



METRO Orange Line

Hennepin County Regional Railroad Authority
November 29, 2016

Charles Carlson, Metro Transit

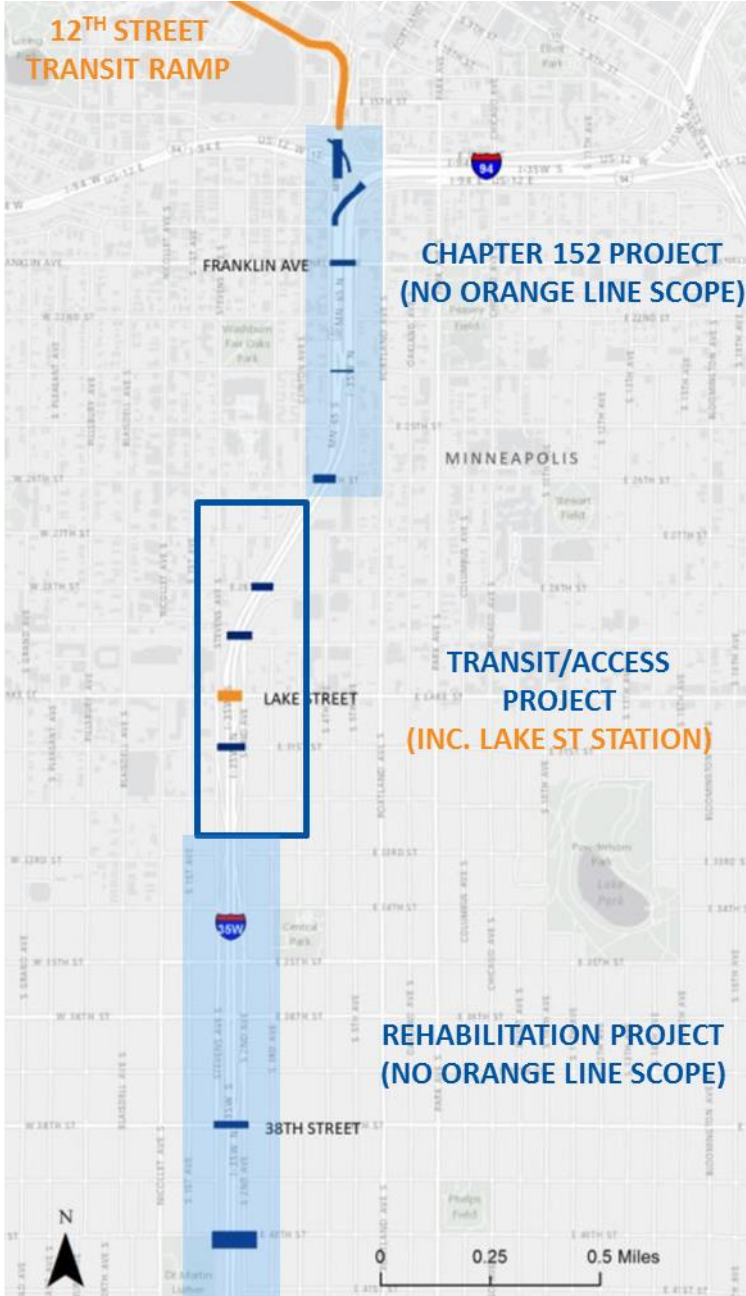
Critical Time for Coordinating Orange Line and MnDOT Work

- Biggest highway project MnDOT has ever let, \$180M of MnDOT funds at risk
- Precedent-setting model of integrating transit into highway reconstruction
- New approach proposed by Metro Transit to keep both projects intact and on schedule
 - Solution for lack of state funds and need for coordination
 - Uses existing committed local funds
- MnDOT schedule
 - Execute partnership agreements in March 2017
 - Project letting in June 2017
 - Construction 2017-2021



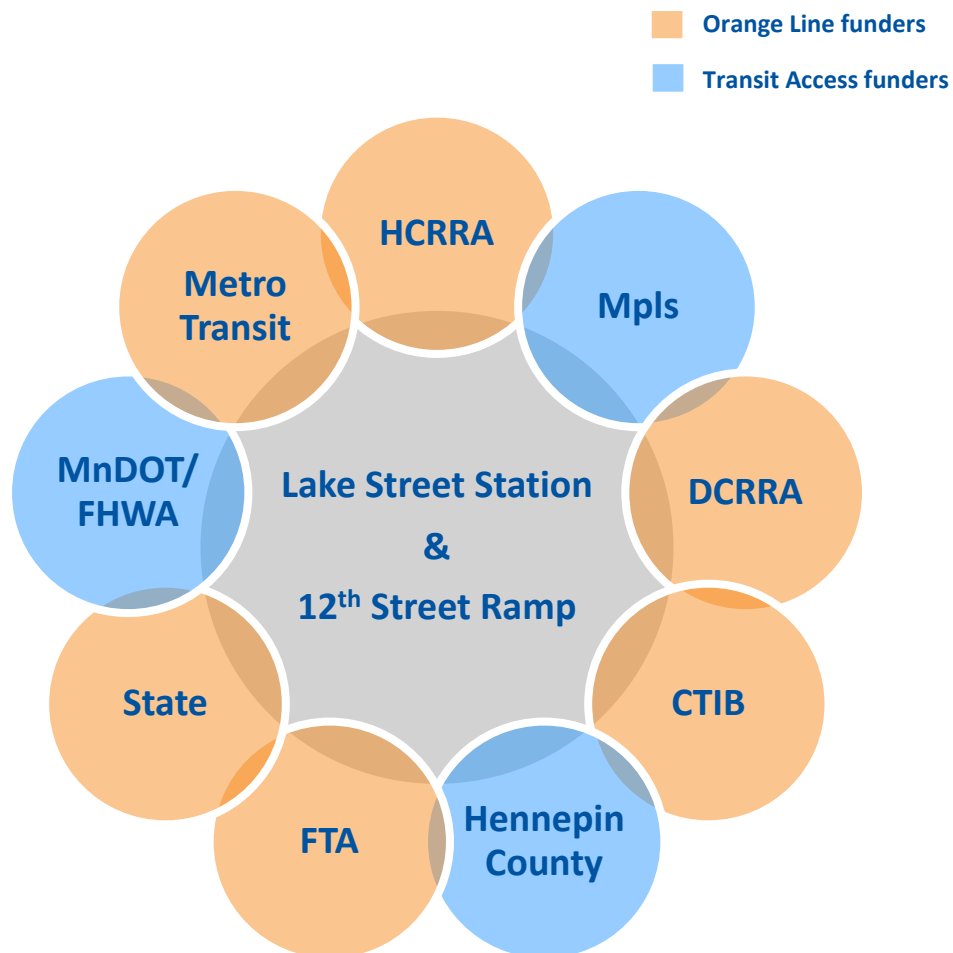
MnDOT Project Elements

- Converting NB priced shoulder to permanent MnPASS Lane from 26th St to 46th St
- Construct new MnPASS lane on SB 35W from 26th St to 46th St
- Construct Orange Line BRT station at Lake St
- Improve access from I-35W to Lake Street business district with two new exit ramps
 - NB Exit to 28th St
 - SB Exit to Lake St
- Chapter 152 Bridges – Braid Bridge and NB Flyover
- Rehabilitated pavement and bridges
 - I-35W from 46th Street to 11th Ave
 - TH65 from 26th St to 16th St
 - I-94 from Nicollet Ave to Park Ave
- New and rehabilitated noise barriers throughout project area



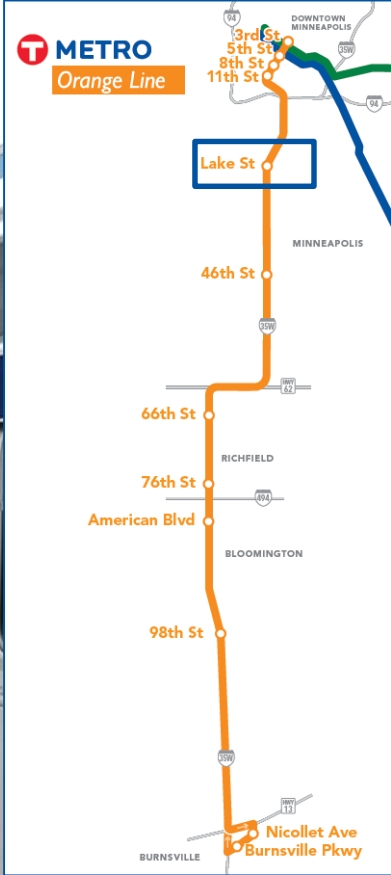
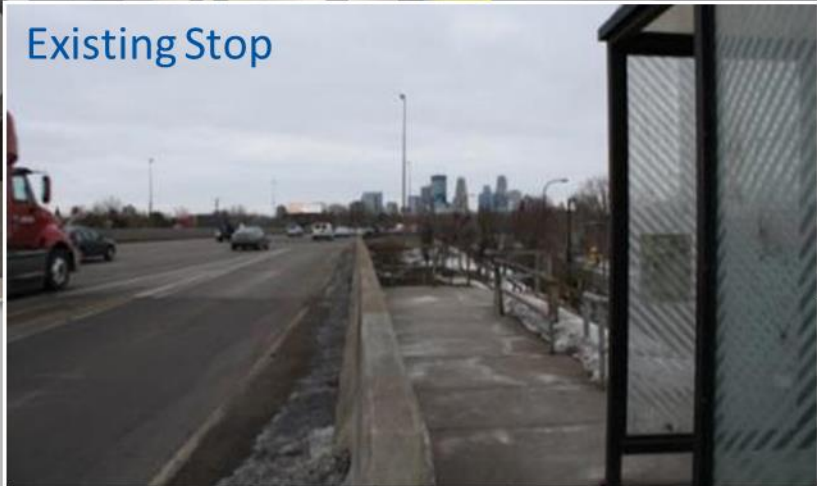
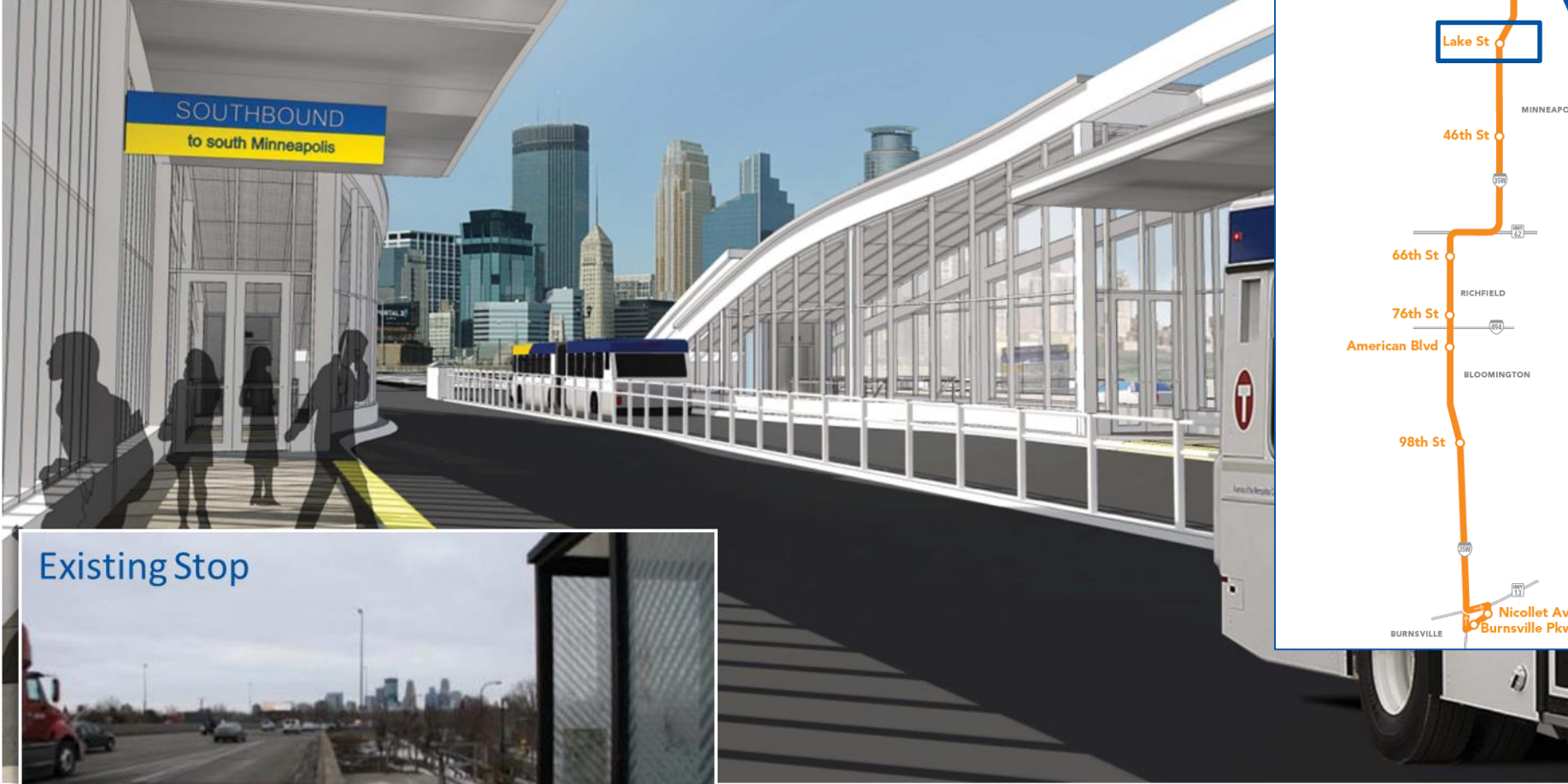
A Regional Partnership

- Design collaboration transit + roads
- Multi-party funding
- Multi-agency, collaborative outreach and communications
- Integrated into single project for delivery by MnDOT
 - Reduces cost and complexity
 - Reduces durations and construction impacts
 - Benefits all users and partners





Lake Street Station

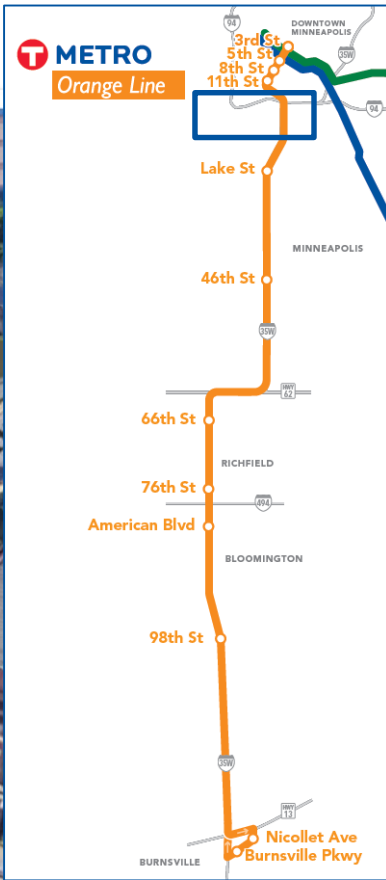


Lake Street Station

- Reduce congestion & remove existing bus weave across three lanes
 - Allow 700 bus trips per day to provide reliable, frequent service to the Lake Street Station
- Enhance regional equity & connections
 - Restores reliable transit access to Lake Street for all I-35W transit riders
 - Connect downtown residents to 8,000 jobs in the Lake Street Station area
 - Provide access all day, every day to thousands of south metro jobs via the METRO
- Provide a critical regional link
 - Direct connections from I-35W to local transit routes and planned BRT, Nicollet Avenue streetcar, and Midtown Rail
 - Transit agencies have reduced and eliminated service here due to inadequate facilities; access would be fully restored with new Lake Street Station



12th Street Transit Ramp



12th Street Transit Ramp

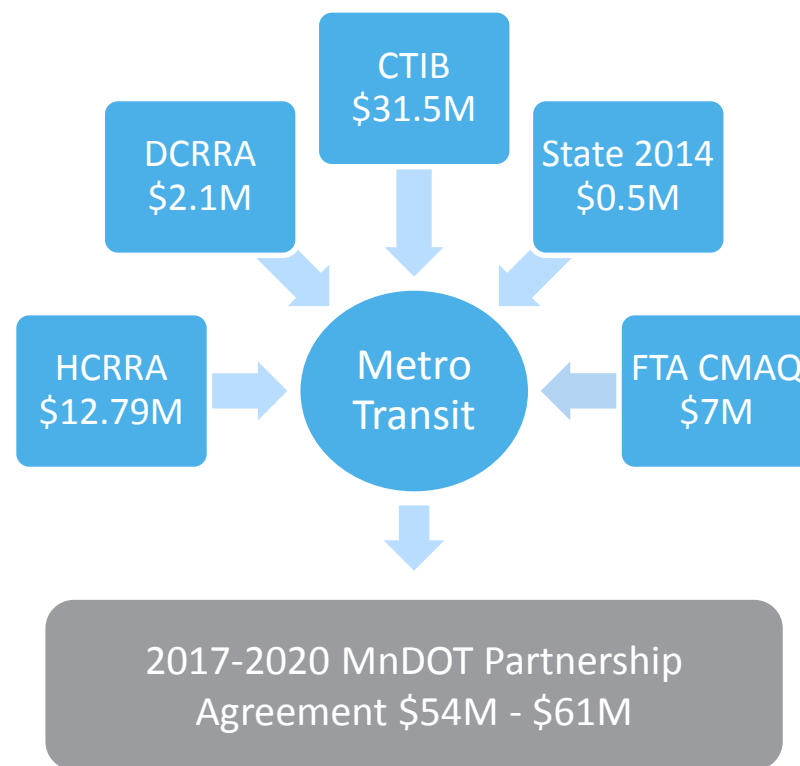
- Bidirectional transit-only ramp between Highway 65 and 12th Street
- Provides seamless, reliable connection for 700 bus trips daily
- Improves trip time and reliability for 13,000 existing daily I-35W transit riders
- Over 26,000 daily Orange Line and express riders will benefit from the investment by 2040
- Alleviates one of the worst congestion pinch points in the transit network
- Makes transit a desirable and competitive choice in the I-35W corridor
- Promotes access to Downtown Minneapolis destinations, jobs, and housing

What is LONP?

- Letter of No Prejudice (LONP) is a federal tool that allows the project to incur costs utilizing non-Federal resources, with the understanding that the costs incurred may be reimbursable as eligible expenses or as matching funds should FTA approve the project for full funding
- Used in our region to advance transit project construction ahead of a federal funding grant agreements
 - METRO Green Line used nine LONP requests for various project activities
 - Orange Line would pursue LONP to obligate funds to MnDOT in 2017 because a federal grant agreement is not expected until 2018

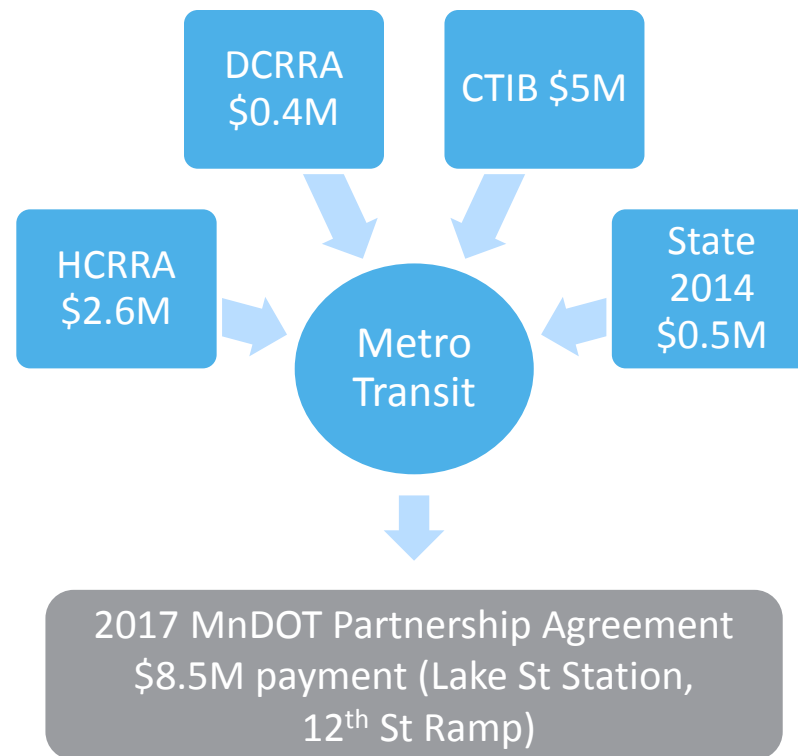
Proposed Path Forward- Transit/Access Project

- New approach proposed to keep Orange Line and Transit/Access projects on track
 - Use of committed local funds and remaining state funds for Council to obligate MnDOT Partnership Agreement
 - Cash flow through annual funding agreements or amendments to meet MnDOT payment schedule and post-SSGA project construction
 - Ensures use of \$7M federal CMAQ award in program year 2017
 - Under LONP, all local investments continue to count toward match to requested \$74M federal Small Starts award (2018)
 - Delays right-of-way acquisition elsewhere on Orange Line until completion of state funding



Proposed Path Forward – 2017 MnDOT payment

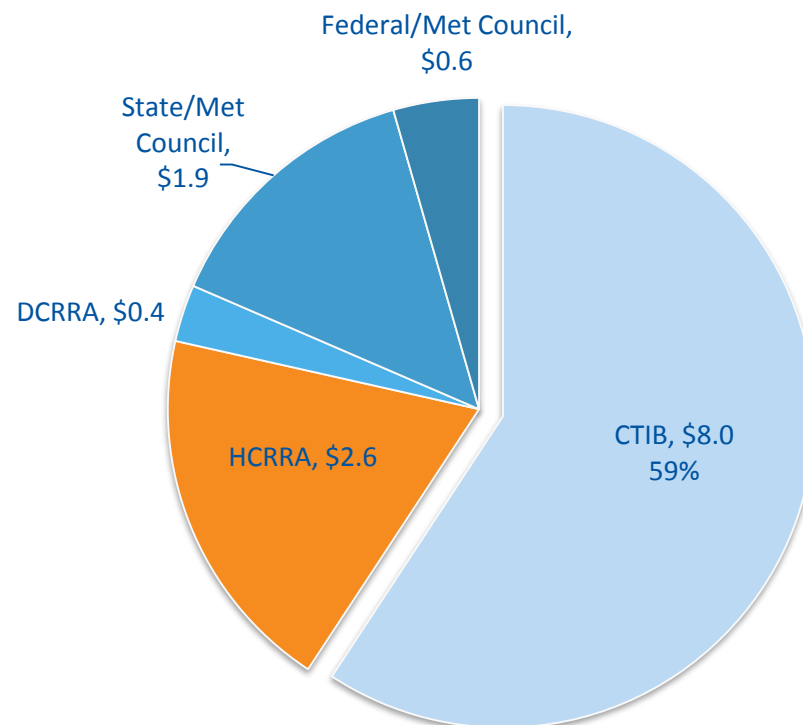
- Previous authorization would use \$2.66M Hennepin County funds to acquire project right-of-way (ROW)
 - State funds did not become available in 2016 for Orange Line ROW purchases
 - Project funding modifications in 2016 revise scope and timing of project work
- Proposed action authorizes \$2.6M funds to early construction (LONP) through authorized Project Development Agreement
 - MnDOT Partnership provides greater certainty of project improvements
 - Ensures broader highway project progresses and remains intact



2017 CTIB Capital Grant Funding Requests

- \$13.5M of 2017 project activities planned
- \$8M CTIB Capital Grant requested
 - \$3M ongoing Project Development work
 - \$5M project construction activities
 - 2017 Match sources
 - \$2.6M HCRRRA (proposed action)
 - \$0.4M DCRRRA (passed 11/15/16)
 - \$1.9M state funds (secured 2014)
 - \$0.6M federal funds (secured 2015)
- CTIB 2017 capital grant award 12/7/2017
- Local match agreements must be executed to receive CTIB project disbursements in early February 2017

2017 Capital Grant Sources, in Millions



Proposed schedule and actions to meet LONP and MnDOT partnership agreement

- November 15, 2016 – Secured 2017 funding agreement authorization from DCRRA
- **November 29, 2016 – HCRRA: Revised PD agreement and LONP authorization**
- December 7, 2016 – CTIB project update information item
- January/February 2017 – Local funding commitment revisions for MnDOT Partnership agreement
- February 2017 – Approved federal LONP received by Metro Transit
- February 15, 2017 – CTIB approves formal LONP pre-award expenditures
- February 22, 2017 – Metro Transit approves \$54-61M MnDOT partnership agreement
- March 10, 2017 – Metro Transit executes partnership agreement with MnDOT
- March through June 2017 – MnDOT bid advertisement
- August 2017 – MNDOT awards project that includes two components of the Orange Line



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Orange Line



Questions?

www.metrotransit.org/orangeline