METRO Orange Line
Dakota County Regional Railroad Authority
November 15, 2016

Charles Carlson, Project Director, Metro Transit
Scott McBride, District Engineer, MnDOT
Proposed Regional Rail Authority Action

• Rescission of Resolution 16-006
  • Agreement to provide funds $433,720
  • Intended for land acquisition
• Rescission of Resolution 16-011
• Commitment for $1,648,030
• Authorization to Execute Agreement With Metropolitan Council for METRO Orange Line to provide $400,000 of Authority funds
  • Reduce amount by $33,720
  • Increase future commitment by $33,720
Reduced Risk for Authority

- Reduction in amount
- Shift funds from right-of-way to construction
  - Capital project with benefit to Dakota County residents
    - Lake Street Station
    - 12th Street Transit-only Access to downtown Minneapolis
- Funding contingent on future steps by
  - Hennepin Co. Regional Railroad Authority
  - Counties Transit Improvement Board (CTIB)
  - Federal Transit Administration (FTA)
  - Metropolitan Council
  - MnDOT
Critical Time for Coordinating Orange Line and MnDOT Work

• Biggest highway project MnDOT has ever let, $180M of MnDOT funds at risk

• Precedent-setting model of integrating transit into highway reconstruction

• New approach proposed by Metro Transit to keep both projects intact and on schedule
  • Solution for lack of state funds and need for coordination
  • Uses existing committed local funds

• MnDOT schedule
  • Execute partnership agreements in March 2017
  • Project letting in June 2017
  • Construction 2017-2021
MnDOT Project Elements

- Converting NB priced shoulder to permanent MnPASS Lane from 26th St to 46th St
- Construct new MnPASS lane on SB 35W from 26th St to 46th St
- Construct Orange Line BRT station at Lake St
- Improve access from I-35W to Lake Street business district with two new exit ramps
  - NB Exit to 28th St
  - SB Exit to Lake St
- Chapter 152 Bridges – Braid Bridge and NB Flyover
- Rehabilitated pavement and bridges
  - I-35W from 46th Street to 11th Ave
  - TH65 from 26th St to 16th St
  - I-94 from Nicollet Ave to Park Ave
- New and rehabilitated noise barriers throughout project area
Regional System Implementation
A Regional Partnership

- Design collaboration transit + roads
- Multi-party funding
- Multi-agency, collaborative outreach and communications
- Integrated into single project for delivery by MnDOT
  - Reduces cost and complexity
  - Reduces durations and construction impacts
  - Benefits all users and partners
2016 Progress to Implement Full Phase I Orange Line

- Secured $39.63M for the project in 2016, bringing total committed funding from all sources to $64.52M
- At 30-60% design, project cost still stable at $150.7M with 30% total contingency
- NEPA clearance expected this quarter
- Municipal Consent secured for 12th Street ramp
- Major progress in 2016 on station design, public input, Knox Avenue transitway design, 12th Street design
- Pursuing FTA LONP in December to keep Orange Line on schedule
October 18 PDC - Proposed Path Forward

- Previous approach resulted in Dakota County funds being to acquire real estate assets in Bloomington
  - Delay ROW until future state funding
- Reallocate CTIB, HCRRA, DCRRA funds to early construction (LONP)
- Reduces risk to implementation of Lake Street Station and 12th Street Transit Ramp, allows it to occur on MnDOT schedule
- Since October 18 Dakota Co. Physical Development Committee (PDC)
  - Reduced Authority 2017 request to $400,000
2017 CTIB Capital Grant Funding Requests

- $13.5M of 2017 project activities planned
- $8M CTIB Capital Grant requested
  - $3M ongoing Project Development work
  - $5M project construction activities
  - Match sources
    - $2.6M HCRRA
    - $0.4M DCRRA
    - $1.9M state funds
    - $0.6M federal funds
- CTIB committed up to $37.5M, 8/17/16
2017 CTIB Capital Grant Scope

Continue Project Development

• 100% design and bid documents late 2017
• Seek final FTA project evaluation/rating
• Prepare project management documents

Initiate Project Construction

• Execute $54M MnDOT Partnership Agreement in March 2017
• Initial Partnership payment $8M due to MnDOT Q3 2017
Lake Street Station

Existing Stop
Lake Street Station

• Reduce congestion & remove existing bus weave across three lanes
  • Allow 700 Metro Transit, MVTA, and SouthWest bus trips per day to provide reliable, frequent service to the Lake Street Station

• Enhance regional equity & connections
  • Restores reliable transit access to Lake Street for all I-35W transit riders
  • Connect south metro residents to over 6,000 current jobs in the Lake Street Station area
  • Provide access all day, every day to south metro jobs via the METRO

• Provide a critical regional link
  • 6,600 current I-35W riders originate south of the Minnesota River; most are destined for Minneapolis
  • Direct connections from I-35W to local transit routes and future Lake Street arterial BRT, Nicollet Avenue streetcar, and Midtown Rail
  • MVTA and Metro Transit have reduced and eliminated service here in 2012 due to inadequate facilities; access would be fully restored with new Lake Street Station
12th Street Transit Ramp

Central Lutheran Church

Two-Way Transit Ramp

12th Street

11th Street

15th Street

Highway 65

Madison School Apartments

DOWNTOWN MINNEAPOLIS

LAKE ST

46TH ST

66TH ST

RICHFIELD

76TH ST

AMERICAN BLVD

BLOOMINGTON

15W

NICOLETTE AVENUE

BURNSVILLE PARKWAY

BURNSVILLE

LAKEVILLE KENRICK

LAKEVILLE

Orange Line

Metro

14
12th Street Transit Ramp

- Bidirectional transit-only ramp between Highway 65 and 12th Street
- Provides seamless, reliable connection for 700 Metro Transit, MVTA, and SouthWest bus trips daily
- Improves trip time and reliability for 13,000 existing daily I-35W transit riders, half of whom originate south of the river
- Over 26,000 daily Orange Line and express riders will benefit from the investment by 2040
- Alleviates one of the worst congestion pinch points in the regional transit network
- Makes transit a desirable and competitive choice in the I-35W corridor to help retain and attract riders in this corridor, reduce the use of single-occupancy vehicles
- Supported by MVTA
Proposed schedule and actions to meet LONP and MnDOT partnership agreement

- November 2016 – secure funding approval from DCRRA and HCRRRA*
- December 16, 2016 – submit formal request of LONP to FTA
- January/February 2017 – Local funding approvals for MnDOT Partnership agreement
- February 2017 – approved federal LONP received by Metro Transit*
- February 15, 2017 – CTIB approves formal LONP pre-award expenditures*
- February 22, 2017 – Metro Transit approves $54-61M agreement
- March 10, 2017 – Metro Transit executes partnership agreement with MnDOT*, MnDOT executes roadway agreements with Hennepin County and Minneapolis
- March through June 2017 – MnDOT bid advertisement
- August 7, 2017 – MNDOT awards project that includes two components of the Orange Line*

*contingencies recommended in Council/Authority agreement
MVTA Support for 12th Street Ramp & Lake Street Station

- Approximately 40% of all MVTA trips and 70% of all MVTA riders travel the I-35W corridor to Downtown Minneapolis
- “MVTA supports the construction of a bi-directional, transit-only ramp onto 12th Street in Downtown Minneapolis...this ramp will provide transit advantages for the Orange line, MVTA, and the entire region.”
- “MVTA supports the proposed Lake Street transit station. The current stop at Lake Street/I-35W is a difficult maneuver for northbound buses. The station will provide a regional benefit.”
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Questions?

www.metrotransit.org/orangeline