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)

- Federal $8.8/$75
- CTIB, $11.5/$45
- Local, $13.2/$15
- State/Met Council, $3.3/$15
- 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

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<tbody>
<tr>
<td>CTIB</td>
<td>84%</td>
<td>41.95%</td>
<td>$2.1</td>
<td>$3.2</td>
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<tr>
<td>Dakota County</td>
<td>16%</td>
<td>8.05%</td>
<td>$0.4</td>
<td>$0.6</td>
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<td>Metro Council</td>
<td>100%</td>
<td>50%</td>
<td>$2.5</td>
<td>$3.8</td>
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<tr>
<td>Assumed farebox %</td>
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<td>40%</td>
<td>10%</td>
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Path to collaborative I-35W/Lake Street construction schedule requires funding progress prior to September 2 FTA deadline

- **Mid-August 2016**
  - CTIB requires local commitments prior to action

- **Sept. 2, 2016**
  - Needs 75%+ of matching funds for High FTA rating

- **Feb 2017 Release**
  - OL Project rating
  - Recommends funds
  - Leads to ’18 SSGA

- **Q1 2017**
  - Requires Medium Project Rating
  - Allows 35W/Lake St. funding to MnDOT

- **June 2017**
  - $64M commitment
  - Without: increases 35W/Lake construction timeline 2+ years?
  - No 12th Street bridge?

- **Metro Transit: FTA Application**
  - Sept. 2, 2016

- **FTA: FY18 New Starts Report**
  - Requires Medium Project Rating
  - Allows 35W/Lake St. funding to MnDOT

- **LONP Approval**
  - Q1 2017

- **MnDOT: 35W/Lake Street Project Letting**
  - June 2017

- **6/2016 Matching Funds Status**
  - Currently 44%
    - DCRRA +2%
    - CTIB +40%
    - State +14%
### Project Schedule & Major Milestones

#### 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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