



METRO Orange Line Update

Dakota County Regional Railroad Authority

July 28, 2015

Charles Carlson

Metro Transit BRT/Small Starts Project Office



METRO Orange Line

- LPA adopted in 2010
- Project Plan Update adopted in 2014
- 17 miles, 11 stations, Guideway Improvements
 - Minneapolis (2 stations + downtown)
 - Richfield (2 stations)
 - Bloomington (2 stations)
 - Burnsville (1 station)
- Major accessibility improvements
- 2040 Daily Ridership: 26,500
 - 11,400 on BRT
 - 15,100 on 35W Express routes

Project On Schedule

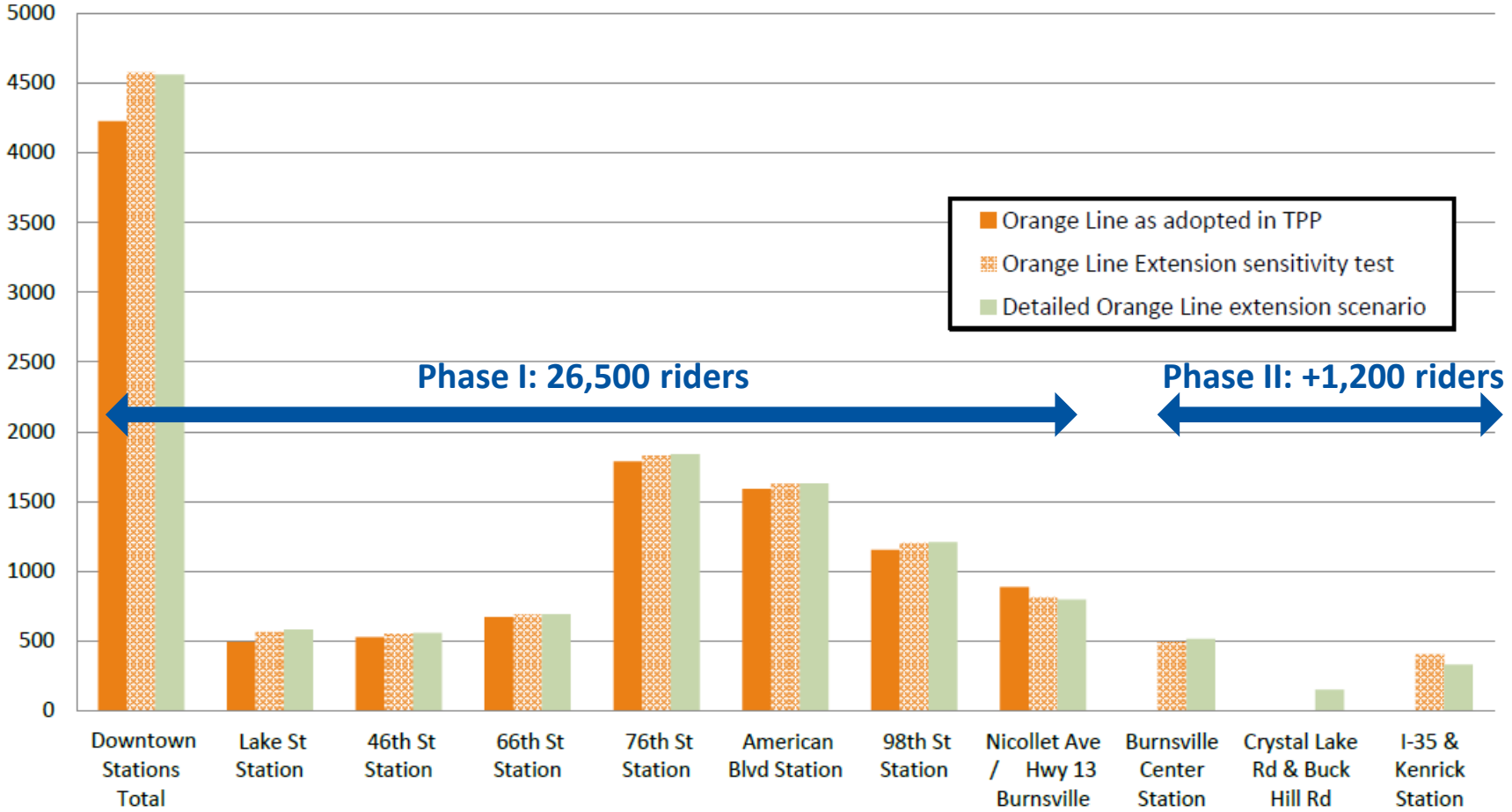
	2015				2016				2017				2018				2019			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Environmental	DCE Underway																			
PD & Engineering	Advanced Planning		Engineering																	
FTA Coordination					Evaluation and Rating		Grant Agreement													
Construction									Construction Activities											
Funding	Obtain all non-5309 commitments																			
Revenue Service																				

Recent Progress

- FTA Small Starts Project Development
- NEPA Document: Documented Categorical Exclusion (DCE)
- Advertised for Orange Line Engineering
- Work on key pre-design issues:
 - Knox Avenue alignment
 - Downtown access improvements
 - Southern terminus in Burnsville
- 2040 ridership (with Red Line IPU)



2040 Orange Line Daily Boardings by Station

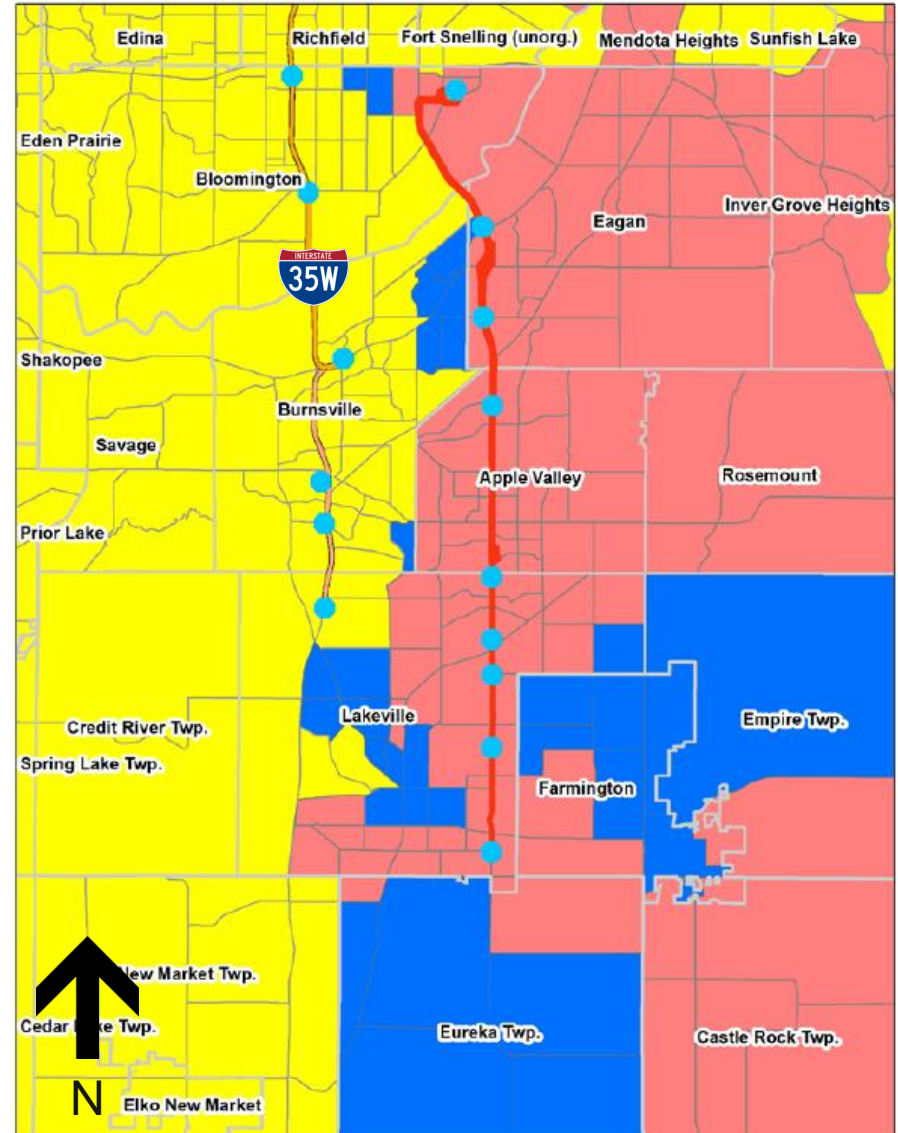


Shared Market for Red Line & Orange Line

- Extending the Orange Line creates
 - 1,200 new trips by 2040
 - 300 fewer trips on 35W express buses
 - 200 fewer trips on Red Line
 - 100 fewer trips on Cedar express buses
 - No effect on Red Line walk up trips

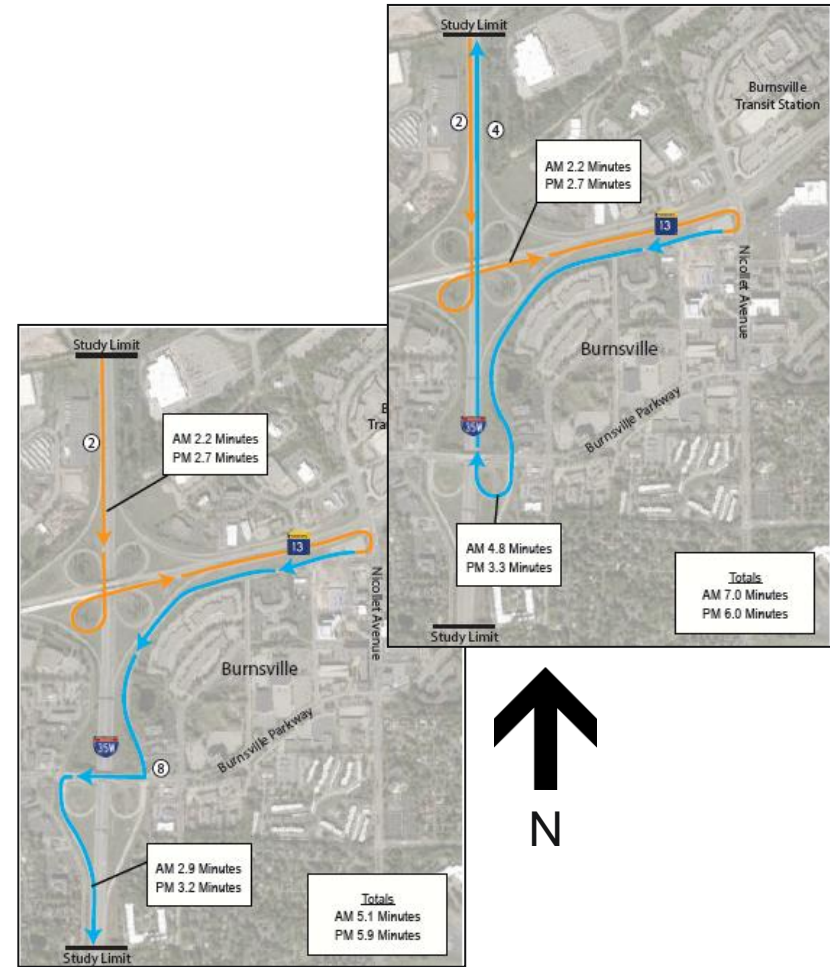
Legend

- Majority Orange Line
- Balanced Market
- Majority Red Line



Burnsville Southern Terminus Study

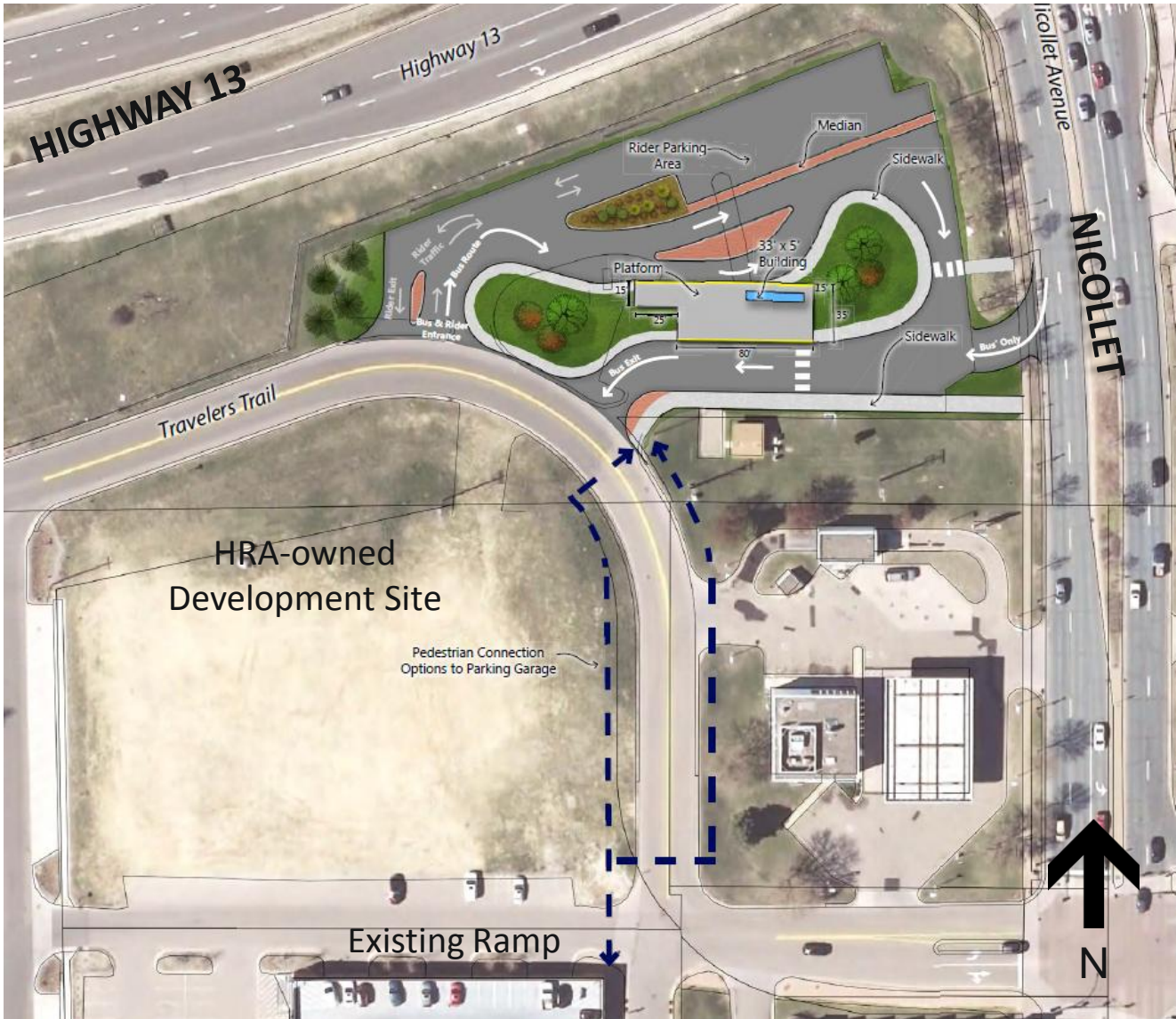
- Evaluated 2 sites as a possible terminus/layover for Orange Line
 - Burnsville Transit Station
 - Travelers Trail
- Create a site plan for the preferred station location
- Study travel times and all possible routings north and south (for future extension)
- Explore station viability near Burnsville Parkway/35W to inform future extension planning
 - Online (median) option
 - Inline/offline options at I-35W



Burnsville Transit Station Concept



Burnsville Travelers Trail Concept



Evaluation Criteria

Concept Evaluation Matrix Orange Line BRT South Terminus Concept Study July 7, 2015

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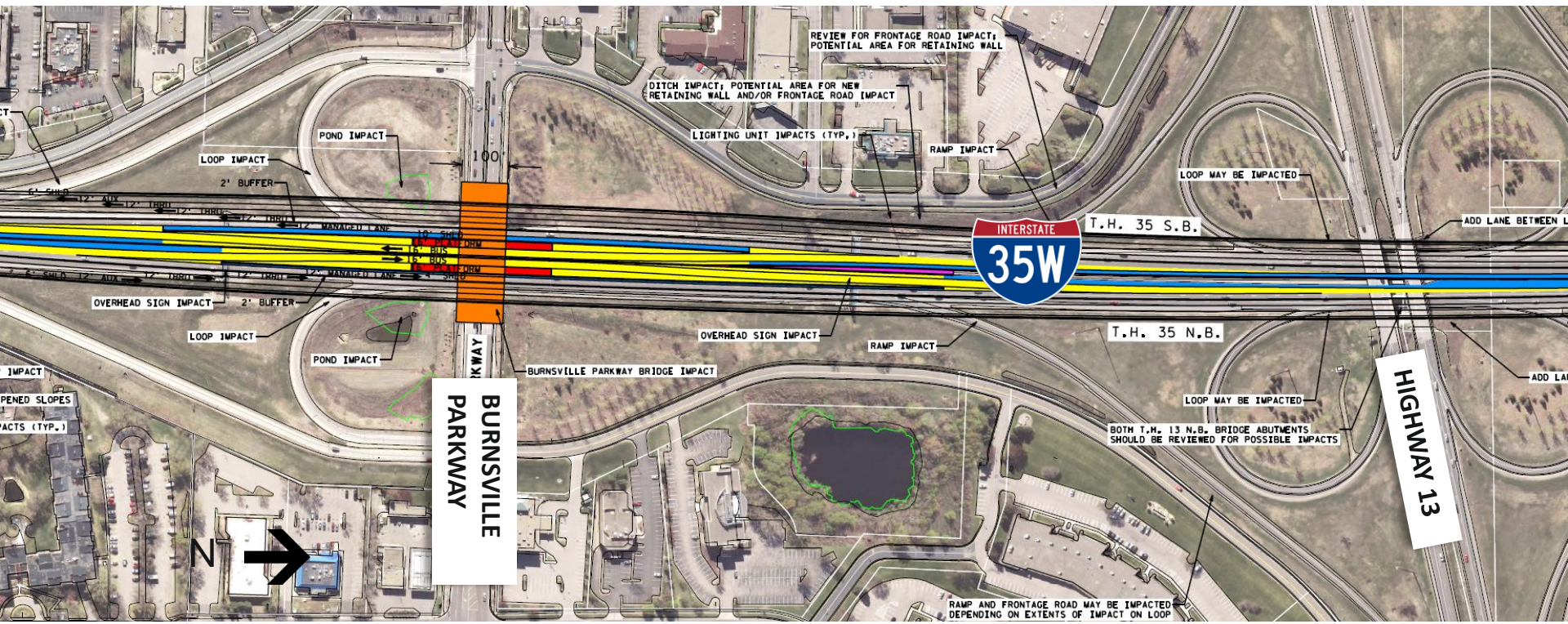


Burnsville
Transit Station (BTS) Travelers Trail (TT)

STATION AND OPERATIONAL CHARACTERISTICS				Design Team Remarks
Mobility/ Operations (Orange Line and MVTA)	Traffic System Impacts (onsite and access/egress)	Fair	Good	More traffic complexities at BTS
	Bus Circulation (conflicts, complexity, safety)	Fair	Good	Orange Line and MVTA bus movements combined at BTS
	Orange Line Layover	Good	Good	Layover space provided at both sites; TT more flexible
	Orange Line Branding/Visibility	Fair	Good	Similar, but the branding opportunity is exclusive at TT
Design/ Constructability	Max Use of Site and Existing Infrastructure	Good	Good	Similarities, but site is more leveraged at BTS
	Staging/Complexity of Construction	Fair	Good	Constructability is better at TT, with fewer conflicts
TRANSIT RIDER CHARACTERISTICS				Design Team Remarks
Access/ Convenience	Parking Capacity	Fair	Good	Similar, but currently more unused capacity at TT
	On-Site Passenger Facilities	Good	Fair	BTS provides indoor space and restrooms
	Pedestrian & Bicycle Access	Fair	Fair	Similar, with more nearby land uses serviced from TT
	Accessibility for Transit Dependent Riders	Fair	Fair	Similar, but possibly with more TOD potential at TT
	Connection to Burnsville's "Heart of the City"	Fair	Good	Superior at TT; serviceable but constrained from BTS
	Bus Travel Time from 98th St Station	Fair	Fair	No significant difference (in total turn-around times)
Local Routes Transfer	Fair	Fair	More routes at BTS, but transfers can work well at both	
ECONOMICS AND LONG-TERM FEASIBILITY				Design Team Remarks
Cost and Property Issues	Construction Costs	\$690,000	\$970,000	Both within budget; but risks are seen for both sites too
	Operating Costs	Fair	Fair	Little if any differences based on travel times
	Property Control & Acquisition Feasibility/Costs	Fair	Fair	Property issues seen at both sites; offsite R/W need at TT
Adaptability to Changes	Future South Extension - Routings, Travel Times	Fair	Good	Fewer traffic conflicts for TT; travel times are similar
	Future NBound & SBound Platform Space/Config	Poor	Good	Layouts and operations at BTS are more difficult to adapt
STAKEHOLDER/PUBLIC ACCEPTANCE				
Stakeholder Input	Metro Transit Onboard & Online Surveys			
	Local Government Input and Support			

Rating Scale:
Poor Fair Good

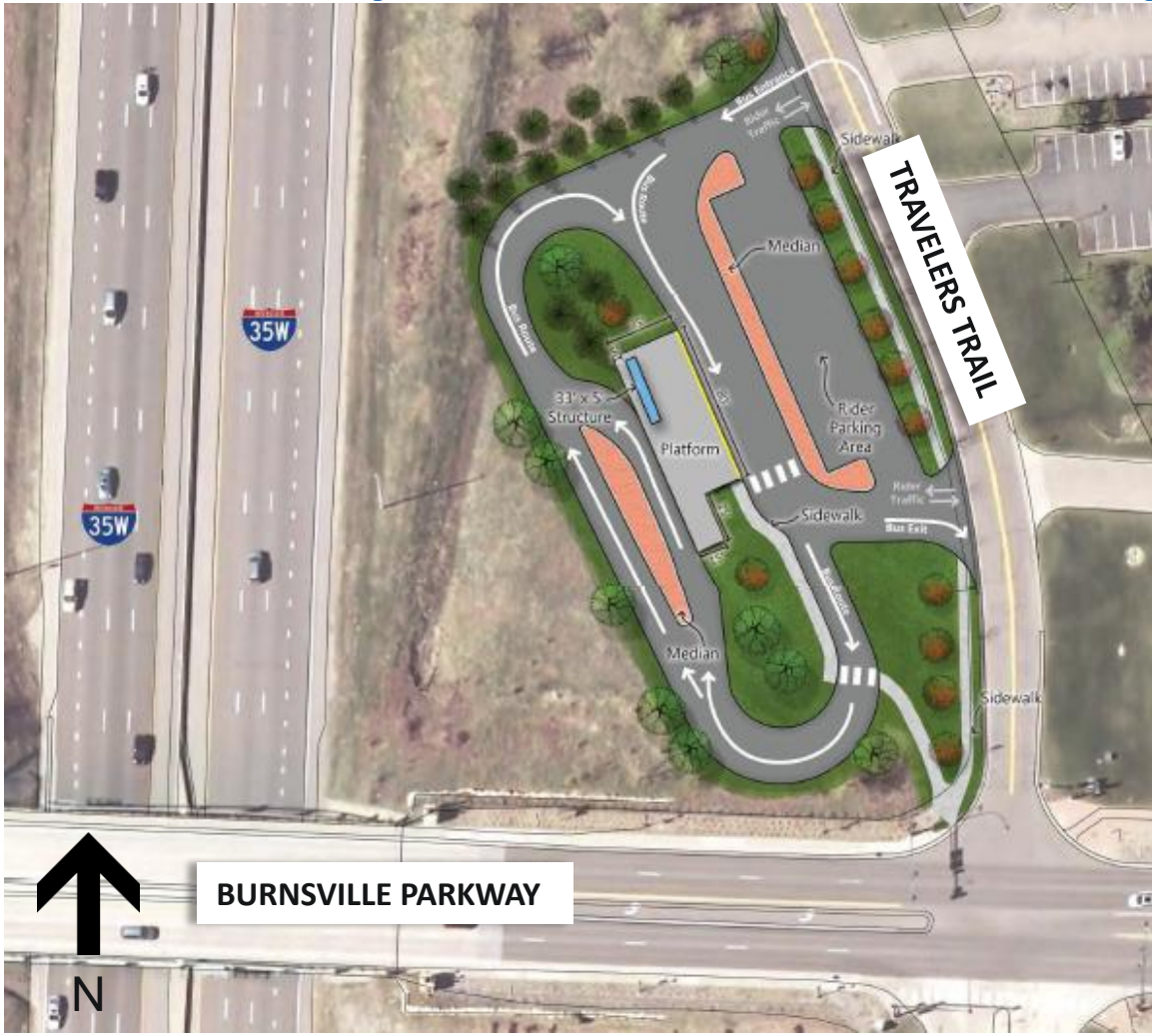
Online Station Concept at Burnsville Parkway



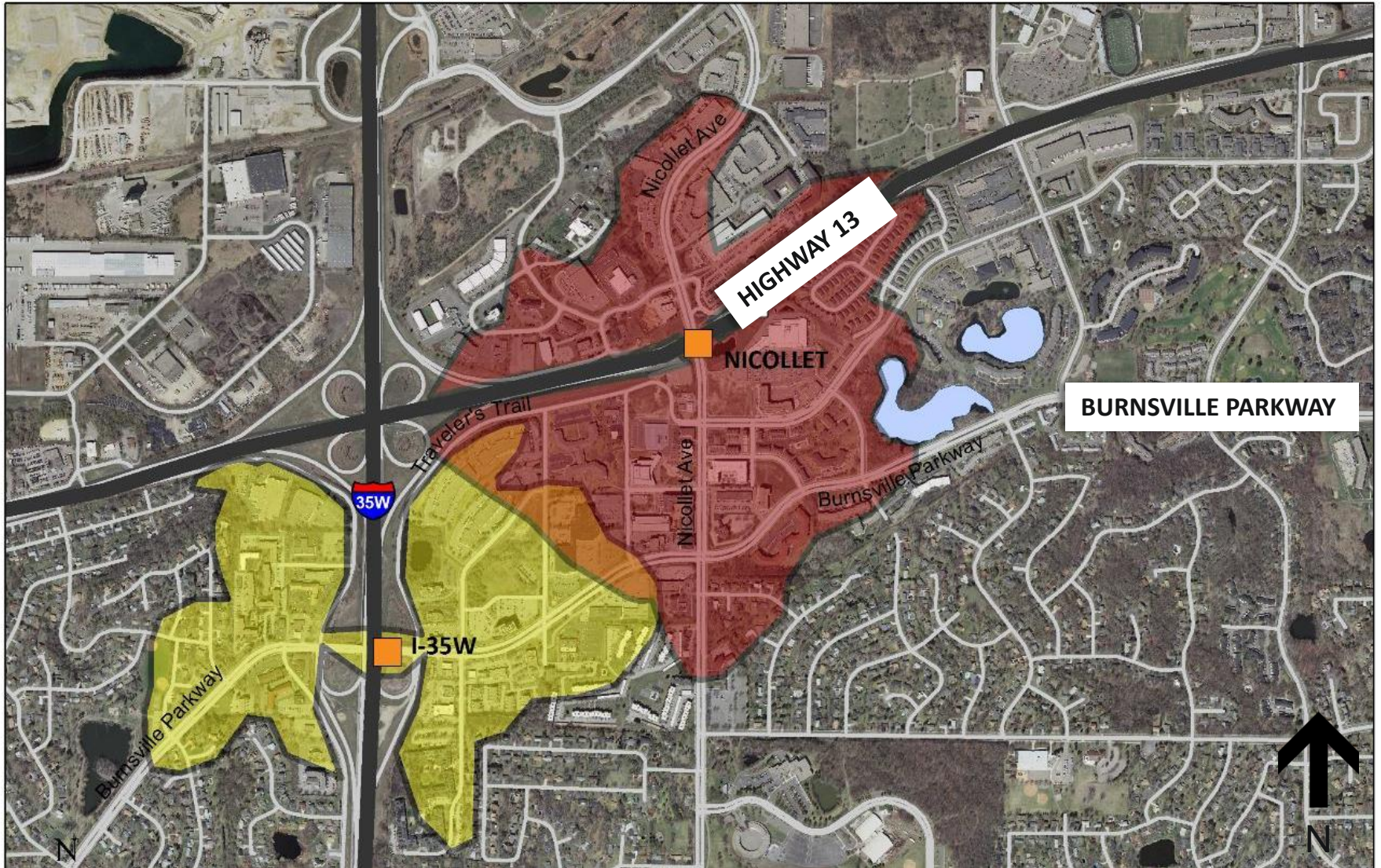
Inline Station Concept at Burnsville Parkway



Offline Station Concept at Burnsville Parkway

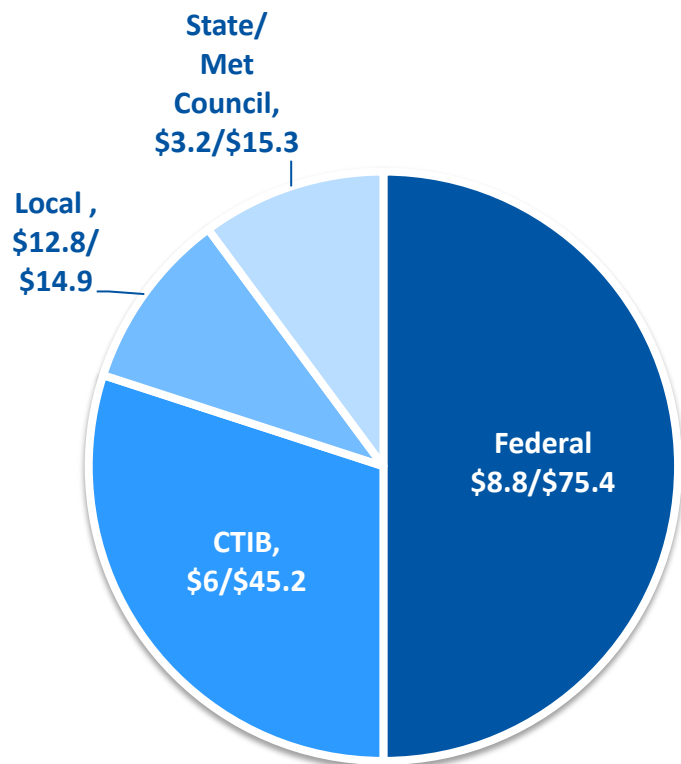


FUNCTIONAL 10 MINUTE WALK DISTANCE



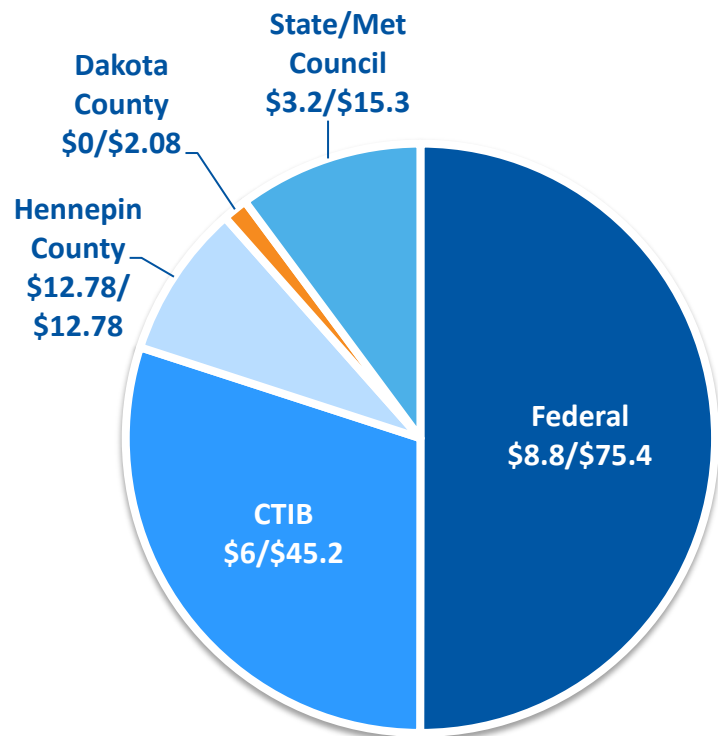
Orange Line Funding

- Estimated Capital Cost: \$150M (2017 \$)
- Funds secured: \$30.8M (20.5%)
- Financial Plan to be completed by 9/1/2015 (2015 CTIB capital grant condition)



**Anticipated Capital Sources,
in Millions** (secured/total, \$MM)

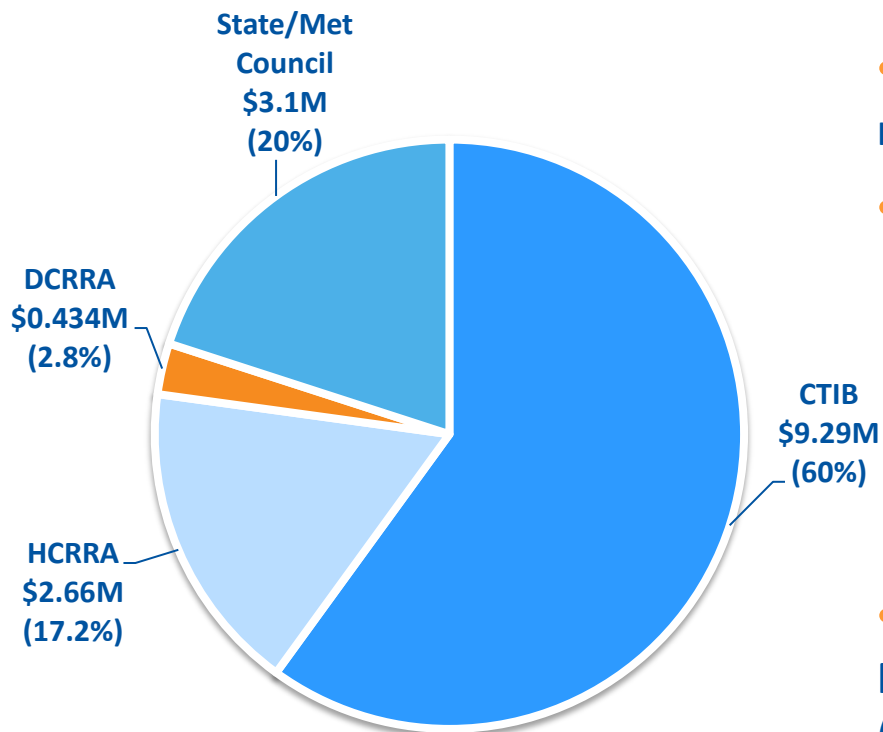
Local Funding Proposal



**Anticipated Capital Sources,
in Millions** (secured/total, \$MM)

- Developed jointly by staff at two counties
 - \$12.78M - Hennepin (86% of local share)
 - \$2.08M - Dakota (14% of local share)
 - Based on corridor length and stations
- Timing
 - Agreement to overall shares, due to CTIB on 9/1
 - For annual CTIB capital grants ('16 due 9/11/15)
 - Full commitment for 2016 FTA project rating
- Use of funds in advance of FTA Commitment
 - Mitigate project risks prior to FTA evaluation
 - Increase FTA Small Starts financial rating
 - Advance time-sensitive coordinated projects

Local Funding – 2016



Proposed 2016 New Sources

- Resolutions committing local participation required for 2016-payable CTIB grants
- \$15.49M for pre-construction risk mitigations
 - \$ 9.3 million CTIB (60%)
 - \$2.66 million HCRRA (86% of 20% = 17.2%)
 - \$0.43 million DCRRA (14% of 20% = 2.8%)
 - \$3.1 million State (20%, \$2.4M New)
- Activities above expand ongoing 2015-2016 Project Development work, funded separately (\$10 million funding committed and secured)
 - \$6 million CTIB
 - \$2 million Metro Council
 - \$2 million State



Charles Carlson, Senior Manager
charles.carlson@metrotransit.org
612-349-7639

www.metrotransit.org/orangeline