

ACTION TRANSMITTAL
No. 2012-46

DATE: December 6, 2012

TO: Transportation Advisory Board

FROM: Technical Advisory Committee

REQUESTED BY: Anoka County, Kate Garwood (763-862-4320)

PREPARED BY: Kevin Roggenbuck, TAB Coordinator (651-602-1728)
Heidi Schallberg, Metropolitan Council (651-602-1721)

SUBJECT: Anoka County requests a scope change for a CMAQ funded transit expansion project.

REQUESTED ACTION: To approve the scope change described for the four components of the CMAQ funded transit expansion project.

RECOMMENDED MOTION: Recommend that TAB approve the requested scope change for SP#TRS-TCMT-13F to increase the number of buses purchased from six to seven; and for SP# TRS-TCMT-13G to extend the transit service route to East Bethel and Ham Lake.

BACKGROUND AND PURPOSE OF ACTION; RELATIONSHIP TO REGIONAL POLICY:

Anoka County was awarded \$6,630,762 in CMAQ funds (adjusted for inflation) in the 2009 regional solicitation for the TH 65 Transit Service and Park and Ride Facility project. The project was programmed in 2013 in four separate components; land acquisition at the intersection of TH 65 and CSAH 14 in Blaine, construct 400 space surface park and ride lot, purchase six coach buses and fund transit service start-up from the facility to Minneapolis.

Anoka County requests a scope change for this project. The County can purchase a property near the TH 65 and CSAH 14 intersection for less than programmed in the TIP and wishes to use those saved federal funds to purchase an additional bus and extend service into East Bethel and Ham Lake. The combined total cost of all four project components would remain the same as the original project. The county's request and supporting documentation is attached.

Projects that receive funding through the regional solicitation process are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. Additionally, federal rules require that any federally-funded project scope change must go through a formal review and TIP amendment process if the project description or total project cost changes substantially. The scope change policy and process allow project sponsors to make adjustments to their projects as needed while still providing substantially the same benefits described in their original project applications.

STAFF ANALYSIS:

Anoka County, MnDOT Metro State Aid and the TAB Coordinator consulted about the proposed scope change. Staff reviewed the scope change request in accordance with the process adopted by the TAB in March 2011. The county provided staff with revised data on the following criteria: Service Efficiency, Service Productivity, Reduction in SOV trips and/or VMT, Reduction in Vehicle Emissions and Measure of Project Effectiveness. Anoka County also provided a map showing the extended transit route funded in the project and the advertised cost of the land for the park and ride facility.

Staff used the 2009 solicitation criteria to compare the original application (portions attached) and score with the proposed changes. Although the total project cost is unchanged, the added cost of the start-up service component and extension of the transit route were evaluated. After a review of the original project application and the scope change request, staff determined that the revised scope would have slightly higher operating cost and annualized cost per new transit rider (Service Efficiency and Service Productivity) but not enough to affect the criteria score. Staff also determined that the revised scope would provide more reduction in SOV trips and further reduce VMT. Anoka County provided a recalculated Appendix G showing a greater reduction in vehicle emissions, and the greater emissions reduction improves the total project's Measure of Effectiveness. The revised scope provides slightly higher emission reduction benefits and slightly better cost effectiveness benefits.

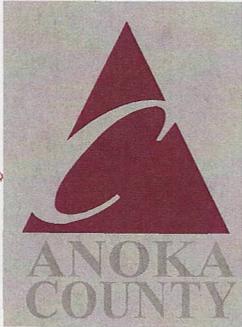
This evaluation addressed if the revised project scope provided about the same benefits as the original scope that was evaluated in the 2009 solicitation and if it would have been as likely to be funded; it is not intended to be an evaluation of the merits of the proposed revised project.

COMMITTEE COMMENTS AND ACTION:

The TAC Funding & Programming Committee and the full Technical Advisory Committee unanimously recommended approval of this scope change.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	November 15, 2012
Technical Advisory Committee	Review & Recommend	December 5, 2012
Transportation Advisory Board	Review & Approve	
Metropolitan Council	Information	



COUNTY OF ANOKA

Public Services Division

HIGHWAY DEPARTMENT

1440 BUNKER LAKE BLVD. NW, ANDOVER, MINNESOTA 55304

(763) 862-4200 FAX (763) 862-4201

November 5, 2012

Kevin Roggenbuck, Transportation Coordinator
Transportation Advisory Board
390 Robert Street North
St. Paul, MN 55101

SUBJECT: SCOPE CHANGE REQUEST – TH 65 TRANSIT SERVICE (2009 CMAQ GRANT)

Dear Kevin:

In 2009, Anoka County was awarded a CMAQ grant for a demonstration service along TH 65 through the center of Anoka County. Since the grant award, the County has been actively evaluating the service options and needs along this corridor.

From a "highway-point-of-view" we have always known that the majority of ADT is already on the TH 65 corridor by the time it reaches Ham Lake--approximately 70% of the inbound traffic is already on the road before it reaches Blaine, which adds the remaining 30%. Because of this, the County Board asked staff to investigate the possibility of beginning the transit service on TH 65 farther north along the corridor in East Bethel and Ham Lake, then continue service to Blaine.

As we have progressed through project development phases to the point of understanding costs more completely, we have found that it would be possible to include the changes in service within the parameters of the existing grant. Of course, that meant a Scope Change request to several components of the grant through the TAB process.

The proposed Scope Change is in response to that County Board's request and asks to change the project in the following manner:

Park and Ride Lots

Park and ride lots would be added in East Bethel and in Ham Lake.

- a. The East Bethel park and ride would be located at the East Bethel Theaters, located at 187th Avenue NE and TH 65 (See Figure 1)
- b. The Ham Lake park and ride would be located at the Constance Church, located approximately 3 miles farther south at 165th Avenue NE and TH 65 (See Figure 3)
- c. The Blaine park and ride lot would remain in the same general location, at the intersection of Paul Parkway (approximately 121st Avenue NE) and the west frontage road to TH 65 (Ulysses Avenue NE).

Service and Operations

Service and operating hours would be expanded farther north by approximately 8 miles and would serve an additional 2 communities in Anoka County.

- a. The service operating hours would be expanded to accommodate the additional lots.
- b. The number of trips from Blaine (9 morning and 9 evening trips) would not be changed.
- c. The number of trips from the East Bethel and Ham Lake lots would be less than the number to Blaine (between 2 – 4 morning and 2 – 4 evening trips)

Bottom line: The grant funds would accomplish the same goals of providing transit service along the TH 65 corridor and mitigating congestion on a heavily congested corridor in Anoka County and continuing south into the Minneapolis central business district along TH 252 and I-94, which are also heavily congested.

Naturally, the issue of funding—is this realistic—must be answered. Below are our calculations.

In the original grant, it was estimated that the four components of the grant would be:

Land	\$1,336,000
Buses	\$3,300,000 (6 buses @ \$550,000 each)
Park and Ride	\$1,600,000
Service (3 years)	<u>\$2,246,235</u> (\$748,745/year)
TOTAL	\$8,482,235

Because land costs and construction costs have been much more reasonable in recent months, and because we now have more precise costs for service operations, the mix of funds is as follows:

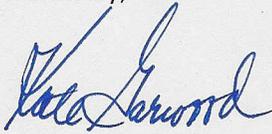
Land	\$ 953,000
Buses	\$3,850,000 (7 buses @ \$550,000 each)
Park and Ride	\$1,330,000
Service (3 Years)	<u>\$2,349,235</u> (\$783,079/year)
TOTAL	\$8,482,235

For specific answers to the questions raised by the *“Process to evaluate scope change requests for regionally-selected projects”* adopted by the Transportation Advisory Board (TAB) on March 16, 2011, please see the answers, below:

1. There are no additional construction elements added to the project scope, therefore no question as to eligibility of those items.
2. The proposed Scope Change does not request swapping of funds between projects.
3. Original project data (to be provided by Metro Council and TAB staff per Process)
4. We have attached data on the revised project scope including location map and revised estimates of costs.
5. The recalculated responses to scoring criteria have been submitted to Metro Council staff.

We ask for a positive recommendation on this Scope Change request to more effectively and efficiently utilize the funds awarded for the 2009 CMAQ Grant for TH 65 Transit Service.

Sincerely,



Kate Garwood, AICP
Multimodal Transportation Director

Attachments:

Figure 1 Revised Route Map
MLS Listing for Property to Be Purchased for Park and Ride in Blaine
Construction Cost Estimate for Blaine Park and Ride
Revised Service Costs for Added Service to Ham Lake and East Bethel

cc: Jon Olson, Public Services Division Manager
Doug Fischer, County Engineer

VEHICLE EMISSIONS REDUCTION WORKSHEET (APPENDIX G)

New or Expanded Transit Service, Vehicles or Capital

Year 3 (or final year if less than 3) Estimated Daily Ridership				594	passenger trips		
Distance from Terminal to Terminal				~21.55	miles		
Year 3 (or final year if less than 3) Estimated Daily Transit Vehicle Trips				18	vehicle trips		
SOV (AUTO) EMISSIONS REDUCED							
Average Weekday AM Peak SOV Travel Speed:				37	mph		
YEAR THREE (or final)							
	Emissions Factor (grams/mile)*	Daily SOV VMT (miles)	Emissions (kg/day)				
CO Emissions	11.17	12,516	139.8				
NO _x Emissions	1.71	12,516	21.4				
VOC Emissions	1.14	12,516	14.3				
Total Emissions			175.5				
BUS EMISSIONS GENERATED							
Average Weekday AM Peak Bus Travel Speed:				41	mph		
YEAR THREE (or final)							
	Emissions Factor (grams/mile)*	Daily Bus VMT (miles)	Emissions (kg/day)				
CO Emissions	5.58	389	2.2				
NO _x Emissions	8.07	389	3.1				
VOC Emissions	1.16	389	0.5				
Total Emissions			5.8				
NET PROJECT EMISSION REDUCTIONS							
	Auto SOV Emission Reductions (kg/day)	Bus Emissions Generated (kg/day)	Net Emission Reductions (kg/day)				
YEAR THREE (or final year if less than 3)	175.5	5.8	169.7				

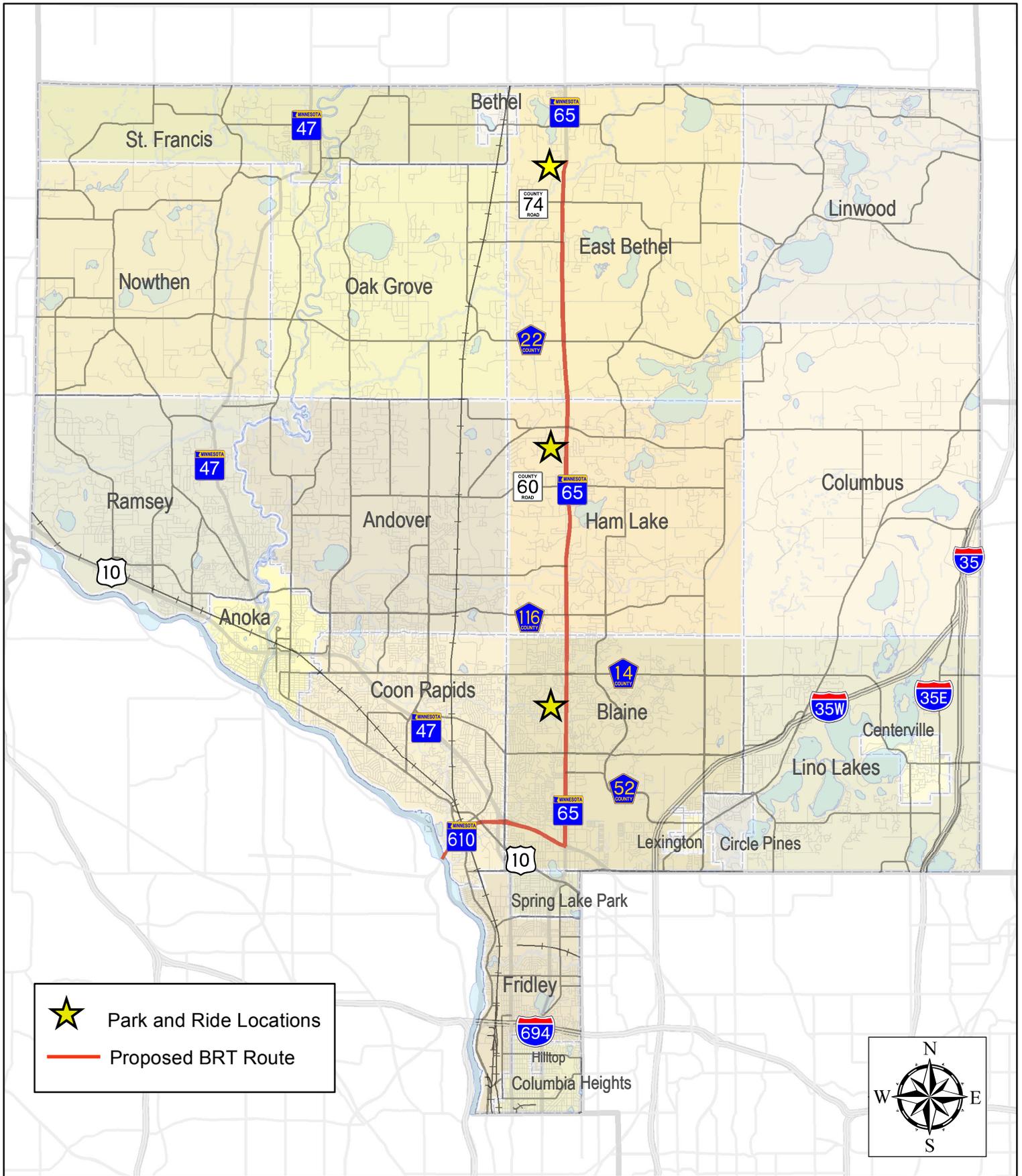


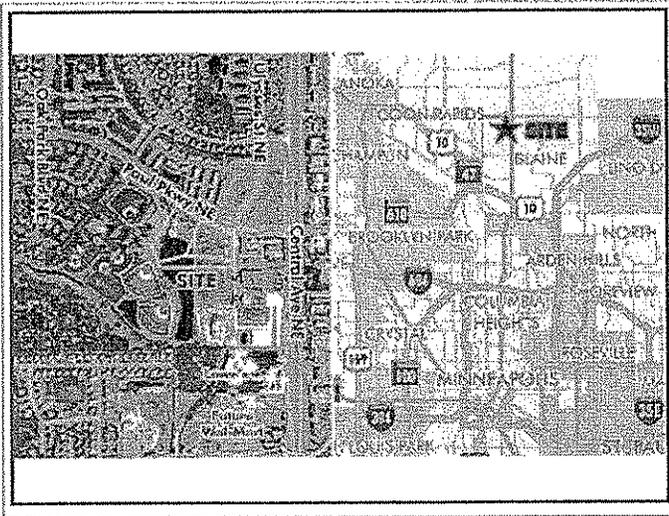
FIGURE 1



Land For Sale

0 Paul Pkwy NE

0 Paul Pkwy NE, Blaine, MN 55434



Price: **\$953,000**
 Lot Size: **8.07 AC**
 Total Lot Size: **8.07 AC**
 Property Type: **Land**
 Property Sub-type: **Retail (land)**

Last Updated 5 days ago
 Listing ID 17676268

1 Lot Available

Lot 1	Price:	\$953,000
	Lot Size:	8.07 AC
	Price/AC:	\$118,091.70
	Lot Type:	Retail (land)
	APN / Parcel ID:	83123310022

Description

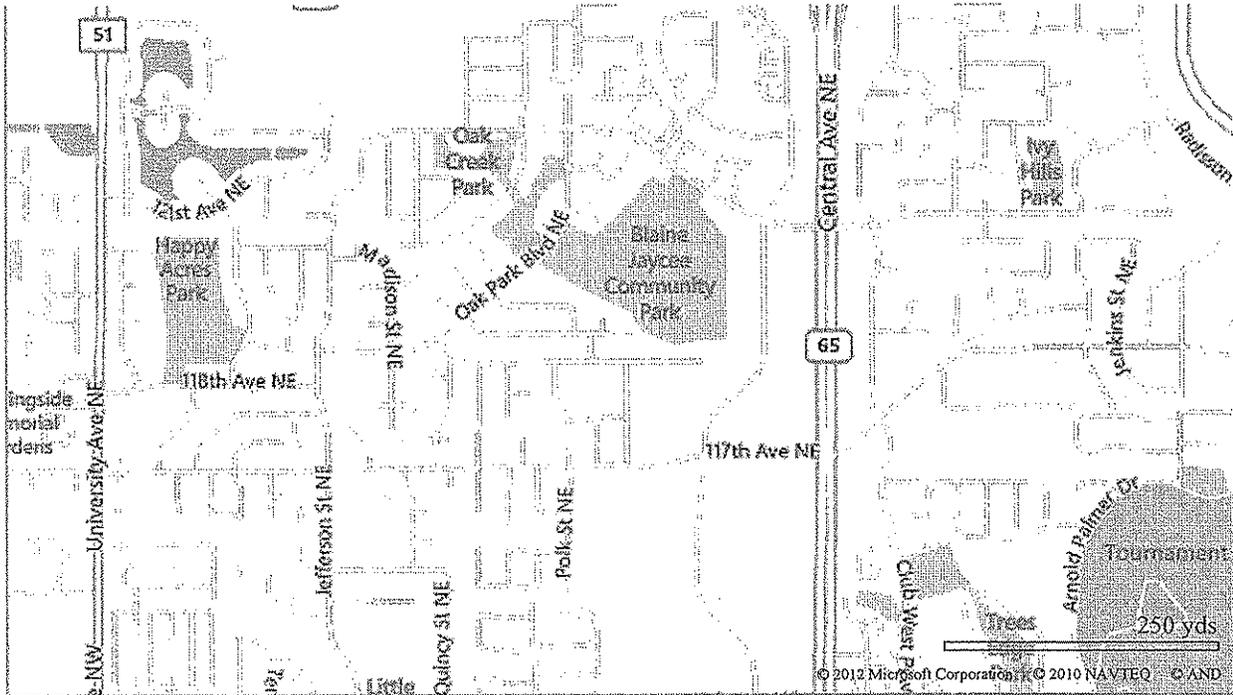
Bank owned commercial land in Blaine

Commercial property information by LoopNet

Map of 0 Paul Pkwy NE, Blaine, MN 55434 (Anoka County)

[Hide Map](#)

brian.pankratz@CBRE.com
612-839-1005

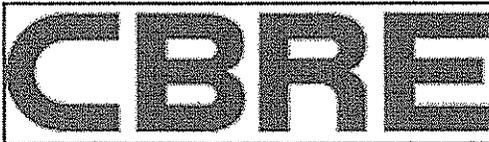


Brokerage Firm

CBRE, Inc.

██████████ to find out more details.

Presented by



Request additional information

██████████
 Brian Pankratz
 (952) 924-4665
 Richard Palmiter
 (952) 924-4603

Created 5/23/2012

STATEMENT OF ESTIMATED QUANTITIES AND COSTS - Bright Keys Park and Ride Site							
PERMANENT SITE	ITEM NO	ITEM	UNIT	ESTIMATED QUANTITIES	UNIT COST	ESTIMATED COST	Comments
Base estimate	2360.503	BITUMINOUS WEAR COURSE (2")	SY	19938	\$ 11.00	\$ 219,318.89	
	2360.503	BITUMINOUS NONWEAR COURSE (2")	SY	19938	\$ 8.00	\$ 159,504.65	
	2531.501	CONCRETE CURB AND GUTTER DESIGN b624	LF	2566	\$ 25.00	\$ 64,152.00	b624 along bus driveway and adjacent to city streets
	2531.501	MEDIAN CURB - TYPE A b412	LF	4060	\$ 24.90	\$ 101,104.47	Includes perimeter and endcaps
	2521.501	4" CONCRETE WALK	SF	9810	\$ 6.60	\$ 64,744.59	Includes endcaps, pedestrian paths and shelter area
	2531.507	8" CONCRETE DRIVEWAY PAVEMENT	SY	1869	\$ 50.00	\$ 93,450.00	Includes bus lane
	2111.503	AGGREGATE BASE (CV) CLASS 5 (6" DEPTH)	CY	3629	\$ 18.00	\$ 65,320.44	
	-	LIGHTING	EACH	30	\$ 3,500.00	\$ 105,000.00	includes foundation, standard, luminaire, conduit and cable; 9000 SF coverage & 10% overlap
	-	DRAINAGE	LS	1	\$ 100,000.00	\$ 100,000.00	includes storm drain (21" avg), catch basins & misc work
	2105.501	COMMON CHANNEL EXCAVATION	CY	889	\$ 9.22	\$ 8,195.66	8' bottom width 3:1 swale
	2582.502	4" SOLID LINE WHITE-PAINT	LF	15262	\$ 0.11	\$ 1,678.79	400 stalls, 45 LF perimeter for each minus 15% for striping shared by adjacent stalls
	2564.531	SIGN PANELS TYPE C	SQ FT	100	\$ 27.01	\$ 2,701.00	Off site P&R signing+ onsite handicapped & misc
	-	BIKE RACKS	EACH	3	\$ 150.00	\$ 450.00	9-stall units
	-	PARK AND RIDE SHELTER	LS	1	\$ 20,000.00	\$ 20,000.00	3-sided, unheated
	-	LANDSCAPING	LS	1	5%	\$ 50,281.02	
	-	20% SITE CONTINGENCY	EACH	1	20%	\$ 201,124.10	Benches, trash & recycling containers, bike racks, oncrete bollards etc...
		SITE BASE TOTAL (R/W NOT INCLUDED)				\$ 1,257,025.62	
Optional items							
	-	HEATED SHELTER (10,500 SF)	LS	1	\$ 300,000.00		
	-	BIKE LOCKERS	EACH	3	\$ 1,500.00		Dual unit containers
	-	VENDING	LS	1			Varies by contract?
	-	RESTROOMS & UTILITIES	LS	1			???
	-	RESTORATION OF FIRE STATION	LS	1			???

Federal CMAQ Funding Application – Transit Expansion

INSTRUCTIONS: Return the completed application to Kevin Roggenbuck, Transportation Coordinator, Transportation Advisory Board, 390 North Robert St., St. Paul, Minnesota 55101. (651) 602-1728. Form 1 needs to be filled out electronically. Please go to Metropolitan Council's website for instructions. **Applications must be received by 5:00 PM or postmarked on June 15, 2009. *Be sure to complete and attach the Project Information form. (Form 2)**

Office
Use Only

I. GENERAL INFORMATION

1. APPLICANT: Anoka County

2. JURISDICTIONAL AGENCY (IF DIFFERENT):

3. MAILING ADDRESS: 1440 Bunker Lake Boulevard

CITY: Andover

STATE: MN

ZIP CODE: 55304

4. COUNTY: Anoka

5. CONTACT PERSON:

Douglas W. Fischer, P.E.

TITLE:

County Engineer

PHONE NO.

(763)862-4200

6. CONTACT E-MAIL ADDRESS: Doug.Fischer@co.anoka.mn.us

II. PROJECT INFORMATION

7. PROJECT NAME: TH 65 Transit Service and Park and Ride Facility

8. BRIEF PROJECT DESCRIPTION: The project proposes to purchase 6.68 acres of property for the development of a 400 space Park/Ride lot near the TH 65 and CSAH 14 intersection in the city of Blaine. Six coach buses will be purchased for providing 15-30 minute service during the morning peak hours from the Park/Ride lot to downtown Minneapolis and for the return trip during the afternoon peak period. The proposed route will travel on T.H. 65, T.H. 10/610, T.H. 252 and I94. According to MnDOT both T.H. 65 and T.H. 252 are congested three to four hours per weekday. In addition, nine of the thirty-five most congested intersections on the Arterial System in the Metro area are located along the proposed route.

9. INDICATE PROJECT OR PROGRAM CONSTRUCTION LETTING, COMPLETION, OR FULLY OPERATIONAL DATES.

If approved for CMAQ funding, property acquisition and Park/Ride design will be completed in time for a 2013 construction start. Express transit service will begin in 2014 and then continue through 2016 as a demonstration service.

III. PROJECT FUNDING

10. Are you applying for funds from another source(s) to implement this project? Yes No

If yes, please identify the source(s):

10. FEDERAL AMOUNT: \$6,583,786

15. REQUESTED PROGRAM YEAR: 2013 2014

11. MATCH AMOUNT: \$1,696,447

16. SIGNATURE

12. PROJECT TOTAL: \$ 8,482,235

17. TITLE: County Engineer

13. MATCH % OF PROJECT TOTAL: 20%

14. SOURCE OF MATCH FUNDS:

Anoka County



TH 65 PARK AND RIDE AND EXPRESS SERVICE PROJECT DESCRIPTION

The project will construct a new 400 car park and ride lot at the intersection of TH 65 and CSAH 14 in the City of Blaine. Approximately 6.68 acres will be acquired for this new lot. Six coach buses will be purchased to provide peak period express service from the lot to/from Downtown Minneapolis via TH 65, TH 10/610, TH 252 and I-94. The Park and Ride lot will be located north of 121st Avenue NE between Ulysses St. NE and TH 65 (west side of TH 65). The lot is intended to serve commuter trips from the cities of Blaine, Ham Lake, Bethel, East Bethel, Andover, Oak Grove, St. Francis and communities north of Anoka County e.g. Athens, Isanti, and Cambridge. The new lot will feature pedestrian walkways and a bus turnaround/layover area.

This application assumes construction of the park and ride in the year 2013 with express service starting in 2014, continuing through 2016 as a demonstration service. In the final year of the grant, 297 new park and ride users (594 new daily riders) are expected to generate 151,470 new annual rides in 2016.

According to the traditional five step model, the mid- and long-term demand for this site is very high. However, this application is for a relatively small facility (400 spaces) because the TH 65 corridor is influenced by expansion of the existing park and ride lot at 95th Avenue/ I-35W, which is expanding to 1,482 spaces and by the Northstar Commuter Rail facilities along TH 10. The facilities will impact usage of this proposed new lot at TH 65/CSAH 14.

This application seeks funds to establish a park and ride in an area of high transit usage (based on recent studies and user origin data) that is not currently serviced. The application is sized to a conservative estimate of transit demand, while leaving the possibility of future expansion open, as specified in the Metropolitan Council's 2030 Transportation Policy Plan.

Background

In 1998, the Metropolitan Council and Metro Transit embarked on a program to improve the effectiveness and efficiency of transit service to meet the changing demographics and emergence of new travel patterns. The Metro Area was divided into nine geographic sectors for the purpose of comprehensively evaluating transit service and needs, determining market opportunities, and restructuring service and facilities to better address those needs and opportunities. The need for a large park and ride and express service was identified in the Transportation Policy Plan (TPP), Transit Market Study and other planning initiatives including the Anoka County Transit System Plan. There are currently no park and ride facilities within a 2.5 miles radius of this site.

Communities in Anoka County are among the fastest growing in the region. Downtown Minneapolis employment is expected to grow from 140,000 on 2002 to 170,000 in the year 2010. Park and rides in the area are: 95th Avenue - 953 spaces plus an additional 471 this year; Foley Blvd. -1,243 spaces; and the Northtown Transit Center -366 spaces. The remaining existing capacity in these lots ranges from 6% at 95th Avenue to 24% at the Northtown Transit Center.

TH 65 and Express Service

In order for Metro Transit to meet the increasing demand and reduce peak hour congestion along this route, a new park and ride served by express service (coach buses) is proposed. The new route would operate express service between the new park and ride and Downtown Minneapolis. The route will utilize new shoulder lanes on TH 65 and the existing shoulder lanes on TH 252. According to Mn/DOT, both of these state highways are congested from 3 to 4 hours per weekday. Nine of the 35 worst congested intersections in the Metro Area are located on the new route proposed by this application.

This route is proposed to offer weekday express service to Downtown Minneapolis between 5:45 A.M. and 8:50 A.M. and returning from Downtown Minneapolis between 3:10 P.M. to 6:27 P.M. totaling nine

trips each direction. The average travel time between the new park and ride and Downtown Minneapolis in AM Peak Period is 38 minutes and 46 minutes in the PM Peak Period. For the majority of these trips service will run every 15 minutes. The cities that will benefit most from the implementation of this service are Blaine, East Bethel, Bethel, Oak Grove, Andover and Ham Lake; however Metro Transit's analysis indicates a park and ride demand from a broad area outside of the Seven County Metropolitan Area.

Appendix G

VEHICLE EMISSIONS REDUCTION WORKSHEET (APPENDIX G) New or Expanded Transit Service, Vehicles or Capital

Year 3 (or final year if less than 3) Estimated Daily Ridership		594	passenger trips
Distance from Terminal to Terminal		18.04	miles
Year 3 (or final year if less than 3) Estimated Daily Transit Vehicle Trips		18	vehicle trips
SOV (AUTO) EMISSIONS REDUCED			
Average Weekday AM Peak SOV Travel Speed:		37	mph
YEAR THREE (or final year if less than 3)			
	Emissions Factor (grams/mile)*	Daily SOV VMT (miles)	Emissions (kg/day)
CO Emissions	11.17	10,716	119.7
NO _x Emissions	1.71	10,716	18.3
VOC Emissions	1.14	10,716	12.2
Total Emissions		150.2	
BUS EMISSIONS GENERATED			
Average Weekday AM Peak Bus Travel Speed:		41	mph
YEAR THREE (or final year if less than 3)			
	Emissions Factor (grams/mile)*	Daily Bus VMT (miles)	Emissions (kg/day)
CO Emissions	5.58	325	1.8
NO _x Emissions	8.07	325	2.6
VOC Emissions	1.16	325	0.4
Total Emissions		4.8	
NET PROJECT EMISSION REDUCTIONS			
	Auto SOV Emission Reductions (kg/day)	Bus Emissions Generated (kg/day)	Net Emission Reductions (kg/day)
YEAR THREE (or final year if less than 3)	150.2	4.8	145.4

Exhibit 6

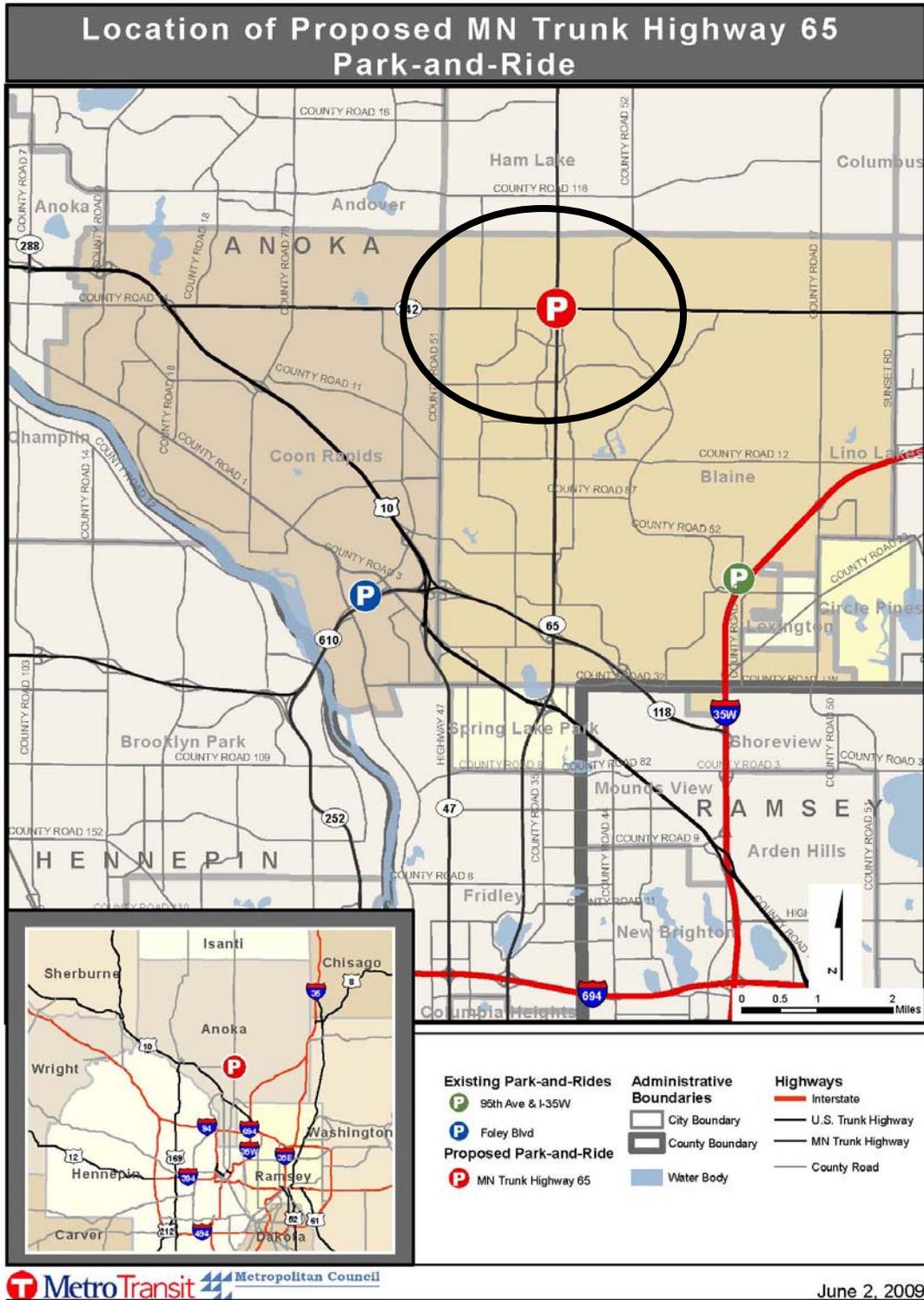
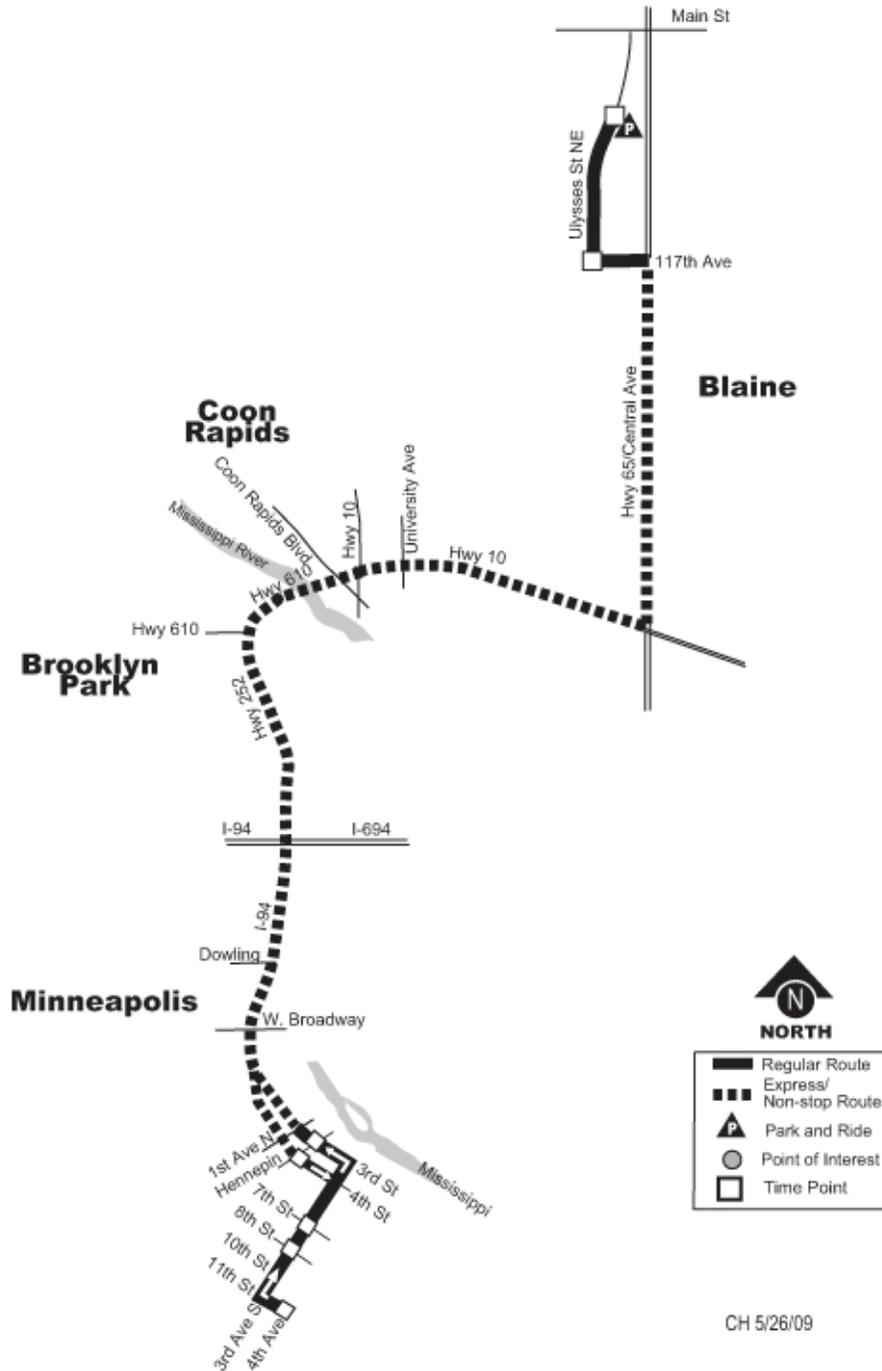


Exhibit 8



Proposed Hwy 65 Park & Ride CMAQ Route



Congestion Mitigation and Air Quality Improvement Program (CMAQ) Transit Expansion - Prioritizing Criteria Scores 2009

project no.	applicant	project name	federal \$	match \$	prioritizing criteria												Total Points	Cumulative Federal \$
					IA 0-200	IB 0-100	IIA 0-125	IIB 0-125	IIIA 0-50	IIIB 0-50	IIIC 0-100	IVA 0-175	IVB 0-300	V 0-100	VIABC 0-150	VID 0-50		
CMT-09-04	Metro Transit	Central Corridor LRT	\$7,000,000	\$6,839,259	139	91	75	86	40	50	100	175	300	100	150	50	1356	\$7,000,000
CMT-09-03	Metro Transit	Hiawatha LRT- Three LRT Vehicles	\$7,000,000	\$3,500,000	150	92	125	125	38	40	100	113	243	100	140	50	1316	\$14,000,000
CMT-09-01	Anoka County	TH 65 Transit Service and Park & Ride Facility	\$6,583,786	\$1,696,447	200	80	85	70	38	44	100	130	264	65	82	40	1198	\$20,583,786
CMT-09-07	Metro Transit	Maple Wood Transit Center/ Park & Ride	\$7,000,000	\$10,606,629	191	100	110	62	21	38	94	100	180	90	81	20	1087	\$27,583,786
CMT-09-12	MVTA	MVTA Express Buses and Services Startup	\$2,885,538	\$721,385	125	84	115	112	11	32	50	59	267	90	93	25	1063	\$30,469,324
CMT-09-13	MVTA	Rosemount Depot, Fleet, and Service Improvements	\$2,386,077	\$596,519	77	94	105	102	50	14	44	74	283	90	80	25	1038	\$32,855,401
CMT-09-09	City of Carver	TH 212/ CSAH 11 Park & Ride	\$4,358,760	\$1,089,690	90	72	95	94	33	36	25	71	255	81	81	20	953	\$37,214,161
CMT-09-11	BlueXpress Bus	BlueXpress Service Expansion	\$1,608,000	\$402,000	76	96	65	54	41	20	41	74	293	90	64	35	949	\$38,822,161
CMT-09-05	Metro Transit	I-94 East/Manning Avenue Park& Ride	\$7,000,000	\$4,428,823	124	75	70	46	44	22	24	60	167	61	99	30	822	\$45,822,161
CMT-09-06	Metro Transit	Highway 12 & Co Rd 29 Park & Ride- Capital and Operations	\$2,634,757	\$658,689	86	86	50	35	19	8	6	28	225	79	100	30	752	\$48,456,918
CMT-09-02	City of Ramsey	Ramsey Northstar Rail Station	\$5,367,600	\$1,341,900	66	78	65	78	46	16	31	17	18	90	81	10	596	\$53,824,518
CMT-09-14	MVTA	Apple Valley North BRT Station	\$6,764,080	\$1,691,020	72	93	40	110	50	16	38	21	10	62	55	20	587	\$60,588,598
CMT-09-08	University of Minnesota	Stadium Village Intermodal Transportation Center	\$7,000,000	\$26,000,000	22	51	0	25	23	2	4	7	1	100	97	50	382	\$67,588,598
Withdrawn	Southwest Transit	Southwest Village Third Level	\$0	\$0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$67,588,598
TOTAL FEDERAL FUNDS			\$67,588,598	\$59,572,361														

IA	Location Suitability/Market Area Demand
IB	Integration w/ Existing Infrastructure
IIA	Service Efficiency
IIB	Productivity
IIIA	Addressing Congested Roadways
IIIB	Reduction in SOV trips and/or VMT
IIIC	Hourly Throughput Improvements
IVA	Reduction of Vehicle Emissions
IVB	Measure of Project Effectiveness
V	Project Readiness
VIABC	Development Framework Implementation
VID	Integration of Modes

 "= Criteria re-evaluated for the scope change requested by Anoka County, November 2012.