

# Corridor Management Committee

March 14, 2024



BROOKLYN PARK | CRYSTAL | ROBBINSDALE | MINNEAPOLIS



# Today's Topics

- Call to Order & Public Invitation
- Approval of February 8 Meeting Summary
- Cost and Ridership Update



The public can submit written comments to Nkongo Cigolo ([Nkongo.Cigolo@metrotransit.org](mailto:Nkongo.Cigolo@metrotransit.org))

# Approval of February 8 Meeting Summary



# Public Invitation

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- 15 minutes allotted to receive public comments
  - Up to 3 minutes per speaker
- Speakers who have pre-registered will be called in order
- If there are more speakers than the time allotted, comments may be submitted in writing to [Nkongo.Cigolo@metrotransit.org](mailto:Nkongo.Cigolo@metrotransit.org)



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# Project Update

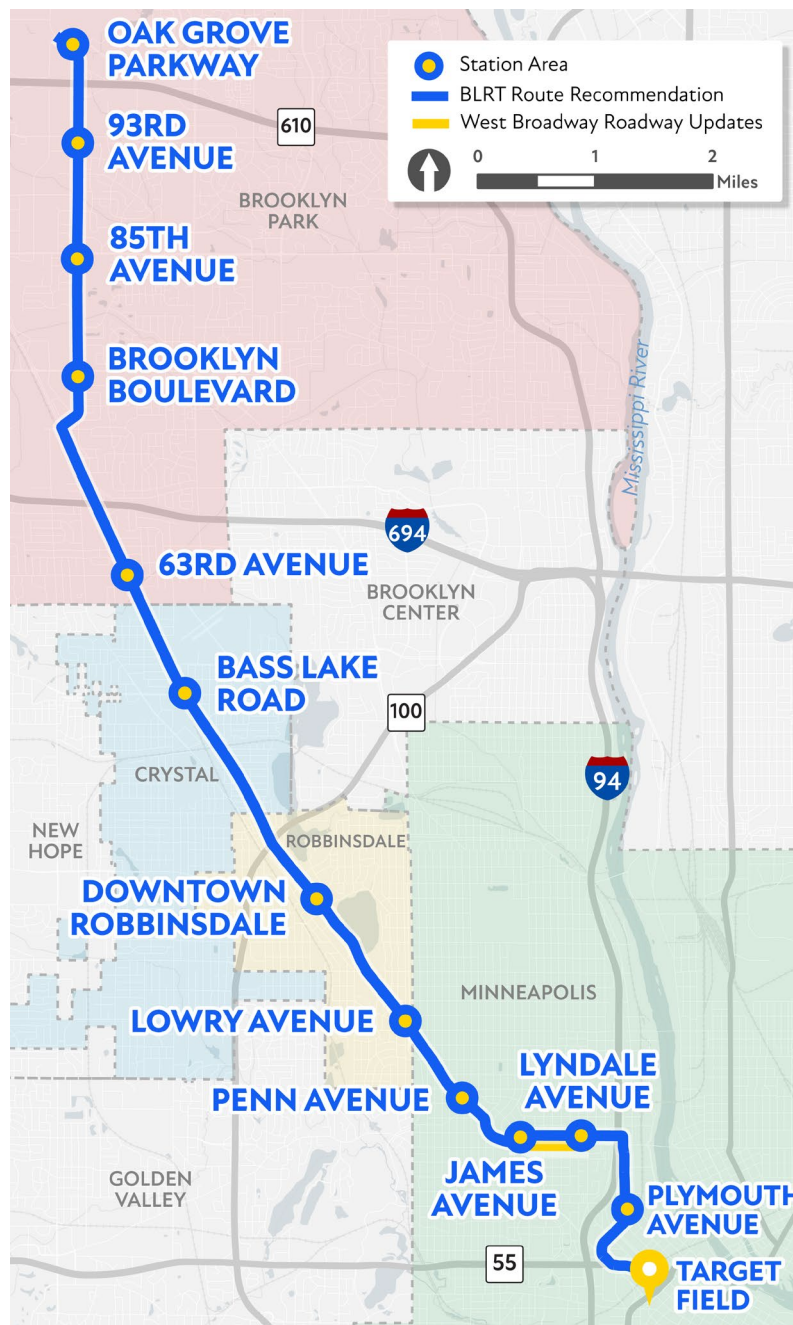




# Blue Line

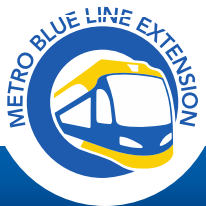
## EXTENSION

- 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



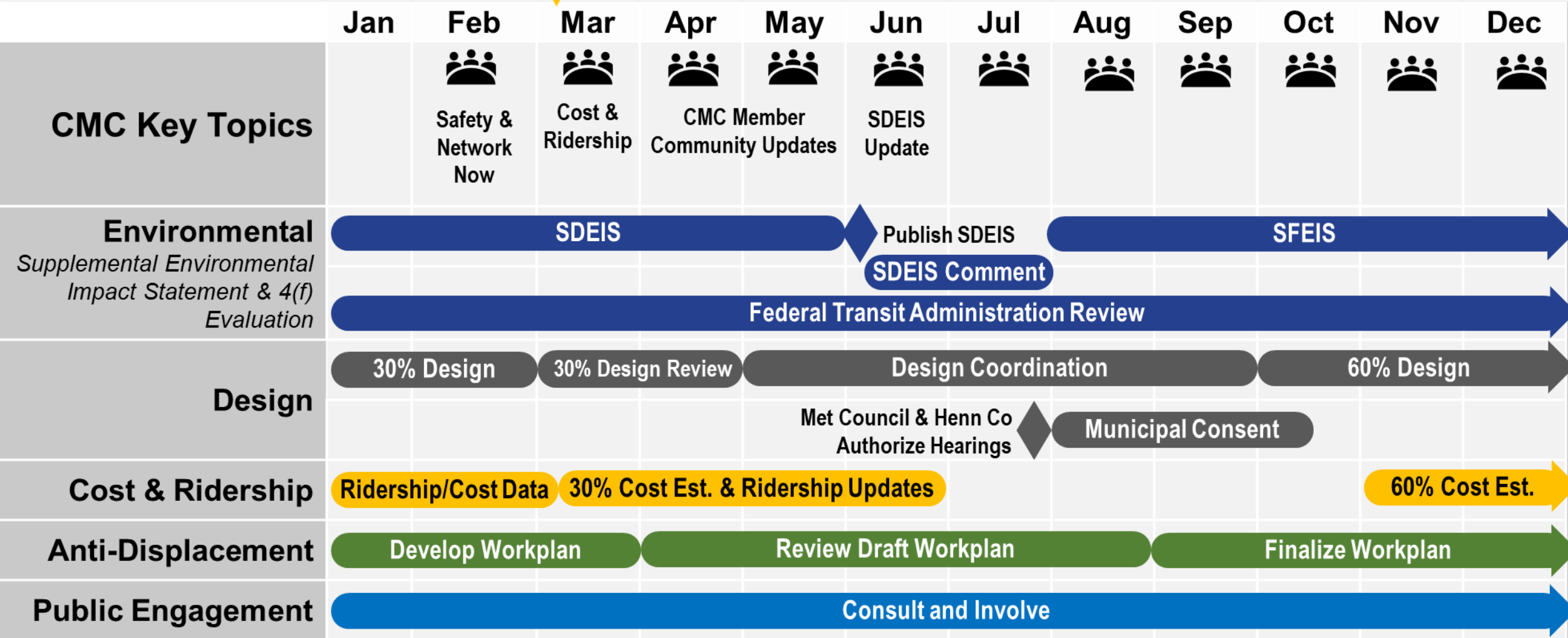
## Next steps

- Updated post-COVID ridership and initial cost information: March 2024
- Supplemental Draft Environmental Impact Statement: Spring 2024
- Municipal Consent process to confirm final route: Summer 2024
- Updated 60% cost estimate: Fall 2024
- Final Design: 2024-2025
- Construction starts: 2026-2027
- Anticipated opening: 2030



# 2024 Schedule

**WE ARE HERE**



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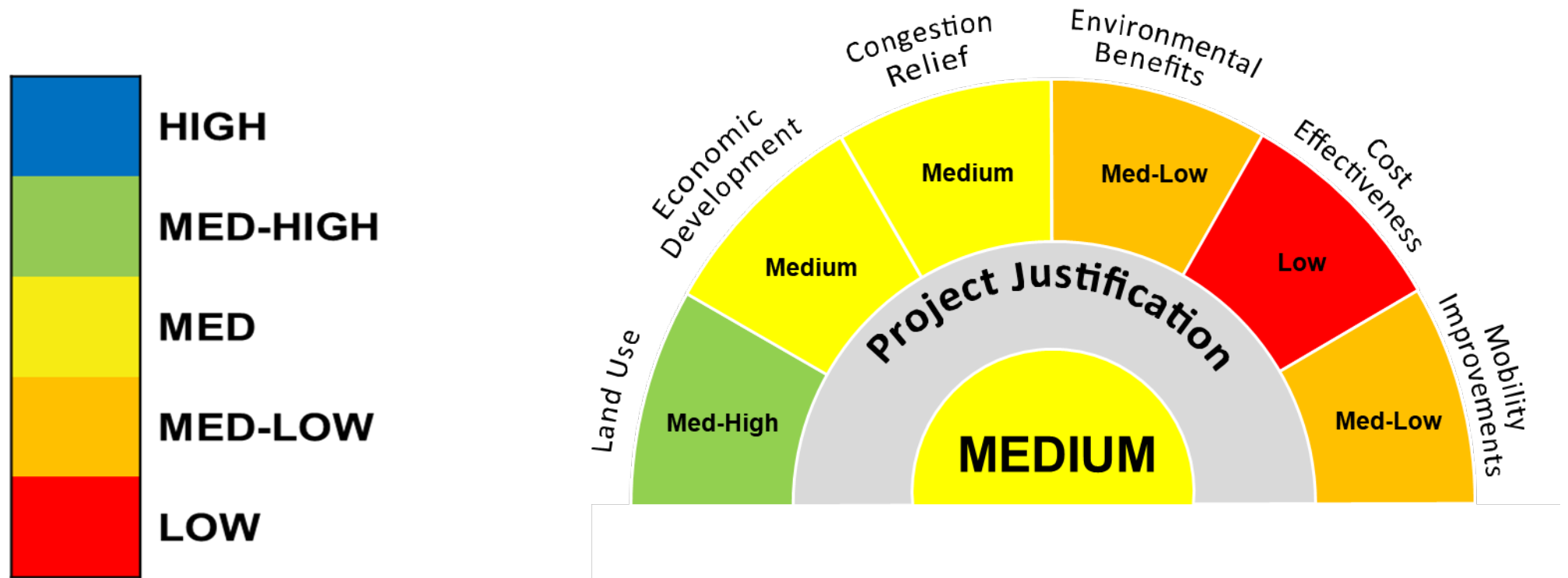
# Project Rating Process & Timeline



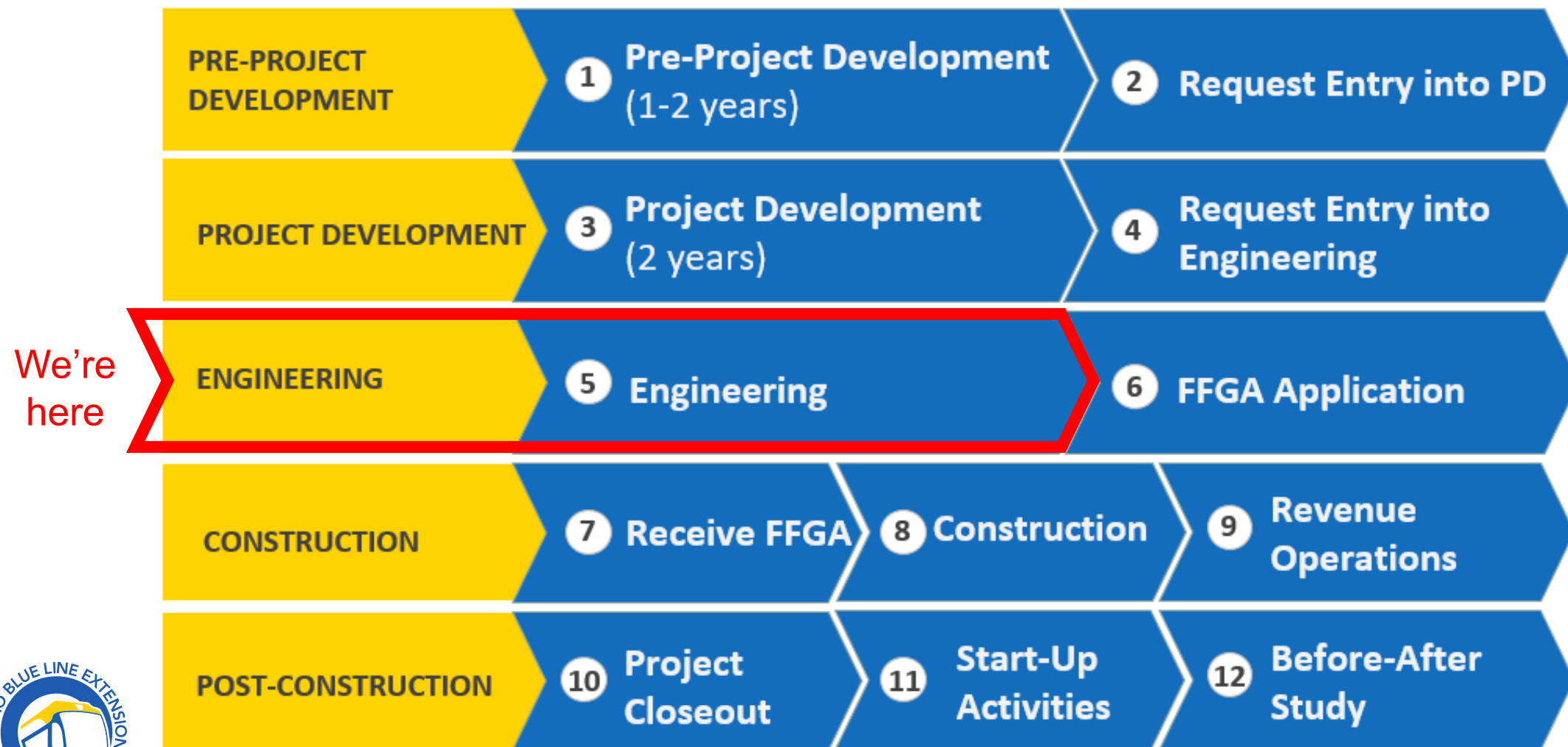


# FTA Rating Criteria

- Project anticipates a **Medium or higher** overall rating to be eligible for Federal funding



# Official rating process and timeline



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# Preliminary Ridership Update



# Ridership Approach

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- Project follows FTA guidance - using FTA required STOPS model
- FTA requires use of Pre (2019) & Post (2022) Pandemic ridership data to calculate “blended” ridership results
- FTA allows ridership in Forecast year 2045



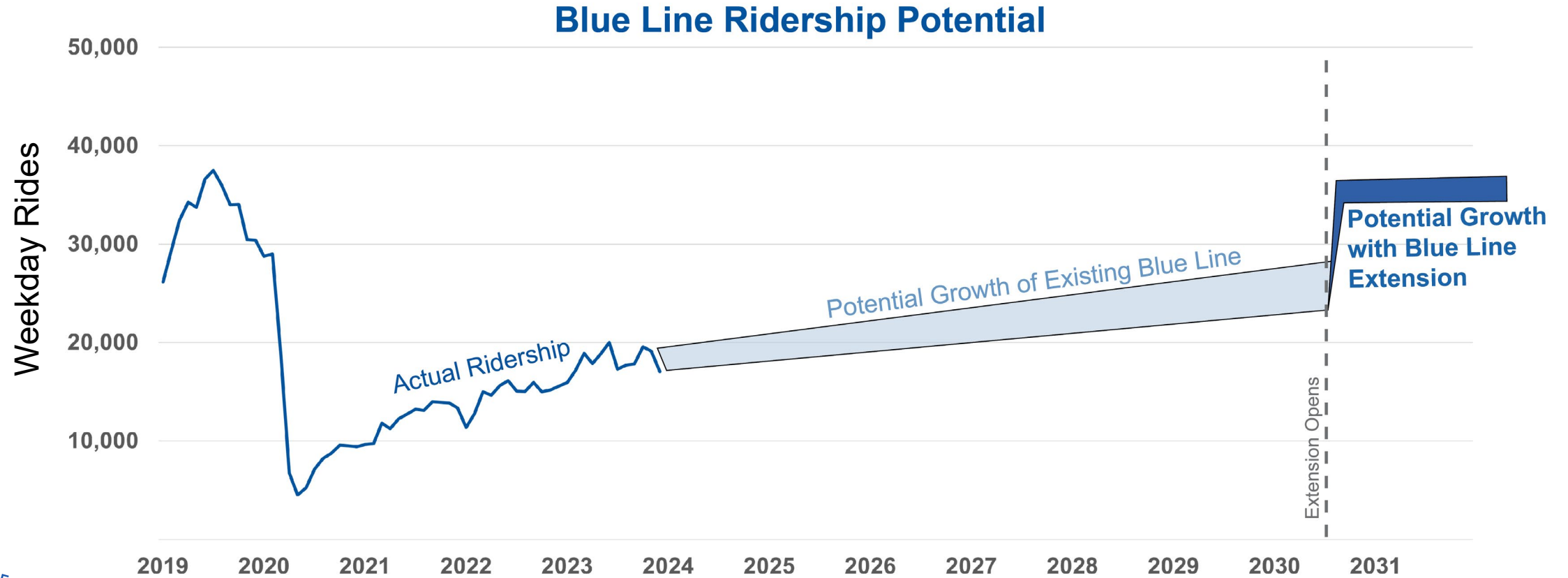
# Estimated Ridership (Pre/Post Pandemic)

Metric	FTA Blended Forecast (Forecast Year)*	Overall Blue Line (w/ extension)
Trips on Project	11,500-13,000	30,000+

\*Ranges based on FTA's New Starts CIG template

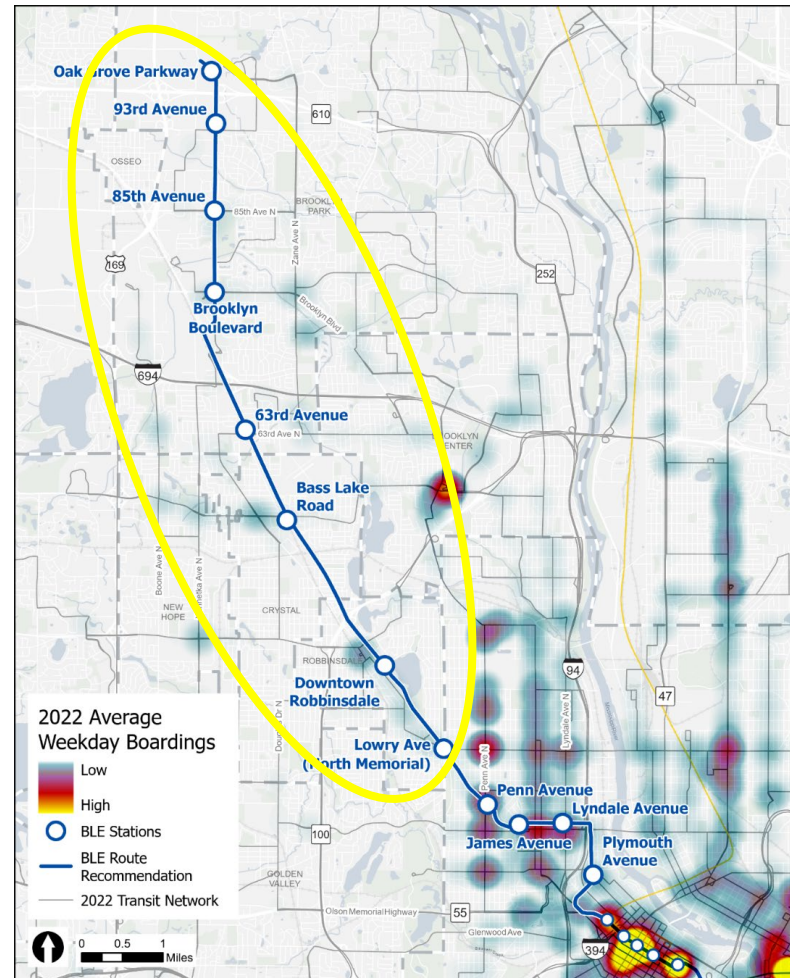


# Ridership Growth

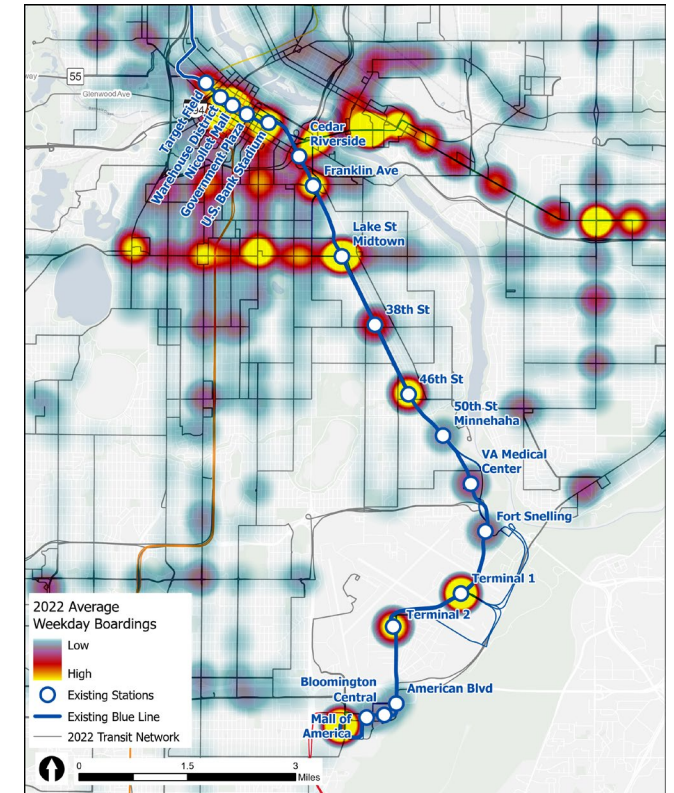


# Existing Service

- Blue Line Extension corridor is under-served today



Blue Line Extension Corridor



Existing Blue Line LRT Corridor



# Who we are serving

## WITHIN 1/2 MILE OF THE BLE ALIGNMENT

55%  BIPOC population

14%  0-car households

16%  Population in poverty

33%  Population under 25

5%  Veteran Status

## # OF MAJOR DESTINATIONS

 7 Schools

 5 Libraries

 5 Healthcare Facilities

\*Source: Census.gov – dataset included 2018-2022 five-year ACS estimates





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# Preliminary Cost Update



# Preliminary cost ranges

	35% Contingency	45% Contingency
Base Cost Estimate	\$2.2B	\$2.2B
Contingency	\$0.7B	\$1B
Total Estimate	\$2.9B	\$3.2B

*\*All costs represented in Year of Expenditure dollars*



# Base Cost Breakdown

Base Project Definition	35% Contingency	45% Contingency
Construction Costs	\$1.3 B	\$1.3 B
Right of Way	\$208 M	\$208 M
Vehicles	\$192 M	\$192 M
Professional Services	\$477 M	\$477 M
Finance Charges	\$50 M	\$50 M
<b>SubTotal:</b>	<b>\$2.2 B</b>	<b>\$2.2 B</b>
Contingency	\$700 M	\$1B
<b>Total:</b>	<b>\$2.9 B</b>	<b>\$3.2 B</b>

*\*All costs represented in Year of Expenditure dollars*



# Major Cost Drivers

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- Inflation

- 45%-55% Inflation from 2018 to 2023
- 21% inflation from 2024-2030

- Major Scope Elements

- Roadway Reconstruct along CR81 & WB
- Bass Lake Rd Interchange
- Additional Station (12 total)
- West Broadway Reconstruct
- 21<sup>st</sup> Ave Bridge over I-94

- Risk Avoidance

- No railroad co-location
- No tunnels

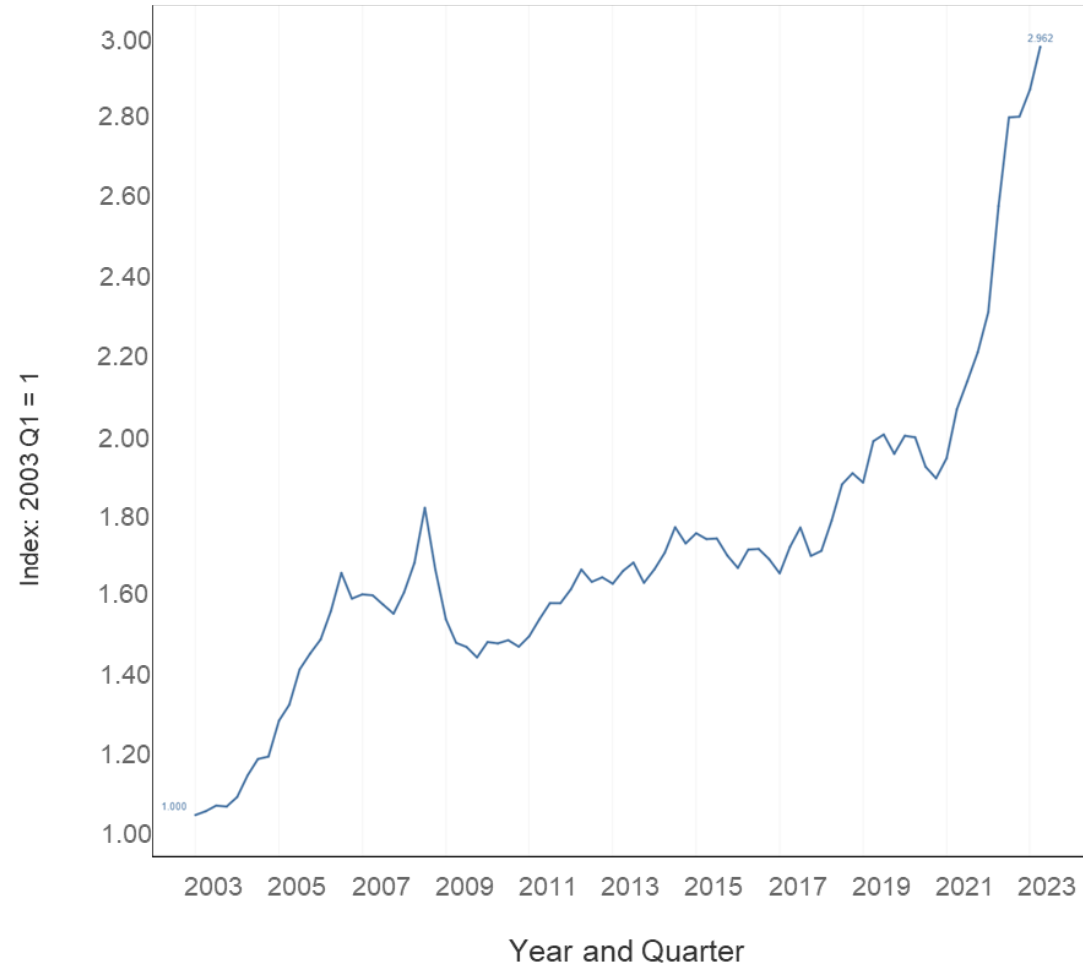


# Construction Cost Trends

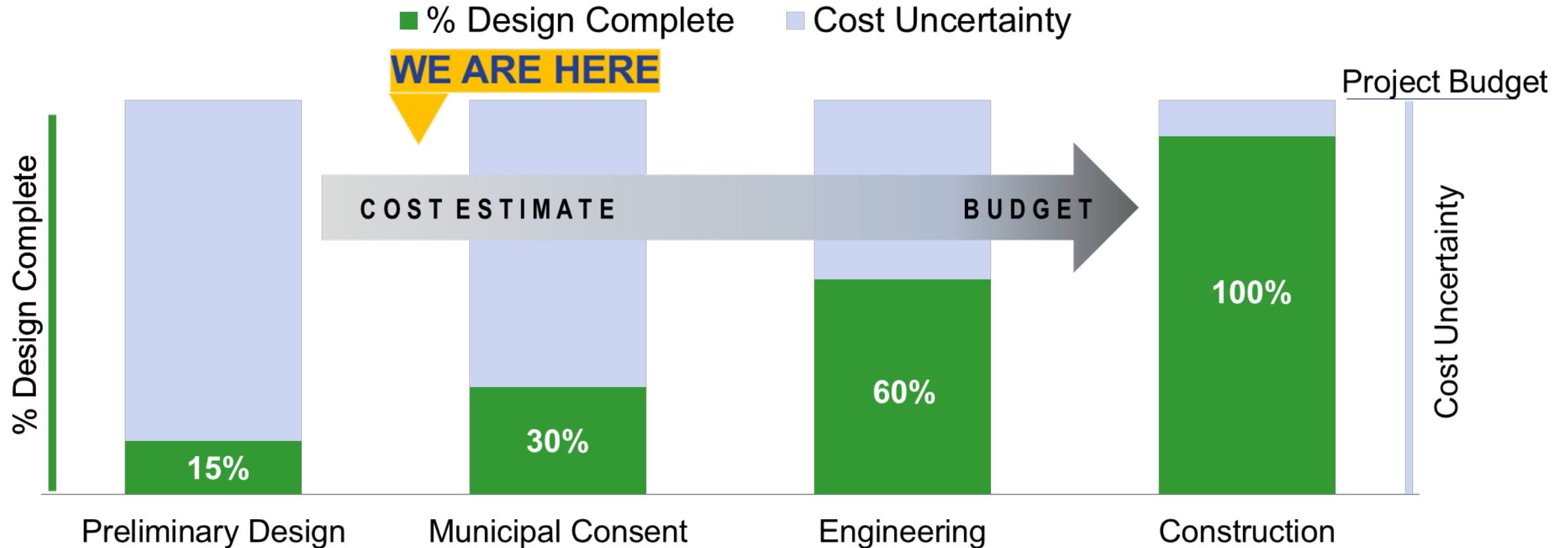
- Supply chain disruption
- Rising materials costs
- Labor shortages
- Rising interest rates
- Reduced competition



National Highway Construction Cost Index (NHCCI)



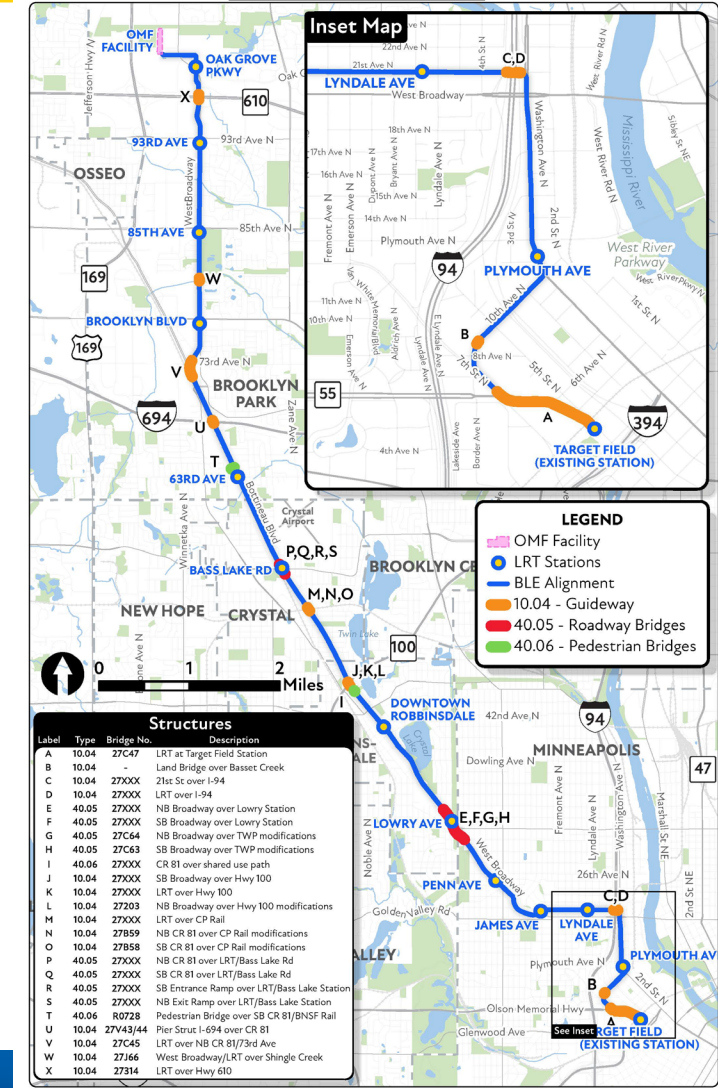
# Cost Uncertainty by Project Phase



# Major Project Scope Elements

- ~13.4 mile alignment (Rail and Roadway Reconstruct)
- 12 Stations
- 23 Structures (18 new, 5 modified):
  - (6) LRT, (13) Roadway, (1) Pedestrian, (3) Misc.
- 4.2 Miles Retaining Walls
- 400,000 CY Earthwork
- 67 New Traffic Signals, 70,000 feet of communications & power cable

Structures Map



# Major Project Scope Elements cont.

- 2 new Park and Ride structures (Oak Grove Pkwy & Robbinsdale)
- 180,000 SF Operation and Maintenance Facility
- Right of Way acquisition (Temp. & Permanent)
- 32 Light Rail Vehicles
- Professional Services
  - Engineering, Environmental, Program Management, Construction Support Services, Start-up & Testing
- Contingency & Finance Costs





# Infrastructure Improvements

- Roadway Reconstruction & Improvements
- Updated Utilities

- Pedestrian Improvements

- Sidewalks, trails, bike paths, improved lighting, etc.



# National Comparison – LRT Projects\*

LRT Project (Currently in the FTA CIG Program)	Type	CIG Phase	Length (Miles)	Total Project Cost	Project Cost/Mile
Blue Line LRT Extension - Minneapolis, MN	LRT	Eng	13.4	\$2.9-3.2B	~\$222M
Southeast Gateway Line - Los Angeles, CA	LRT	PD	14.8	\$5.1B	~\$344M
Ballard Link Extension (Sound Transit) – Seattle, WA	LRT	PD	7.1	\$9B	~\$1.2B
West Seattle Link Extension – Seattle, WA	LRT	PD	4.7	\$3.2B	~\$680M

\*Per FTA's CIG Dashboard dated 2/2/2024



# Project benefits

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- Connecting people to regional destinations via a green, affordable, and reliable transportation option
- Infrastructure improvements (i.e., bicycle parking, lighting, utility updates, landscaping)
- Opportunity for community-supported development near stations
- Environmental benefits (i.e., enhanced green space, improved stormwater facilities)
- Community development (i.e., training, job opportunities for corridor communities)



# Key Takeaways

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- BLE remains a federally competitive project in the CIG program
- Light rail in the Twin Cities continues to show ridership growth, future updates to ridership forecasts will reflect this
- Nearly 50% of BLE riders are anticipated to be from 0-car households



# Next Steps

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- Ridership Updates - Summer 2024
  - New FTA STOPS model version
  - Refactored 2023 On-Board Survey Data
  - Revised FTA Reporting Instructions
- Development of 30% Estimate – Summer 2024
  - Refine Quantities & Validate Unit Pricing
  - Cost Estimate Peer Review
  - Evaluation of Value Engineering Workshop Recommendations



# Stay connected

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- **BlueLineExt.org**
  - For the latest project updates and to sign up for our newsletter
  - Connect with staff for your questions or schedule a presentation
- Follow us:
  - Twitter: @BlueLineExt
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