



T METRO
Orange Line



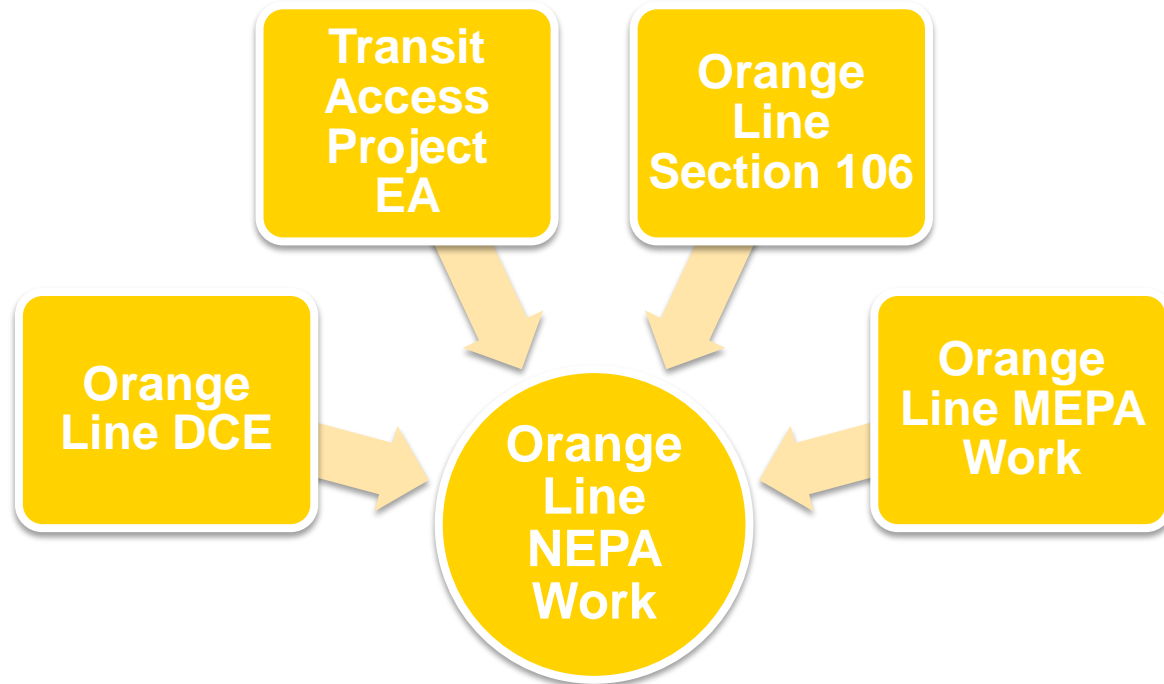
METRO Orange Line TAC

March 7, 2016

Project Update

NEPA progress

- Completing traffic study
- Draft DCE being submitted to FTA in April
- Section 106 Historic Resources Report & Assessment of Effects currently under review by FTA
- NEPA-specific Orange Line public meeting to be held in May (details TBD)



Project Update

Funding

- DCRRA provided 2016 commitment in January
- CTIB Technical Readiness Review submitted, setting up for full CTIB funding commitment request this summer
- 2016 Legislative ask: \$12M (completes state share)
- Apply to Small Starts late summer for inclusion in President's budget
- Will pursue a "Letter of No Prejudice" (LONP) from FTA to begin Lake Street construction prior to Small Starts grant agreement

Overall Project Schedule

	2015	2016				2017				2018				2019			
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
NEPA	DCE/EA/106																
PD & Engineering		NTP		30%	60%	90%											
FTA Coordination	Huddles			Pres. Budget		Rating	Negotiate SSGA	Execute SSGA									
Construction							Construction Activities										
Revenue Service																	

- Project Development entry: Nov 2014
- NEPA Determination: Jan 2015
- Financial Plan: Sep 2015
- Orange Line design contract awarded: January 2016
- NEPA concurrence: July 2016
- Secure all non-Small Starts funding: Q2/3 2016
- Submit Small Starts Evaluation/Rating Info: Aug/Sep 2016
- Bid Documents: Q4 2016 (35W/Lake) - Q2 2017 (Other)

- Lake Street Transit/Access MnDOT Agreement (w/LONP): Q1 2017
- Limited construction start (Lake/35W) under LONP: Q3 2017
- Submit updated/final evaluation rating info: Q1 2017
- FFY18 appropriation in place: Q4 2017 (needed for FTA SSGA)
- Execute SSGA: Q4 2017/Q1 2018
- Full construction start after SSGA: Q2 2018
- Construction completion: Q4 2019
- Revenue Service: Q4 2019

} Lake Street phasing/schedule decisions in process by MnDOT

Design Look Ahead

April

- 12th Street transit ramp
- Orange Line shelter/station design concept
- 66th Street Station

May

- American Boulevard station/Knox avenue alignment
- Orange Line shelter/station design concept
- 98th Street Station

June

- Nicollet Station
- Burnsville Parkway
- 76th Street Station

Integrating BRT into MARQ2

METRO Orange Line			Express Bus
★	10 - 15 min	Frequency	Varies by route
★	20 hours per day, 7 days/week	Span	Peak only Weekday only
★	Off-board before boarding	Fare Collection	On-board when alighting
★	Major capital investment, NEPA work	Permanence	Gate assignments adjusted over time
	METRO stations	Branding	MARQ2 Gates
★	All-day, regional users	Audience	Peak-hour, Minneapolis commuters
★	3-door boarding, wider back doors	Dwell time	1 – 2 doors, queueing for all coach buses
★	All trips stop at all stations	Predictability	Stops made on request

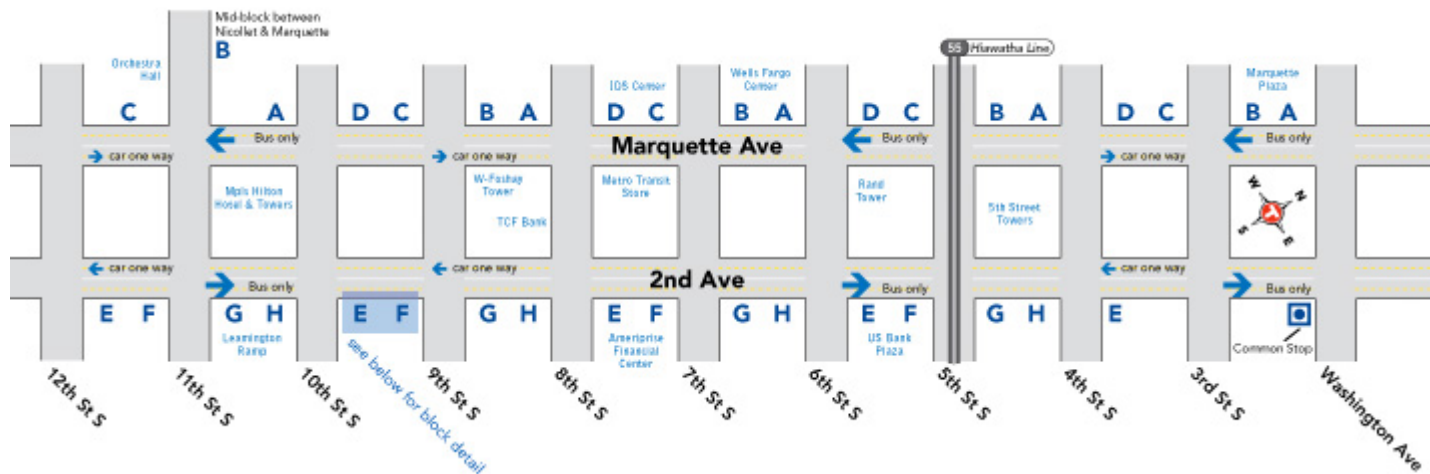


Approach: Combined Stop Groups, fewer stops



Which Southbound Stop Groups?

- A: constraints with articulated buses, no shelter at 7th, no windscreens at 8th, less visible connection to LRT
- B: No stop south of 9th, multiple stops with no shelters, visible connection to LRT
- C: mitigates Historic Resource issues, visible connection to LRT, direct access to skyway at 11th for easy Convention Center connection, currently serves MVTA routes – needs close coordination
- D: Potential Historic Resource issues at IDS and Westin, less visible connection to LRT





Approach: Single Stop Group (C & E)



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Minimize visual impacts by putting under skyway at IDS

Minimize visual impacts by using blade on existing real-time sign

- Listed in National Register Historic Places
- Eligible for National Register Historic Places

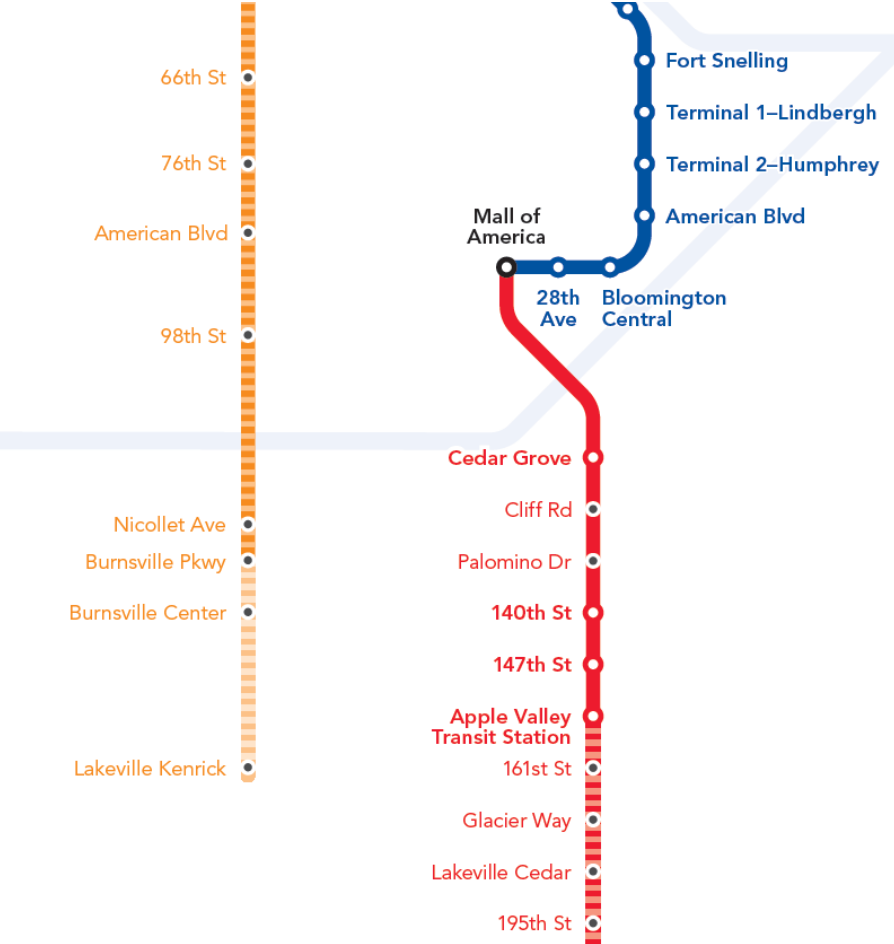


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Current 535 boardings
 Transitway Guidelines: minimum of 100 boardings per station

Orange Line Extension: Phase 2 to Lakeville



- Future extension south to Lakeville Kenrick Park & Ride
- One new station at Burnsville Center
- 1,000 additional average weekday riders
- Potential 2020-2021 Implementation

