

RESOLUTION
By Reich

Approving an update to the municipal consent for a series of projects along I-35W between the I-94 Commons and approximately 42nd St S, commonly referred to as the I-35W and Lake St Transit Access Project, Chapter 152 Bridges Project, and I-35W Rehabilitation Project, to now include the 12th St Transit Ramp.

Whereas, pursuant to the municipal consent process set forth at Minn. Stat., § 161.164, the City of Minneapolis passed a resolution on May 13, 2016, approving the final layout for a series of projects along I-35W between the I-94 Commons and approximately 42nd St S, commonly referred to as the I-35W and Lake St Transit Access Project, Chapter 152 Bridges Project, and I-35W Rehabilitation Project (the "Project"); and

Whereas, approving this update ensures that the series of projects along I-35W between I-94 Commons and approximately 42nd St S is inclusive of the 12th St Transit Ramp; and

Whereas, approving the Project along I-35W is a critical step toward implementing full BRT service, in the form of the Orange Line, along I-35W; and

Whereas, a reliable transit connection between I-35W and the transit lanes on Marquette Ave and 2nd Ave (MARQ2) is a critical component of the Orange Line BRT; and

Whereas, the U.S. Department of Transportation's decision to award a \$133 million Urban Partnership Agreement (UPA) grant to I-35W was a significant step forward toward implementing this shared BRT vision; and

Whereas, the highest priority for the City of Minneapolis on I-35W is to be a partner in regional efforts to increase the use of transit; and

Whereas, global warming is a recognized threat to our environment and economy which can be addressed in part by providing transit choices for commuters that are cost-effective, reduce carbon pollution, and create shared economic benefits; and

Whereas, the City of Minneapolis strongly supports implementing Bus Rapid Transit (BRT) on I-35W as soon as possible and this vision is shared by a broad, bipartisan coalition of mayors, city council members, county commissioners, and legislators from Downtown to Lakeville and beyond along the I-35W South corridor; and

Whereas, the City of Minneapolis approved the *Access Minneapolis Downtown Action Plan* in March 2007 that called for the creation of a north-south transit spine, implementation of I-35W BRT service, and a connection between the transit spine and I-35W; and

Whereas, full BRT service on I-35W should initially include at least two high-quality inside lane stations in Minneapolis at Lake St and 46th St; and

Whereas, the City of Minneapolis passed a resolution on Sept. 3, 2004, denying municipal consent for the reconstruction of I-35W from 66th St to 42nd St which, at that time, did not include project

elements that would promote transit use and instead relied on freeway expansion of which the City is opposed; and

Whereas, the findings of the Appeal Board in response to the City's denial of municipal consent for the reconstruction of I-35W from 66th St to 42nd St affirms that investing in transit in the I-35W South corridor is the top priority including the construction of an inside lane station at Lake St; and

Whereas, the findings of the Appeal Board also references the long-term vision for BRT in the corridor and the potential for an additional inside lane station at 38th St; and

Current Proposal

Whereas, the Orange Line is a 17-mile long corridor along the most heavily used express bus corridor in the region with approximately 14,000 daily rides; and

Whereas, the Orange Line's all-day, frequent, bidirectional service will complement existing local and express bus routes in the I-35W corridor and offer a new option for reverse-commuting and weekend markets; and

Whereas, the Orange Line BRT will provide improved transit facilities, access, service, and reliability for transit users in the I-35W corridor; and

Whereas, the I-35W corridor contains approximately 11.2% of the jobs in the seven-county metropolitan area, there are concentrations of affordable housing, areas of low automobile ownership, areas of concentrated poverty, and significant minority populations; and

Whereas, the Orange Line BRT service on I-35W must connect to the transit lanes on Marquette Ave and 2nd Ave (MARQ2) to meet project goals; and

Whereas, the Orange Line BRT connection between I-35W and MARQ2 needs to be safe, convenient, and reliable; and

Whereas, numerous options for the BRT connection were developed and evaluated by staff from the City, Metro Transit, and MnDOT; and

Whereas the 12th St Transit Ramp was determined to be preferred alternative to provide the transit connection between I-35W and MARQ2; and

Whereas, the benefits provided by the 12th St Transit Ramp will be realized by all transit buses accessing I-35W to and from 12th St including the Orange Line BRT, as well as other express and local routes; and

Whereas, the construction cost of the 12th St Transit Ramp is estimated at approximately \$12 million which will be an Orange Line BRT project cost with no City funding required; and

Whereas, MnDOT is now seeking to add the 12th St Transit Ramp to the same construction package as the Project previously approved by the City on May 13, 2016; and

Whereas addition of the 12th St Transit Ramp to the Project's final construction plans constitutes changes in access, traffic capacity, or acquisition of permanent right-of-way from the final Project layout approved by the City; and

Whereas, the Minnesota Department of Transportation (MnDOT) seeks the City's written approval for the above-described addition to the Project's final construction plans;

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

That the City of Minneapolis approves the proposed changes to the final construction plans for the Project to now include the 12th St Transit Ramp.