Orange Line BRT Project

What is the Orange Line project?

- 17-mile Highway BRT project
- $150 million capital project opening 2020/2021
- Active project within FTA Small Starts grant program

I-35W south is Minnesota’s most heavily-traveled transportation corridor

- 210,000 cars, trucks, and buses per day on 35W
- 14,000 existing bus riders each weekday on 26 routes
- Over 26,000 rides by 2040 w/ BRT

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
Funding & Budget

• Total capital cost: $150.7 million

• All non-federal project funds secured
  • $12.1 M for Orange Line awarded by state 2017 special session bonding bill
  • Received federal Letter of No Prejudice allowing local funds to be encumbered with MnDOT

• CTIB dissolution
  • Hennepin and Dakota will fulfill remaining CTIB capital commitment
    • $3.8M paid by Dakota
    • $23.4M paid by Hennepin
  • 50% of Orange Line operating costs will be split 86% Hennepin / 14% Dakota
Small Starts – Overall Project Rating

Warrants
high corridor ridership = automatic medium for mobility improvements, congestion relief, and cost-effectiveness, simplified environmental benefits approach

Economic Development
plans & policies performance & impact affordable housing

Land Use
quantitative & qualitative review of corridor land use

Local Financial Commitment
simplified evaluation due to low project cost

Individual Criteria Ratings
- Medium (Automatic through warrants) 66.64%
- Medium-High
- Medium-High
- High 50%

Summary Ratings
- Medium 50%
- High 50%

Overall Rating
Medium-High
### CIG Report - Small Starts Summary

#### Table 2A – Capital Investment Grant Program Summary of FY 2018 Project Ratings

<table>
<thead>
<tr>
<th>SMALL STARTS PROJECTS</th>
<th>Phase State, City, Project</th>
<th>Capital Cost (millions)</th>
<th>Financing Costs (millions)</th>
<th>Total Capital Cost (millions)</th>
<th>Total CIG Funding Request (millions)</th>
<th>CIG Share of Capital Costs</th>
<th>Overall Project Rating</th>
<th>Local Financial Commitment Rating</th>
<th>Project Justification Rating</th>
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</thead>
<tbody>
<tr>
<td>Small Starts Project Development</td>
<td>^ AZ Flagstaff, Transit Spine BRT</td>
<td>$32.9</td>
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<td>$32.9</td>
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<td>Medium-High</td>
<td>Medium-High</td>
<td>Medium</td>
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<tr>
<td>^ AZ Tempe, Tempe Streetcar</td>
<td></td>
<td>$176.6</td>
<td>$9.5</td>
<td>$186.1</td>
<td>$75.0</td>
<td>40.3%</td>
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<tr>
<td>^ CA Los Angeles, Downtown Los Angeles Streetcar</td>
<td></td>
<td>$295.4</td>
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<td>$295.4</td>
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<td>33.9%</td>
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<tr>
<td>CA Sacramento, Downtown Riverfront Streetcar Project</td>
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<td>^ CA San Bernardino, Redlands Passenger Rail Project</td>
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<td>FL Fort Lauderdale, Wave Streetcar</td>
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<td>FL Jacksonville, JTA First Coast Flyer BRT East Corridor</td>
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<td>FL Jacksonville, FCF BRT Southwest Corridor</td>
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<td>^ FL Orlando, SunRail Connector to the Orlando International Airport</td>
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<td>$175-$225</td>
<td>$0.5</td>
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<td>+++ FL Orlando, SunRail Phase II North</td>
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<td>$68.2</td>
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<td>Medium-Low</td>
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<td>^ FL St. Petersburg, Central Avenue BRT</td>
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<td>$16.5</td>
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<td>$16.5</td>
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<td>IN Indianapolis, IndyGo Red Line Rapid Transit</td>
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<td>$0.0</td>
<td>$96.3</td>
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<td>LA Baton Rouge, TransLinkBR</td>
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<td>MI Grand Rapids, Laketrail BRT</td>
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<td>^ NC Chapel Hill, North-South BRT</td>
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<td>$96.8-$105.9</td>
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<td>$96.8-$105.9</td>
<td>$77.4-$84.7</td>
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<td>NM Albuquerque, Rapid Transit Project</td>
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<td>$77.8</td>
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<td>50.0%</td>
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<tr>
<td>NY Albany, River Corridor Bus Rapid Transit</td>
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<td>$45.3</td>
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<td>$45.3</td>
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<td>65.2%</td>
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<td>Medium-High</td>
<td>Medium-High</td>
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<tr>
<td>^ NY Albany, Washington/Western Bus Rapid Transit Line</td>
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<td>$64.0</td>
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<td>---</td>
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<td>NY New York City, Woodhaven Boulevard Select Bus Service</td>
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<td>^ OR Portland, Powell-Division Transit and Development</td>
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<td>$184.0</td>
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<td>TX El Paso, Montana RTS Corridor</td>
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<td>$0.0</td>
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<td>$28.2</td>
<td>60.0%</td>
<td>Medium-High</td>
<td>Medium-High</td>
<td>Medium-High</td>
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<tr>
<td>^ VA Alexandria, West End Tranitsway</td>
<td></td>
<td>$119-$140</td>
<td>---</td>
<td>$119-$140</td>
<td>---</td>
<td>---</td>
<td>Medium-High</td>
<td>Medium-High</td>
<td>Medium-High</td>
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<td>WA Everett, Swift II BRT</td>
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<td>$73.6</td>
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<td>$73.6</td>
<td>$47.9</td>
<td>65.1%</td>
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<td>Medium-High</td>
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<td>WA Seattle, Madison Street BRT</td>
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<td>$120.0</td>
<td>$0.0</td>
<td>$120.0</td>
<td>$59.9</td>
<td>49.9%</td>
<td>High</td>
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<td>WA Seattle, Seattle Streetcar Center City Connector</td>
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<td>$166.6</td>
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<td>$166.6</td>
<td>$75.0</td>
<td>45.0%</td>
<td>High</td>
<td>High</td>
<td>High</td>
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<tr>
<td>^ WA Spokane, Spokane Central City Line</td>
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<td>$72.0</td>
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<td>$72.0</td>
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<td>WA Tacoma, Tacoma Link Expansion</td>
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<td>$175.6</td>
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<td>$175.6</td>
<td>$75.0</td>
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<td>High</td>
<td>Medium</td>
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<tr>
<td>^ WI Milwaukee East-West Corridor BRT</td>
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<td>$51.9</td>
<td>---</td>
<td>$51.9</td>
<td>$31.1</td>
<td>59.9%</td>
<td>Medium-High</td>
<td>High</td>
<td>Medium</td>
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</tbody>
</table>
Station Naming Process

Regional Transitway Guidelines, Chapter 9.5 – Station Naming

- Reflect local geography
- Easy for the general public to recognize
- Distinct from the names of other stations to the extent feasible
- Succinct and the use of two names for one station should be avoided

Timeline

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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</thead>
<tbody>
<tr>
<td>Mar. 14, 2017</td>
<td>Burnsville City Council meeting</td>
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<tr>
<td>May 23, 2017</td>
<td>Dakota County Regional Railroad Authority meeting</td>
</tr>
<tr>
<td>Jun. 13, 2017</td>
<td>Approval of station name recommendations from TAC</td>
</tr>
<tr>
<td>Jul. 10, 2017</td>
<td>Station naming information item at Transportation Committee</td>
</tr>
<tr>
<td>Jul./Aug. 2017</td>
<td>Station naming business item at Transportation Committee</td>
</tr>
</tbody>
</table>
Recommended Station Names

- Marquette Ave & 3rd St
- Marquette Ave & 5th St
- Marquette Ave & 7th St
- Marquette Ave & 11th St
- I-35W & Lake St
- I-35W & 46th St
- I-35W & 66th St
- Knox Ave & 76th St*
  (Knox Ave & International Blvd)
- Knox Ave & American Blvd
- I-35W & 98th St*
- Burnsville Heart of the City
- I-35W & Burnsville Pkwy

*Adjacent park & rides will be renamed to reflect Orange Line station name
Orange Line Construction Phasing

Three Orange Line construction contracts anticipated:

• 12th Street Ramp and Lake Street
  • MnDOT construction award in 2017, with completion in 2019 and 2021, respectively

Additional construction packages (below) anticipate Federal Small Starts Grant award in early-to-mid 2018

• Knox Ave underpass contract includes construction associated with I-494
  • Construction award in mid 2018 with completion in 2020
  • I-494 work during 2019 construction season
• Orange Line station package includes station improvements, systems, pylons
  • Construction award in late 2018 with completion in 2020
  • Phased work, not all sites will be under construction at once
• Fare collection and signage ready to place at all locations in mid-2020
• Local CIP projects and redevelopments will help inform phasing
Project Look Ahead

• Begin construction
  • Execute MnDOT partnership agreement
  • Finalize 35W phasing schedules with MnDOT and selected contractor
• Continue to seek $74.1M FTA Small Starts funding
  • Update cost estimates and submit project information for FTA Annual report
• Project plan updates
• Monitor FY19 appropriations process and prepare for Small Starts Grant Agreement
• Seek full corridor construction in 2018
  • Complete design of 11 stations and Knox Avenue Transitway
  • Initiate appraisals for right-of-way (ROW) needs
• Seek Council approval to acquire project ROW
• Finalize third party agreements
• Continue public outreach and communication
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612-349-7451

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American Boulevard Station, Bloomington