Orange Line Technical Advisory Committee

November 14, 2017
## Project Schedule Overview

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### 2017 Project Milestones

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<thead>
<tr>
<th>Milestone</th>
<th>Q1</th>
<th>Q2</th>
<th>Q3</th>
<th>Q4</th>
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</thead>
<tbody>
<tr>
<td>100% design for I-35W &amp; Lake St Station</td>
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<td>Secured Letter of No Prejudice from FTA</td>
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<tr>
<td>Secured 100% of local project funding</td>
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<td>Began real estate acquisition process</td>
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<td>Award of MnDOT’s I-35W construction contract</td>
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<td>Began construction on coordinated MnDOT I-35W project</td>
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<td>Submitted application for Small Starts Grant Agreement</td>
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<tr>
<td>100% design for stations construction package</td>
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## 2018 Project Look Ahead

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Q1</th>
<th>Q2</th>
<th>Q3</th>
<th>Q4</th>
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<tbody>
<tr>
<td>Acquire easements, complete condemnation process</td>
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<tr>
<td>100% design for Knox Avenue/I-494 construction package</td>
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<tr>
<td>Complete all needed third party agreements</td>
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<tr>
<td>Execute Small Starts Grant Agreement</td>
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<tr>
<td>Construction on transit components of I-35W project</td>
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<tr>
<td>Metro Transit-led construction</td>
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<tr>
<td>I-35W corridor transit service planning work</td>
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Design Update

Stations Package
• 100% stations package to be submitted on 11/22/17
• Approval anticipated early January 2018

Knox Avenue/I-494 Package
• Preliminary bridge submittal, 10/25/17
• Anticipated preliminary bridge plan approval, 12/1/17
• Final I-494 improvements submittal, 4/9/18
• Anticipated final I-494 improvements approval, 5/21/18
Real Estate: Needs & Cost

• Needs: 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
# Real Estate: Types of Easements

<table>
<thead>
<tr>
<th>Parcel</th>
<th>Owner</th>
<th>Temporary easement</th>
<th>Permanent easement</th>
<th>Purpose</th>
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<tbody>
<tr>
<td>1</td>
<td>Bloomington HRA</td>
<td>x</td>
<td></td>
<td>Sidewalk reconstruction</td>
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<tr>
<td>2</td>
<td>Bloomington HRA</td>
<td>x</td>
<td>x</td>
<td>Station</td>
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<tr>
<td>3</td>
<td>Kraus Anderson</td>
<td>x</td>
<td>x</td>
<td>Transitway, utilities</td>
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<tr>
<td>4</td>
<td>Kraus Anderson</td>
<td>x</td>
<td>x</td>
<td>Transitway, station</td>
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<tr>
<td>5</td>
<td>Kraus Anderson</td>
<td>x</td>
<td>x</td>
<td>Transitway, utilities</td>
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<tr>
<td>6</td>
<td>City of Richfield</td>
<td>x</td>
<td></td>
<td>Resurface park &amp; ride</td>
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<tr>
<td>7</td>
<td>City of Richfield</td>
<td>x</td>
<td></td>
<td>Resurface park &amp; ride</td>
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<tr>
<td>8</td>
<td>City of Richfield</td>
<td>x</td>
<td>x</td>
<td>Reconstruct park &amp; ride, utilities</td>
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<tr>
<td>9</td>
<td>Best Buy</td>
<td>x</td>
<td>x</td>
<td>Transitway, utilities, station</td>
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<tr>
<td>10</td>
<td>Best Buy</td>
<td>x</td>
<td>x</td>
<td>Transitway, utilities</td>
</tr>
<tr>
<td>11</td>
<td>Fountainhead Apartments</td>
<td>x</td>
<td>x</td>
<td>Station</td>
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</tbody>
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Easements Needed in the Southtown Area
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
2018 Local Capital Grants

Grant Activities
• Project Development
• Engineering and Design
• Real estate
• Utility relocation
• Construction

2018 Planned Grant Fund Shares

- State 37%
- Hennepin County (CTIB Commitment) 33%
- HCRRRA 21%
- DCRRA (CTIB Commitment) 5%
- DCRRA 4%
35W@94: Downtown to Crosstown Construction Update
494/35W Interchange Reconstruction Update

I-494 Bloomington Strip Project

• Proposals due 11/28/17 for preliminary design and NEPA
• Possible advance to final design and construction in 2020
• “The proposed project shall take into consideration...Metro Transit’s project impacts.”
• Timed to align with 2018 bonding request
Metro Transit Service Planning, 2018 - 2019

• Transit study of I-35W corridor
• Spans many cities, multiple counties, includes reaches of all planned connecting bus service lines

Goals
• Develop purpose and need through community and stakeholder engagement
• Provide frequent, high-quality connections to the METRO system
• Revisit prior service planning in the corridor
• Identify strategies to improve reliability, speed, and convenience of transit service
• Develop immediate and long-term service implementation plans
Community Outreach and Engagement

- Coordinating on I-35W construction communications, transit route detours, rider alerts
- Raising awareness about the Orange Line, upcoming construction
- Engaging communities in service planning and developing plans for construction communications

Upcoming events or engagement opportunities?
Need for brochures?
Staff information sessions?
Orange Line TAC Update

NOVEMBER 14, 2017
The Extension (OLX)

- Two or more additional stations
  - Burnsville Center Station Area
  - Kenrick Park-and-Ride
- Study to determine all aspects of capital facilities and operations prior to project development
Project Management

• TAC – responsible for evaluation process, formation of recommendations
• PMT – responsible for guiding study process, handling policy and policymaker concerns
• Committee members
  • Burnsville
  • Lakeville
  • MnDOT
  • Metropolitan Council
  • Metro Transit
  • MVTA
  • Dakota County
Scope

• Related Projects Review
  • MnPASS Phase 2 & 3
  • Metro Transit Regional Park-and-Ride System Report

• Public Involvement
  • Focus on station selection and siting

• Transitway Stations and Operations

• Environmental ‘Scan’
  • High level review to determine most likely process

• Capital and Operations Costs
Evaluation

• Framework
  • Developed through TAC to identify key needs and benefits
  • Station-centric
  • Different criteria for different stations
    • Access
    • Future LU patterns
    • Operations
    • Ridership

• Station Alternatives
  • Identified through TAC and public involvement
Burnsville Center Station Area

- Serves routes 442 and 444

- Key issues
  - Alignment to/through
  - Station location & land ownership
  - BRT operation with local service
  - Integrate other modes
    - Traffic impacts
    - Bicycle/pedestrian access
    - Parking
Kenrick Park-and-Ride

- Serves route 467 (express)
- Key issues
  - BRT Access
  - Capacity and Expansion
  - Integration of BRT Operations
Potential Additional Stations

• Four Potential Additional Stations
  • Buck Hill Road
  • County Road 50
  • County Road 60
  • County Road 70

• Study includes work to estimate ridership, efficiency of extension
  • Need to consider where express or BRT is more appropriate
Public Involvement

Open houses
• First round complete; object was to seek input on station location, service needs
• Second round to seek feedback on evaluation, recommendations

Stakeholder outreach
• Engaging with groups with specific interests in the project

Online
• Project website with activities to provide comments and ideas
Schedule

• Evaluation of station areas
  • Burnsville Central and Kenrick recommendations in January
  • Additional stations in January/February

• Runningway and operations - March

• Public outreach, 2\textsuperscript{nd} round – April

• Project cost, environmental scan – May
2018 TAC Meetings – Bimonthly

Tuesdays, 1:30pm to 3:00pm

• January 9, 2018 – Metro Transit, Minneapolis
• March 13, 2018 – Bloomington Public Works, Bloomington
• May 8, 2018 – Metro Transit, Minneapolis
• July 10, 2018 – Bloomington Public Works, Bloomington
• September 11, 2018 – Metro Transit, Minneapolis
• November 13, 2018 – Bloomington Public Works, Bloomington