



Corridor Management Committee

July 21, 2016



Today's Topics

- Approval of Meeting Minutes
- Chair's Update
- Adjusted Project Scope and Cost Estimate
Recommendation: Action Item
- FEIS Update



Chair's Update



Project Scope and Cost Estimate Recommendation: Committee Action



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



Funding Sources: 30% Design

- Counties Transit Improvement Board
- Hennepin County RRA

State

Federal Transit Administration

Hennepin County

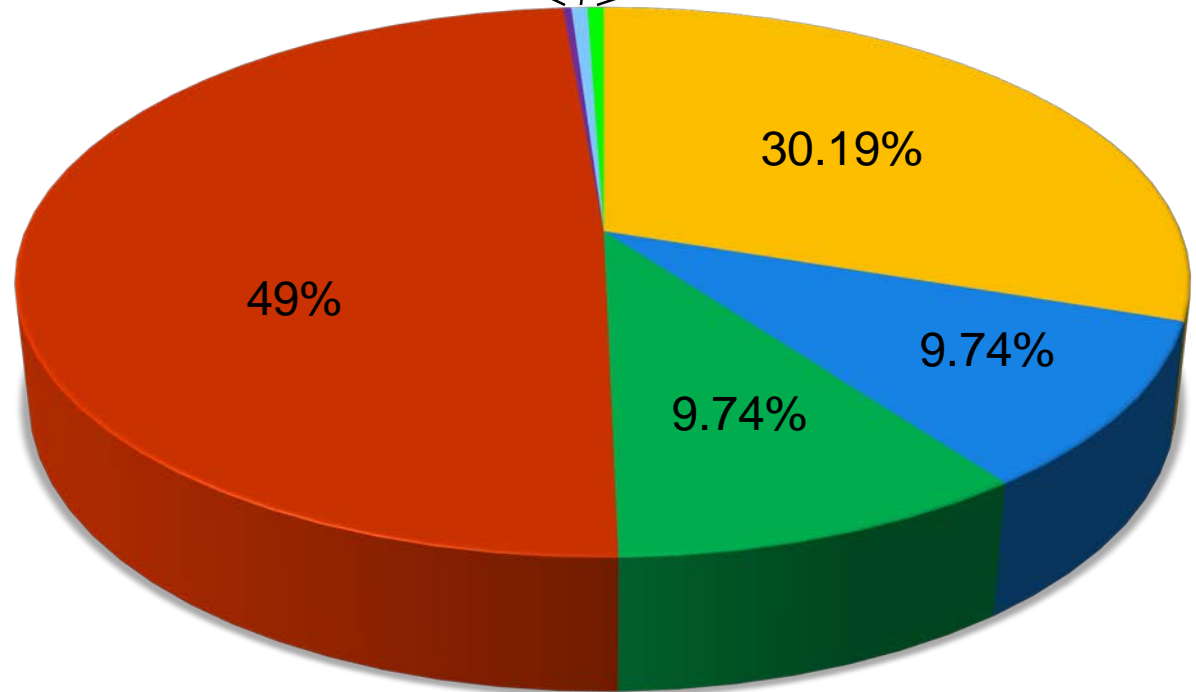
MnDOT

Brooklyn Park

Hennepin County: 0.27%

MnDOT: 0.53%

Brooklyn Park: 0.53%



Cost Estimate: \$1.536 Billion

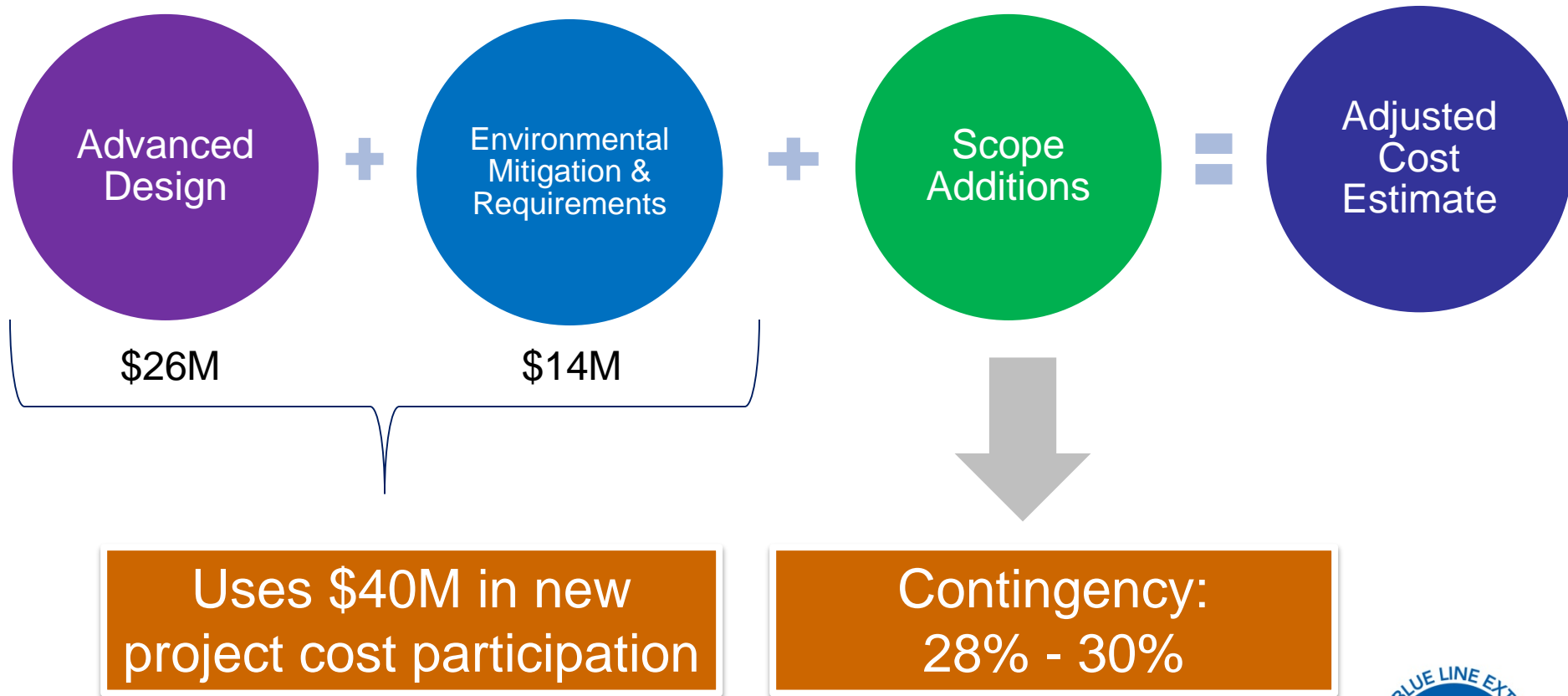


Adjusted Cost Estimate

Adjusted Cost Estimate (30% Engineering)	\$1.536 B
Total Project Contingency	28 - 30%
Escalation Factor	3%
Base Year Estimate	2016
Forecast Year	\$YOE (2018, 2019 and 2020)



Adjusted Cost Estimate



Scope Additions: \$31M

Element	Cost
63 rd Ave at-grade pedestrian improvements	\$1M
Bass Lake Rd pedestrian bridge with elevator on west side	\$9M
• Addition of elevator on east side	\$3M
Rail Control Center modifications	\$4M
Modifications at Hiawatha OMF to accommodate LRV overhaul functions	\$9M
Rail crossings & gates north of TH 610	\$5M
TOTAL	\$31M



Community and Business Advisory Committee Feedback



CMC Resolution Discussion/Approval



Next Steps

- Seek HCRRA and CTIB full funding commitments
- Request approval on adjusted scope and budget; authorize application to enter Engineering phase
 - Transportation Committee: Aug 8
 - Metropolitan Council: Sept 14



FEIS Update



Final EIS Published July 15

- Hard/electronic copies at area city halls and libraries
- Documents found on project website:
 - BlueLineExt.org




What's Next


- Record of Decision (NEPA)
 - Anticipated September 2016
 - Summarizes the Project and the basis for the Agency's decision
 - Includes mitigation commitments and outlines program for mitigation monitoring
- Determination of Adequacy (MEPA)
 - Formal action by Met Council that the EIS
 - Addressed issues raised in scoping
 - Provided responses to substantive comments on Draft EIS
 - Was prepared in compliance with applicable rules and statutes



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METRO BLUE LINE EXTENSION

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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)

