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

<table>
<thead>
<tr>
<th>NEPA</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>DCE/EA/106</td>
<td>Q4</td>
<td>Q1</td>
<td>Q2</td>
<td>Q3</td>
<td>Q4</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PD &amp; Engineering</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>NTP</td>
<td>30%</td>
<td>60%</td>
<td>90%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FTA Coordination</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Huddles</td>
<td>Pres. Budget</td>
<td>Rating</td>
<td>Negotiate SSGA</td>
<td>Execute SSGA</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Construction</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Revenue Service</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- 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
- 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

<table>
<thead>
<tr>
<th>METRO Orange Line</th>
<th>Express Bus</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>10 - 15 min</strong></td>
<td>Frequency</td>
</tr>
<tr>
<td><strong>20 hours per day, 7 days/week</strong></td>
<td>Span</td>
</tr>
<tr>
<td><strong>Off-board before boarding</strong></td>
<td>Fare Collection</td>
</tr>
<tr>
<td><strong>Major capital investment, NEPA work</strong></td>
<td>Permanence</td>
</tr>
<tr>
<td><strong>METRO stations</strong></td>
<td>Branding</td>
</tr>
<tr>
<td><strong>All-day, regional users</strong></td>
<td>Audience</td>
</tr>
<tr>
<td><strong>3-door boarding, wider back doors</strong></td>
<td>Dwell time</td>
</tr>
<tr>
<td><strong>All trips stop at all stations</strong></td>
<td>Predictability</td>
</tr>
</tbody>
</table>

- Frequency: Varies by route
- Span: Peak only, Weekday only
- Fare Collection: On-board when alighting
- Permanence: Gate assignments adjusted over time
- Branding: MARQ2 Gates
- Audience: Peak-hour, Minneapolis commuters
- Dwell time: 1 – 2 doors, queueing for all coach buses
- Predictability: Stops made on request

*Consistent with LRT*
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)
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
Approach: Single Stop Group (C & E)

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