Corridor Management Committee

July 7, 2016
Today’s Topics

• Approval of Meeting Minutes
• Chair’s Update
• Cost Participation
• Adjusted Project Scope and Cost Estimate Recommendation
• Environmental Update
Chair’s Update
Background
Cost Uncertainty By Project Phase

% Design Complete | Cost Uncertainty
--- | ---
DEIS | 1%
Municipal Consent | 15%
Project Development | 30%
Engineering | 60%
Construction | 100%
Cost Estimates and Budget Timeline

**C O S T E S T I M A T E**

- **DEIS**
  - Cost Estimate
  - 1% Engineering

- **Updated Cost Estimate**
  - 15% Engineering

- **Project Budget**
  - 30% Engineering

**B U D G E T**

- **August 2014**
  - Enter Project Development

- **December 2015**
  - Begin Municipal Consent

- **August 2016**
  - Apply to Enter Engineering

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**Cost Estimates and Budget Timeline**

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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

<table>
<thead>
<tr>
<th>Cost Estimate</th>
<th>$1.496 B</th>
</tr>
</thead>
<tbody>
<tr>
<td>(15% Engineering)</td>
<td></td>
</tr>
<tr>
<td>Total Project Contingency</td>
<td>30%</td>
</tr>
<tr>
<td>Escalation Factor</td>
<td>3%</td>
</tr>
<tr>
<td>Base Year Estimate</td>
<td>2015</td>
</tr>
<tr>
<td>Forecast Year</td>
<td>$YOE (2018, 2019 and 2020)</td>
</tr>
</tbody>
</table>
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
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 + Environmental Mitigation & Requirements + Scope Additions = Adjusted Cost Estimate
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.

- Operations and maintenance responsibilities proposed:
  - City to own and maintain
  - City to provide policing functions
# Scope Additions: $31M

<table>
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<tr>
<th>Element</th>
<th>Cost</th>
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<tr>
<td>63&lt;sup&gt;rd&lt;/sup&gt; Ave at-grade pedestrian improvements</td>
<td>$1M</td>
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<tr>
<td>Bass Lake Rd pedestrian bridge with elevator on west side</td>
<td>$9M</td>
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<tr>
<td>• Addition of elevator on east side</td>
<td>$3M</td>
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<tr>
<td>Rail Control Center modifications</td>
<td>$4M</td>
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<tr>
<td>Modifications at Hiawatha OMF to accommodate LRV overhaul functions</td>
<td>$9M</td>
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<tr>
<td>Rail crossings &amp; gates north of TH 610</td>
<td>$5M</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$31M</strong></td>
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Adjusted Cost Estimate

Advanced Design + Environmental Mitigation & Requirements + Scope Additions = Adjusted Cost Estimate

Uses $40M in new project cost participation

Reduce contingency from 30%

$26M + $14M = Total Cost Estimate

Uses $40M in new project cost participation

Reduce contingency from 30%
Adjusted Cost Estimate

- **Advanced Design**: $26M
- **Environmental Mitigation & Requirements**: $14M
- **Scope Additions**: $XXM

**Adjusted Cost Estimate**

- Uses $40M in new project cost participation
- Reduce contingency from 30% to YY%
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

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
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<tr>
<td>Adjusted Cost Estimate (30% Engineering)</td>
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<tr>
<td>Total Project Contingency</td>
<td>28 - 30%</td>
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<td>Escalation Factor</td>
<td>3%</td>
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<tr>
<td>Base Year Estimate</td>
<td>2015</td>
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<tr>
<td>Forecast Year</td>
<td>$YOE (2018, 2019 and 2020)</td>
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</table>
Funding Sources: 30% Design

- Counties Transit Improvement Board
- Hennepin County RRA
- State
- Federal Transit Administration
- Hennepin County
- MnDOT
- Brooklyn Park

Cost Estimate: $1.536 Billion
## Funding Sources: 30% Design

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Municipal Consent 2015</th>
<th>30% Design 2016</th>
<th>Change</th>
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<tr>
<td></td>
<td>Cost Estimate</td>
<td>Cost Estimate</td>
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<tr>
<td></td>
<td>% Contribution</td>
<td>% Contribution</td>
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<tr>
<td></td>
<td>$1,496,000,000</td>
<td>$1,536,175,300</td>
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<td>$733,040,000</td>
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<td>$149,600,000</td>
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<tr>
<td>State</td>
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<tr>
<td></td>
<td>$149,600,000</td>
<td>$149,600,000</td>
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<tr>
<td>Hennepin County</td>
<td>TBD</td>
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<td>$4,120,000</td>
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<td>MnDOT</td>
<td>TBD</td>
<td>TBD</td>
<td>$8,189,400</td>
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<tr>
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<td>0.53%</td>
<td>$8,189,400</td>
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<tr>
<td>Brooklyn Park</td>
<td>TBD</td>
<td>TBD</td>
<td>$8,180,000</td>
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<tr>
<td></td>
<td></td>
<td>0.53%</td>
<td>$8,180,000</td>
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</table>
**Contingency and Risk**

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

<table>
<thead>
<tr>
<th>Requirements</th>
<th>Design</th>
<th>Market</th>
<th>Construction</th>
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<tbody>
<tr>
<td>BNSF Negotiations</td>
<td>Floodplains</td>
<td>Construction Bids</td>
<td>Unforeseen Conditions</td>
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<tr>
<td>Xcel Transmission</td>
<td>Poor Soils</td>
<td>Right-of-Way</td>
<td>Contaminated Soils</td>
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<td>Towers</td>
<td>Wetlands</td>
<td>Finance Costs</td>
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<tr>
<td></td>
<td></td>
<td>Schedule Delay</td>
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</table>

**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
    o 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
    o Addressed issues raised in scoping
    o Provided responses to substantive comments on Draft EIS
    o 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

<table>
<thead>
<tr>
<th></th>
<th>BLRT EJ Study Area</th>
<th>Hennepin County</th>
</tr>
</thead>
<tbody>
<tr>
<td>% Minority</td>
<td>48.4</td>
<td>28.3</td>
</tr>
<tr>
<td>% Low Income</td>
<td>18.7</td>
<td>12.8</td>
</tr>
<tr>
<td>% Zero Car Household</td>
<td>13.2</td>
<td>10.1</td>
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</tbody>
</table>
Minority Populations

Blue Line Stations

Blue Line Alignment

1/2 Mile Alignment Buffer

Minority Population (All Minority Groups)

- 0 - 10% Minority
- 10.1 - 30% Minority
- 30.1 - 50% Minority
- 50.1%+ Minority
- No Population in Census Block

Source: U.S. Census 2010, Table P9
Low Income Populations

- Blue Line Stations
- Blue Line Alignment
- 1/2 Mile Alignment Buffer

Population Below Poverty:
- 0% to 9.9% below the poverty level
- 10% to 19.9% below the poverty level
- 20% to 30% below the poverty level
- 30% or more below the poverty level

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
## Section 4(f) Preliminary Determination

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

<table>
<thead>
<tr>
<th>4(f) Historic Property</th>
<th>City</th>
<th>Draft EIS 4(f)</th>
<th>Amended Draft 4(f)</th>
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</thead>
<tbody>
<tr>
<td>Grand Rounds Historic District</td>
<td>Golden Valley</td>
<td><em>De minimis</em> Use</td>
<td>Direct Use</td>
</tr>
<tr>
<td>Homewood Historic District</td>
<td>Minneapolis</td>
<td>Direct Use</td>
<td>No Use</td>
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<tr>
<td>Osseo Branch, St. Paul Minneapolis &amp; Manitoba Historic District</td>
<td>Multiple</td>
<td>No Use</td>
<td>Direct Use</td>
</tr>
</tbody>
</table>

*Homewood Historic District*

*Osseo Branch*
Section 4(f) Mitigation

*De Minimis Use*

<table>
<thead>
<tr>
<th>4(f) Park Property</th>
<th>Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Theodore Wirth Regional Park</td>
<td>▪ Replacement parkland</td>
</tr>
<tr>
<td></td>
<td>▪ Trail reconstruction</td>
</tr>
<tr>
<td></td>
<td>▪ New trail construction and trail connections</td>
</tr>
<tr>
<td></td>
<td>▪ Trailhead construction</td>
</tr>
<tr>
<td></td>
<td>▪ Reconstruct TW Parkway and Golden Valley Rd intersection</td>
</tr>
<tr>
<td></td>
<td>▪ Revegetation of disturbed areas</td>
</tr>
<tr>
<td>Glenview Terrace Park</td>
<td></td>
</tr>
</tbody>
</table>


## Section 4(f) Mitigation

### Temporary Occupancy

<table>
<thead>
<tr>
<th>4(f) Park Property</th>
<th>Mitigation</th>
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</thead>
<tbody>
<tr>
<td>Sochacki Park: Mary Hills Management Unit</td>
<td>Trail reconstruction, Revegetation*, park enhancements</td>
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<tr>
<td>Sochacki Park: Sochacki Management Unit</td>
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</tr>
<tr>
<td>South Halifax Park</td>
<td>Revegetation*</td>
</tr>
<tr>
<td>Becker Park</td>
<td>Restoration*</td>
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<tr>
<td>Park Property Adjacent to Rush Creek Regional Trail</td>
<td>Restoration*</td>
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### Use

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<tr>
<th>4(f) Historic Property</th>
<th>Mitigation</th>
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<tbody>
<tr>
<td>Grand Rounds Historic District</td>
<td>Implement measures in Section 106 Memorandum of Agreement</td>
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<tr>
<td>Osseo Branch</td>
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</table>

*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)
More Information

Website: BlueLineExt.org
Email: BlueLineExt@metrotransit.org
Twitter: @BlueLineExt