

Transportation Committee

For the Metropolitan Council meeting of September 28, 2016

Subject: METRO Blue Line Extension LRT Project Revised Scope and Budget; Authorize Application for entry into Engineering Proposed Action

Proposed Action

That the Metropolitan Council adopt the attached Resolution and direct the Blue Line Extension LRT Project Office (BPO) to submit the application for Entry into Engineering to the Federal Transit Administration (FTA). The Resolution includes the BLRT Corridor Management Committee recommendations:

- Approve the Blue Line Extension Light Rail Transit project scope as described in Attachment A.
- Approve the Blue Line Extension Light Rail Transit cost estimate of \$1.536 billion as the project budget.
- Authorize staff to submit the Application to Enter Engineering.

Summary of Committee Discussion/Questions

Dan Soler presented this item. No questions.

Motioned by Rodriguez, seconded by Munt and carried. **Non-Consent to Council.**

Transportation Committee

Meeting date: August 8, 2016

For the Metropolitan Council meeting of September 14, 2016

Subject: METRO Blue Line Extension LRT Project Revised Scope and Budget; Authorize Application for entry into Engineering

District(s), Member(s): All

Policy/Legal Reference: MN Statutes, Section 473.3994

Staff Prepared/Presented: Mark Fuhrmann, Deputy General Manager, 612-373-3810
Dan Soler, BLRT Project Director, 612-373-5371

Division/Department: Metro Transit / Blue Line Extension Project Office

Proposed Action

That the Metropolitan Council adopt the attached Resolution and direct the Blue Line Extension LRT Project Office (BPO) to submit the application for Entry into Engineering to the Federal Transit Administration (FTA). The Resolution includes the BLRT Corridor Management Committee recommendations:

- Approve the Blue Line Extension Light Rail Transit project scope as described in Attachment A.
- Approve the Blue Line Extension Light Rail Transit cost estimate of \$1.536 billion as the project budget.
- Authorize staff to submit the Application to Enter Engineering.

Background

The BPO has advanced the project engineering to 30% design and published the Final Environmental Impact Statement on July 15, 2016. Through advanced engineering, the BPO identified opportunities for cost participation by the Minnesota Department of Transportation (MnDOT), Hennepin County and the City of Brooklyn Park; totaling approximately \$20.5 million. By recognizing the additional local cost participation, another \$19.5 million (approximately) in federal participation is realized. The revised cost estimate for the BLRT is \$1.536 billion.

On July 21, 2016 the BLRT Corridor Management Committee (CMC) passed a resolution recommending that the Metropolitan Council adopt a project budget of \$1.536 billion, which includes additional cost participation from project partners. The project budget also includes the following CMC recommended scope additions, which are reflected in the project scope (Attachment A):

- 63rd Ave at-grade pedestrian improvements;
- Rail Control Center modifications;
- Modifications at Hiawatha Operations and Maintenance Facility to accommodate light rail vehicle overhaul functions not to exceed \$5 million; and
- Rail crossings and gates north of TH 610.

The revised cost estimate does not increase the Counties Transit Improvement Board (CTIB), Hennepin County Regional Railroad Authority (HCRRA) or State contribution amounts.

Rationale

Approval of the project scope and budget is necessary to advance the project and for application for Entry into Engineering; which sets the maximum federal funding participation of \$752 million (49 percent).

Funding

The cost of the recommended project scope is estimated at \$1.536 billion in year of expenditure dollars. The Federal Transit Administration will pay for 49 percent of the overall budget upon execution of a Full Funding Grant Agreement. Local capital funding will be provided by the CTIB; HCRRA, the State of Minnesota, and other local funding partners.

The proposed action of this business item is for the purposes of updating the New Starts application to the FTA and does not serve to modify the Metropolitan Council's Capital Improvement Plan (CIP). Modifications to the CIP will be included in a future business item and routed through the Transportation and Management Committees.

Known Support / Opposition

The Blue Line Extension Community Advisory Committee and Business Advisory Committee support the revised project scope and budget.

The Counties Transit Improvement Board and Hennepin County Regional Railroad Authority have will consider adopting resolutions committing their respective local funding in August 2016. The BLRT Corridor Management Committee, which includes representatives from funding partners, host cities, community and business interests along the line, recommended the revised scope and project cost estimate at its July 21, 2016 meeting through committee resolution.

METROPOLITAN COUNCIL

390 Robert Street North, St. Paul, MN 55101

RESOLUTION NO. 2016 -23

WHEREAS:

1. The Governor designated the Metropolitan Council (Council) as the responsible authority for the Blue Line Extension LRT (BLRT) Project;
2. The Council established the BLRT Corridor Management Committee (CMC) to advise the Council in the design and construction of the BLRT Project;
3. The Council established the Blue Line Extension Project Office (BPO) to advance the design, manage construction and overall delivery of the BLRT Project;
4. The BPO has developed 30% designs and published the Final Environmental Impact Statement on July 15, 2016;
5. The BPO presented an adjusted Project Scope and Cost Estimate on July 7, 2016 for BLRT CMC consideration and discussion;
6. The BPO presented an adjusted Project Scope and Cost Estimate on July 21, 2016 for BLRT CMC consideration and recommendation;
7. The BLRT CMC recommends a Project Cost Estimate of \$1.536 billion and a revised Project Scope (Attachment A) through committee resolution passed on July 21, 2016.

NOW, THEREFORE:

BE IT RESOLVED, that Metropolitan Council adopts the revised Blue Line Extension LRT Project Scope (Attachment A) with a cost estimate of \$1.536 billion; and

BE IT FURTHER RESOLVED, that the Metropolitan Council authorizes the BPO to submit the application for Entry into Engineering to the Federal Transit Administration.

Adam Duinick, Metropolitan Council Chair

Emily Getty, Recording Secretary

METRO Blue Line Extension (Bottineau Light Rail Transit) Project Scope

The revised METRO Blue Line Extension project scope includes:

- 13.5 miles of ballasted double track from Target Field Station in downtown Minneapolis to northwestern Brooklyn Park
- 11 new center platform stations
- 28 new Light Rail Vehicles (LRVs)
- Rail signal and communication system
- Traction Power Substations
- 10 at-grade freight/LRT crossings of roadways
- Reconstruction of eight miles of ballasted single freight track and freight corridor protection treatments

Target Field Connection

Construction of a bridge connection on the south side of 6th Avenue North from the existing Target Field Station to the center of Olson Memorial Highway (OMH) and 7th Street intersection. Planned roadway improvements include reconstruction of the signalized intersection of 7th Street and OMH.

Olson Memorial Highway (Trunk Highway 55)

Modification of the existing I-94 Interchange Bridge to accommodate light rail tracks between the westbound and eastbound vehicle traffic lanes.

Reconstruction of Olson Memorial Highway as a 6-lane principal arterial highway from I-94 to the BNSF freight rail corridor with light rail tracks between the westbound and eastbound lanes.

Reconstruction of Olson Memorial Highway would also include 10' boulevards, 6' sidewalks, 7 signalized intersections and 3 mid-block crossings. The design also leaves space for a future cycle track on the north side of TH 55.

Center platform stations at Van White Boulevard and Penn Avenue.

Olson Memorial Highway Crossing

Reconstruction of the westbound TH 55 Bridge to accommodate light rail tracks running at-grade between the westbound and eastbound bridges. Tracks turn northwest and go under the reconstructed westbound bridge and connect to the BNSF freight rail corridor.

Plymouth Avenue

Center platform stations at Plymouth Avenue including vertical circulation (elevator and stair tower).

Golden Valley Road Station

Center platform station at Golden Valley Road, including vertical circulation (elevator and stair tower), park-and-ride, Golden Valley Road and Theodore Wirth Parkway intersection reconstruction, and trail connections.

Golden Valley Alignment

Construct new LRT bridges over both Grimes and Golden Valley ponds, and maintain freight rail on existing embankment across the ponds.

Reconstruct Theodore Wirth Parkway, Plymouth Avenue and Golden Valley Road roadway bridges over rail corridor to accommodate both freight and light rail tracks.

Robbinsdale Station

Center platform station south of 42nd Avenue and a 550 stall Park & Ride structure in downtown Robbinsdale. The Park & Ride structure would include a bus transit center and accommodate future transit oriented development (TOD).

Reconstruct 36th Avenue bridge over rail corridor to accommodate both freight and light rail tracks and construct new LRT bridge over Trunk Highway 100.

Bass Lake Road Station

West Broadway rail crossing would be constructed to be quiet-zone ready and include a roundabout on the east side and full access to 48th Avenue / Welcome Avenue.

Center platform station south of Bass Lake Road with an adjacent 170 space surface Park & Ride.

63rd Avenue Station/Park & Ride

Center platform station north of 63rd Avenue. Pedestrian bridge over freight rail to station platform with vertical circulation from the existing 565 space Park & Ride structure. Construction of 63rd Avenue at-grade pedestrian improvements.

Brooklyn Boulevard Station

New LRT bridge over County Road 81 north of 73rd Avenue N.

Center platform station south of Brooklyn Boulevard with pedestrian access points at both north and south ends of the platform.

Reconstruction of West Broadway from 73rd Avenue to Candlewood Drive to accommodate LRT.

West Broadway Reconstruction

Continue coordination with Hennepin County West Broadway (CSAH 103) reconstruction project, which includes roadway reconstruction from Candlewood Drive to 93rd Avenue.

Construction of light rail tracks between northbound and southbound lanes.

Center platform station south of 85th Avenue with pedestrian access points at both north and south ends of the platform.

93rd Avenue/Oak Grove Parkway Stations

Center platform station south of 93rd Avenue with pedestrian access points at both north and south ends of the platform.

Center platform station on west side of West Broadway at Oak Grove Parkway, with an adjacent 850 space Park & Ride structure.

Construction of roadway network north of TH 610 to accommodate light rail, access to the park and ride and the operations and maintenance facility. Construction of rail crossings and gates north of TH 610

Operations and Maintenance Facility (OMF) Location

Construction of an Operations and Maintenance facility, storage bays, loop track, employee parking lot and stormwater retention pond on a 10.8 acre site at 101st Avenue N and Xylon Avenue.

Transmission Lines

Shift Xcel transmission lines to the west side of the BNSF corridor.

Environmental Mitigations and Requirements

Implement environmental mitigations and requirements that include the following:

- Noise walls
- Sochacki Park restoration
- Visual screening - Crystal
- Secondary access to Plymouth Ave Station
- Retaining walls - property protection
- 39 ½ Ave grade crossing closure
- Bassett Creek tunnel relocation

Hiawatha Operations and Maintenance Facility

Modifications to accommodate LRV overhaul functions and Rail Control Center modifications



Metropolitan Council Transportation Committee

August 8, 2016

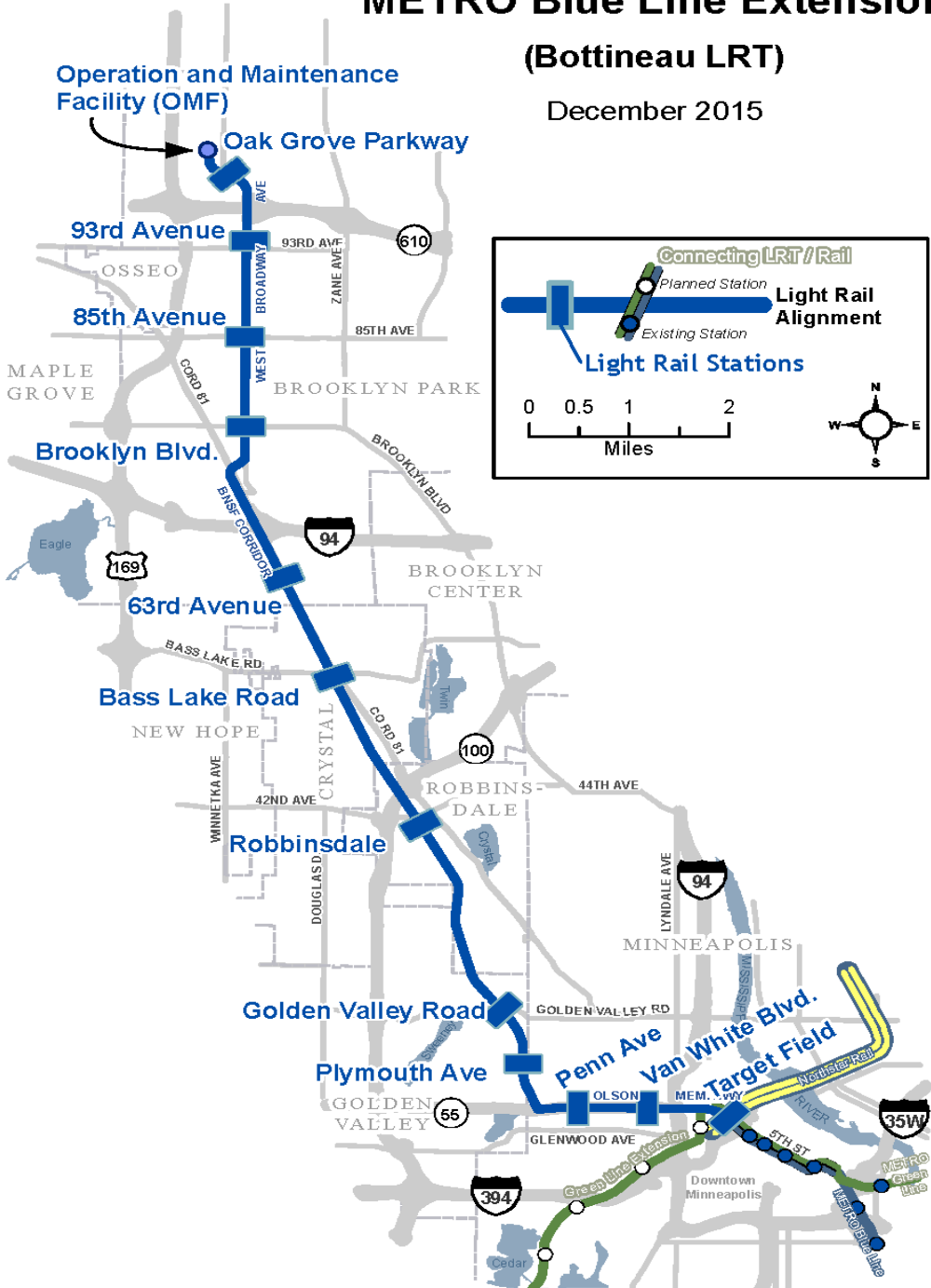


Project Description

- 11 new LRT stations
- 13 miles of double track
- 27,000 est. rides by 2040
- Provides one seat Blue Line ride to MSP Airport and Mall of America
- Connections to METRO Green Line, Northstar and bus services

METRO Blue Line Extension (Bottineau LRT)

December 2015

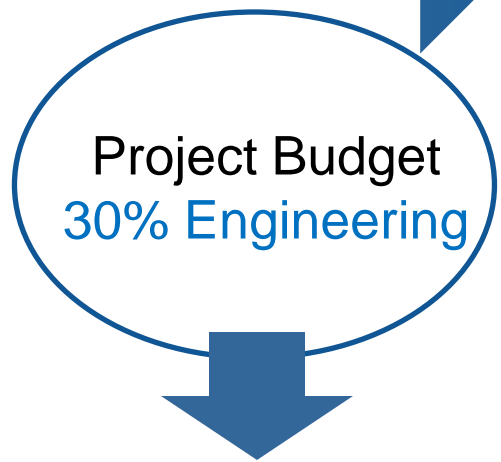
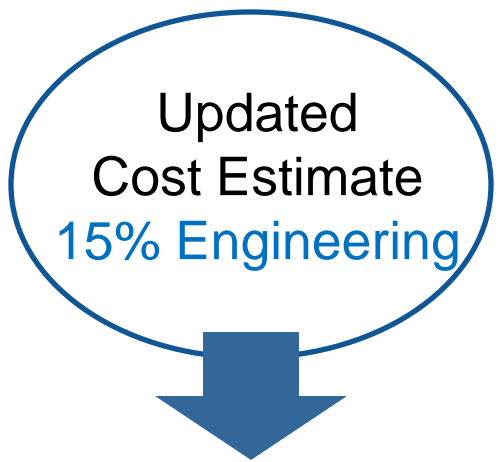
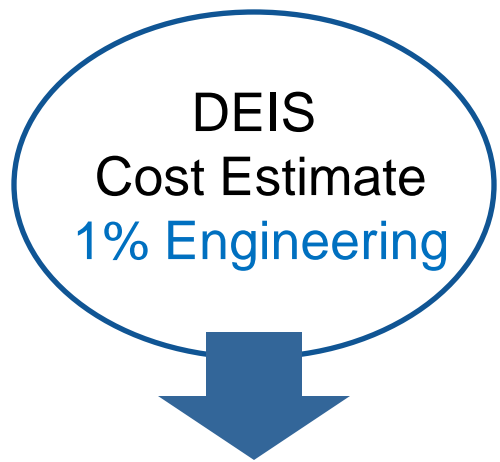


Major Project Milestones: Complete

FTA Grants Entry to Project Development	Aug 22, 2014
Council Approves Municipal Consent Scope	Dec 9, 2015
Start Municipal Consent	Dec 15, 2015
Notice of Intent to Apply to Enter Engineering	Feb 19, 2016
Municipal Consent Approvals	Mar 4, 2016
Publication of Final EIS	July 15, 2016



Cost Estimates and Budget Timeline



Additional Project Cost Participation

- Previous project scope included costs for elements that benefited MnDOT, Hennepin County and Brooklyn Park
- Project partners pay for benefits received as part of the project through cost participation

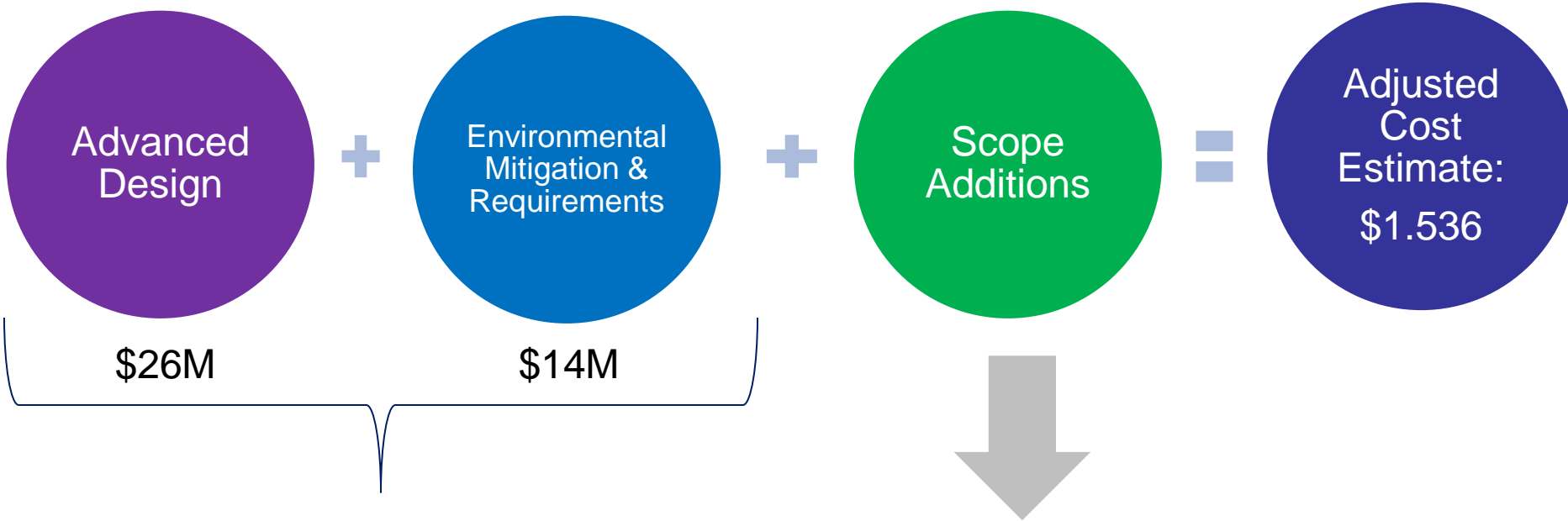


Additional Project Cost Participation

Organization	Amount	
MnDOT	\$8.2M	
Hennepin County	\$4.1M	
City of Brooklyn Park	\$8.2M	
	Sub-total	\$20.5M
Federal Transit Administration	\$19.5M	
	TOTAL	\$40M



Adjusted Cost Estimate Primary Cost Drivers



Uses \$40M in new project cost participation

Contingency: 29%



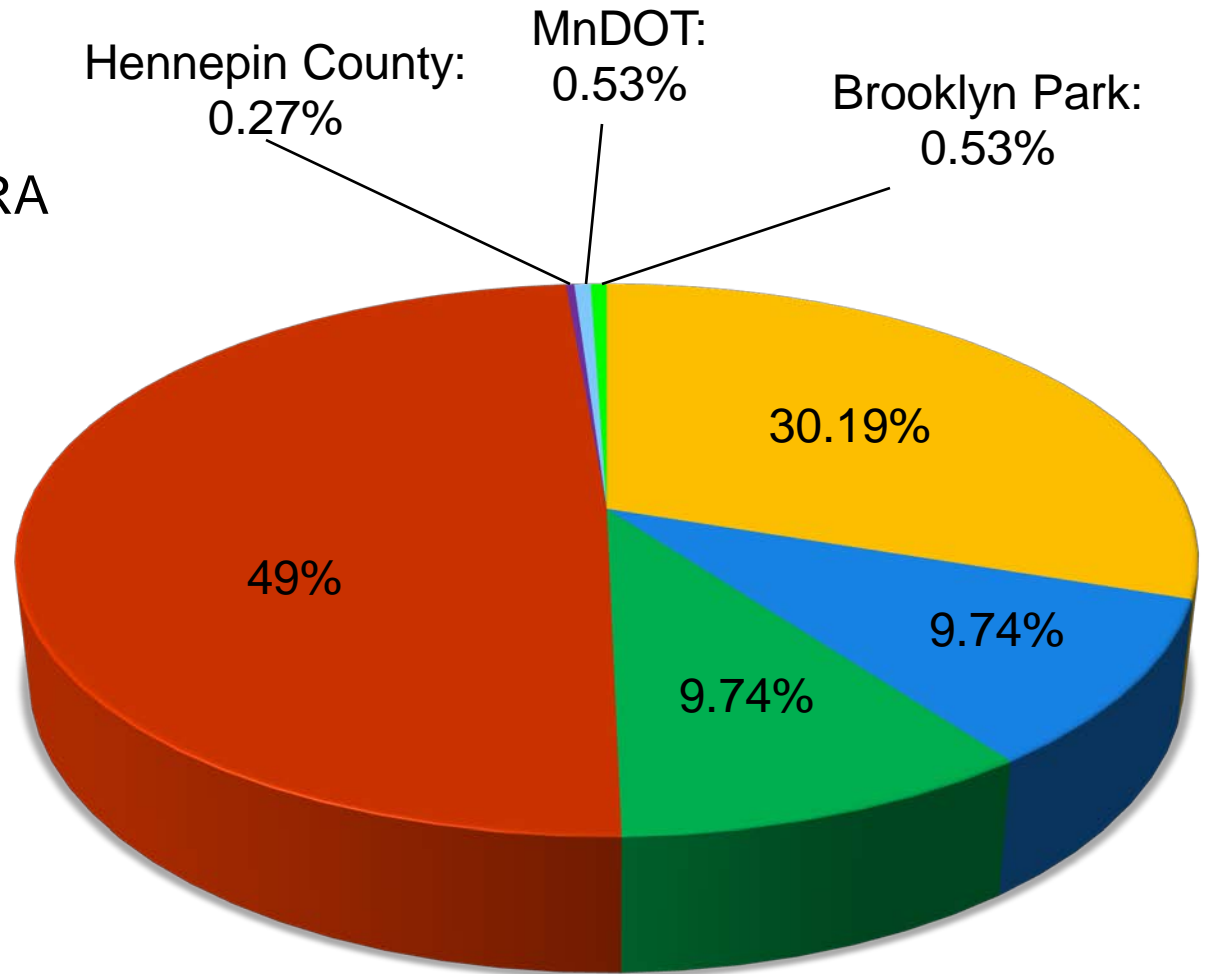
Adjusted Cost Estimate

Adjusted Cost Estimate (30% Engineering)	\$1.536 B
Total Project Contingency	29%
Escalation Factor	3%
Base Year Estimate	2016
Forecast Year	\$YOE (2018, 2019 and 2020)



Funding Sources: 30% Design

- Counties Transit Improvement Board
- Hennepin County RRA
- State
- Federal Transit Administration
- Hennepin County
- MnDOT
- Brooklyn Park



Cost Estimate: \$1.536 Billion



Project Budget Summary

- Adjusted cost estimate that reflects 30% level of design
- Addresses environmental mitigation and requirements
- Includes cost sharing with MnDOT, Hennepin County and Brooklyn Park
- Holds project contingency at 29% to cover cost and schedule risks associated with further project development and construction

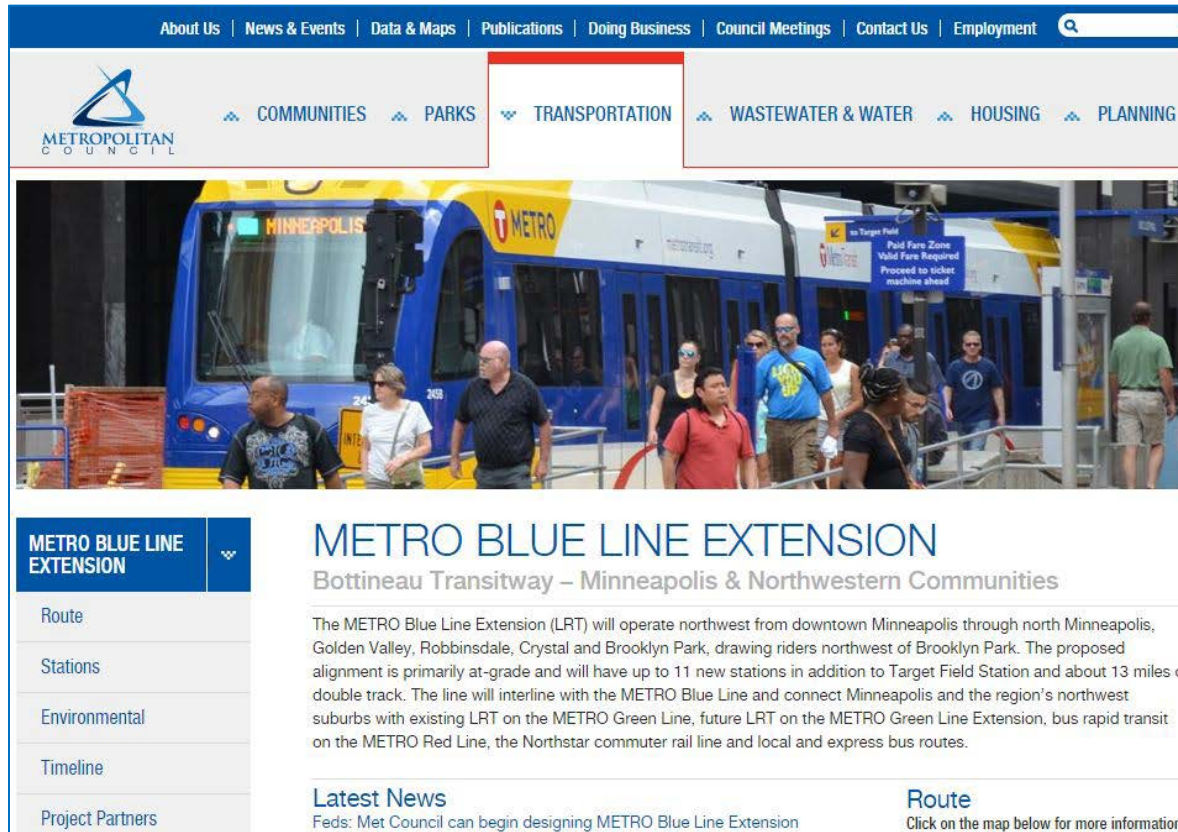


Major Project Milestones: Up-Coming

Final EIS Record of Decision	Mid Sept 2016
Complete 30% Design	Q3 2016
Complete 60% Design	Q1 2017
FTA Grants Entry to Engineering	Q1 2017
Complete 100% Design	Q4 2017
Full Funding Grant Agreement	Q2 2018
Heavy Construction	2018-2020
Revenue Service	2021



More Information



The screenshot shows the Metropolitan Council website with the 'TRANSPORTATION' menu item highlighted. Below the navigation is a large image of a blue and yellow METRO Blue Line train at a station platform with passengers. To the left of the main content is a sidebar menu for 'METRO BLUE LINE EXTENSION' with options for Route, Stations, Environmental, Timeline, and Project Partners. The main content area features the title 'METRO BLUE LINE EXTENSION' and subtitle 'Bottineau Transitway – Minneapolis & Northwestern Communities'. The text describes the LRT route from downtown Minneapolis through north Minneapolis, Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. It also includes sections for 'Latest News' (with a link to 'Feds: Met Council can begin designing METRO Blue Line Extension') and 'Route' (with a link to 'Click on the map below for more information').

METRO BLUE LINE EXTENSION
Bottineau Transitway – Minneapolis & Northwestern Communities

The METRO Blue Line Extension (LRT) will operate northwest from downtown Minneapolis through north Minneapolis, Golden Valley, Robbinsdale, Crystal and Brooklyn Park, drawing riders northwest of Brooklyn Park. The proposed alignment is primarily at-grade and will have up to 11 new stations in addition to Target Field Station and about 13 miles of double track. The line will interline with the METRO Blue Line and connect Minneapolis and the region's northwest suburbs with existing LRT on the METRO Green Line, future LRT on the METRO Green Line Extension, bus rapid transit on the METRO Red Line, the Northstar commuter rail line and local and express bus routes.

Latest News
Feds: Met Council can begin designing METRO Blue Line Extension

Route
Click on the map below for more information

Website: BlueLineExt.org

Email: BlueLineExt@metrotransit.org

Twitter: [@BlueLineExt](https://twitter.com/BlueLineExt)

