



METRO Orange Line: Phase II Extension Planning

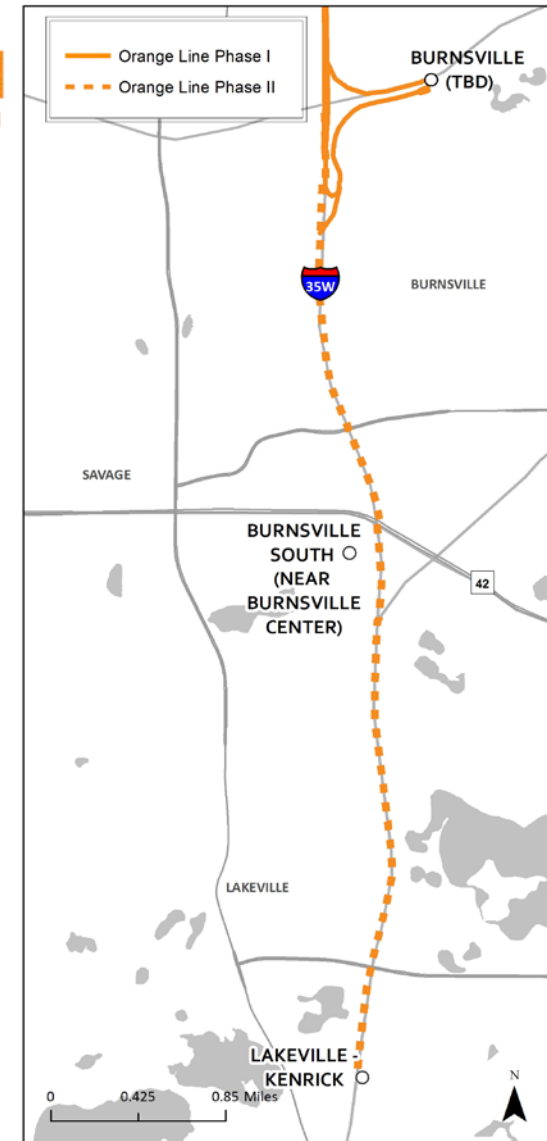
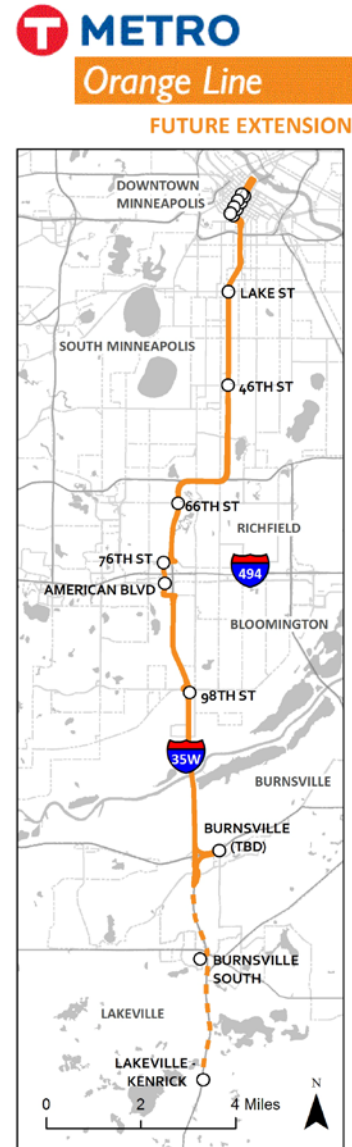
Dakota County Regional Railroad Authority
September 22, 2015

Charles Carlson
Metro Transit BRT/Small Starts Project Office



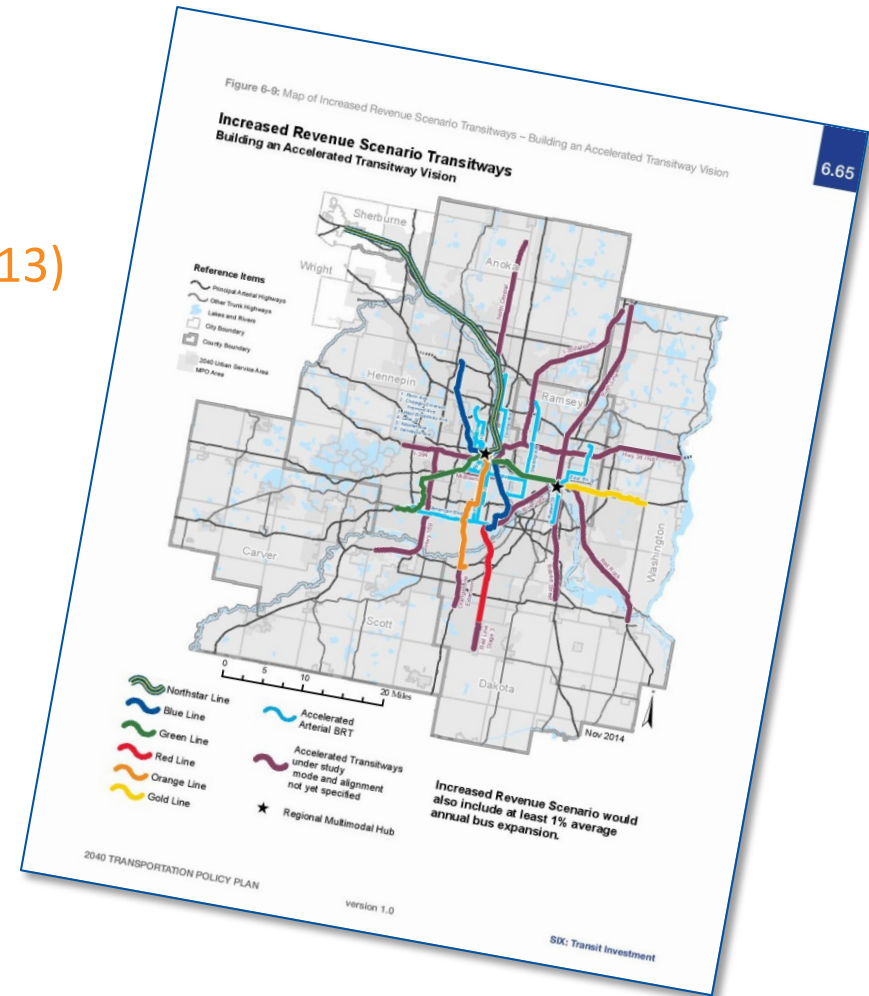
Orange Line Extension Concept

- 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

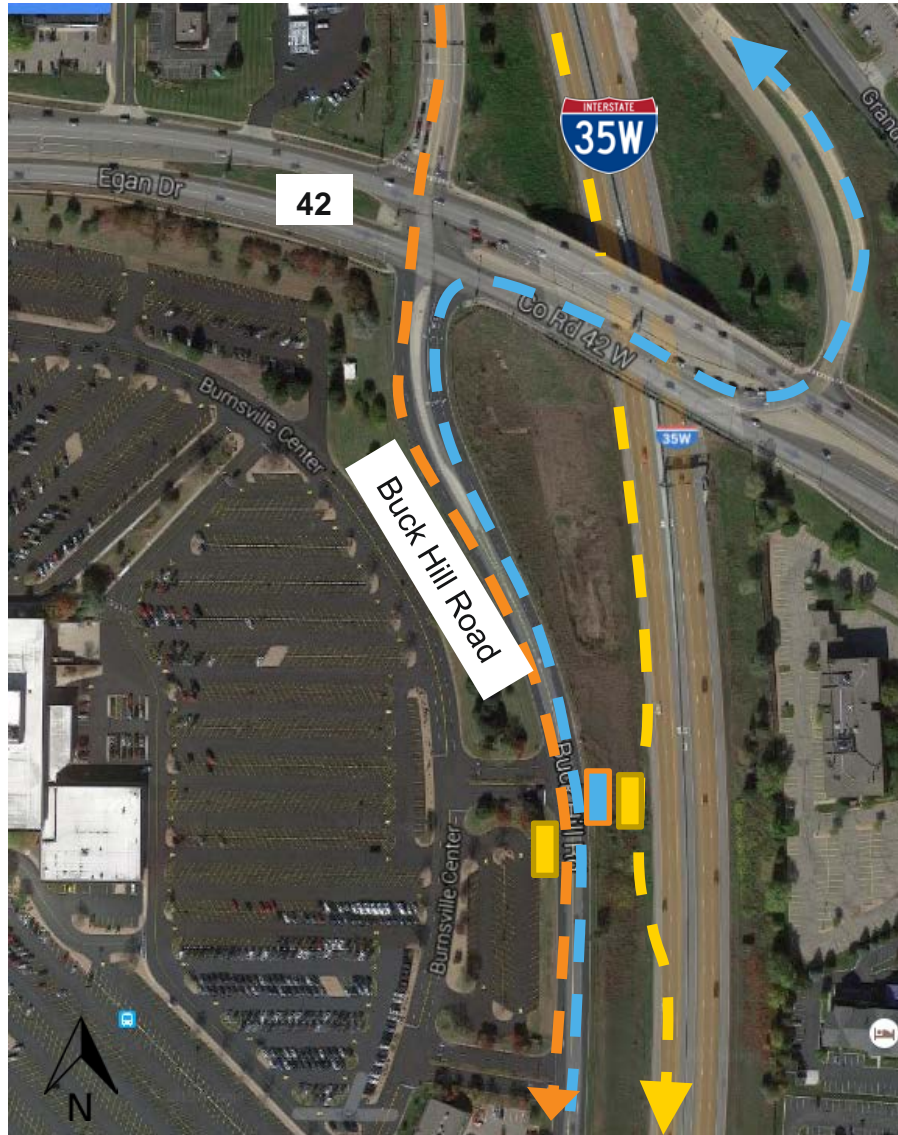
- 2030 Regional Transportation Plan (2004)
- I-35W BRT Study (2005)
- Orange Line Existing Conditions Report (2013)
- 2040 Transportation Policy Plan (2015)



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
 - Separate project, separate environmental document
 - Close timing may present complications for Phase I
- Burnsville Center-area access
 - Provided via transfers from MVTA
 - Walk-up connections through Burnsville Center property, along local streets
 - 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

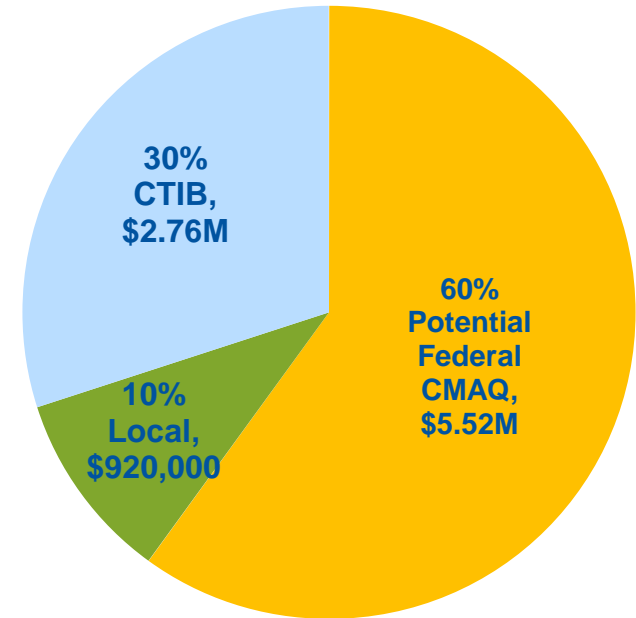
- Projected capital cost: **\$9.2 million**
- Anticipated funding sources:
 - Dakota County Regional Railroad Authority
 - Counties Transit Improvement Board
 - Federal sources

Description	Capital Cost (millions)
BRT Vehicles	\$3.7
Burnsville Center Inline Station	\$1.75
Extension Corridor: Systems	\$0.75
Lakeville parking expansion (Assumes surface spaces on existing ROW)	\$1.25
Unallocated Contingency/Escalation	\$0.75
Project Construction/Systems (CMAQ Eligible)	\$8.2
Soft Costs (design, construction management, planning, environmental)	\$1.0
Phase II Capital Project Total	\$9.2 Million

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



Charles Carlson
Metro Transit BRT/Small Starts Project Office
charles.carlson@metrotransit.org
612-349-7639

