

Green Line Extension Final Scope, Cost Estimate, Project Budget for Engineering Application

Overview

Cost estimate and schedule as approved by Metropolitan Council in 2015: \$1.791 billion, with a late 2020 opening.

Final proposed scope, cost estimate/project budget and schedule for Engineering application to Federal Transit Administration (which establishes the federal 50 percent share): **\$1.858 billion**, with a 2021 opening.

Project cost increase is the result of recognizing \$69 million value of in-kind publically owned land (an increase from \$30 million initial rough estimate) from Hennepin County, St. Louis Park, Hopkins, Minnetonka, and Eden Prairie as part of the local funding commitments **and including \$19 million of delay costs**.

In-Kind Land

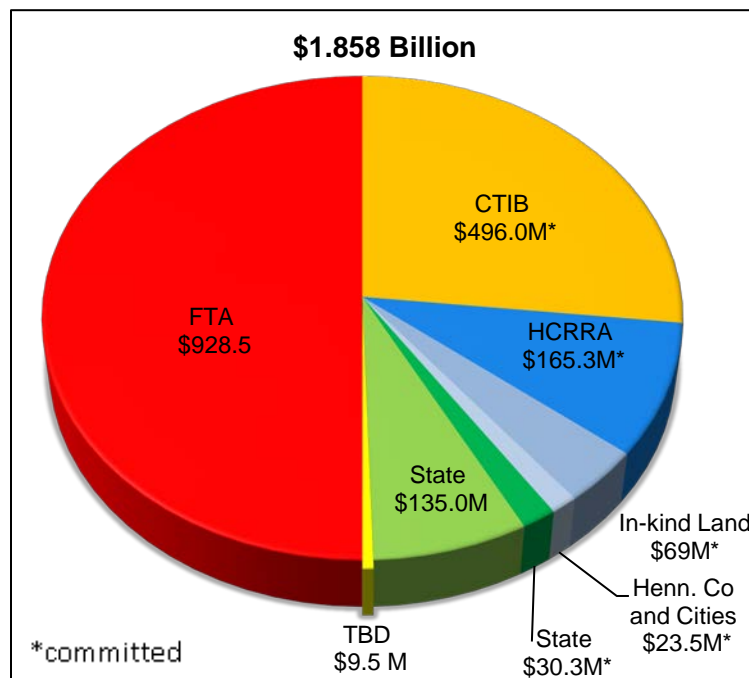
Recognizing a total in-kind land value of \$69 million increases the federal funds by \$23.5 million without requiring additional local monies.

The in-kind land value eliminates the \$15.1 million local non-state funding shortfall.

Cost of Delay

The Legislature's failure to provide the state's 10 percent share by its May 23 adjournment is costing approximately \$1 million a week in delay costs until state funding is available.

- The project has delayed acquisition of critical right-of-way needed to start construction
- The project has delayed final preparation of construction bid packages which also has delayed construction procurement.



Delay costs add \$19 million to project; half of the increase will be covered by the federal match. The increase will create an additional local funding shortfall of \$9.5 million.

Results in a new cost estimate of \$1.858 billion, with \$9.5M of the \$19 million in delay costs needing local funding commitment prior to the project's application for federal funding in late 2016 to secure the 50 percent federal match.

The previous opening date forecast in 2020 was based on completion of the environmental process in spring 2016 and securing the full state funding in May 2016. The environmental approval was not given until summer. That delay and the delay in state funding approval have pushed the project schedule out a few months, forcing the forecasted opening date into 2021.

Next steps

- **Aug. 10:** Metropolitan Council to approve the FEIS determination of adequacy, take action on project scope/budget, and give authority to submit Engineering application
- **August:** Southwest Project Office submits application to FTA for entry into Engineering
- **November 2016:** FTA approves entry into Engineering
- **Late 2016:** Southwest Project Office submits application to FTA for Full Funding Grant Agreement
- **Mid-2017:** FTA approves Full Funding Grant Agreement for project
- **Second half of 2017:** Construction begins
- **2021:** Testing of systems and new light rail vehicles, then passenger service begins