



METRO Orange Line

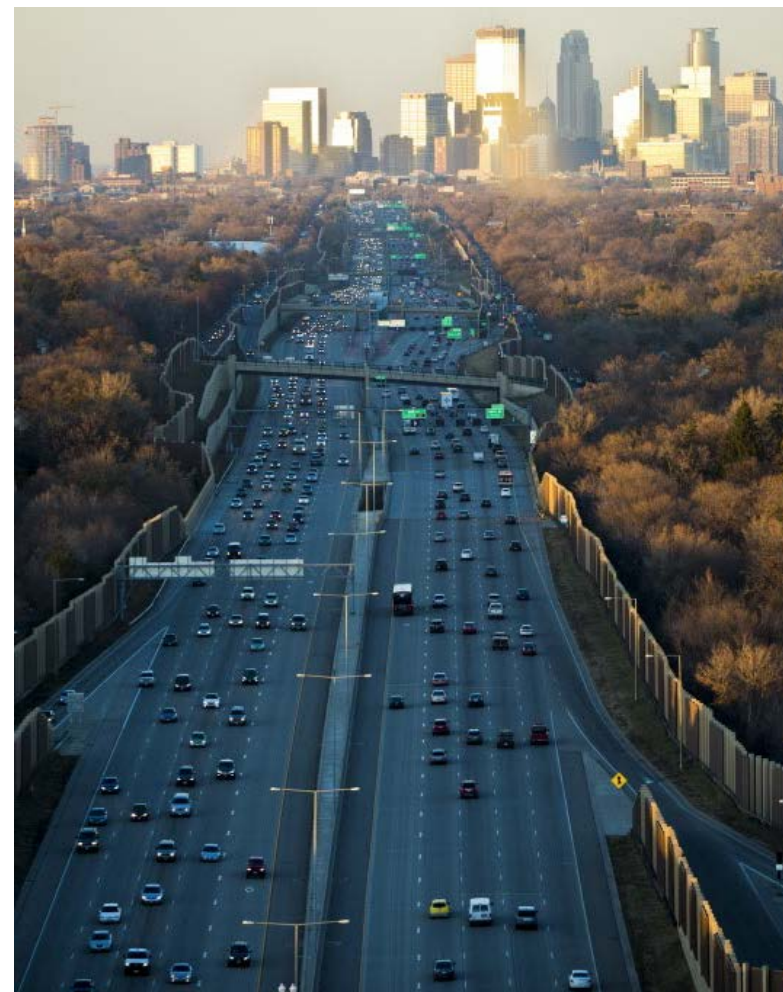
Dakota County Physical Development Committee
October 18, 2016

Charles Carlson, Project Director, Metro Transit

Scott McBride, District Engineer, MnDOT Metro District

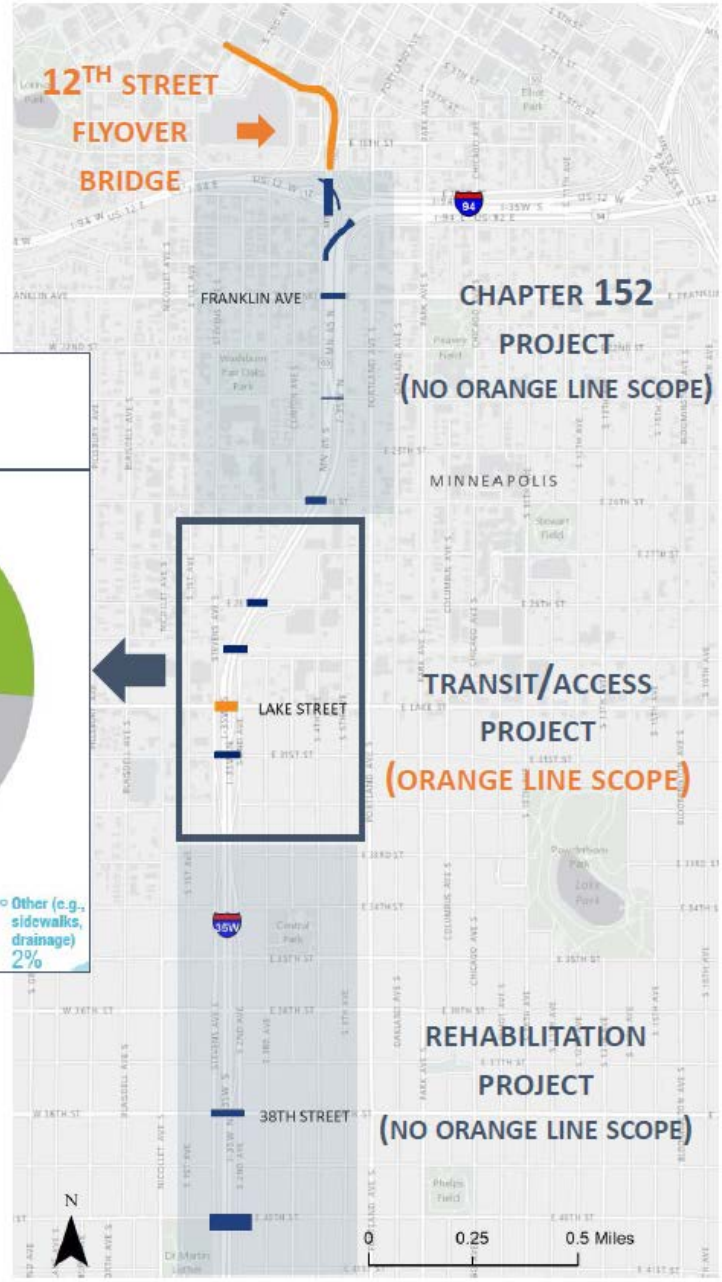
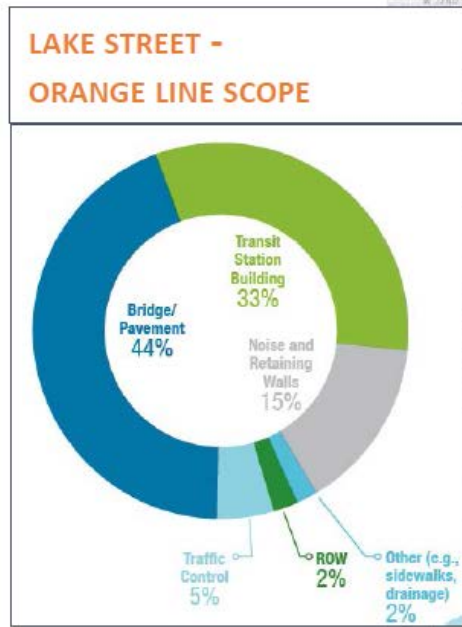
Critical Time for Coordinating Orange Line and MnDOT Work

- Partnership and collaboration for multiple projects on I-35W from 42nd Street to Downtown (3 Miles)
 - MnDOT/State
 - Metro Transit
 - Hennepin County
 - Dakota County
 - CTIB
 - City of Minneapolis
- New approach proposed by Metro Transit to keep both projects on track
 - Solution for lack of state funds and need for coordination
 - Uses existing committed local funds



MnDOT Construction Schedule

- Substantial Programming and Participation Risks
- Partnership Agreements
- Project Letting June 2017
- March 2017- executed agreement with MnDOT necessary to advertise project
- Over \$200M of MnDOT funds at risk
- Funding inputs, approvals, agreements must precede March 2017 Council-MnDOT Partnership Agreement

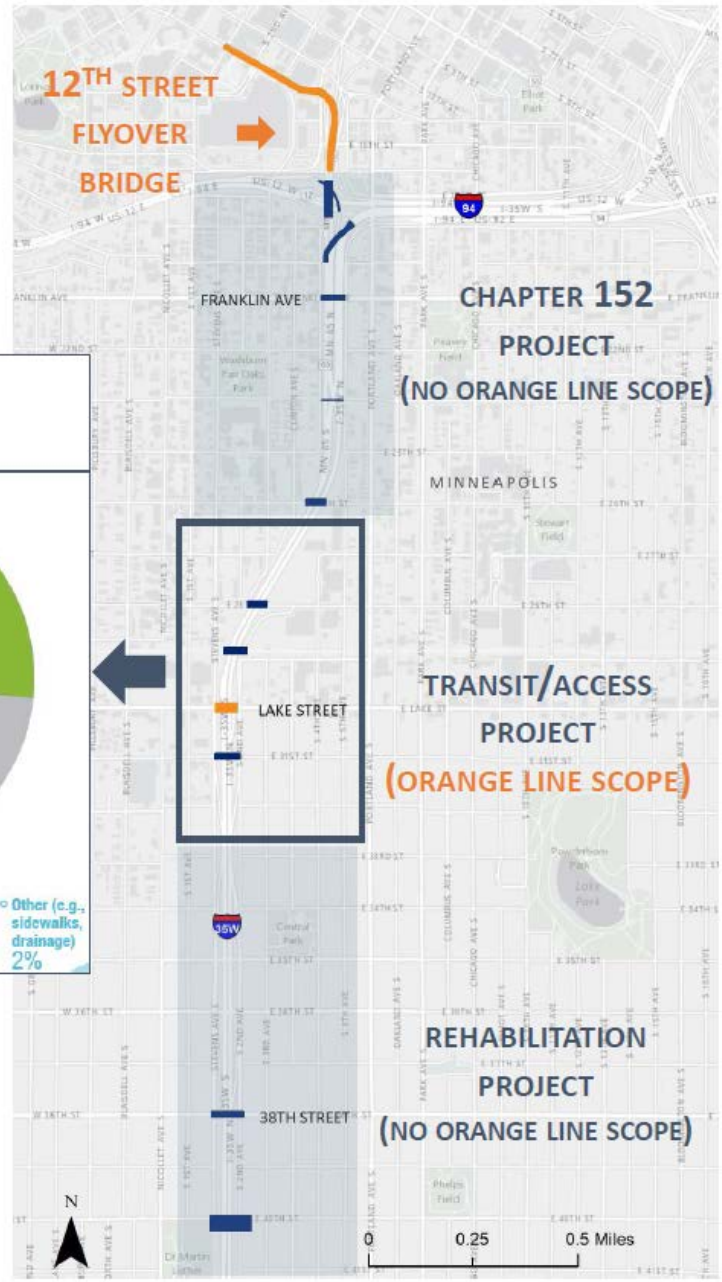
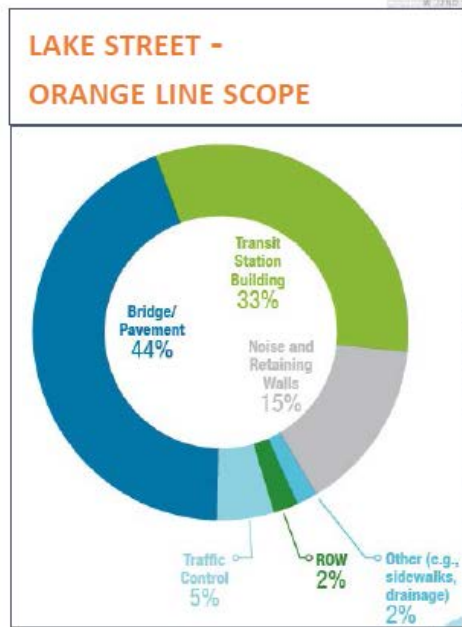


Project Scope: MnDOT Construction

- Lake Street Station - \$39M
 - Transit-related bridge and paving
 - Transit station building
 - Noise and retaining walls
 - Traffic Control

- 12th Street Ramp - \$15M
 - Contraflow lanes
 - Transit bridge

- Est. \$61M total
 - \$53M construction base
 - \$8M contingency/delivery
 - Project delivery costs addressed separately



Costs will evolve through final design

Summer 2016 Funding Developments

- **May 22:** MN Legislature concludes without funding Orange Line \$12.1M in bonding bill
- **July 12:** Dakota County makes full funding commitment of \$2.08M
- **July 20:** New CTIB Program of Projects proposes removing Orange Line and other projects
- **August:** Media, transit advocates support CTIB funding commitment action
- **August 17:** CTIB passes 2016 capital grant amendment, commits 24.9% up to \$37.5M
- **September 1:** Submitted Orange Line Small Starts application for evaluation and rating
- **September 21:** Adopted CTIB Program of Projects plans future reduction in CTIB share, but holds commitment up to \$37.5M



Orange Line Funding Plan - 2016 Evolution

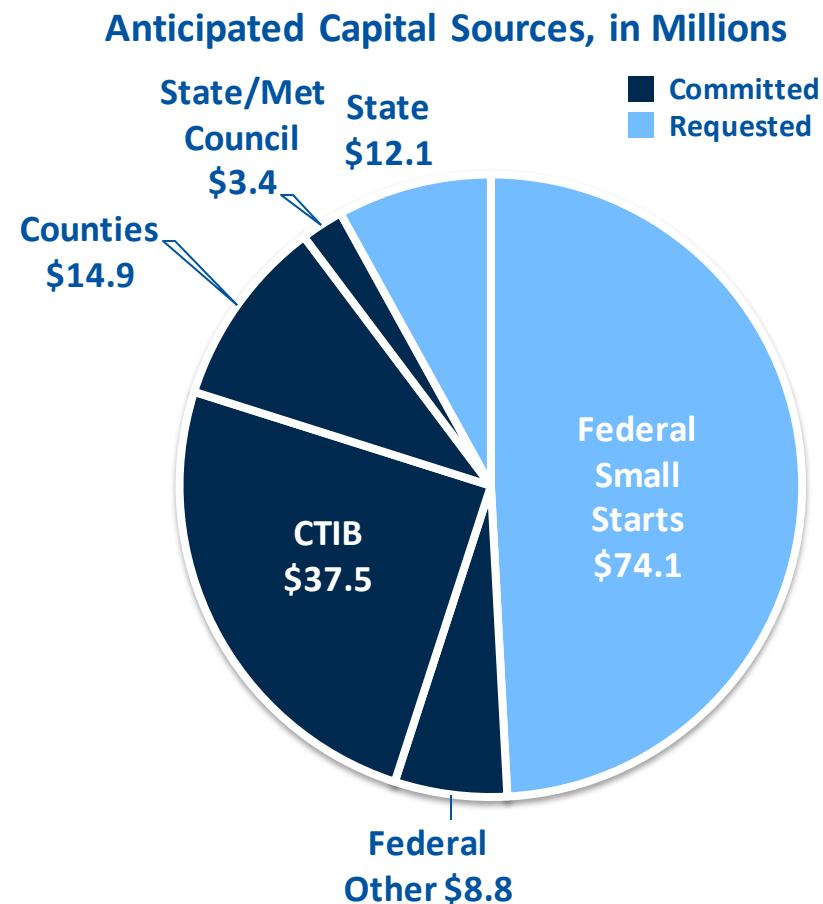
Funding Sources	Funding Committed	Funding Requested	% of non-SS Funding Committed	Total Funding Anticipated	Project share
Federal Small Starts		\$74,078,782		\$74,078,782	49.2%
Federal 5307	\$1,800,000		2.3%	\$1,800,000	1.2%
Federal CMAQ*	\$7,000,000		9.1%	\$7,000,000	4.6%
CTIB	\$37,500,000		48.9%	\$37,500,000	24.9%
Dakota	\$2,081,750		2.7%	\$2,081,750	1.4%
Hennepin	\$12,790,000		16.7%	\$12,790,000	8.5%
State	\$3,000,000	\$12,100,000	3.9%	\$15,100,000	10.0%
Met Council	\$350,000		0.5%	\$350,000	0.2%
Total	\$64,521,750		84.2%	\$150,700,532	100%

Orange text indicates changes from previous assumptions

Reduction of CTIB funding and lack of 2016 state funding creates project delivery challenges

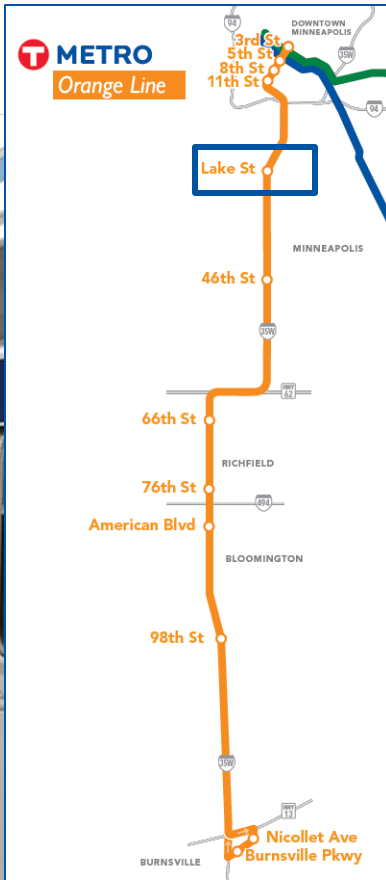
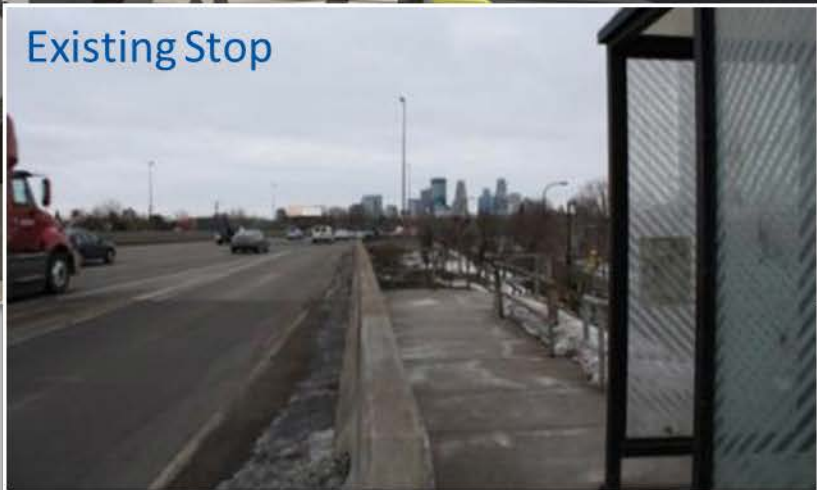
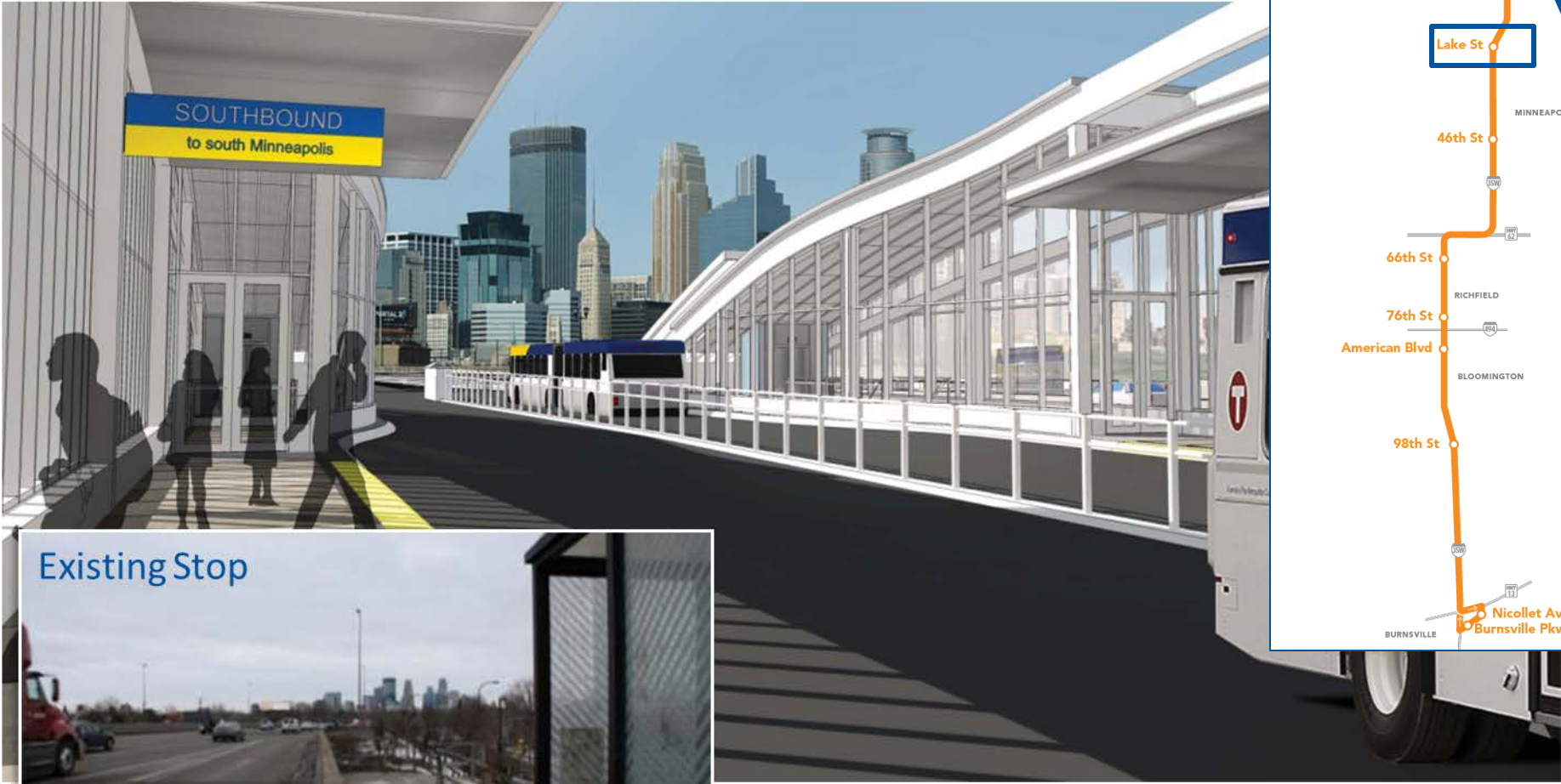
Orange Line Funding Plan

- Project cost estimates stable at 30%/60% design- \$150.7M
- Small Starts Submittal
 - 84.2% of non-Small Starts match committed
 - Should secure a high financial rating for Orange Line
- Remaining funding needs include:
 - \$12.1M state share
 - \$74.1M Federal Small Starts Funding





Lake Street Station

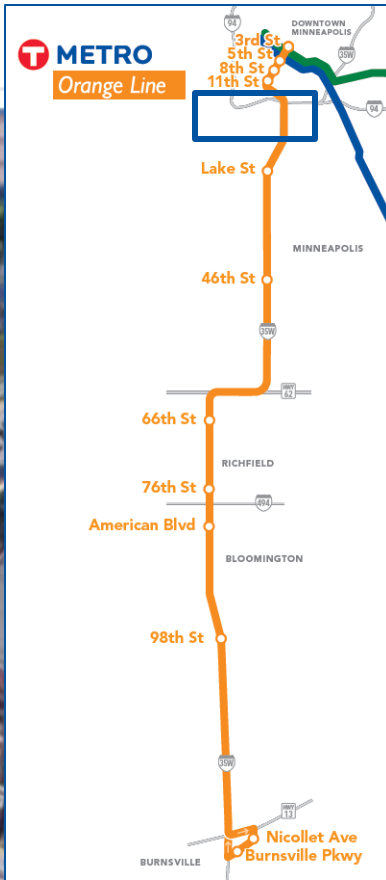


Lake Street Station

- Reduce congestion & remove existing bus weave across three lanes
 - Allow 700 Metro Transit, MVTA, and SouthWest bus trips per day to provide reliable, frequent service to the Lake Street Station
- Enhance regional equity & connections
 - Restores reliable transit access to Lake Street for all I-35W transit riders
 - Connect south metro residents to 8,000 jobs in the Lake Street Station area
 - Provide access all day, every day to south metro jobs via the METRO
- Provide a critical regional link
 - 6,600 current I-35W riders originate south of the Minnesota River; most are destined for Minneapolis
 - Direct connections from I-35W to local transit routes and planned BRT, Nicollet Avenue streetcar, and Midtown Rail
 - MVTA and Metro Transit have reduced and eliminated service here due to inadequate facilities; access would be fully restored with new Lake Street Station



12th Street Transit Ramp



12th Street Transit Ramp

- Bidirectional transit-only ramp between Highway 65 and 12th Street
- Provides seamless, reliable connection for 700 Metro Transit, MVTA, and SouthWest bus trips daily
- Improves trip time and reliability for 13,000 existing daily I-35W transit riders, half of whom originate south of the river
- Over 26,000 daily Orange Line and express riders will benefit from the investment by 2040
- Alleviates one of the worst congestion pinch points in the regional transit network
- Makes transit a desirable and competitive choice in the I-35W corridor to help retain and attract riders in this corridor, reduce the use of single-occupancy vehicles
- Supported by MVTA

What is LONP?

- Letter of No Prejudice (LONP) is a federal tool that allows the project to incur costs utilizing non-Federal resources, with the understanding that the costs incurred may be reimbursable as eligible expenses or as matching funds should FTA approve the project for full funding
- Used in our region to advance transit project construction ahead of a federal funding grant agreements
 - METRO Green Line used nine LONP requests for various project activities
 - Orange Line would pursue LONP to obligate funds to MnDOT in 2017 because a federal grant agreement is not expected until 2018

Project LONP and ROW Funding Plans

Previous Assumption

- ROW funded by HCRRA, DCRRA, CTIB, new state funds
- Apply federal, local, and new state funds into MnDOT LONP construction work

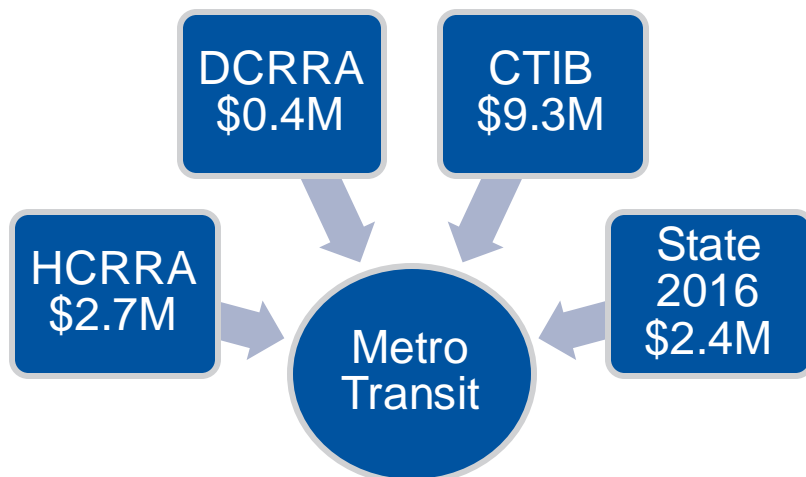


Path Forward

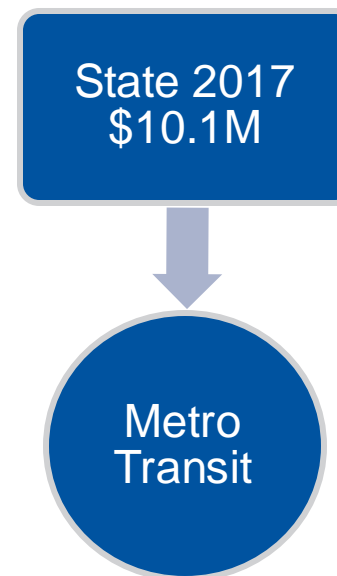
- Delay ROW until future state funding
- Reallocate CTIB, HCRRA, DCRRA funds from ROW purchases to early construction

Right of Way (*Changes since April 2016*)

Former Approach (2016)



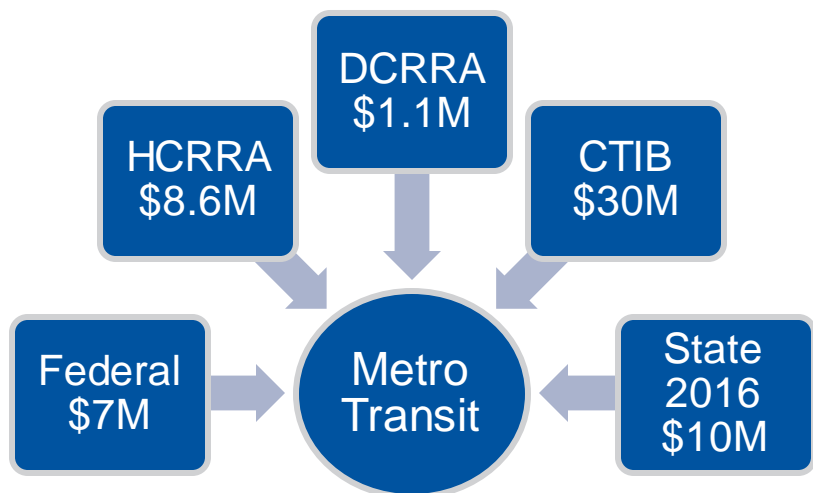
Proposed Approach (2017)



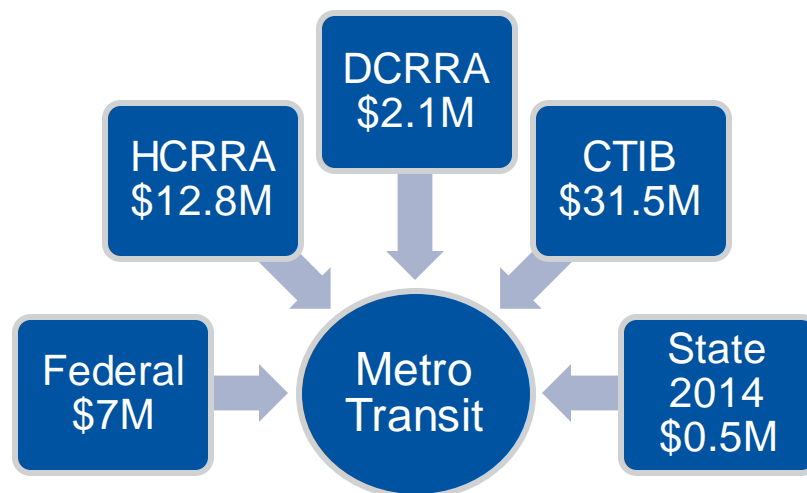
- Estimated ROW cost decreases from \$15M to \$10.1M
- More refined estimate derived from LRT methodology
- ROW at Lake Street will be purchased by Hennepin County instead of Metro Transit
- Delaying ROW until new state funds available
- Schedule shift from 2016 to 2017

MnDOT Partnership (*Changes since April 2016*)

Former Approach (2016)



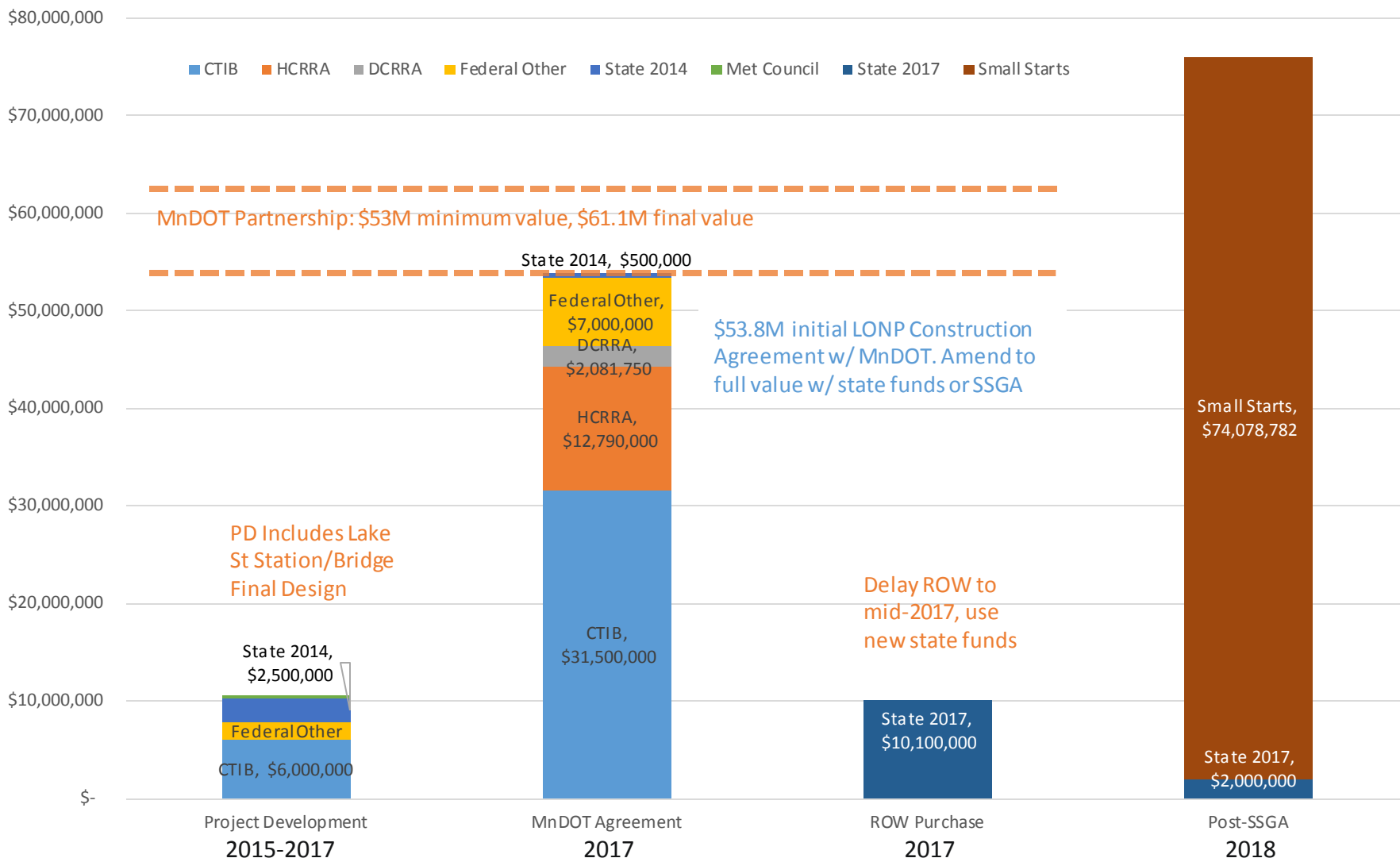
Proposed Approach (2017)



- Concentrates local funding in MnDOT partnership agreement (12th St & Lake St)
- Does not increase overall funding shares from current committed levels
- Requires funding commitment approval outside of final federal and state shares
- Funds minimum partnership value- will need to amend higher as future funds available



Orange Line Project Funding Encumbrance- by Project Phase



Proposed schedule and actions to meet LONP and MnDOT partnership agreement

- October 7, 2016 – submit notice of intent to CTIB for LONP request
- November 2016 – secure funding approval from DCRRA and HCRRA
- December 7, 2016 – secure approval of use of CTIB funds for LONP
- December 9, 2016 – submit formal request of LONP to FTA
- February 3, 2017 – approved federal LONP received by Metro Transit
- February 15, 2017 – CTIB approves formal LONP pre-award expenditures
- February 22, 2017 – Metro Transit approves \$61M agreement
- March 10, 2017 – Metro Transit executes partnership agreement with MnDOT, MnDOT executes agreements with Hennepin County and Minneapolis
- March through June 2017 – MnDOT bid advertisement
- June 7, 2017 – MNDOT bid letting



T METRO
Orange Line



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