

July 21, 2016

METRO Blue Line Extension LRT Corridor Management Committee Resolution

WHEREAS:

1. The Governor has designated the Metropolitan Council (Council) as the responsible authority for the METRO Blue Line Extension LRT (BLRT) Project;
2. The Federal Transit Administration granted approval for the METRO Blue Line Extension to start Project Development in August 2014;
3. The Council established the BLRT Corridor Management Committee (CMC) to advise the Council in the design and construction of the BLRT Project;
4. The Council established the METRO Blue Line Extension LRT Project Office (BPO) to advance the design, manage construction and complete overall delivery of the BLRT Project;
5. The CMC recommended an initial Project Scope and Cost Estimate on November 12, 2015 to reflect 15% design;
6. The BPO continued project design and identified additional elements to support the Project; and
7. The BPO presented an adjusted Project Scope and Cost Estimate on July 7, 2016 for CMC consideration and discussion.
8. The BPO presented an adjusted Project Scope and Cost Estimate on July 21, 2016 for CMC consideration and recommendation.

NOW, THEREFORE:

BE IT RESOLVED, that the CMC recommends that the Metropolitan Council adopt a project budget of \$1.536 billion consistent with the adopted project scope (Attachment A) and directs the BPO to proceed with advancing the design;

BE IT FURTHER RESOLVED, that the CMC recommends the following elements to be included in the adopted project scope:

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

BE IT FURTHER RESOLVED, that the BPO continue to work with project stakeholders to provide updates on the design of the BLRT project and to seek their input as the design advances; and

BE IT FURTHER RESOLVED, that the parties represented in the CMC agree to continue to work cooperatively as the BPO advances the design of the BLRT and support all necessary actions with the Federal Transit Administration to complete Engineering.

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