Orange Line TAC
December 13, 2016
General Updates

**NEPA**
- Received NEPA concurrence from FTA on 12/1
- All NEPA work is now complete

**CTIB**
- Hosted a commissioner workshop on 12/1 to discuss implementation scenarios:
  1. Continue existing strategy
  2. Seek new legislative authority for additional ¼ cent sales tax
  3. Use existing tax statute available to non-CTIB counties to leverage ½ cent sales tax
     - Would require reorganizing counties outside of existing CTIB structure
     - Use current CTIB funds to pay commitments prior to reorganization
- CTIB is meeting again on 12/21 for further discussion
$13.5M of 2017 project activities planned

$8M CTIB Capital Grant requested

- $3M ongoing Project Development work
- $5M project construction activities
- Match sources
  - $2.6M HCRRA (passed 11/29/16)
  - $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

2017 Capital Grant Funding Requests

2017 Capital Grant Sources, in Millions

- CTIB, $8.0 (59%)
- HCRRA, $2.6 (27%)
- DCRRA, $0.4 (6%
- Federal/Met Council, $0.6 (8%)
- State/Met Council, $1.9 (13%)

Image 0x0 to 720x540
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 Coordinated Construction

- Highway and bridge reconstruction
  - New MnPASS lanes
  - Chapter 152 bridge replacements
  - Overpass bridges replaced or improved
  - Noise barrier improvements
- New local access
  - 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
  - 12th St ramp
- Over $300 million combined project
  - $54 to 62 million in transit scope elements
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
Interagency Path Forward

- Use 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
- Delay right-of-way acquisition until award of state funding, expected in Q1 2017

2017-2020 MnDOT Partnership Agreement $54M (amend to $61M after SSGA)
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.
Coordinated Work under LONP

Committing Orange Line funds to MnDOT requires:

• NEPA clearance - COMPLETE
• Adequate non-5309 funds for transit share - COMPLETE
• Inclusion in the TIP - COMPLETE
• FTA permission to encumber Orange Line matching funds under LONP – REQUESTING 12/19

Existing Lake Street bridge conditions
Proposed schedule and actions to meet LONP and MnDOT partnership agreement

- November 15, 2016 – Secured 2017 funding agreement authorization from DCRRA
- November 29, 2016 – Secured revised PD agreement and LONP authorization from HCRRRA
- December 7, 2016 – CTIB project update information item
- December 16, 2016 – submit LONP request to FTA
- 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 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
Public Input on Station Design

- Public Input on 66th, 76th, American, 98th, Nicollet, Burnsville Pkwy
- Comment Period Nov 14th thru Dec 19th
- 60 comments received so far
- Every comment will receive a response
Public Input on Station Design

![Bar Chart]

- **Parking Concern**: 16
- **Commendation**: 9
- **Pedestrian Concern**: 7
- **Station Design**: 7

*Comment Type*
Richfield Station Comments

66th Street Station – 13 comments
- 5 parking concerns
- 2 commendations
- 2 station design concerns

76th Street Station – 6 comments
- 2 parking concerns
- 2 station location concerns
- 2 pedestrian concerns
Bloomington Station Comments

98th Street Station - 11 comments
- 3 Station Design Concerns
- 2 Commendations
- 2 Parking Concerns

American Boulevard - 3 comments
Burnsville Station Comments

Nicollet Avenue Station - 15 comments
- 3 Commendations
- 2 Station Design Concerns
- 2 Parking Concerns
- 2 Pedestrian Concerns
- 2 Bike Concerns

Burnsville Parkway Station - 8 comments
- 4 parking concerns
## Design Update

<table>
<thead>
<tr>
<th>Orange Line Project Element</th>
<th>Design Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown Stations</td>
<td>Stakeholder conceptual design review</td>
</tr>
</tbody>
</table>
| 12<sup>th</sup> Street Access Ramp | Staff Approved Layout – Approved  
Roadway – 95% Design  
Bridges – 60% Design |
| Lake Street Station         | Final Design |
| 46<sup>th</sup> Street Station | Conceptual design for branding upgrades |
| 66<sup>th</sup> Street Station | Staff Approved Layout – Approved  
30% Design |
| 76<sup>th</sup> Street Station | 30% Design |
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<table>
<thead>
<tr>
<th>Orange Line Project Element</th>
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<tbody>
<tr>
<td>Knox Avenue Transitway/I-494 Underpass</td>
<td>Staff Approved Layout – Approved</td>
</tr>
<tr>
<td></td>
<td>30% Design</td>
</tr>
<tr>
<td>American Boulevard Station</td>
<td>30% Design Working with Bloomington on stormwater, intersection, SB farside easement</td>
</tr>
<tr>
<td>98th Street Station</td>
<td>Staff Approved Layout – Approved</td>
</tr>
<tr>
<td></td>
<td>30% Design</td>
</tr>
<tr>
<td>Nicollet Avenue Station</td>
<td>30% Design</td>
</tr>
<tr>
<td>Burnsville Parkway Station</td>
<td>30% Design</td>
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Six-Month Look Ahead

- Finalize 35W construction schedules with MnDOT
- Develop and execute interagency agreements
- Complete 12th Street, Lake St Station final design (MnDOT led)
- Complete 60% station design
- Obtain remaining $12.1M in state funding
- Initiate ROW appraisals and acquisition
- Continue stakeholder engagement
Scheduled Presentations & Actions

• Richfield City Council meeting, Dec. 13
• Minneapolis Capital Projects Task Force – 12th Street Ramp, Dec. 19
• Minneapolis Capital Projects Task Force – Downtown station concepts, Jan. 9 or 16 (tentative)
• Dakota County RRA – amend funding resolution, Jan. 24th (tentative)
• Hennepin County RRA – amend funding resolution, Jan. 24th (tentative)
• Others?
Downtown Stations

- Marquette Avenue improvements
  - Pylon, blade sign on existing RTS
  - Ticket vending machines, fare card validators
- 2nd Avenue improvements
  - Northbound direction towards non-boarding terminus
  - Blade sign on existing RTS
- Pursuing a downtown fare-free zone on Orange Line
- Continued conversation with MVTA over concerns about use of C stop group
11th & Marquette concept
11th & Marquette concept
11th & Marquette concept
Downtown Station Design

Internal feedback on downtown concepts

• Increase pylon size, potentially match 7th & Hennepin, 7th & Nicollet pylons

• Combine stop group and Orange Line signage into one pylon

• Keep fare collection equipment near shelter to reduce maintenance burden

• Move validator further from street to reduce potential damage from errant vehicles

• Incorporate Orange Line branding into pylon design
Downtown Station Design

Timeline for design

- December 2016 – January 2017, stakeholder input on downtown concepts
- January 2017, public engagement on downtown concepts, CPTF 20% review
- February 2017, incorporate downtown concept into 60% design
- March 2017, CPTF 60% review
- August 2017, 100% design
Station Naming

From the Regional Transitway Guidelines,

9.5 - Station Naming

• Reflect local geography (major cross-street or landmark)
• Easy for the general public to recognize, particularly potential customers unfamiliar with the corridor
• Distinct from the names of other stations
• Succinct, use of two names for one station should be avoided
• If station naming rights are sold, the name must continue to have a clear link to a nearby landmark or regionally recognizable destination
Station Naming

Downtown Stations

• Use of “on & at” convention? (e.g. “Marquette & 5th”)
• Complication of one-way pair, (e.g. “Marquette & 5th,” “2nd & 5th”)

Stations on or adjacent to I-35W

• Use of “on & at” convention? (e.g. “I-35W & Lake”)

Offline stations near destinations

• Use of “on & at” convention? (e.g. “Knox & American”)
• Complication of Nicollet Avenue Station (“Travelers Trail & Highway 13”)
  • Several internal requests to not use “Nicollet” due to transit associations with Route 18 and Nicollet Mall routes
  • Potential station naming processes for Nicollet Avenue?