



Corridor Management Committee

November 12, 2015



Today's Topics

- Approval of Oct 29 Meeting Minutes
- Project Scope and Cost Estimate Resolution
 - Responses to Oct 29 CMC Questions
 - CAC and BAC Statements
 - Discussion
 - Approval
- Next Steps



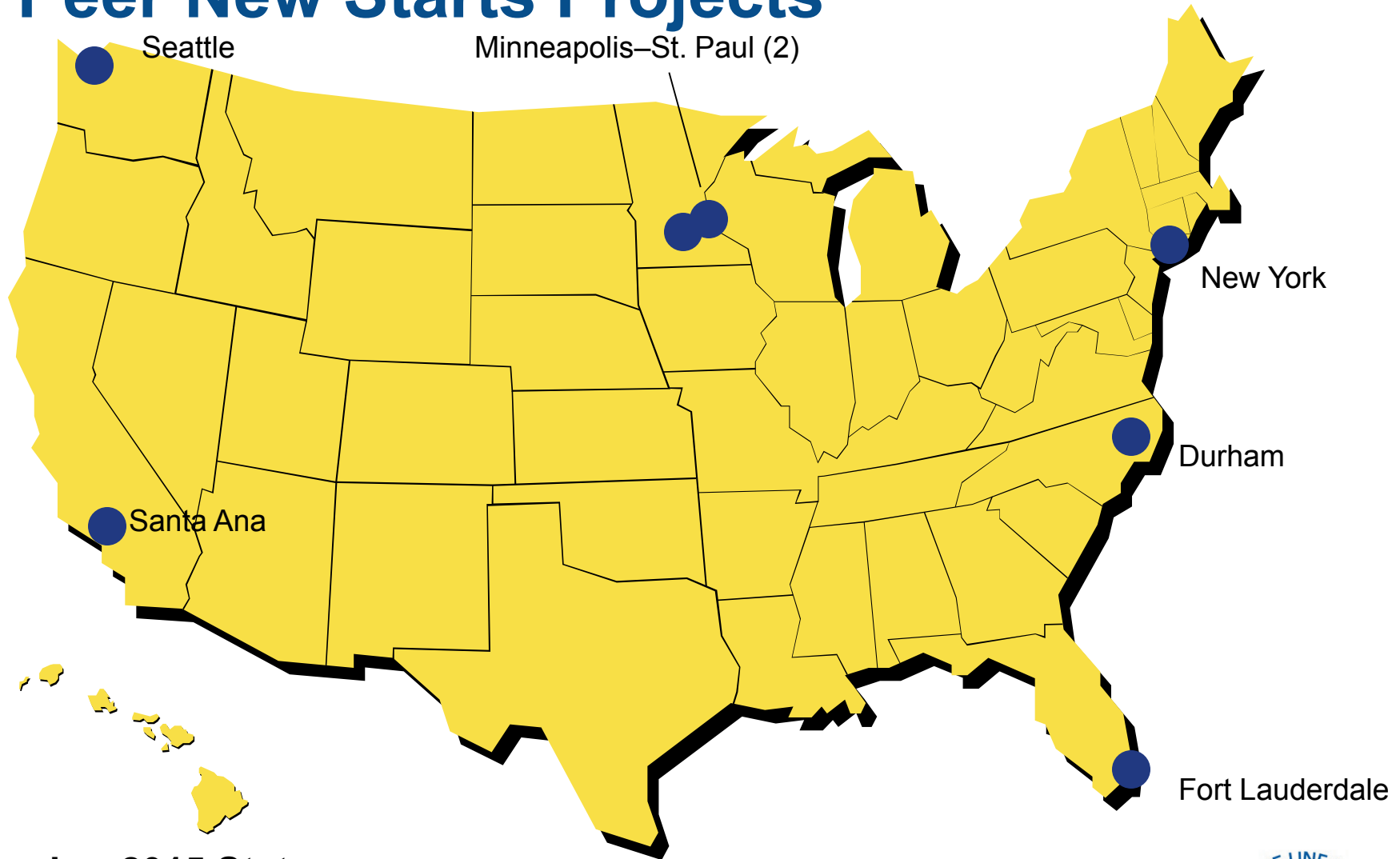
Project Scope and Cost Estimate Resolution



Responses to Oct 29 CMC Questions



Peer New Starts Projects



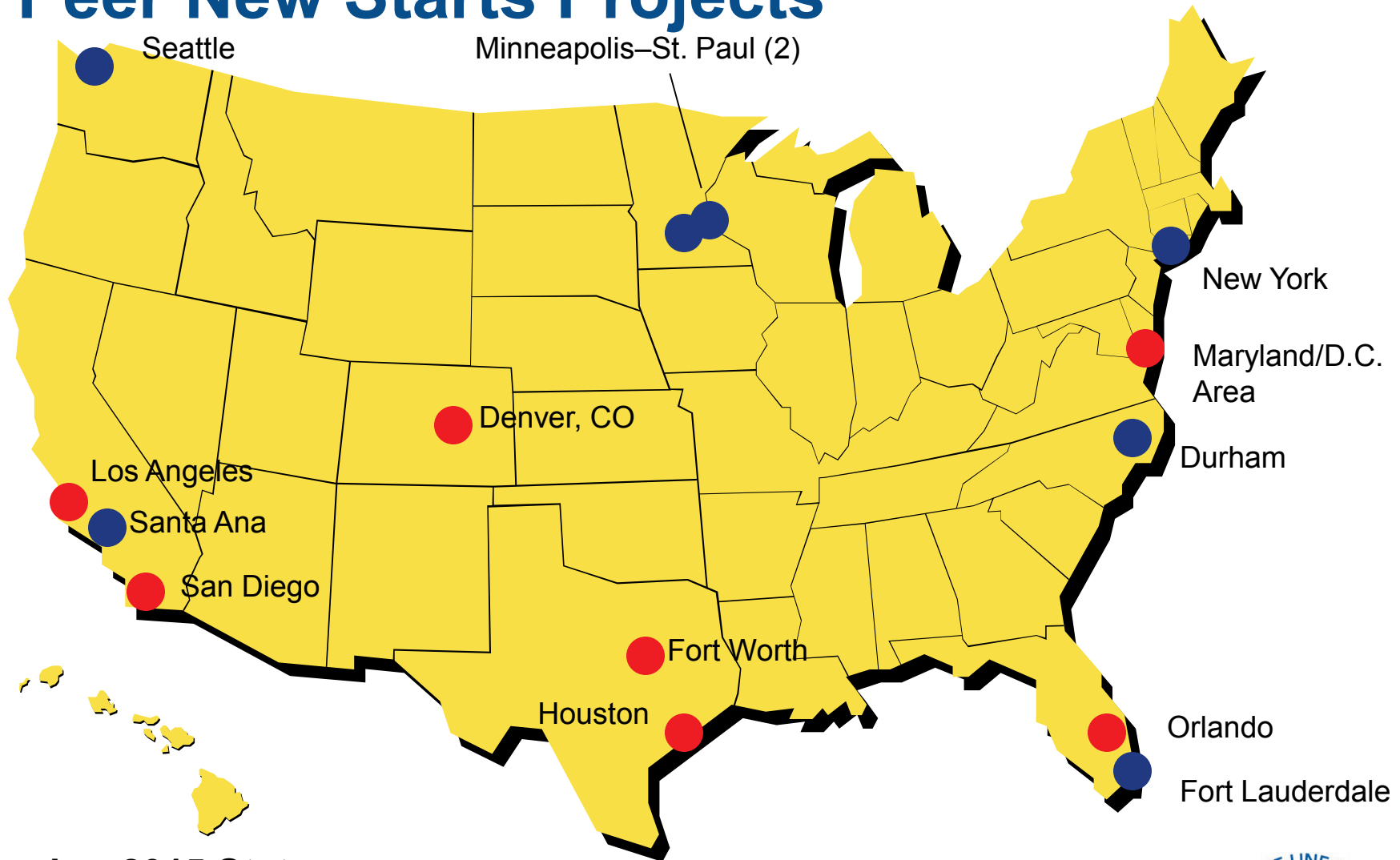
September 2015 Status



Peer New Starts Projects

● Project Development (PD)

● Engineering

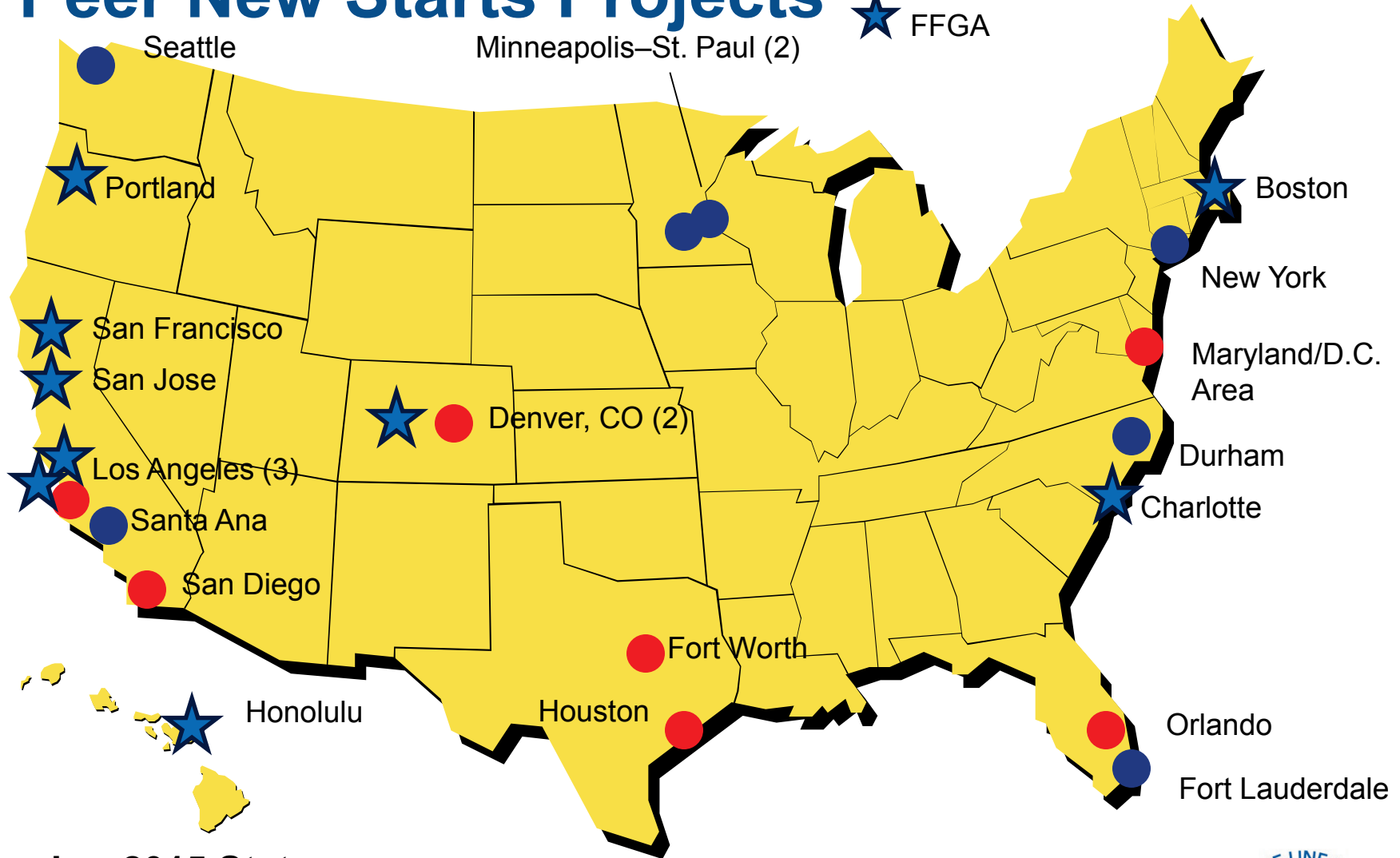


September 2015 Status



Peer New Starts Projects

- Project Development (PD)
- Engineering
- ★ FFGA



September 2015 Status



Peer New Starts Projects

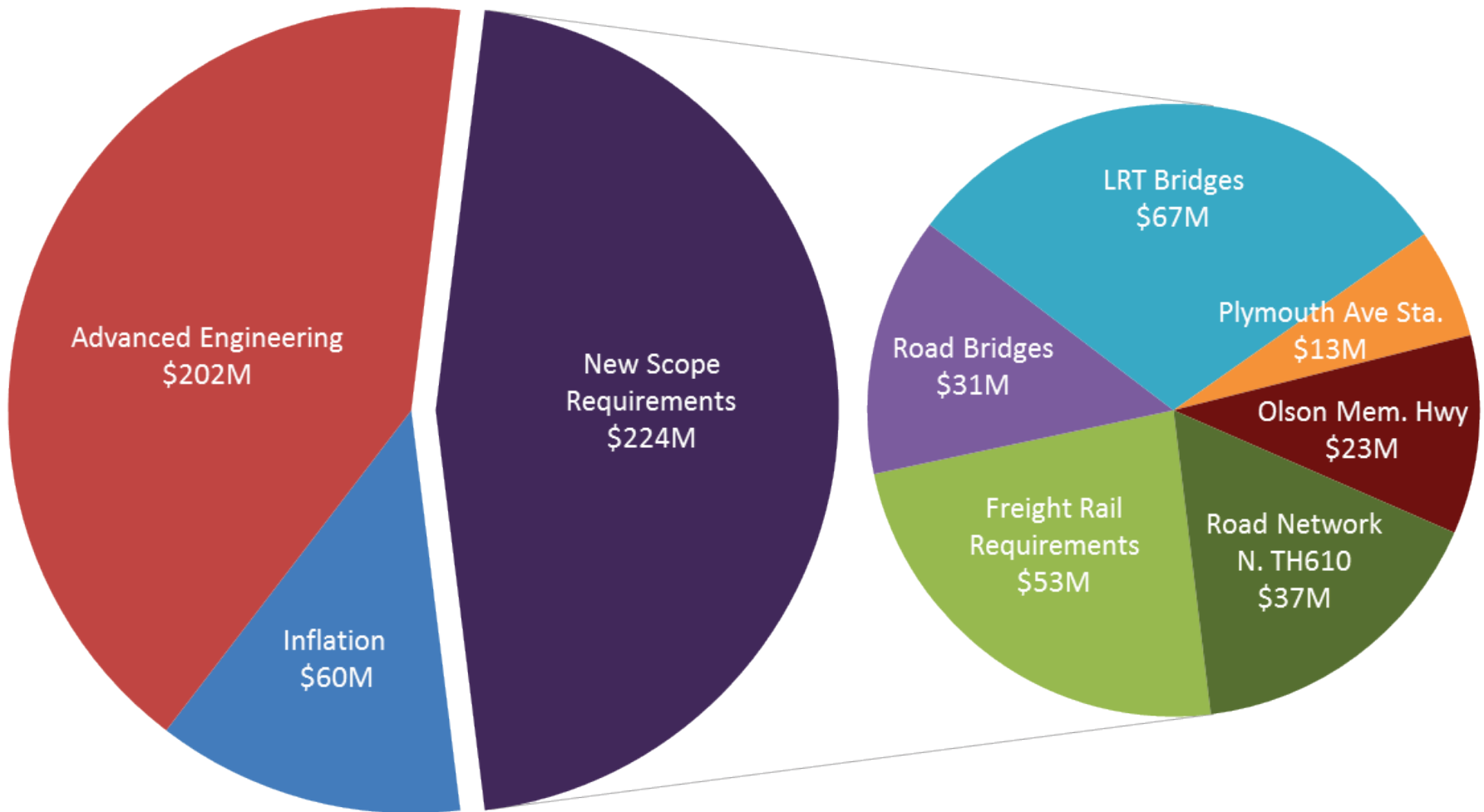
Project Name	City	Phase	Length (miles)	Stations	Ridership (Forecast Year)	Overall Ranking	Total Capital Costs (YOE)	% Section 5309 Funding
Mid Coast Corridor LRT	San Diego	Project Development	10.9	9	34,700 (2035)	Medium-High	\$2,112 M	49.4%
University Corridor LRT	Houston	Engineering	11.3	19	49,000 (2030)	Medium	\$1,563 M	50.0%
Portland-Milwaukie LRT	Portland-Milwaukie	Full Funding Grant Agreement	7.3	10	22,800 (2030)	Medium-High	\$1,490 M	50.0%
METRO Blue Line Extension	Twin Cities	Project Development	13.5	11	27,000 (2040)	n/a	\$1,488 M	49.0%

Unless otherwise noted, project data is sourced from the FTA's current project descriptions. (http://www.fta.dot.gov/12304_14366.html)

1) These values were sourced from the FTA's 2016 "Annual Report on Funding Recommendations."



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

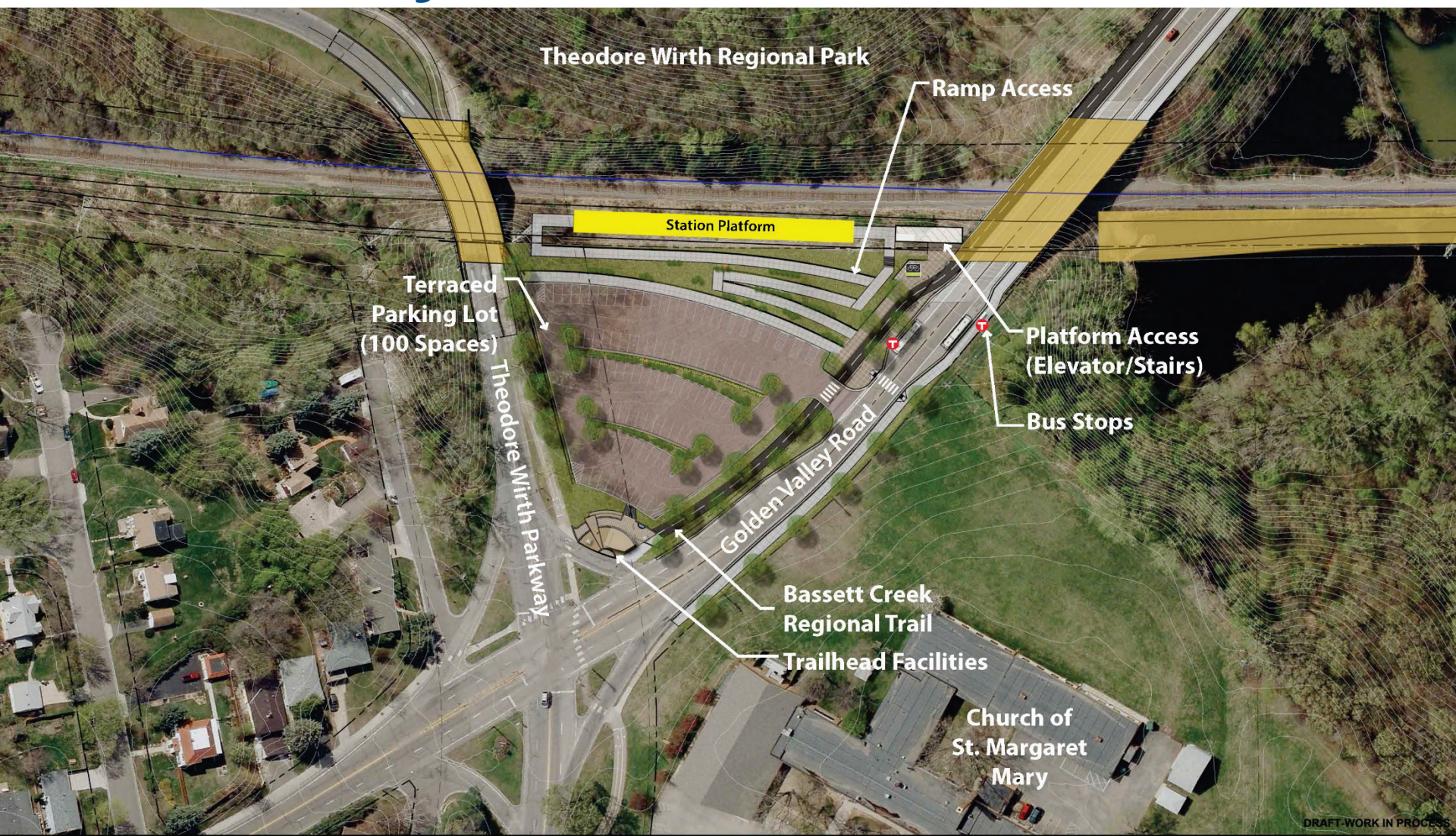


Golden Valley Rd Station

- As a result of continued work and collaboration with BPO, Minneapolis Park and Recreation Board, and City of Golden Valley, a cost estimate for the following items was generated:
 - Golden Valley park and ride
 - Golden Valley Rd and Theodore Wirth Pkwy intersection
 - Trail connections (unscoped)
- Cost estimate: \$8 million



Golden Valley Rd Station Park & Ride



DRAFT
Work in Progress



Community and Business Advisory Committee Statements



CMC Resolution Discussion/Approval



Next Steps



Project Scope and Cost Estimate Rollout: Next Steps

- Request approval on scope and cost estimate
 - Transportation Committee: Nov 23
 - Metropolitan Council: Dec 9

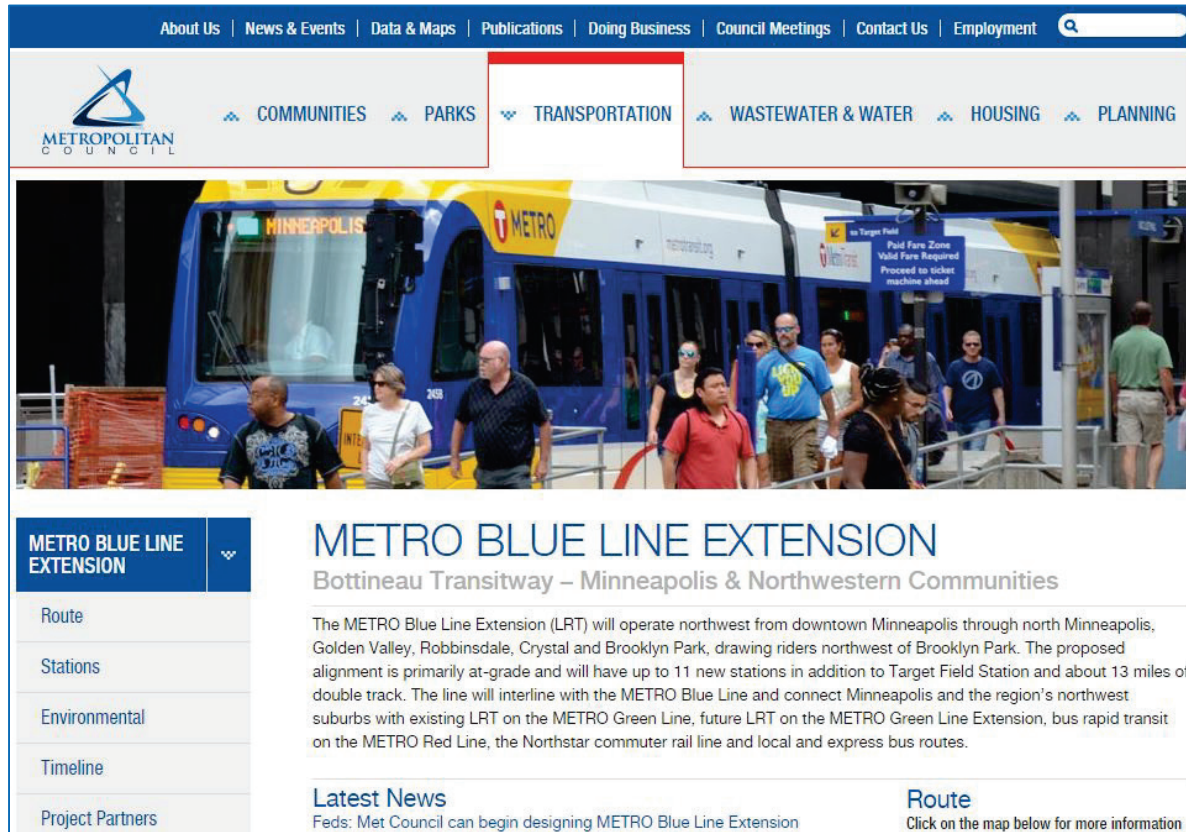


A Look Ahead: Design & Engineering

- 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



More Information



The screenshot shows the Metropolitan Council website with a navigation bar at the top containing links: About Us, News & Events, Data & Maps, Publications, Doing Business, Council Meetings, Contact Us, and Employment. Below this is a secondary navigation bar with categories: COMMUNITIES, PARKS, TRANSPORTATION (highlighted with a red border), WASTEWATER & WATER, HOUSING, and PLANNING. The main content area features a large photo of a blue and yellow METRO bus with 'MINNEAPOLIS' and 'METRO' branding, with several people walking in front of it. Below the photo is a section titled 'METRO BLUE LINE EXTENSION' with a sub-header 'Bottineau Transitway – Minneapolis & Northwestern Communities'. To the left of the text is a sidebar menu with options: Route, Stations, Environmental, Timeline, and Project Partners. The main text describes the METRO Blue Line Extension (LRT) project, stating it will operate northwest from downtown Minneapolis through north Minneapolis, Golden Valley, Robbinsdale, Crystal and Brooklyn Park, drawing riders northwest of Brooklyn Park. It mentions the proposed alignment is primarily at-grade with 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. At the bottom of the section are two links: 'Latest News' with the text 'Feds: Met Council can begin designing METRO Blue Line Extension' and 'Route' with the text '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)

