Transportation Initiatives

- Metro Green Line Extension Update – Charles Zelle, Chair
- Supplemental Budget Recommendations – Nick Thompson, Metro Transit Deputy General Manager for Capital Programs
  - $200 million for the Blue Line Light Rail Extension
  - $3.2 million for accelerating public transit zero-emission bus plan
Charles Zelle, Chair
Metropolitan Council

February 17, 2022
METRO Green Line Extension

• Extends the Green Line with 14.5 miles of new LRT
• 16 new stations
• One seat ride from Eden Prairie to Downtown St. Paul
• Direct service to Downtown Minneapolis, U of M, stadiums
• Connections to rail and bus routes
• Downtown Minneapolis to Eden Prairie: ~35 minutes
Local Planning & Decision Making

• Mid-1980s: Southwest Transitway identified as a transit corridor and studied for various transit modes: light rail transit, bus rapid transit, and diesel multiple units (Hennepin County)

• 1984: Kenilworth Corridor Right-of-Way purchased by Hennepin County Regional Railroad Authority

• 1988: Comprehensive Light Rail Transit System Plan (Hennepin County)

• 2000: Transitway Referenced in Local Studies
  ▪ Southwest Busway Feasibility Study (Hennepin County)
  ▪ Vintage Rail Trolley Study, 29th Street and Southwest Corridors (Hennepin County)
  ▪ Twin Cities Exclusive Busway Study (Mn/DOT)

• 2003: Southwest Rail Transit Study
  ▪ Hennepin County, Eden Prairie, Minnetonka, Hopkins, St. Louis Park and Minneapolis, conducted the study to determine a rail strategy for the southwest metropolitan area; study evaluated 12 LRT routes
Local Planning & Decision Making

- 2005: Hennepin County initiates the Alternatives Analysis
- 2009: Hennepin County submits the Locally Preferred Alternative to the Met Council
- 2011: FTA approves the project into Preliminary Engineering; determines Met Council has the technical and capacity/capability to implement the project
- 2012: Met Council becomes the project lead with the transfer of the Responsible Government Unit status from Hennepin County
FTA Approval Into Preliminary Engineering

• Federal Transit Administration approval requires the Met Council to:
  ▪ Resolve the location of freight rail in St. Louis Park and Minneapolis
  ▪ Include freight rail into the Green Line Extension project scope and budget
  ▪ Determine design requirements for safety features for crossings between LRT and freight rail
  ▪ Solidify the scope of the Operations and Maintenance Facility
Green Line Extension Technical Issues Unresolved in 2012

- Location/layout of:
  - Freight rail track
  - Stations and station access
  - LRT track through Eden Prairie
  - Park and ride facilities
  - Regional trails impacted by the project
  - Operations & Maintenance Facility
  - Turn lanes, lane widths, traffic signals

- Identification of LRT systems elements
Technical Capacity of Project Team

- **AECOM**: Design consultant lead/prepares project design plans, civil construction specifications, and cost estimates
  - The team includes approximately 20 sub-consultants with expertise in tunnel design, engineering, noise/vibration analysis
- **Kimley Horn**: Construction engineers overseeing scope, schedule, budget, quality, safety of the civil contract
- **Braun Intertech**: Geotechnical engineering/testing firm performing Quality Assurance responsibilities related to civil construction
- **MnDOT and Hennepin County staff**: Imbedded in the team overseeing construction
- **Trauner**: A national expert in construction claims avoidance; supports Council with schedule and cost analysis
- **Vennable’s Construction Law Group**: Represents Council in revised construction schedule negotiations
Project Progress and Challenges
LRT Construction Sequencing and Status

Utilities
• Excavation
• Relocation / installation

✓ Done

Site Prep
• Clear buildings
• Establish work zones, detours

✓ Done

Structures, track, stations
• Track beds
• Track
• Buildings
• Roadwork
• Trails

60% Complete

Systems
• Overhead catenary
• Safety & security
• Ticket vending

Initiated

Testing
• Safety
• Comms
• Operator training

Prior to revenue service

Outreach & Communications

✓ Done

Prior to revenue service

Green Line EXTENSION
Civil Construction Challenges: Corridor Protection Wall

• Required by BNSF
• Required environmental clearance which was completed after civil construction contracting
• Added to the civil construction contract by change order
• Added significant time to the schedule
Civil Construction Challenges: Kenilworth Tunnel

• Tunnel construction completion dictates overall completion of civil construction
• Was one of last civil construction items to be completed, even before the addition of the secant wall
• Revised tunnel construction method was a major project change
Kenilworth LRT Tunnel, Minneapolis

- Tunnel excavation north of secant pile wall (left)
- Secant pile installation (below)
Civil Construction Challenges: Eden Prairie Town Center Station

- Added to the civil construction contract by change order
- Delayed construction elements in the west
Civil Construction Cost and Schedule

- Taken together, these issues impact:
  - Other Green Line Extension contracts
  - Staffing, supplies, overhead, etc.
  - Overall project schedule and cost
Project Costs and Schedule

- Revised costs will be known when all agreements are finalized
- Project opening day: 2027
- Project cost: $2.65B - $2.75B
Project Budget

• The project has undergone cost cutting measures already to build a line that meets the growing needs of our communities
• With the project 60% complete meaningful reductions are not available
• Additional funding will be needed to complete the project
  ▪ We are working with partners to identity available funding solutions
  ▪ We will not be asking city partners to contribute more
  ▪ Stopping the project would be more costly
How Do Costs Compare?

• Compared to our peer group of metropolitan areas including Seattle, Portland, and Houston, our costs are currently at or below their similar projects
  ▪ Previous Green Line Extension: ~$152 million per mile
  ▪ Revised Green Line Extension: $180 million to $190 million per mile
  ▪ Peer projects: between $200 million and $500 million per mile
## National Comparisons

<table>
<thead>
<tr>
<th>LRT Project</th>
<th>Length in Miles</th>
<th>Number of Stations</th>
<th>Cost Per Mile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Twin Cities METRO Green Line Extension</td>
<td>14.5</td>
<td>16</td>
<td>$180 - $190 million</td>
</tr>
<tr>
<td>Pittsburg: North Shore</td>
<td>1.2</td>
<td>3</td>
<td>$560 million</td>
</tr>
<tr>
<td>Seattle: U-Link</td>
<td>3.2</td>
<td>2</td>
<td>$511 million</td>
</tr>
<tr>
<td>Seattle: East Line</td>
<td>13.9</td>
<td>10</td>
<td>$259 million</td>
</tr>
<tr>
<td>Portland: Orange Line</td>
<td>7.3</td>
<td>10</td>
<td>$243 million</td>
</tr>
<tr>
<td>Los Angeles: Expo Line Phase 2</td>
<td>6.6</td>
<td>7</td>
<td>$225 million</td>
</tr>
<tr>
<td>Houston: Green Line</td>
<td>3.2</td>
<td>7</td>
<td>$223 million</td>
</tr>
</tbody>
</table>

Source: Eno Center for Transportation, “A Blueprint for Building Transit Better”
$2+ Billion in Permitted & Planned Community Development

Elevate At SouthWest Station, Eden Prairie

The Moline at Downtown Hopkins Station

Minnetonka Station at Opus Station

Beltline Station Development, St. Louis Park
Disadvantaged Business Enterprise

<table>
<thead>
<tr>
<th>Construction Contract Description</th>
<th>DBE Billed to Date</th>
<th>DBE Percentage Achieved*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Civil: 16%</td>
<td>$134.2 Million</td>
<td>20.9%</td>
</tr>
<tr>
<td>Systems: 12%</td>
<td>$10.9 Million</td>
<td>16%</td>
</tr>
<tr>
<td>Franklin OMF: 15%</td>
<td>$7.5 Million</td>
<td>19.1%</td>
</tr>
<tr>
<td>OVERALL ACHIEVEMENT: 15%</td>
<td>$152.8 Million</td>
<td>20.4%</td>
</tr>
</tbody>
</table>

*As of November 30, 2021
Green Line Extension = Statewide Jobs

$53,170,758
IN PAY GOING TO
65 of the 87 MINNESOTA COUNTIES
SO FAR

*As of July 2021
Met Council Project Commitments

• Communicate how project risks evolve as more becomes known about the scope, schedule, and cost
• Consider procurement methods that involve the contractor in the design phase to identify and quantify risks early
• Consider procurement methods that offer flexibility
• Consider innovative financing approaches to diversify available revenue sources
METRO BLUE LINE EXTENSION

Nick Thompson | Deputy General Manager – Capital Programs | Metro Transit
Recommendation

- Governor Walz recommends a $200 million investment supporting
  - Predesign, design, engineering, environmental analysis, right-of-way for additional property, and preparation for utility work and construction
  - Technical staff including engineers and project managers
Connecting people and economies

• A strong metro means a strong Minnesota
  – Projects like this have a history of attracting workers from across Minnesota
  – Small businesses from across Minnesota are subcontractors on these projects
  – Maps out a future of statewide and interstate connectivity

• METRO Blue Line Extension will connect people to opportunity
  – Extends the Blue Line from Minneapolis to northwest communities
  – Connects Brooklyn Park to the Mall of America with a one-seat ride
  – Serves some of the most racially and economically diverse communities in Hennepin County
Identifying a community supported route

• Anticipated adoption of modified route in summer 2022
• Since August of 2020, the project has held over 300 events and connected directly with over 11,000 individuals
  – Project contracted with 12 community and cultural organizations to increase feedback and representation from low-income and communities of color
Recent project progress

<table>
<thead>
<tr>
<th>AUGUST 2020</th>
<th>MARCH 2021</th>
<th>JULY 2021</th>
<th>NOVEMBER 2021</th>
<th>DECEMBER 2021</th>
<th>SPRING 2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hennepin County and the Metropolitan Council issued a joint statement on advancing the project without using 8 miles of railroad right-of-way</td>
<td>Release of the Initial Route Evaluation Report that identified potential route options</td>
<td>Release of potential station study areas and visualizations of light rail</td>
<td>Release of preliminary design options on how LRT could fit into each community</td>
<td>Release of Draft Route Modification Report</td>
<td>Release of Final Route Modification Report</td>
</tr>
</tbody>
</table>

ONGOING PUBLIC ENGAGEMENT

We’re here
Accelerating zero emissions public transit bus transition
Accelerating zero emissions public transit bus transition

Recommendation

• Governor Walz recommends $3.2 million to accelerate the transition to zero-emissions buses.

• The funds cover the additional cost for four electric buses and charging equipment above what is allocated for diesel buses.
Zero-emission buses improve air quality

• Every zero-emissions bus can eliminate 1,690 tons of CO₂ over its 12-year lifespan
  • Equivalent to taking 27 cars off the road
• Eliminates 10 tons of nitrogen oxides
• Eliminates 350 pounds of diesel particulate matter

Source: USDOT
Zero emission bus transition plan

• Plan presented to Minnesota Legislature in February
  • Minnesota Statute § 473.3927

• Charts a course towards a zero-emission fleet
  • At least 20% of Metro Transit 40’ bus replacement purchases will be electric between 2022 and 2027
  • Capital and operating plans updated annually
  • Bus transition plan updated every 5 years