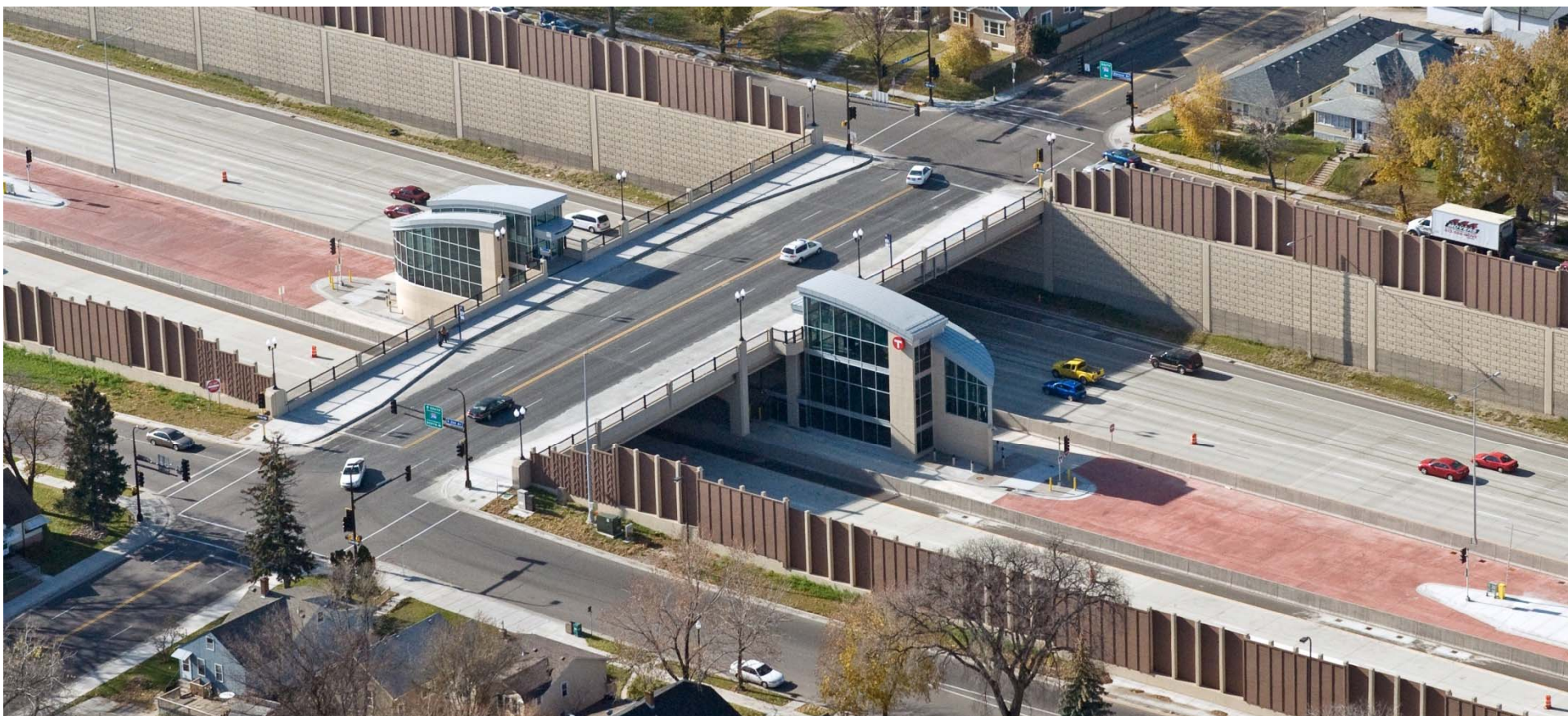




I-35W Bus Rapid Transit- FTA Small Starts



I-35W Solutions Alliance
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Why Bus Rapid Transit in the I-35W Corridor?

- I-35W is Minnesota's busiest commuter highway
 - 190,000+ average traffic volume, high peak demand
 - 12,000 express bus riders each weekday
- Bus Rapid Transit (BRT) delivers the service quality of light rail at lower cost, with greater flexibility
- BRT investments allow
 - Faster, more frequent, and more reliable service
 - Competitive travel time and improved amenities to attract new transit riders

2005 I-35W Bus Rapid Transit Study Recommendations

- HOV/BRT Lane



- Buses at free-flow speed



- Extend to HOV downtown

- On-Line Stations



- 46th Street

- Lake Street

- American Blvd/494



- Express Service

- Station-to-Station Service



- Improve downtown bus speed

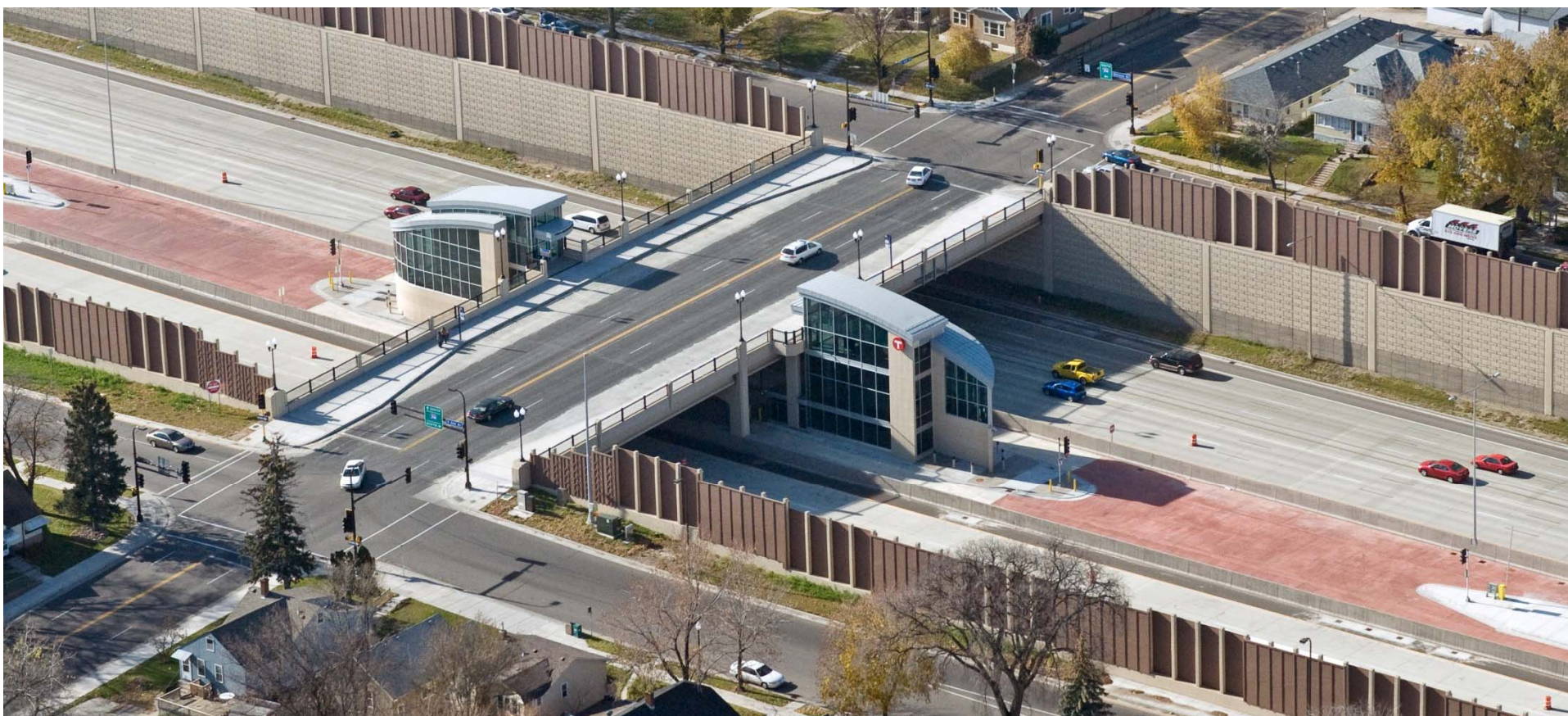


- Lakeville Park-and-Ride





BRT would continue success of recent corridor improvements



- I-35W & 46th Street Station opened December 2010
- Increased frequency to additional destinations



I-35W Bus Rapid Transit- Remaining Investments

What added investments will result in BRT on I-35W?

- Online station at Lake Street (planning underway)
- Online station at American Boulevard (w/ P&R)
- Transitway station improvements at other stations
- All-day BRT buses and additional express buses

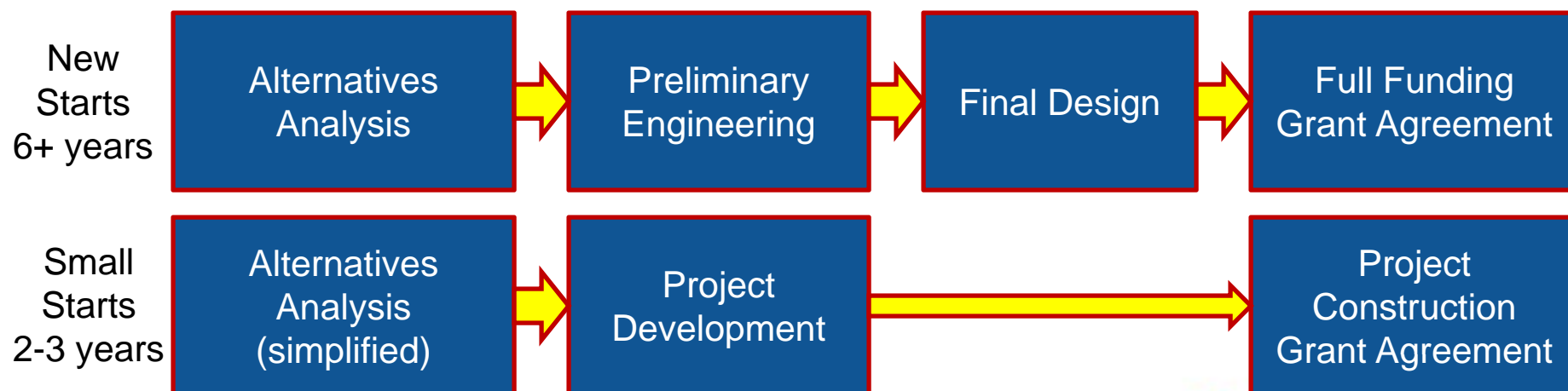
Estimated \$150 million (2012) remaining investment

Funding Opportunities

- Typical federal competitive funds (TIGER, CMAQ) target \$10-25 million project sizes; BRT too large to be competitive in these competitive funding pools
- FTA “Small Starts” funding may be promising source, given larger size of I-35W BRT project
 - Competitive funding for fixed guideway transit
 - Up to \$75 million federal funding for project
 - Same funding sources as larger “New Starts” projects (Hiawatha, Northstar, Central Corridor, future LRT lines)
 - Local sales tax funding demonstrates commitment

Small Starts Process

- Begins with Alternatives Analysis (AA)
- Faster, less complex than “New Starts” process
- Narrower range of alternatives expected for I-35W
- Federal funding requested April 2012 for AA study



Alternatives Analysis Structure

- Study will satisfy requirement to pursue FTA funds
 - Establishes purpose and need for transit improvement
 - Develops bus-based alternatives to compare
 - Evaluates alternatives and select preferred option
- Outreach will ensure local support
 - Public and Stakeholder Engagement
 - Technical Advisory Committee, Policy Advisory Committee
- Leads to future application for Small Starts funding