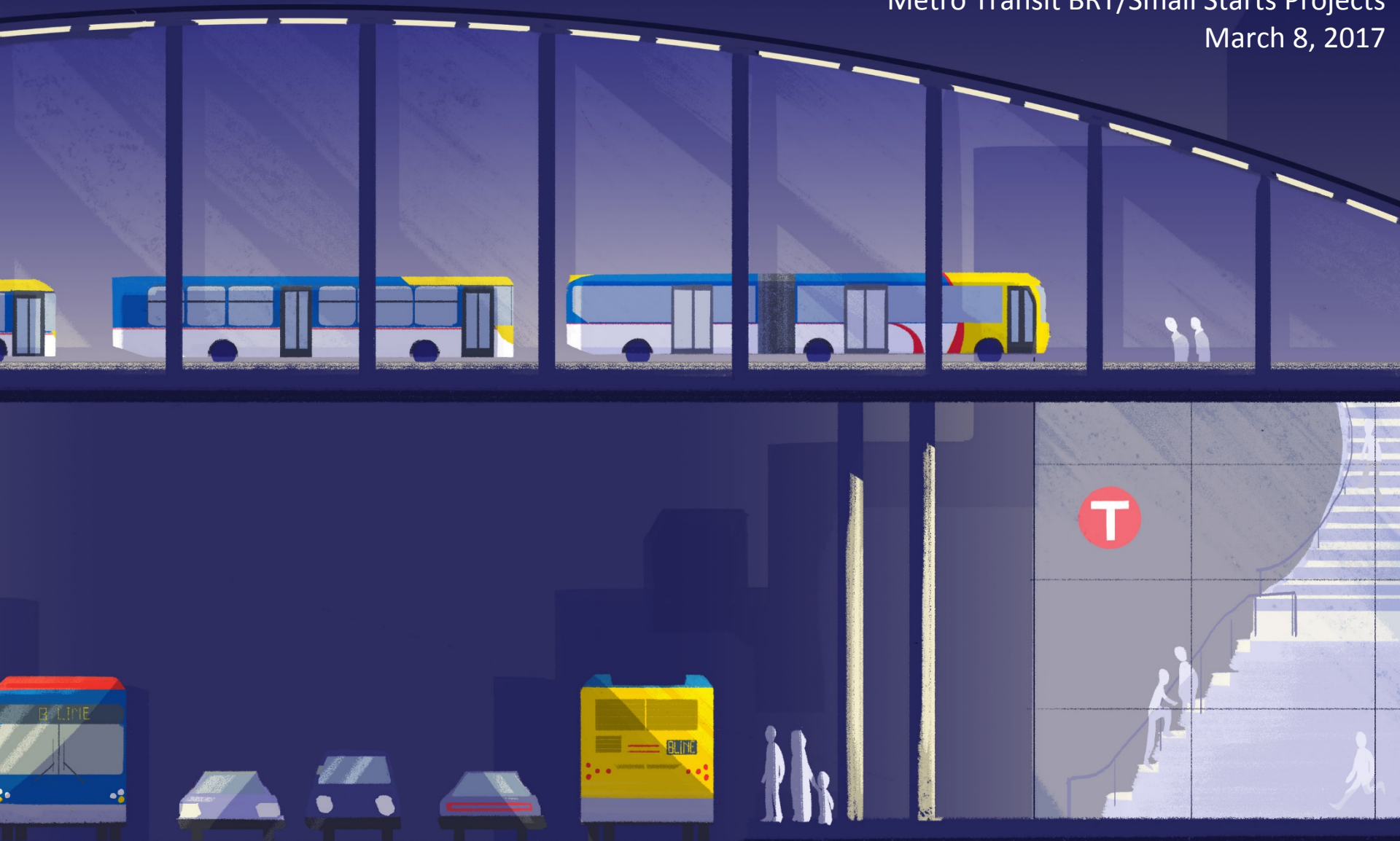


METRO Orange Line Update

Charles Carlson, Senior Manager
Metro Transit BRT/Small Starts Projects
March 8, 2017



Lake Street Station



Minnesota's most heavily-traveled transportation corridor

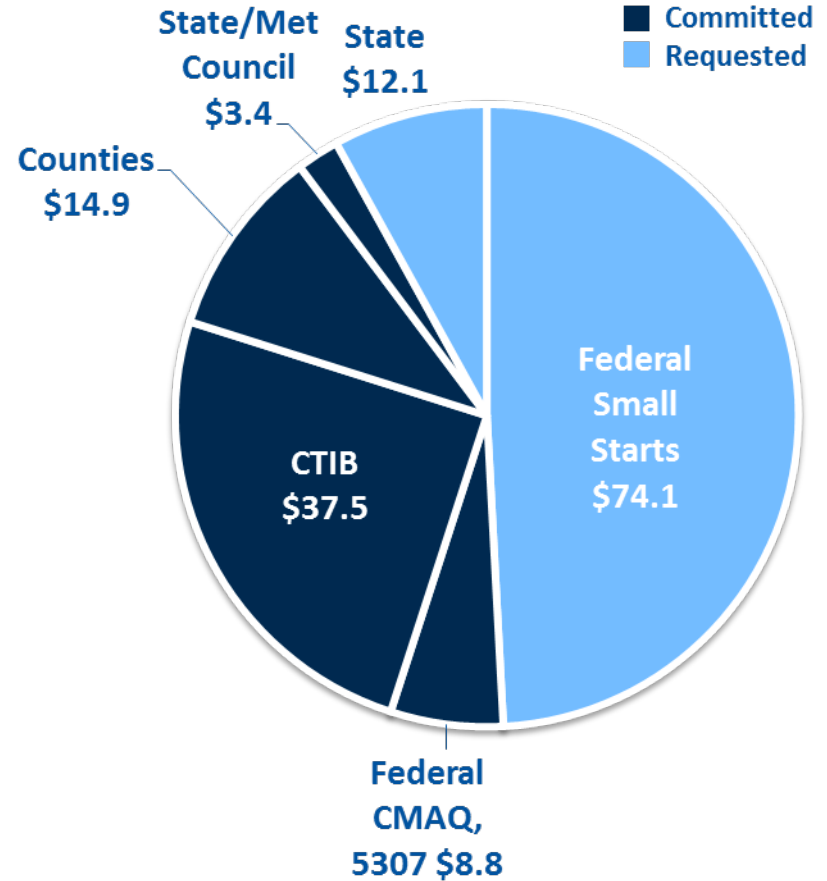
- 14,000 existing bus riders each weekday on 26 routes
- Over 26,000 rides by 2040 w/ BRT
- 210,000 vehicles a day
- Past express bus investments

Who are Orange Line riders?

- Access to 30,000 suburban jobs
- Better serves all-day, evening, weekend markets
- Better serves non-downtown trips, especially to the 494 corridor

- Total capital cost: \$150.7M
- Secured \$40M in 2016
- Total committed funding of \$64.52M
- Federal LONP secured in February
 - Allows the Council to fund MnDOT partnership agreement with committed local funding

Capital Funding Sources, in Millions



- Execute funding agreements
 - MnDOT Partnership Agreement
 - Local funding agreements with counties
- MnDOT letting June 7, 2017
- Finalize 35W construction schedules with MnDOT
- Continue public outreach
- Complete 60% design of 11 stations and Knox Avenue Transitway
- Obtain remaining \$12.1M in state share funding
- Initiate ROW appraisals and acquisition



Knox Avenue Transitway, Bloomington

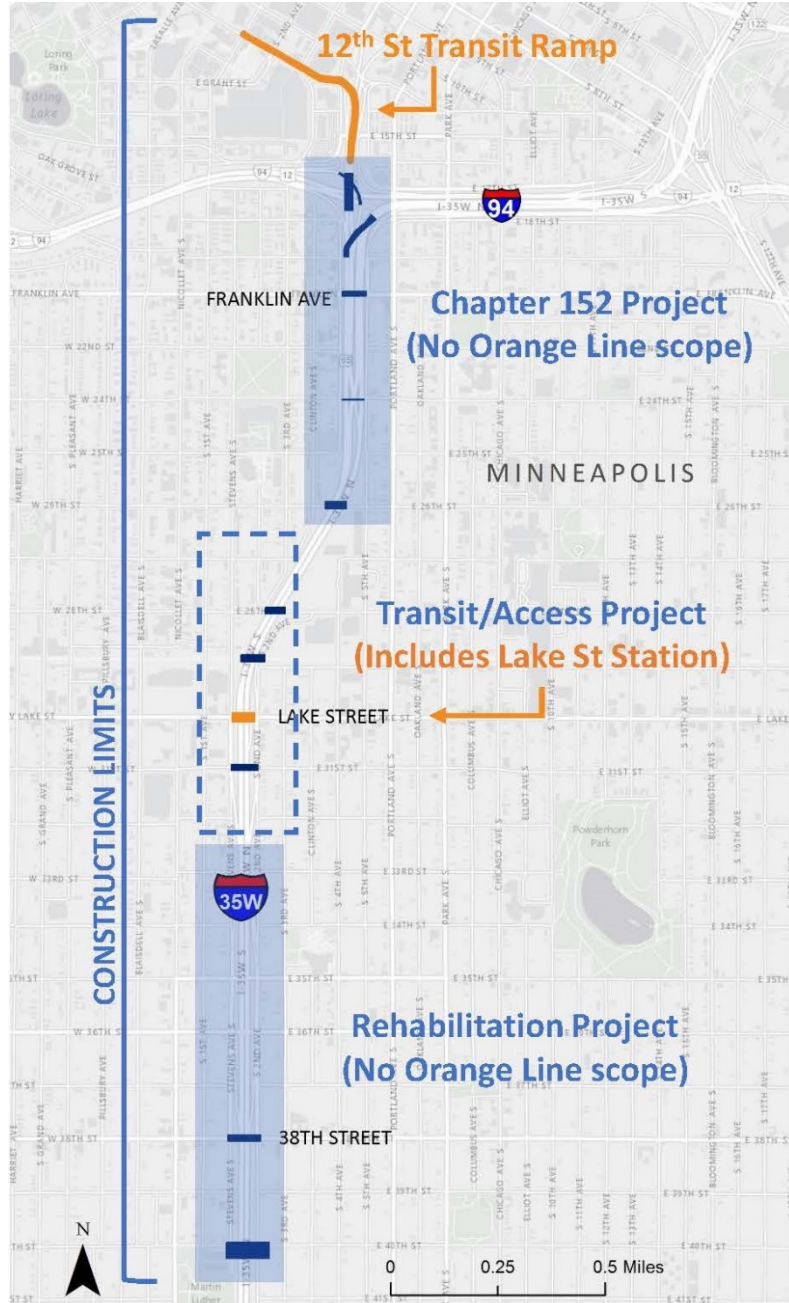
<i>Milestone</i>	<i>Date</i>
Bid documents for Lake Street and 12 th Street	Q1 2017
Secure remaining \$12.1M of state funding	Q2 2017
Acquire needed ROW in Richfield & Bloomington	Q2-Q4 2017
MnDOT coordinated construction start	Q3 2017
Final design completion for Orange Line	Q4 2017
Execute SSGA	Q1 2018
Construction start after SSGA	Q2 2018
Acquire buses and fare equipment	2019 – 2020
Construction completion	2020 – 2021
Revenue Service	2020 – 2021

Dependent on final phasing plan for MnDOT's Transit/Access Project

MnDOT Coordinated Construction



- Highway and bridge reconstruction
 - New MnPASS lanes
 - Chapter 152 bridge replacements
 - Overpass bridges replaced or improved
 - Noise barrier improvements
 - Local access improvements
 - Exit ramp SB to Lake St
 - Exit ramp NB to 28th St
- Transit station and ramp (part of Orange Line)
 - I-35W & Lake Street station
 - New bus-only downtown access via 12th St
- Initial construction starts mid-late 2017
- Nearly \$300 million combined project



- FTA Small Starts Grant anticipated in 2018
- MnDOT construction must proceed in 2017
- Orange Line project elements included requires partnership agreement
- Agreement allows MnDOT to build Lake Street Station, 12th Street Ramp, and related construction
- Secured funding approvals and federal permission (LONP) to obligate funding to MnDOT, begin coordinated construction



12th Street Ramp

Existing Conditions at 12th Street



- One of the worst congestion pinch points in the transportation network, greatly affects buses
- 700 buses daily
- 14,000 existing daily I-35W riders



12th Street Ramp





Existing access to I-35W bus routes



I-35W at Lake Street

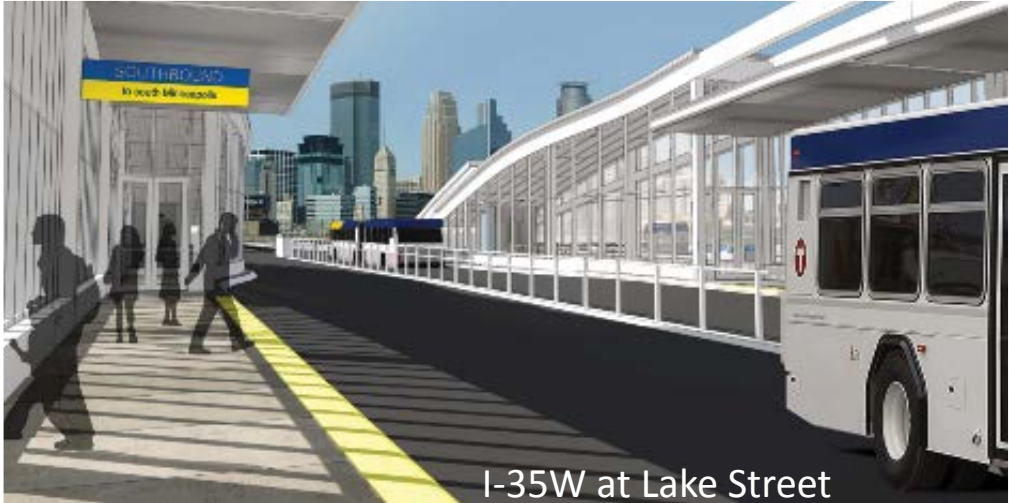


Lake Street bus stop, below I-35W bridge

Lake Street Station



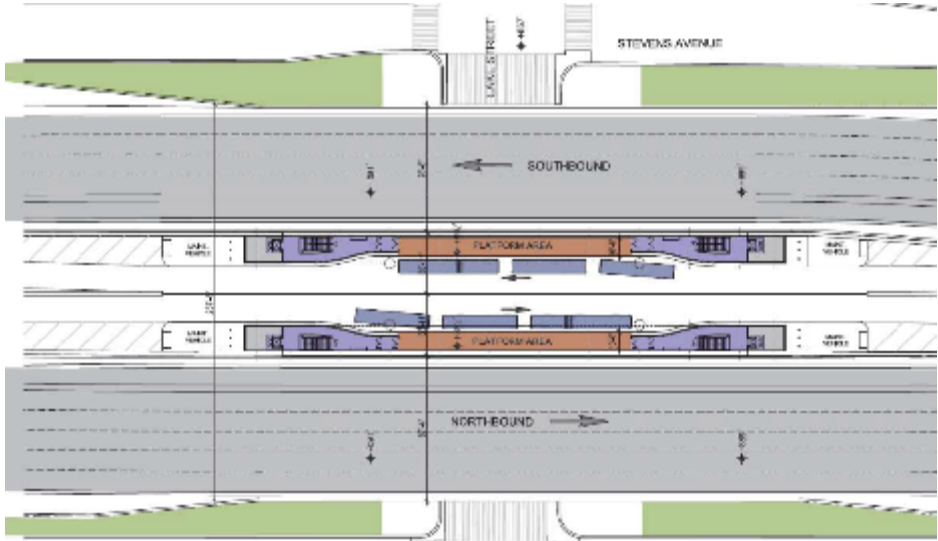
During peak hours, over 100 buses per hour will connect Lake Street to the heart of downtown in 7 minutes



I-35W at Lake Street

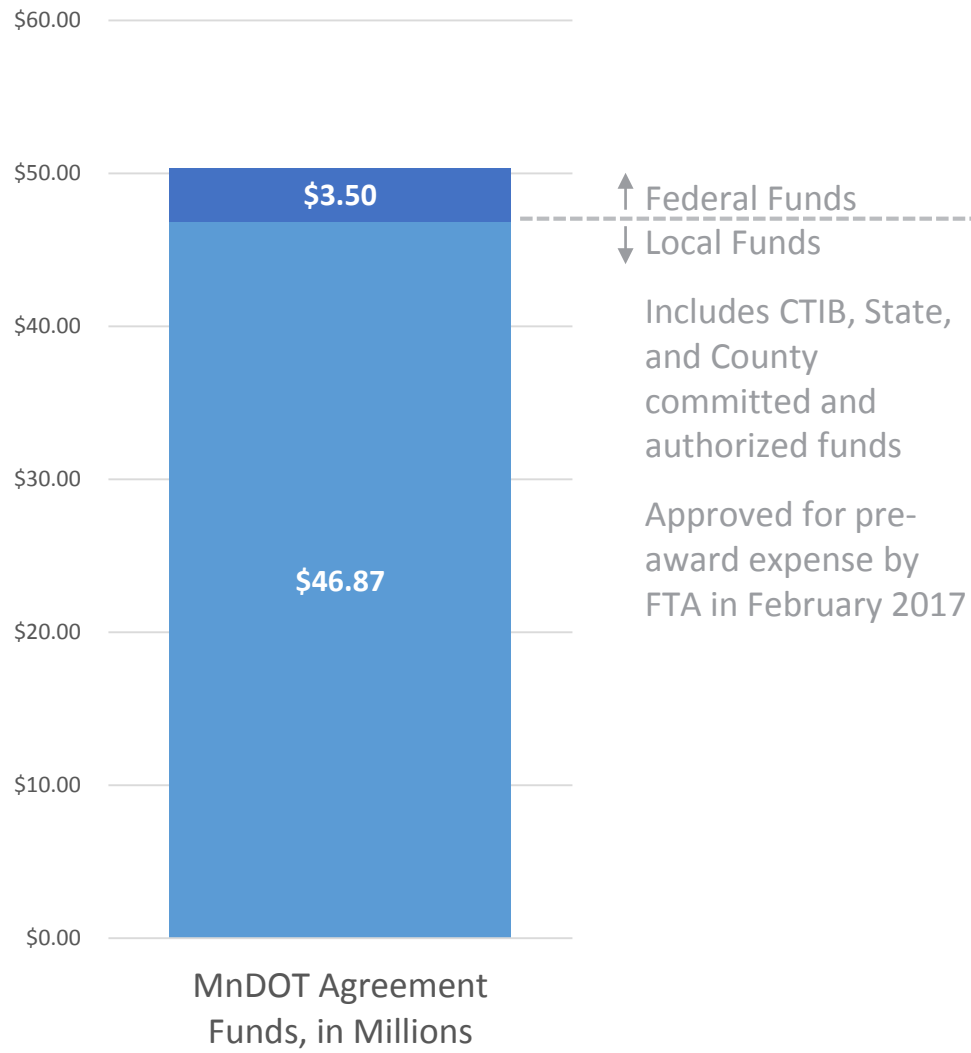


Lake Street bus stops, below I-35W bridge

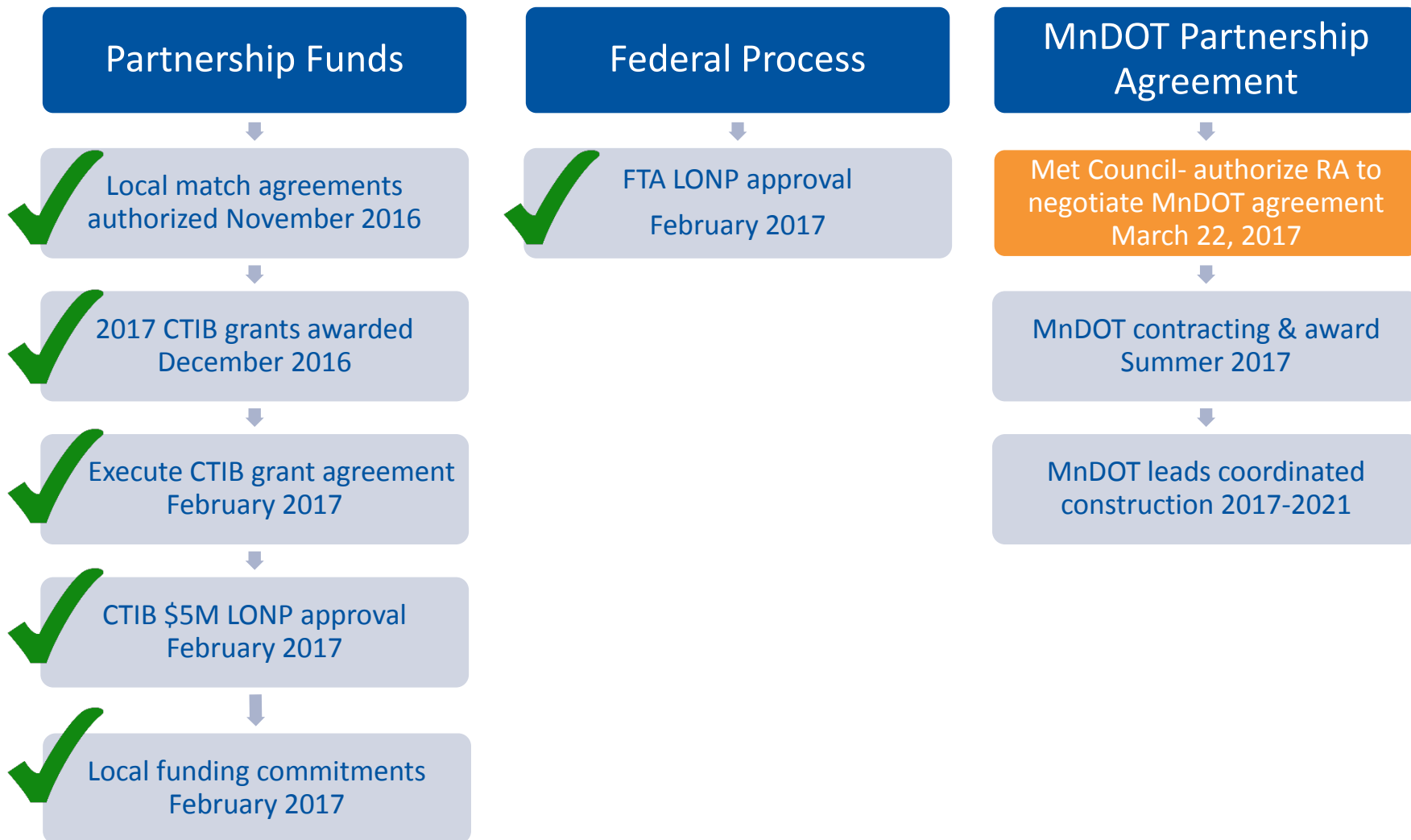




- MnDOT Partnership Agreement funds construction of Orange Line project elements led by MnDOT
- Partnership agreement funds are secured through authorized agreements and commitments
 - Local funds obligated this year, cover all costs through 2020
 - Secured federal CMAQ funds will be brought into the agreement following Small Starts grant award, expected in 2018
- Metro Transit will pay MnDOT in installments starting in Q3 2017



Sequence and Schedule to MnDOT Partnership





Questions & Discussion

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