



Community Advisory Committee

November 2, 2015

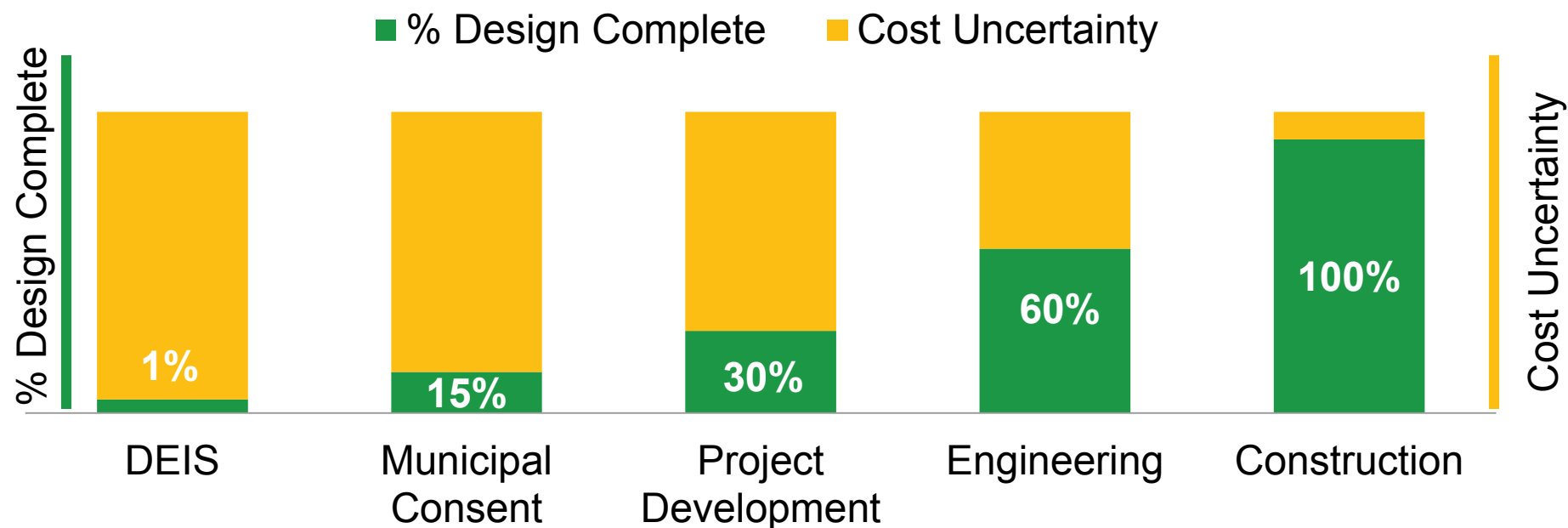


Today's Topics

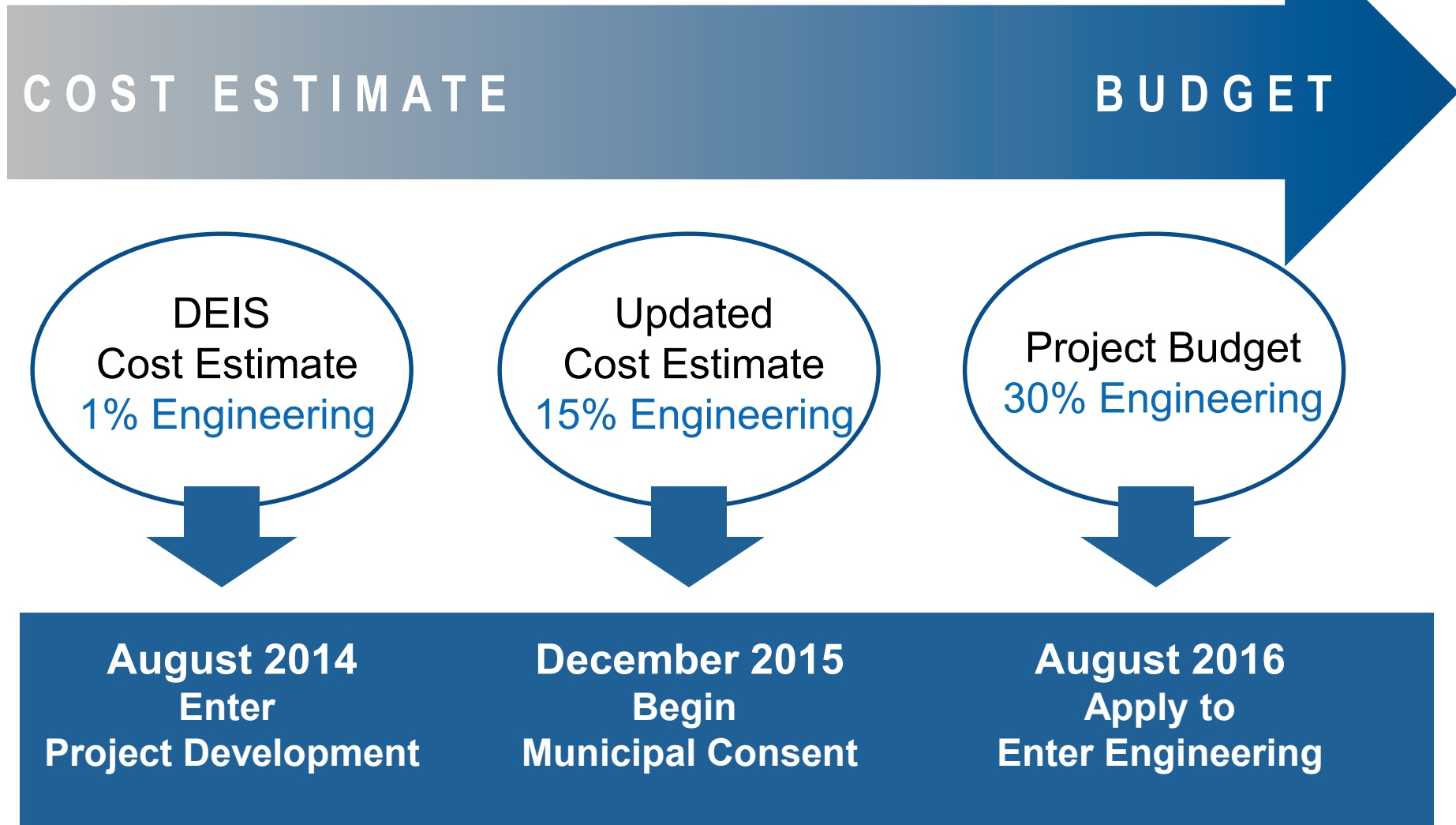
- DEIS Cost Estimate Assumptions
- Revised Cost Estimate
- Revised Project Scope
- Cost Estimate Overview
- Position Statement Discussion
- Municipal Approval
- Hennepin County Community Works Update
- Member and Committee Reports/Public Forum



Cost Uncertainty By Project Phase



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.)	\$1.488 B
Total Project Contingency	30%
Escalation Factor	3%
Base Year Estimate	2015
Forecast Year	\$YOE (2018, 2019 and 2020)



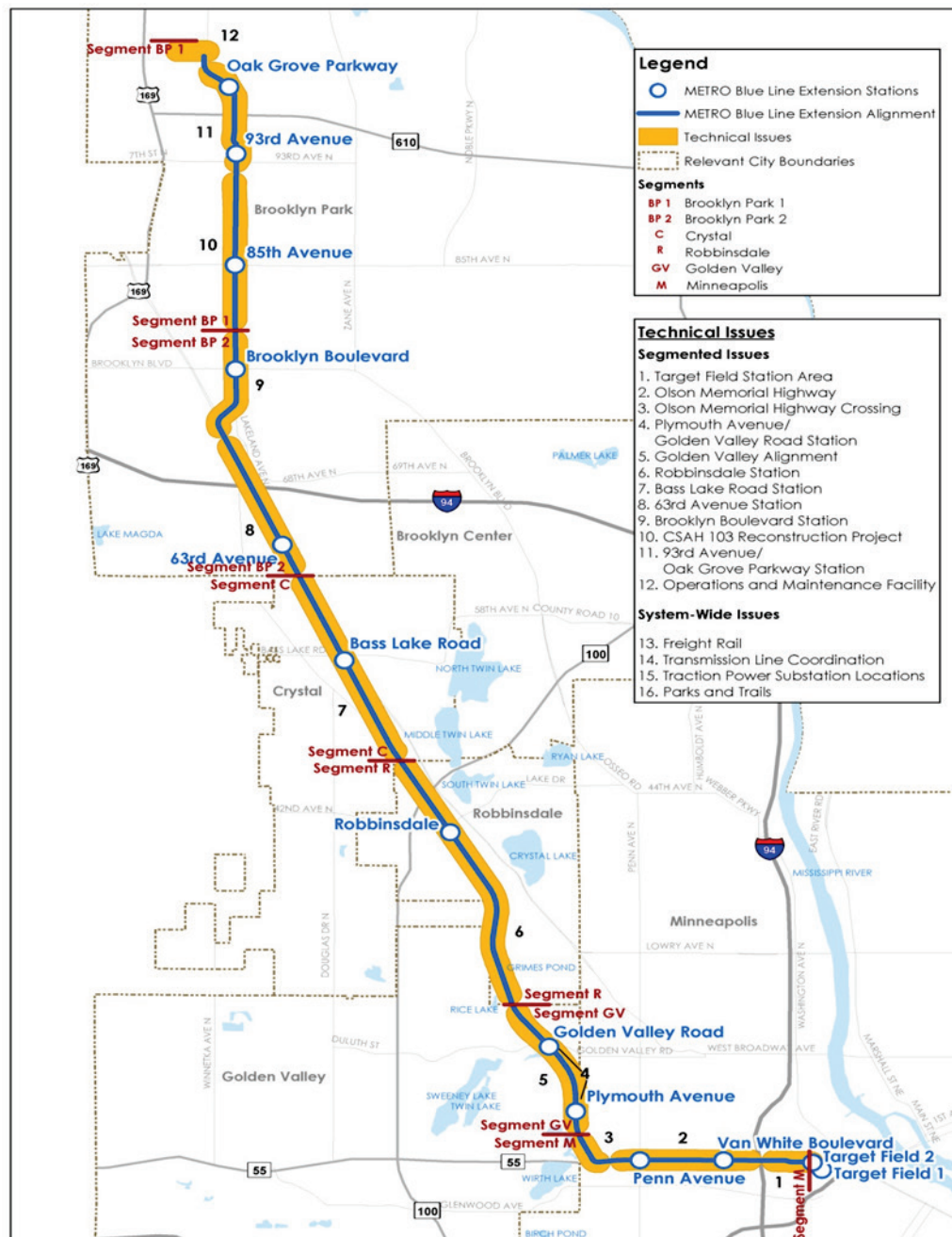
Revised Project Scope



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





0 0.5 1 Miles

METRO Blue Line LRT Extension Technical Issues

Rev. 4
May 2015

Kimley-Horn



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
- Penn Ave Station
- Westbound OMH (TH 55) bridge reconstruction
- **Plymouth Ave Station and vertical circulation ***
- Golden Valley Rd Station and vertical circulation

* 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



Cost Estimate Overview



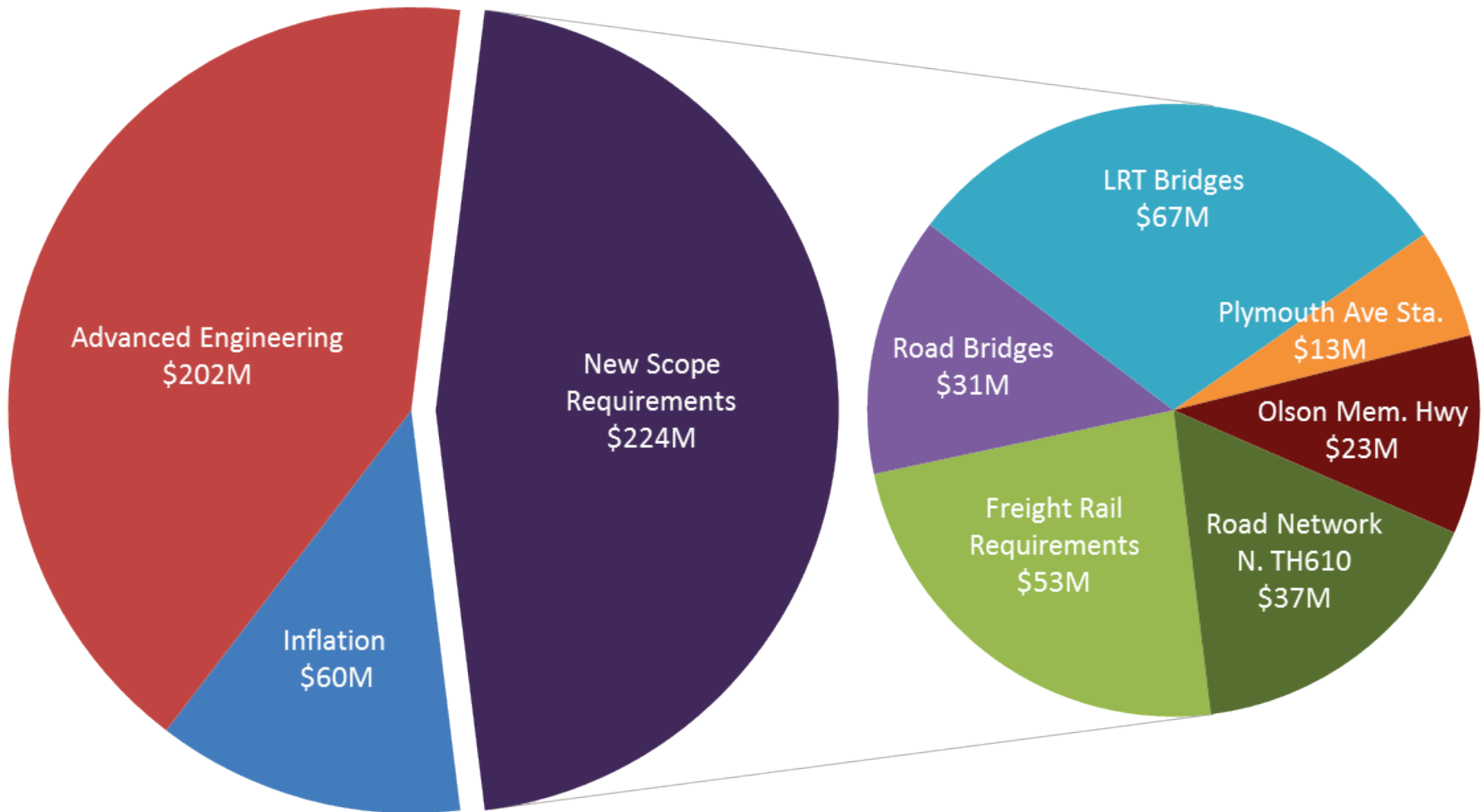
Overall Cost Estimate Methodology

- 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



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



Position Statement Discussion



Next Steps



Project Scope and Cost Rollout: Next Steps

- Seek recommendation/resolution on project scope and cost estimate
 - CMC: Nov 12
- Request approval on scope and cost estimate
 - Transportation Committee: Nov 23
 - Metropolitan Council: Dec 9



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



Municipal Approval



Municipal Approval Process

- Minnesota Statute 473.3994
- Local jurisdictional review and approval of physical design component of preliminary design plans

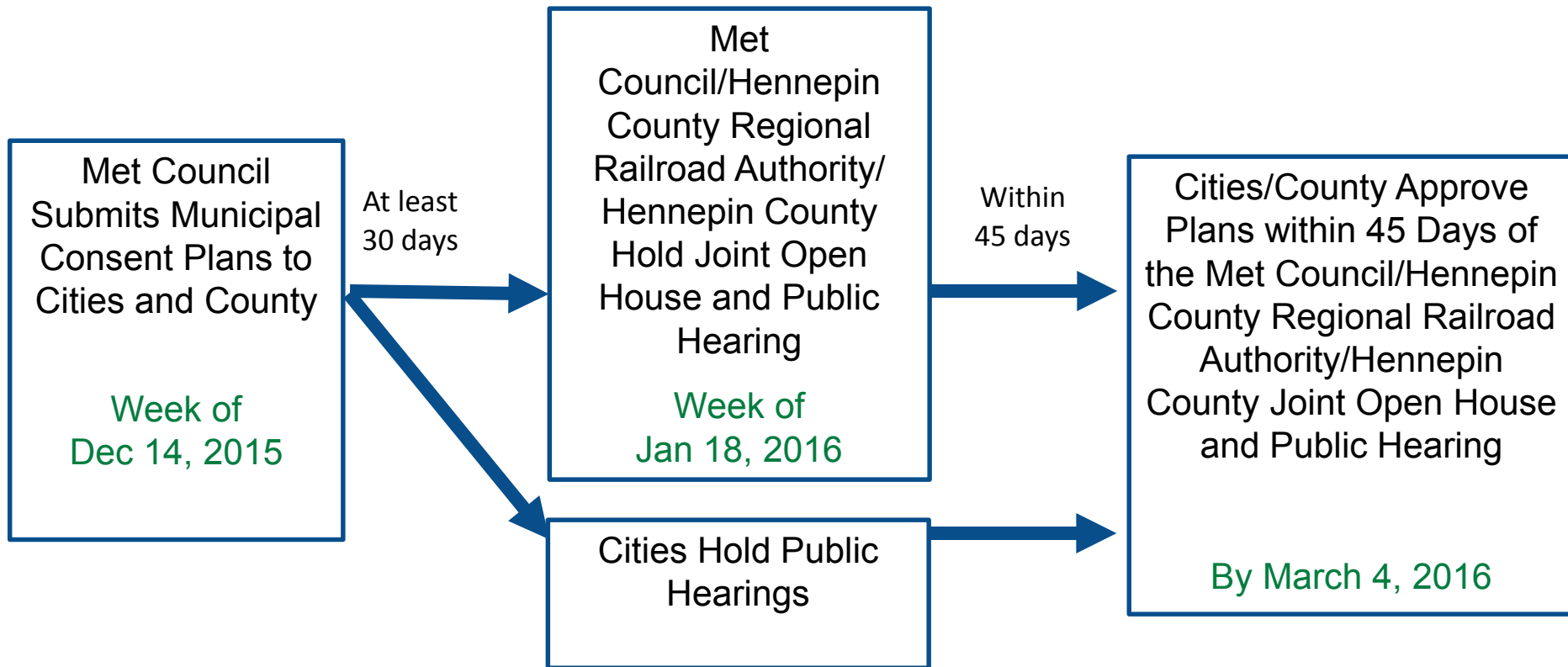


Physical Design Components

- LRT track location
- Station location and layout
- Roadway features
 - Turn lanes
 - Lane widths
 - Traffic signals
- Sidewalks
- Pedestrian crossings
- Operations and Maintenance Facility (OMF) location
- Freight track location
- System elements



Municipal Approval Process



Next Steps After Municipal Approval

- Station design
- Utility relocation design
- Design advancement:
 - LRT track features
 - Roadway details
 - OMF features
 - Bridges
 - System elements
 - Freight rail features



Continued Design Coordination

Project Partners & Stakeholders

- City Council
- City Staff
- Advisory Committee Members
- Community Members

Issue
Resolution
Teams (IRT)

Business
Community
Advisory
Committees
(BAC/CAC)

Public Open Houses, City Council Meetings,
Community Meetings/Events

Technical
Project Advisory
Committee
(TPAC)

Corridor
Management
Committee
(CMC)

Project Office Design Milestones

- Municipal Consent
(15% design)
- 30% Design Plan -
Review & Comment
- 60% Design Plan -
Review & Comment
- 90% Design Plan -
Review & Comment

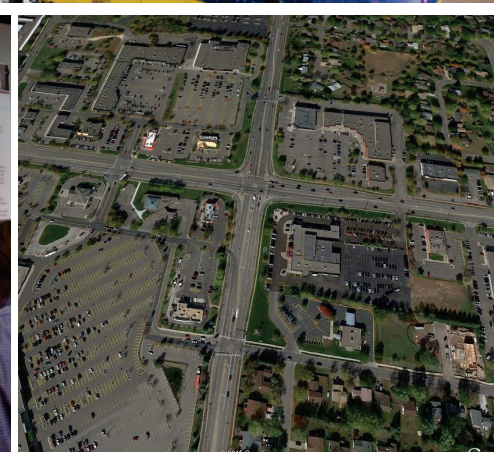
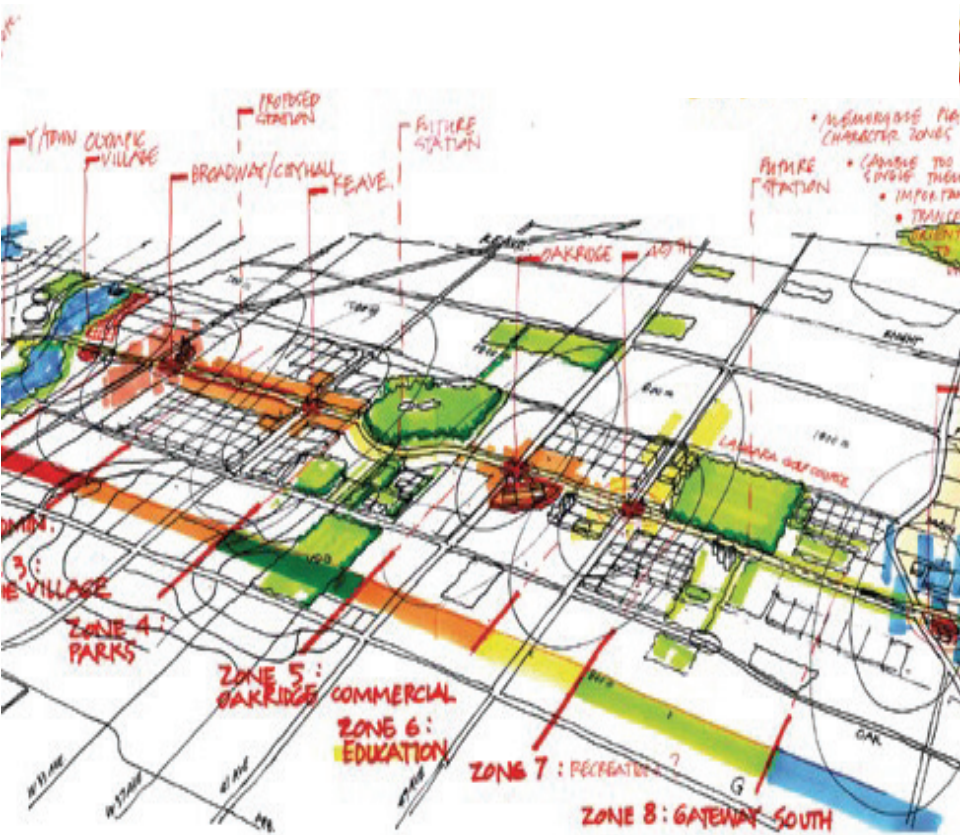


Hennepin County Community Works Update



BOTTINEAU LRT COMMUNITY WORKS

METRO BLUE LINE EXTENSION



UPCOMING MEETINGS

Brooklyn Park

Wrap up community meeting

November 4, 6:30 to 8:30 p.m.

Brooklyn Park Community Activity Center— Grandview Room
5600 85th Avenue North, Brooklyn Park

See revised station area planning concepts; take part in a discussion on what you like and what you would change

Crystal

Design Workshop Community Meeting

Thursday, November 5th, 6:30-8:30pm

Rockford Road Library, 6401 42nd Avenue North, Crystal

See ideas for the station; take part in a discussion on what you like and what you would change

Get updates at www.hennepin.us/bottineau

Crystal Design Workshop

- Similar to workshops in Robbinsdale & Brooklyn Park
- UDA Design team, City and County staff will hold approx. 15 stakeholder meetings, such as :
 - Developers, property owners and managers
 - Education, service and religious organizations
 - Transportation
 - Parks
 - Multi-family building residents
 - Businesses
 - Local elected and appointed officials
 - City and County staff
 - One-on-one with key stakeholders
 - Community members

CONTACTS AND INFORMATION

City of Crystal

- Dan Olson: Dan.Olson@crystalmn.gov
- Webpage: <http://www.ci.crystal.mn.us>

Hennepin County/Bottineau LRT Community Works

- Darlene Walser: darlene.walser@hennepin.us
- Denise Engen: denise.engen@hennepin.us
- Andrew Gillett: andrew.gillett@hennepin.us
- Webpage: www.hennepin.us/bottineau

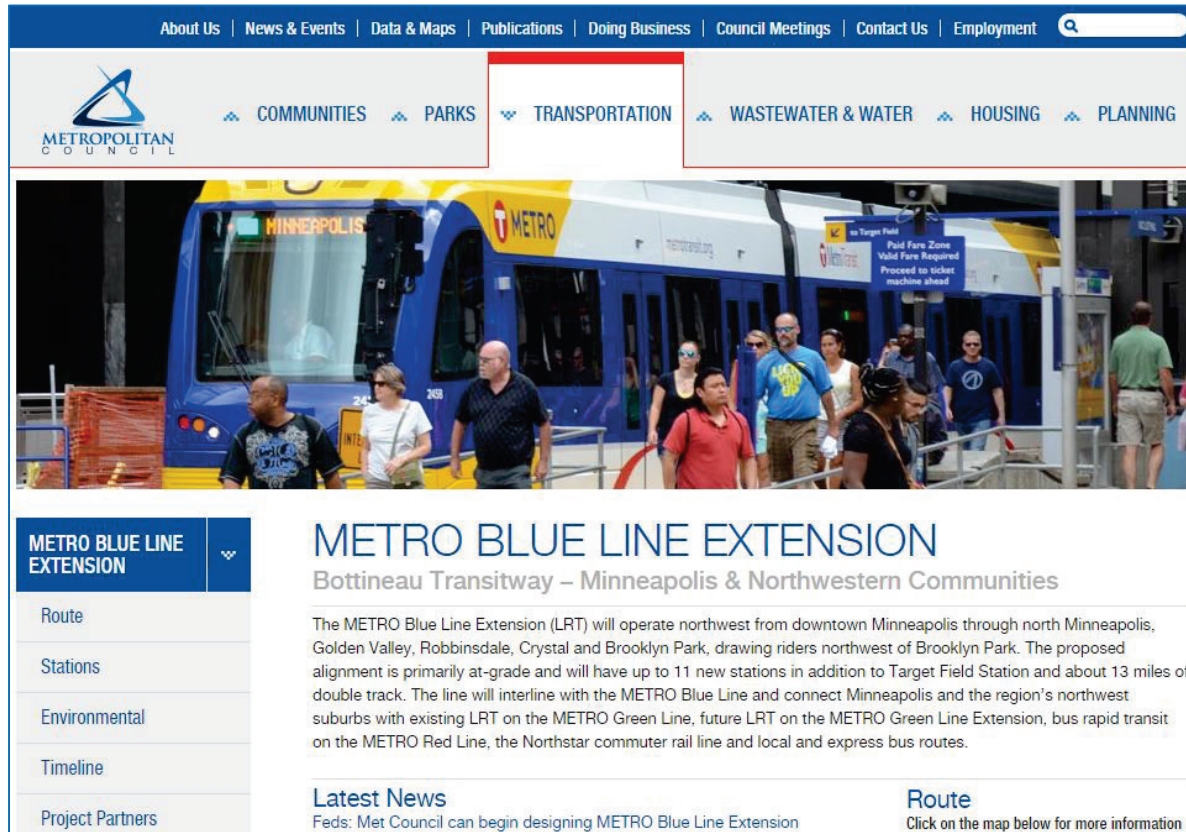
Member and Committee Reports/Public Forum



Next CAC Meeting: December 7, 2015



More Information



The screenshot shows the Metropolitan Council website with the 'TRANSPORTATION' menu item highlighted. Below the navigation bar is a large photo of a blue and yellow METRO train at a station with passengers. The main content area is titled 'METRO BLUE LINE EXTENSION' with the subtitle 'Bottineau Transitway – Minneapolis & Northwestern Communities'. A sidebar on the left contains links for 'Route', 'Stations', 'Environmental', 'Timeline', and 'Project Partners'. The main text describes the LRT route from downtown Minneapolis through north Minneapolis, Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. It mentions 11 new stations and a 13-mile alignment. A 'Latest News' section notes that the Met Council can begin designing the extension. A 'Route' link with a map icon is also present.

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COMMUNITIES | PARKS | **TRANSPORTATION** | WASTEWATER & WATER | HOUSING | PLANNING

METRO BLUE LINE EXTENSION

Route

Stations

Environmental

Timeline

Project Partners

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)

