



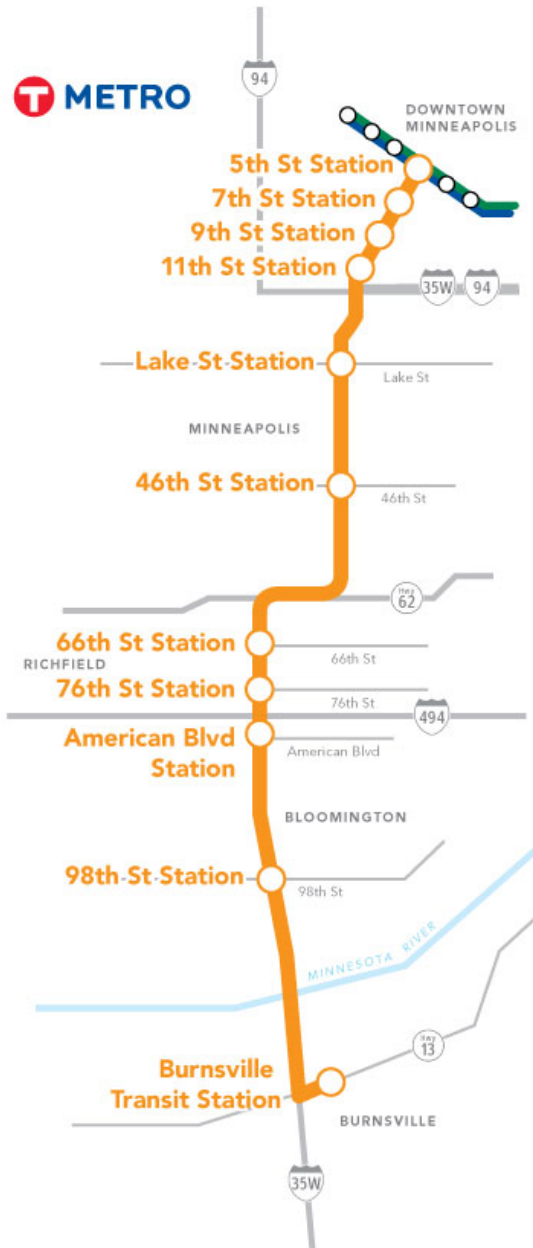
METRO Orange Line Corridor Management and Oversight Discussion

I-35W Solutions Alliance
March 13, 2014

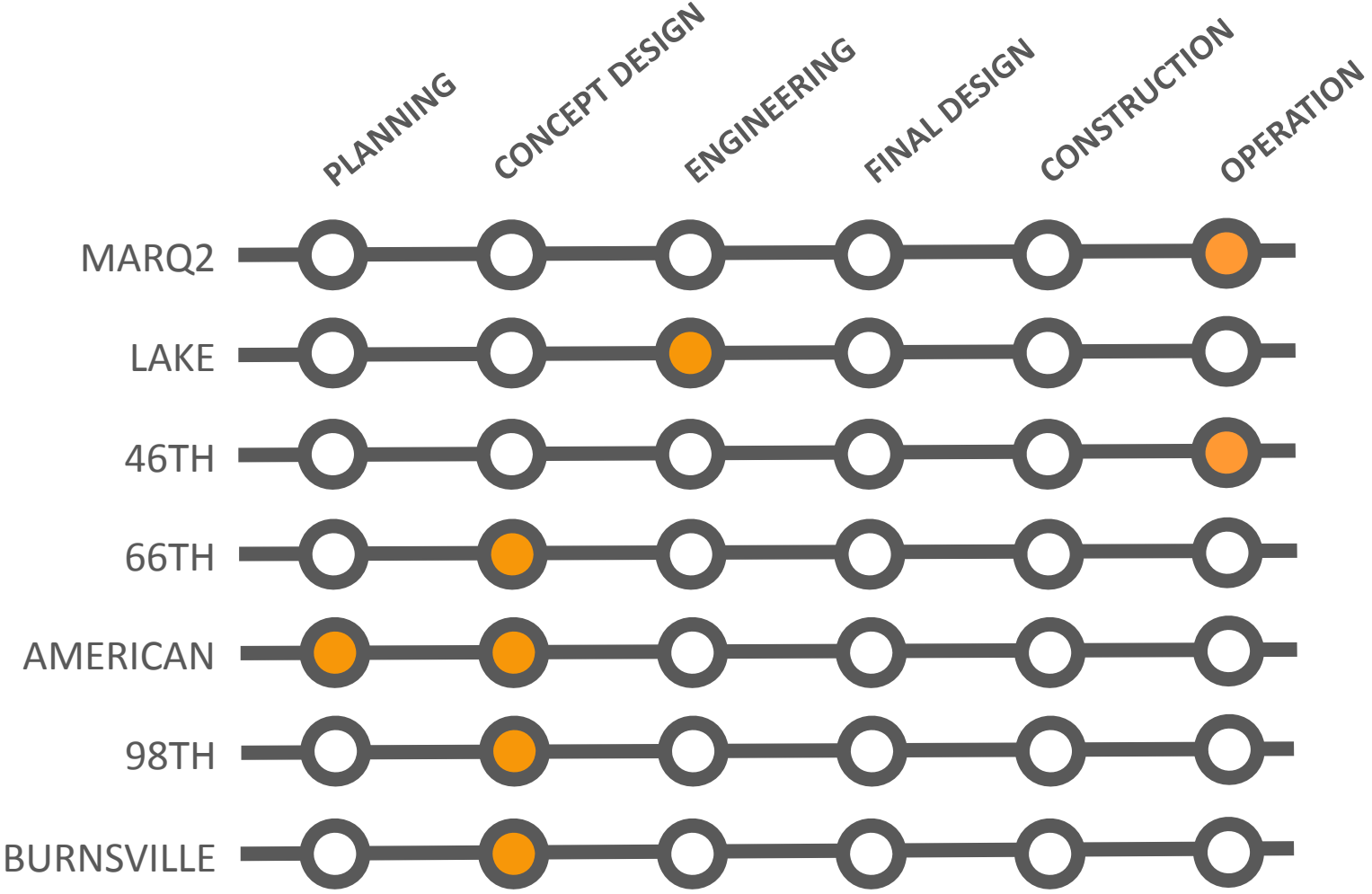
Charles Carlson
Metro Transit
BRT/Small Starts Project Office
www.metrotransit.org/OrangeLine

I-35W South Corridor

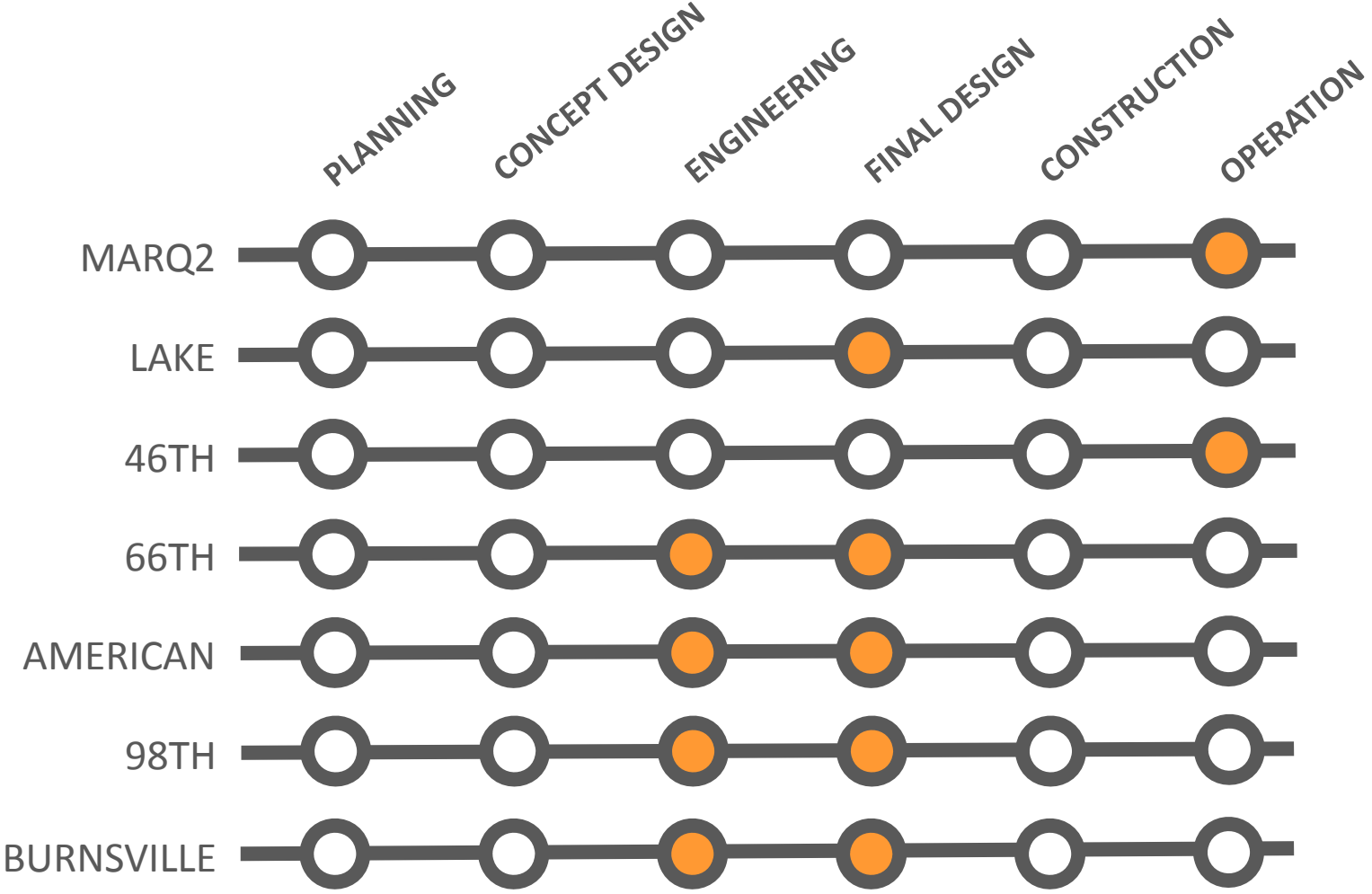
- **Minnesota's busiest commuter highway**
 - 210,000+ average vehicles at most congested point (Lake Street)
 - Daily bottleneck for freight and commuters
- **Most heavily-traveled express bus corridor**
 - 14,000 bus riders each weekday on 26 routes
 - Several stations already operational
- **Orange Line builds on success**
 - Improve access to jobs
 - Catalyze planned development
 - Better serve all-day, evening, and weekend markets



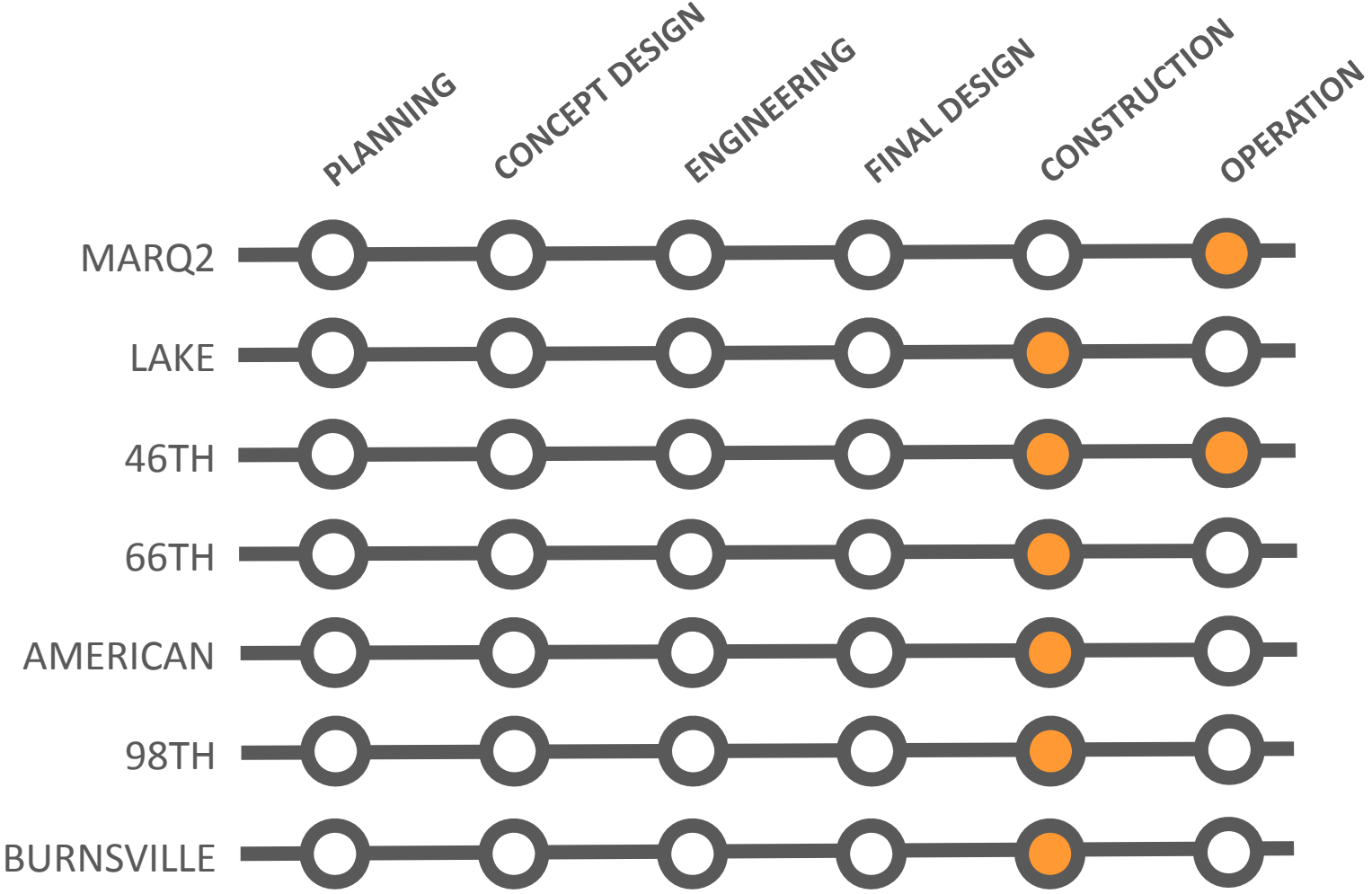
Orange Line Station Progress in 2013



Engineering/Final Design in 2015 - 2016

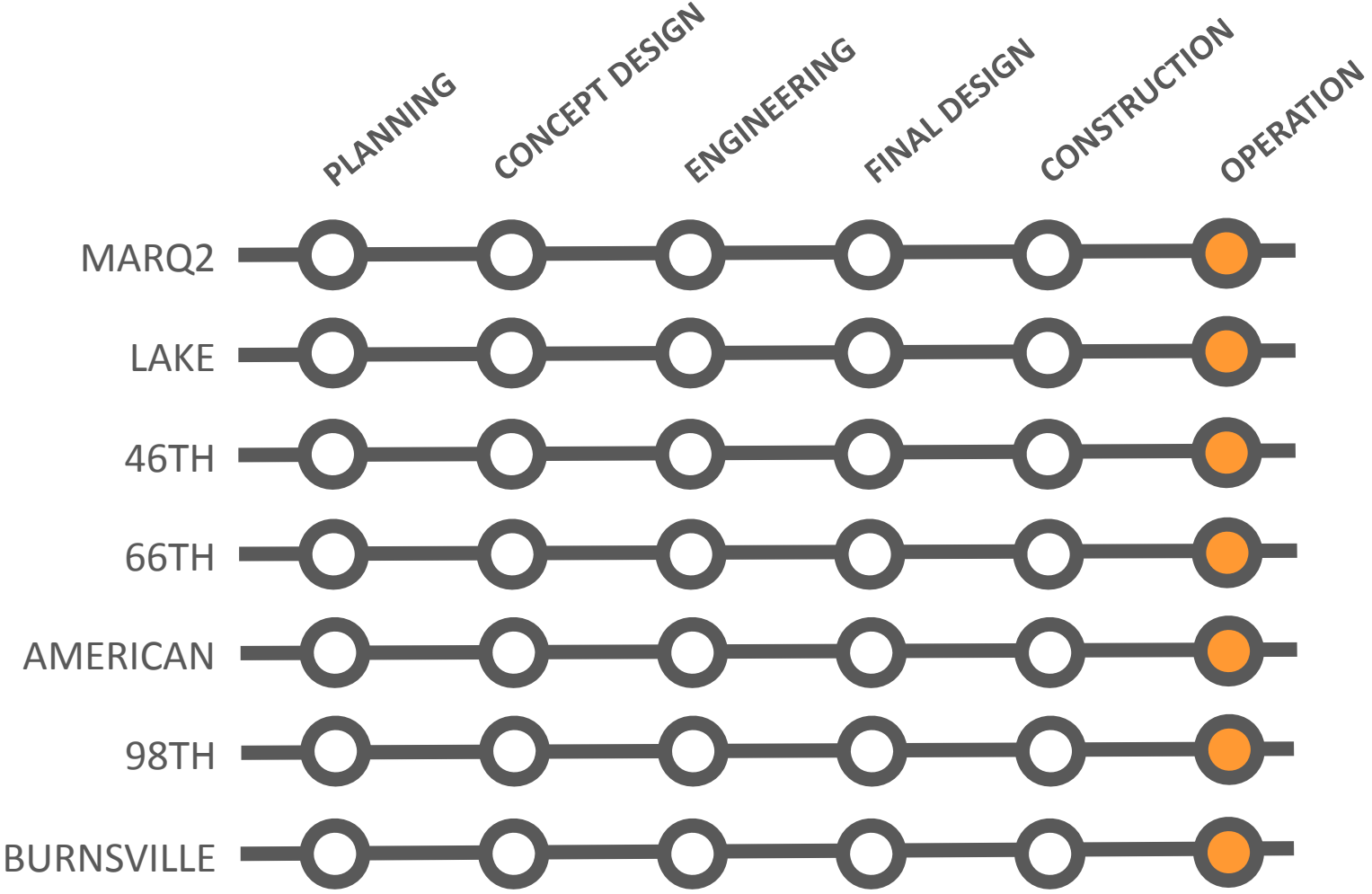


Construction from 2017 - 2019

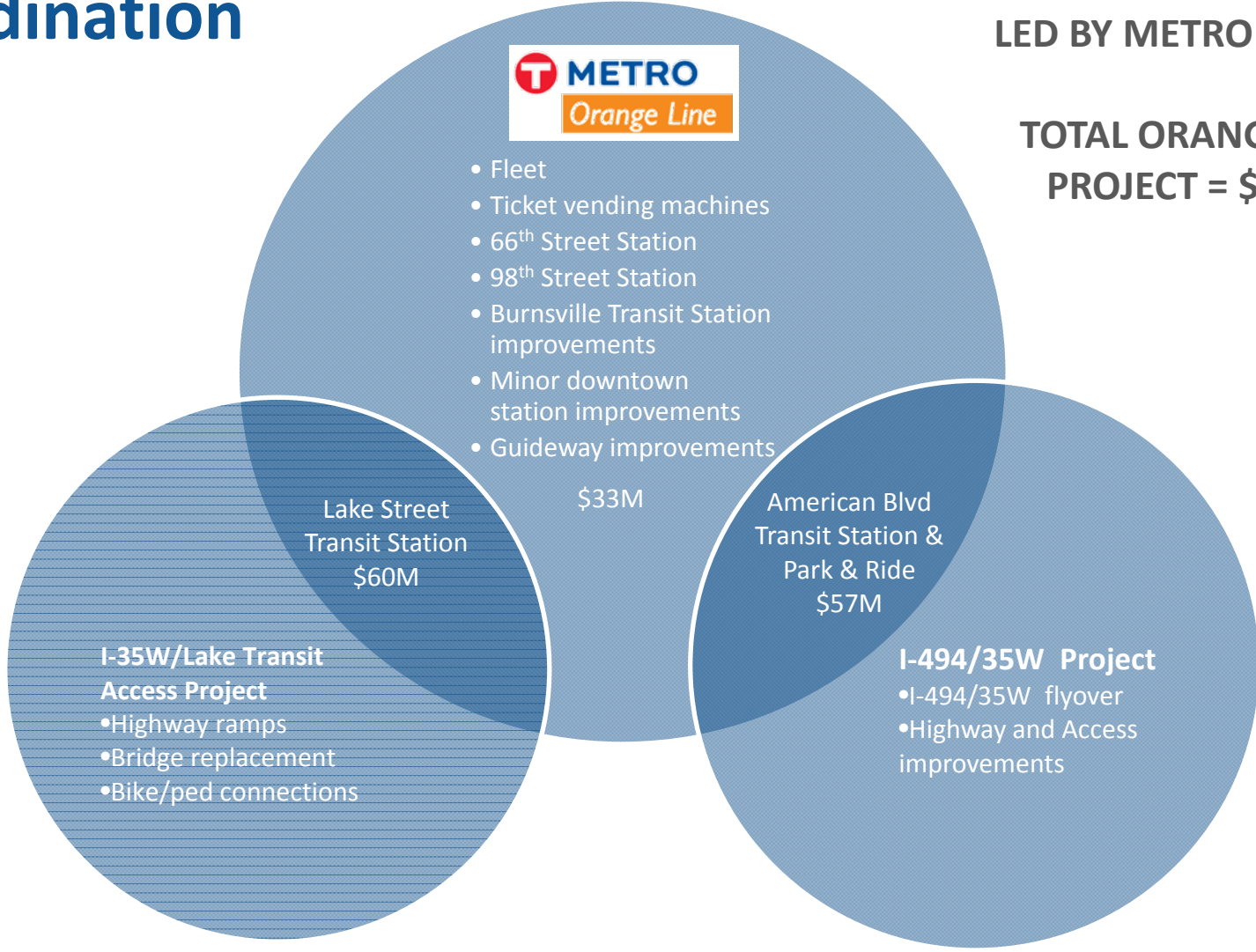


CONSTRUCTION SCHEDULE DRIVEN BY MNDOT CH 152 BRIDGES AND RELATED PROJECTS

Begin Service in 2019



Coordination



LED BY METRO TRANSIT

TOTAL ORANGE LINE PROJECT = \$150M

LED BY HENNEPIN COUNTY (TRANSITION TO MNDOT)

LED BY MNDOT

Decisions to be Shaped by Policy Input

- **Project Plan Update draft**
 - Refinement of LPA/2030 TPP Update adopted 2009
 - Release Plan Update for public comment end Q1 2014
 - Adopt Q2 of 2014 by Metropolitan Council
- **Ongoing Station Development**
 - Major stations at Lake St, American Blvd
 - Minor stations and related projects downtown, 66th, 98th, Burnsville
 - Considerations of future phase planning
- **Orange Line Environmental Documentation**
 - 35W Transit Access Project EA already underway, includes Lake Street Station
 - Submit project description to FTA for NEPA determination (assuming EA)

Metropolitan Council Transitway Guidelines

Ch. 10: Project Development, Leadership, and Oversight

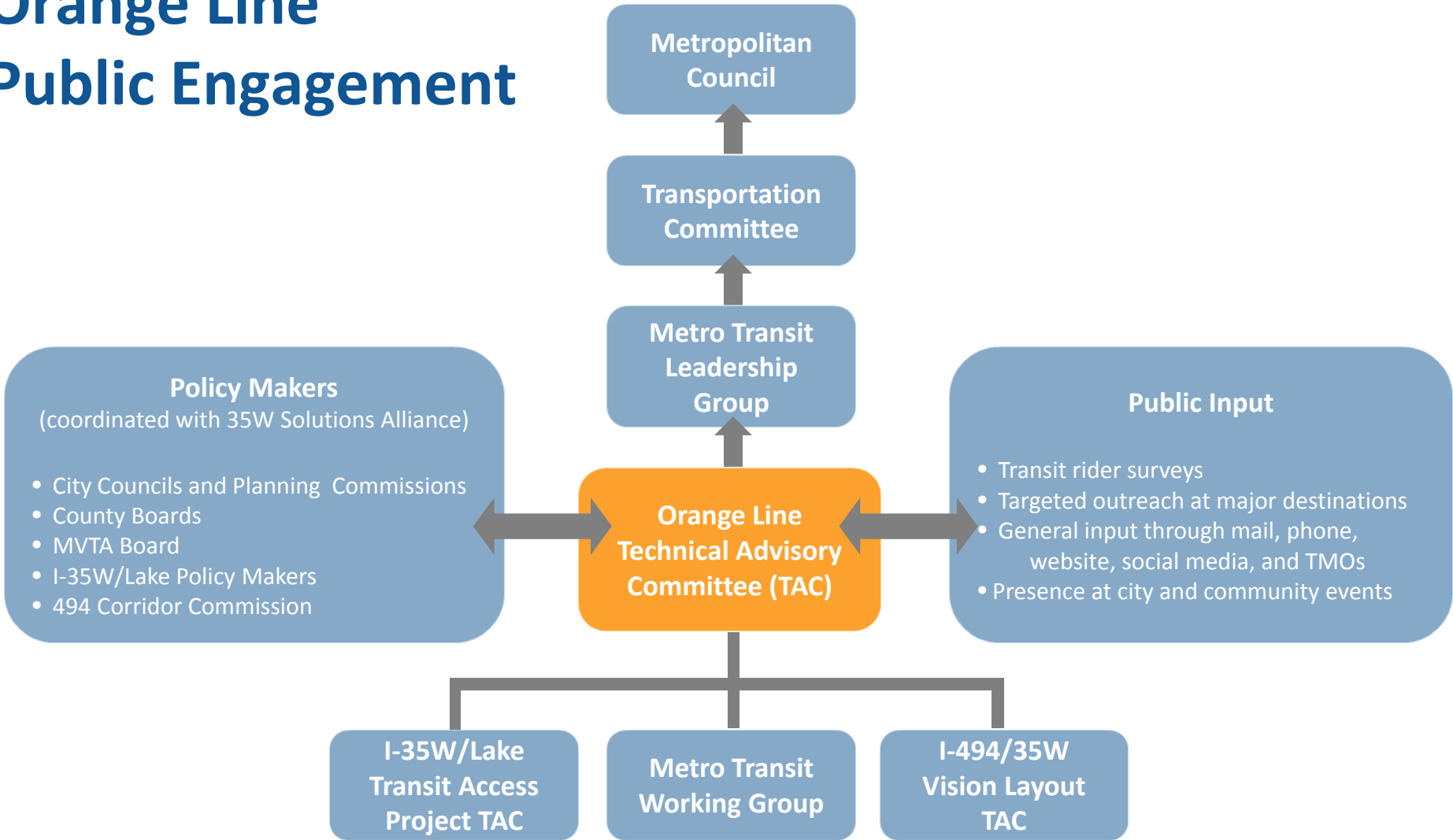
All major transitway capital investment projects should have a coordination structure that reflects the following functions:

- Coordination with, and reporting to, funding partners
- Coordination with the Metropolitan Council and MnDOT
- A clearly identified lead agency determined by Metropolitan Council
- Coordination with the elected/appointed officials of the implementation partners (Policy Advisory Committee)
- When Counties Transit Improvement Board (CTIB) represented on the PAC, CTIB should appoint a member to the policy advisory group who represents an area outside the geographic boundaries of the transitway project.

Past Precedent: LRT Corridor Mgmt Committee

- Required by law (473.3994) for LRT. Not required for BRT.
- Members Include:
 - Each city and county in the corridor
 - The commissioner of transportation or a designee
 - Two members appointed by the Metropolitan Council, one of whom shall be designated as the chair of the committee
 - One member appointed by MAC, if serving MSP Airport
 - One member appointed by U of M, if serving U of M
- The Corridor Management Committee shall advise the responsible authority on issues relating to:
 - Environmental review
 - Preliminary design
 - Preliminary engineering
 - Final design
 - Implementation method, and
 - Construction

Orange Line Public Engagement



Key Considerations for I-35W Solutions Alliance

- Scale of involvement in corridor decisions
- Relationship to station-specific oversight work
- Meeting structure
 - Within Solutions Alliance Meetings?
 - Separate, identical policy group? (i.e. HRA model)
 - Agendas, staffing, funding
- Membership and PAC composition
 - CTIB Representative
 - Other Transit Providers
 - Number and role of Met Council representative(s)
 - Committee Chair