



Community Advisory Committee

July 11, 2016



Today's Topics

- Approval of Meeting Minutes
- Cost Participation
- Adjusted Project Scope and Cost Estimate Recommendation
- Environmental Update
- Real Estate Value Research



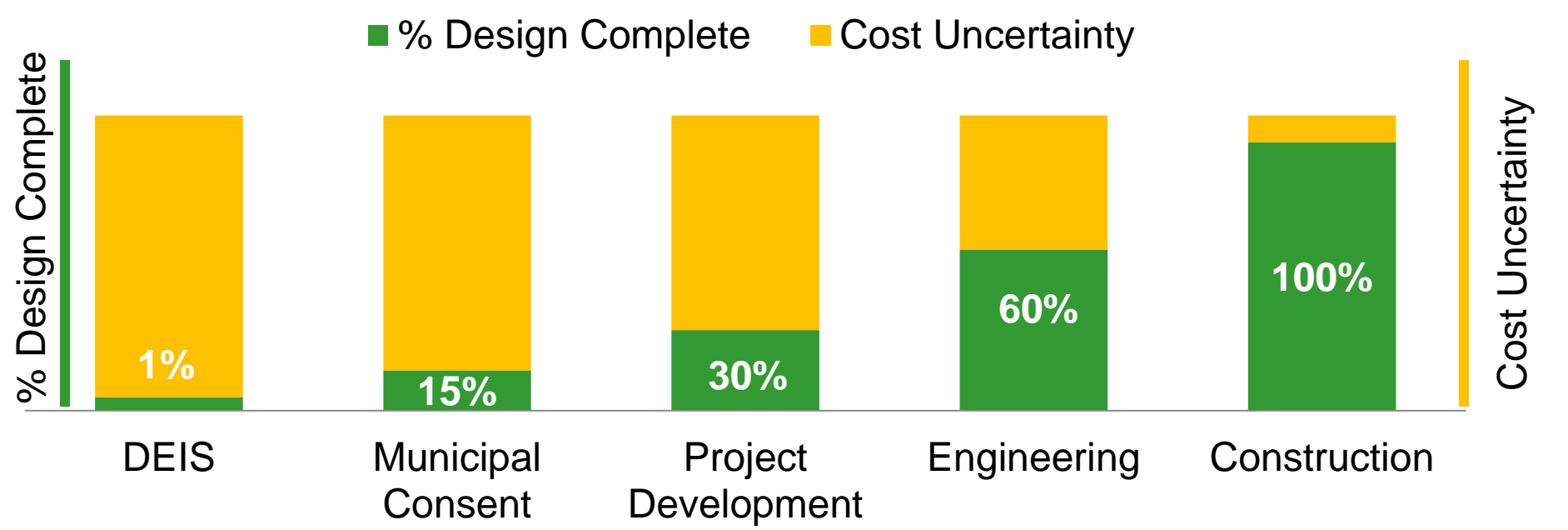
Cost Participation



Background



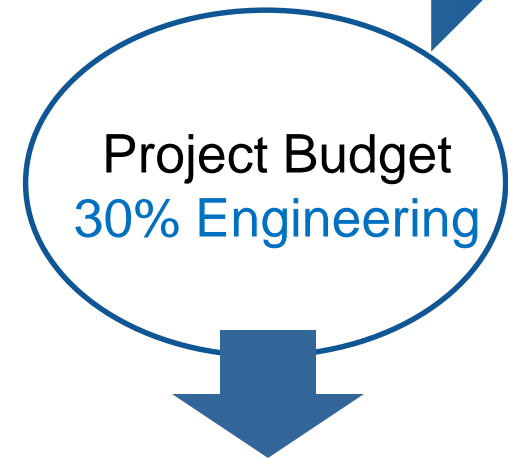
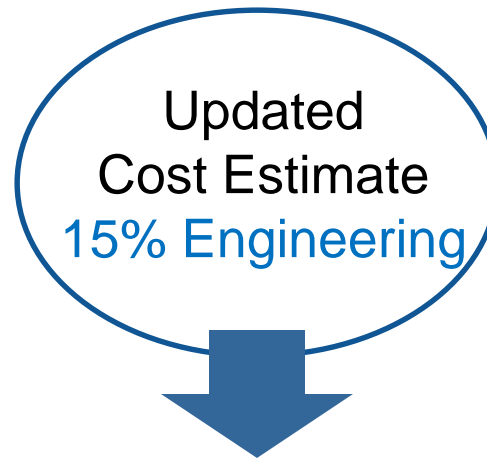
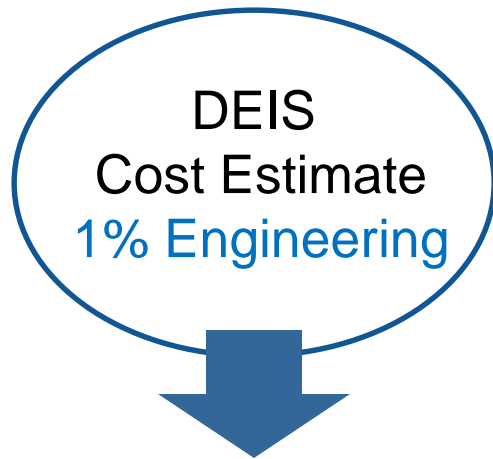
Cost Uncertainty By Project Phase



Cost Estimates and Budget Timeline

COST ESTIMATE

BUDGET



August 2014
Enter
Project Development

December 2015
Begin
Municipal Consent

August 2016
Apply to
Enter Engineering



Municipal Consent Scope and Cost Estimate Recommendation (\$1.496B)

- Olson Memorial Highway reconstruction
- Plymouth Ave Station and vertical circulation
- Grimes Pond and Golden Valley Pond LRT structures
- Roadway bridge reconstruction: Plymouth Ave, Theodore Wirth Pkwy, Golden Valley Rd, 36th Ave
- Bass Lk Rd Station and surface park and ride facility
- LRT bridge construction over CR 81 at 73rd Ave
- Roadway network north of TH 610
- Freight rail corridor protection treatments



Municipal Consent Scope and Cost Estimate Recommendation (\$1.496B)

- Include additional items to support the Golden Valley Rd Station:
 - Park and Ride
 - Golden Valley Rd and Theodore Wirth Pkwy intersection
 - Trail connections
- Continue to study the feasibility, justification, environmental impacts, cost, public outreach, and jurisdictional support for pedestrian bridges over County Rd 81
 - Brooklyn Park at 63rd Ave
 - Crystal at Bass Lake Rd



Municipal Consent Cost Estimate

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



Project Cost Participation



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



Project Cost Participation

- MnDOT: \$8.2M
 - Equivalent to mill & overlay of TH 55 (Olson Memorial Hwy)
 - 50% of removal & replacement of existing traffic signals on TH 55
 - Relocation of Bassett Creek stormwater tunnel



MnDOT Cost Participation Area

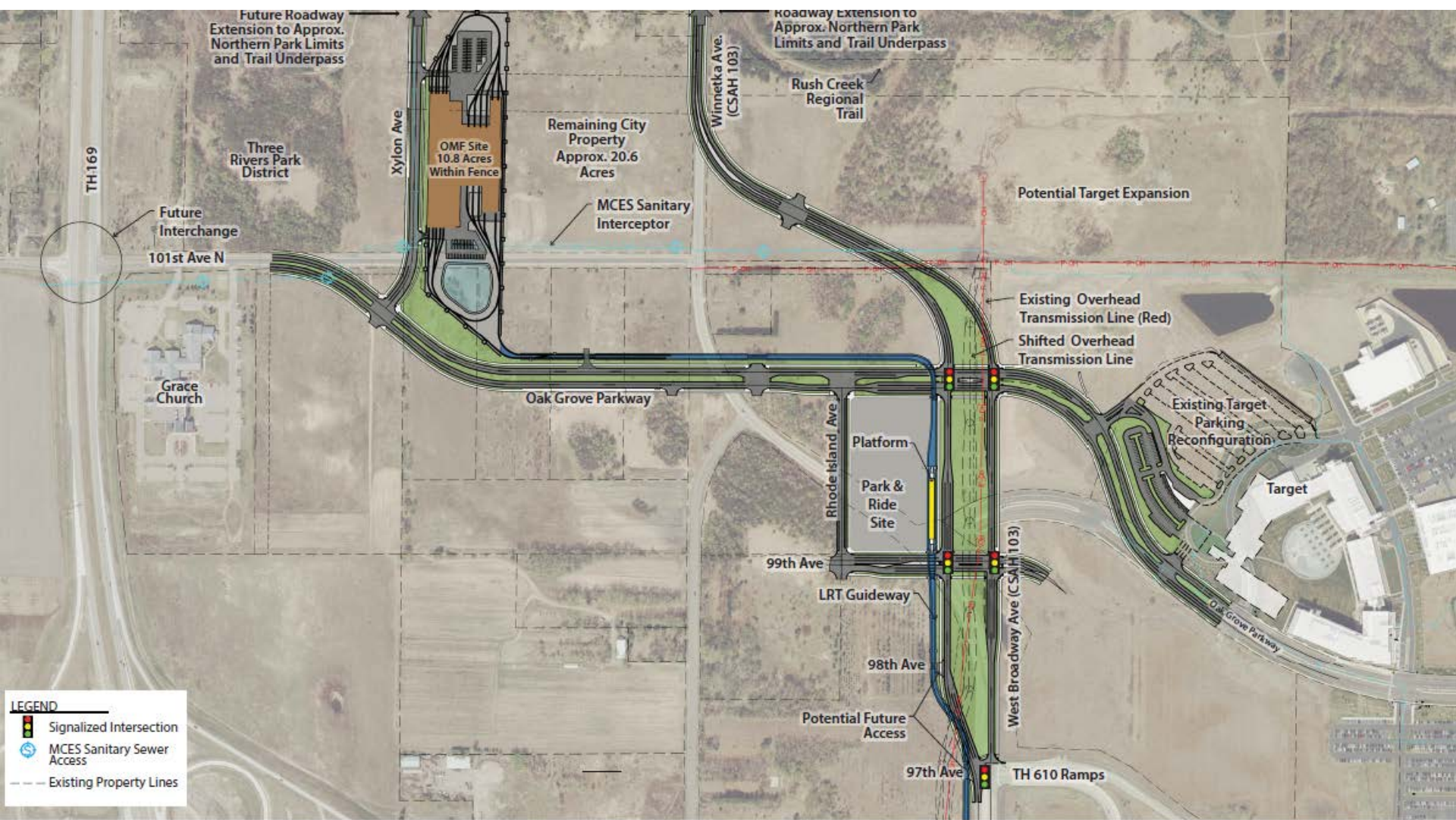


Project Cost Participation

- Hennepin County:\$4.1M
 - Portion of West Broadway Ave north of TH 610 to Winnetka Ave
- Brooklyn Park:\$8.2M
 - Segments of street and utilities north of TH 610 consisting of:
 - Oak Grove Pkwy from Xylon Ave to Target North Campus entrance
 - 99th Ave from Rhode Island Ave to West Broadway Ave
 - Rhode Island Ave from 99th Ave to Oak Grove Pkwy
 - Xylon Ave North of Oak Grove Pkwy



North of TH 610: Oak Grove Station



DRAFT-WORK IN PROCESS



Additional Project Cost Participation

- Provides an opportunity for federal participation
- Does not increase CTIB, HCRRA or state cost participation



Project Scope and Cost Estimate Recommendation



Adjusted Cost Estimate

Primary Cost Drivers



Advanced Design: \$26M

- Bridge refinement
- Parking ramps cost adjustment
- Rail system elements
- Traffic signal adjustments
- Retaining walls
- TPSS (reduction)



Environmental Mitigations & Requirements: \$14M

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



Scope Additions: \$31M

- 63rd Ave at-grade pedestrian improvements
- Bass Lake Rd pedestrian bridge with elevator on west side
 - Addition of elevator on east side
- Rail Control Center modifications
- Modifications at Hiawatha OMF to accommodate LRV overhaul functions
- Rail crossings & gates north of TH 610



CSAH 81 Pedestrian Bridges

- Feb 11, 2016 CMC action directed BPO staff to continue its efforts toward development for the eventual inclusion in the scope of the project:
 - At-grade crossing or bridge crossing at 63rd Ave
 - A pedestrian bridge crossing at Bass Lake Rd



63rd Ave & CSAH 81

- May 23: Brooklyn Park City Council voted to continue with at-grade crossing improvements and not pursue pedestrian bridge option
- BPO recommendation:
 - At-grade pedestrian crossing improvements included with construction cost estimate



Bass Lake Rd & CSAH 81

- Due to feasibility, justification, environmental impacts, cost, comments received from the public and City support, the project office has developed a concept for a bridge with an additional capital cost of \$9M and an additional \$3M for elevator on east side

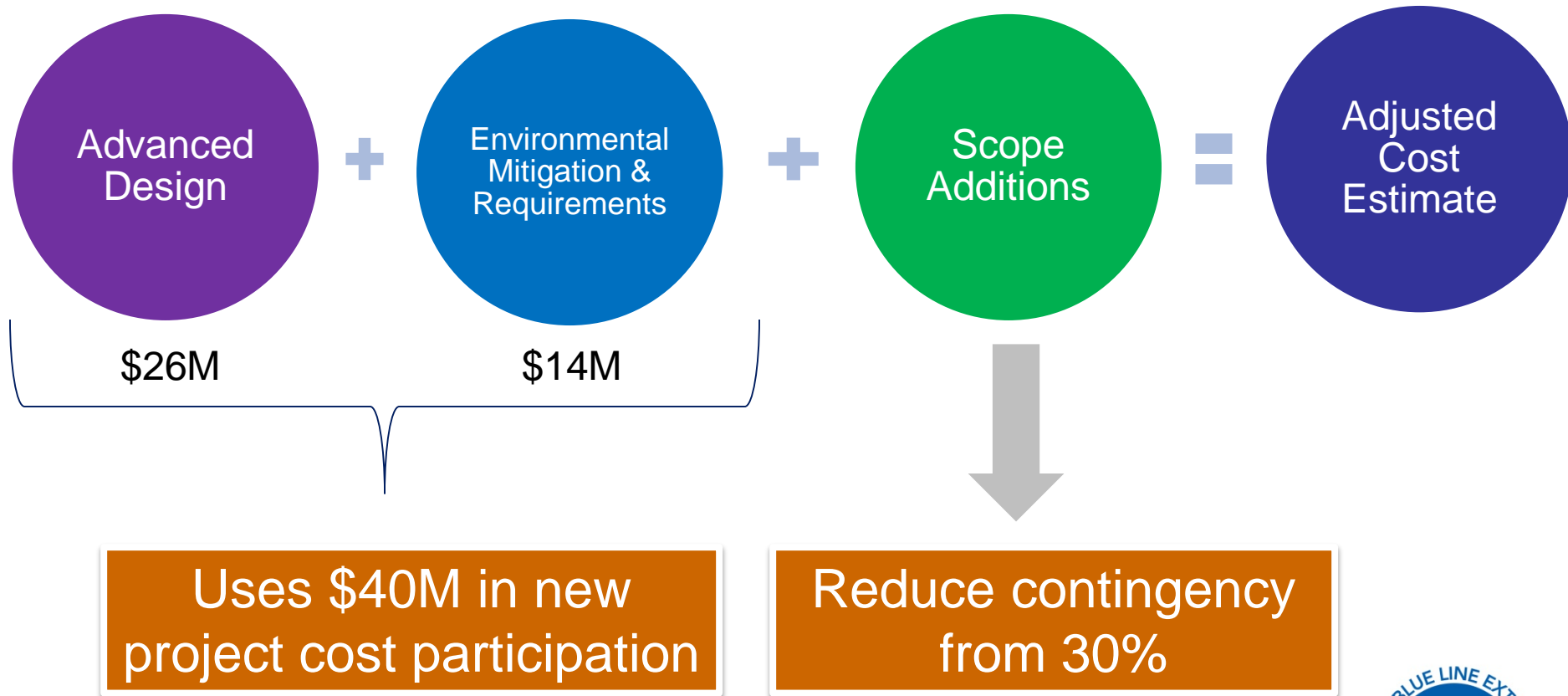


Scope Additions: \$31M

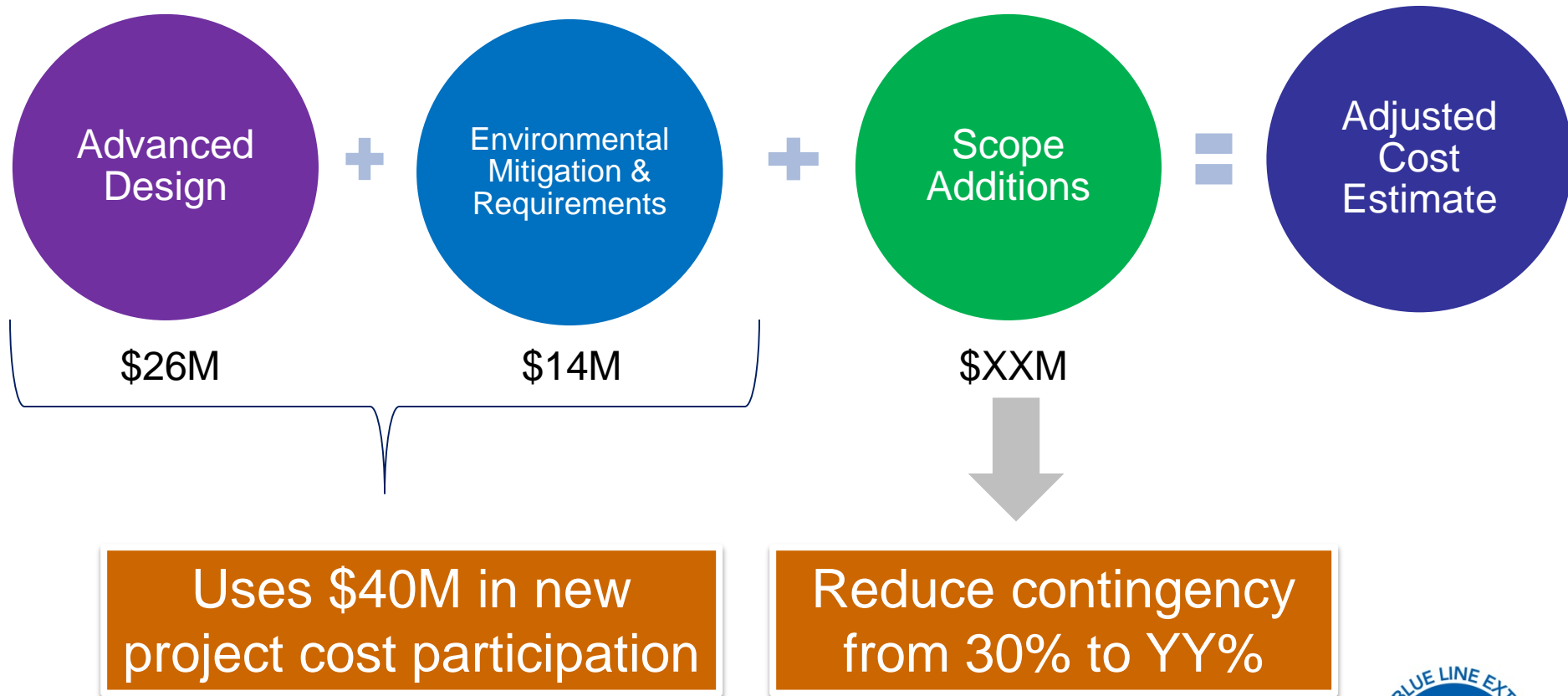
Element	Cost
63 rd Ave at-grade pedestrian improvements	\$1M
Bass Lake Rd pedestrian bridge with elevator on west side	\$9M
• Addition of elevator on east side	\$3M
Rail Control Center modifications	\$4M
Modifications at Hiawatha OMF to accommodate LRV overhaul functions	\$9M
Rail crossings & gates north of TH 610	\$5M
TOTAL	\$31M



Adjusted Cost Estimate



Adjusted Cost Estimate



Adjusted Cost Estimate

Municipal Consent
Cost Estimate:
\$1.496B



Additional
Environmental
Mitigation &
Requirements,
Advanced Design
Elements:
\$40M



Adjusted Cost
Estimate:
\$1.536B



Adjusted Cost Estimate

Adjusted Cost Estimate (30% Engineering)	\$1.536 B
Total Project Contingency	28 - 30%
Escalation Factor	3%
Base Year Estimate	2015
Forecast Year	\$YOE (2018, 2019 and 2020)



Funding Sources: 30% Design

- Counties Transit Improvement Board
- Hennepin County RRA

State

Federal Transit Administration

Hennepin County

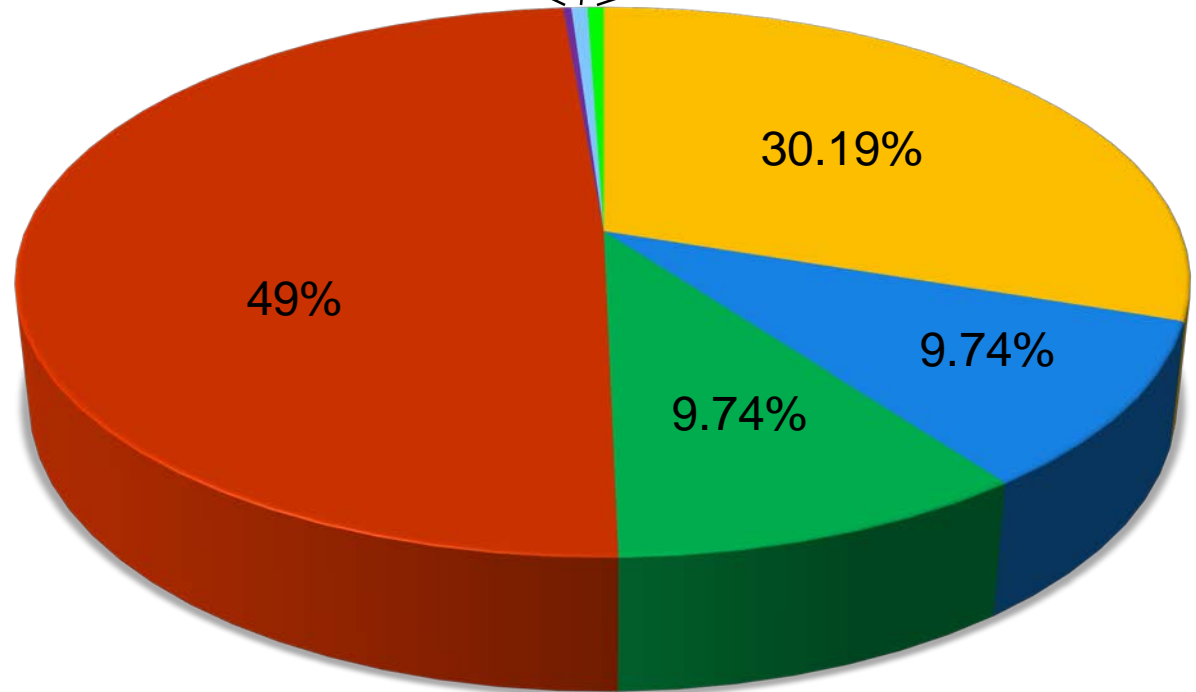
MnDOT

Brooklyn Park

Hennepin County: 0.27%

MnDOT: 0.53%

Brooklyn Park: 0.53%



Cost Estimate: \$1.536 Billion



Funding Sources: 30% Design

	Municipal Consent 2015 Cost Estimate		30% Design 2016 Cost Estimate		
Funding Source	% Contribution	\$1,496,000,000	% Contribution	\$1,536,175,300	Change
FTA	49.0%	\$733,040,000	49.00%	\$752,725,900	\$19,685,900
CTIB	31.0%	\$463,760,000	30.19%	\$463,760,000	\$0
HCRRA	10.0%	\$149,600,000	9.74%	\$149,600,000	\$0
State	10.0%	\$149,600,000	9.74%	\$149,600,000	\$0
Hennepin County	TBD	TBD	0.27%	\$4,120,000	\$4,120,000
MnDOT	TBD	TBD	0.53%	\$8,189,400	\$8,189,400
Brooklyn Park	TBD	TBD	0.53%	\$8,180,000	\$8,180,000



Contingency and Risk

- Contingency is budget set aside to account for project risks; hold at minimum of 28%

Requirements

- BNSF Negotiations
- Xcel Transmission Towers

Design

- Floodplains
- Poor Soils
- Wetlands

Market

- Construction Bids
- Right-of-Way
- Finance Costs
- Schedule Delay

Construction

- Unforeseen Conditions
- Contaminated Soils



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 28 - 30% to cover cost and schedule risks associated with further project development and construction



Discussion/Questions



Next Steps



Next Steps

- Seek CMC recommendation/resolution on adjusted project scope/cost estimate: July 21
- Seek HCRRA and CTIB full funding commitments
- Request approval on adjusted scope and budget
 - Transportation Committee: Aug 8
 - Metropolitan Council: Sept 14



Environmental Update



Background



NEPA / MEPA: What's Been Done

- Alternatives Analysis: 2008 - 2010
 - Evaluated multiple alignments and modes
 - Applied screening criteria to identify alignments for further evaluation
 - Resulted in advancing five alternatives for further study
- Draft EIS Scoping: 2012
 - Publication of Notice of Intent to prepare Draft EIS
 - Four public scoping meetings held
 - Resulted in eliminating BRT from further study



NEPA / MEPA: What's Been Done

- Draft EIS: Published March 2014
 - Evaluated four LRT alignments and a No Build Alternative
 - Identified a Locally Preferred Alternative
 - LRT on Hwy 55 / BNSF Corridor / W. Broadway in Brooklyn Park
 - Comment period closed May 2014
- Final EIS: July 2016 (anticipated)
 - Evaluates the BLRT Project (Preferred Alternative) and a No Build Alternative
 - Identifies project effects and mitigation measures
 - Responds to comments received on the Draft EIS



NEPA / MEPA: What's Next

- Record of Decision (NEPA)
 - Anticipated September 2016
 - Summarizes the Project and the basis for the Agency's decision
 - Includes mitigation commitments and outlines program for mitigation monitoring
- Determination of Adequacy (MEPA)
 - Formal action by Met Council that the EIS
 - Addressed issues raised in scoping
 - Provided responses to substantive comments on Draft EIS
 - Was prepared in compliance with applicable rules and statutes



Overview of Final EIS



Final EIS: What does it cover?

- Purpose and need for the Project
- Alternatives considered
- Anticipated impacts from the Preferred Alternative (BLRT Extension Project)
- Measures to avoid, minimize, or mitigate project impacts
- Overview of public involvement and agency coordination
- Responses to Draft EIS comments received



Environmental Categories Analyzed

- Transportation
- Land Use
- Community Character and Cohesion
- Acquisitions / Displacements
- Cultural Resources
- Visual Quality
- Economic Effects
- Safety and Security
- Wetlands / Floodplains/Stormwater
- Geology / Hazardous Materials
- Noise / Vibration
- Biological Environment
- Air Quality
- Energy
- Parks and Recreational Areas
- Environmental Justice
- Amended Section 4(f) and 6(f) Evaluation
- Financial Analysis



Overview of Select EIS Categories



Environmental Justice Overview

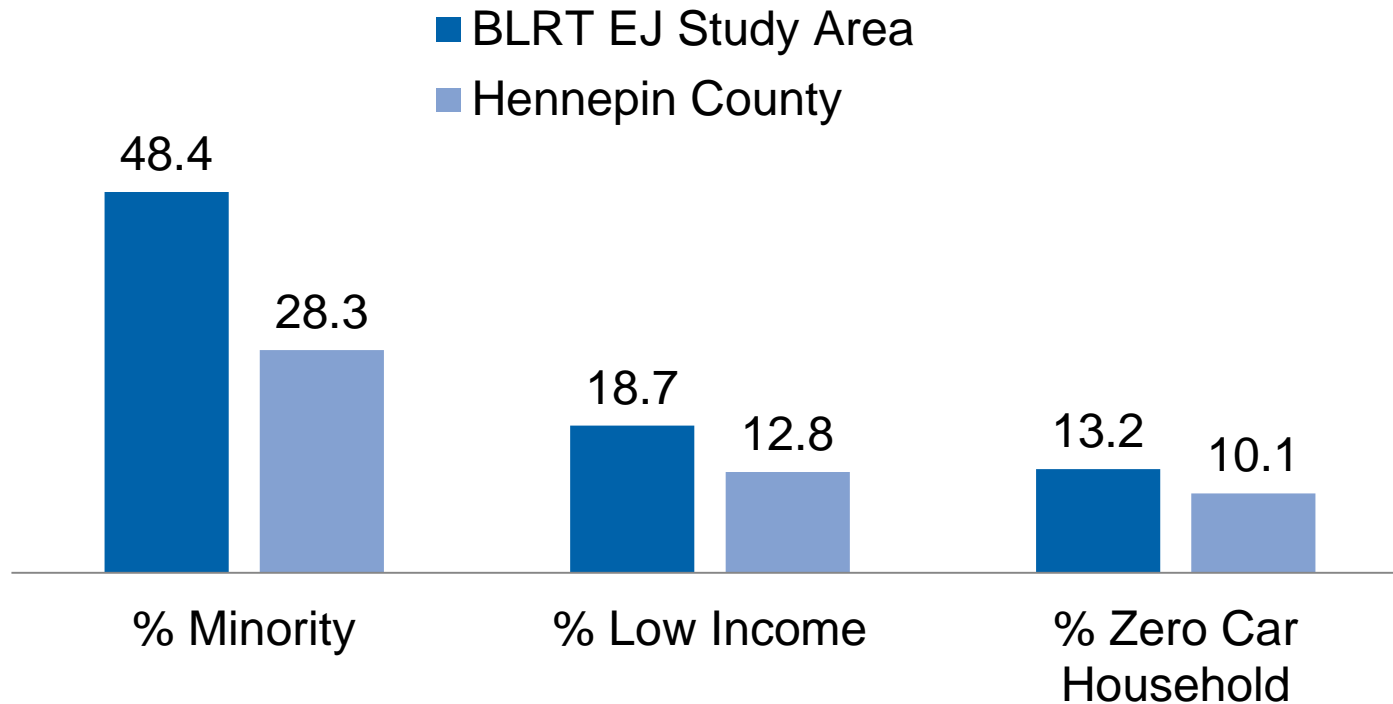
- Documents regulatory context and methodology
- Identifies EJ populations (minority and low-income)
- Discusses public involvement with EJ populations
- Provides analysis for environmental categories that could affect EJ populations
- Project Wide EJ Finding:
 - *No disproportionately high and adverse impacts on EJ populations*



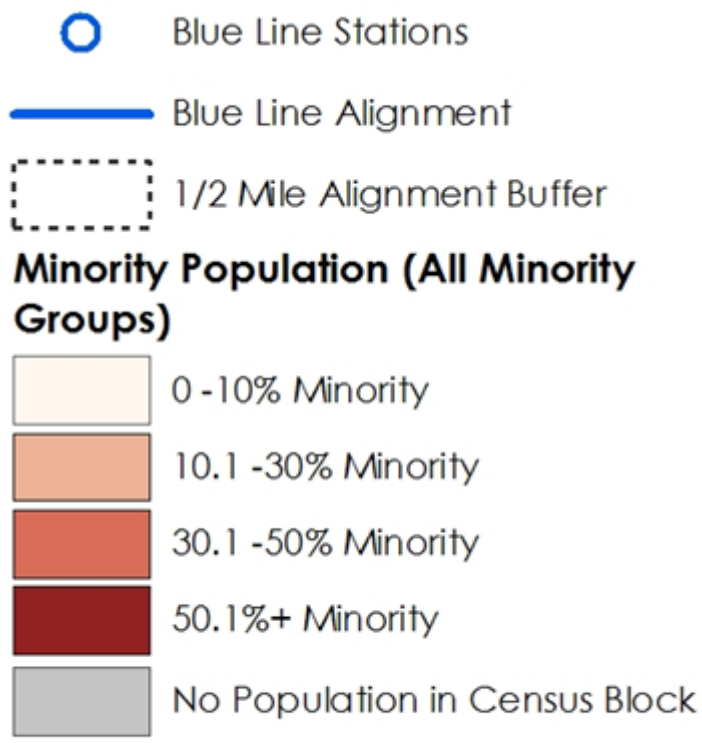
Environmental Justice Populations

- BLRT corridor will serve significant EJ populations and transit dependent populations

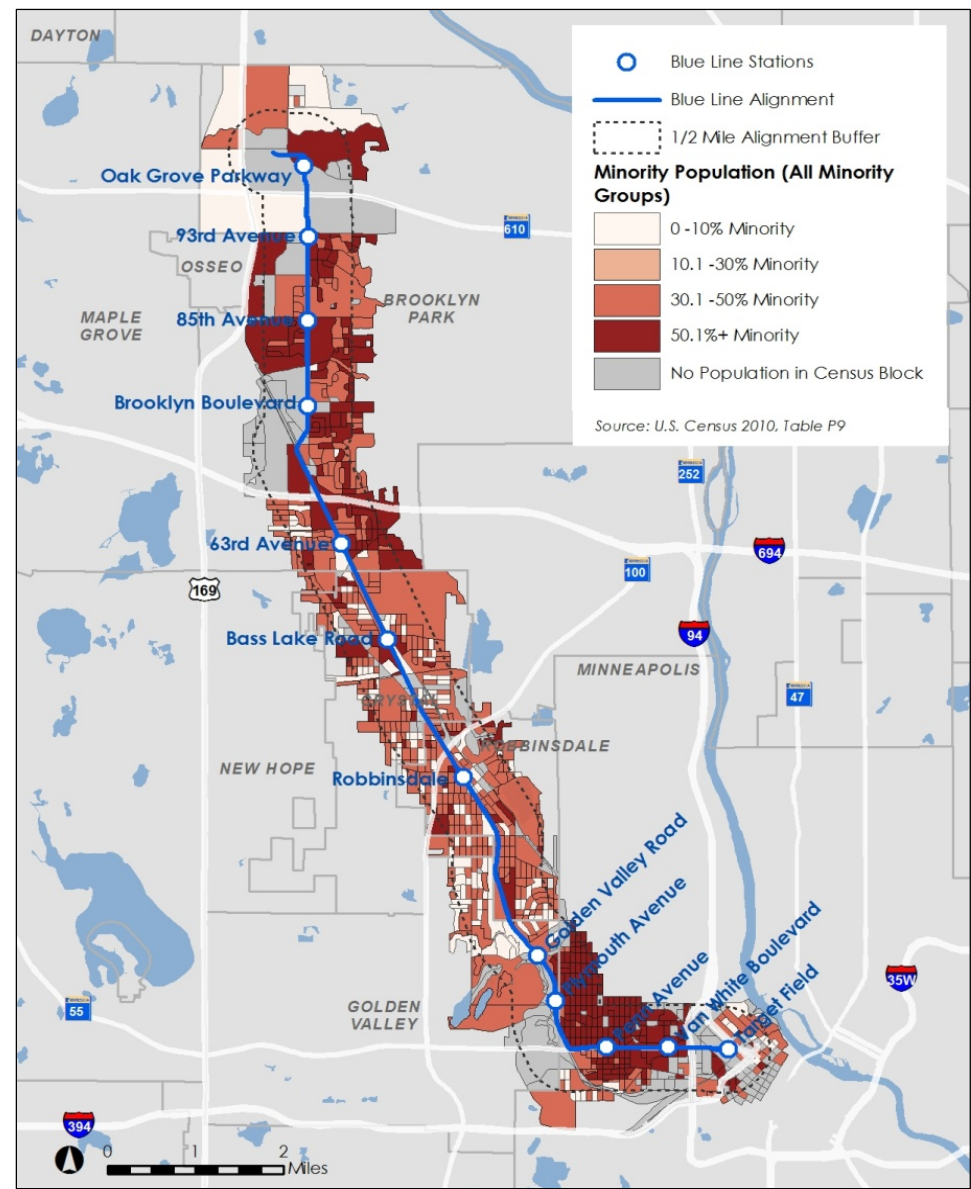
Environmental Justice Populations



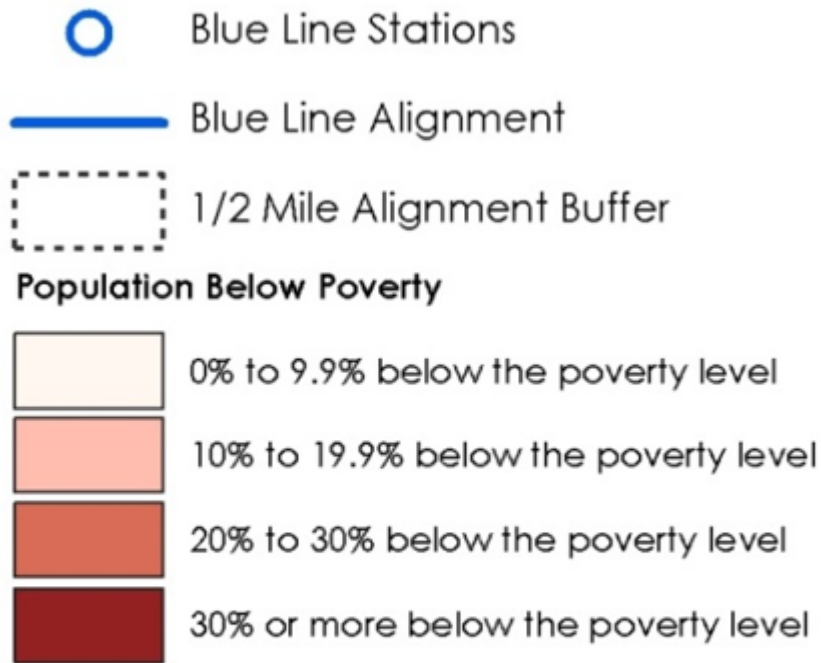
Minority Populations



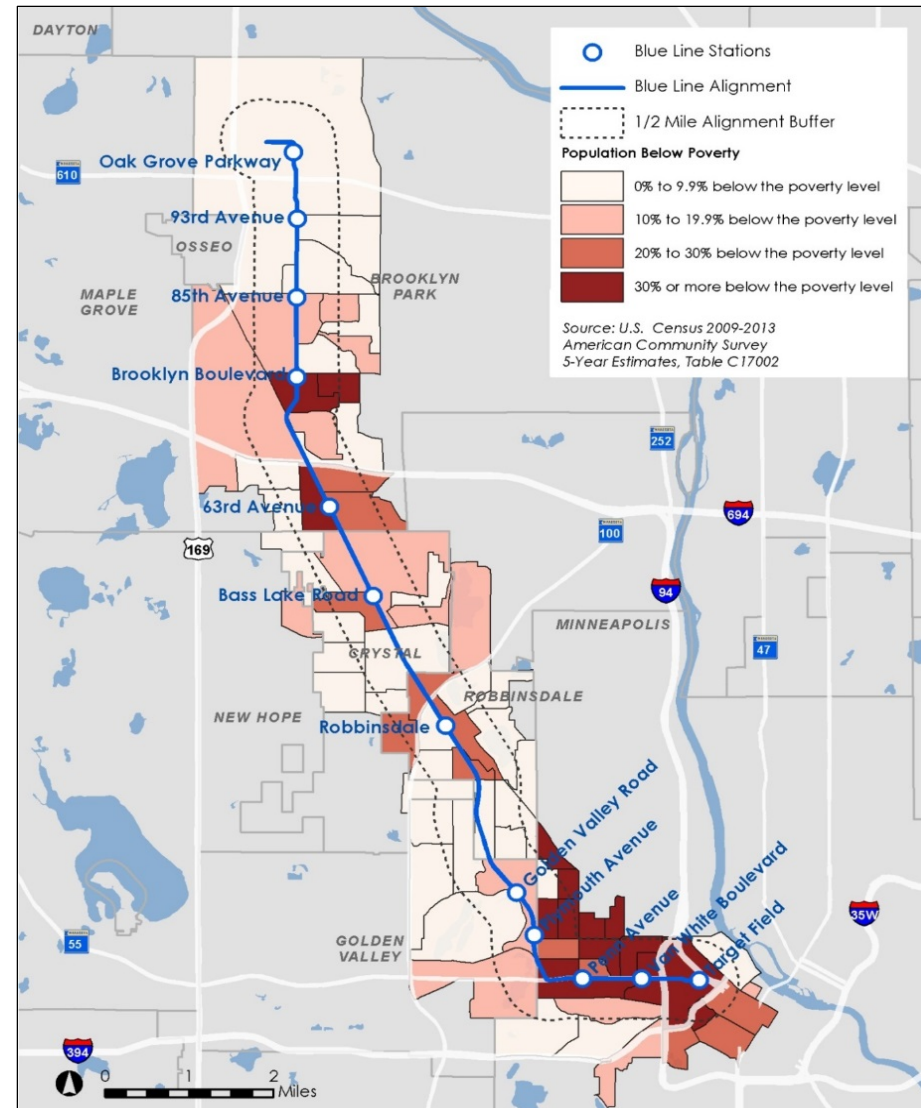
Source: U.S. Census 2010, Table P9



Low Income Populations



Source: U.S. Census 2009-2013
American Community Survey
5-Year Estimates, Table C17002



Transit

- Improved transit service for EJ communities to access:
 - Key employment destinations
 - Colleges
 - Shopping centers and community facilities
- Serves North Minneapolis EJ community
 - Van White Station
 - Penn Station
 - Plymouth Station
 - Connection to proposed C Line BRT at Penn Station



Section 4(f) Overview

- Protects publicly owned parks, recreation areas, wildlife and/or waterfowl refuges, and public/private historic sites as part of transportation development
- Required for all federal transportation projects
- Timeline
 - March 2014: Draft Section 4(f) Evaluation in Draft EIS
 - July 2016: Amended Draft Section 4(f) Evaluation in Final EIS
 - September 2016: Final Section 4(f) Evaluation in ROD



Theodore Wirth Regional Park



Section 4(f) Preliminary Determination

4(f) Park Property	Location	Draft EIS 4(f)	Amended Draft 4(f)
Theodore Wirth Regional Park	Golden Valley	Direct Use	<i>De minimis</i> Use
Glenview Terrace Park	Golden Valley	No Use	<i>De minimis</i> Use
Sochacki Park: Mary Hills Management Unit	Golden Valley	Temporary Occupancy	Temporary Occupancy
Sochacki Park: Sochacki Management Unit	Robbinsdale	Temporary Occupancy	Temporary Occupancy
South Halifax Park	Robbinsdale	No Use	Temporary Occupancy
Minneapolis Public Schools Athletic Field	Minneapolis	Direct Use	No Use
Becker Park	Crystal	No Use	Temporary Occupancy
Park Property Adjacent to Rush Creek Regional Trail	Brooklyn Park	<i>De minimis</i> Use	Temporary Occupancy



Section 4(f) Preliminary Determination

4(f) Historic Property	City	Draft EIS 4(f)	Amended Draft 4(f)
Grand Rounds Historic District	Golden Valley	<i>De minimis</i> Use	Direct Use
Homewood Historic District	Minneapolis	Direct Use	No Use
Osseo Branch, St. Paul Minneapolis & Manitoba Historic District	Multiple	No Use	Direct Use



Homewood Historic District



Osseo Branch



Section 4(f) Mitigation

De Minimis Use

4(f) Park Property	Mitigation
Theodore Wirth Regional Park	<ul style="list-style-type: none">▪ Replacement parkland▪ Trail reconstruction▪ New trail construction and trail connections▪ Trailhead construction▪ Reconstruct TW Parkway and Golden Valley Rd intersection▪ Revegetation of disturbed areas
Glenview Terrace Park	



Section 4(f) Mitigation

Temporary Occupancy

4(f) Park Property	Mitigation
Sochacki Park: Mary Hills Management Unit	Trail reconstruction, Revegetation*, park enhancements
Sochacki Park: Sochacki Management Unit	
South Halifax Park	Revegetation*
Becker Park	Restoration*
Park Property Adjacent to Rush Creek Regional Trail	Restoration*

Use

4(f) Historic Property	Mitigation
Grand Rounds Historic District	Implement measures in Section 106 Memorandum of Agreement
Osseo Branch	

*Revegetation/restoration of disturbed area

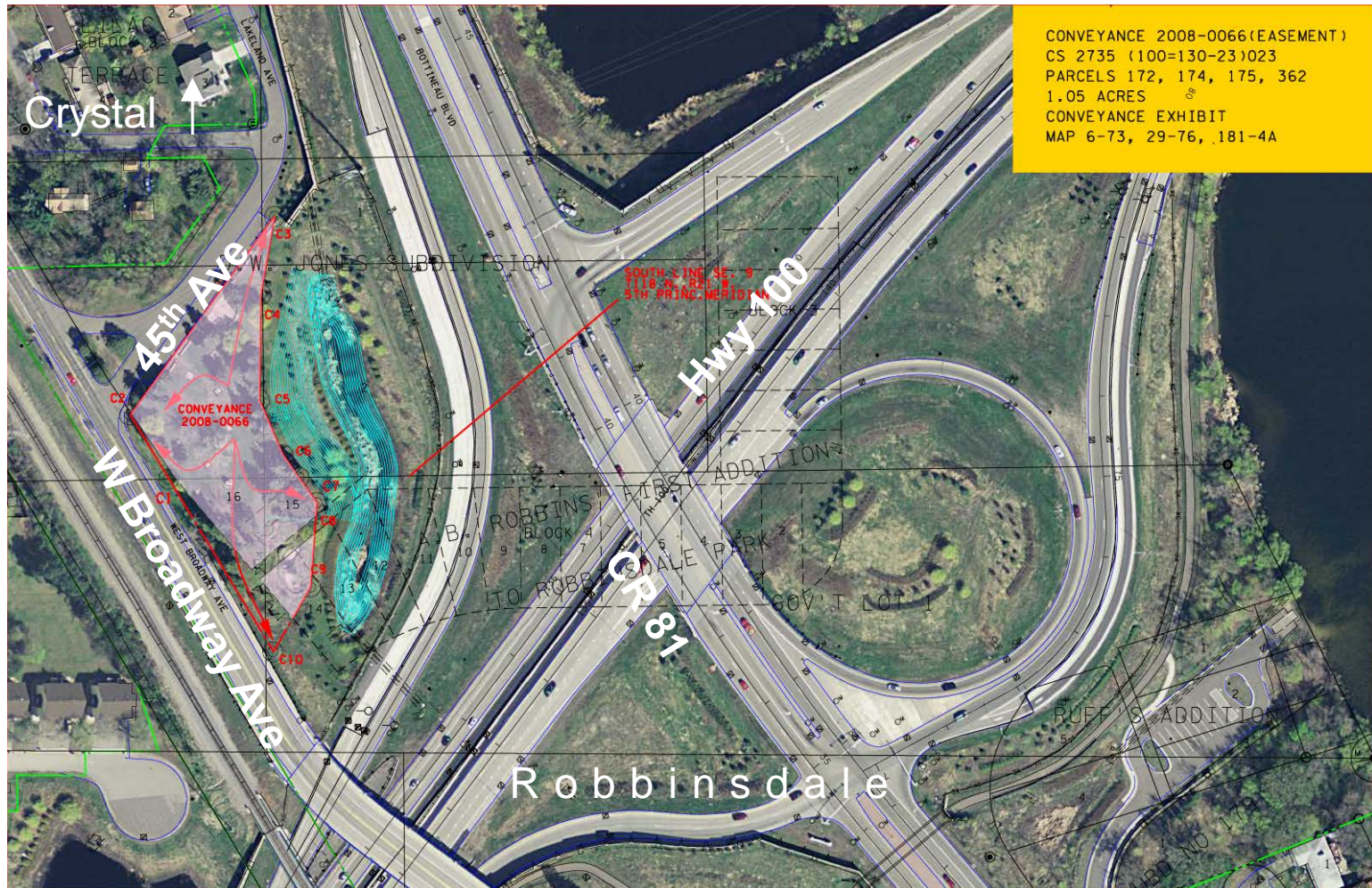


Section 6(f) of the LWCF Act

- Section 6(f) of Law and Water Conservation Fund Act protects federal investments in park and recreational resources
- Coordination with DNR and NPS required
- Sochacki Park: Sochacki Management Unit
 - Temporary construction staging to exceed 6-month requirement
 - Requires “conversion” of 6(f) property
 - Replacement property under consideration is “beehive” oven roadside rest area in Robbinsdale



Section 6(f) Proposed Replacement Property



“Beehive” oven roadside rest in Robbinsdale (in red on map)

Real Estate Value Research



LRT and Real Estate Value Research

- Impact of light rail on residential and commercial property values has been studied extensively since the 1990's
- Studies look at property values and whether they increase or decrease based on distance from the station
- Results consistently show that residential values higher near station
- Benefits of improved accessibility benefits outweigh the nuisance impacts



Literature Review Cited in CTS Report

- Chen et al. (1998) [Portland] looks at positive accessibility effect (measure by distance to LRT station) and negative nuisance effect (measure by distance to LRT line) using prices of single-family homes sold from 1992 to 1994
- Garrett (2004) [St. Louis] distinguishes nuisance and accessibility effects of LRT system on single-family homes within a one mile radius of station areas, by measuring distance to track and accessibility, respectively
 - Within 445 meter radius of LRT station, there is \$45.91 per meter decrease away from station



Literature Review Cited in CTS Report

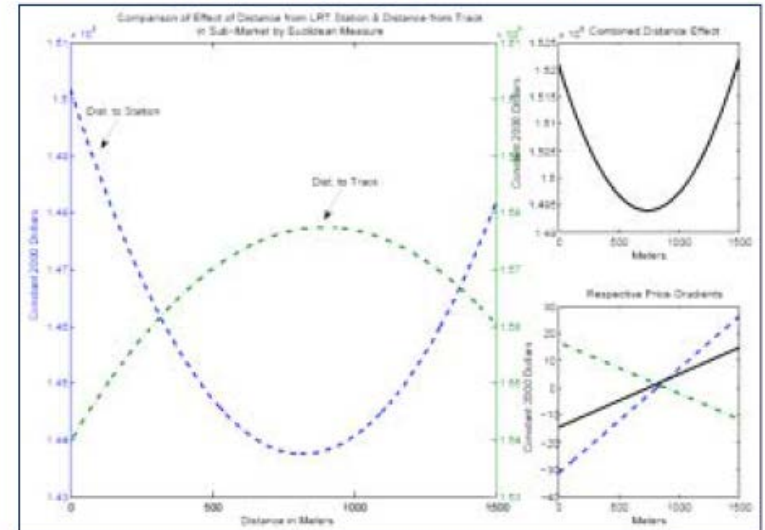
- Hess and Almeida (2007) [Buffalo] Property values increase by ~\$7.58 for every meter closer to station
- Lewis-Workman and Brod (1997) [Portland] Holding everything constant, homes 305 meters (1,000 feet) closer to transit are worth about \$760 more than other homes
- Cervero and Duncan (2002) [Los Angeles] Multi-family homes and condominiums near East Line command 17.3% premium and 6.4% premium respectively



Hiawatha Line: Impacts on Land Use and Residential Housing Value: Key Findings

- Significant positive accessibility effect for single family properties located within station areas; location closer to LRT stations is associated with higher property values, an effect that extends beyond a half-mile
- Negative nuisance effect for properties that are close to LRT tracks is of a smaller magnitude than the positive, accessibility effect

Figure 4.1: Accessibility and nuisance effects in the sub-market



<http://www.cts.umn.edu/Research/ProjectDetail.html?id=2008067>



Additional Resources

- *The Hiawatha Line: Impacts on Land Use and Residential Housing Value.* Edward Goetz, et al. Center for Transportation Studies, University of Minnesota. 2010. Available at <http://www.cts.umn.edu/Research/ProjectDetail.html?id=2008067>
- *DART Light Rail's Effect on Taxable Property Valuations and Transit-Oriented Development.* Bernard Weinstein & Terry Clower. Center for Economic Development and Research, University of North Texas. 2003. Available at http://www.valleymetro.org/images/uploads/lightrail_publications/2003_DART_Study.pdf
- *Public Transit's Impact on Housing Costs: A Review of the Literature.* Keith Wardrip. Center for Housing Policy. 2011. Available at <http://www.reconnectingamerica.org/assets/Uploads/TransitImpactonHsgCostsfinal-Aug1020111.pdf>




Additional Resources


- *The Impact of a New Light Rail System on Single-Family Property Values in Charlotte, North Carolina.* Sisi Yan, Eric Delmelle, and Michael Duncan. The Journal of Transport and Land Use. Vol. 5, No. 2. 2012. Available at <https://www.jtlu.org/index.php/jtlu/article/viewFile/261/242>
- *Assessing the Impacts of Light Rail Transit on Land Values and Tax Revenues.* Carol Atkinson-Palombo. Center for Transportation and Livable Systems, University of Connecticut. 2011
- *Economic Impact of Public Transportation Investment.* Glen Weisbrod & Arlee Reno. American Public Transportation Association. 2009.



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METRO BLUE LINE EXTENSION

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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)

