



METRO Orange Line Funding Commitment

Dakota County Regional Railroad Authority
July 12, 2016

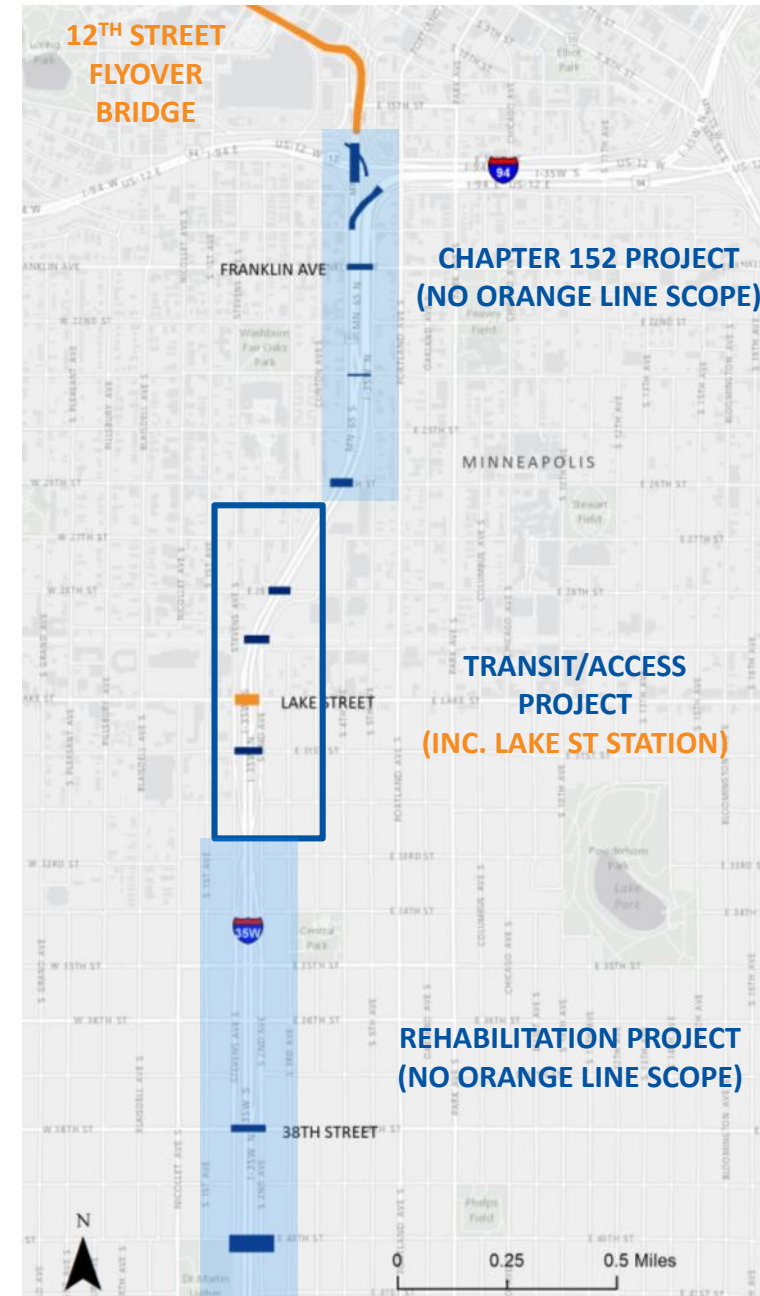


Regional Significance

- Most heavily-traveled express bus corridor
 - 14,000 existing bus riders each weekday on 26 routes
 - Over 26,000 rides by 2040 w/ BRT
 - 210,000 cars a day
 - More than half of 35W riders are coming from south of the Minnesota River
- Who are Orange Line riders?
 - Access to 30,000 suburban jobs
 - Better serves all-day, evening, weekend markets
 - Better serves non-downtown trips, especially to the 494 corridor

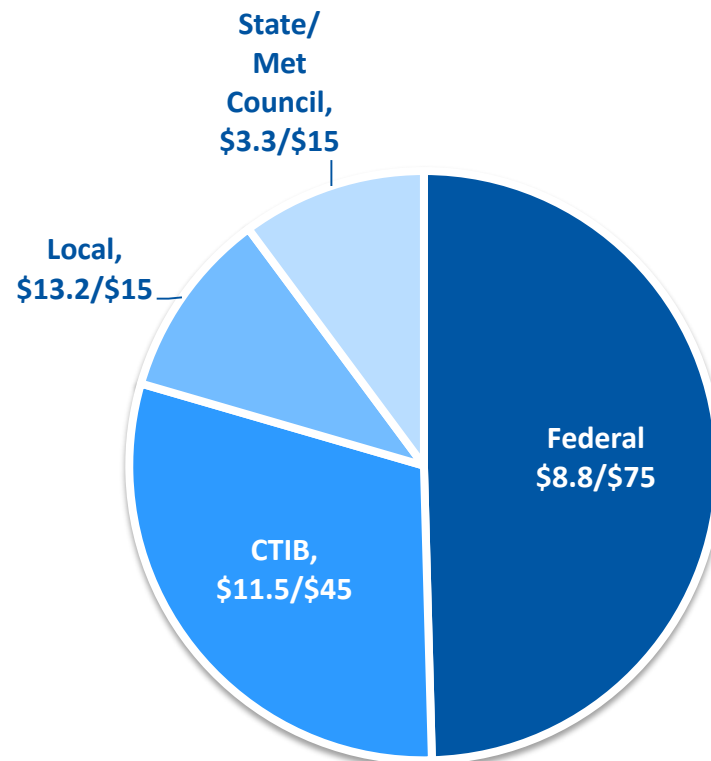
\$360M of Planned 35W MnDOT Work

- Coordinated construction with MnDOT to meet state law bridge replacement deadlines
- June 2017 letting date requires early 2017 construction agreement with MnDOT, prior to SSGA
- Estimated \$64M Orange Line scope in coordinated MnDOT construction
 - Includes 12th St ramp and Lake St Station and transit bridge, related work
- 2017 MnDOT work, Orange Line scope construction begins 2018
- Separate contracting adds complexity, delay, and cost



Orange Line Project Funding Plan

- Requesting DCRRA remaining commitment today- prerequisite for CTIB consideration
- Requesting CTIB full project funding commitment (\$45.2M) in August 2016
- Apply to Small Starts by Sept. 2, 2016 for inclusion in President's budget
 - Positive rating leads to FTA funding recommendation, match \$ key to rating
 - Recommendation helps secure needed LONP for joint construction w/ MnDOT
 - State share consequential by early 2017, but not needed for 9/2/16 FTA deadline



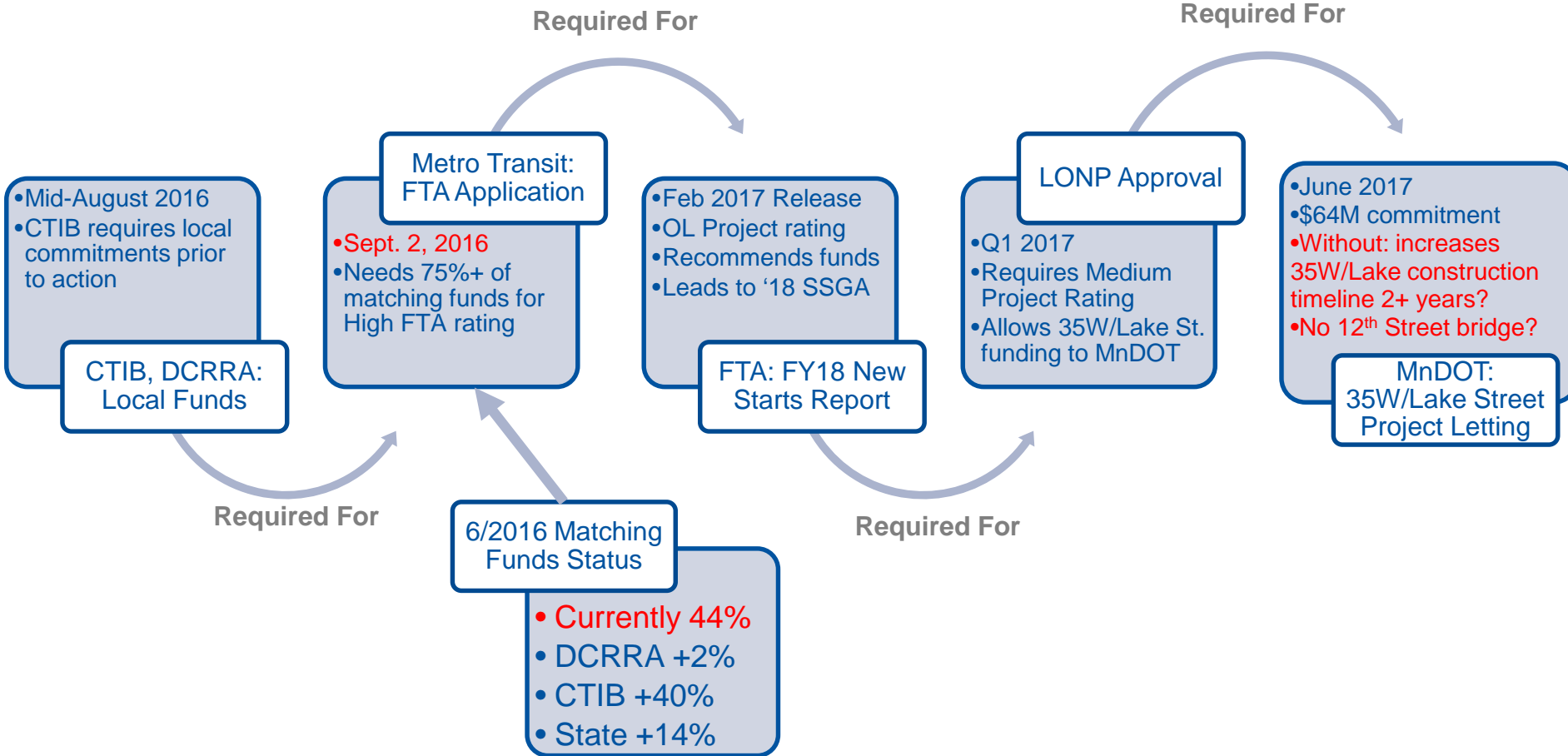
**Anticipated Capital Sources,
in Millions (secured/total, \$MM)**

Exploring Options for Orange Line Operating Plan

- The O&M plan for Northstar could be one model for cost allocation
 - In Phase I, 2.8 miles (16%) of 17.39 mile Orange Line corridor operates within Dakota County
 - Corresponds to an 8.05% Dakota County share
- If plan shifts from the current 50/50 net cost split between CTIB and Met Council for O&M, any number of other models might be possible

O&M Funding party	Corridor length	Net Operating Cost Share	Est. Annual subsidy – low (2020 \$M)	Est. Annual subsidy – high (2020 \$M)
CTIB	84%	41.95%	\$2.1	\$3.2
Dakota County	16%	8.05%	\$0.4	\$0.6
Metro Council	100%	50%	\$2.5	\$3.8
Assumed farebox %			40%	10%

Path to collaborative I-35W/Lake Street construction schedule requires funding progress prior to September 2 FTA deadline



Project Schedule & Major Milestones

	2015	2016				2017				2018				2019				
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
Environmental Work	[Active]				[Active]													
PD & Engineering	[Active]				30%	60%	90%	[Active]										
FTA Coordination	[Active]			Pres. Budget	[Active]	Rating	Negotiate SSGA	Execute SSGA	[Active]									
Construction	[Active]								Construction Activities									
Revenue Service	[Active]																	

Orange Line Extension Schedule

- Regional solicitation application due July 15, selected Q1 2017
- Planning work begins 2016-2017
- Project Development and Engineering 2018-2019
- Construction 2020-2021



www.metrotransit.org/orangeline

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