Corridor Management Committee

August 6, 2026

METRO BLUE LINE EXTENSION

BROOKLYN PARK | CRYSTAL | ROBBINSDALE | MINNEAPOLIS

METROPOLITAN COUNCIL

Hennepin

Federal Transit Administration

Today's Topics

- Call to Order & Welcome
- Approval of November 13 Meeting Summary
- Anti-Displacement Community Prosperity Program Board Update
- Project Scope, Funding, and Schedule Update
- Next Meeting: September 24, 2026

Approval of November 13 Meeting Summary

Anti-Displacement Community Prosperity Program Board Update

Project Scope, Funding, and Schedule Update

Funding – Current Project Status

- Current Project Cost: $3.58 billion
- Committed Funding: $2.522 billion
  - $41 million State of Minnesota
  - $114 other local/federal grants (CTIB, Brooklyn Park, federal grants, misc)
  - $1.896 billion Hennepin County, $358 million HCRRA (8/4 actions)
- Anticipated funding: $752 million Federal CIG Program
- Anticipated reduced scope and budget: $195 million

Funding – Reduced Scope/Savings

- Project staff met with FTA 7/29 to propose scope element reductions
- Next step: FTA reviewing scope elements and related documentation
- If approved by FTA, updated project budget $3.385 billion
- If scope reductions/savings approved by FTA, funding gap: $224 million

63rd Avenue Station Pedestrian Bridge

- The pedestrian bridge is at a higher elevation than the existing park and ride structure due to required freight clearance requirements - requiring modification to the site and accessibility to two elevator/stair towers
- Intersection improvements and CR 81 roadway design changes to decrease speed will improve at-grade crossing and rider experience
- Estimated savings: $19.1 million

Oak Grove Park and Ride/Rail Operation Bldg.

- Changes in the Federal Transit Administration (FTA) ridership model analysis resulted in reduced demand for park & ride
- Proposing to modify the 250-space parking structure to a 100-space surface parking lot and adding a small rail operators building for Rail Operations
- Estimated savings: $15.5 million

Systems Construction Costs

- The systems construction 60% cost estimate included several allowances for elements not fully designed
- Design progression from 60% to 90% resulted in fully developed design
- Systems 90% cost estimate is complete, and has resulted in significant cost reduction
- Estimated savings: $80 million

Finance Charges

- In January 2017, the project locked in its federal CIG share at 49%, or $752 million. The project budget is now set at $3.58 billion, and the federal CIG share remains at $752 million, a smaller overall percentage of the budget at 21%.
- Metropolitan Council will use local funding sources for project cash flow needs without needing to borrow funding in anticipation of receiving federal funds
- Estimated savings: $75 million

Funding – Additional Evaluations

- Additional project scope elements and funding sources have been closely evaluated, not wanting to:
  - Change the defined federal purpose and need for the project
  - Change the project starting and ending point
  - Require the re-completion of Municipal Consent by Cities and the County
  - Negatively impact Metro Transit's ability to operate or maintain light rail
- Reduction in number of trains or removing trains from project budget was explored but not advanced.

Funding – Operations and Maintenance

- A successful BLE requires annual, sustainable funding for operations and capital maintenance. The Council will cover 100% of those costs:
  - Estimated $3.4 billion in operations and maintenance through the first generation of BLE (first 32 years of revenue operations). This includes:
    - $2.4 billion for 32 years of operations and maintenance
    - $600 million for capital maintenance upgrades (i.e., Renew the Blue)
    - $500 million in BLE LRV fleet replacement 32 years after opening

Full Funding Grant (FFGA) Roadmap

- **Current Priorities**
  - **In progress** - Submit remaining required Management plans to FTA
  - **Pending FTA review** – FTA concurrence on scope efficiencies
  - **Pending fiscal commitments** – Commitment of all non-CIG Funding
  - **Pending** – Final updates to Financial Management Plan after non-CIG funding is committed

Full Funding Grant (FFGA) Roadmap

- **September Milestones**
  - Complete all required critical third-party agreements, including the following actions:
    - Project Decision Board (PDB) approval
    - Review and concurrence by FTA legal
  - Submit updated Financial Management Plan and funding commitments for FTA to start Financial Capacity Assessment

Full Funding Grant (FFGA) Roadmap

- **October Milestones**
  - Transportation Committee and Metropolitan Council approve railroad agreements (if required), public purpose for property acquisition
  - Submit executed railroad agreements to FTA
  - PDB approves final scope, schedule, and budget, FFGA submittal, and pre-award authority for property acquisition
  - Complete Minnesota Public Utility Commission concurrence on the Xcel Master Utility Agreement
  - Submit FFGA to FTA ★

Look Ahead After FFGA Submittal

- Begin right of way acquisition
  - Requires Metropolitan Council action for public purpose and Project Decision Board approval
- Completion of Plans and Specifications
- Progress on necessary contract procurements
  - Light Rail Vehicles
  - Civil/Systems Contract
  - Construction Support Contract (Quality/Administration)
- Advance SFEIS Mitigation, such as business support fund and residential support fund

Stay connected

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