



# Orange Line TAC

## September 13, 2016

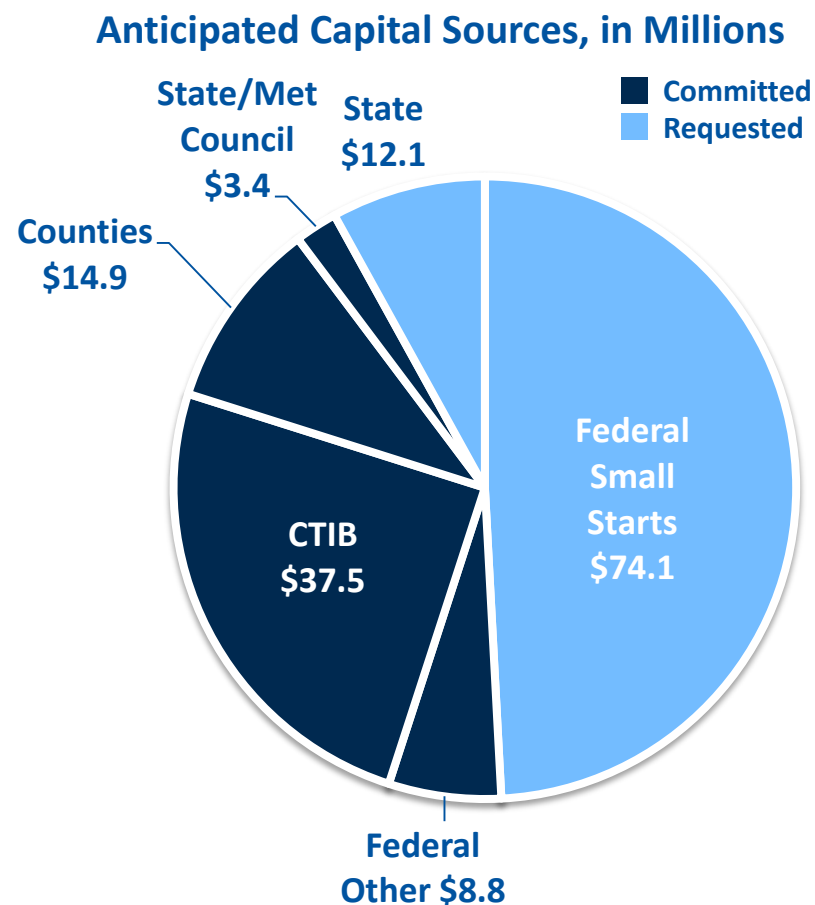
# Summer 2016 Funding Developments

- **May 22:** MN Legislature concludes without funding Orange Line
- **June 14:** Dakota County votes to withdraw from CTIB effective 12/2018
- **June 15:** CTIB votes to table Orange Line 2016 grant amendment of \$2.15M
- **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 seek to pressure CTIB funding
- **August 17:** CTIB passes 2016 capital grant amendment of \$2.15M, commits \$37.5M
- **September 1:** Submitted Orange Line Small Starts application for evaluation and rating



# Orange Line Funding Plan

- CTIB full funding commitment
  - Reduced from \$45M to \$37.5M
  - Required that project increase Small Starts ask to 49% of total project cost
- 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
- CTIB's reduced contribution & state funds increase uncertainty about schedule of larger MnDOT project



# Orange Line Funding Plan

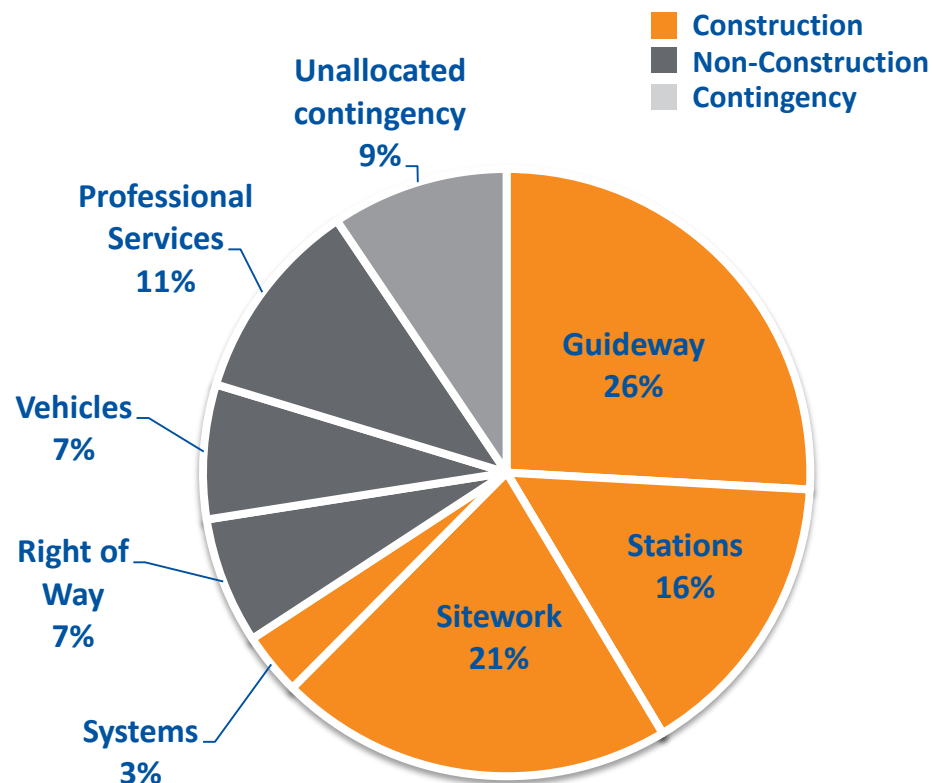
Funding Sources	Funding Committed	Funding Requested	% of non-SS Funding Committed	Total Funding Anticipated	Project share
Federal Small Starts		\$74,078,782		<b>\$74,078,782</b>	<b>49.2%</b>
Federal 5307	\$1,800,000		2.3%	\$1,800,000	1.2%
Federal CMAQ*	\$7,000,000		9.1%	\$7,000,000	4.6%
CTIB	\$37,500,000		48.9%	<b>\$37,500,000</b>	<b>24.9%</b>
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%
<b>Total</b>	<b>\$64,521,750</b>		<b>84.2%</b>	<b>\$150,700,532</b>	<b>100%</b>

*Orange text indicates changes from previous assumptions*

*\*Applied for an additional CMAQ grant for 12<sup>th</sup> Street Ramp in July 2016; applications will be selected in Q1 2017*

# Updated Cost Estimates

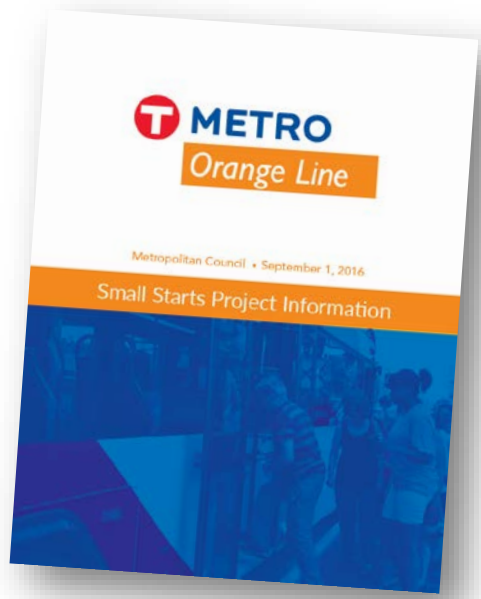
- Based on 30% Orange Line plans and 60% Lake Street plans
- Total project cost still \$150.7M
- 32.01% total contingency
  - Includes allocated contingency
  - Appropriate for this level of design



Orange Line Cost by Component

# Small Starts Project Information Submittal

- Small Starts project information submitted to FTA on 9/1
- FTA Headquarters responded with revisions on 9/8, need resubmittal by 9/26
- Anticipate Medium-High rating
  - Medium overall on Project Justification Criteria
  - High overall on Local Financial Commitment



SMALL STARTS RATING ESTIMATION					
PROJECT NAME:			METRO Orange Line Bus Rapid Transit		
Use this tool to calculate your Small Starts project's potential overall rating. Enter a value from the drop down menu in each of the yellow cells based on the ratings you anticipate.*					
Project Justification			Local Financial Commitment		
Criterion	Weight	Estimated Rating	Source/Calculation	Do you anticipate that your project will qualify for the simplified financial assessment? (See the Local Financial Commitment section of the Small Starts portion of the CIG Program Final Interim Policy Guidance for the qualifying criteria.)	
Mobility Improvements	16.66%	MEDIUM		Yes	
Cost Effectiveness	16.66%	MEDIUM	Mobility, Cost-Effectiveness, and Congestion Relief Template		
Congestion Relief	16.66%	MEDIUM			
Environmental Benefits	16.66%	LOW	Environmental Benefits Template		
Land Use	16.66%	MEDIUM-HIGH	Enter your estimations of these ratings. See FTA's Guidelines for Land Use and Economic Development Effects on how FTA determines the ratings for these criteria.		
Economic Development	16.66%	MEDIUM-HIGH			
Summary Rating		MEDIUM	Ratings are assigned to each criterion on a five-point scale, with Low = 1, Medium-Low = 2, Medium = 3, Medium-High = 4, and High = 5. Individual criterion ratings are then weighted 16.66% each to develop the summary Project Justification rating.	Small Starts Share (49%)	Finance Template
				Summary Rating	HIGH
				Ratings are assigned to each subfactor on a five-point scale, with Low = 1, Medium-Low = 2, Medium = 3, Medium-High = 4, and High = 5. Individual subfactor ratings are then weighted as shown to develop the summary Local Financial Commitment rating. If the summary rating is at least Medium and the Small Starts share is less than 50%, the summary rating is increased one level. If the project qualifies for the simplified financial evaluation, the rating is High if the Small Starts share is 50% or less; otherwise it is Medium.	
Estimated Overall Project Rating: (The Project Justification and Local Financial Commitment summary ratings are each weighted equally at 50%. However, both must be at least Medium to obtain a Medium or better overall rating.)			MEDIUM-HIGH		

# Small Starts – Peer Projects across U.S.

- Medium-high rating is the highest rating that was given nationally last year
- Current Capital Investment Grant projects:
  - 8 are Core Capacity (expanding capacity on heritage systems)
  - 18 are New Starts (projects over \$300M)
  - 35 are Small Starts, inc. Orange Line (projects under \$300M)
- Of the 35 Small Starts projects, 22 are Bus Rapid Transit



# NEPA Update

- August: Lake Street/Transit Access Project received FONSI
- September: Orange Line resubmitted additional Section 106 material to MnHPO regarding 12<sup>th</sup> Street Ramp and two Minneapolis properties
- October: Anticipated NEPA clearance





# 12<sup>th</sup> Street Flyover Ramp Visualization



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# 12<sup>th</sup> Street Flyover Ramp Visualization



# Public Input on Station Design, Fall 2016

- Input from corridor City Councils and committees
- Public outreach on station renderings
  - Station-specific renderings and descriptions available for public comment on project website
  - Identification of areas for comment and input (location of bike parking, location of public art, access points, etc.)
  - Outreach through Metro Transit social media
  - On-board transit rider engagement on corridor routes and on-site at transit stations



# Local Input

Local Agency	Presentation	Date
Hennepin County	TBD	
Dakota County	DCRRA	Nov. 15 or Dec. 13
City of Minneapolis	12th Street Transit Ramp - Capital Projects Task Force	
City of Minneapolis	12th Street Transit Ramp - Public Open House and Comment Period	
City of Richfield	TBD	
City of Bloomington	City Council work session	Nov. 14
City of Burnsville	City Council work session	Sep. 13
MVTA	TBD	
Met Council	Transportation Accessibility Advisory Committee	Nov. 2

# Design Update

Orange Line Project Element	Design Status
Downtown Stations	Conceptual Design Documenting station/gate locations
12 <sup>th</sup> Street Access Ramp	Staff Approved Layout – Approved Progressing toward submittal of 60% Design
Lake Street Station	Kicked off Final Design contract this month
46 <sup>th</sup> Street Station	Conceptual Design for platform upgrades
66 <sup>th</sup> Street Station	Staff Approved Layout – Submitted for Signature 30% Design Submitted
76 <sup>th</sup> Street Station	30% Design Submitted

# Design Update

Orange Line Project Element	Design Status
Knox Avenue Transitway / I-494 Underpass	Staff Approved Layout – Submitted for Signature 30% Design Submitted
American Boulevard Station	30% Design Submitted
98 <sup>th</sup> Street Station	Staff Approved Layout – Submitted for Signature 30% Design Submitted
Nicollet Avenue Station	30% Design Submitted
Burnsville Parkway Station	30% Design Submitted