



# Metro Transit Light Rail Blue Line Extension (BLRT)

The Metro Transit Light Rail Blue Line Extension (BLRT) has been in the making since 2010. Currently the line is in the engineering phase as professionals ensure that all designs are finalized. Located in Hennepin County, the extension will continue from the Blue Line's last current stop at Target Field and extends approximately 13 miles into the Brooklyn Park area with 11 proposed stops. The rail is projected to be finished and open for public use in 2024. Overall, construction of the light rail extension will cost a predicted \$1.536 billion with hopes to alleviate traffic between the downtown area and the Northwest suburbs.



# METRO TRANSIT BLUE LINE EXTENSION

## THE FACTS & FIGURES OF THE BLRT

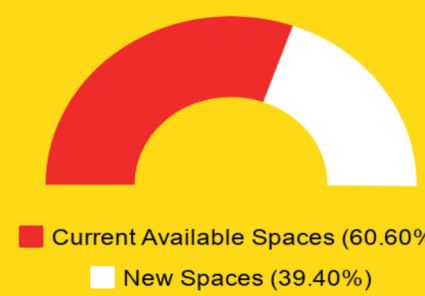
### BOTTINEAU LRT PROPOSED STATIONS



\*Additional park & ride located at this station  
Retrieved from Metro Transit Fact Book 2018

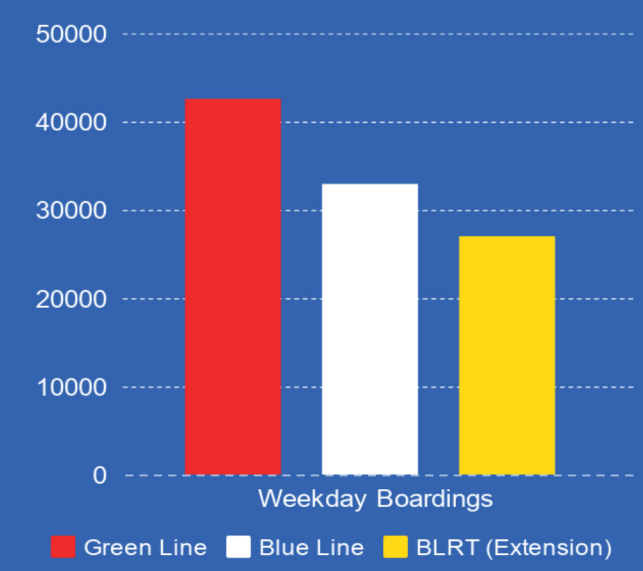
### PARK & RIDE

Currently the Blue Line has 2,569 park and ride spaces; with the addition of the extension, another 1,670 spaces will be created in order to provide adequate space for commuters.



### WEEKDAY RIDERSHIP

The green line has a weekday ridership of 42,572 while the blue line has 32,921 riders per weekday. The blue line extension is predicted to bring in another 27,000 riders each day.



## Connecting Communities

The need for access to a fast and affordable transportation option continues to push the growth of the Metro Transit Light Rail system. Ridership for the extension is expected to be approximately 27,000 people by 2030 and is projected to keep growing. These projections also foresee that with the light rail there will be more job growth in the Northwest suburban area. The hope is that the better access to the Northern communities will bring in more money to the local business in the area.

The Bottineau Light Rail Extension (BLRT) is not only made to connect people to the downtown area faster, it also connects people to important locations off of each stop in the Northwest suburbs. It links riders with places such as; Target Corporation's North Campus, North Hennepin Community College, North Memorial Medical Center, Theodore Wirth Park and so much more.

The graphic on pg. 4 emphasizes the important and exciting facts of what the new light rail extension will bring to the table, also showing a simple map of what the general outline of the proposed stations will be. Four stations will also include Park & Ride space to provide adequate space for commuters who drive

in to the station in order to get downtown. In total, weekday ridership between the blue and green lines is projected to be more than 100,000 riders once the extension is completed. The goal is to alleviate traffic to and from downtown.

### LRT Concerns

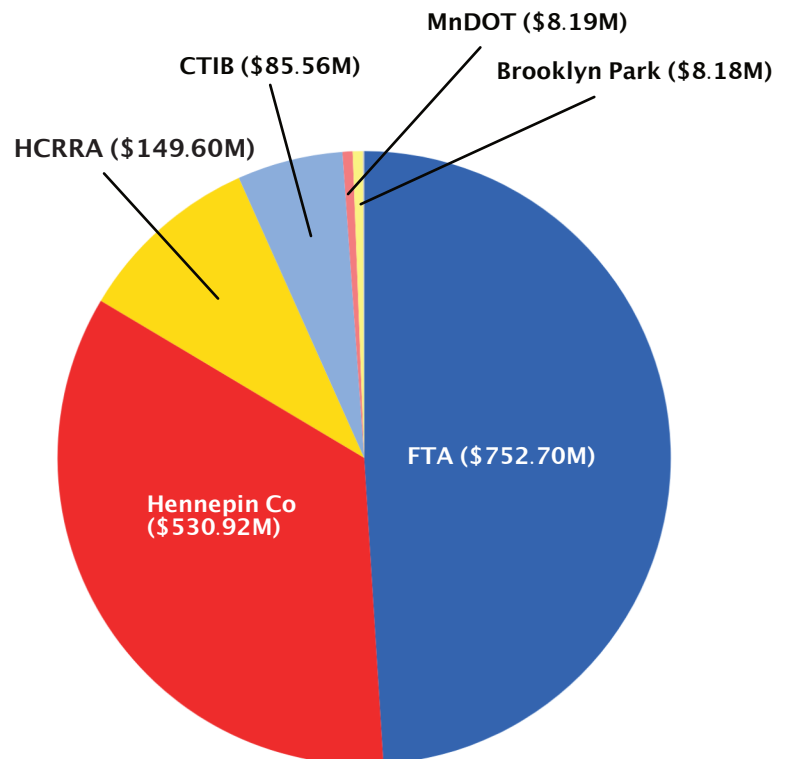
As with any major construction project, people have voiced their concerns for what kind of environmental and economic impact the light rail may have on the community. Constructing a new piece of infrastructure has always been a source of problems because of the noise, shut down roads, detours and displaced parking space that make it more difficult to maneuver. The Met Council has worked to keep these issues to a minimum by planning as much in advance so work on the line will be efficient.

Once the light rail is built, it's actually going to be *better* for the environment than before it was built. Since the light rail means less cars on the road, that in turn means less exhaust emissions going into the air. Now this may not be enough to save the planet, but having a more energy efficient and green option for travel is a step in the right direction.

## What's the Cost?

The budget was originally presented to be \$997 million, but when the final cost analysis came out it was actually \$1.536 billion. There are multiple organizations that are helping cover the major expenses of the LRT construction. The Federal Transit Administration (FTA) is picking up almost half of the cost, coming in at \$752.70 million while Hennepin County picks up the tab for \$530.92 million and the Hennepin County Regional Railroad Authority (HCRRA) doles out \$149.60 million. The Counties Transit Improvement Board (CTIB) is paying \$85.56 million while the Minnesota Department of Transportation (MnDOT) and the community of Brooklyn Park are paying almost equal shares of \$8.19 million and \$8.18 million respectively. Lastly, the state is paying \$1 million towards the project. The Blue Line Extension expects to begin passenger service by 2024.

## BLRT Cost Analysis



According to the Metropolitan Council Project Fact Sheet 2018

**To find out more information, visit: [www.metrotransit.org](http://www.metrotransit.org)**



## Did you know?

The Metro Transit Blue & Green lines have stops at all major event venues such as Target Field, US Bank Stadium and the Xcel Energy Center.