



Orange Line TAC

December 13, 2016

General Updates

NEPA

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

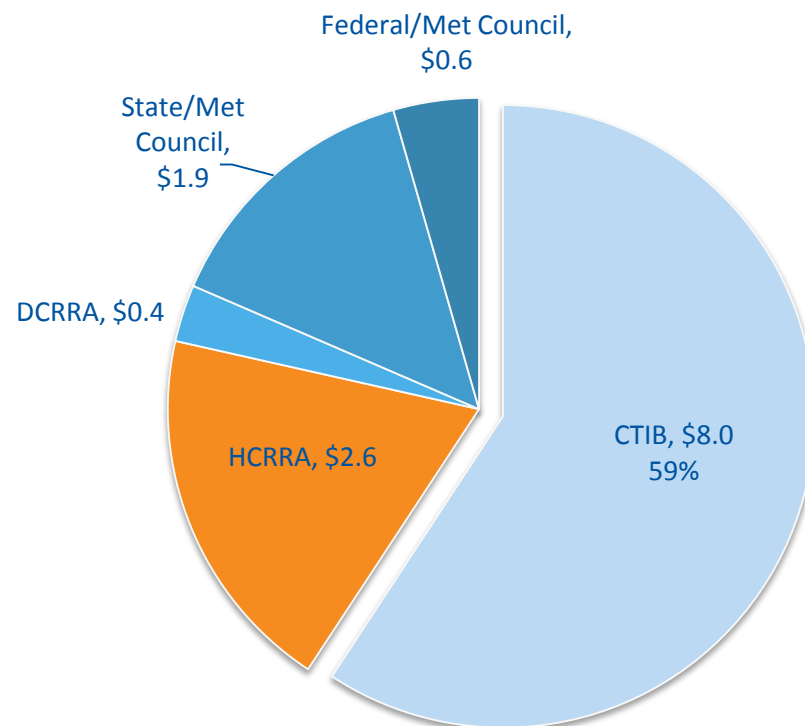
CTIB

- 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

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
 - 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 Sources, in Millions



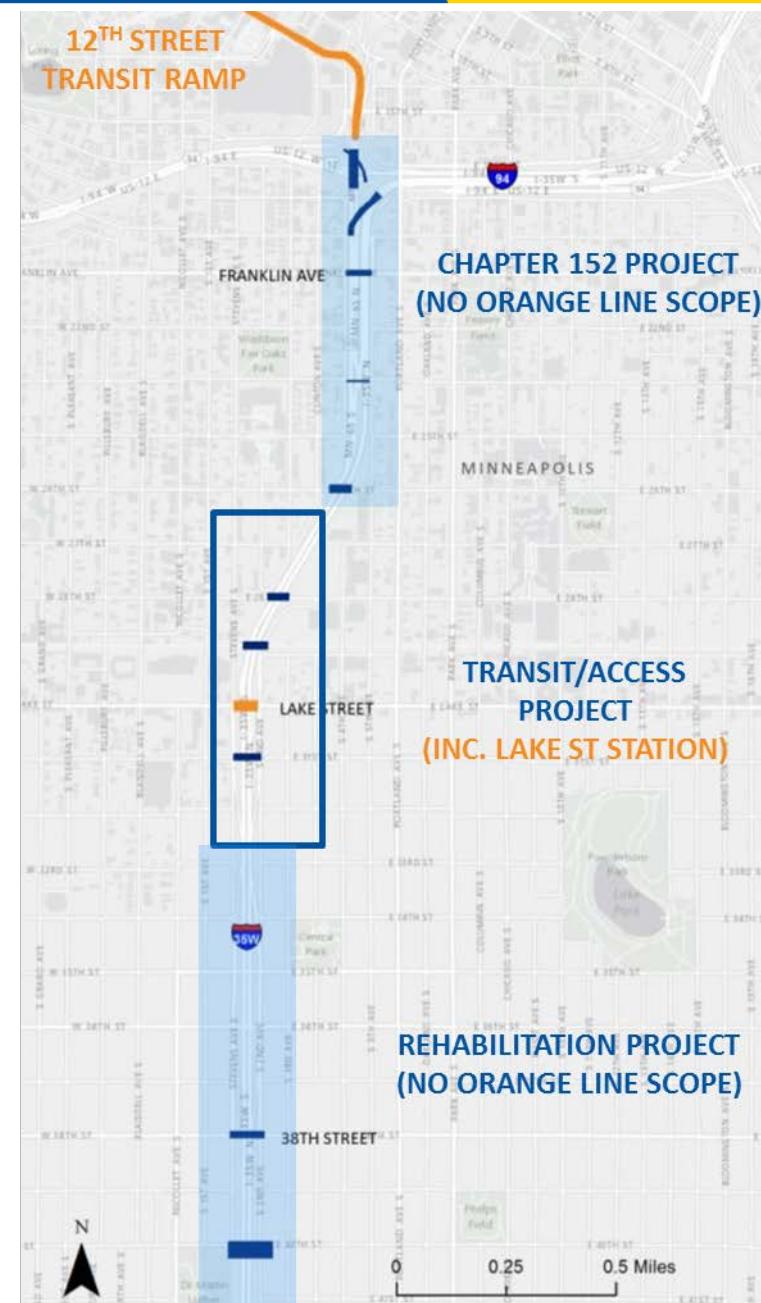
Critical Time for Coordinating Orange Line and MnDOT Work

- 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

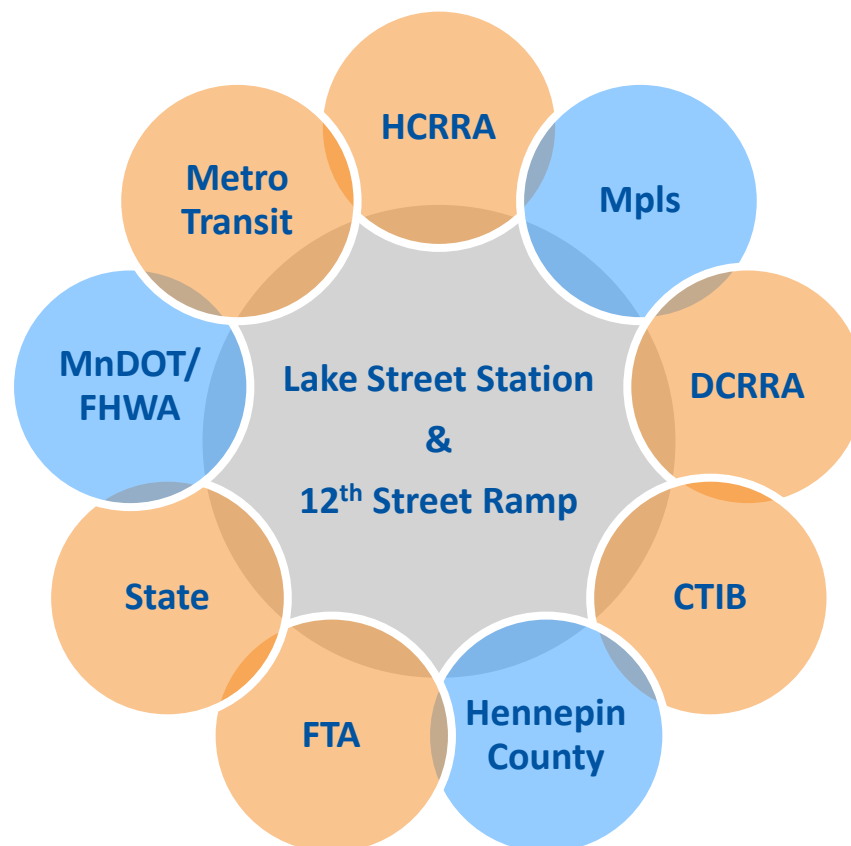
- Highway and bridge reconstruction
 - New MnPASS lanes
 - Chapter 152 bridge replacements
 - Overpass bridges replaced or improved
 - Noise barrier improvements
- New local access
 - Exit ramp SB to Lake St
 - Exit ramp NB to 28th St
- Transit station and ramp (part of Orange Line)
 - I-35W & Lake Street station
 - 12th St ramp
- Over \$300 million combined project
 - \$54 to 62 million in transit scope elements



A Regional Partnership

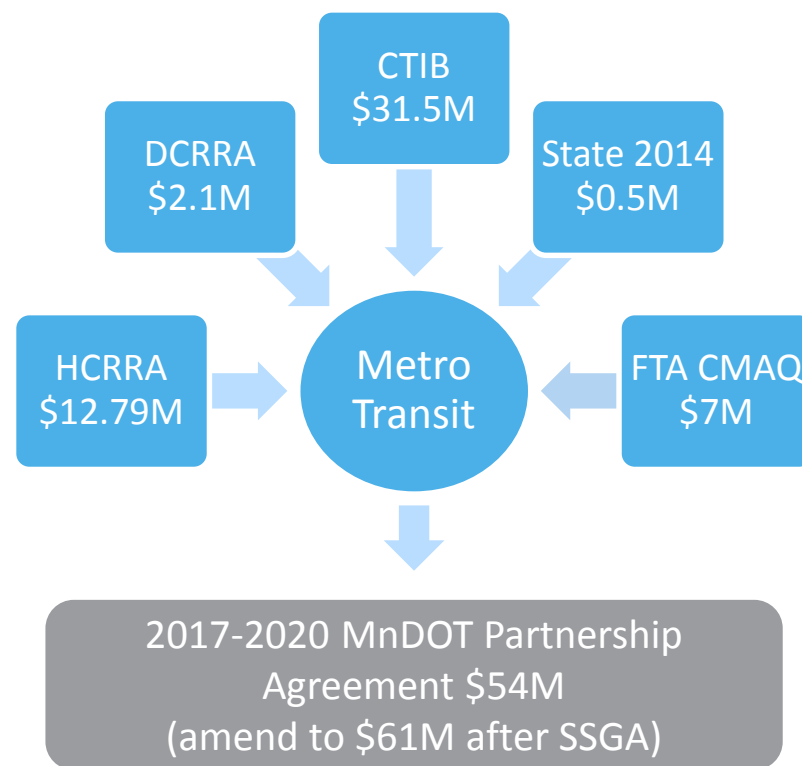
- Design collaboration transit + roads
- Multi-party funding
- Multi-agency, collaborative outreach and communications
- Integrated into single project for delivery by MnDOT
 - Reduces cost and complexity
 - Reduces durations and construction impacts
 - Benefits all users and partners

Orange Line funders
Transit Access funders



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



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**

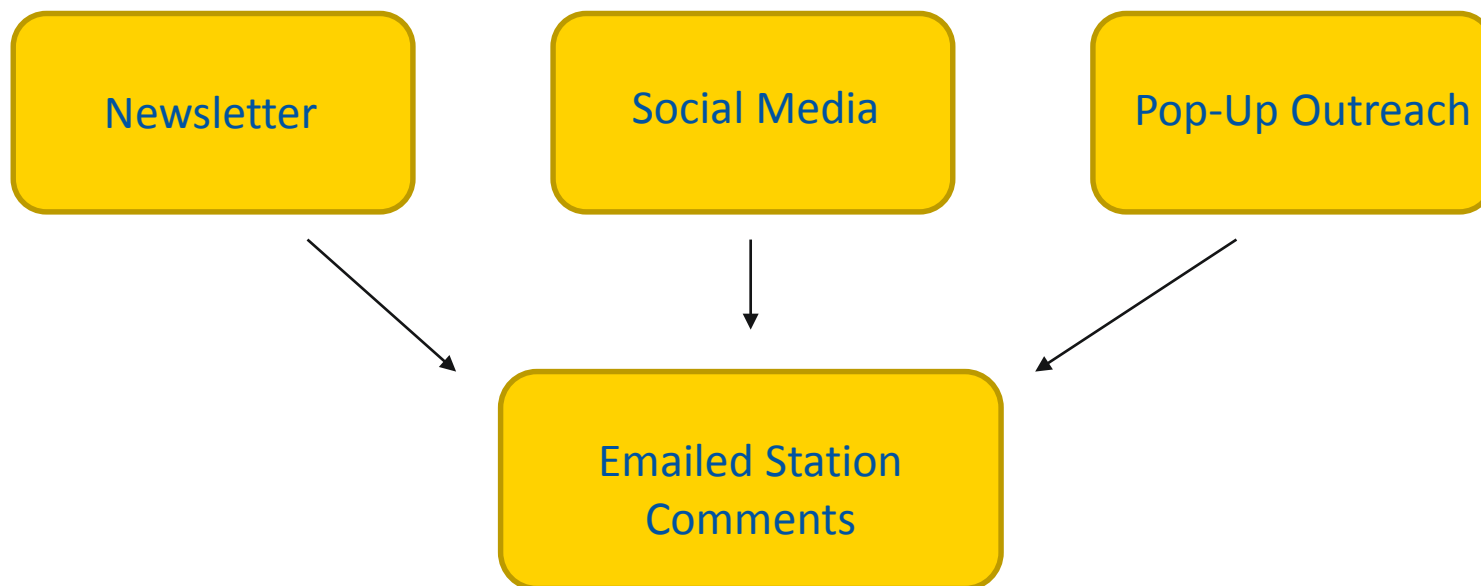


Existing Lake Street bridge conditions

Proposed schedule and actions to meet LONP and MnDOT partnership agreement

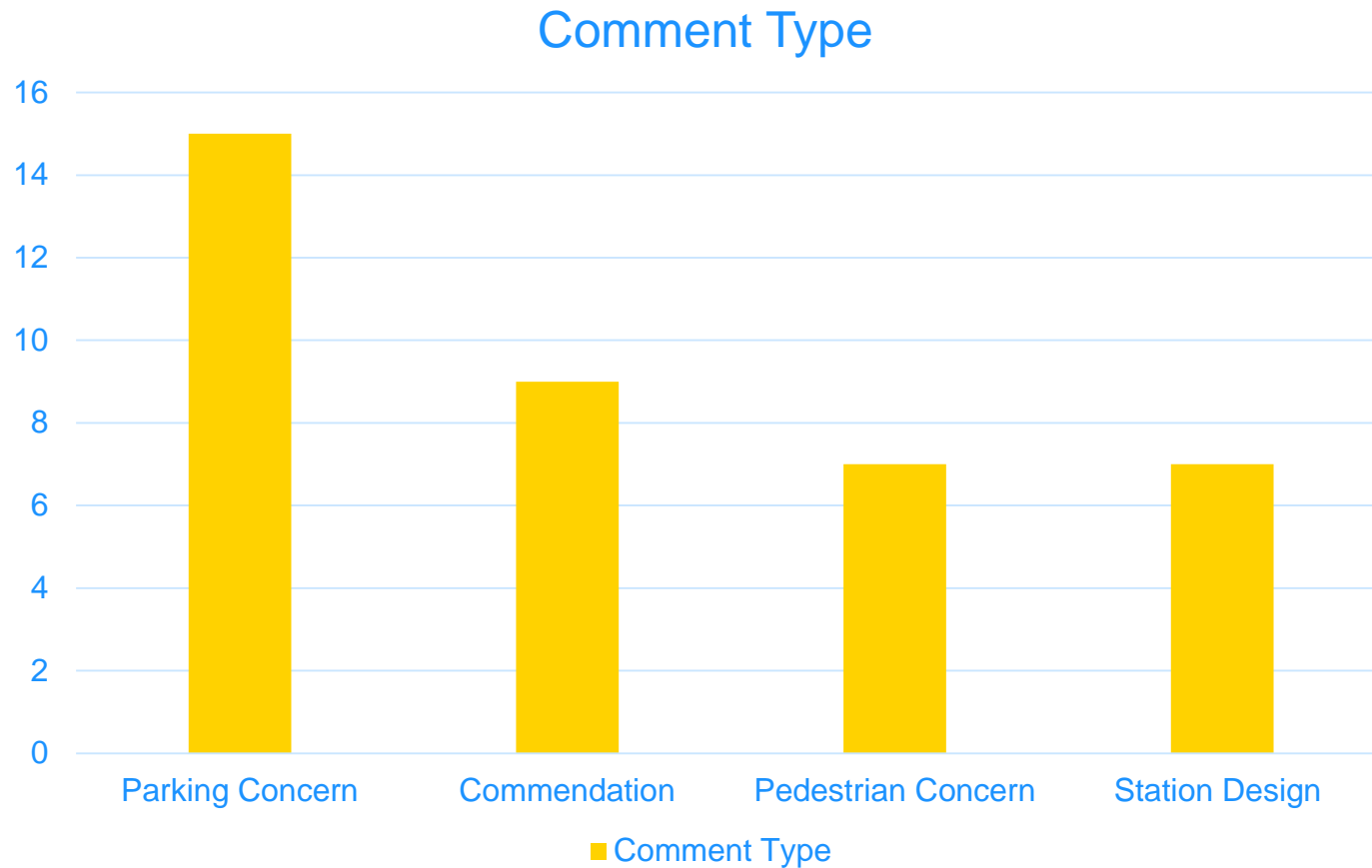
- **November 15, 2016 – Secured 2017 funding agreement authorization from DCRRA**
- **November 29, 2016 – Secured revised PD agreement and LONP authorization from HCRRA**
- **December 7, 2016 – CTIB project update information item**
- **December 16, 2016 – submit LONP request to FTA**
- **January/February 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



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

Orange Line Project Element	Design Status
Downtown Stations	Stakeholder conceptual design review
12 th Street Access Ramp	Staff Approved Layout – Approved Roadway – 95% Design Bridges – 60% Design
Lake Street Station	Final Design
46 th Street Station	Conceptual design for branding upgrades
66 th Street Station	Staff Approved Layout – Approved 30% Design
76 th Street Station	30% Design

Design Update

Orange Line Project Element	Design Status
Knox Avenue Transitway/I-494 Underpass	Staff Approved Layout – Approved 30% Design
American Boulevard Station	30% Design Working with Bloomington on stormwater, intersection, SB farside easement
98 th Street Station	Staff Approved Layout – Approved 30% Design
Nicollet Avenue Station	30% Design
Burnsville Parkway Station	30% Design

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



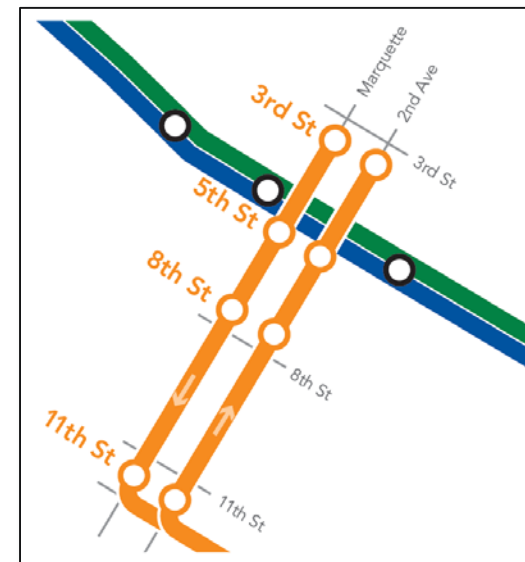
12th Street ramp area

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



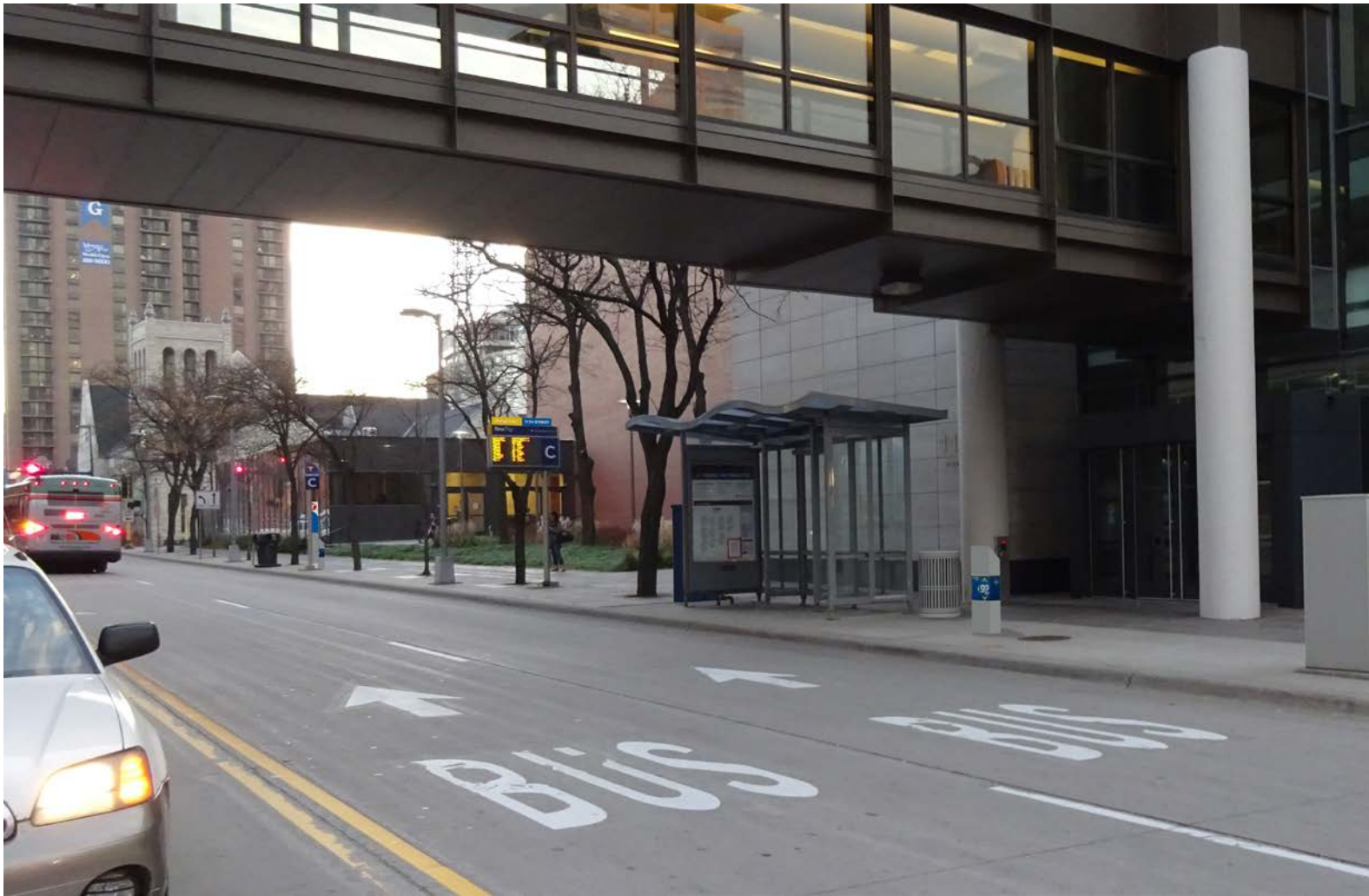
11th & Marquette concept



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

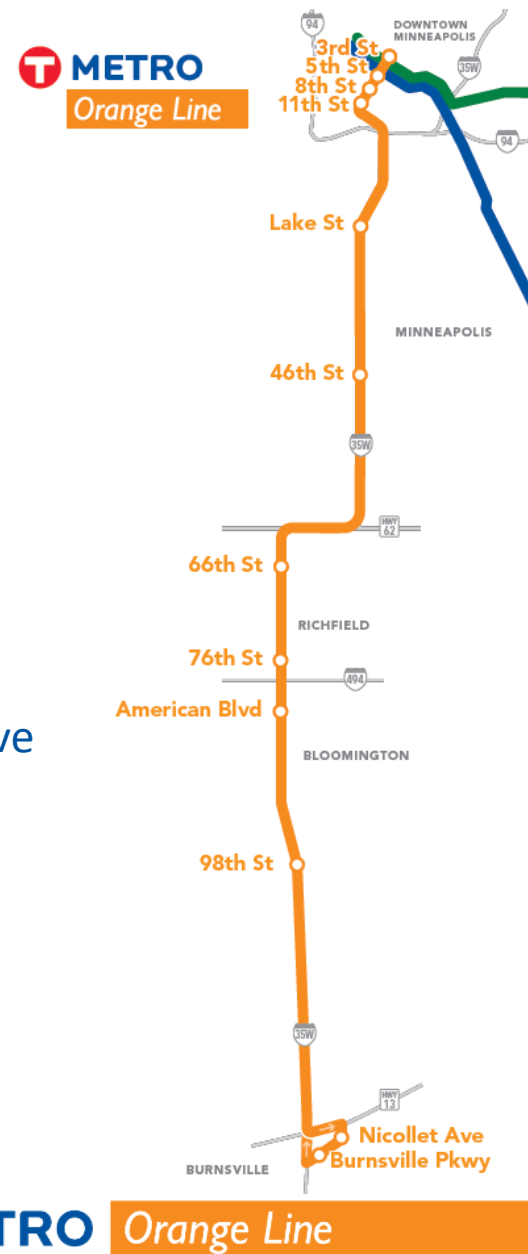


Station Naming

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?

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