Orange Line Pre-Award Authority

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Today’s Topics

• Project Update
• Real Estate Needs & Timing
• Pre-Award Authority Request & Justification
Project Update

• All local funds now secured
• Capital Cost estimates stable at $150.7M
• Station design plans finalized this month
• Knox Avenue Design finalized by spring
• MnDOT-led components now under construction
  - Lake Street Station
  - 12th Street Ramp

Capital Sources, in Millions

Federal Small Starts
  $74.1

Federal Other
  $8.8

DCRRA
  $6.2

CTIB
  $7.9

Hennepin County
  $25.4

HCRRA
  $12.8

State/Met Council
  $15.5

Capital Sources, in Millions

Requested
Committed
Real Estate: Needs & Cost

• The project requires temporary and permanent easements across 11 parcels to establish the Knox Avenue Transitway and station platforms

• Parcels are owned by 2 public agencies and 3 private owners
  - Bloomington HRA
  - City of Richfield
  - Kraus Anderson
  - Best Buy
  - Fountainhead Apartments

• Parcels 1, 2, and 4 are currently vacant, planned for redevelopment

• Title work and appraisals have been completed for privately-owned parcels

• Estimated costs including contingency available in project budget
Easements Needed in the Southtown Area

METRO Orange Line BRT
Knox Avenue & Station Easement Needs - Bloomington
- Permanent Easement
- Temporary Easement
- Parcels
Easements Needed in the Best Buy HQ Area
Real Estate: Timing

- Complete Appraisals: Oct 2017
- Pre-Award Authority from Counties: Nov - Dec 2017
- Met Council Approvals: Oct - Dec 2017
- FTA Review of Appraisals: Nov - Dec 2017
- Offers: Dec 2017 – Jan 2018
- Potential Condemnation Processes: Q1-Q4 2018
- Construction: Fall 2018
Pre-Award Authority Request

• Project is seeking pre-award authority for acquisition, as required by 2017 CTIB Grant Agreement assumed by counties

• Offers will be made utilizing available state funding appropriated to the Orange Line

• Control of parcels adjacent to I-494 are required for Fall 2018 utility work
Justification & Risks

• ROW acquisition allowed by FTA Small Starts program after environmental review

• ROW control necessary for planned 2018 utility construction for Knox Avenue Transitway under I-494

• Allows I-494 mainline construction to be confined to one season, lessening impacts to 35W/494 interstate users

• Delaying ROW could prolong construction impacts to I-494

• ROW and Construction delays are a risk to project cost and schedule, critical to FTA risk review and grant decisions