

Blue Line Extension Update

August 23, 2023



BROOKLYN PARK | CRYSTAL | ROBBINSDALE | MINNEAPOLIS



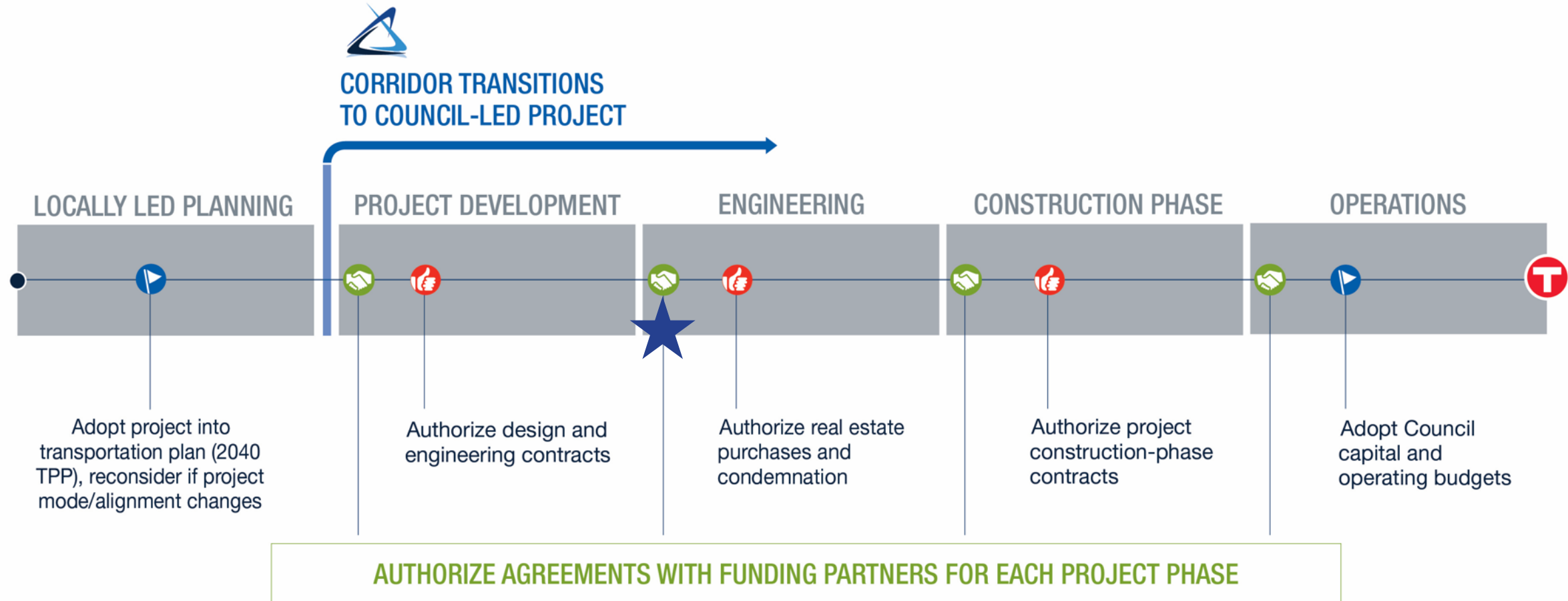
Transitway Advancement Policy

Summary of Adopted Policy 1-7:

- As the region's Metropolitan Planning Organization (MPO), the Council requires and compares information on critical aspects of a proposed transitway with standards established by the *2040 Transportation Policy Plan*.
- At the point that Metro Transit is implementing the transitway, the policy would require the Council and local project sponsors to develop a risk register, establish roles and responsibilities that address project risks, and **reflect these in agreements**.
- The Blue Line Extension will be seeking approval of a Capital Grant Agreement. The policy applies to this step in the process of advancing a transitway project.



Transitway Advancement Policy





Blue Line EXTENSION

- 13.4 miles & 12 new stations
- Connecting Minneapolis, Robbinsdale, Crystal, Brooklyn Park and surrounding communities to fast, frequent, all-day service across the METRO system
- Single seat ride to existing Blue Line stops downtown, MSP Airport and Mall of America
- Focus on building community prosperity through anti-displacement strategies before, during, and after construction



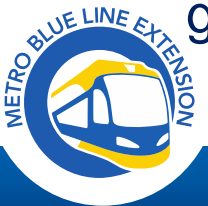
Next steps

- Updated post-COVID ridership: early 2024
- Supplemental Draft Environmental Impact Statement: Spring 2024
- Municipal Consent process to confirm final route: Summer 2024
- Updated cost estimate: 2024
- Final Design: 2024-2025
- Construction starts: 2026-2027
- Anticipated opening: 2030



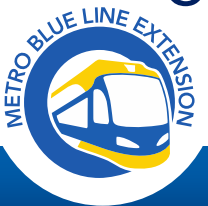
Capital Grant Agreement (CGA) for Engineering and Construction

- Term: September 1, 2023 – December 31, 2024
 - Will be amended before entering construction phase of project
- Cost: \$75,305,000
- Parties:
 - Metropolitan Council
 - Hennepin County & Hennepin County Regional Railroad Authority
- Purpose:
 - Provide funding for Engineering and Construction Activities including ROW acquisition, establish governance process of the project, assign responsibilities for the project between the parties.



The Blue Line Extension Partnership

- Proposed CGA emphasizes partnership, collaboration, shared decision-making, risk management strategies, and transparency within a new governance model
- Major changes in the CGA compared to previous transitways include:
 - A new governance model, the **Project Decisions Board** to approve and authorize major project decisions
 - Integrated project office with staff from both Hennepin County and Metropolitan Council in leadership roles
 - Streamlined reporting and processes that maximize efficiencies for both parties
 - Clarification of financial roles



Project Decisions Board (PDB)

- Project Decision Board (PDB) is a new governance board in lieu of the Executive Change Control Board (ECCB) model
- Comprised of the following five (5) members:
 - Two members of the Metropolitan Council
 - Two (2) Hennepin County Commissioners
 - One (1) HCRRA Commissioner
- Approves or authorizes negotiation and execution of project agreements, contracts, amendments, and change orders greater than \$500,000 each
- Approves the scope, schedule, and budget of the project as well as uses of Project funds, including any early construction work
- Will develop and adopt its own bylaws



Financial Assignment

- Metropolitan Council
 - Responsible for Federal funds in Full Funding Grant Agreement (FFGA)
 - Contributions limited to FFGA and any funds provided to Council specifically for Blue Line Extension
 - Council protected from contributing to cost increases
 - Through PDB, Council has approval of project budget, contract awards, change orders
 - Council is responsible for Operations and Capital Maintenance (not covered in this CGA)
- Hennepin County:
 - Responsible for local share of funding in engineering and construction phases, including project start up costs



Top Enterprise Risks (Summer 2023)

Previous	Current	Category	Risk Description	Mitigation Needed
3	1	Operational	Metro Transit is unable to hire sufficient staffing to operate service and perform maintenance for regional transit system	2028-2030
4	2	Operational	Metro Transit is unable to meet needs for effective safety & security strategies	2029-2031
5	3	Operational	Transitway ridership does not meet regional performance thresholds for ridership due to post-pandemic changes in travel patterns	2029-2034
6	4	Operational	Delays or inability to deliver the Blue Line Extension means regional equity and climate change goals and needs are not met	2023-2025
1	5	Financial	Unresolved capital funding needs for existing/planned transitways impact regional funding and Metro Transit capital and operating investment priorities	2023
7	6	Financial	Insufficient non-federal capital funding available for the Council to maintain the existing and planned transitways in a state of good repair	After 2050
2	<input checked="" type="checkbox"/>	Financial	Insufficient new funding provided by funding partners to cover state and local share of operating costs	Resolved



Proposed Action

- That the Metropolitan Council authorize the Regional Administrator to negotiate and execute the 2023-2024 Blue Line Extension Capital Grant Agreement (CGA) #22I038 with Hennepin County and Hennepin Regional Railroad Authority (HCRRA) in the amount not to exceed \$75,305,000 and issue Limited Notice to Proceed (LNTP) #2 to the Engineering Services Contract #22P103A to advance design plans and complete the Municipal Consent process.



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