



Transportation Committee

Revised Project Scope and Cost Estimate

November 23, 2015



Today's Topics

- Revised Project Scope
- Revised Cost Estimate
- Municipal Approval
- Action



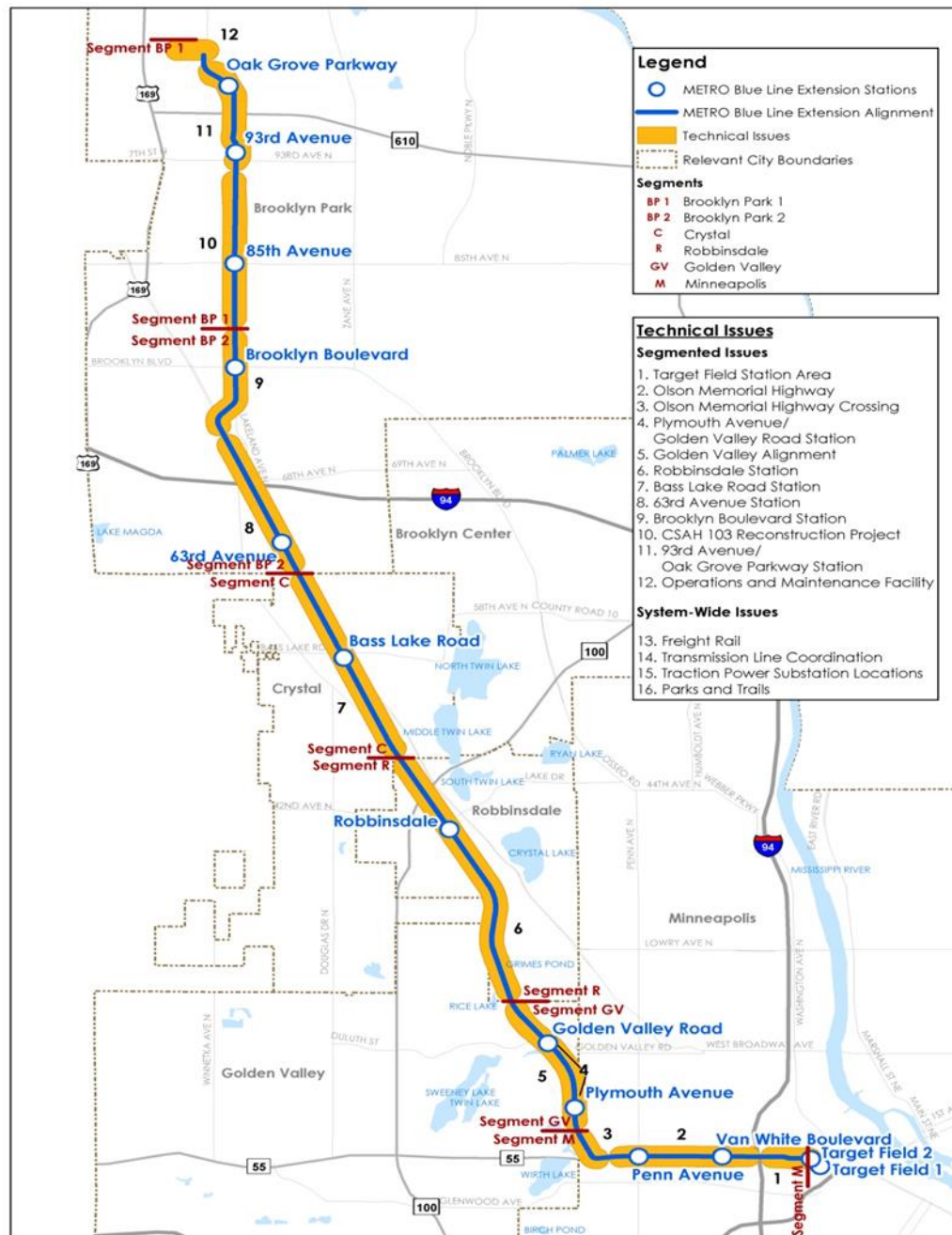
Revised Project Scope



Project Scope Refinement During Project Development

- Resolves issues identified by Technical Advisory Group during DEIS
- Reflects input and coordination:
 - DEIS: 1,231+ public comments
 - City/County/Agency: 105+ Issue Resolution Team meetings
 - Advisory Committees: TPAC, BAC, CAC, CMC
 - Public: 14 public open houses (1,600+ attendees; 530+ public comments) and 112+ community meetings
- Establishes scope for Municipal Consent Plans and Final Environmental Impact Statement
- Provides context for continued discussions with stakeholders





Legend

- METRO Blue Line Extension Stations
- METRO Blue Line Extension Alignment
- Technical Issues
- Relevant City Boundaries

Segments

- BP 1 Brooklyn Park 1
- BP 2 Brooklyn Park 2
- C Crystal
- R Robbinsdale
- GV Golden Valley
- M Minneapolis

Technical Issues

Segmented Issues

1. Target Field Station Area
2. Olson Memorial Highway
3. Olson Memorial Highway Crossing
4. Plymouth Avenue/
Golden Valley Road Station
5. Golden Valley Alignment
6. Robbinsdale Station
7. Bass Lake Road Station
8. 63rd Avenue Station
9. Brooklyn Boulevard Station
10. CSAH 103 Reconstruction Project
11. 93rd Avenue/
Oak Grove Parkway Station
12. Operations and Maintenance Facility

System-Wide Issues

13. Freight Rail
14. Transmission Line Coordination
15. Traction Power Substation Locations
16. Parks and Trails

METRO Blue Line LRT Extension Technical Issues



Rev. 4
May 2015



Project Scope

- Target Field Station connection
- 7th St at-grade traffic signal crossing
- I-94 bridge rehabilitation to accommodate LRT
- **Olson Memorial Highway reconstruction ***
- Van White Station and Penn Ave Station
- Westbound OMH (TH 55) bridge reconstruction
- **Plymouth Ave Station and vertical circulation ***
- Golden Valley Rd Station and vertical circulation
- **Golden Valley Rd Station surface park and ride facility, trail connections and intersection reconstruction ***

* New scope requirement, not in DEIS cost estimate



Project Scope

- **Grimes Pond and Golden Valley Pond LRT structures ***
- **Roadway bridge reconstruction ***
 - Plymouth Ave
 - Theodore Wirth Pkwy
 - Golden Valley Rd
 - 36th Ave
- Robbinsdale Station and park and ride structure
- LRT bridge construction over TH 100
- LRT bridge construction over CP Rail
- Bass Lk Rd Station and **surface park and ride facility ***

* New scope requirement, not in DEIS cost estimate



Project Scope

- 63rd Ave Station and **pedestrian overpass (over freight to platform) ***
- **LRT bridge construction over CR 81 at 73rd Ave ***
- West Broadway reconstruction from 74th Ave to Candlewood
- Brooklyn Blvd Station
- 85th Ave Station
- 93rd Ave Station
- **Roadway network north of TH 610 ***
- Oak Grove Pkwy Station and park and ride structure
- Operations and Maintenance Facility

* New scope requirement, not in DEIS cost estimate



Project Scope: Corridor Wide

- 28 light rail vehicles (**2 more than DEIS**) *
- 13.5 miles of ballasted double LRT tracks
- 8 miles of ballasted single freight track
- **Freight rail corridor protection treatments** *
- System elements
 - Traction Power Substations
 - Rail Signal System
 - 10 at-grade shared (freight/LRT) crossings
- Right of Way acquisition
- Poor soils mitigation

* New scope requirement, not in DEIS cost estimate



Scope Project Recommendation Summary: Reductions

- Modified split platform stations to center platforms
- Reduced size of OMF building and site footprint
- Minimized need for floodplain mitigation by building bridge structures over ponds
- Eliminated need for adding floors to existing 63rd park and ride ramp



Nov 12 CMC Recommendation

- Support project scope/cost estimated as presented on Oct 29
- Include additional items to support the Golden Valley Rd Station:
 - Park and Ride
 - Golden Valley Rd and Theodore Wirth Pkwy intersection
 - Trail connections
 - Cost estimate: \$8 million
- Continue to study the feasibility, justification, environmental impacts, cost, public outreach, and jurisdictional support for pedestrian bridges over CR 81
 - Crystal at Bass Lake Rd
 - Brooklyn Park at 63rd Ave



Project Summary

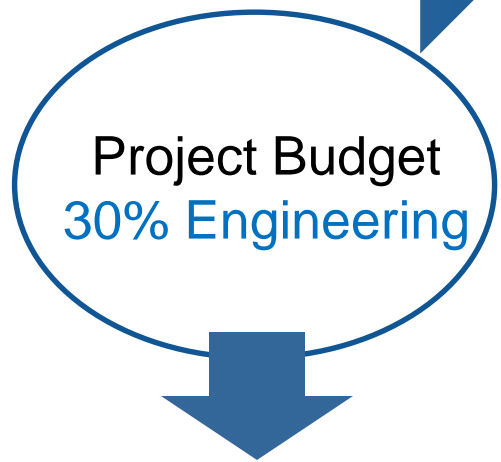
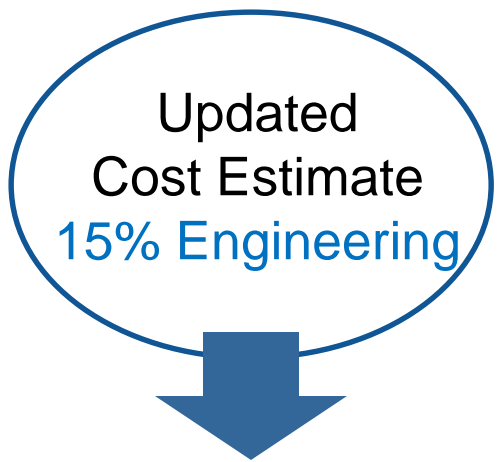
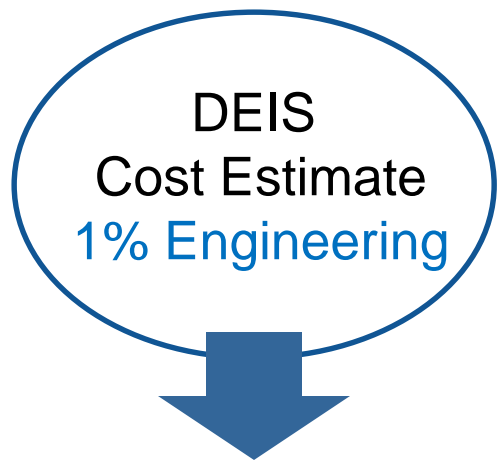
Project Corridor Length: Miles of LRT Track	13.5 miles
Stations	11
Number of Park and Ride Locations	5
Total Park and Ride Spaces	2,235
LRT Bridges	8
Roadway Bridges	5
Pedestrian Bridges	1
LRT/Freight Rail At-Grade Crossings	10
Light Rail Vehicles	28
Operations Maintenance Facility	141,000 SF
Ridership (2040)	27,000



Revised Cost Estimate



Cost Estimates and Budget Timeline



DEIS Cost Estimate Assumptions

DEIS Cost Estimate (1% Eng.)	\$1.002 B
Total Project Contingency	34%
Escalation Factor	3%
Base Year Estimate	2012
Forecast Year	2017 (mid-point of construction)



Revised Cost Estimate

Cost Estimate (15% Eng.)	\$1.496 B
Total Project Contingency	30%
Escalation Factor	3%
Base Year Estimate	2015
Forecast Year	\$YOE (2018, 2019 and 2020)

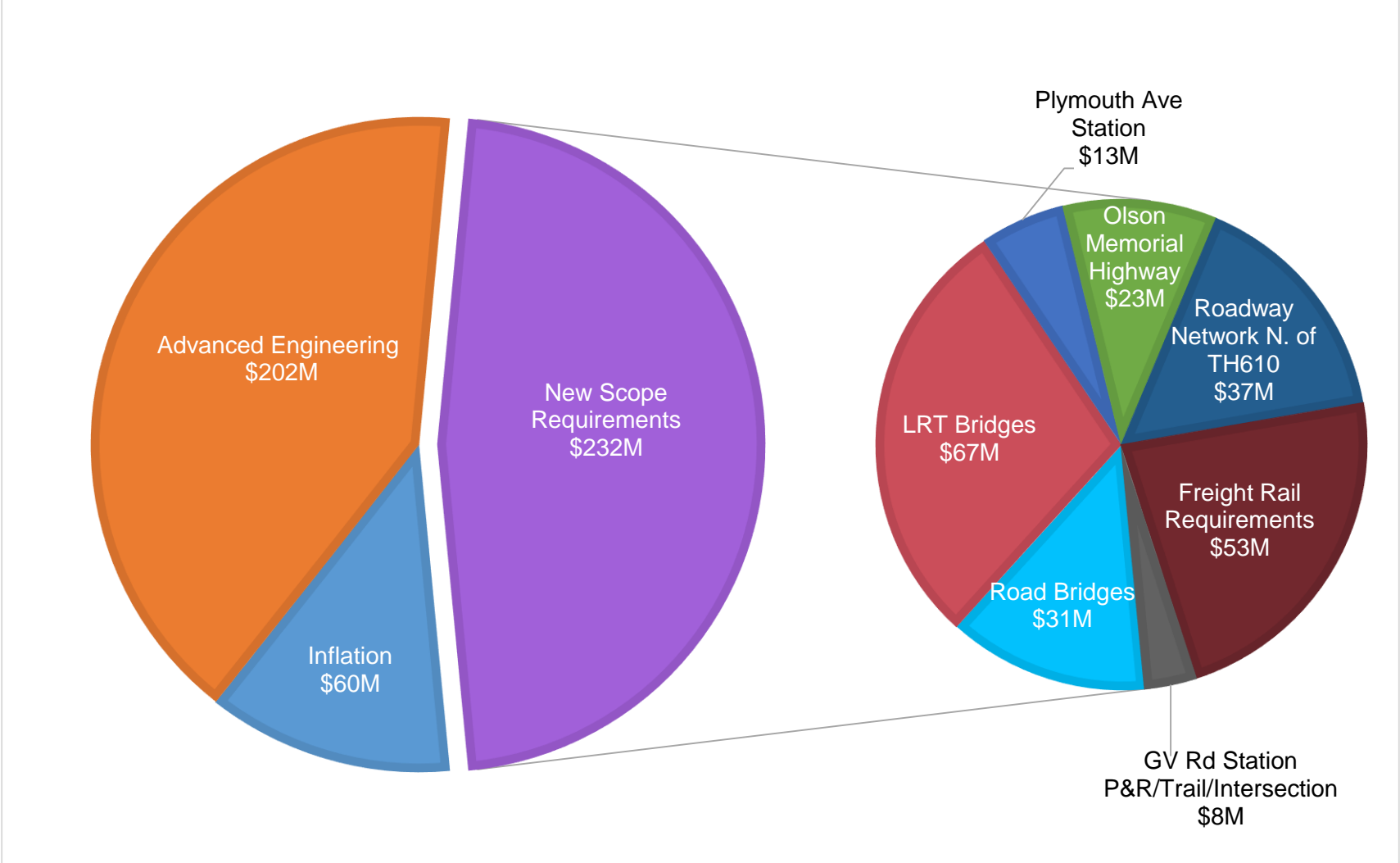


Overall Cost Estimate Methodology

- Cost Estimates
 - Total Project costs include capital improvements, ROW acquisition, vehicles, engineering and environmental consultants, contingency, and finance costs
 - Base year costs: 2015
 - Costs are escalated to Year of Expenditure (\$YOE)



Project Cost Drivers



Advanced Engineering Cost Drivers

- Poor soils mitigation
- Retaining walls
- Two additional light rail vehicles
- Additional trackwork: special trackwork at stations and non-revenue track to Operations and Maintenance Facility
- Additional park and ride at Bass Lake Rd



Cost Effectiveness Index (CEI)

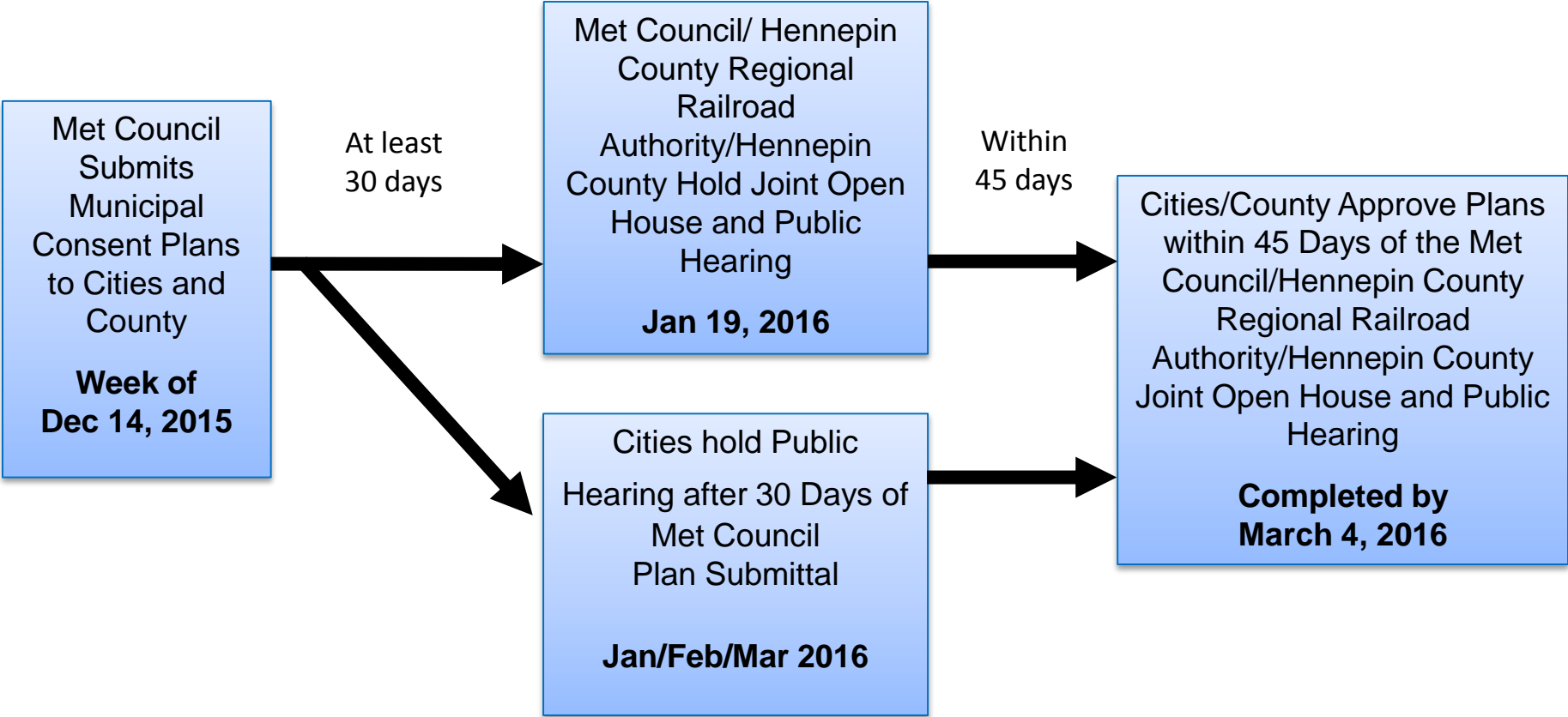
- CEI measures cost effectiveness of a federal New Starts project based on estimated ridership, capital and operating costs
- CEI is one of six project justification criteria FTA uses to evaluate projects
- CEI anticipated to improve from **Medium-Low** to **Medium** under new federal rules



Municipal Approval



Municipal Approval Process



A Look Ahead: Design & Engineering

- Dec 2015: Submit Municipal Consent Plans for City and County Review
- Mar 2016: Complete Municipal Consent Approval Process
- Aug 2016: Finalize 30% Design Plans and Specs
- Aug 2016: Apply to Enter Engineering



Transportation Committee Action



METRO Blue Line Extension

- Approve the revised project scope and cost estimate of \$1.496 billion as recommended by the Blue Line Extension CMC at their Nov 12, 2015 meeting
- Direct staff to prepare Blue Line Extension Municipal Consent Plans consistent with the project revised scope, and submit to Hennepin County and corridor communities
- Authorize scheduling and conducting a joint public hearing with the Hennepin County Regional Railroad Authority, Hennepin County and the Metropolitan Council on the revised plans on January 19, 2016 at Hennepin County's Minneapolis Central Library



More Information

The screenshot shows the Metropolitan Council website with a navigation menu at the top. The 'TRANSPORTATION' menu item is highlighted. Below the navigation is a large photograph of a blue and yellow METRO bus with 'MINNEAPOLIS' and 'METRO' branding. A group of people is standing in front of the bus. Below the photo is a sidebar with a dropdown menu for 'METRO BLUE LINE EXTENSION' and a main content area with the following text:

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)

