



**Blue Line Extension Project Office**  
5510 West Broadway, Suite 200  
Crystal, MN 55428  
[www.BlueLineExt.org](http://www.BlueLineExt.org)

**Dear Property Owner/Tenant,**

As part of the Blue Line Extension Light Rail Transit (BLRT) project, planning and engineering staff are looking at whether to close the 39 ½ Avenue railroad crossing (exhibit below). You are invited to attend a public meeting to learn more about the proposal, ask questions and provide feedback. Public comments will be considered before making a design recommendation to the City of Robbinsdale and Metropolitan Council.

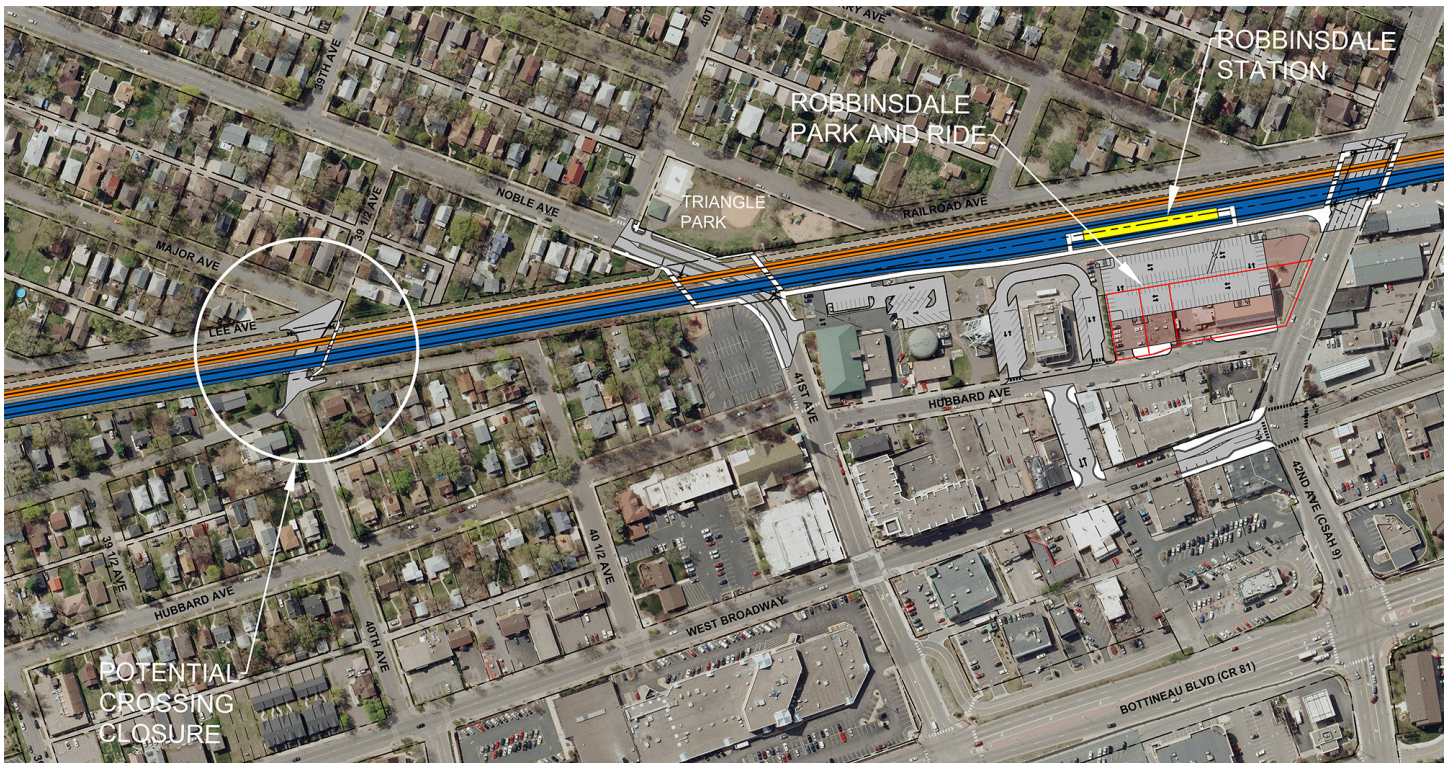
**Who:** Metro Transit and the City of Robbinsdale

**Where:** Robbinsdale City Hall - 4100 Lakeview Ave N, Robbinsdale, MN 55422

**When:** Wednesday October 7, 2015 from 5 – 7pm

Contact Blue Line Extension Community Outreach Coordinator David Davies for more information or to request assistance:

[David.Davies@metrotransit.org](mailto:David.Davies@metrotransit.org) or 612-373-5336. Please make requests for special assistance at least five business days before the meeting.



## Project Facts

### Route and Stations

The planned METRO Blue Line Extension (Bottineau) light rail transit project will operate about 13 miles northwest from downtown Minneapolis through north Minneapolis, Golden Valley, Robbinsdale, Crystal and Brooklyn Park, drawing riders northwest of Brooklyn Park. The proposed alignment will have 10 or 11 new stations in addition to Target Field Station where it will continue as the METRO Blue Line, providing one-seat rides to Minneapolis-St. Paul International Airport and the Mall of America. It will connect Minneapolis and the region's northwest communities with existing LRT on the METRO Green Line, future LRT on the METRO Green Line Extension (Southwest LRT), bus rapid transit on the METRO Red Line, the Northstar commuter rail line and local and express bus routes.

### Budget

The Blue Line Extension is estimated to cost \$1 billion in year 2017 dollars. At this time, it is anticipated that funds for capital costs will come from the Federal Transit Administration (49 percent), Counties Transit Improvement Board (31 percent), Hennepin County Regional Railroad Authority and state of Minnesota (10 percent each).

### Timeline

- August 2014: The Federal Transit Administration approved the Blue Line Extension to enter the Project Development phase. The Metropolitan Council became the project lead with the transfer of Responsible Government Unit status from Hennepin County.
- 2016: Final Environmental Impact Statement is published (anticipated).
- 2018–2020: Heavy construction (anticipated).
- 2021: Blue Line Extension begins passenger service (anticipated).

