



Metropolitan Council Transportation Committee

August 8, 2016

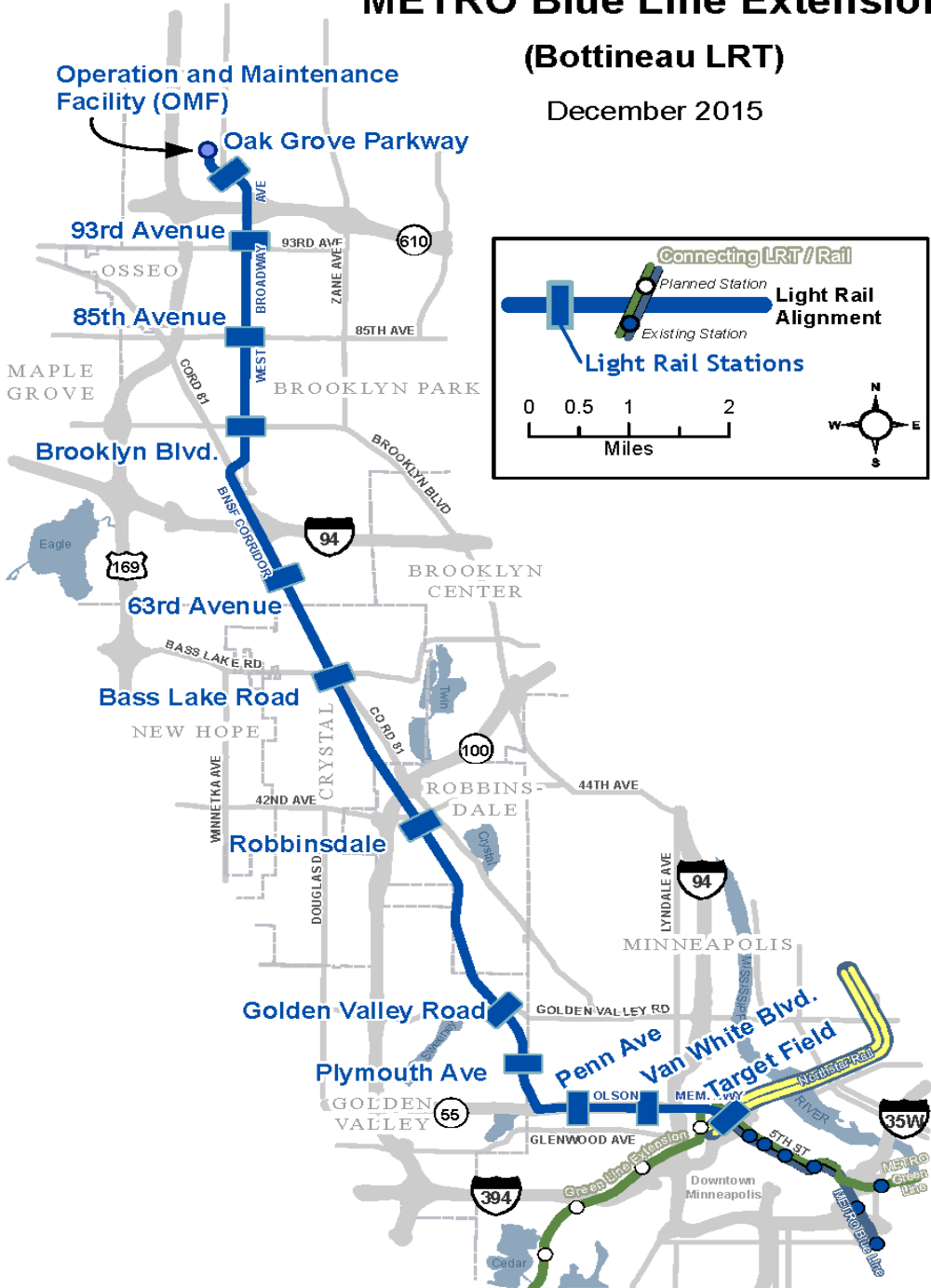


Project Description

- 11 new LRT stations
- 13 miles of double track
- 27,000 est. rides by 2040
- Provides one seat Blue Line ride to MSP Airport and Mall of America
- Connections to METRO Green Line, Northstar and bus services

METRO Blue Line Extension (Bottineau LRT)

December 2015

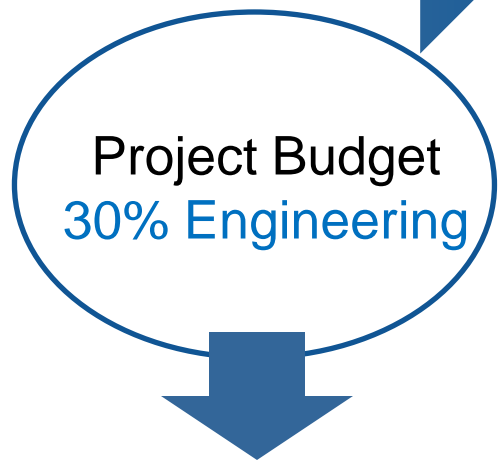
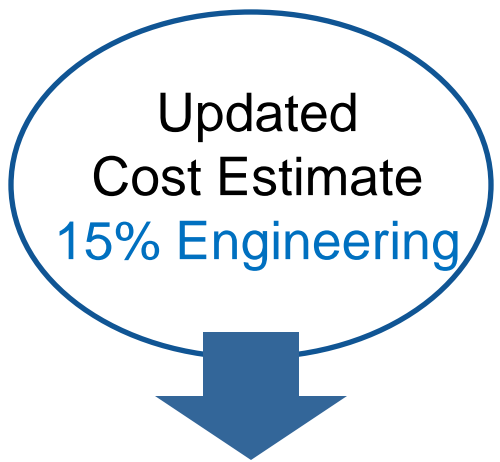
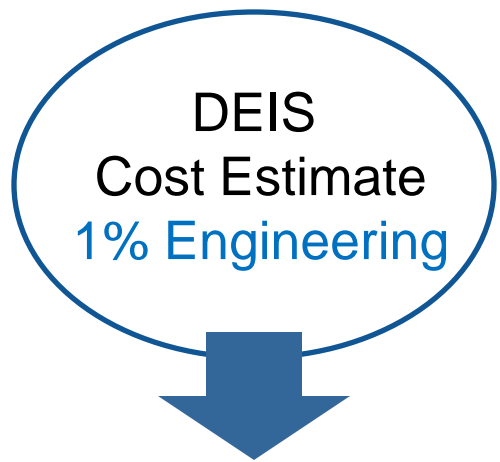


Major Project Milestones: Complete

FTA Grants Entry to Project Development	Aug 22, 2014
Council Approves Municipal Consent Scope	Dec 9, 2015
Start Municipal Consent	Dec 15, 2015
Notice of Intent to Apply to Enter Engineering	Feb 19, 2016
Municipal Consent Approvals	Mar 4, 2016
Publication of Final EIS	July 15, 2016



Cost Estimates and Budget Timeline



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

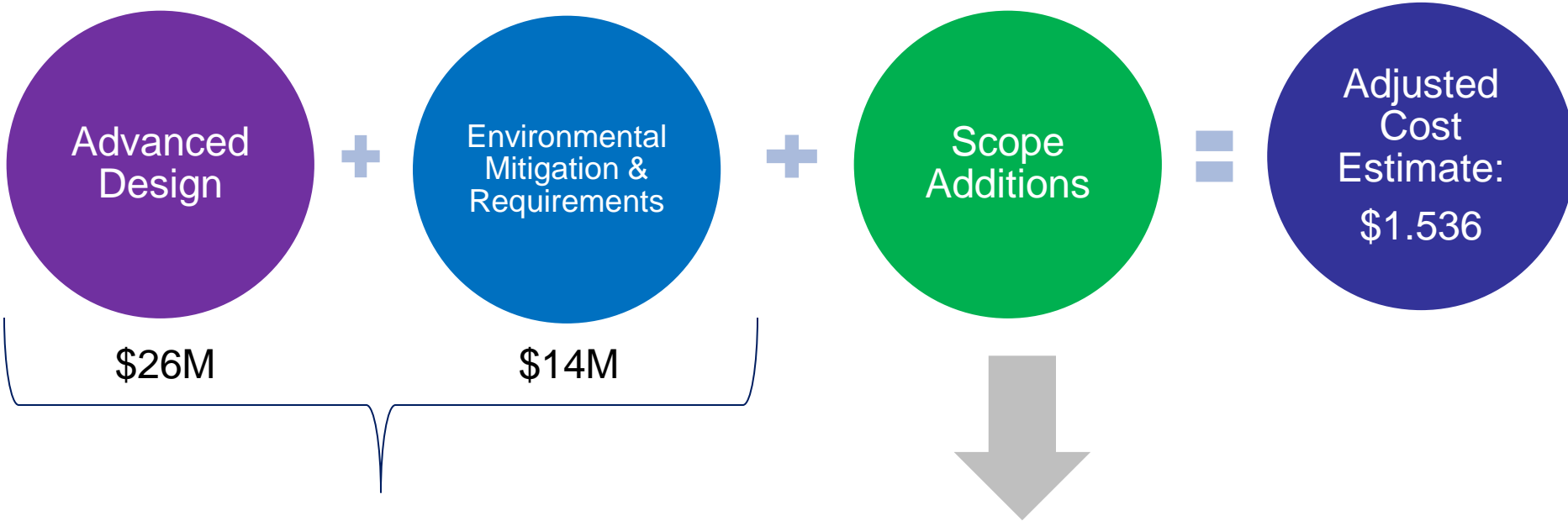


Additional Project Cost Participation

Organization	Amount	
MnDOT	\$8.2M	
Hennepin County	\$4.1M	
City of Brooklyn Park	\$8.2M	
	Sub-total	\$20.5M
Federal Transit Administration	\$19.5M	
	TOTAL	\$40M



Adjusted Cost Estimate Primary Cost Drivers



Uses \$40M in new project cost participation



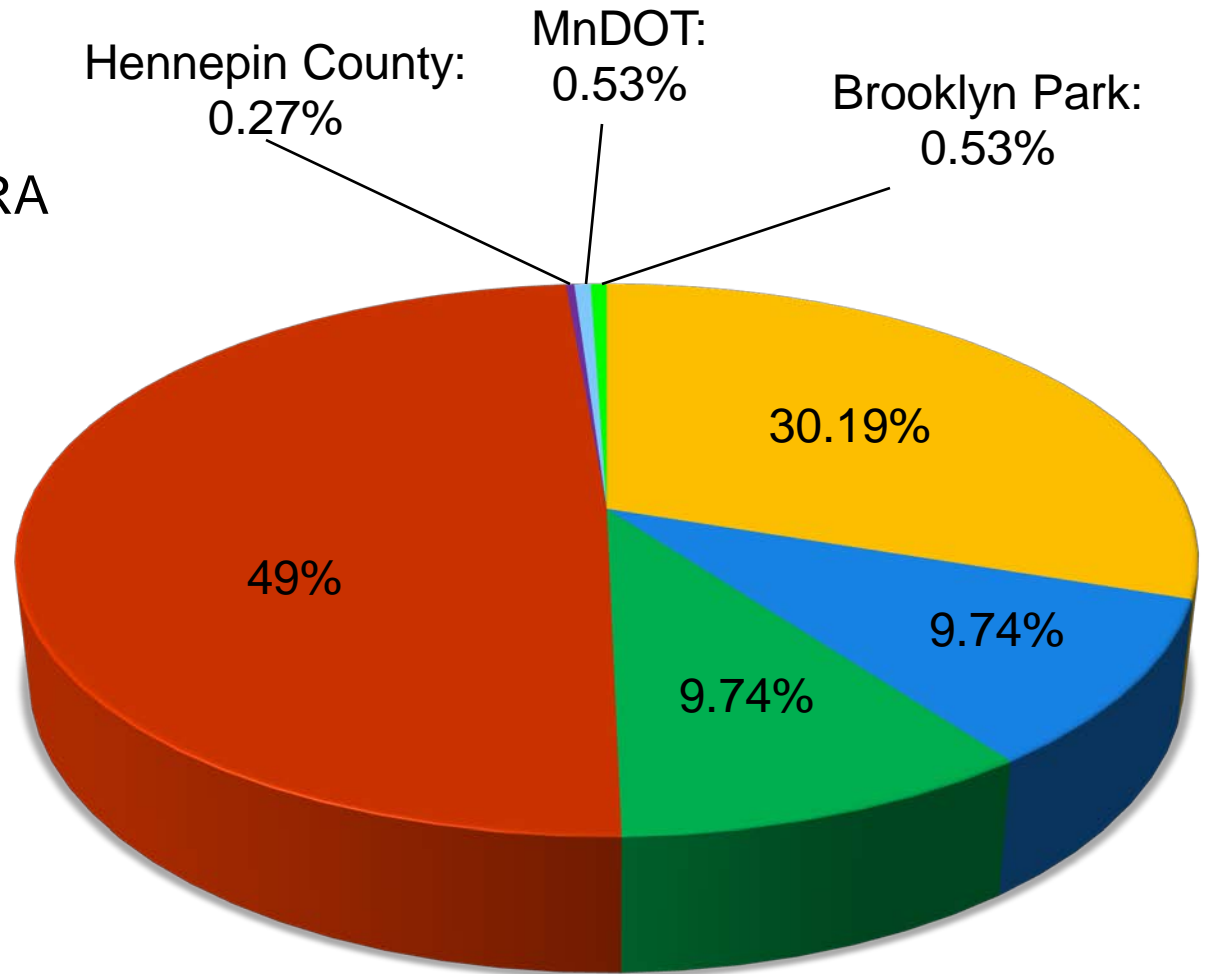
Adjusted Cost Estimate

Adjusted Cost Estimate (30% Engineering)	\$1.536 B
Total Project Contingency	29%
Escalation Factor	3%
Base Year Estimate	2016
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



Cost Estimate: \$1.536 Billion



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 29% to cover cost and schedule risks associated with further project development and construction



Major Project Milestones: Up-Coming

Final EIS Record of Decision	Mid Sept 2016
Complete 30% Design	Q3 2016
Complete 60% Design	Q1 2017
FTA Grants Entry to Engineering	Q1 2017
Complete 100% Design	Q4 2017
Full Funding Grant Agreement	Q2 2018
Heavy Construction	2018-2020
Revenue Service	2021



More Information

The screenshot shows the Metropolitan Council website with a navigation menu at the top. The 'TRANSPORTATION' menu item is highlighted. Below the navigation is a large photograph of a blue and yellow METRO Light Rail Train (LRT) at a station platform with passengers waiting. A sign on the platform reads 'Paid Fare Zone Valid Fare Required Proceed to ticket machine ahead'. Below the photo is a sidebar with a dropdown menu for 'METRO BLUE LINE EXTENSION' and a main content area with the following text:

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)

