

Metropolitan Council Update

February 17, 2022

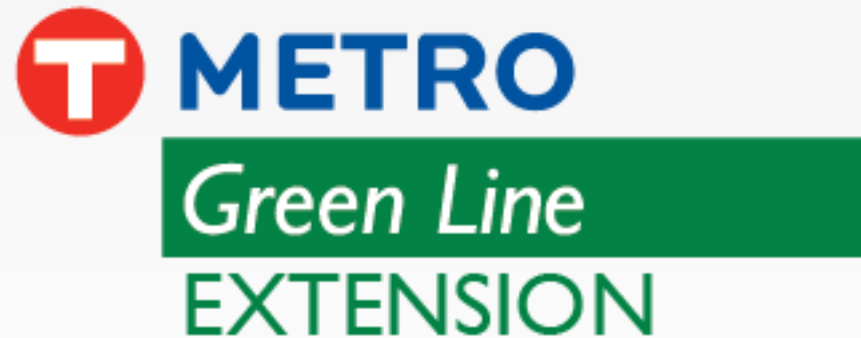
Senate Transportation Committee



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

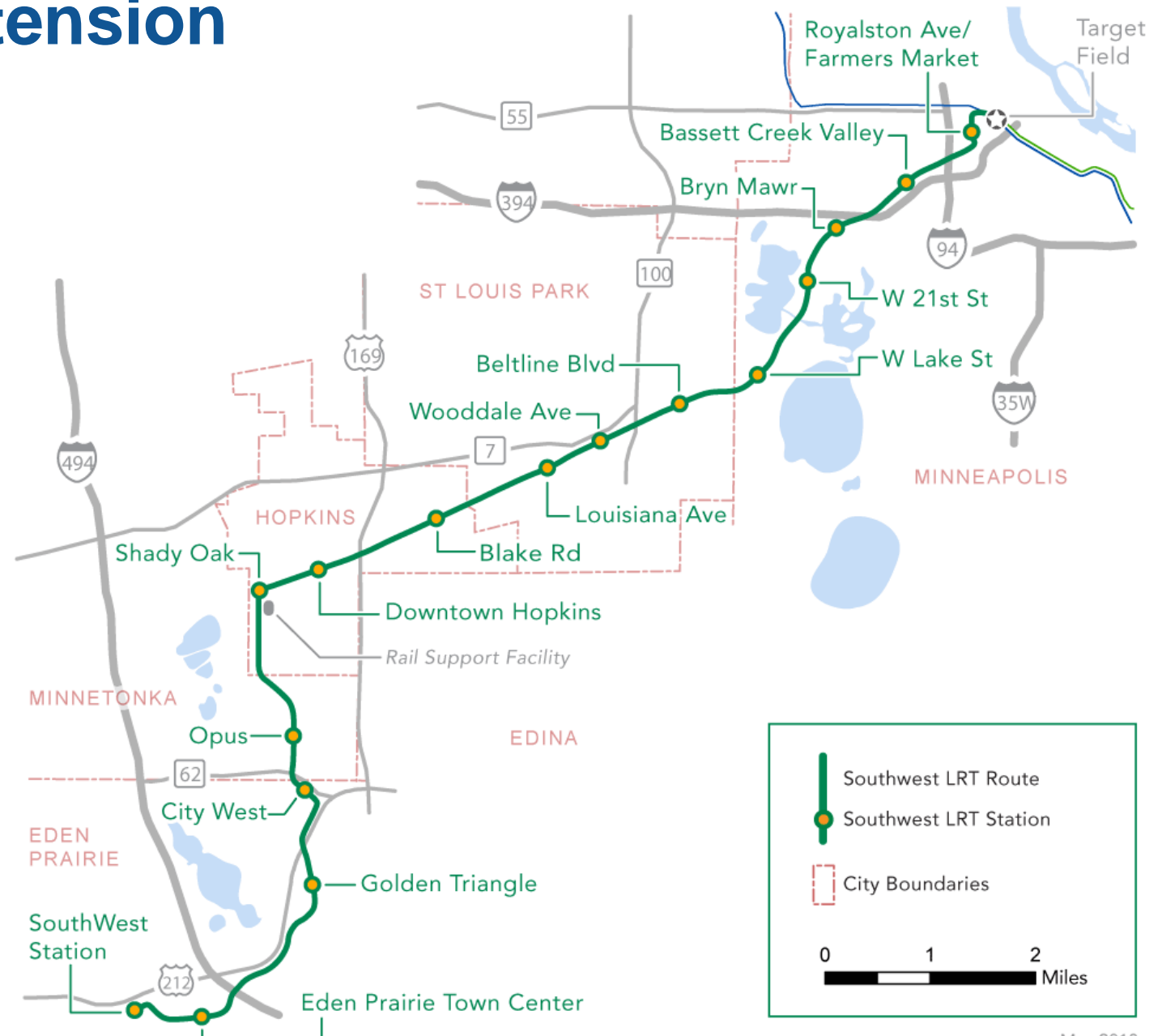


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METRO Green Line Extension

- 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 Governmental 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

✓ Done



Utilities

- Excavation
- Relocation / installation

✓ Done



Site Prep

- Clear buildings
- Establish work zones, detours

60% Complete



Structures, track, stations

- Track beds
- Track
- Buildings
- Roadwork
- Trails

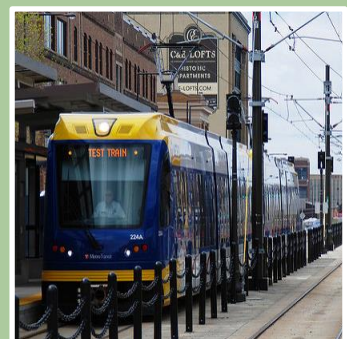
Initiated



Systems

- Overhead catenary
- Safety & security
- Ticket vending

Prior to revenue service



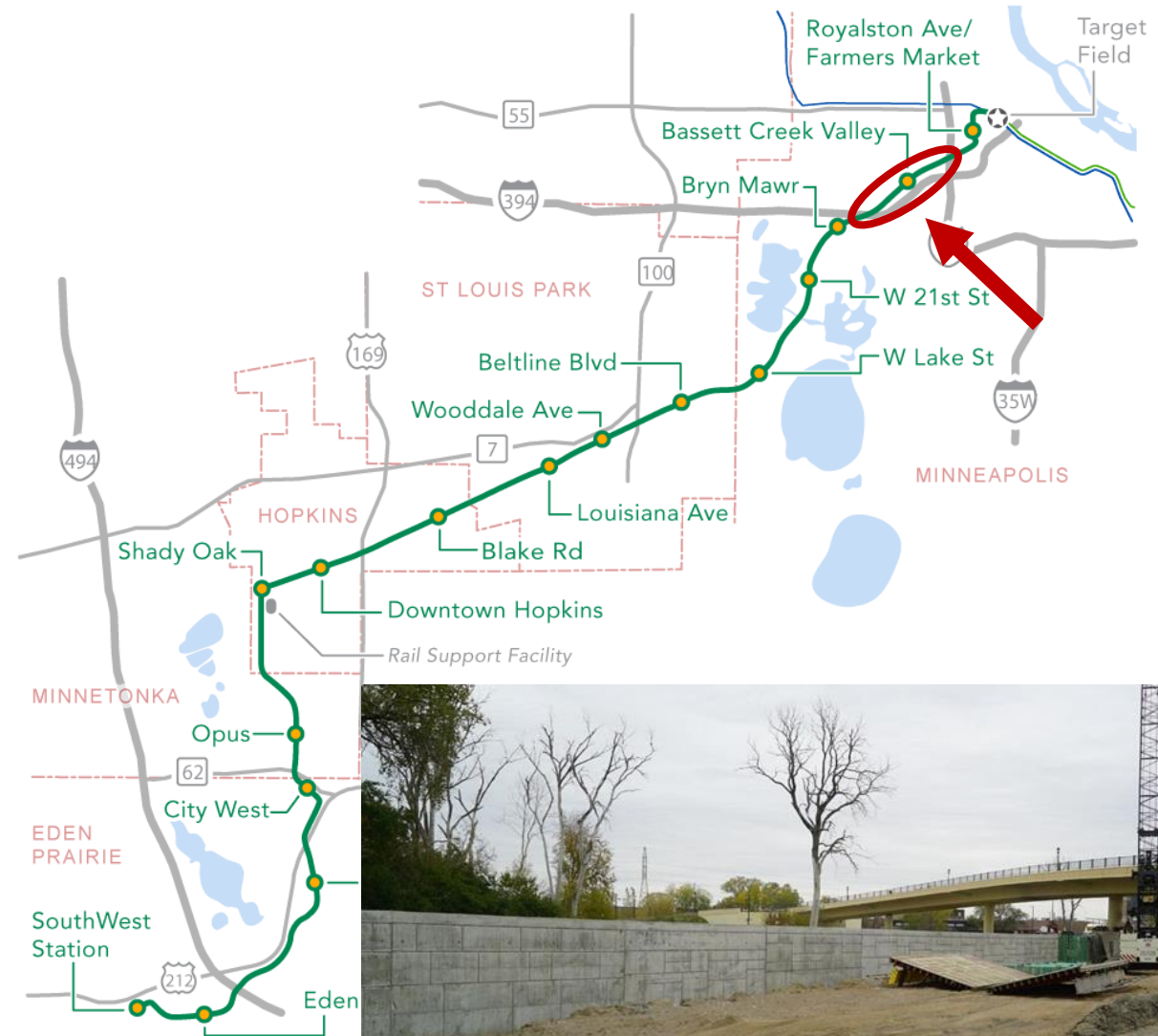
Testing

- Safety
- Comms
- Operator training

Outreach & Communications

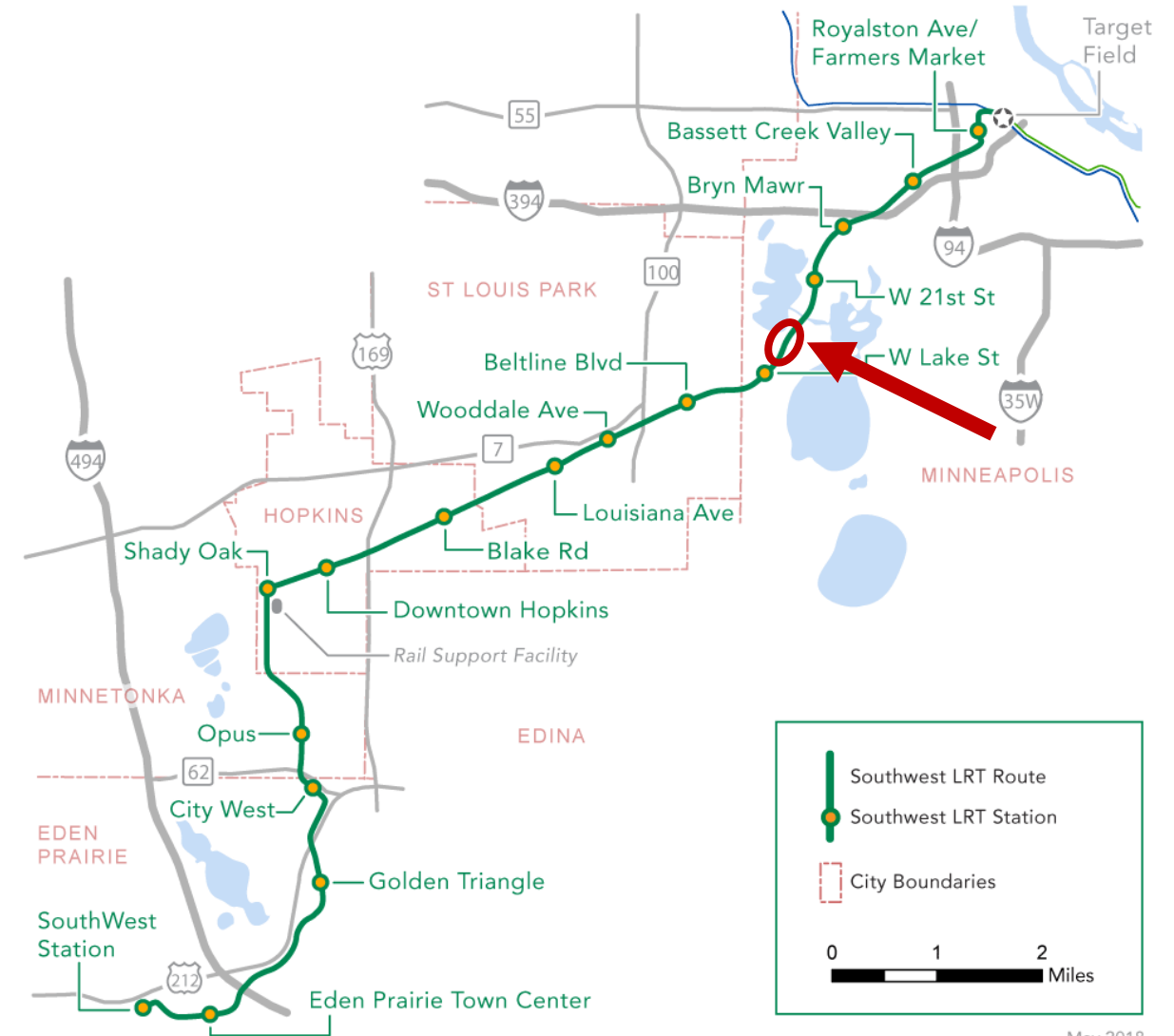
Civil Construction Challenges: Corridor Protection Wall

- 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

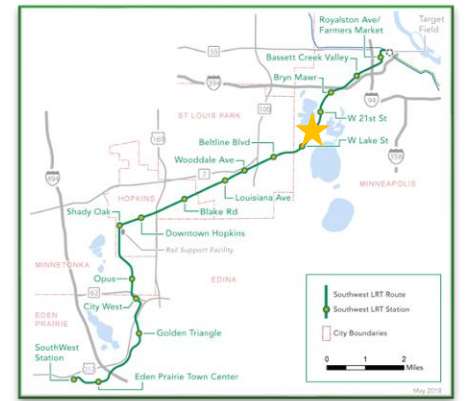
- Tunnel construction completion dictates overall completion of civil construction
- Was one of last civil construction items to be completed, even before the addition of the secant wall
- Revised tunnel construction method was a major project change



Kenilworth LRT Tunnel, Minneapolis



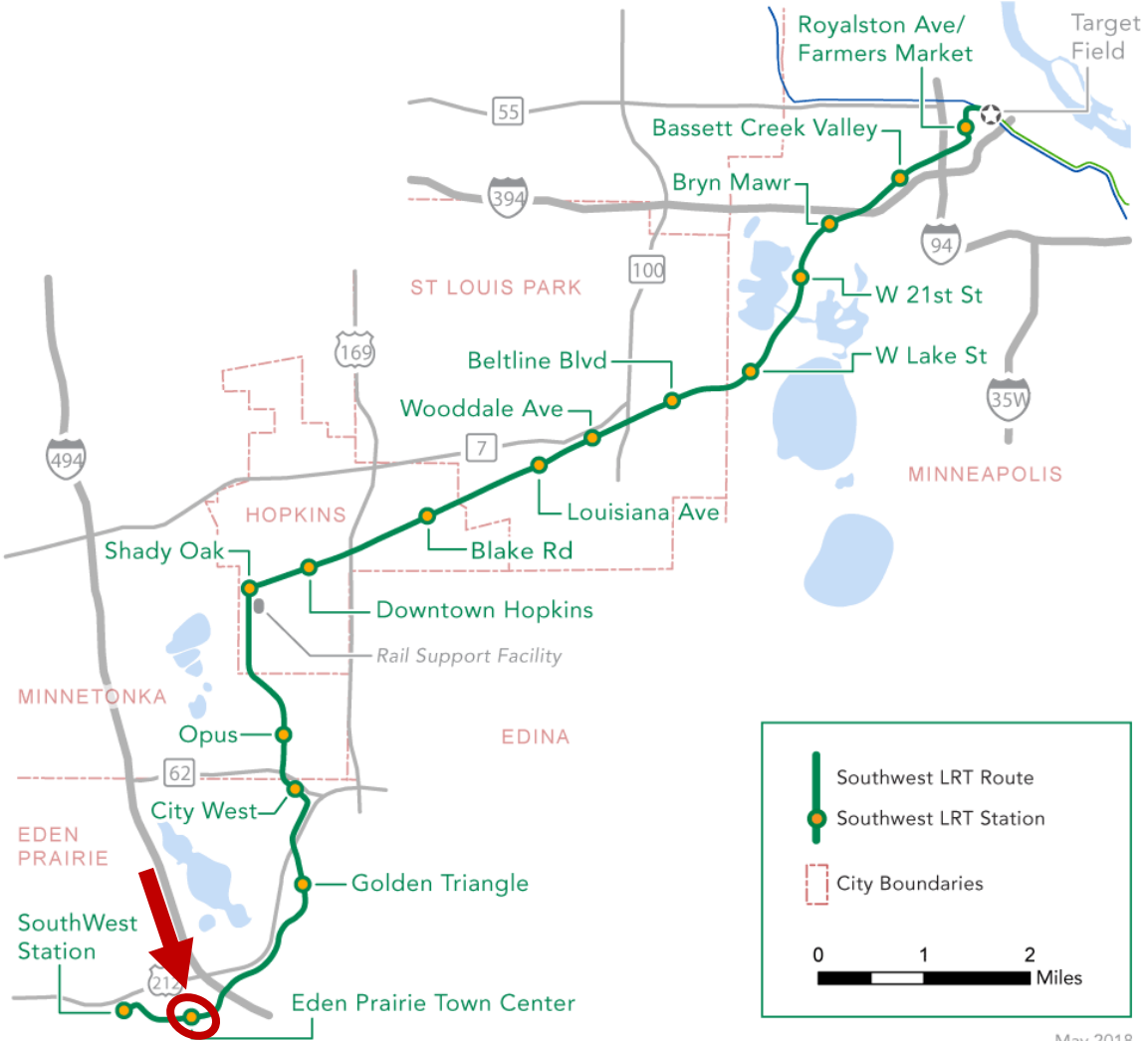
- Tunnel excavation north of secant pile wall (left)
- Secant pile installation (below)



Civil Construction Challenges: Eden Prairie Town Center Station



- Added to the civil construction contract by change order
- Delayed construction elements in the west

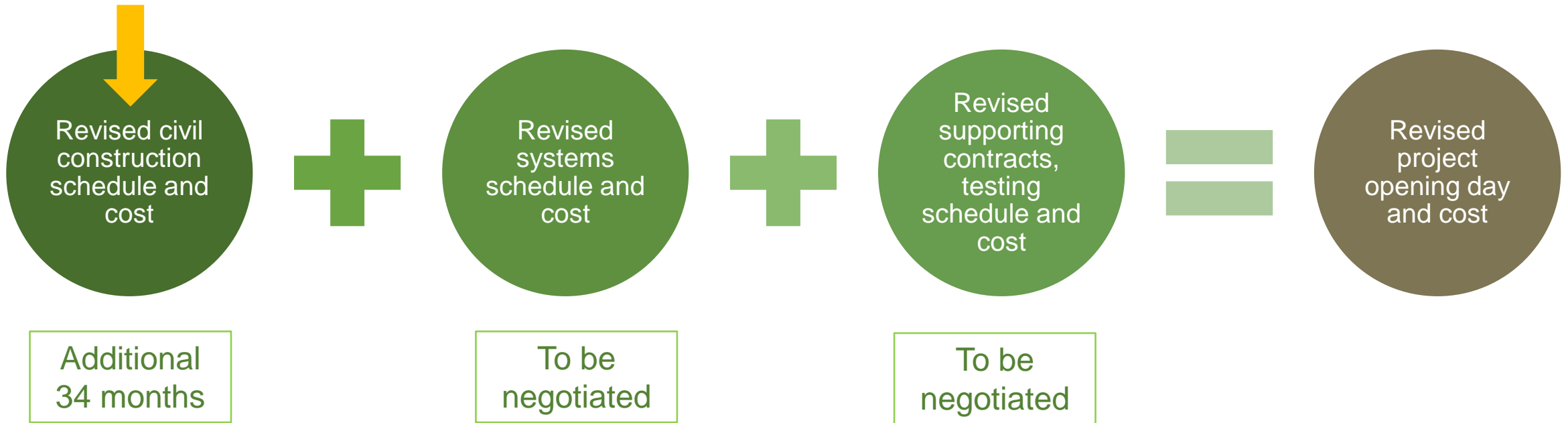


Civil Construction Cost and Schedule

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



Project Costs and Schedule



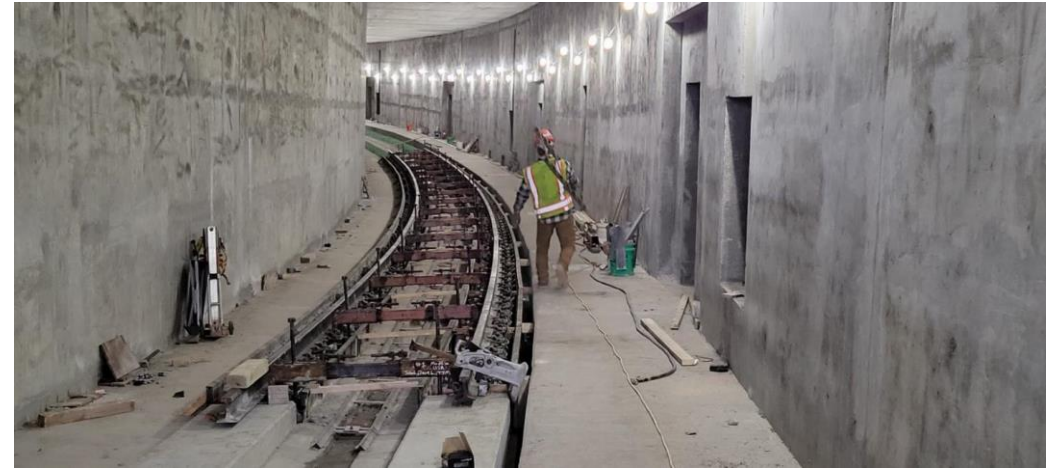
- Revised costs will be known when all agreements are finalized
- Project opening day: 2027
- Project cost: \$2.65B - \$2.75B

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 identify 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



LRT track in the Highway 62 LRT tunnel



LRT track at the Downtown Hopkins Station

National Comparisons

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

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

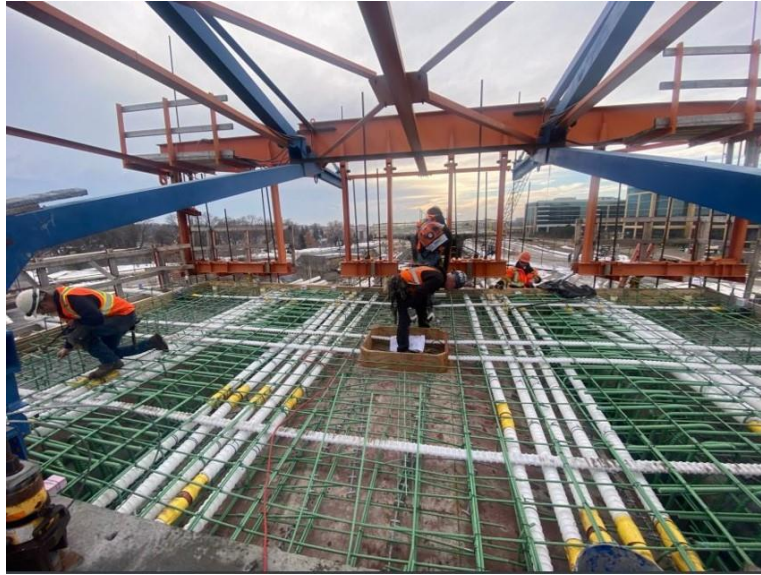


Disadvantaged Business Enterprise

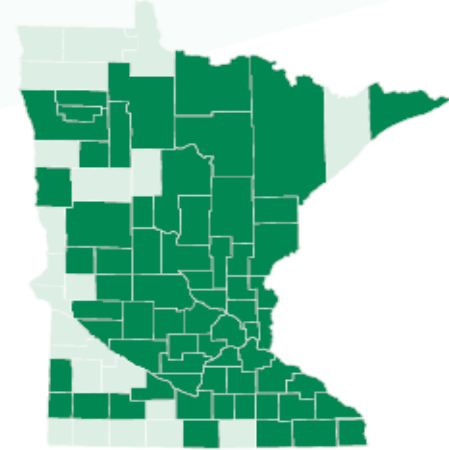
Construction Contract Description	DBE Billed to Date	DBE Percentage Achieved*
Civil: 16%	\$134.2 Million	20.9%
Systems: 12%	\$10.9 Million	16%
Franklin OMF: 15%	\$7.5 Million	19.1%
OVERALL ACHIEVEMENT: 15%	\$152.8 Million	20.4%

**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



METRO Blue Line Extension proposal

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

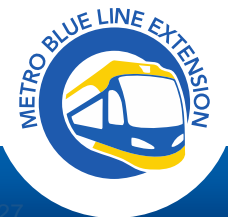


A service of the Metropolitan Council

COUNTIES *Transit*
Improvement
BOARD

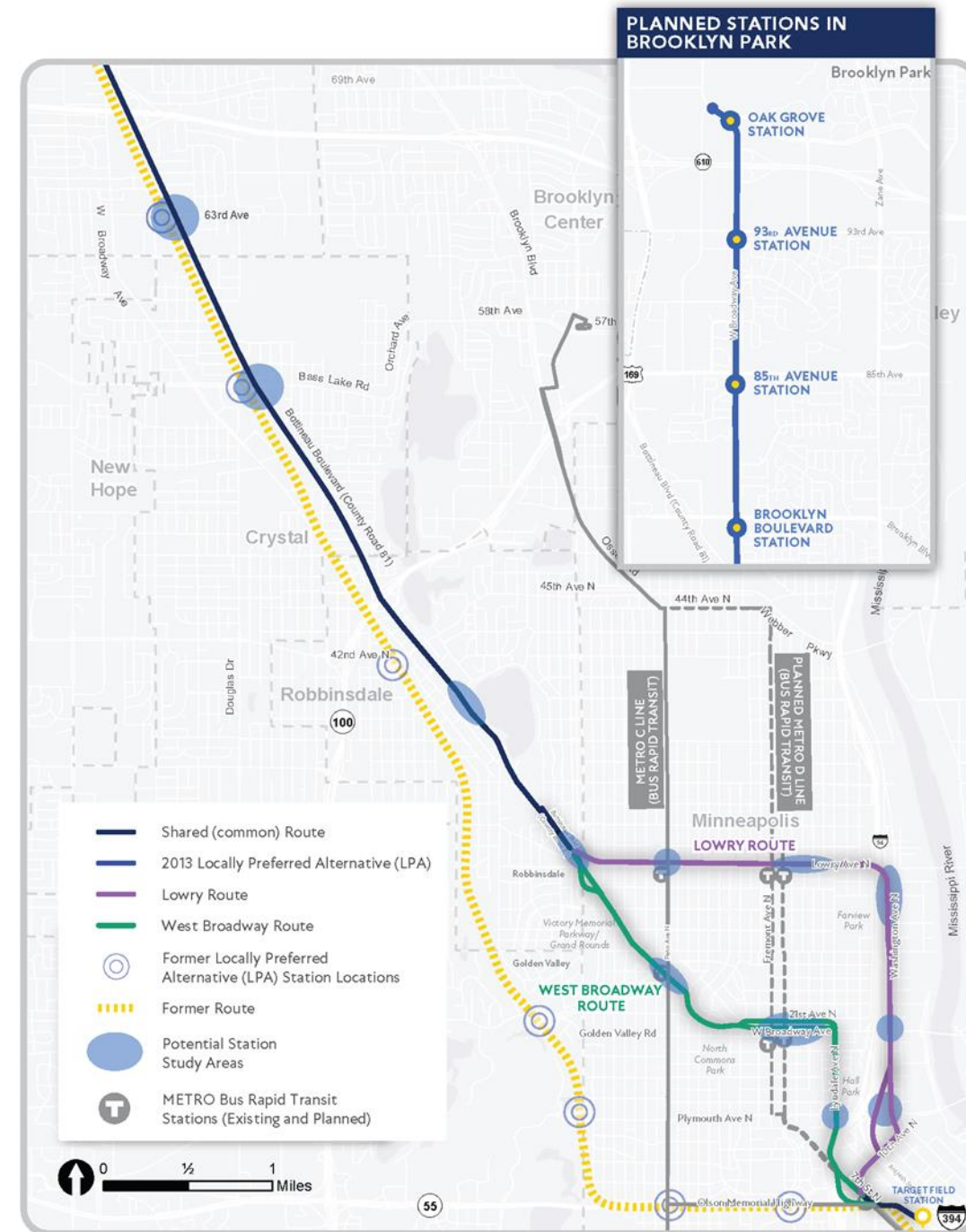
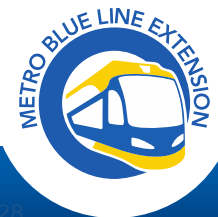
Connecting people and economies

- 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



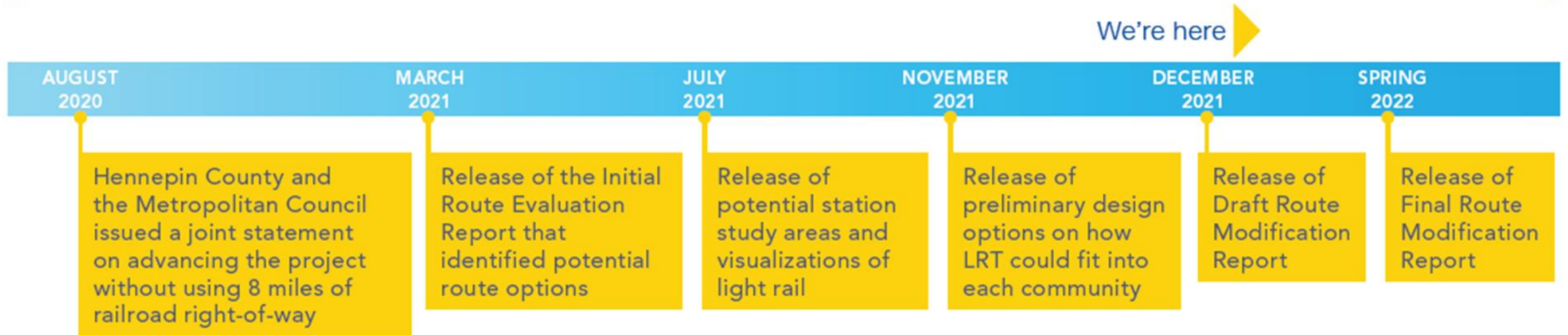
Identifying a community supported route

- 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

ONGOING PUBLIC ENGAGEMENT





Accelerating zero emissions public transit bus transition

metrotransit.org/electric-buses



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

<https://www.transportation.gov/sites/dot.gov/files/docs/1603-R2ZE-Zero-sm%20FINAL.pdf>



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



Zero-Emission Bus Transition Plan



February 2022



METROPOLITAN
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