



# METRO Gold Line BRT CBAC Meeting

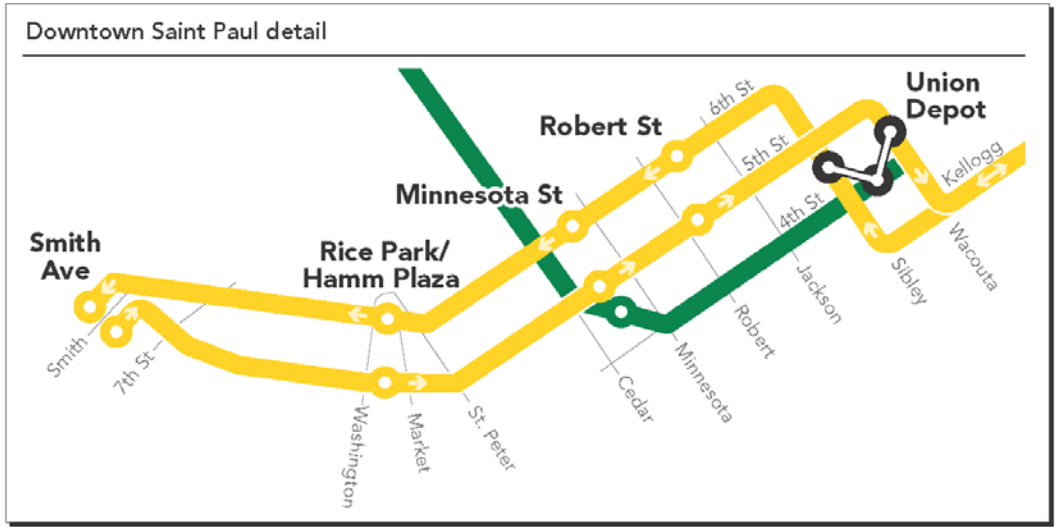
February 28, 2019




- Introductions
- Review October Meeting Notes
- Corridor Management Committee Update
  - November Meeting
  - February Meeting
- San Diego BRT Trip Debrief
- 2019 Public Engagement Update
- Cost and Project Components
- Upcoming CBAC Meetings



# Corridor Management Committee Meeting Update

# November: Confirmed Downtown Routing



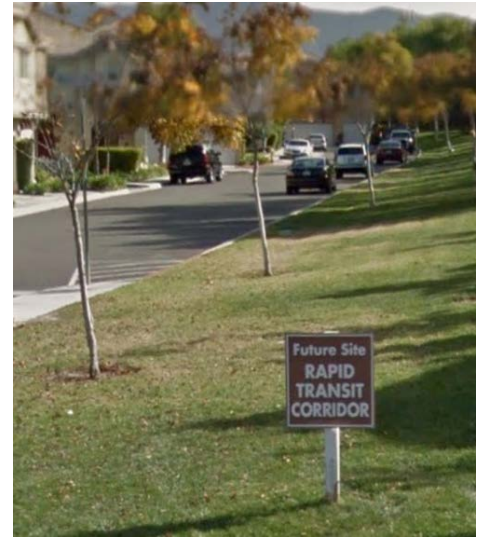
-  METRO Gold Line  
*(Bus Rapid Transit)*
-  METRO Green Line  
*(Light Rail)*
-  Transfer Station



# San Diego Trip Debrief



# South Bay BRT







# 2019 Engagement Update



- 3 Pop-ups and community outreach events
- 3 Individual stakeholder meetings
- What we heard:
  - Support for the project from both transit users and non-transit users
  - Support from residents in all cities along the corridor
  - Excitement for BRT, dedicated lanes and frequent all-day service
  - Appreciation for more connection in Saint Paul and the east metro
  - Desire for connectivity further east, beyond the Gold Line corridor

# 2019 Engagement Update



## Q1-Q2

- Engagement Focus
  - General project information
  - Environmental Assessment (EA) process
  - Notification of adjacent property owners of BRT design
  - Input to inform architecture design concepts
- Strategies
  - Pop-up's, community events & presentations at community organizations
  - Individual stakeholder meetings and mailings
  - Online and print surveys

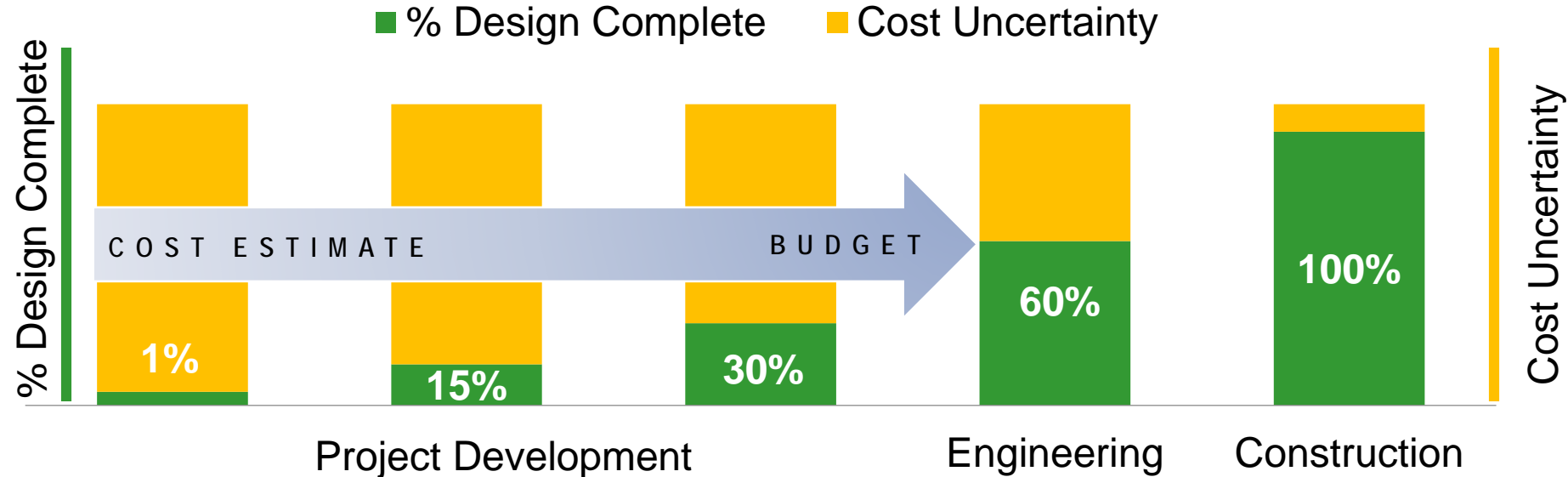
## Q3-Q4

- Engagement Focus
  - General project information
  - Public comment period for EA
  - Input to inform architecture design concepts
- Strategies
  - Pop-up's, community events & presentations at community organizations
  - EA public comment period
  - Neighborhood meetings & mailings



# Update on Project Scope and Costs

# Cost Uncertainty by Project Phase





# Gold Line Cost Estimating Process



**Q1-Q3 2018**  
Design refined through committee process



**Q4 2018**  
Draft EA developed with updated costs



**Q1 2019**  
15% plans and costs reviewed by partners



**Q2 2019**  
Project scope and funding identified

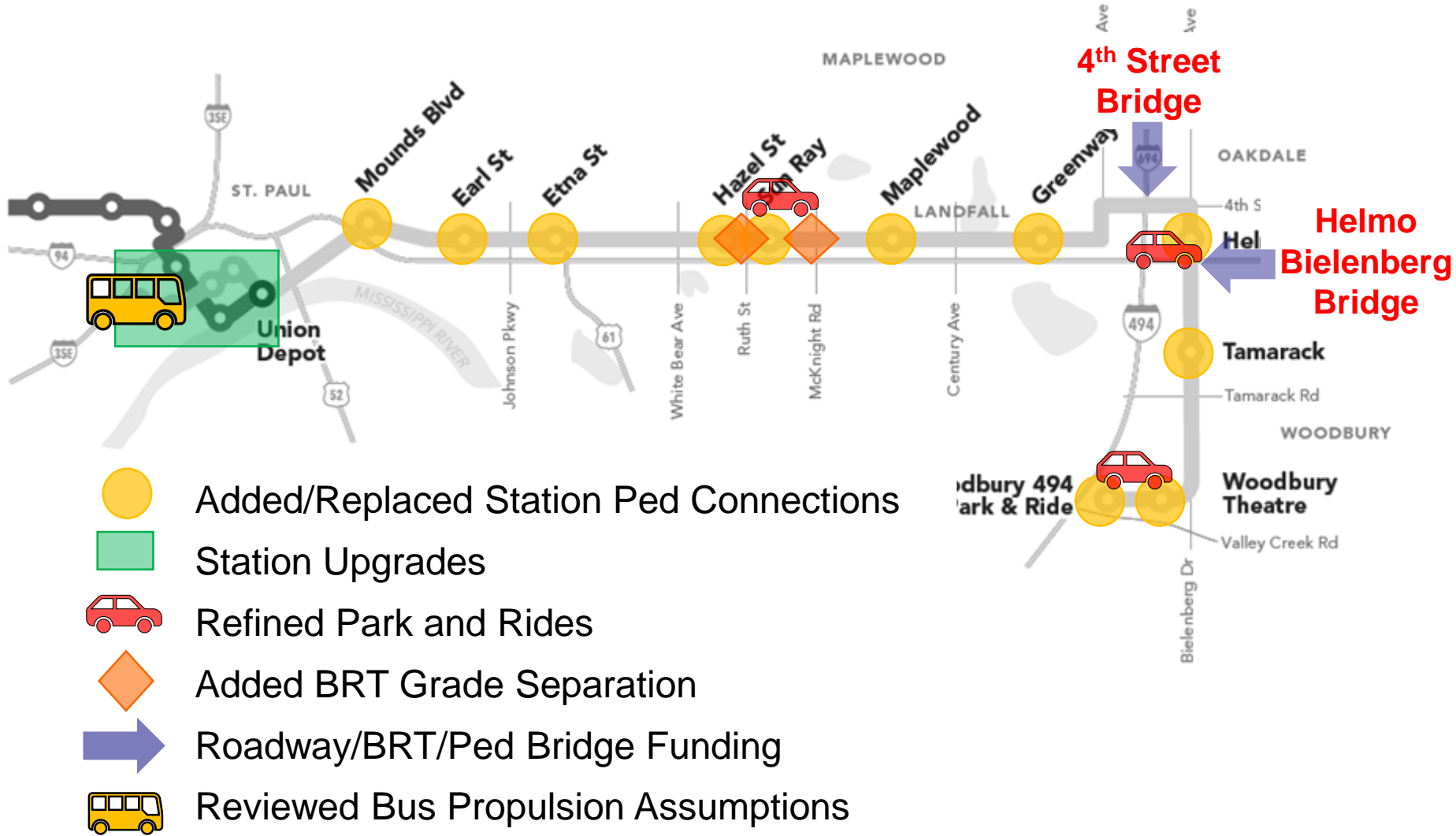


**Q3 2019**  
Funding commitments & Cost Estimate updated



**Q4 2019**  
Apply for Entry into Engineering

# 2018 Design Refinements



# 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:

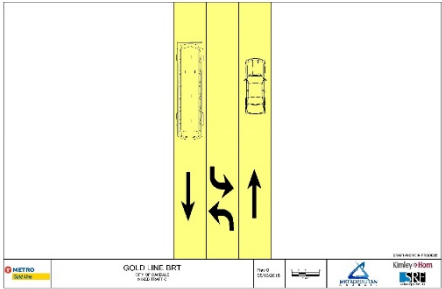
- Modified forecast year from 2023 to 2024 (added inflation costs)
- Design refinement through committee process, including platform height
- Bus Propulsion (diesel, hybrid, electric)
- Helmo-Bielenberg Bridge Regional Solicitation funding (cost deduct)
- Right of way
- Updated professional services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

# BRT Guideway & Sitework

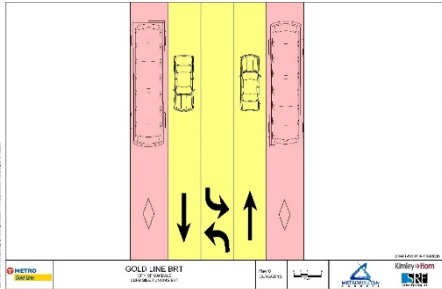


Location	Design Advancement	Costs
Hudson Road	Mixed traffic between Etna & White Bear	-
Retaining Walls	Retaining walls throughout corridor	+
Noise Walls	Refinement of noise wall locations	+
Traffic Signals	+2 new traffic signals, +2 BRT traffic signals	+

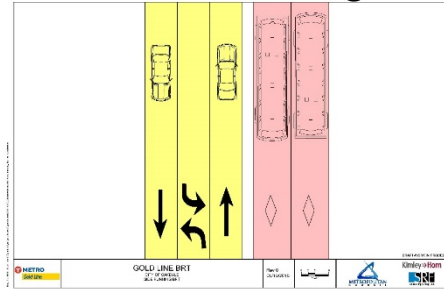
Mixed Traffic



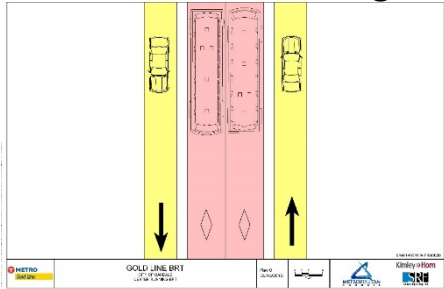
Curbside Running



Side Running



Center Running



*Guideway options offer flexibility for Gold Line BRT*

Bridges	Design Advancement	Costs
Earl Street	Reconstruction of the north abutment only	—
TH 61 Interchange	Eliminated need for reconstruction	—
Ruth Street	Grade separated BRT guideway (under Ruth St)	+
McKnight Road	Grade separated BRT guideway (over McKnight)	≡
Maple Street Ped	Eliminated need for reconstruction	—
Hazelwood Street Ped	Eliminated need for reconstruction	—



*Maple Street  
Pedestrian Helix  
and Bridge over  
Hudson Road  
and I-94*



Location	Design Advancement	Costs
Downtown Stations	10 Full Amenity Platforms	+
Other Stations	Reduction in per station cost assumption	-

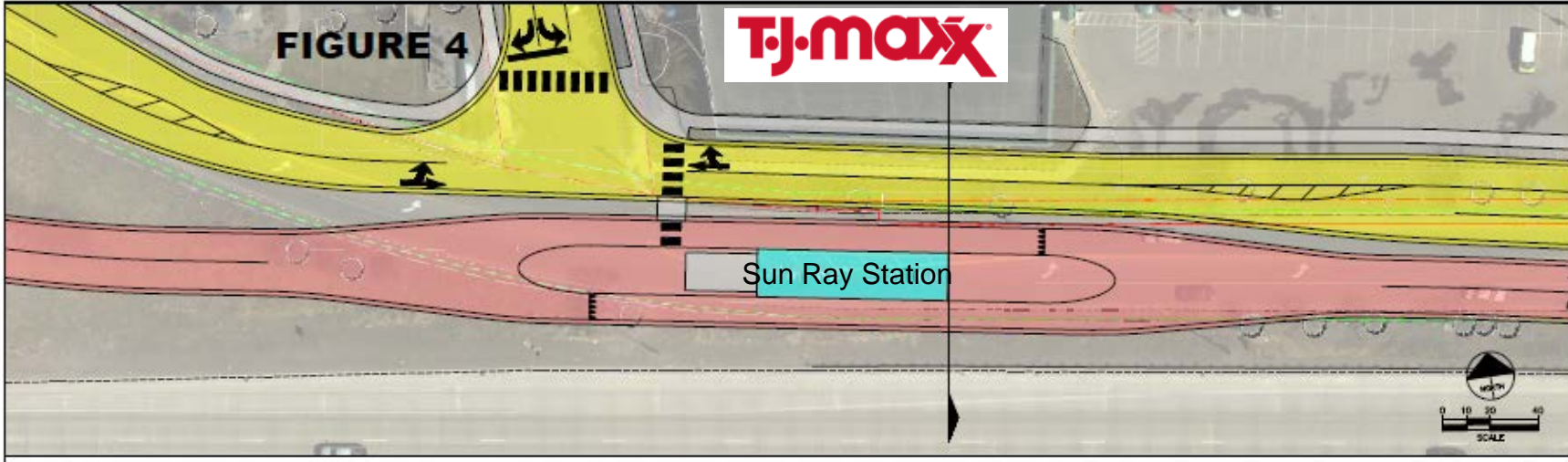


*Early Gold Line Station Rendering*

# Right-of-Way (non Park-and-Rides)

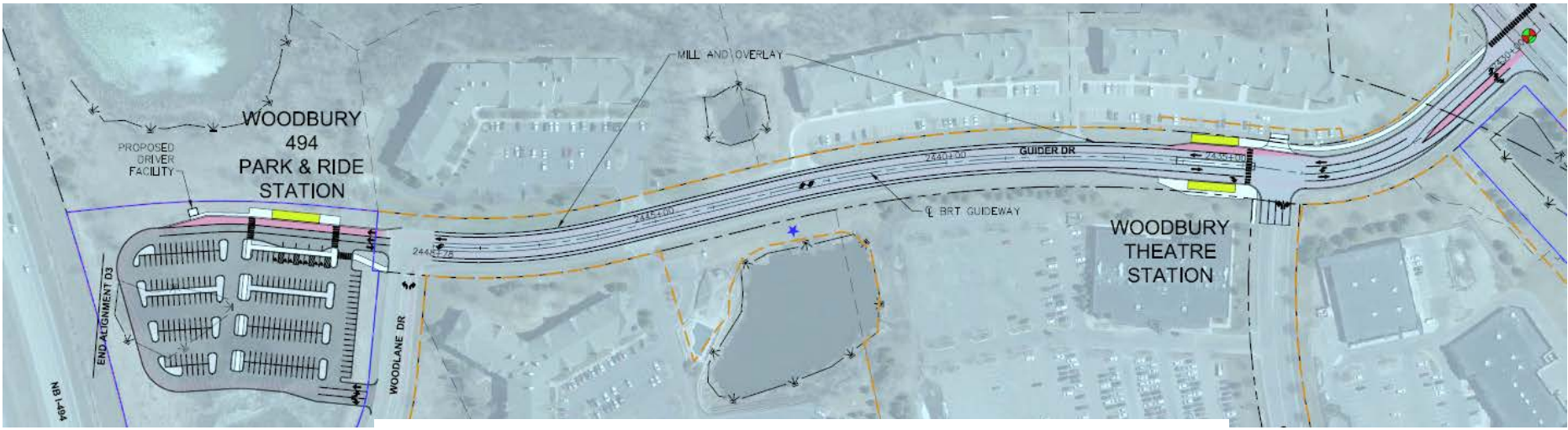


Location	Design Advancement	Costs
652 Conway	No impact to building	—
Residential between Maple and Cypress Streets	No full acquisition	—
Hazelwood residential / Grace Lutheran Church	No full acquisition / limited perm. easement	—
TJ Maxx and Sun Ray Lanes	No building impacts	—



*Sun Ray Station and avoidance of TJ Maxx Building*

Location	Baseline	Design Advancement	Costs
Sun Ray	Structured Parking (500 stalls)	Surface Parking (186 stalls)	—
Helmo	Surface Parking (100 stalls) Undeveloped 3.1-acre parcel	Modified location (100 stalls) 8.2-acre parcel, demolition, relocation	+
Woodbury	Structured Parking (250 stalls) No Acquisition (MT Property)	Surface Parking (350 stalls) Undeveloped 5-acre parcel	=



*Woodbury Stations along Guider Drive*



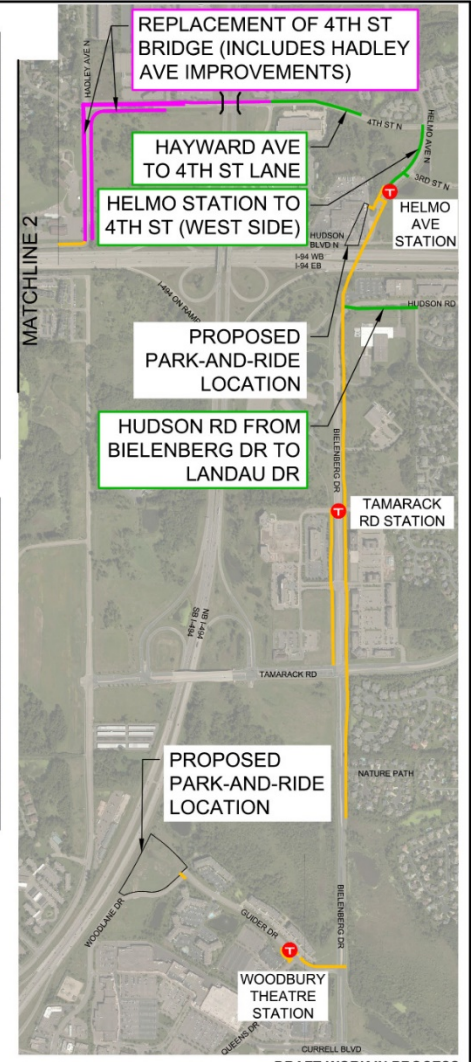
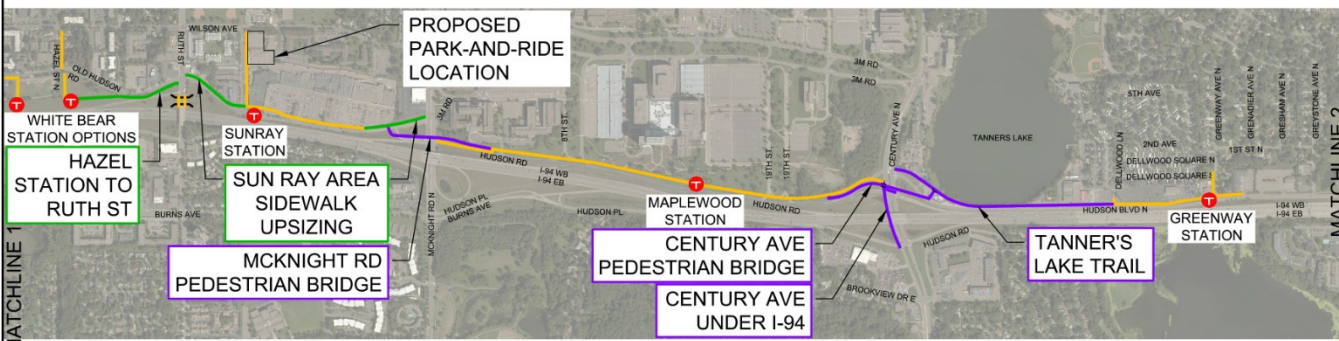
Description	2016 Est.	Design Advancement	Costs
Bus Fleet	11 Buses (20% spare ratio)	12 Buses (30% spare ratio)	+
Bus Type	Hybrid buses	Additional contingency allocation for electric buses (+\$5.7M)	+



*Electric buses will debut on Metro C Line in 2019!*

- Operational experiences, technology and market conditions will inform the fleet decision for Gold Line in the engineering phase in 2020-2021.
- Budgeting for electric buses in 2019 allows the project to seek federal New Starts funds but does not obligate this propulsion type.

# EA Scope Map



**LEGEND**

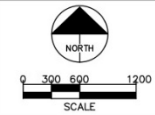
	>\$150K PEDESTRIAN CONNECTIONS		4TH STREET BRIDGE (INCLUDES HADLEY AVE IMPROVEMENTS)
	<\$150K PEDESTRIAN CONNECTIONS		PEDESTRIAN CONNECTIONS INCLUDED IN GBRT

DRAFT-WORK IN PROCESS



## GOLD LINE BRT

Rev 6  
01/24/2019





# EA Scope Cost Update



	Estimated Cost
Project Base Scope	\$415-439M
<b>Scope Requests - Bridge/Roadway:</b>	
4th Street Bridge & Roadway Improvements	+\$10.3M
<b>Scope Requests - Ped Connections:</b>	
West Side Etna - Etna Station to Burns (tunnel)	+\$6.0M
Maple Ped Bridge	+\$4.8M
McKnight Bridge (on structure)	+\$3.3M
Century Avenue at-grade underpass of I-94	+\$1.2M
Century Ave Bridge (on structure)	+\$1.0M
East Side Etna - Pacific to Burns	+\$370K
Tanner's Lake	+\$240K
Hazel Station Area to Ruth	+\$120K
Hayward Ave to 4th Street Lane	+\$100K
Sun Ray Area existing sidewalk upsizing	+\$80K
Helmo Station to 4th Street, West Side	+\$60K
Hudson Road from Bielenberg to Landau Drive	+\$60K
Along Hudson at Johnson Parkway	+\$40K



# Next Steps and Discussion

## 2019 (Second Year of Project Development)

### Project Scope

- **JAN:** Project Partners review 15% Plans
- **JAN-FEB:** Committees review costs
- **MAR:** Committees develop scope recommendation process
- **APR-MAY:** CMC recommends project scope and corresponding funding

### Funding

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

### FTA-New Starts

- **SEPT:** Request New Starts rating from FTA
- **DEC-JAN:** Anticipated Environmental Decision
- **NOV-JAN:** Prepare & apply to enter New Starts Engineering phase

- If project cost is increased:
  - What types of project additions do you value?
  - How should decisions be made?
    - Geographic equity?
    - Access to population/employment?
    - Add items that are hard to build later?
  - What would you like policy makers to consider?