



METRO Gold Line BRT CMC Meeting

April 26, 2018



- 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

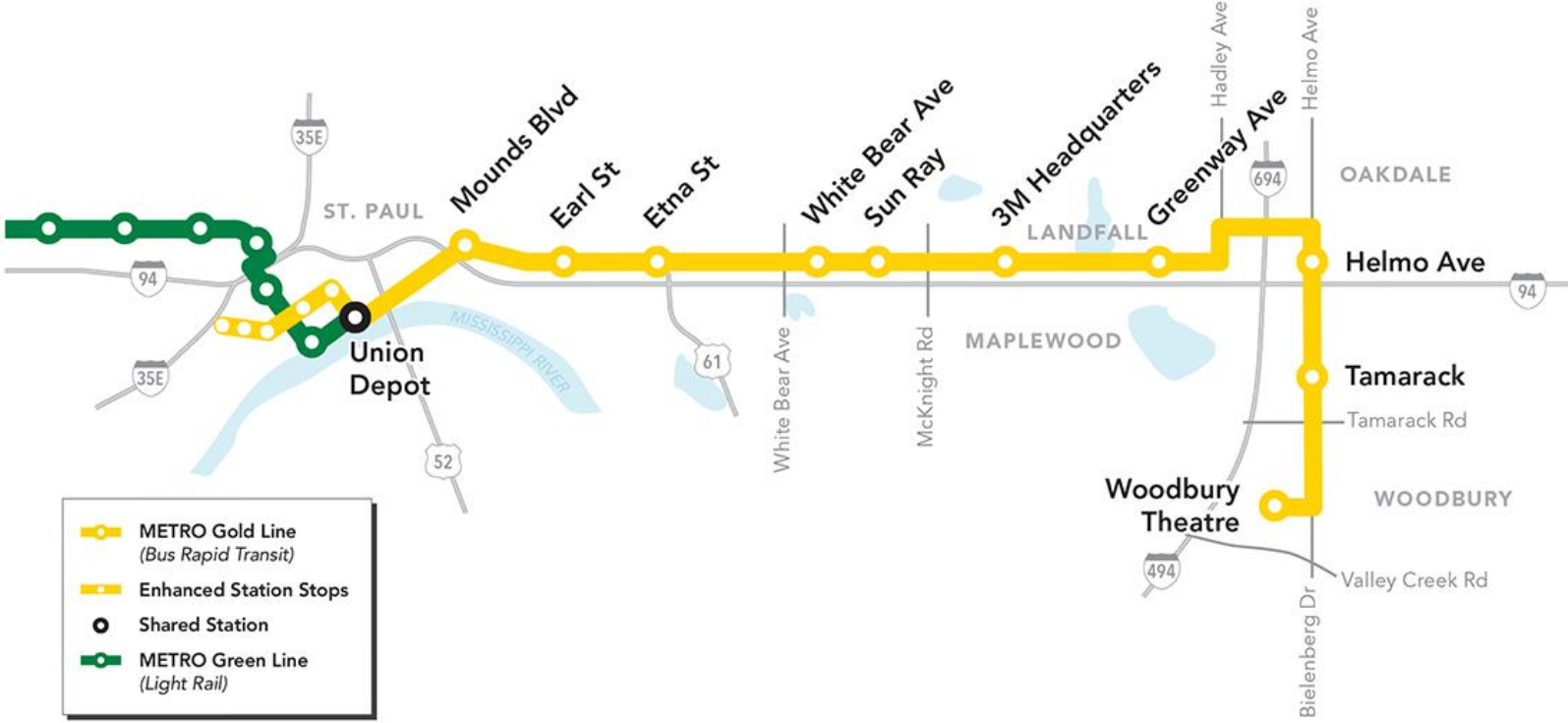


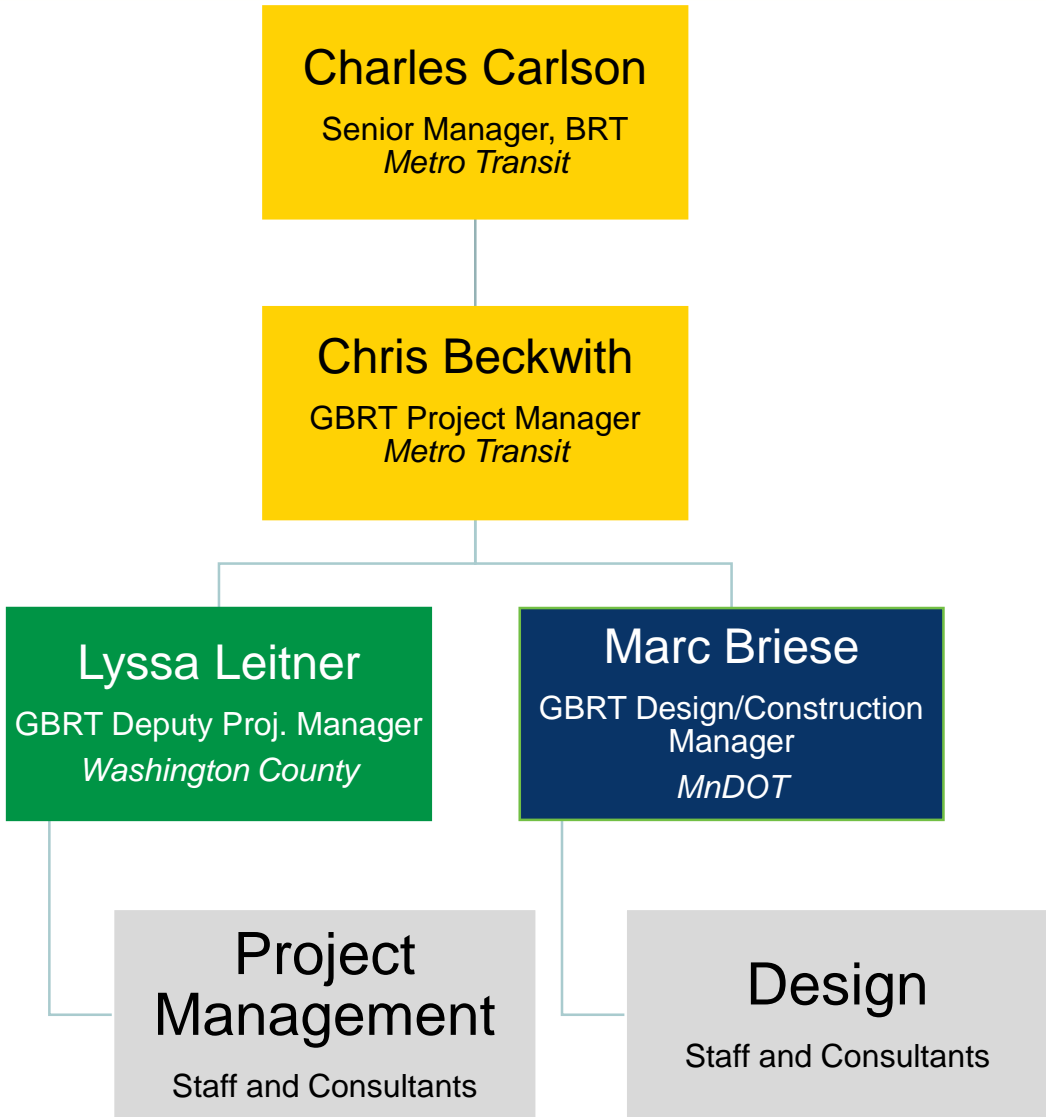
Project Overview

Gold Line BRT Overview



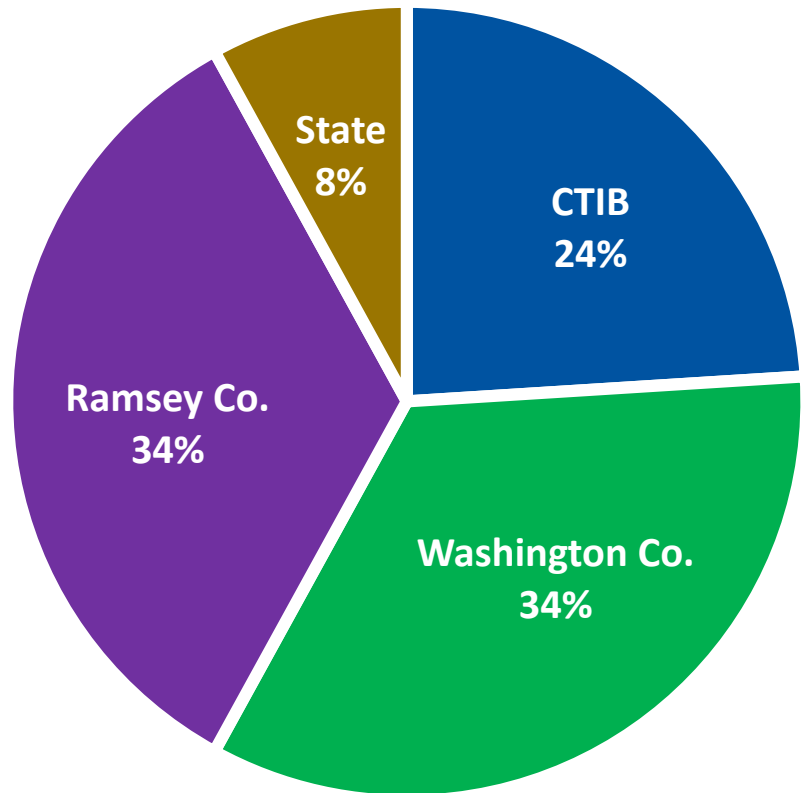
- 8,000 Est. Daily Riders (2040)
- \$420M Est. Capital Cost (YOE)
- \$5.1M Annual Operating Cost
- Opening 2024
- Serving the East Metro:
 - 2 counties, 5 municipalities
 - 301,000 jobs (2040)
 - 522,000 people (2040)



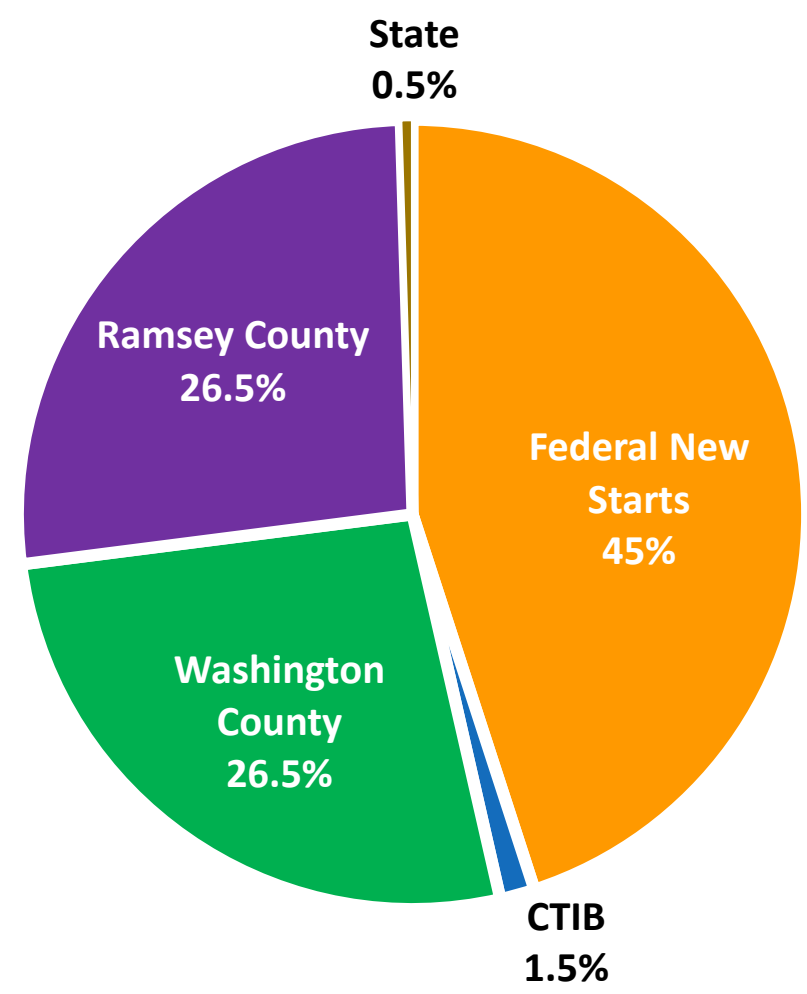




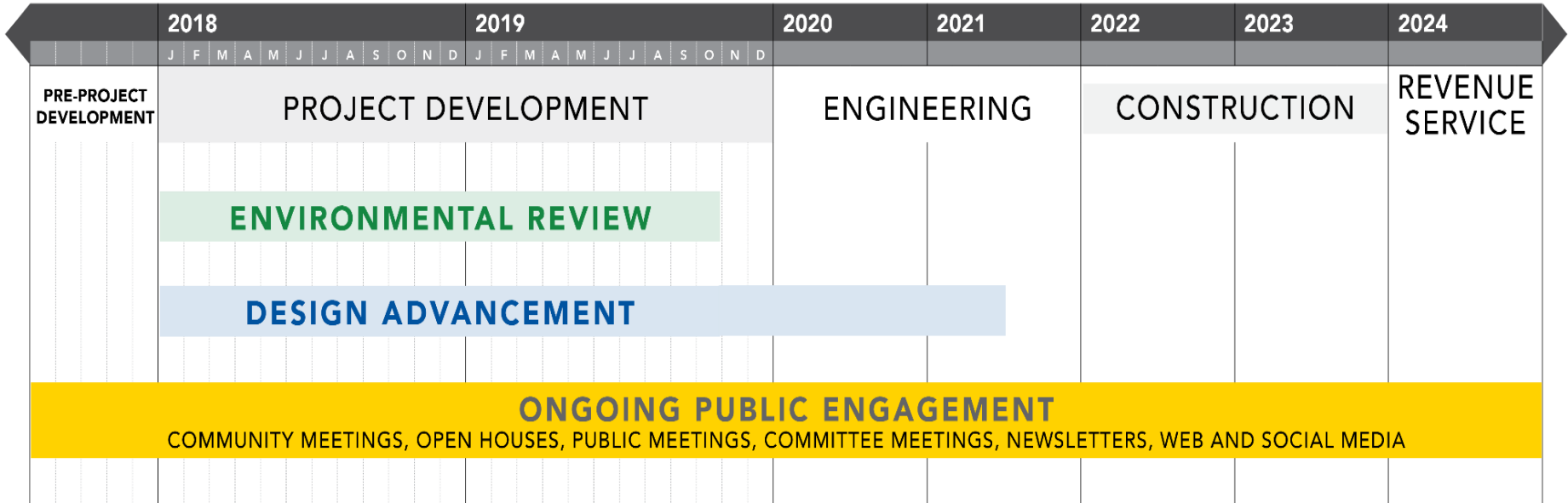
PD Funding (\$25M approved, authorized)



Overall Funding (\$420M anticipated, YOY)



Gold Line Bus Rapid Transit Project Timeline



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

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

- 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

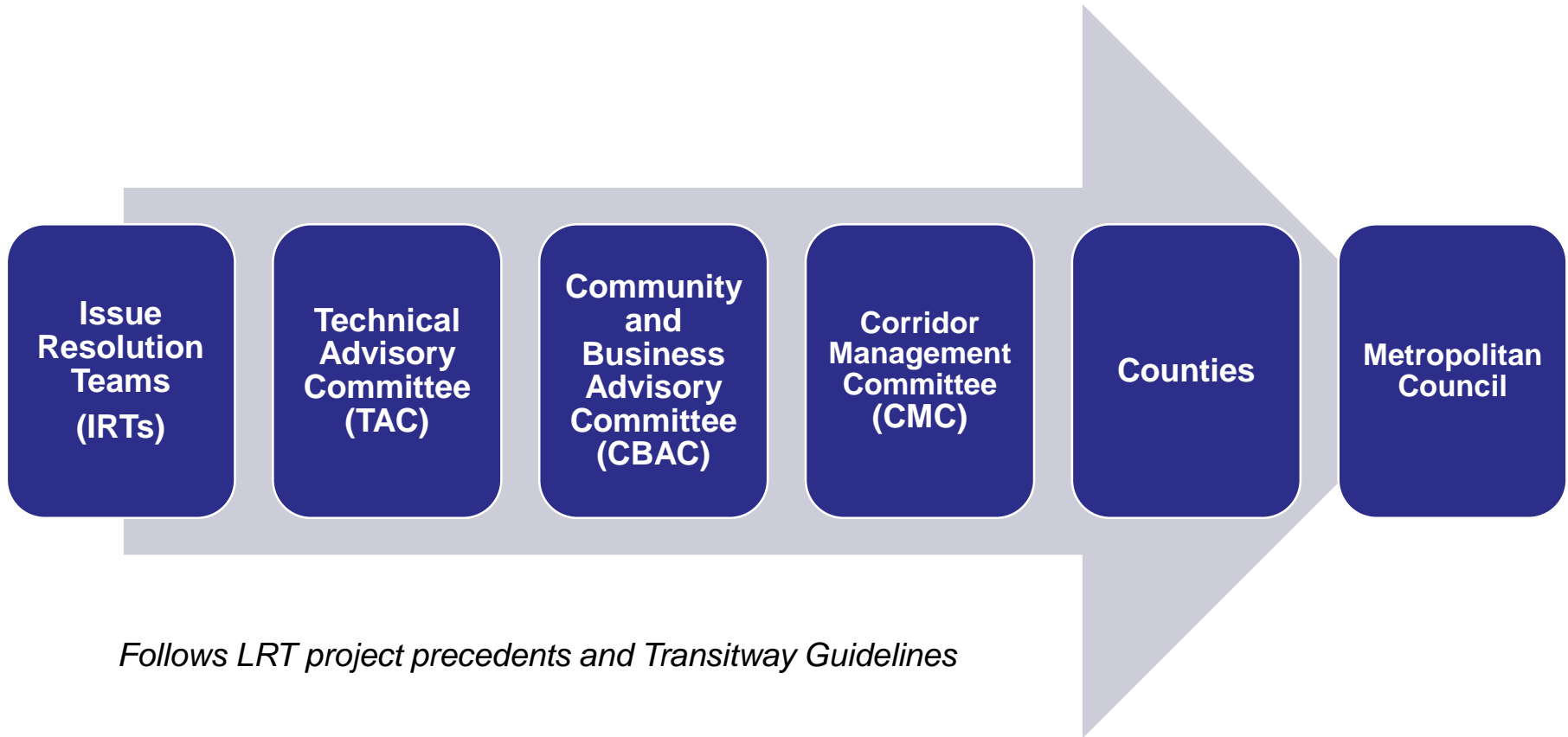


GBRT CMC Roles and Responsibilities

---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

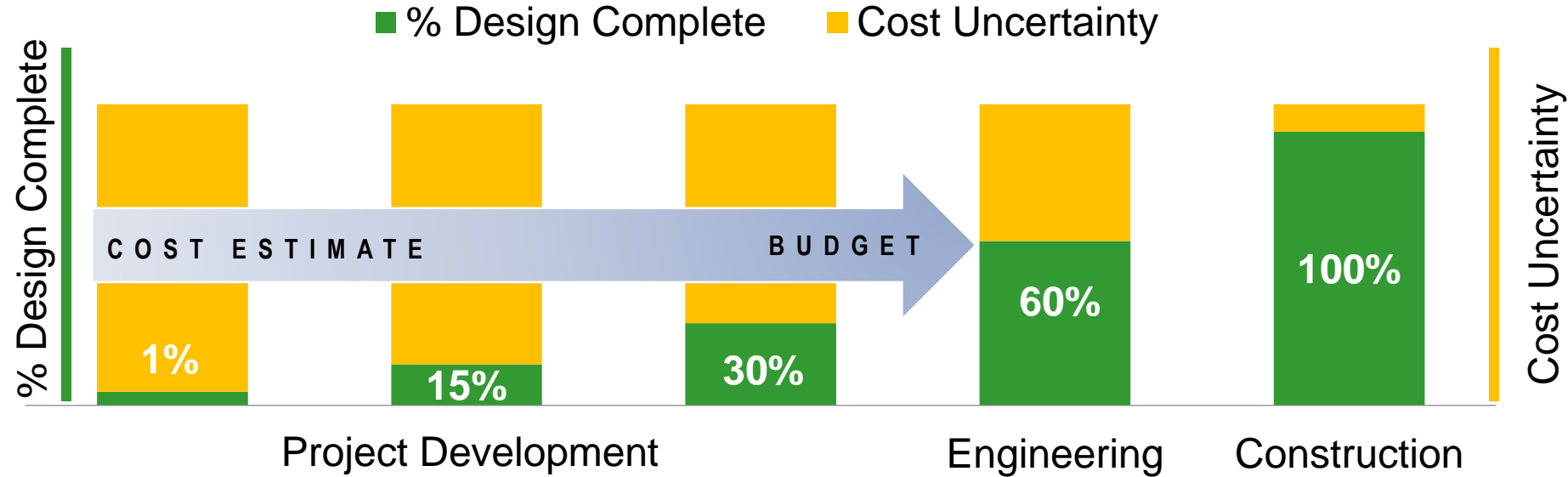
Gold Line Committee Structure





Project Baseline: Scope and Cost Estimate Overview

Cost Uncertainty by Project Phase



- 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



EA/Planning Cost Estimate (1% Eng.)	\$420 M
Total Project Contingency	35%
Escalation Factor	3%
Base Year Estimate	2016
Forecast Year	Year of expenditure

- 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

- 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



- 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

- 5 Bus Bypass Lanes (4-Lane Section at Stations)
 - Mounds Boulevard Station
 - Etna Street Station
 - White Bear Avenue Station
 - Sun Ray Station
 - Maplewood Station



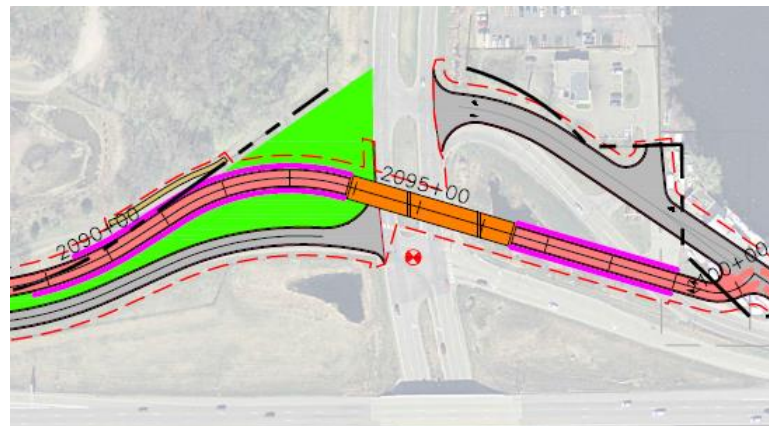
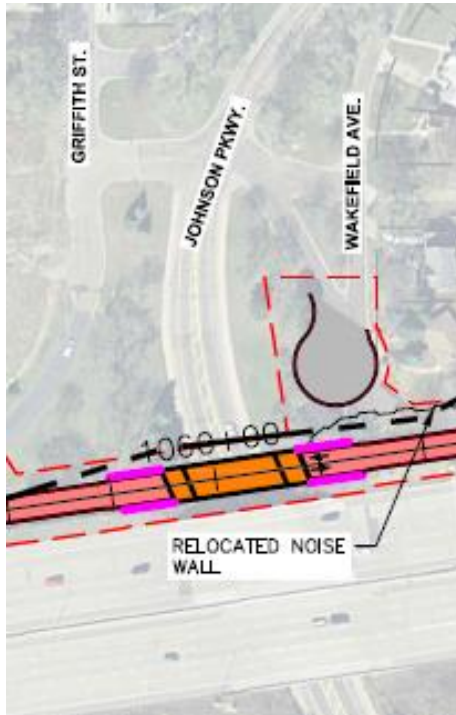
- Sun Ray Transit Center
 - Structured Parking – 500 Stalls
- Helmo Station Park & Ride
 - Surface Parking – 100 Stalls



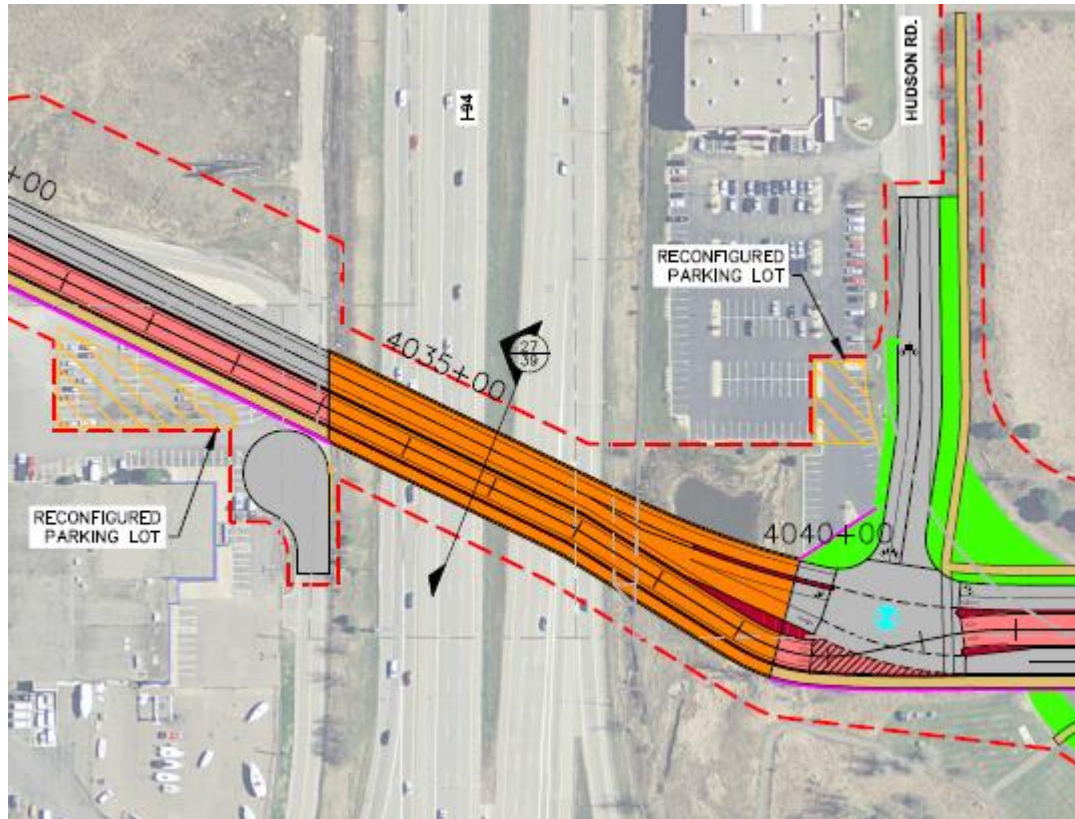
- Woodbury Theatre Station Park & Ride
 - Structured Parking – 250 Stalls
 - Reconstruction of Woodbury Theatre Parking Lot
- 2 Driver Layover Facilities Included



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

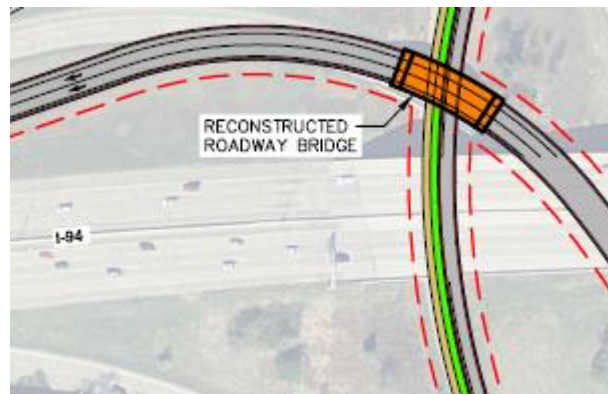
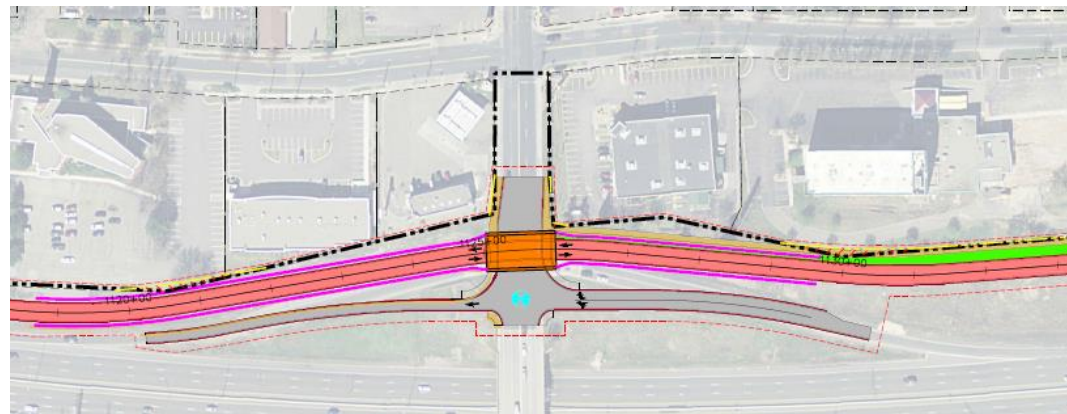
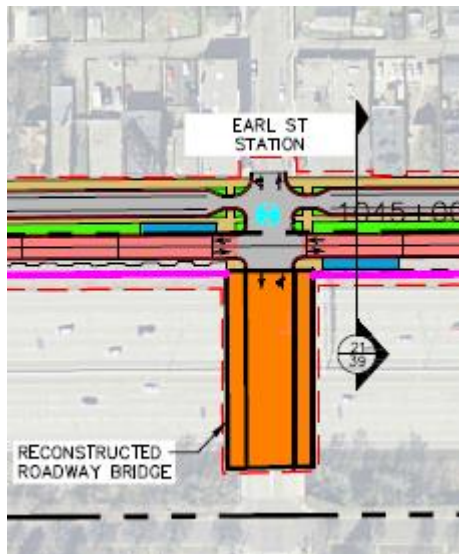


- BRT & Roadway Bridge
 - Helmo Avenue/Bielenberg Drive Bridge
(2 Roadway Lanes, 2 BRT Lanes & 1 Pedestrian Facility)



- 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



- 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



- 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

---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 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

- 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

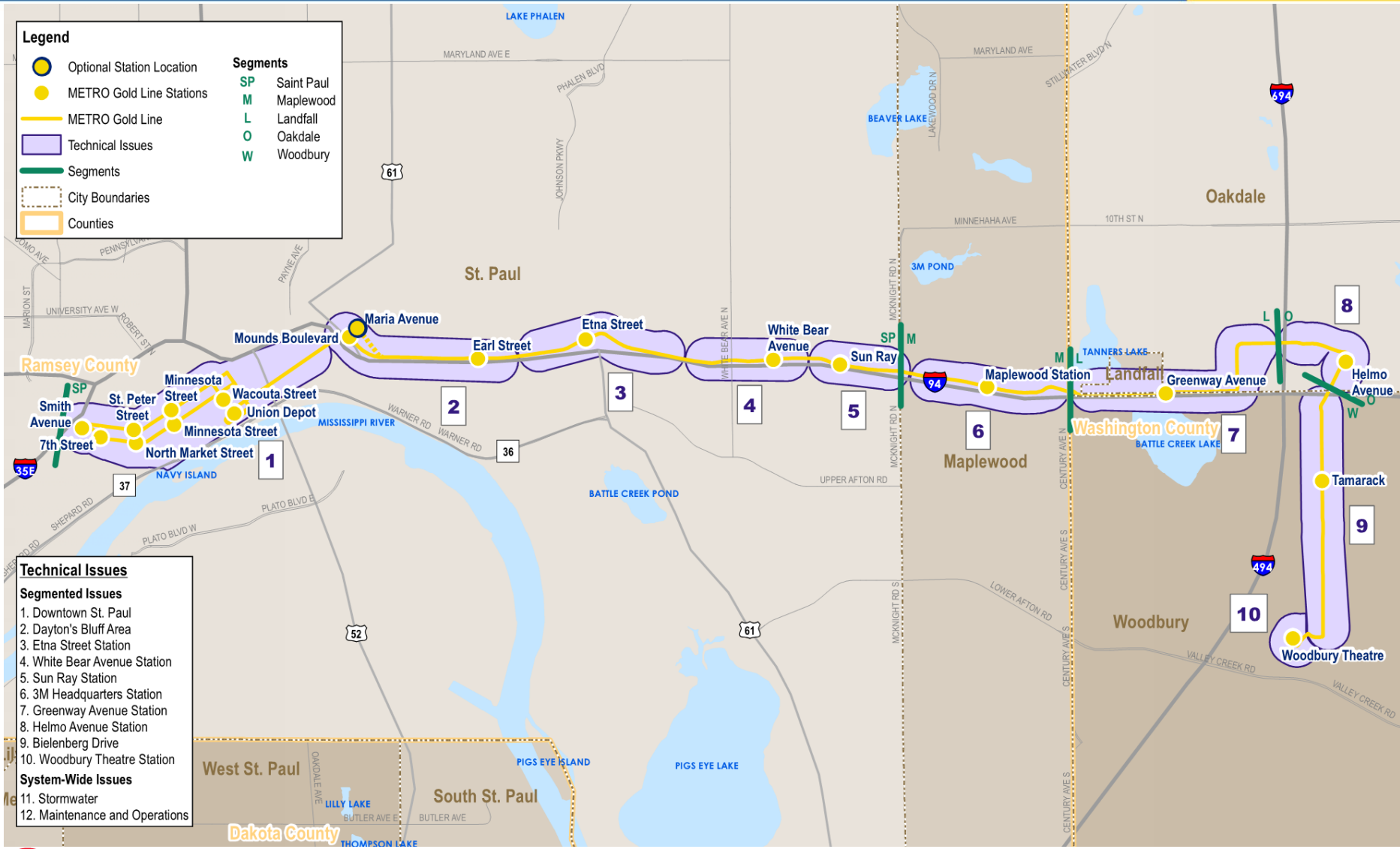


Legend

- Optional Station Location
- METRO Gold Line Stations
- METRO Gold Line
- Technical Issues
- Segments
- City Boundaries
- Counties

Segments

- SP Saint Paul
- M Maplewood
- L Landfall
- O Oakdale
- W Woodbury



Technical Issues

Segmented Issues

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

System-Wide Issues

11. Stormwater
12. Maintenance and Operations



Segment	Technical Issue	Project Elements / Issues for Resolution	
SAINT PAUL (SP)	1 Downtown St. Paul	Downtown Routing and Station Locations	
	2 Dayton's Bluff Area		Kellogg Avenue/3rd Street/Mounds Boulevard intersection design and operations
			Potential Section 106 impacts relative to design in Dayton's Bluff area
			Guideway Location/Configuration
			Siting and location of Mounds Blvd and Earl Street Station
	3 Etna Street Station		Etna Street/TH 61 intersection design and operations
			Pedestrian facilities in TH 61 interchange area
			Siting and location of Etna Street Station
	4 White Bear Avenue Station		Location of pedestrian bridge west of White Bear Avenue
			Hudson Road visual and parking impacts
			White Bear Avenue underpass
			Siting and location of White Bear Avenue Station
	5 Sun Ray Station		Siting, location and size of potential park-and-ride facility
			Siting and location of Sun Ray Station
			Sun Ray Frontage Road Design

Technical Issues Resolution



Segment	Technical Issue	Project Elements / Issues for Resolution
MAPLEWOOD (M)	6 Maplewood Station	Pedestrian infrastructure at Century Avenue
		Guideway Crossing Control at 3M
		Siting and location of Maplewood Station
LANDFALL (L)	7 Greenway Avenue Station	BRT guideway and mixed traffic operations on east end of Century Avenue
		Siting and location of Greenway Avenue Station
OAKDALE (O)	8 Helmo Avenue Station	Traffic and BRT lane operations on Hadley Avenue and 4th Street Bridge
		Siting and location of park-and-ride facility
		Truck access to Country Hearth Building
		Helmo Avenue/Bielenberg Drive Bridge
WOODBURY (W)	9 Bielenberg Drive	Center running or side running BRT lanes on Bielenberg Drive
		Utility concerns near Hudson Road and Bielenberg Drive due to data centers in the area.
		Traffic operations at Tamarack and Bielenberg Drive
		Siting and location of Tamarack Station
	10 Woodbury Theatre Station	Siting, location and sizing of Park-and-Ride at Woodbury Theatre and integration with existing express bus routes

Segment	Technical Issue	Project Elements / Issues for Resolution
SYSTEM-WIDE (SW)	11 Stormwater	Stormwater treatments in the corridor
	12 Maintenance and Operations	Identification of facility and guideway maintenance requirements and mitigation/minimization strategies Maintenance agreements