METRO Orange Line: Phase II Extension Planning

Dakota County Regional Railroad Authority
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Orange Line Extension Concept

• Terminal extended south to Lakeville Kenrick Park & Ride
• One new station at Burnsville Center, add capacity near I-35/Kenrick Park & Ride
• $9.2 million capital improvement project, $2.7 million additional annual operations
• 1,000 additional average weekday riders
Phase II Past Planning

- 2030 Regional Transportation Plan (2004)
- I-35W BRT Study (2005)
- Orange Line Existing Conditions Report (2013)
- 2040 Transportation Policy Plan (2015)
Milestones/Potential Implementation Timeline

- **2009:** Opening of Kenrick Park & Ride in Lakeville with 12 trips per day on Route 467
- **2013:** Increased Route 467 to 28 trips per day; Route 467 exceeds 1,000 riders per day
  - **2015-2016:**
    - Increased express service proposed for 2016, including midday trips
    - 467 ridership projected at 1,140 by 2016 ($1.4M operating, 58% farebox recovery)
    - Phase I design for opening-day success & compatibility with Phase II
    - Phase II scoping & funding identification including DCRRA, CTIB, TAB Regional Solicitation
  - **2016-2017:**
    - Phase II implementation planning
    - Begin environmental documentation on Phase II
    - Begin land use planning
  - **2018 or 2019:** Engineering (one year design phase, following environmental work)
  - **2020 or 2021:** Construction and begin operations (one year depending on program award)
Concept Infrastructure

Walk-up station near Burnsville Center located on public right-of-way

Southbound station on freeway shoulder or Buck Hill Road, Northbound station on Buck Hill Road

At-grade crossings/sidewalk connections to Burnsville Center Mall and local bus transfers

Signal priority at seven extension traffic lights

Ticket vending machines at 2 stations

Lakeville Kenrick Use existing park-and-ride, potential expansion on nearby publicly owned property

Four New BRT Vehicles to provide service
Scoping Issues to resolve during planning phase (partial list)

• Environmental documentation
  o Separate project, separate environmental document
  o Close timing may present complications for Phase I

• Burnsville Center-area access
  o Provided via transfers from MVTA
  o Walk-up connections through Burnsville Center property, along local streets
  o Currently no sidewalks along the extension route.

• Routing to/from I-35W to a station near Burnsville Center

• No existing MnPASS lanes

• Any expansion at Lakeville Kenrick would require site identification
Projected Capital Cost

- Projected capital cost: $9.2 million
- Anticipated funding sources:
  - Dakota County Regional Railroad Authority
  - Counties Transit Improvement Board
  - Federal sources

<table>
<thead>
<tr>
<th>Description</th>
<th>Capital Cost (millions)</th>
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<tbody>
<tr>
<td>BRT Vehicles</td>
<td>$3.7</td>
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<tr>
<td>Burnsville Center Inline Station</td>
<td>$1.75</td>
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<tr>
<td>Extension Corridor: Systems</td>
<td>$0.75</td>
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<tr>
<td>Lakeville parking expansion (Assumes surface spaces on existing ROW)</td>
<td>$1.25</td>
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<tr>
<td>Unallocated Contingency/Escalation</td>
<td>$0.75</td>
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<tr>
<td>Project Construction/Systems (CMAQ Eligible)</td>
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<tr>
<td>Soft Costs (design, construction management, planning, environmental)</td>
<td>$1.0</td>
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<tr>
<td><strong>Phase II Capital Project Total</strong></td>
<td><strong>$9.2 Million</strong></td>
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Potential Funding Participation:

*Orange Line Phase II is not currently in the Counties Transit Improvement Board Program of Projects*

- CTIB participation requires inclusion of Phase II by a county sponsor
- 10% local share is required
- State participation may be necessary
- Federal CMAQ grant may provide up to 60% of capital project funding in program year 2020 or 2021, if awarded by TAB
  - Current plans call for a regional solicitation for federal funds in these program years in 2016
  - Funding decisions in 2017

Operating Costs:

- Estimated from $1.5 million - $2.7 million annually
  - Passenger fares could offset roughly 10% of cost
  - Remaining subsidy would be funded 50% state, 50% CTIB
  - CMAQ funding might be available to cover a portion of initial years’ operating costs
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