

ADMIN RECOMMENDED: 2026 CAPITAL BUDGET AND 2026-2030 CAPITAL IMPROVEMENT PROGRAM

Project Name: 1000899 RRA: METRO Green Line Extension Light Rail Transit
Major Program: Regional Railroad Authority
Department: HCRRA Capital - Transit Mobility

Funding Start:
Funding Completion:

Summary:

The Southwest Light Rail Transit (LRT) project (METRO Green Line Extension) will operate from downtown Minneapolis through the communities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie, passing in close proximity to Edina. It will be part of an integrated system of transitways, including connections to the METRO Blue Line, bus routes and proposed future transitways.

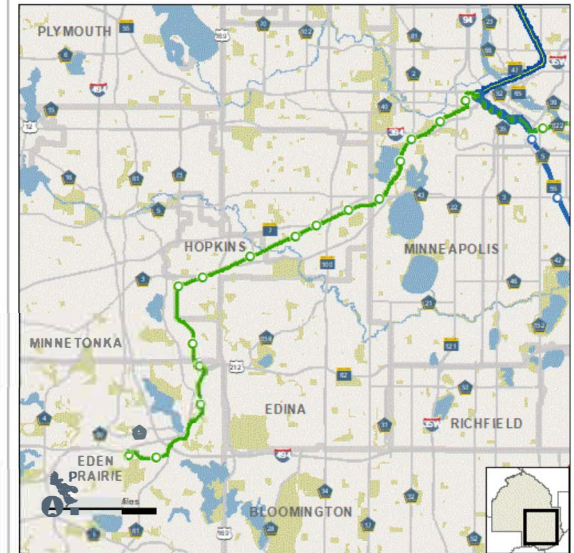
Purpose & Description:

This light rail extension will add system capacity in an area of high travel demand, due to existing and planned residential and employment growth. The competitive travel time is attributed to the diagonal nature of the line compared to the northsouth/eastwest orientation of the roadway network.

NOTE: The Regional Railroad Authority's total project contribution is \$199,548,000. This capital project budgetm authority only shows the Regional Railroad Authority's capital component of \$188.8 million. An additional \$10,791,418 of HCRRA funding was provided to the project through previous operating budgets or in-kind staff contributions. "Bonds - GO" is general obligation bonded indebtedness funded with Regional Railroad Authority property taxes.

The total project budget is \$2.863 billion. Additional contributions are committed from:

- \$1.308 billion Federal sources
- 1.082 billion Hennepin County
- 219 million Counties Transit Improvement Board
- 11 million Other Hennepin County Regional Railroad Authority operating sources
- 30 million State sources
- 24 million Other sources
- \$2.674 billion Subtotal non-Hennepin County Regional Railroad Authority capital sources**



REVENUE	Budget To-Date	Act & Enc	Balance	2026 Budget	2027	2028	2029	2030	Future	Total
Property Tax	92,703,684	92,703,684	0							92,703,684
Bonds - GO	96,052,898	96,052,898	0							96,052,898
Transfer		0	0							
Total	188,756,582	188,756,582	0							188,756,582
EXPENSE	Budget To-Date	Act & Enc	Balance	2026 Budget	2027	2028	2029	2030	Future	Total
Land	32,600,000		32,600,000							32,600,000
Construction	156,156,582	19,353,614	136,802,968							156,156,582
Consulting		126,553,775	(126,553,775)							
Other Costs		42,849,193	(42,849,193)							
Total	188,756,582	188,756,582	0							188,756,582

ADMIN RECOMMENDED: 2026 CAPITAL BUDGET AND 2026-2030 CAPITAL IMPROVEMENT PROGRAM

Project Name: 1000899 RRA: METRO Green Line Extension Light Rail Transit						Funding Start:			
Major Program: Regional Railroad Authority						Funding Completion:			
Department: HCRRA Capital - Transit Mobility									
Current Year's CIP Process Summary		Budget To-Date	2026 Budget	2027	2028	2029	2030	Future	Total
Department Requested		N/A							
Administrator Proposed									
CBTF Recommended									
Board Approved Final									
Scheduling Milestones (major phases only):				Board Resolutions / Supplemental Information:					
Project Development: 2011 - 2016 Engineering: 2016 - 2020 Construction: Started in 2018 Project opening date subject to change; est. 2027.				September 2011: The Federal Transit Administration approves the project to begin the Preliminary Engineering phase of work. The project transitions from Hennepin County to the Metropolitan Council.					
Project's Effect on the Operating Budget:				2016: The Federal Transit Administration issues its Record of Decision and approves the project to enter the Engineering Phase of Work.					
None.				May 2018: The Metropolitan Council approved a new project budget of \$2.003 billion. Hennepin County Regional Railroad Authority Board Resolution 18-HCRRA-0027 approved a total Regional Railroad Authority funding share of \$199,548,000, subject to certain conditions.					
Project's Effect on County Priorities:				November 2018: The Federal Transit Administration issues the first Letter of No Prejudice to the Metropolitan Council, which permits construction expenditures prior to the execution of the federal grant. The Metropolitan Council award the civil construction contract to Lunda/C.S. McCrossan Joint Venture.					
This project aligns with Hennepin County priorities to reduce disparities, support Complete and Green Streets initiatives, and increase multi-modal access to local businesses.				August 2019: The Federal Transit Administration issues the second Letter of No Prejudice. The Metropolitan Council also submits an application for \$928.9 million of federal funding through the Federal Transit Administration's Capital Improvement Grant program.					
Changes from Prior CIP:				2020: The Federal Transit Administration issues the third and fourth Letter of No Prejudice from the Federal Transit Administration. The Federal Transit Administration also awards a Full Funding Grant Agreement for \$928.9 million.					
				April 2021: The FTA awarded \$100 million Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA), Section 5307 Urbanized Area Apportionment.					
				August 2021: Hennepin County Board Resolution 21-0297 approved a capital budget amendment to increase county funding for the project by \$200.3 million.					
				September 2021: The Federal Transit Administration awarded \$30.5 million American Rescue Plan grant to the project.					
				December 2022: The Metropolitan Council committed \$161 million of additional federal funds to the project.					
				September 2023: the FTA awarded a \$27.8 million Section 165 CIG Funding.					
				December 2024: Resolution 24-0514 increases county funding by \$90,047,888 million as part of 2025 capital budget.					
Last Year's CIP Process Summary		Budget To-Date	2025	2026	2027	2028	2029	Future	Total

N/A

ADMIN RECOMMENDED: 2026 CAPITAL BUDGET AND 2026-2030 CAPITAL IMPROVEMENT PROGRAM

Project Name: 1000941 RRA: METRO Blue Line Extension Light Rail Transit
Major Program: Regional Railroad Authority
Department: HCRRRA Capital - Transit Mobility

Funding Start:
Funding Completion: 2028

Summary:

The METRO Blue Line Extension project is a proposed 13-mile expansion of the existing METRO Blue Line in the Twin Cities area of Minnesota that will extend from downtown Minneapolis through north Minneapolis, Golden Valley, Robbinsdale, Crystal, and Brooklyn Park, serving the northwest Twin Cities metro. The Light Rail Transit will link to local and express bus routes, and will seamlessly connect to the regional transitway system at Target Field Station in downtown Minneapolis.

Purpose & Description:

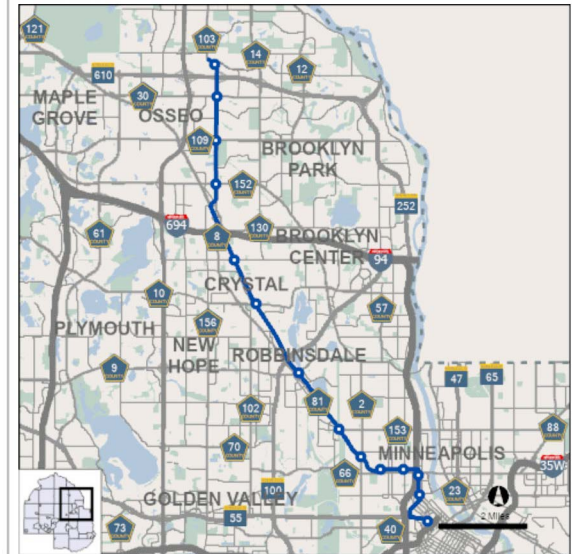
The Blue Line Extension project is needed to effectively address long-term regional transit mobility and local accessibility needs while providing efficient, travel-time competitive transit service that supports economic development goals and objectives of local, regional, and statewide plans.

NOTE: The project budget only shows the Regional Railroad Authority's share of project costs. "Bonds - GO" is general obligation bonded indebtedness funded with Regional Railroad Authority property taxes.

The total estimated project cost is between \$2.9 billion and \$3.2 billion, which includes contingency of 35% to 45%. Contributions are anticipated from:

\$752.7 million Federal sources
 85.6 million Counties Transit Improvement Board
 530.1 million Hennepin County
 149.6 million Hennepin County Regional Railroad Authority (includes \$5.1 million prior non-capital contribution)
 17.4 million Other sources
1,664.6 million Funders to be determined
 3,200.0 million Total

Current projections show a base cost for constructing the line at \$2.2 billion. To account for potential costs associated with unknown risks and conditions at this early design phase, the federal government also requires projects to add contingency costs between 35% and 45%, leading to a preliminary total cost range between \$2.9 billion and \$3.2 billion. These preliminary ranges are consistent with national trends in inflation and rising construction costs since the pandemic. The Blue Line Extension remains on the lower end of comparable projects around the country in terms of relative cost.



REVENUE	Budget To-Date	Act & Enc	Balance	2026 Budget	2027	2028	2029	2030	Future	Total
Property Tax	73,042,927	68,242,927	4,800,000	8,000,000	8,000,000	7,430,446				96,473,373
Bonds - GO	47,983,627		47,983,627							47,983,627
Total	121,026,554	68,242,927	52,783,627	8,000,000	8,000,000	7,430,446				144,457,000
EXPENSE	Budget To-Date	Act & Enc	Balance	2026 Budget	2027	2028	2029	2030	Future	Total
Construction	92,690,554	34,917,533	57,773,021	8,000,000	8,000,000	7,430,446				116,121,000
Other Costs	28,336,000	29,089,398	(753,398)							28,336,000
Total	121,026,554	64,006,930	57,019,624	8,000,000	8,000,000	7,430,446				144,457,000

ADMIN RECOMMENDED: 2026 CAPITAL BUDGET AND 2026-2030 CAPITAL IMPROVEMENT PROGRAM

Project Name: 1000941 RRA: METRO Blue Line Extension Light Rail Transit Major Program: Regional Railroad Authority Department: HCRRA Capital - Transit Mobility	Funding Start: Funding Completion: 2028
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Current Year's CIP Process Summary	Budget To-Date	2026 Budget	2027	2028	2029	2030	Future	Total
Department Requested	N/A							
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Scheduling Milestones (major phases only): Project Development: 2014 - 2016 Engineering: 2017 - Present Construction: 2027-2030	Board Resolutions / Supplemental Information: March 2010: Final Alternatives Analysis Study report published. June 2012: The Hennepin County Regional Railroad Authority (HCRRA) recommends construction of light rail on the "B-C-D1 Alignment" along West Broadway Avenue in Brooklyn Park, the Burlington Northern Santa Fe Railroad corridor, and Olson Memorial Highway/Trunk Highway 55. May 2013: The Metropolitan Council adopts the route and mode recommended by HCRRA as the Locally Preferred Alternative for the Bottineau Transitway Extension in the regional 2030 Transportation Policy Plan. March 2014: The Bottineau Transitway Draft Environmental Impact Statement is published. August 2014: The Federal Transit Administration approves the project to begin the Project Development phase of work. The project transitions from Hennepin County to the Metropolitan Council. March 2016: In the municipal consent process, a requirement under state law, Hennepin County and cities along the route review and approve preliminary design plans for the project. July 2016: The Federal Transit Administration issues its Record of Decision. January 2017: The Federal Transit Administration approves the project to enter the Engineering phase of work. 2017: The Bassett Creek stormwater tunnel under Olson Memorial Highway is relocated to accommodate the future Van White Boulevard Station. April 2022: Hennepin County and the Metropolitan Council release a route recommendation for public comment. May 2024: Minnesota State Legislature modified a prior appropriation to Hennepin County for Blue Line Extension. \$10 million will be available in fiscal year 2024 for planning and engineering, and \$10 million will support anti-displacement efforts; the remaining \$30 million will be available upon award of Full Funding Grant Agreement from the Federal Transit Administration. March 2024: Current projections show a preliminary total cost range between \$2.9 and \$3.2 billion. May 2025: Metropolitan Council and Federal Transit Administration published the Supplemental Final Environmental Impact Statement. Final environmental and design approvals expected in 2025/2026.
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Project's Effect on the Operating Budget: 2023 Legislation requires that Metro Transit be responsible for operations and maintenance costs. There will be no effect on the Railroad Authority's operating budget.	
Project's Effect on County Priorities: This project aligns with Hennepin County priorities to reduce disparities, support Complete and Green Streets initiatives, and increase multi-modal access to local businesses.	
Changes from Prior CIP: August 2020: Hennepin County and the Metropolitan Council begin engaging project partners and community stakeholders about possible LRT route options for the project without using the approximately 8 miles of freight railroad property, as initially planned. By the end of 2021, the project team aims to have a new route option that has the support of corridor residents, businesses, and cities. This alignment will then be advanced for environmental review and engineering work to be completed in coming years.	

Last Year's CIP Process Summary	Budget To-Date	2025	2026	2027	2028	2029	Future	Total
Department Requested	N/A							
Administrator Proposed								
CBTF Recommended								

ADMIN RECOMMENDED: 2026 CAPITAL BUDGET AND 2026-2030 CAPITAL IMPROVEMENT PROGRAM

Project Name: 1007842 RRA: Capital Reserve
Major Program: Regional Railroad Authority
Department: HCRRA Capital - Transit Mobility

Funding Start:	
Funding Completion:	2030

Summary:

The Capital Reserve project recognizes the need for a number of future capital investments of which the scope, priority and timing have not been finalized.

Purpose & Description:

The Hennepin County Regional Rail Authority Board has approved the creation of the Capital Reserve project to hold financial resources for a number of future capital investments of which the final scope, priority and timing have not been determined.



REVENUE	Budget To-Date	Act & Enc	Balance	2026 Budget	2027	2028	2029	2030	Future	Total
Property Tax	41,509,717	41,476,070	33,647	5,051,096	2,479,809	6,569,554	14,000,000	13,500,000		83,110,176
Total	41,509,717	41,476,070	33,647	5,051,096	2,479,809	6,569,554	14,000,000	13,500,000		83,110,176

EXPENSE	Budget To-Date	Act & Enc	Balance	2026 Budget	2027	2028	2029	2030	Future	Total
Other Costs	41,509,717		41,509,717	5,051,096	2,479,809	6,569,554	14,000,000	13,500,000		83,110,176
Total	41,509,717		41,509,717	5,051,096	2,479,809	6,569,554	14,000,000	13,500,000		83,110,176

ADMIN RECOMMENDED: 2026 CAPITAL BUDGET AND 2026-2030 CAPITAL IMPROVEMENT PROGRAM

Project Name: 1011901 RRA: Dakota Corridor - Arcola Bridge	Funding Start: 2030
Major Program: Regional Railroad Authority	Funding Completion: 2030
Department: HCRRA Capital - Corridor Investments	

Summary:

The HCRRA Arcola bridge over Lake Minnetonka carries the Dakota Trail over Lake Minnetonka between the Cities Minnetonka Beach and Orono. Project 1011901 will replace the existing bridge.

Purpose & Description:

Project 1011901 is anticipated to be combined with the replacement of Bridge #27510 over Arcola Channel is in the Work Plan (Candidate ID 2201768) - tentatively scheduled for 2032.



REVENUE	Budget To-Date	Act & Enc	Balance	2026 Budget	2027	2028	2029	2030	Future	Total
Property Tax								500,000		500,000
Total								500,000		500,000

EXPENSE	Budget To-Date	Act & Enc	Balance	2026 Budget	2027	2028	2029	2030	Future	Total
Construction								500,000		500,000
Total								500,000		500,000

ADMIN RECOMMENDED: 2026 CAPITAL BUDGET AND 2026-2030 CAPITAL IMPROVEMENT PROGRAM

Project Name:	1009618 RRA: Midtown Bridges - 1st Avenue	Funding Start:	
Major Program:	Regional Railroad Authority	Funding Completion:	
Department:	HCRRA Capital - Corridor Investments		

Current Year's CIP Process Summary	Budget To-Date	2026 Budget	2027	2028	2029	2030	Future	Total
Department Requested	N/A							
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Scheduling Milestones (major phases only): Construction complete and bridge open to traffic.	Board Resolutions / Supplemental Information: In spring 2024, the City of Minneapolis bid the construction project for the First Avenue Bridge. Resolution 24-HCRRA-0014, passed on 07/23/2024, amended the agreement with the City of Minneapolis. The resulting bid award increased the county cost by \$1,301,940, and that the project budget for CP 1009618 be increased from \$3,361,191 to \$4,663,131.
Project's Effect on the Operating Budget:	
Project's Effect on County Priorities: The bridge is located within the Chicago, Milwaukee and St. Paul Railroad Grade Separation district as listed on the National Register of Historic Places. The improvement also aligns with Hennepin County priorities to reduce disparities, support Complete and Green Streets initiatives, and increase multi-modal access to local businesses.	
Changes from Prior CIP: None.	

Last Year's CIP Process Summary	Budget To-Date	2025	2026	2027	2028	2029	Future	Total
Department Requested	N/A							4,663,131
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

ADMIN RECOMMENDED: 2026 CAPITAL BUDGET AND 2026-2030 CAPITAL IMPROVEMENT PROGRAM

Project Name: 1009620 RRA: Midtown Bridges - Pillsbury Avenue
Major Program: Regional Railroad Authority
Department: HCRRA Capital - Corridor Investments

Funding Start:
Funding Completion: 2026

Summary:

HCRRA Bridge #L8909 was constructed in 1914 and carries Pillsbury Ave South over the Midtown Greenway in Minneapolis. Project 1009620 will improve the bridge condition.

Purpose & Description:

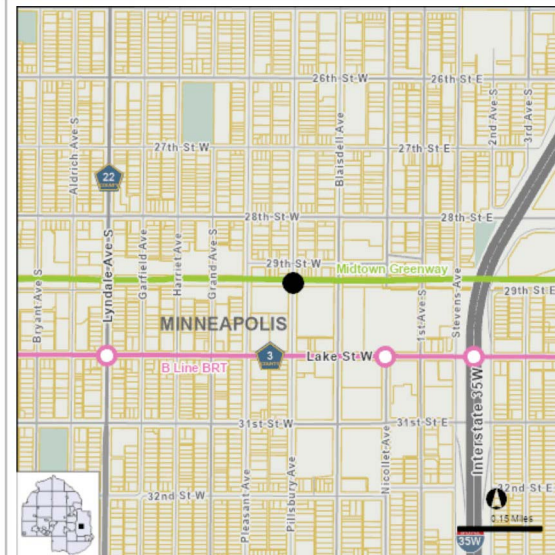
The roadway currently carries 5,200 AADT (2013) and is classified as a Urban Local. The bridge is classified as Structurally Deficient.

The City of Minneapolis will lead the project and contribute an increased budget amount approximately **\$3,338,241**.

The Regional Railroad Authority will contribute an increased amount of **\$1,048,692** for a total of **\$2,329,884**.

Total federal funding of \$4,160,000.

The new total project budget is **\$9,828,125**.



REVENUE	Budget To-Date	Act & Enc	Balance	2026 Budget	2027	2028	2029	2030	Future	Total
Property Tax	1,281,192	815,378	465,814	1,048,692						2,329,884
Total	1,281,192	815,378	465,814	1,048,692						2,329,884
EXPENSE	Budget To-Date	Act & Enc	Balance	2026 Budget	2027	2028	2029	2030	Future	Total
Construction	1,281,192	1,281,192		1,048,692						2,329,884
Total	1,281,192	1,281,192		1,048,692						2,329,884

ADMIN RECOMMENDED: 2026 CAPITAL BUDGET AND 2026-2030 CAPITAL IMPROVEMENT PROGRAM

Project Name: 1009620 RRA: Midtown Bridges - Pillsbury Avenue Major Program: Regional Railroad Authority Department: HCRRA Capital - Corridor Investments						Funding Start: Funding Completion: 2026		
Current Year's CIP Process Summary	Budget To-Date	2026 Budget	2027	2028	2029	2030	Future	Total
Department Requested Administrator Proposed CBTF Recommended Board Approved Final N/A								
Scheduling Milestones (major phases only): The project is currently in design, and expected to bid in fall of 2025. Construction is anticipated in 2026.					Board Resolutions / Supplemental Information: BAR 23-HCRRA-0007 - Cooperative Funding Agmt PR00004528 with Minneapolis for cost participation in the replacement of First Avenue, Pillsbury Avenue, 10th Avenue, and Nicollet Avenue bridges			
Project's Effect on the Operating Budget:								
Project's Effect on County Priorities: The bridge is located within the Chicago, Milwaukee and St. Paul Railroad Grade Separation district as listed on the National Register of Historic Places. The improvement also aligns with Hennepin County priorities to reduce disparities, support Complete and Green Streets initiatives, and increase multi-modal access to local businesses.								
Changes from Prior CIP: Actual bid prices have been significantly over the budgeted amounts for construction. Budgeted construction costs have been based on estimated overages.								
Last Year's CIP Process Summary	Budget To-Date	2025	2026	2027	2028	2029	Future	Total
Department Requested Administrator Proposed CBTF Recommended Board Approved Final N/A								

ADMIN RECOMMENDED: 2026 CAPITAL BUDGET AND 2026-2030 CAPITAL IMPROVEMENT PROGRAM

Project Name: 1009619 RRA: Midtown Bridges - 10th Avenue
Major Program: Regional Railroad Authority
Department: HCRRA Capital - Corridor Investments

Funding Start:
Funding Completion: 2026

Summary:

HCRRA Bridge #L8915 was constructed in 1915 and carries 10th Ave South over the Midtown Greenway in Minneapolis. Project 1009619 will improve the bridge condition.

Purpose & Description:

The roadway currently carries 3,772 AADT (2018) and is classified as a Urban Local. The bridge is classified as Structurally Deficient and has been closed to vehicle traffic since December 2021. It remains open for bicyclists and pedestrians.

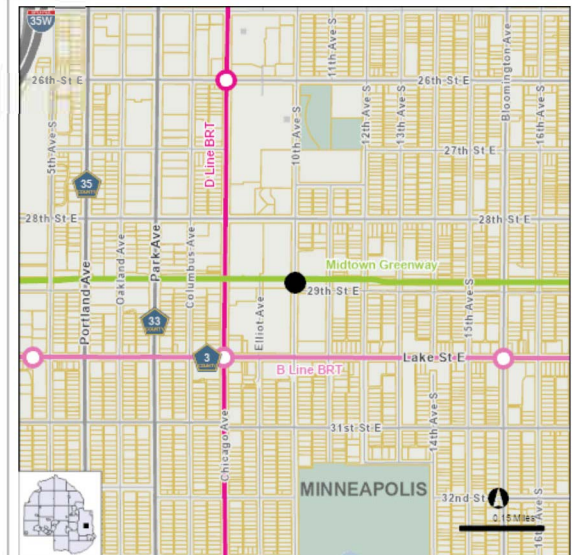
Construction costs are estimated to be over the originally budgeted amount, the City budget is estimated to increase at least **\$1,090,640** for a new total contribution of **\$3,179,971**.

Both the City of Minneapolis and RRA desired to advance this project ahead of receiving the federal funding for this project in 2026 and were willing to front some of the funding needs to expedite the schedule. The original project schedule was anticipated to be ahead of the federal reimbursement; however the project schedule now aligns with the federal reimbursement, therefore there is no need for the City and County to provide the funds up front. This also results in a budget decrease.

HCRRA contributed \$2,796,511 in 2024, and \$335,581 in 2025, for a total of contribution of \$3,545,638. The actual construction costs are budgeted to increase **\$1,090,640**, however the previous contributions in 2024 and 2025 result in a net **decrease** of **\$1,429,359** in 2026, for a new total contribution being **\$2,116,279**.

The total Federal Funding contribution is \$5,040,000.

The total project budget is **\$10,336,250**.



REVENUE	Budget To-Date	Act & Enc	Balance	2026 Budget	2027	2028	2029	2030	Future	Total
Property Tax	3,545,638	3,377,848	167,790	(1,429,359)						2,116,279
Total	3,545,638	3,377,848	167,790	(1,429,359)						2,116,279
EXPENSE	Budget To-Date	Act & Enc	Balance	2026 Budget	2027	2028	2029	2030	Future	Total
Construction	3,545,638	3,545,638		(1,429,359)						2,116,279
Total	3,545,638	3,545,638		(1,429,359)						2,116,279

ADMIN RECOMMENDED: 2026 CAPITAL BUDGET AND 2026-2030 CAPITAL IMPROVEMENT PROGRAM

Project Name: 1009619 RRA: Midtown Bridges - 10th Avenue Major Program: Regional Railroad Authority Department: HCRRA Capital - Corridor Investments	Funding Start: Funding Completion: 2026
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Current Year's CIP Process Summary	Budget To-Date	2026 Budget	2027	2028	2029	2030	Future	Total
Department Requested	N/A							
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Scheduling Milestones (major phases only): 2025 - 2026: Construction	Board Resolutions / Supplemental Information: BAR 23-HCRRA-0007 - Cooperative Funding Agmt PR00004528 with Minneapolis for cost participation in the replacement of First Avenue, Pillsbury Avenue, 10th Avenue, and Nicollet Avenue bridges
Project's Effect on the Operating Budget:	
Project's Effect on County Priorities: The bridge is located within two historical sites: the Railroad Grade Separation Historic District and the Midtown Exchange (former Sears Building). The bridge is recognized as an important connection for the community as it supports access over and to the Midtown Greenway, the Allina Health Campus, and businesses on Lake St. The project will engage with many stakeholders, including the Midtown Exchange, Lake Street Council, Midtown Greenway Coalition, and Allina Health. The improvement also aligns with Hennepin County priorities to reduce disparities, support Complete and Green Streets initiatives, and increase multi-modal access to local businesses.	
Changes from Prior CIP: Actual bid prices have been significantly over the budgeted amounts for construction. Budgeted construction costs have been based on the overages. Both the City of Minneapolis and RRA desired to advance this project ahead of receiving the federal funding for this project in 2026 and were willing to front some of the funding needs to expedite the schedule. The original project schedule was anticipated to be ahead of the federal reimbursement; however the project schedule now aligns with the federal reimbursement, resulting in a budget decrease.	

Last Year's CIP Process Summary	Budget To-Date	2025	2026	2027	2028	2029	Future	Total
Department Requested	N/A							
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

ADMIN RECOMMENDED: 2026 CAPITAL BUDGET AND 2026-2030 CAPITAL IMPROVEMENT PROGRAM

Project Name: 1009621 RRA: Midtown Bridges - Nicollet Avenue
Major Program: Regional Railroad Authority
Department: HCRRA Capital - Corridor Investments

Funding Start:
Funding Completion: 2026

Summary:

HCRRA Bridge #90590 was constructed in 1914 and carries Nicollet Avenue South over the Midtown Greenway in Minneapolis. Project 1009621 will replace the bridge.

Purpose & Description:

The bridge is classified as Structurally Deficient and has been closed since 1977.

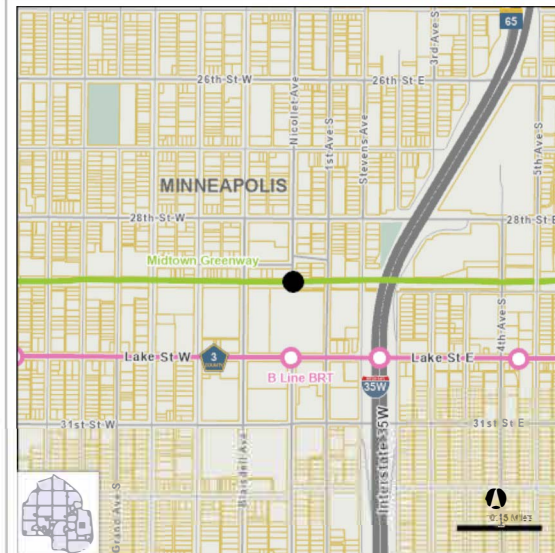
Actual construction costs were significantly over the budgeted amount.

The City of Minneapolis is leading the project, and will contribute an increased budget amount of **\$1,034,668** for a new total contribution of **\$6,228,999**.

The Regional Railroad Authority will contribute an increased budget amount of **\$804,361**, for a new total project contribution of **\$4,800,000**.

No federal funds are contributing to the project.

The new total project cost is **\$11,028,999**.



REVENUE	Budget To-Date	Act & Enc	Balance	2026 Budget	2027	2028	2029	2030	Future	Total
Property Tax	3,995,639	2,205,592	1,790,046	804,361						4,800,000
Total	3,995,639	2,205,592	1,790,046	804,361						4,800,000
EXPENSE	Budget To-Date	Act & Enc	Balance	2026 Budget	2027	2028	2029	2030	Future	Total
Construction	3,995,639	3,995,639		804,361						4,800,000
Total	3,995,639	3,995,639		804,361						4,800,000

ADMIN RECOMMENDED: 2026 CAPITAL BUDGET AND 2026-2030 CAPITAL IMPROVEMENT PROGRAM

Project Name:	1009621 RRA: Midtown Bridges - Nicollet Avenue	Funding Start:			
Major Program:	Regional Railroad Authority	Funding Completion:	2026		
Department:	HCRRRA Capital - Corridor Investments				

Current Year's CIP Process Summary	Budget To-Date	2026 Budget	2027	2028	2029	2030	Future	Total
Department Requested	N/A							
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Scheduling Milestones (major phases only): Bids received in April 2025. Construction is expected to begin in early fall of 2025, and last through 2026.	Board Resolutions / Supplemental Information: BAR 23-HCRRRA-0007 - Cooperative Funding Agmt PR00004528 with Minneapolis for cost participation in the replacement of First Avenue, Pillsbury Avenue, 10th Avenue, and Nicollet Avenue bridges
Project's Effect on the Operating Budget:	
Project's Effect on County Priorities: The bridge is located within the Chicago, Milwaukee and St. Paul Railroad Grade Separation district as listed on the National Register of Historic Places. The improvement also aligns with Hennepin County priorities to reduce disparities, support Complete and Green Streets initiatives, and increase multi-modal access to local businesses.	
Changes from Prior CIP: On April 22, 2025, bids for the Nicollet bridge project were received, with the apparent low bidder submitting at \$8,232,051. The total project cost increased \$1,839,029, for a new total project cost of \$11,028,999.	

Last Year's CIP Process Summary	Budget To-Date	2025	2026	2027	2028	2029	Future	Total
Department Requested	N/A							
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

ADMIN RECOMMENDED: 2026 CAPITAL BUDGET AND 2026-2030 CAPITAL IMPROVEMENT PROGRAM

Project Name: 1010999 RRA: Midtown Bridges - 18th Avenue S
Major Program: Regional Railroad Authority
Department: HCRRRA Capital - Corridor Investments

Funding Start:
Funding Completion: 2027

Summary:

HCRRRA Bridge #L8923 was constructed in 1916 and carries 18th Ave South over the Midtown Greenway in Minneapolis. Project 1010999 will improve the bridge condition.

Purpose & Description:

The roadway currently carries 1,670 AADT (2018) and is classified as Local. The bridge is classified as being in Poor condition and is currently Load Posted.

Actual bid prices have been significantly over the budgeted amounts for construction. Budgeted construction costs have been based on estimated overages.

The City of Minneapolis will lead the project and contribute an increased amount of **\$1,749,845**, for a new total anticipated budget of **\$5,398,410**.

The Regional Railroad Authority will contribute an increased amount of **\$1,749,845**, for a new total of **\$3,864,126**.

Total federal funding is \$6,000,000.

The total project budget is **\$15,262,536**.



REVENUE	Budget To-Date	Act & Enc	Balance	2026 Budget	2027	2028	2029	2030	Future	Total
Property Tax	450,000	225,000	225,000	1,654,107	1,760,019					3,864,126
Total	450,000	225,000	225,000	1,654,107	1,760,019					3,864,126
EXPENSE	Budget To-Date	Act & Enc	Balance	2026 Budget	2027	2028	2029	2030	Future	Total
Construction	450,000	2,114,281	(1,664,281)	1,654,107	1,760,019					3,864,126
Total	450,000	2,114,281	(1,664,281)	1,654,107	1,760,019					3,864,126

ADMIN RECOMMENDED: 2026 CAPITAL BUDGET AND 2026-2030 CAPITAL IMPROVEMENT PROGRAM

Project Name: 1010999 RRA: Midtown Bridges - 18th Avenue S Major Program: Regional Railroad Authority Department: HCRRA Capital - Corridor Investments						Funding Start: Funding Completion: 2027		
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Current Year's CIP Process Summary	Budget To-Date	2026 Budget	2027	2028	2029	2030	Future	Total
Department Requested	N/A							
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Scheduling Milestones (major phases only): 	Board Resolutions / Supplemental Information: BAR 24-HCRRA-0015 - Agreement PR00006308 with the City of Mpls relating to the replacement of 18th Avenue and Grand Avenue bridges (CP 1010999 and CP 1011000); NTE \$4,262,414.
Project's Effect on the Operating Budget: 	
Project's Effect on County Priorities: 	
Changes from Prior CIP: Actual bid prices have been significantly over the budgeted amounts for construction. Budgeted construction costs have been based on estimated overages.	

Last Year's CIP Process Summary	Budget To-Date	2025	2026	2027	2028	2029	Future	Total
Department Requested	N/A							
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

ADMIN RECOMMENDED: 2026 CAPITAL BUDGET AND 2026-2030 CAPITAL IMPROVEMENT PROGRAM

Project Name: 1011000 RRA: Midtown Bridges - Grand Ave S Bridge
Major Program: Regional Railroad Authority
Department: HCRRA Capital - Corridor Investments

Funding Start:
Funding Completion: 2027

Summary:

HCRRA Bridge #L8907 was constructed in 1914 and carries Grand Ave South over the Midtown Greenway in Minneapolis. Project 1011000 will improve the bridge condition.

Purpose & Description:

The roadway currently carries 986 AADT (2018) and is classified as Local. The bridge is classified as being in Poor condition and is currently Load Posted.

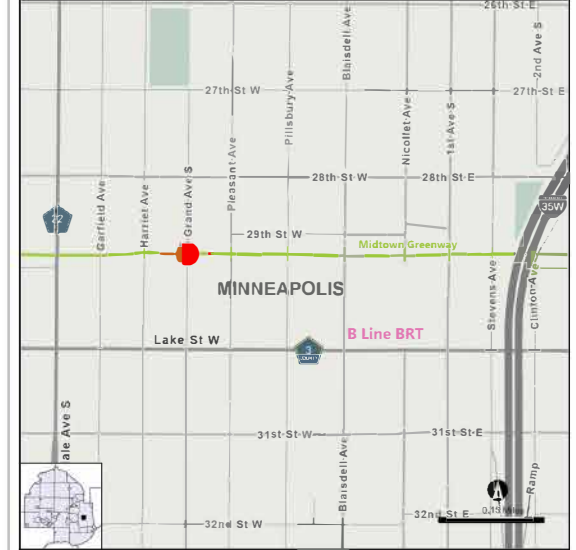
Actual bid prices have been significantly over the budgeted amounts for construction. Budgeted construction costs have been based on estimated overages.

The City of Minneapolis will lead the project and contribute an increased amount of **\$1,749,845**, for a new total anticipated budget of **\$5,487,417**.

The Regional Railroad Authority will contribute an increased amount of **\$1,760,172**, for a new total of **\$3,897,978**.

Total federal funding of \$6,300,000.

The total project budget is **\$15,685,395**.



REVENUE	Budget To-Date	Act & Enc	Balance	2026 Budget	2027	2028	2029	2030	Future	Total
Property Tax	534,050	267,025	267,025	1,603,756	1,760,172					3,897,978
Total	534,050	267,025	267,025	1,603,756	1,760,172					3,897,978
EXPENSE	Budget To-Date	Act & Enc	Balance	2026 Budget	2027	2028	2029	2030	Future	Total
Construction	534,050	2,148,133	(1,614,083)	1,603,756	1,760,172					3,897,978
Total	534,050	2,148,133	(1,614,083)	1,603,756	1,760,172					3,897,978

ADMIN RECOMMENDED: 2026 CAPITAL BUDGET AND 2026-2030 CAPITAL IMPROVEMENT PROGRAM

Project Name: 1011000 RRA: Midtown Bridges - Grand Ave S Bridge Major Program: Regional Railroad Authority Department: HCRRA Capital - Corridor Investments	Funding Start: Funding Completion: 2027
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Current Year's CIP Process Summary	Budget To-Date	2026 Budget	2027	2028	2029	2030	Future	Total
Department Requested	N/A							
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Scheduling Milestones (major phases only): Project's Effect on the Operating Budget: Project's Effect on County Priorities: Changes from Prior CIP: Actual bid prices have been significantly over the budgeted amounts for construction. Budgeted construction costs have been based on estimated overages.	Board Resolutions / Supplemental Information: BAR 24-HCRRA-0015 - Agreement PR00006308 with the City of Mpls relating to the replacement of 18th Avenue and Grand Avenue bridges (CP 1010999 and CP 1011000); NTE \$4,262,414.
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Last Year's CIP Process Summary	Budget To-Date	2025	2026	2027	2028	2029	Future	Total
Department Requested	N/A							
Administrator Proposed								
CBTF Recommended								
Board Approved Final								