







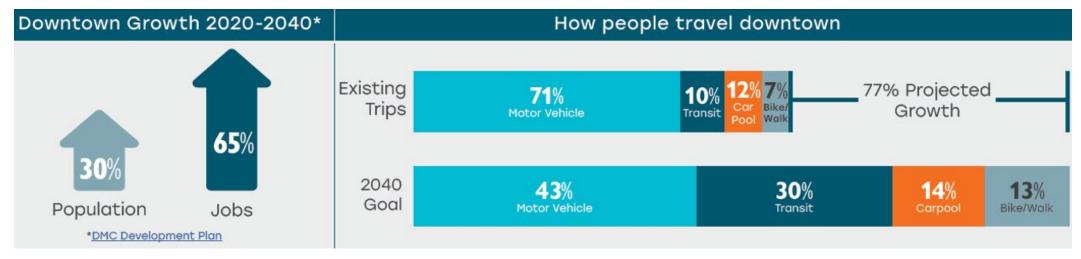
Link BRT:

Attributes:

- Fast, fare-free, reliable transit
- 12 stops located along the 2.8 mile 2nd St. corridor
- Will serve an estimated 11,000 commuters, residents, businesses, and visitors a day, strengthening downtown accessibility and economic vitality

Benefits:

- Expands transportation options
- Reduces the need for significant new parking
- Alleviates future congestion
- Prepares for downtown growth and supports sustainable development
- Improves quality of life for residents, employees, and visitors



Updated Project Budget



Description	ted Cost. / 2025		Current Bid 2025
Vol A - WTV (actual)	\$ 7,687,422	\$	7,687,422
Vol B - Civil package (actual)	\$ 21,284,394	\$	21,952,671
Vol C – Architectural Package (actual)	\$ 57,337,126	\$	75,339,925
Vol D - Bus Garage (actual)	\$ 5,452,000	\$	4,592,000
WTV Bathrooms (estimated)	\$ 2,514,114	\$	2,514,114
Subtotal with Allocated Contingency	\$ 94,257,056	\$	112,086,132
ROW (actual)	12,256,100	\$	12,244,300
Vehicles (actual)	\$ 22,560,000	\$	21,726,404
Prof Service	\$ 27,925,000	\$	27,925,000
Total project estimate	\$ 157,016,156	\$	173,981,836
Additional Unallocated Contingency	\$ 18,477,359	\$	22,752,072
Revised Total Project Estimate	\$ 175,493,515	\$	196,733,908

Updated Project Resources



Funding Source	Current	ly Approved	Amount Requested		
DMC County Transit Aid	\$	22,713,332	\$	45,730,059	
DMC State Transit Aid	\$	51,965,532	\$	50,189,198	
DMC GSIA	\$	11,132,843	\$	11,132,843	
City Water Assessment	\$	150,000	\$	150,000	
City Sewer Assessment	\$	225,000	\$	225,000	
MNDOT State Grant	\$	4,389,640	\$	4,389,640	
FTA Small Starts Grant	\$	84,917,168	\$	84,917,168	
Total project resources	\$	175,493,515	\$	196,733,908	

Request of the Board

- Overall project budget is inclusive of:
 - Professional Technical Services for A&E Design
 - Procurement
 - Construction (Civil Infrastructure, Stations & Platforms)
 - Construction Management Services
 - Bus Contingency
- Authorize \$21,240,393 of Transit County and Transit State funding as unallocated contingency to meet FTA contingency requirements. The amount of required contingency decreases as the project advances through construction.

