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

Existing Stop
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 HCRRA (proposed action)
  - $0.4M DCRRA (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

- CTIB, $8.0 59%
- HCRRA, $2.6
- DCRRA, $0.4
- Federal/Met Council, $0.6
- State/Met Council, $1.9
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
Questions?

www.metrotransit.org/orangeline