



METRO Orange Line

Dakota County Regional Railroad Authority
November 15, 2016

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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



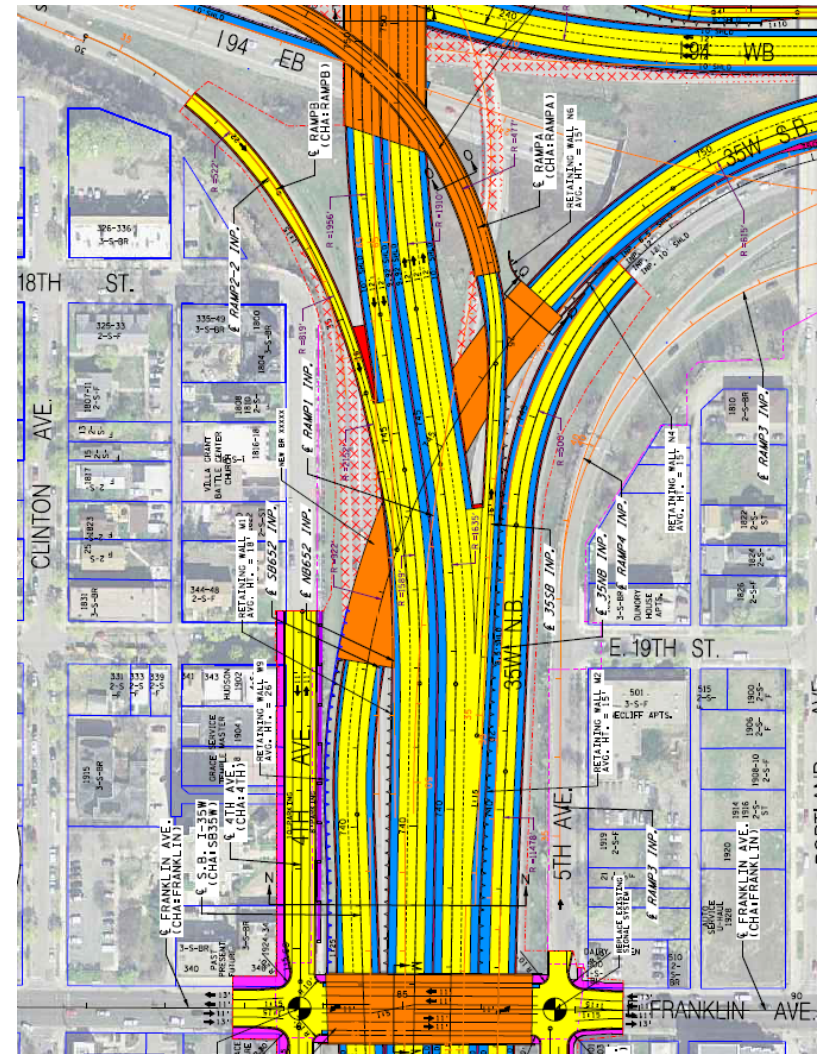
Critical Time for Coordinating Orange Line and MnDOT Work

- 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



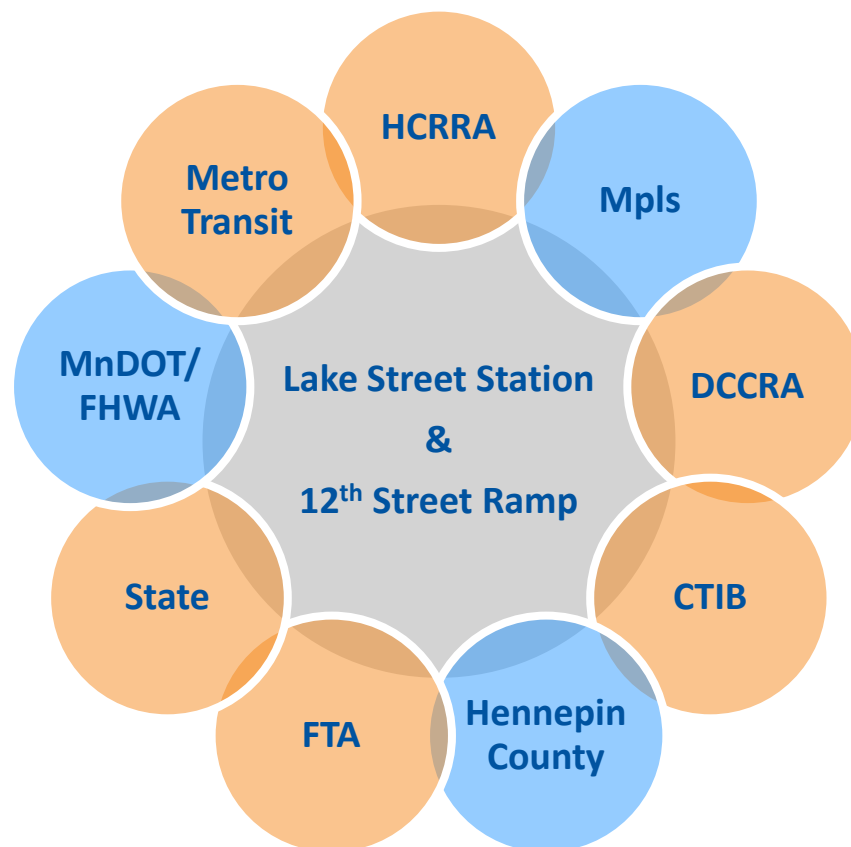
Regional System Implementation



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

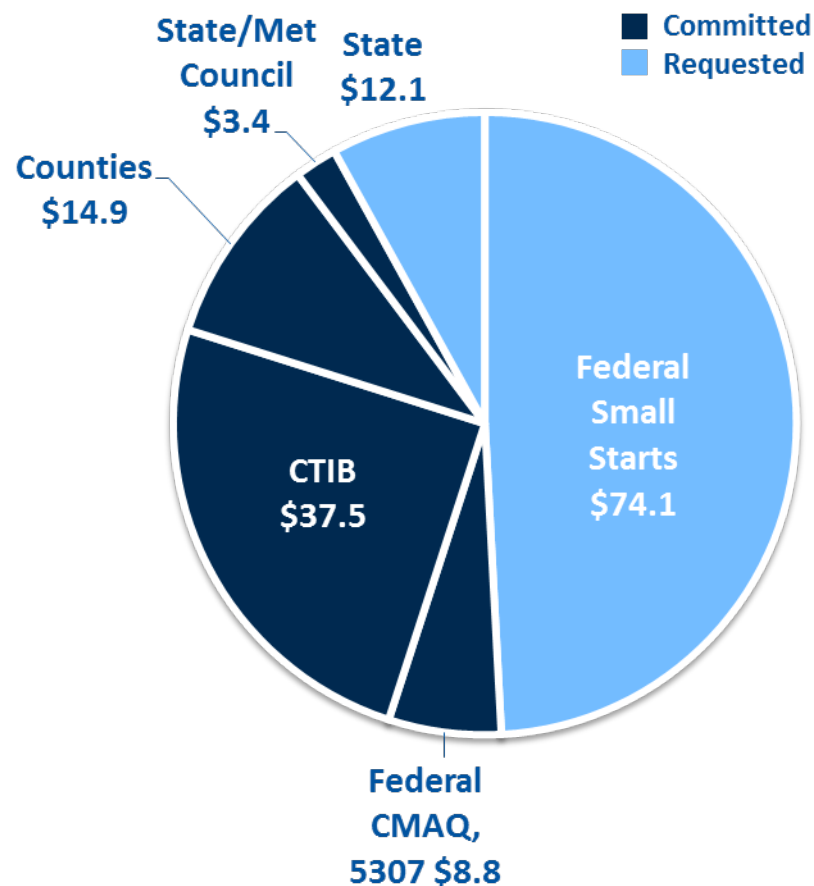
Orange Line funders
Transit Access funders



2016 Progress to Implement Full Phase I Orange Line

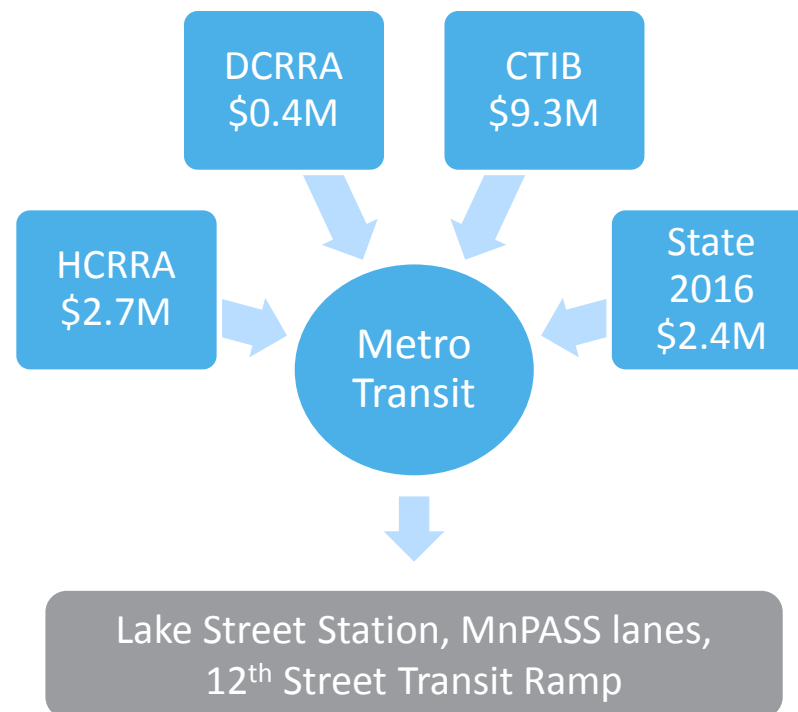
- Secured \$39.63M for the project in 2016, bringing total committed funding from all sources to \$64.52M
- At 30-60% design, project cost still stable at \$150.7M with 30% total contingency
- NEPA clearance expected this quarter
- Municipal Consent secured for 12th Street ramp
- Major progress in 2016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

Capital Funding Sources, in Millions



October 18 PDC - Proposed Path Forward

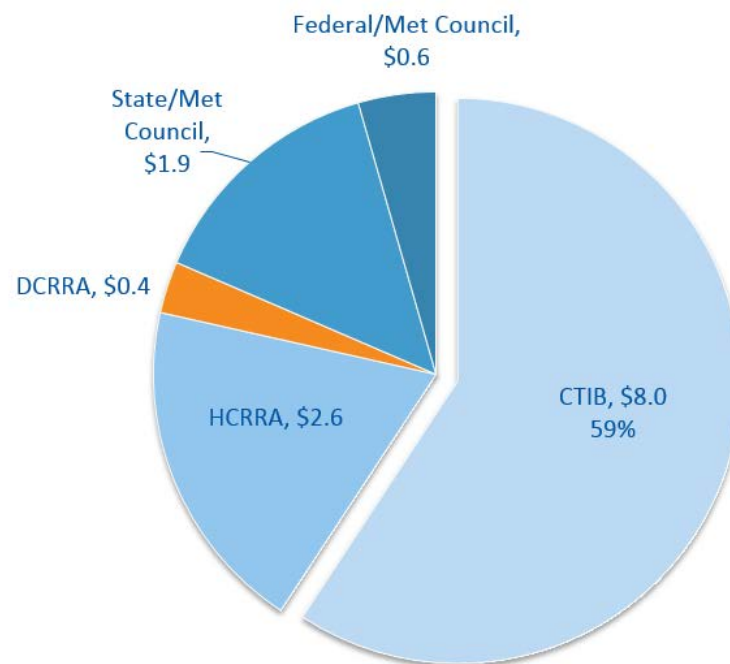
- Previous approach resulted in Dakota County funds being to acquire real estate assets in Bloomington
 - Delay ROW until future state funding
- Reallocate CTIB, HCRRA, DCRRA funds to early construction (LONP)
- Reduces risk to implementation of Lake Street Station and 12th Street Transit Ramp, allows 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 Capital Grant Sources, in Millions



2017 CTIB Capital Grant Scope



Continue Project Development

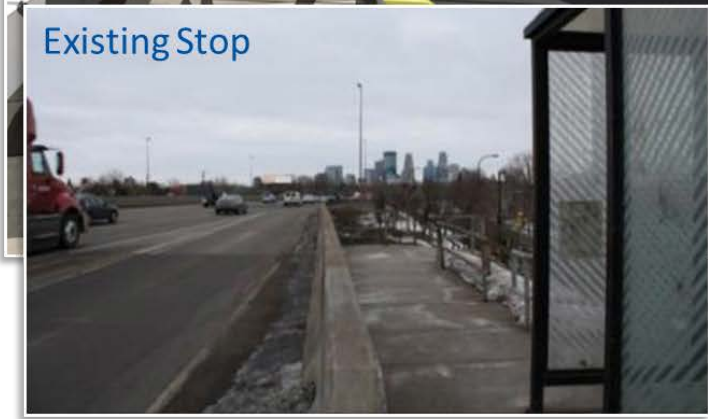
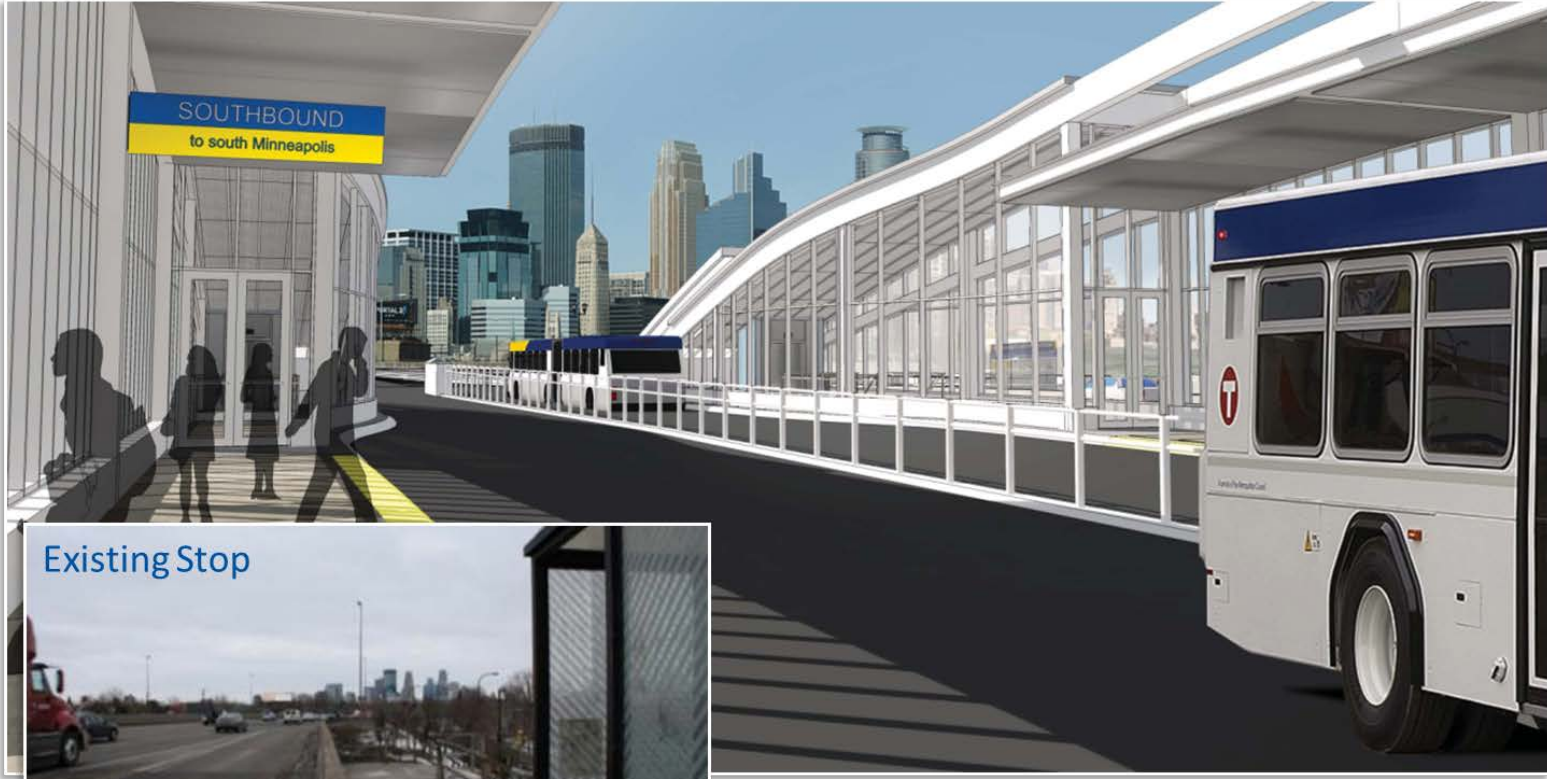
- 100% design and bid documents late 2017
- Seek final FTA project evaluation/rating
- Prepare project management documents

Initiate Project Construction

- Execute \$54M MnDOT Partnership Agreement in March 2017
- Initial Partnership payment \$8M due to MnDOT Q3 2017



Lake Street Station



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



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 HCRRA*
- 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