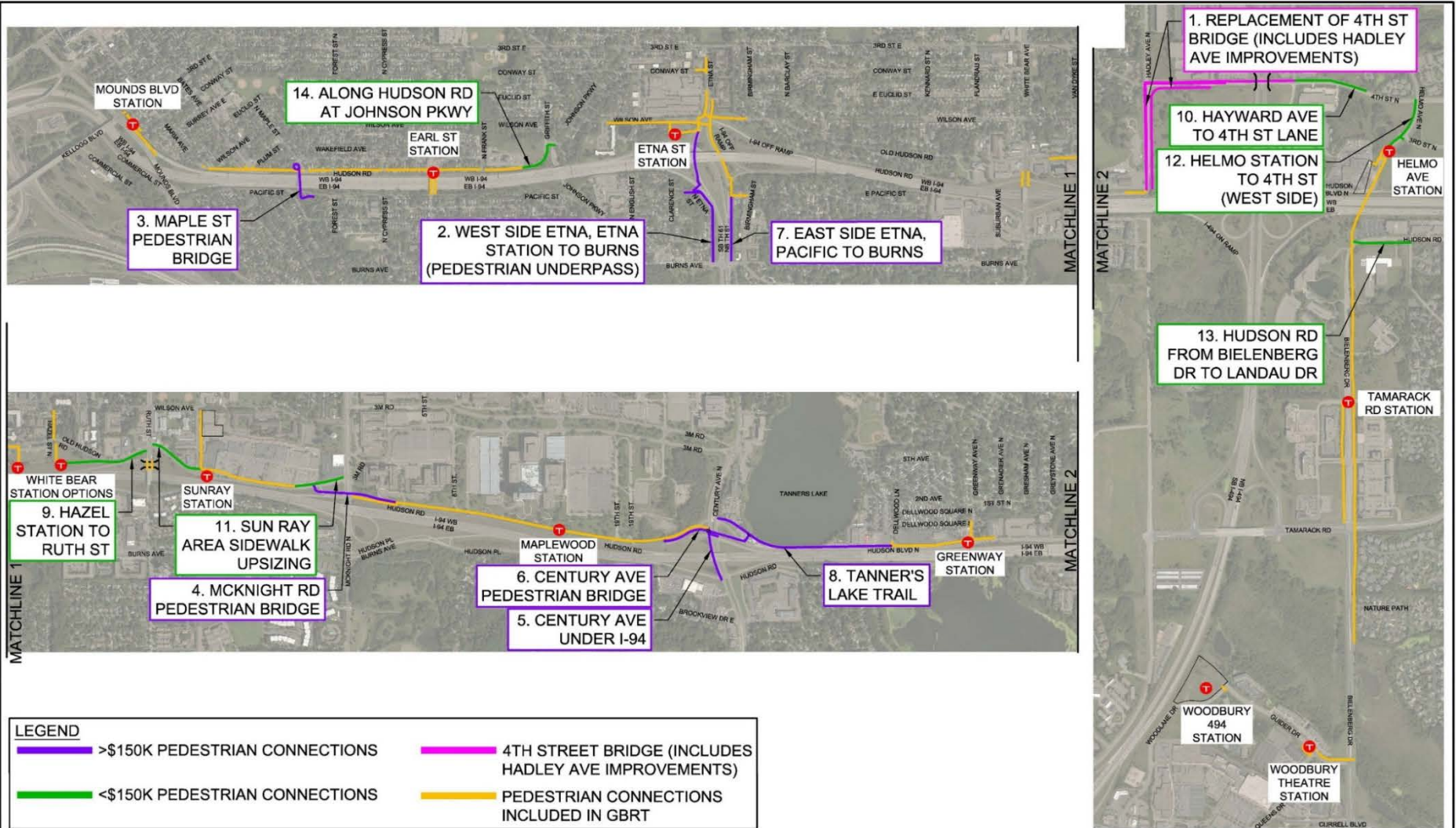
GBRT Base Scope

- 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



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

Estimated Cost

Scope Requests - Bridge/Roadway:

1. 4th Street Bridge/Roadway Improvements (Costs reduced from \$10.3M)	+\$10.0M
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Scope Requests - Ped Connections:

2. West Side Etna - Etna Station to Burns (tunnel)	+\$6.0M
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3. Maple Ped Bridge	+\$4.8M
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4. McKnight Bridge (on structure)	+\$3.3M
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5. Century Avenue at-grade underpass of I-94	+\$1.2M
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6. Century Ave Bridge (on structure)	+\$1.0M
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7. East Side Etna - Pacific to Burns (\$370K+ \$500K 61/Burns intersection improvements)	+\$870K
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8. Tanner's Lake	+\$240K
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9. Hazel Station Area to Ruth	+\$120K
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10. Hayward Ave to 4th Street Lane	+\$100K
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11. Sun Ray Area existing sidewalk upsizing	+\$80K
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12. Helmo Station to 4th Street, West Side	+\$60K
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13. Hudson Road from Bielenberg to Landau Drive	+\$60K
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14. Along Hudson at Johnson Parkway	+\$40K
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TOTAL	\$21.9M
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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