

2017 Congestion Mitigation/Air Quality (CMAQ) Application – Transit Capital

INSTRUCTIONS: Complete and return completed application to the Metropolitan Council.
Applications must be received by 12:00 PM at the Metropolitan Council on April 11, 2014.

Office Use
Only

I. GENERAL INFORMATION

1. APPLICANT: Metropolitan Council/Metro Transit

2. JURISDICTIONAL AGENCY (IF DIFFERENT): Metro Transit

3. MAILING ADDRESS: 560 Sixth Avenue North

CITY: Minneapolis

STATE: MN

ZIP CODE: 55411

4. COUNTY: Hennepin

5. CONTACT PERSON: Jeff Freeman

TITLE: Project Manger

PHONE NO.(612)(349.7527)

6. CONTACT E-MAIL ADDRESS: jeff.freeman@metc.state.mn.us

II. PROJECT INFORMATION

7. PROJECT NAME: Mall of America Transit Station Renovation Project

8 .BRIEF PROJECT DESCRIPTION: The MOA Transit Station is located in the Mall of America, Bloomington, MN. The CMAQ funds will be used to expand capacity and renovate the 22-year old MOA Transit Station. The improvements will realign and relocate the MOA Transit Station to provide an entry and street presence from 24th Avenue with a direct connection into the interior of the MOA. Buses will enter the site directly, eliminating long queues and security check points. The busway is relocated to remove all current bus movements crossing the LRT tracks and the wait associated with LRT trains entering and exiting the site. The bus layover design allows buses to arrive, layover and leave at the same location, increases bus capacity, and provides platform heights to meet various vehicle types (such as Red Line BRT) that utilize the station. Passengers will no longer have to walk through multiple interior/exterior spaces, parking areas, or across LRT tracks. The MOA Transit Station renovation will produce a fully functional transportation facility that will increase transit ridership and will support transit oriented development and larger trip generators, such as the Mall of America. Applicant will advanced construct with payback in 2017.

9. INDICATE PROJECT OR PROGRAM CONSTRUCTION LETTING, COMPLETION, OR FULLY OPERATION DATES: Construction Letting: December, 2015. Project Completion: February 2017. Construction will be in phases to allow the transit station to remain operational.

III. PROJECT FUNDING

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

If yes, please identify the source(s): Federal: Dept. of Transportation TIGER 6 (requesting \$10,000,000)

11. FEDERAL CMAQ AMOUNT REQUESTED: \$ 7,000,000

15. MATCH % OF PROJECT TOTAL: 26%
(Minimum of 20%)

12. MATCH AMOUNT: \$ 6,000,000

16. PROGRAM YEAR: 2017 ONLY

13. PROJECT TOTAL: \$ 23,000,000

17. SIGNATURE:

14. SOURCE OF MATCH FUNDS: Metro Transit, City of Bloomington, and DCRRA

18. TITLE: Project Manager

1. Project Description

Metro Transit performed a Needs Analysis for the MOA Transit Station in June, 2012. The report identified the following needs/issues with the current condition of the facility:

- 1. Increase Exterior Visibility:** The MOA Transit Station is located within an MOA parking structure and cannot be seen from the outside, including a lack of exterior signage.
- 2. Improve Efficiency of Bus Operations:** All buses entering the site must queue with MOA truck and vehicle traffic to pass through a security gate and, once inside the site must cross the LRT tracks with LRT getting priority movement.
- 3. Add Bus and Passenger Capacity:** The existing bus facility cannot accommodate the introduction of all of the planned transit service and additional passengers that will be using the facility.
- 4. Add Comfort and Aesthetic Appeal:** The MOA Transit Station interior provides meager comfort to the over 7,000 transit customers that use the facility on a daily basis.
- 5. Provide Clear and Convenient Pedestrian Access:** There is no obvious, or direct, route for pedestrians to enter the MOA Transit Station. Pedestrians must walk through parking areas, and then go through interior/exterior spaces over multiple levels to enter the facility.

In 2013, Metro Transit performed a MOA Master Plan to define proposed improvements to address the findings of the MOA Needs Analysis and to meet the increase in transit demand. The proposed renovation to the MOA Transit Station is a result of intense analysis of the existing conditions, identification of project need, and selection of a preferred alternative that was supported by all three primary project partners: Metro Transit, City of Bloomington, and Mall of America. The project improves the reliability and timely access to employment centers, educational opportunities, services and other basic need by workers, as well as expanded business access to markets. The new design of the busway and station reduces the amount of time a passenger spends in transit and reduces the bus transit trip by an average of 210 seconds per trip.

The 2017 CMAQ funds will be applied towards the following MOA Transit Station renovation improvements:

1. Realign and relocate the transit station so that it has an entry and street presence from 24th Avenue;
2. Provide a direct connection into the interior of the MOA;
3. Provide direct and safe interior passenger movement so they no longer have to walk through multiple conditions (interior/exterior), through parking areas and across the busway;
4. Create a new bus only gate access allowing buses to enter the site directly and without having to wait in a long queue and then pass through a security check point. The busway has been relocated to remove all bus movement from having to cross the LRT tracks and wait for LRT trains to enter and exit the site;
5. Redesign the bus layover to allow buses to arrive, layover and leave at the same location, increase capacity, and provide platform heights that meet the various vehicular designs that will be utilizing the site;
6. Renovate the Station Area consisting of the passenger lobby, driver break area, police substation, public restrooms, retail and vertical circulation; and
7. Renovate the Busway/Parking area consisting of new bus gates, circulation and layover operations, bus only entry gate, transit signal priority (TSP) controlled gate, heated bus entry slab, loop-detector access control gate, stormwater collection and holding improvements.

Attachments 1-5 provide existing and proposed conditions.

2. Regional Significance

- A. This criterion addresses how the proposed project integrates with the existing transit infrastructure and the region's transit vision. Describe how the project is consistent with the Transportation Policy Plan (TPP), is specifically included in the TPP, and/or addresses a transportation problem or need identified in the TPP. Provide additional information as necessary to describe how this project is of regional significance.

The proposed project is consistent with the Transportation Policy Plan (TPP) as follows:

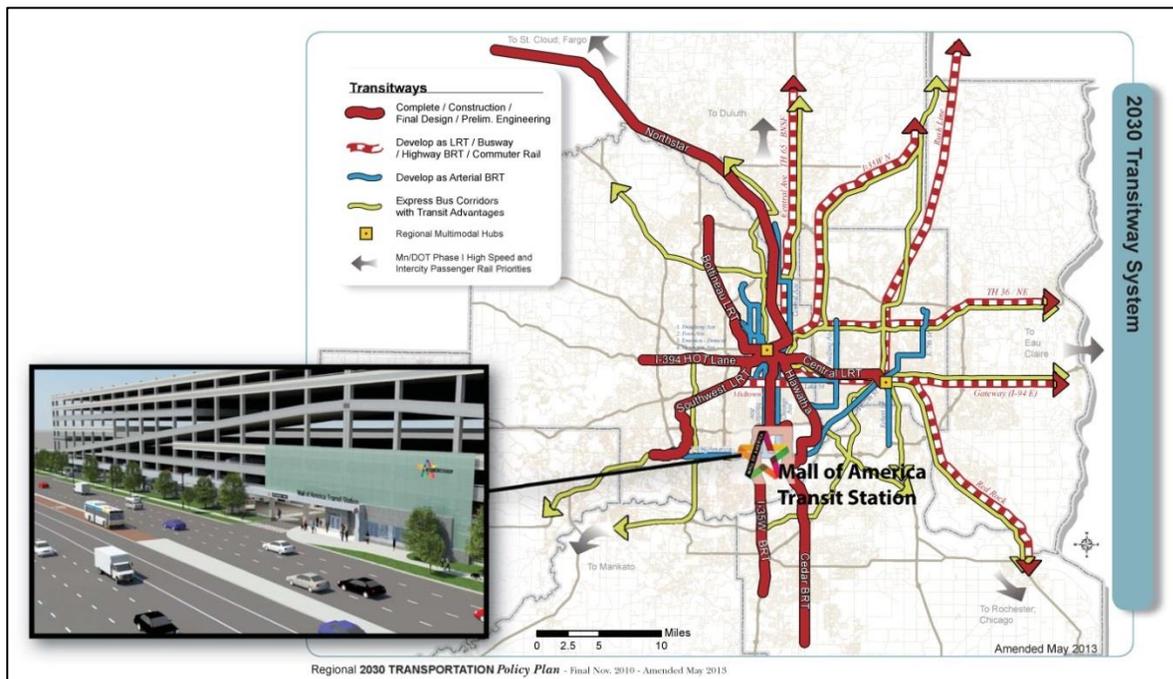
Policy 2: Prioritizing for Regional Transportation Investments

Strategy 2a. System Preservation: The project investment preserves an existing investment and improves the operation and maintenance of the transit system and facility. The project is a renovation of an existing facility and a true reinvestment and revitalization of the existing transportation network. The renovation removes identified issues with the current function and design of the MOA Transit Station that prevented it performing to its full potential.

Strategy 2e. Multimodal Investments: The project improves bicycle, pedestrian, transit, and metro mobility connections to the MOA Transit Station and transit corridors.

Attachments 6-8 illustrate transit, bike and pedestrian connectivity.

Exhibit 1 | Regional Transit Hubs in Twin Cities Metro Area



Policy 4: Coordination of Transportation Investments and Land Use

Strategy 4e. Local Comprehensive Plans: The City of Bloomington's Comprehensive Plan 2008 conforms to the Transportation Policy Plan. The Comprehensive Plan assesses transit, bikeway, walkway, and other forms of transportation weaknesses and identifies needed improvements. Specifically, Section

4: Transportation Element provides details on Cyclist and Pedestrian, Transit, Airport South District, now called South Loop, and Goals, Strategies, Actions that support the following:

- Provision of a high quality transportation system for cyclists and pedestrians through its *Alternative Transportation Plan* as a way to: provide a viable transportation alternative to residents who may not have access to an automobile such as the young, the elderly, the poor, and the disabled; provide an attractive alternative to the automobile, thereby reducing auto trips, air and noise pollution; provide more convenient access to transit manage congestion on area roadways, increase the number of potential employees with easy access to employment in Bloomington, promote additional economic development, conserve natural resources and diversify transportation options;
- Provision of a high quality transit system as a way to: diversify transportation options and provide transportation to residents who do not have access to an automobile or choose transit as their preferred mode; increase the number of potential employees with access to employment in Bloomington; make other modes of transportation more effective; manage congestion on area roadways; increase economic vitality and promote additional economic development; and conserve natural resources;
- Create a sustainable, multi-modal transportation system focused on mobility and community renewal;
- Create a viable, high quality transit system;
- Provide transportation facilities that are safer for users;
- Protect the public investment in transportation infrastructure through regular maintenance and management; and
- Address the specific need and opportunities of the South Loop District.

The renovation to the MOA transit station supports the City of Bloomington's Comprehensive Plan's Goals, Strategies, and Actions.

Strategy 4f. Local Transportation Planning: The MOA Transit Station is at the center of a system of interconnected arterial and local streets, pathways and bikeways. The MOA Transit station supports this transportation system and provides a means to meet local and regional needs without using the Regional Highway System. The proposed improvements to the MOA Transit Station further supports reduction of congestion, access to jobs, services and retail, and improves the transit system.

TPP Appendix G: Regional Transit Standards: The proposed renovation to the MOA Transit Station improves Metro Transit's continued success at meeting the Regional Transit Standards for an Area II Transit Market Area.

B. Identify the population and number of jobs within ½ mile of project

The MOA currently has 11,000 FTEs and will be adding an additional 24,000 with Phase IC. The MOA Transit Station improvements, with expanded capacity and accessibility, allow the City of Bloomington's South Loop District Plan to propose higher density development centered on transit oriented design. The South Loop District Plan proposes to add approximately 14,000 jobs by 2030. Enhanced transit at MOA Station will improve access to many jobs for service sector and transit dependent employees.

The MOA Transit Station is located within the City of Bloomington's South Loop District which anticipates significant growth centered on 700 acres of a walkable, mixed use, urban neighborhood. Airport zoning prohibits residential development in the area east of MOA, essentially between 24th Ave and 33rd Ave. While more than ½ mile away from MOA station, a development with over 800 apartment units is proposed just east of 33rd Ave. Future multifamily residential development in South Loop is anticipated to be built east of 34th Ave, To the south, 86th Street is about 2580 feet from MOA station. There are about 860 residents in existing apartment and townhome developments located north of 86th. That area is the primary location of residents w/in ½ mile of the MOA station.

It is assumed that transit trips could make up 20 to 30 percent of trips made by South Loop employees and residents in 2030 and 2050 respectively. The South Loop District proposes to increase the number of

households by 1,714 (2030) and another 1,098 (2050), a 269% increase. By 2030, 10-15 percent of new housing units should be affordable to home-owners earning 60 percent of the metro area median income and renters earning 50 percent of the metro area median income.

Attachments 9-10 provide South Loop Land Use and Zoning Concepts.

Exhibit 2 | Projected Growth in Transit Trips, 2010-2050

South Loop Growth	2010	2030	2050
Employees	21,600	35,500	49,700
Residents	2,100	4,970	6,800
Total Population	23,700	40,470	56,500
Transit Trips	2,370	8,090	16,950

*Assumptions: Existing transit trip rate = 10 percent; 2030 rate = 20 percent; and 2050 rate = 30 percent
Source: City of Bloomington, 2009.*

C. Identify regional job and activity centers that are served or connected to the project (see map of regional job and activity centers, Attachment A, page 4)

The MOA Transit Station is located within a regional job and activity center and is directly south of a major job and activity center. The MOA Transit station provides direct connection to this regional and major job centers, along with those identified along the 494 corridor, in Minneapolis/St. Paul, and throughout the region. The MOA Transit Station essentially serves as a third leg to the Interchange and Union Depot intermodal hubs.

Attachment 11 locates the Project within Regional Job and Activity Centers.

3. Usage and Impacts of the Project

A. Describe the total estimated ridership served in opening year of project.

The MOA Transit Station is a multimodal transit hub supporting bus, light rail transit (LRT), bus rapid transit (BRT), bicycle, and pedestrian movements. It serves as a major transit transfer point and terminus for transit with eight (8) Metro Transit bus routes, one (1) MVTA bus route, the Blue Line Hiawatha LRT, and the Red Line Cedar Avenue Bus Rapid Transit. Additionally, up to four future Arterial Bus Rapid Transit lines (“Rapid Bus”), identified by the Metropolitan Council, will provide service at the MOA Transit Station. Over 7,000 hotel rooms are provided shuttle service to the MOA and access to the transit system.

The MOA Transit Station is the busiest transit station in Minnesota currently serving 2.1 million rides/year. This number is made up of 0.9 million work rides and 1.2 million non-work rides.

B. Provide estimated new ridership in opening year of project.

The MOA Transit Station expansion/renovation will increase this number to 2.5 million rides/year, opening year of the project. This number is made up of 1.0 million work rides, and 1.5 million non-work rides.

C. Provide estimate of any expected operating cost savings or increases due to implementation of project.

The project results in multiple forms of savings. \$56,771 in direct transit operations savings annually:

Operator Delay: The current condition of the facility requires buses to wait in line with other vehicular traffic to pass the security gate. Once in the facility they have to wait to cross the LRT tracks, make a drop off – layover-pickup movement, and then cross the LRT tracks and wait to exit the site. This movement averaged 6 minutes in added time to the route. The proposed renovation removes the mixed traffic queue and LRT track crossings and combines drop off-layover-pickup. This improvement results in an annual savings of \$386,770.

Equipment Reduction: Coupling the improvements to the MOA Transit Station and future arterial routes that will use the station would allow two routes to eliminate one bus during each 14.5 hour period. This provides an annual savings of \$497,640.

Paratransit Delay: The project provides a time savings and reduction in distance traveled for Paratransit operations. The annual savings is \$12,218.

Fuel Savings: The project will eliminate .2 miles of movement for approximately 4,288 vehicles /week. This will eliminate over 59,262 miles of low speed travel and will save approximately 15,800 gallons of fuel. The annual savings will be \$60,143.

Passenger delay savings and social cost of carbon savings are also realized:

Passenger Delay: Similar to Operator Delay, passengers entering the Transit Station are delayed at the security gate, LRT crossings and signalized exit. The cost of delay has been averaged between those passengers traveling for pleasure and those on business, and uses a weekly ridership of more than 35,000 weekly. The project will result in annual savings of \$740,540.

Social Cost of Carbon at Station: The project reduces fuel consumption within the facility due to reduced wait time to enter the site and repositioning required for layover and pickup after passenger drop-off. The annual fuel savings of 15,800 gallons results in an annual reduction of CO₂ of 210 metric tons.

When the MOA station Renovation/Expansion project is coupled with the TH77/Cedar Grove Transit Station project the combined time savings is anticipated enough to allow for an equipment reduction of one vehicle during weekday service. This would result in an annualized operating savings of approximately \$464,000 for the Red Line BRT.

The financial information above has been compiled in a project Benefit Cost Analysis and is available upon request.

4. Equity

A. Describe how this project will serve or impact low-income and minority populations

The project improves connectivity to employment and a viable transportation alternative to residents who may not have access to an automobile such as the young, the elderly, the poor, and the disabled. The project provides an affordable alternative to the automobile, and provides access to employment for low-income and minority populations. Many MOA businesses rely on part-time and service sector employees, including high school age, low-income and minority. This project provides safe and reliable connectivity to these jobs.

B. Provide number of low-income and minority population within ½ mile of project

Within ½ mile of the project there are 451 persons below poverty and a minority population of 1,189. The source of this data is the 2008-2012 American Community Survey 5 year Estimates. As noted above, residents of the apartments located north of 86th (south of the project area) are the primary population within ½ mile of the MOA station. As mentioned previously, the Airport zoning prohibits residential development in the area east of MOA, so the residential area within ½ mile of the project is limited in size. By expanding this area to a mile the numbers increase significantly. The following table provides a summary of these findings. Note: only a portion of each Census Tract fall within the buffer area.

Exhibit 3 | Poverty and Minority Populations

1-mile Buffer		
Census Tract	Poverty	Minority
251.00	451	1189
252.01	530	966
252.05	85	221
Total 1-mile (all in Bloomington)	1066	2376

Source: 2008-2012 American Community Survey 5-year Estimates

Attachments 12-15 locate the ½ mile radius around the Project, and the Project in relation to the Poverty Rates and Median Household Income maps from the Metropolitan Council.

C. Identify Racially Concentrated Areas of Poverty (RCAP) with direct connections to the projects.

The project provides direct transit connections to Racially Concentrated Areas of Poverty.

Attachment 16 locates the Project in context with Racially Concentrated Areas of Poverty.

5. Project Readiness

- A. Applicants must complete the Project Implementation Schedule form (shown on Attachment C, page 6) and provide a detailed project schedule with estimated completion dates. Rating under this criterion will be based on how many steps have been taken toward implementation of the project. These steps reflect a federally-funded project development path. Projects must be implemented in FFY 2017. Projects may be completed using Advanced Construction with pay back in 2017.*

The site is owned by the Mall of America and is under lease to Metro Transit to operate the MOA Transit Station. This project has obtained support by Metro Transit, City of Bloomington, Mall of America, Minnesota Valley Transit Authority, and Hennepin/Dakota Counties. There are no items foreseen that would prevent the CMAQ grant funds from being obligated by FFY 2017. The design phase will begin

December 2014 through September 2015. Bidding and Award will take place from October 2015 through December 2015. Construction will begin in January 2016 with substantial completion by February 2017.

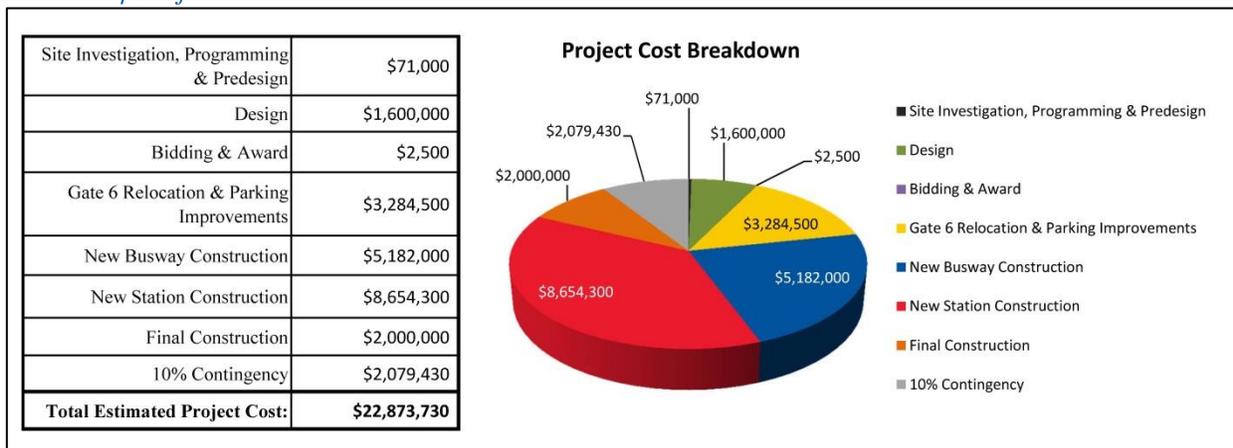
Attachment 17 (Attachment C from CMAQ solicitation package) provides the completed Project Implementation Schedule form. Attachment 18 provides a detailed project schedule.

6. Project Costs

A. Provide a detailed project budget

The total project cost is estimated at \$23 million. This is broken down into the following estimate by phase:

Exhibit 3 | Project Cost Breakdown



Attachment 19 provides a detailed project budget.

B. Identify the anticipated project costs, funding sources, and calculate the percentage of funding sources. Indicate which funding sources are secured. (CMAQ cannot exceed 80%).

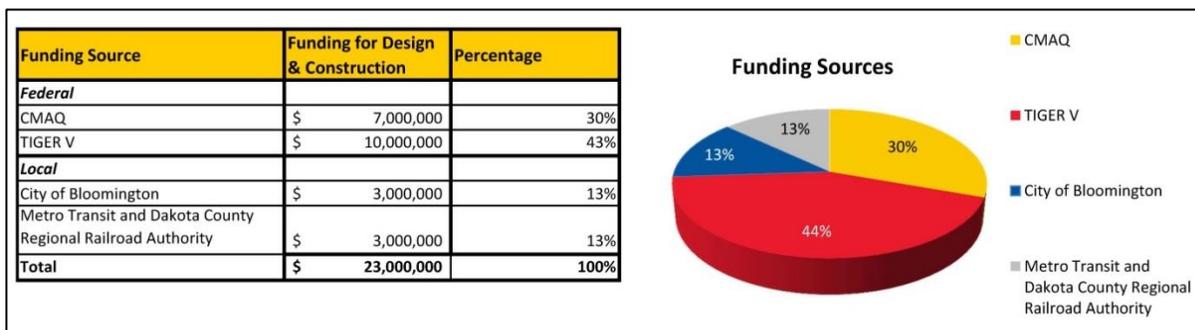
The total project cost is \$23 million. Metro Transit is requesting \$7 million in CMAQ funds. This is 30% of the project cost. The remaining funding sources are as follows:

- Metro Transit and DCRRA*: \$3 million 13% Local match (secured)
- City of Bloomington: \$3 million 13% Local match (secured)
- DOT TIGER 6 Grant: \$10 million 43% Federal (requested)

*DCRRA: Dakota County Regional Rail Authority

Other funding sources such as CTIB and HCRRA may also be pursued which would result in adjusting the above figures.

Exhibit 4 | Funding Sources Breakdown



Attachments 20-21 provide letters of support from the local funding partners.

7. Emissions Reduction

- A. The applicant must explain how the project will reduce vehicle miles traveled and provide an estimate of annual VMT reduction, along with an explanation of the methodology. Using the estimated annual reduction in VMT, Metropolitan Council staff will calculate the vehicle emissions reduction.

The project is not a new facility, nor does it provide park and ride capacity, both of which are typical projects that result in high VMT reduction. Instead, this is a renovation of an existing transit station that provides emissions reduction on a smaller scale, but also additional savings in many other areas.

The project will eliminate .2 miles of movement within the facility for approximately 4,288 vehicles /week. This will eliminate over 59,262 miles of low speed travel and will save approximately 15,800 gallons of fuel. The project reduces fuel consumption within the facility due to reduced wait time to enter the site and repositioning required for layover and pickup after passenger drop-off. The annual fuel savings of 15,800 gallons results in an annual reduction of CO₂ of 210 metric tons. In addition, the renovation results in savings in terms of reduced Operator Delay, Equipment Reduction, and reduced Passenger Delay (details are provided in Section 3c above).

Attachments

Mall of America Transit Station

2017 CMAQ Application



Congestion on 24th Ave. S at Gate 6 Entrance

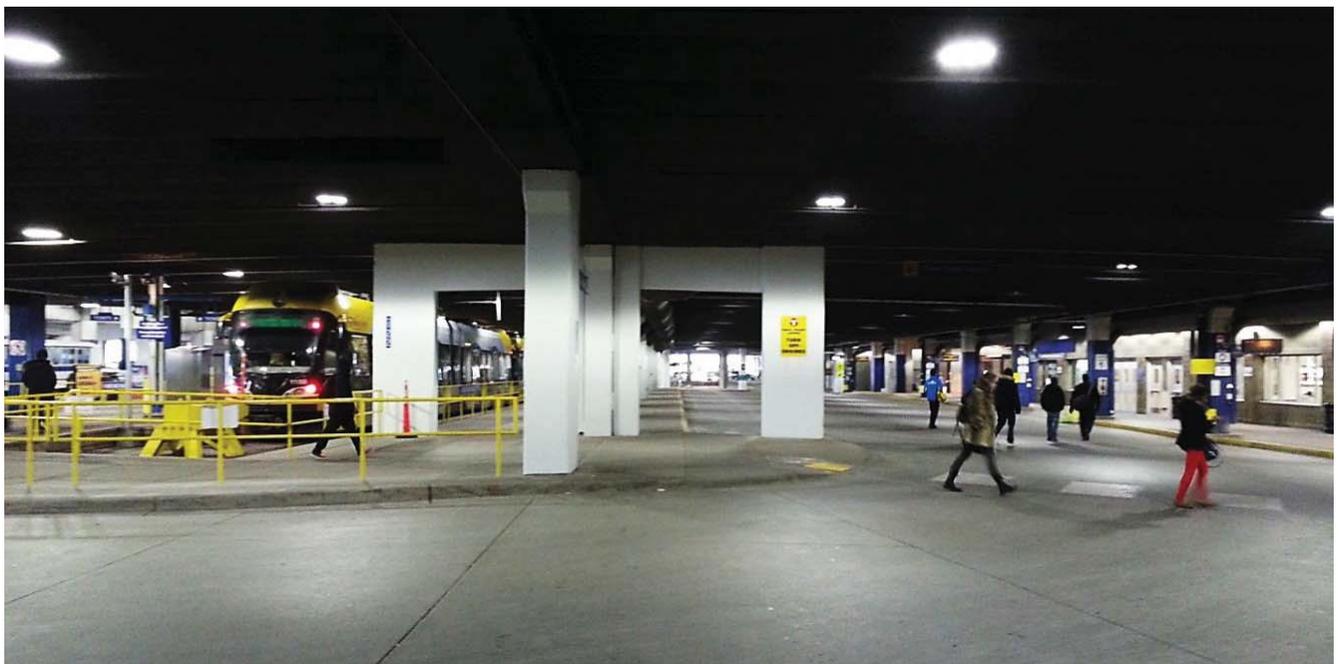


Gate 6 Facade, View of Entrance and Security Gate into Transit Station





Bus and Van Waiting to Cross LRT Tracks



Passengers Crossing Busway to Transit Station



Keynotes

1. New Partial Facade on 23th Ave. S Ramp

2. New Busway

3. Separate Gate 6 Usage

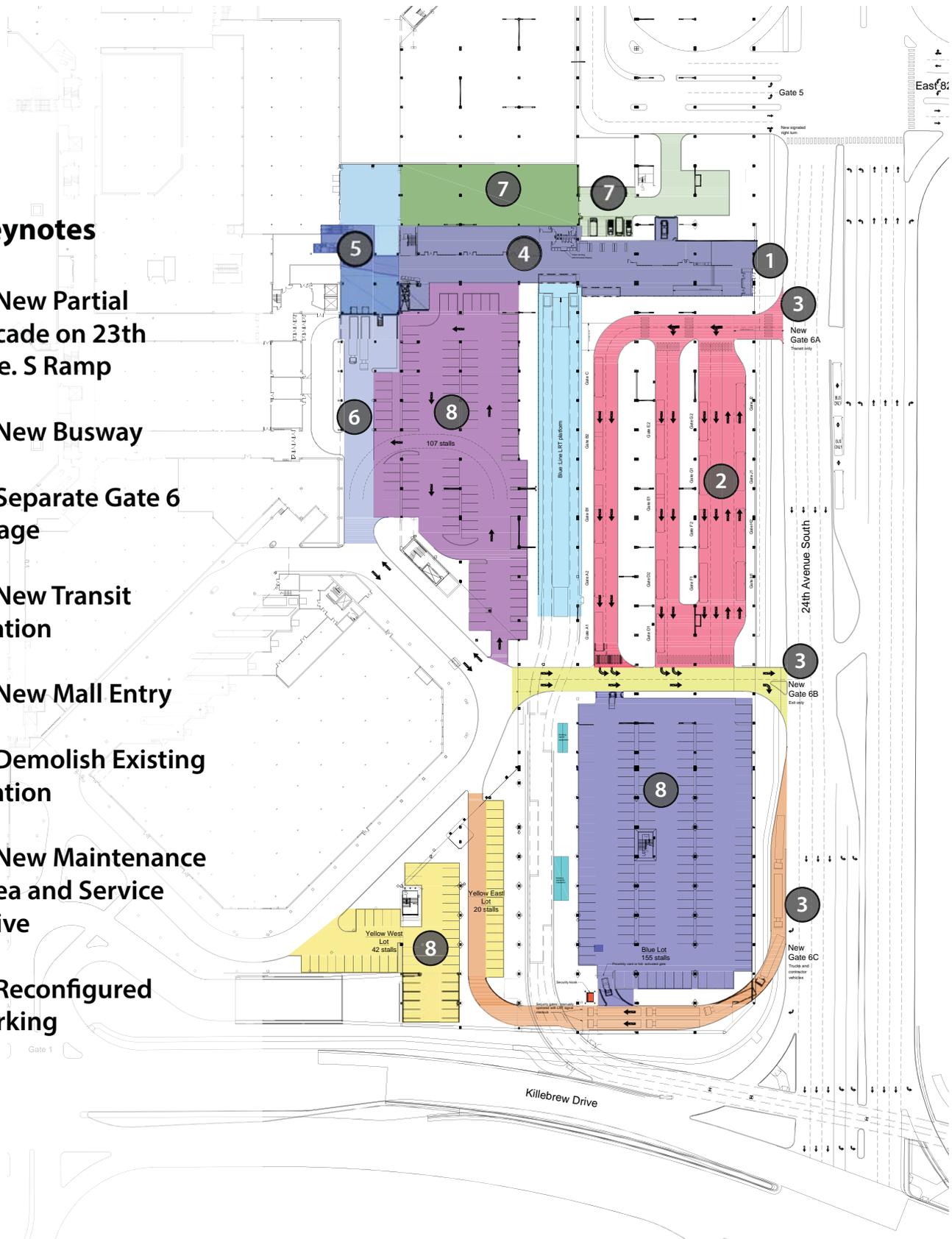
4. New Transit Station

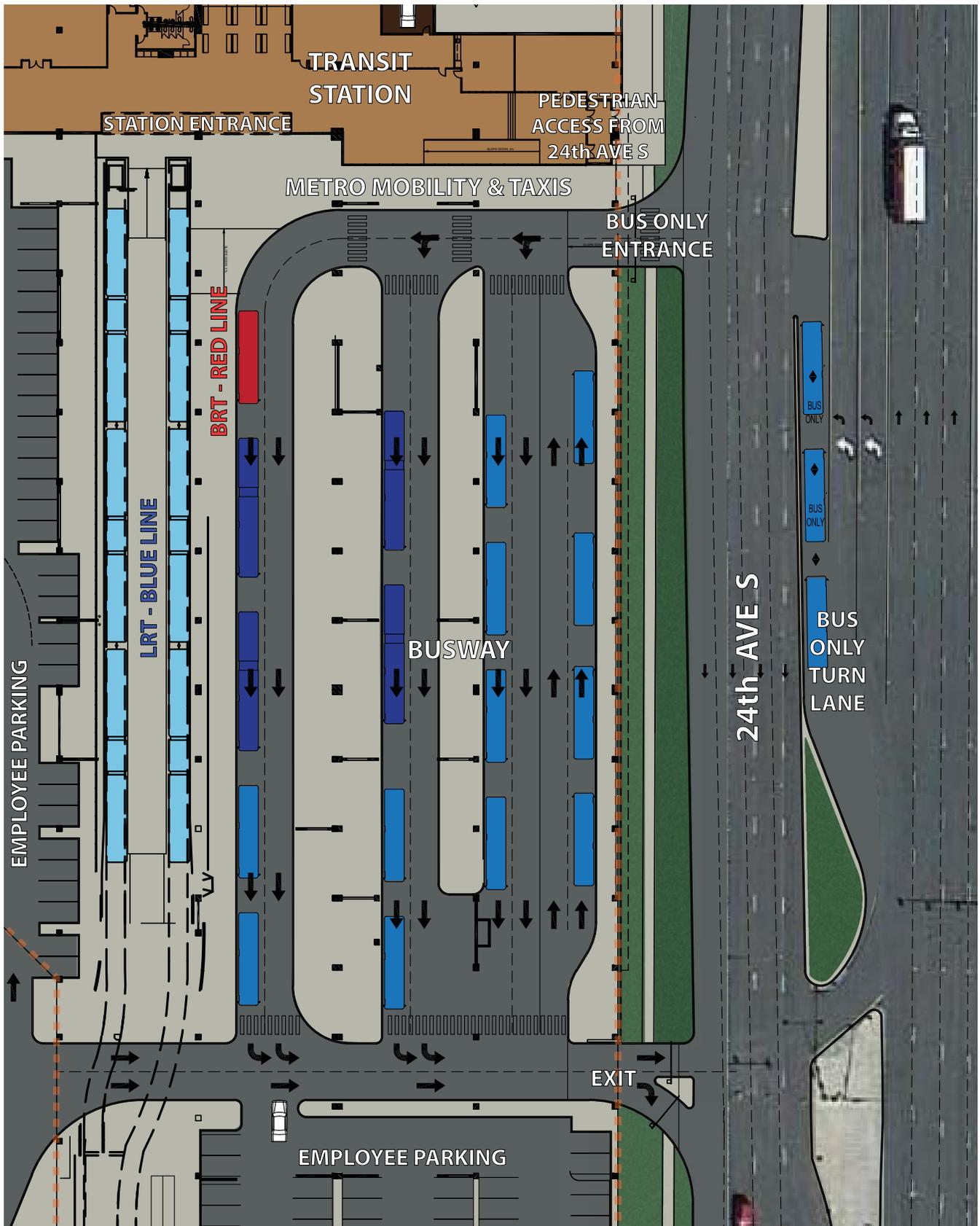
5. New Mall Entry

6. Demolish Existing Station

7. New Maintenance Area and Service Drive

8. Reconfigured Parking





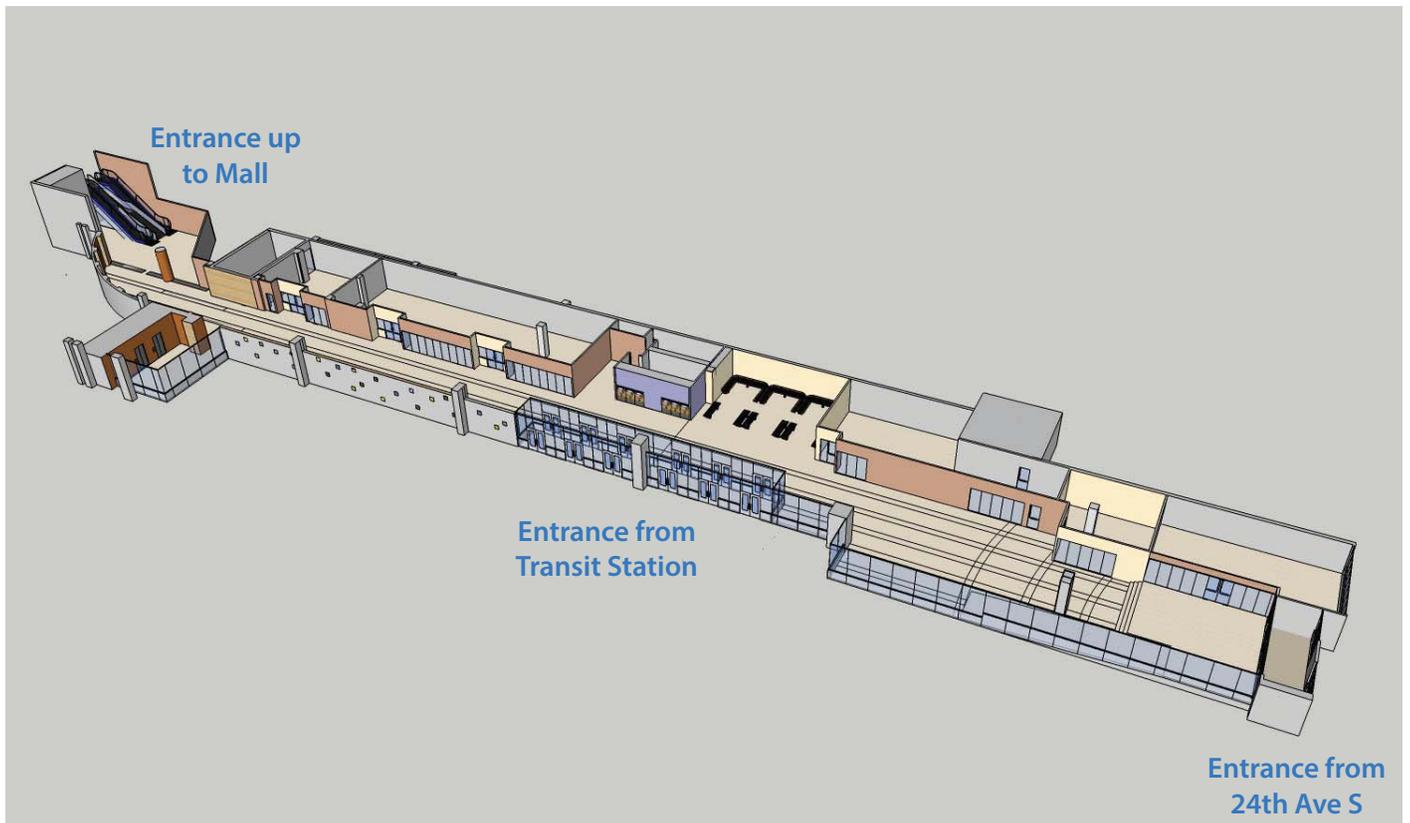
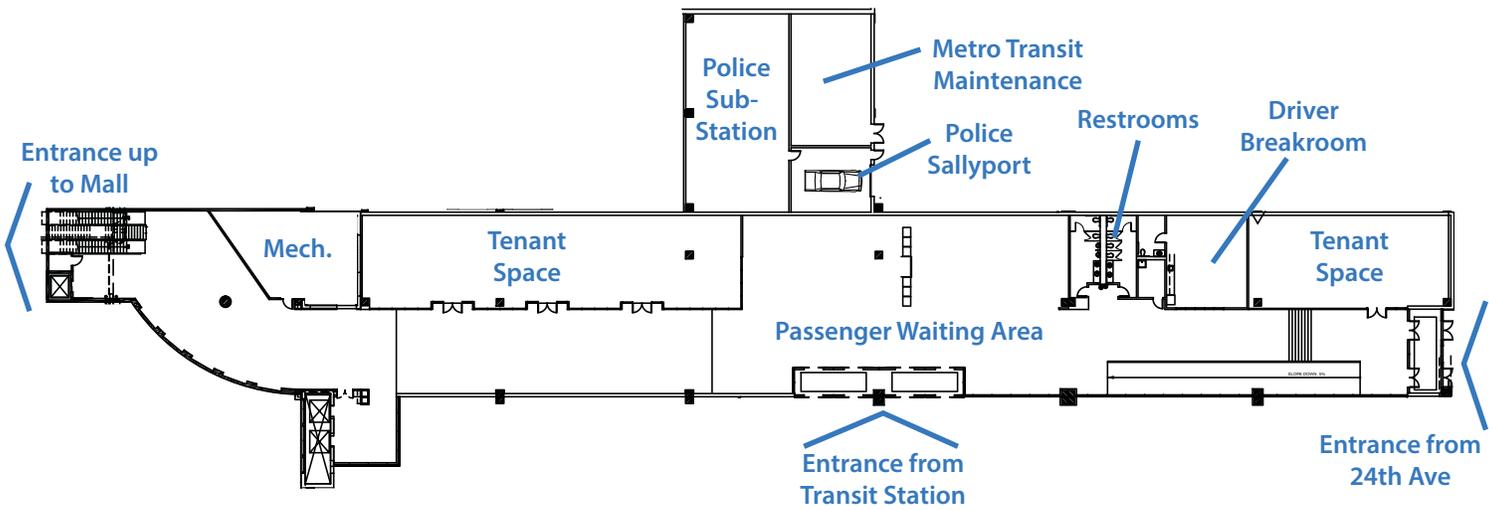
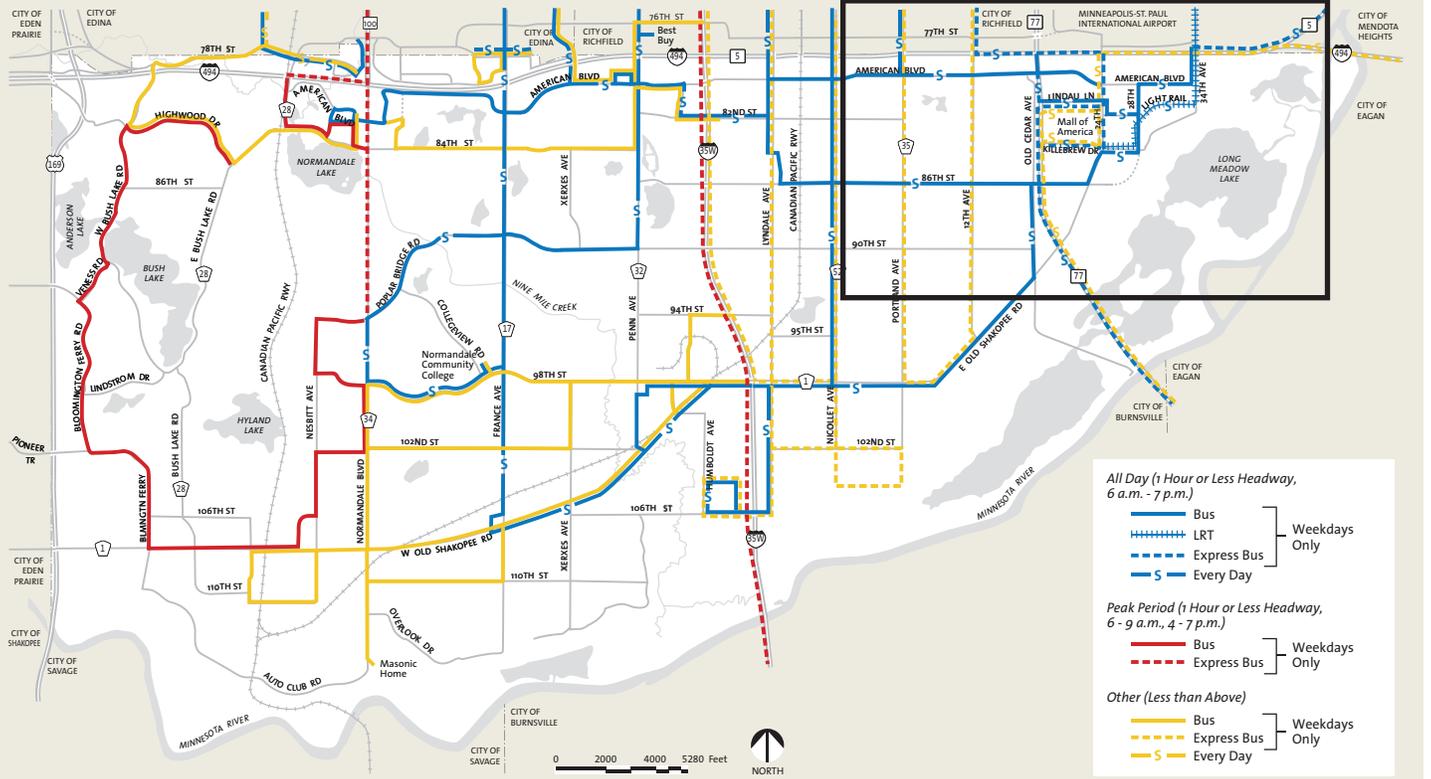


Figure 4.5 Transit Route Level of Service



Source: Metro Transit, June 2007.

TRANSPORTATION 4.15

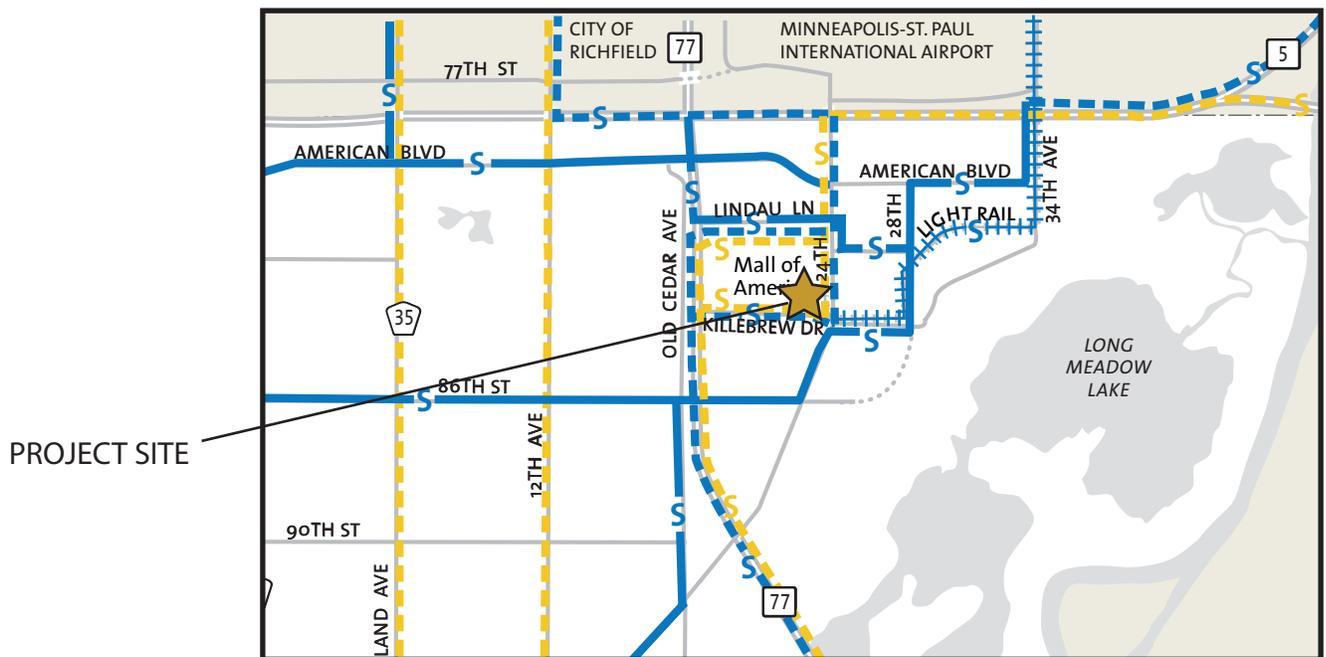
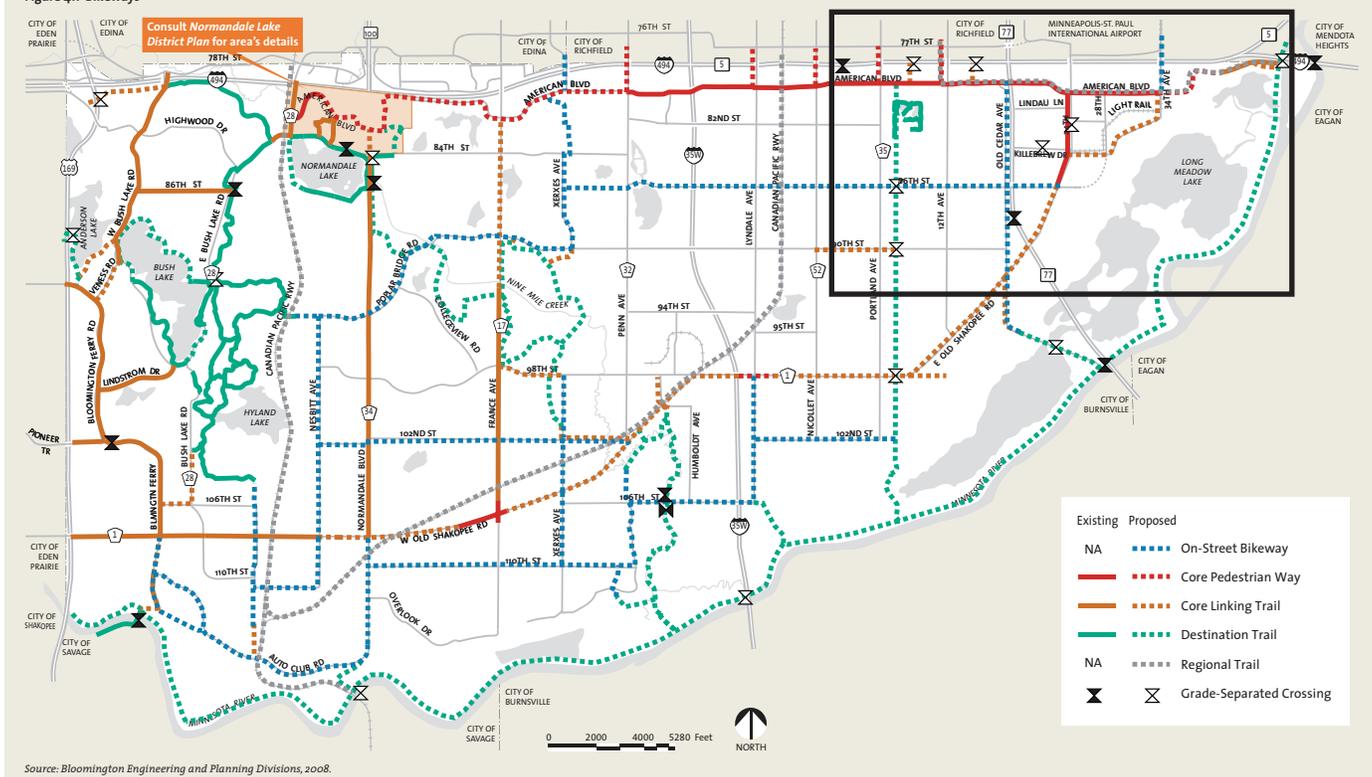


Figure 4.1 Bikeways



TRANSPORTATION 4.5

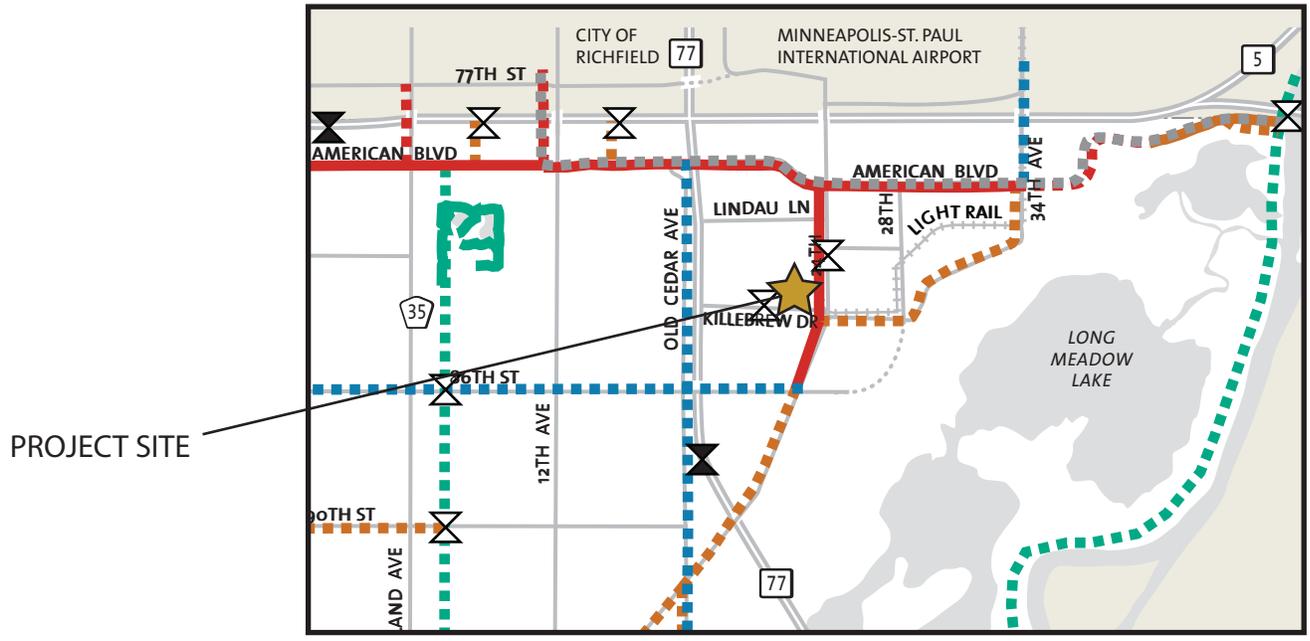
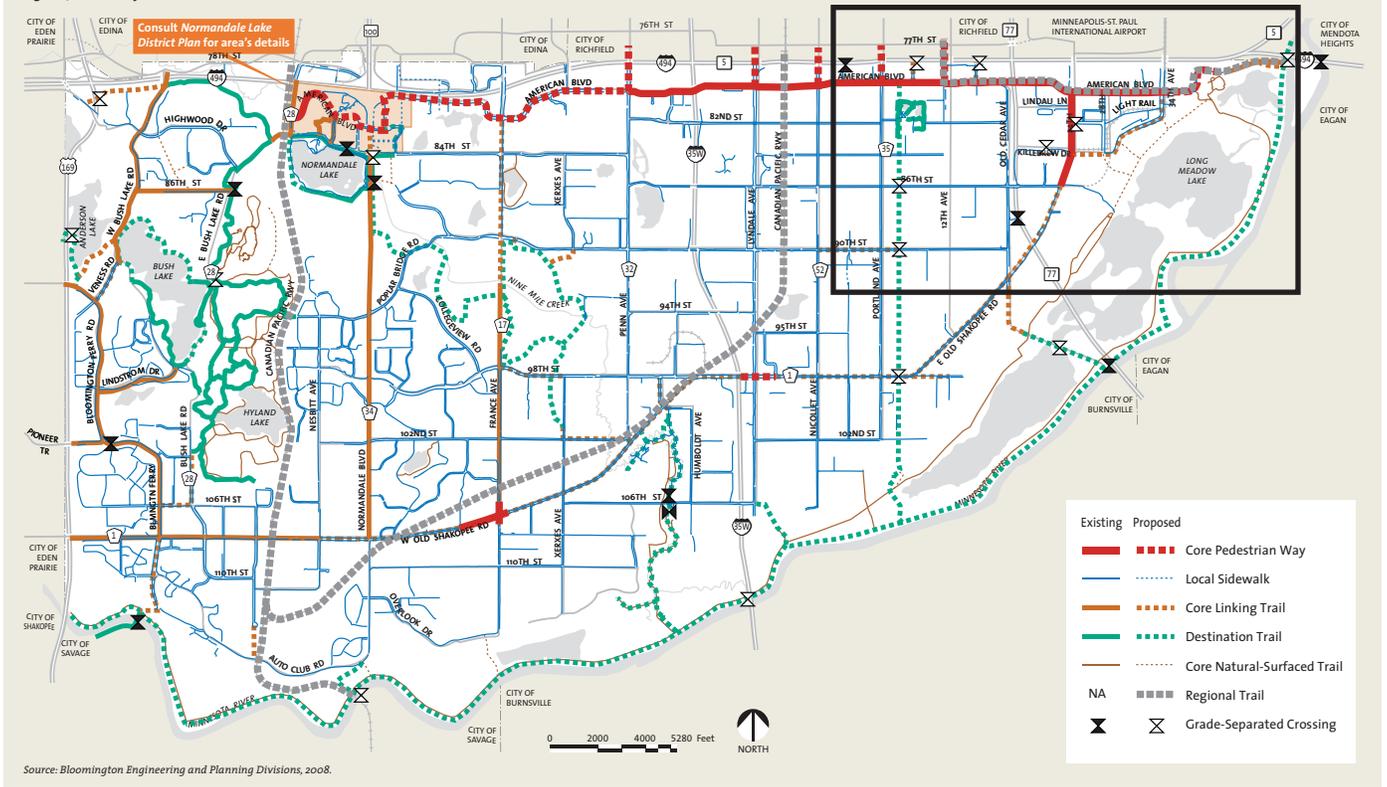
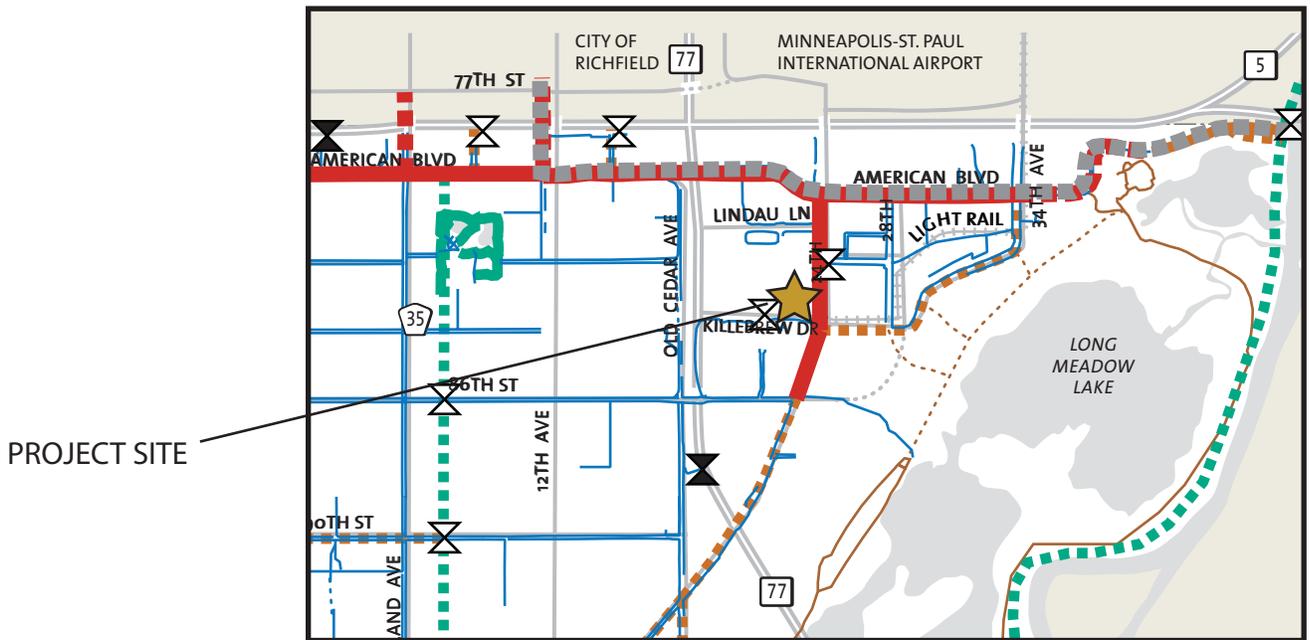
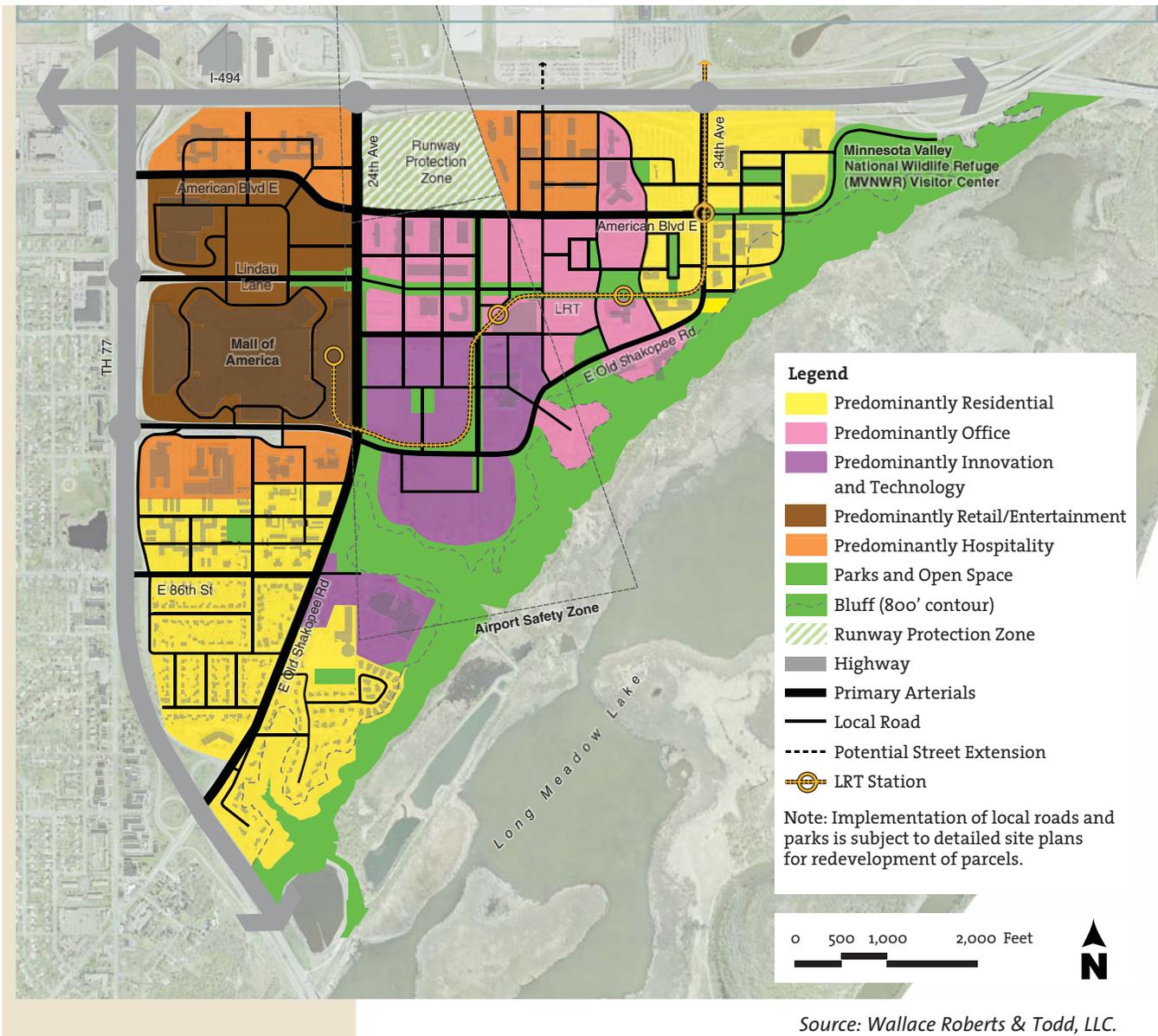


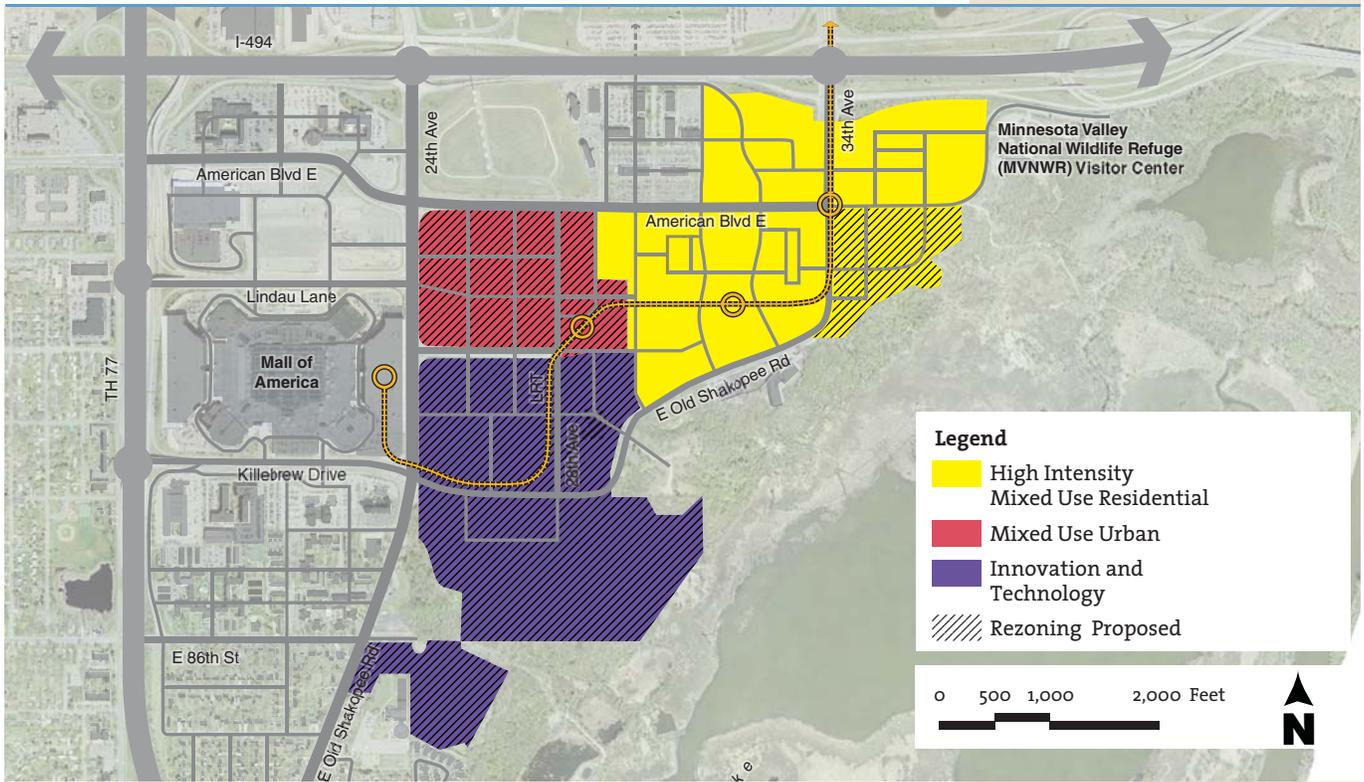
Figure 4.2 Walkways



TRANSPORTATION 4.7



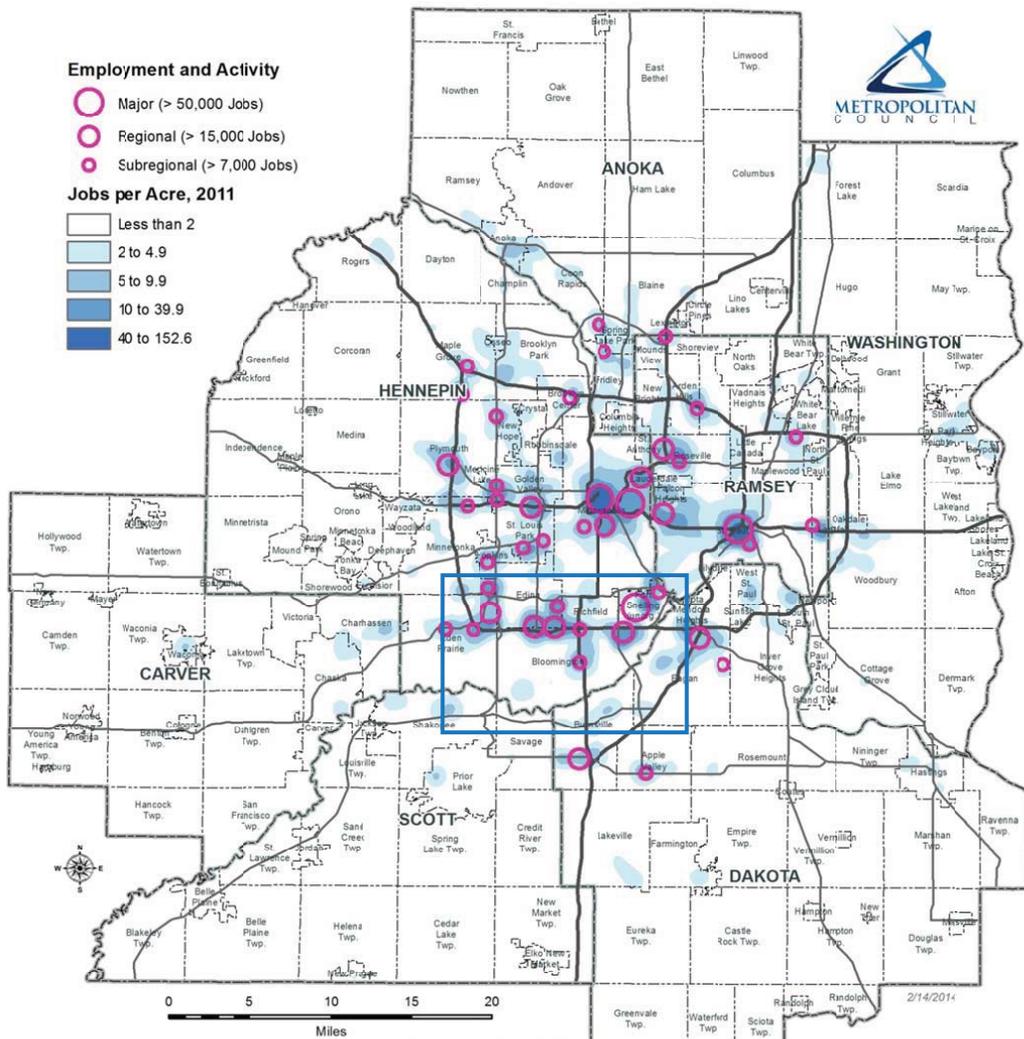




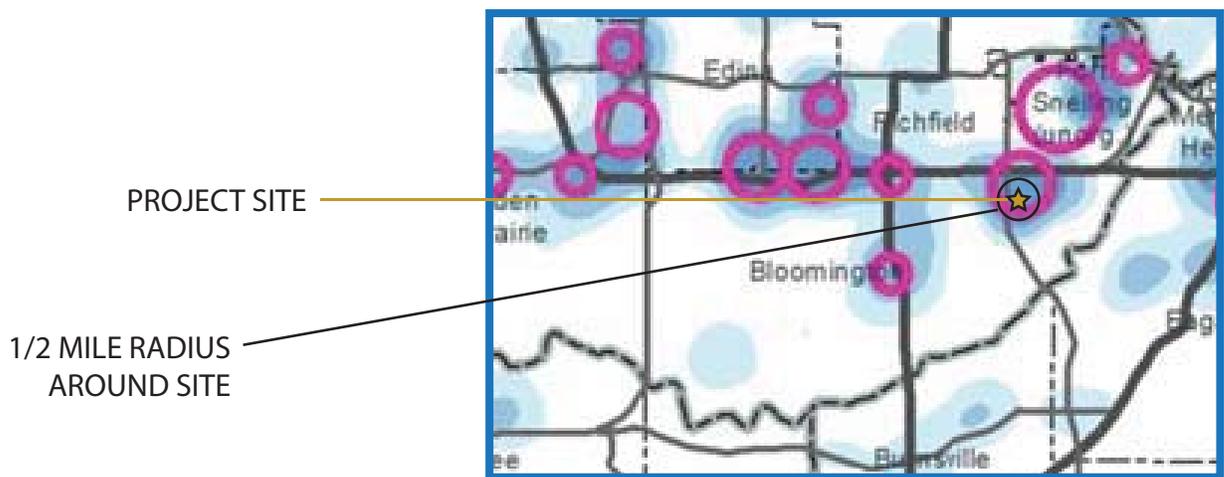
Source: Bloomington Planning Division. 2012.

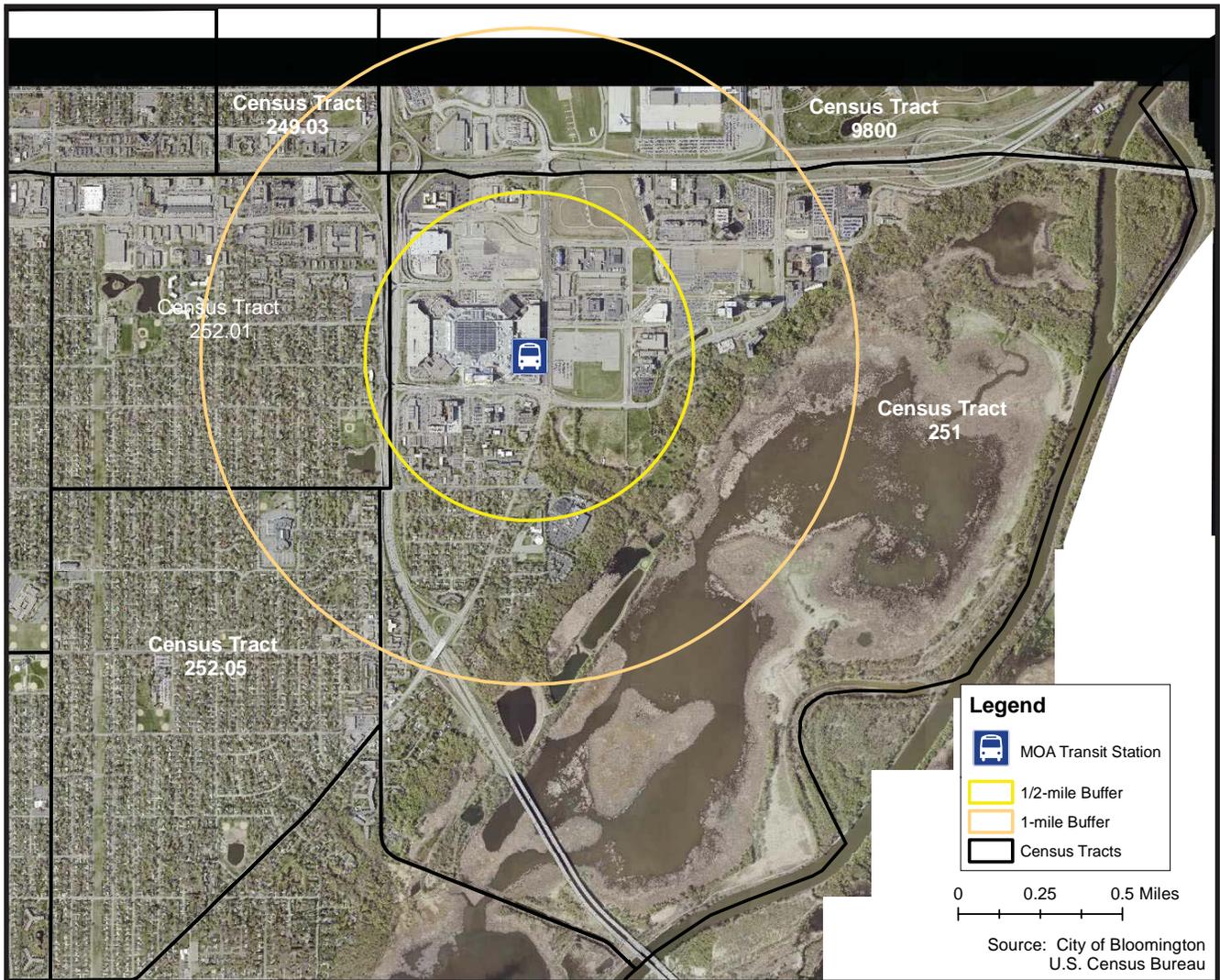


Regional Job and Activity Centers



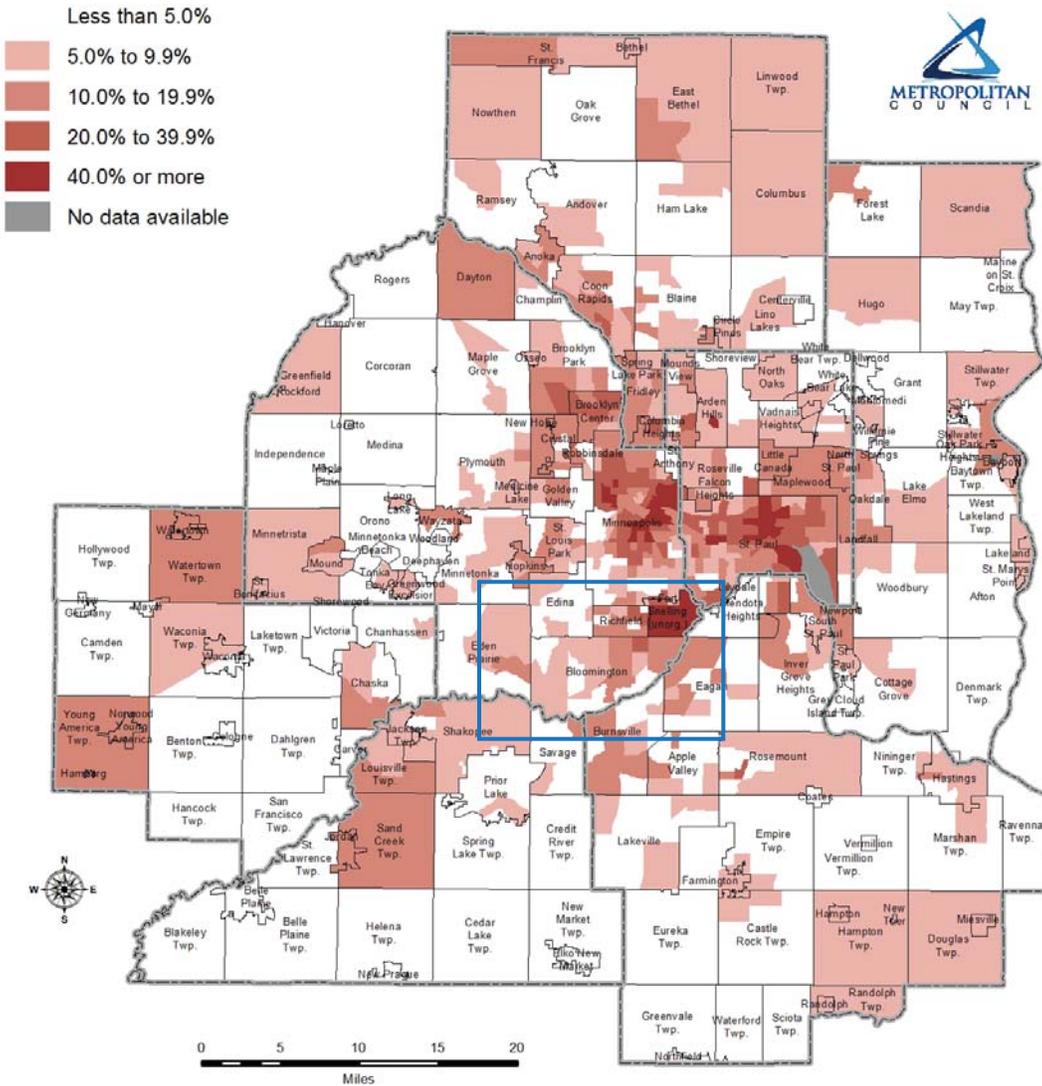
City of Bloomington



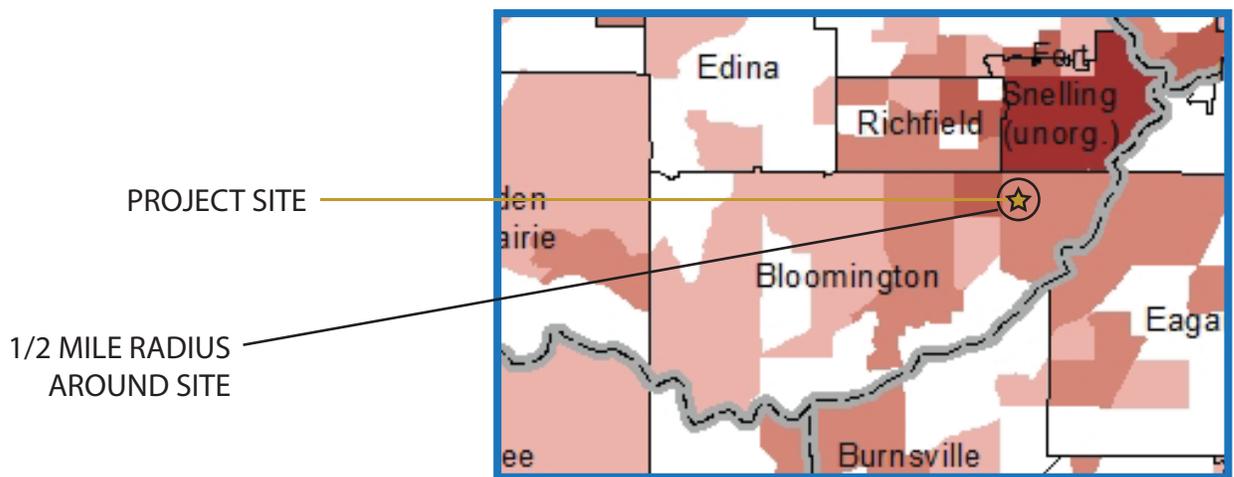


Income, Education, and Immigration in the Twin Cities (2008-2012)

Poverty Rates (By Census Tract)

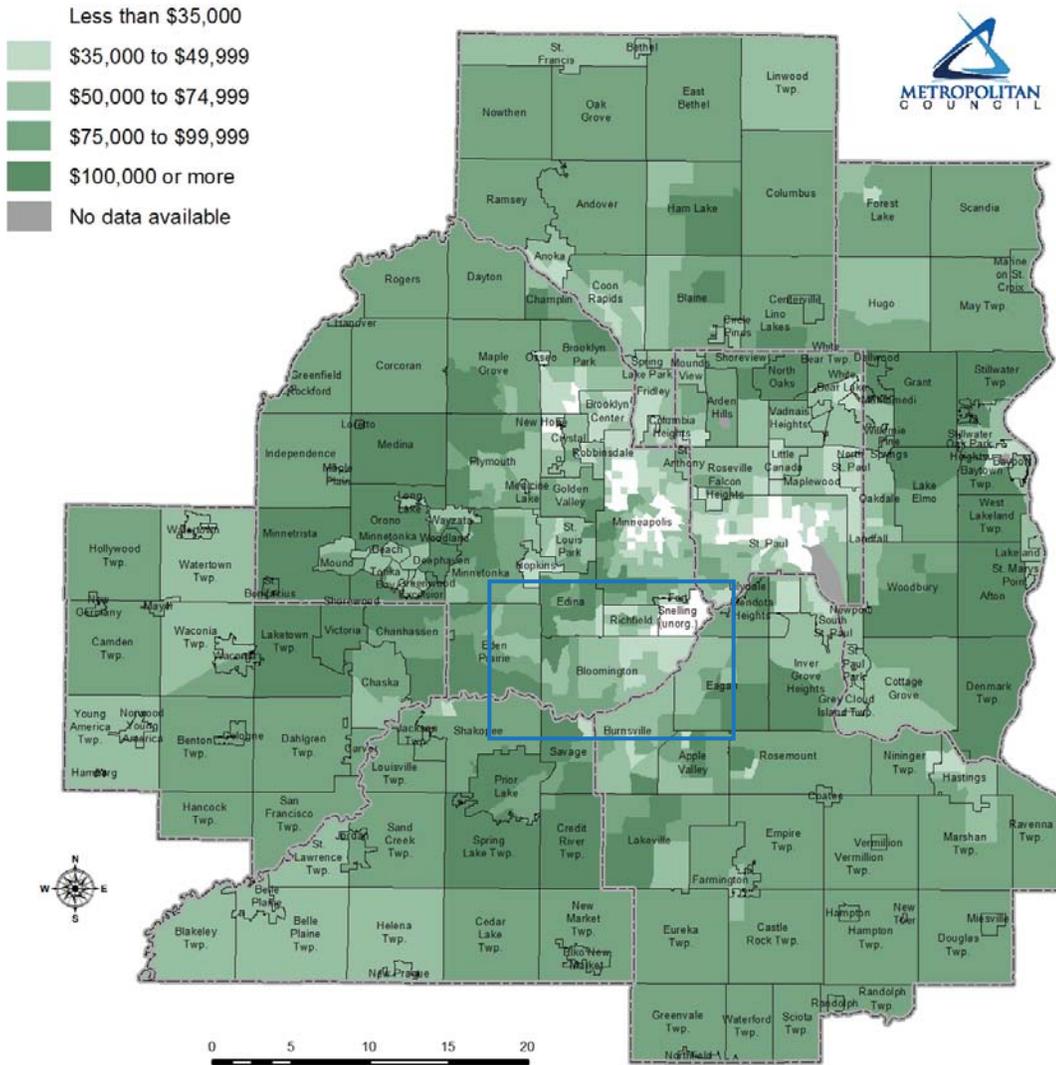


City of Bloomington

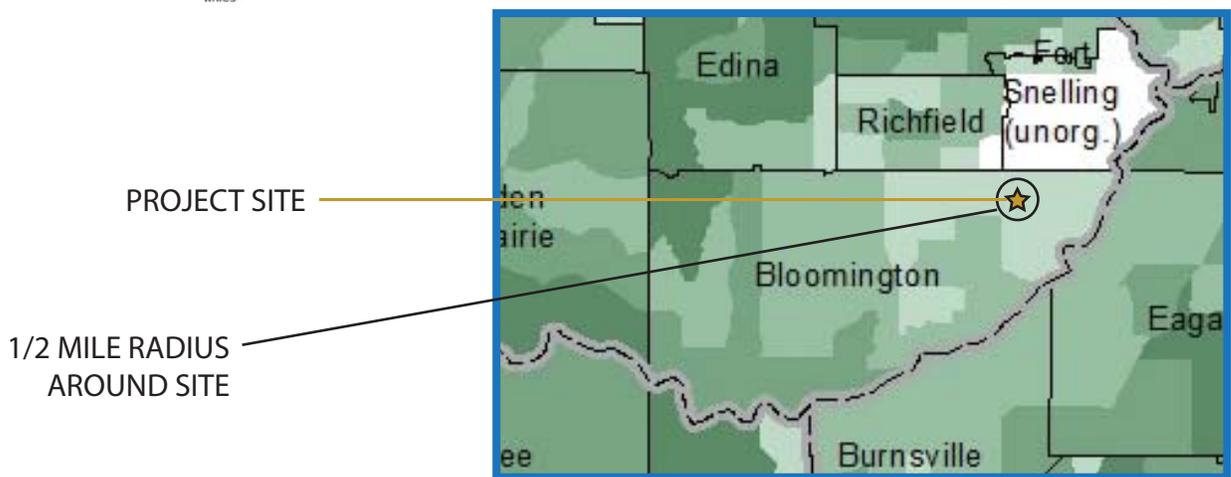


Income, Education, and Immigration in the Twin Cities (2008-2012)

Median Household Income (By Census Tract)



City of Bloomington

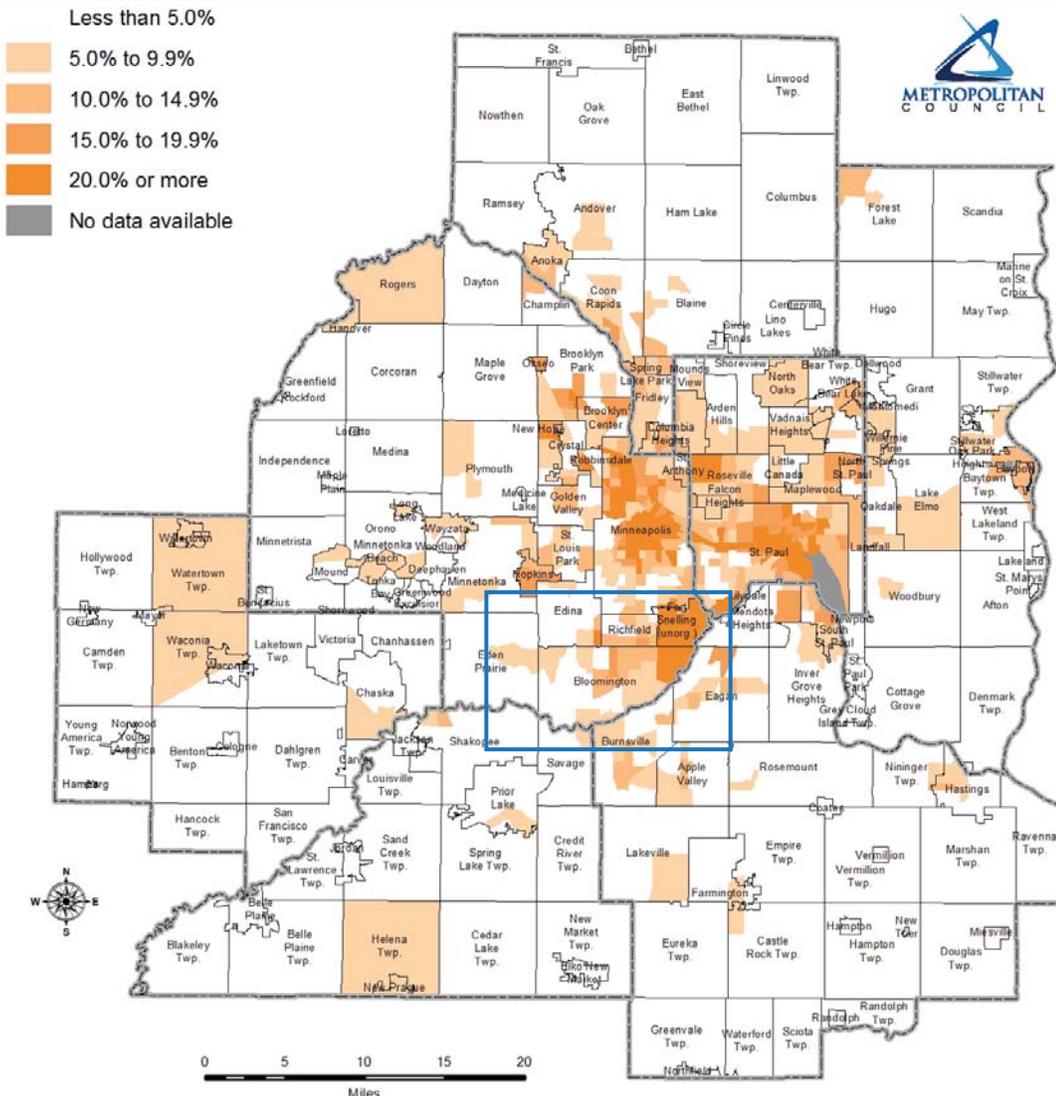


PROJECT SITE

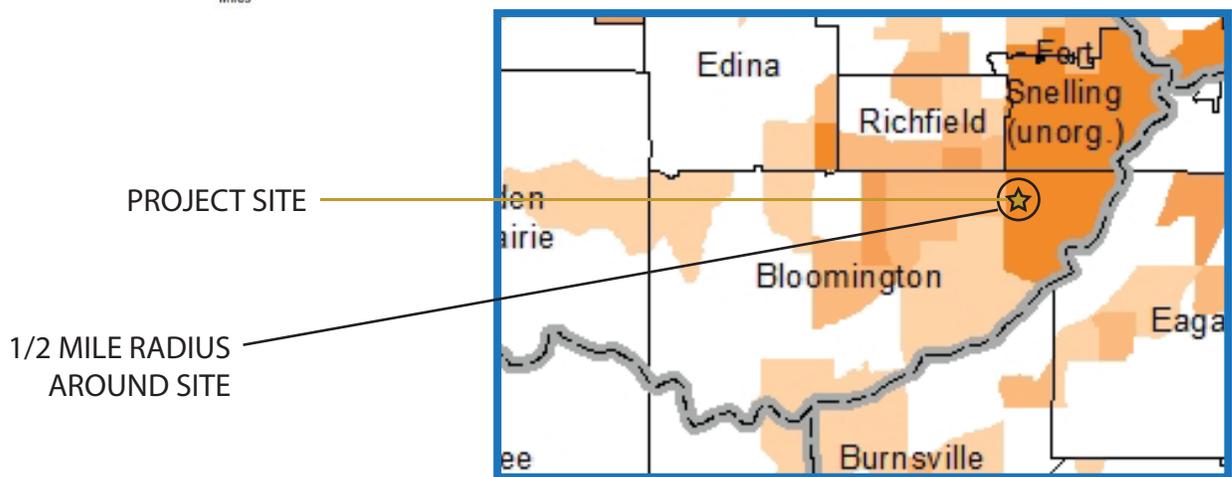
1/2 MILE RADIUS
AROUND SITE

Income, Education, and Immigration in the Twin Cities (2008-2012)

Share of Households Without A Vehicle (By Census Tract)

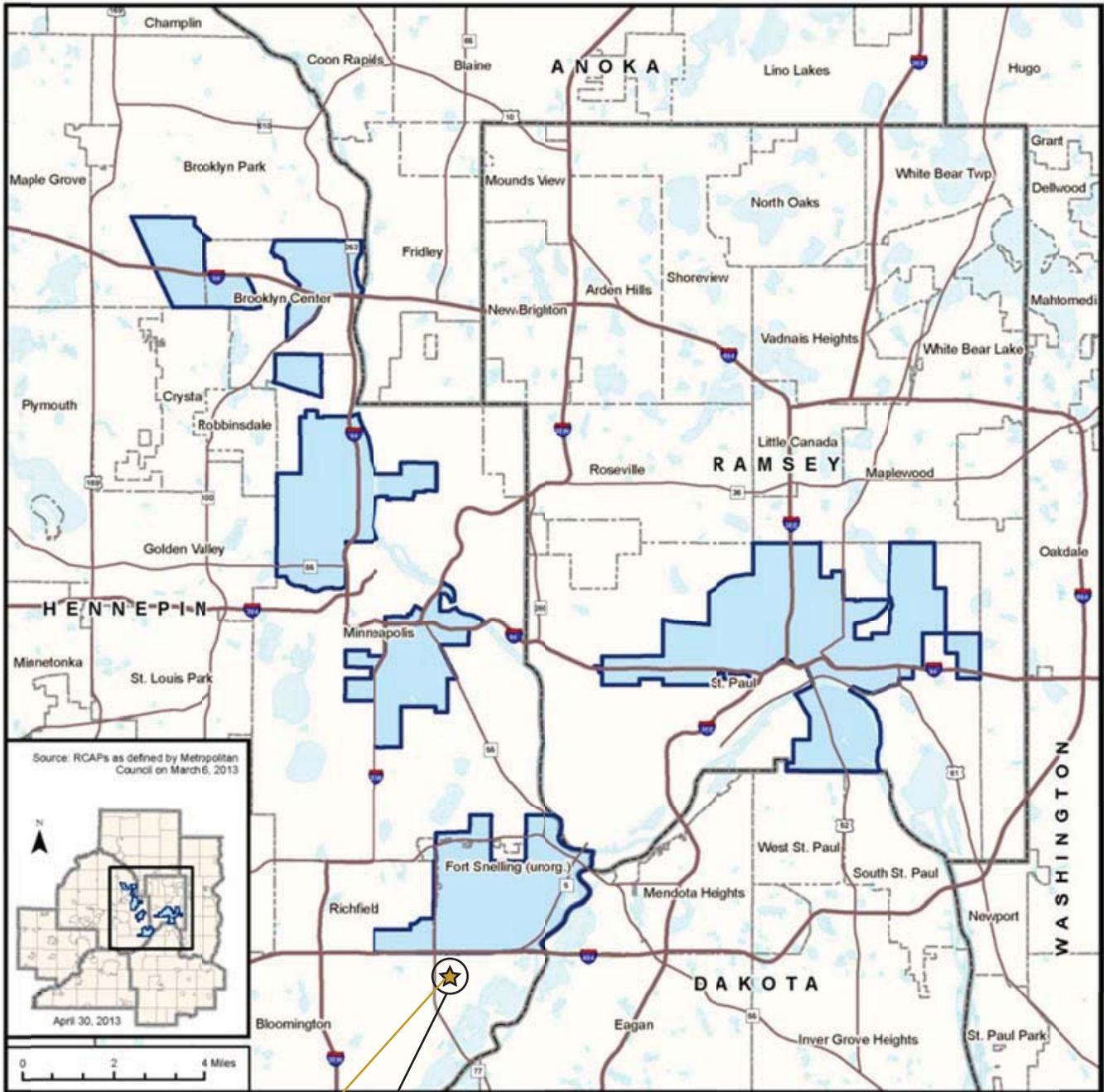


City of Bloomington



Racially Concentrated Areas of Poverty (RCAP)

 RCAP (40% or More People at 185% Poverty and 50% or More People of Color)



PROJECT SITE
1/2 MILE RADIUS
AROUND SITE



ATTACHMENT 17

Attachment C

Project Implementation Schedule (REQUIRED for ALL applications)

Please check those that apply and fill in anticipated completion dates

1) Project Scope

- Stakeholders have been identified
- Meetings or contacts with Stakeholders have occurred

2) Layout or Preliminary Plan

- Layout or Preliminary Plan started
 - Layout or Preliminary Plan completed
- Anticipated date or date of completion: **March 2016**

3) Environmental Documentation

- EIS EA PM
- Document Status
- Document not started
 - Document in progress; environmental impacts identified
 - Document submitted to State Aid for review (date submitted: _____)
 - Document approved (include copy of signed cover sheet)
- Anticipated date or date of completion/approval: **October 2014**

4) Right-of-Way

- No right-of-way or easements required
 - Right-of-way or easements required, parcels not identified
 - Right-of-way or easements required, parcels identified
 - Right-of-way or easements required, appraisals made
 - Right-of-way or easements required, offers made
 - Right-of-way or easements has/have been acquired
- Anticipated date or date of acquisition _____

5) Railroad Involvement

- No railroad involvement on project
 - Railroad Right-of-Way Agreement required; negotiations not begun
 - Railroad Right-of-Way Agreement required; negotiations have begun
 - Railroad Right-of-Way Agreement required; Agreement has been initiated
 - Railroad Right-of-Way Agreement is executed (include signature page)
- Anticipated date or date of executed Agreement _____

6) Construction Documents/Plan

- Construction plans have not been started
 - Construction plans in progress; at least 30% completion
 - Construction plans submitted to State Aid for review
 - Construction plans completed/approved (include signed title sheet)
- Anticipated date or date of completion: _____

7) Letting

Anticipated Letting Date: **January 2015**

ATTACHMENT 19

Metro Transit

New Transit Center - Mall Of America

Construction Cost Estimate by Phase

Revised April 2014

Phase	Task	Subtask	<i>MT '15/'16 Costs</i>	
D1 Site Investigation, Programming & Predesign			\$	71,000
	D1.1	Geotechnical Investigation	\$	20,000
	D1.2	Engineering Assessment of Design/Shop Drawings for Mall and Ramp	\$	19,000
	D1.3	M/E Existing Conditions Report	\$	12,000
	D1.4	Track Operations Existing Conditions Report	\$	-
	D1.5	Traffic Study	\$	-
	D1.6	Programming & Pre-design Documents	\$	-
	D1.7	NEPA Document Amendment	\$	12,000
	D1.8	Independent Cost Estimate (ICE)	\$	8,000
D2 Design			\$	1,600,000
	D2.1	Schematic Design	\$	265,000
	D2.2	Stakeholder review and agreement	\$	3,000
	D2.3	Design Development	\$	391,000
	D2.4	Stakeholder review and agreement	\$	3,000
	D2.5	Construction Documents	\$	925,000
	D2.6	QC Review	\$	13,000
D3 Bidding and Award			\$	2,500
	D3.1	Publish bid documents	\$	-
	D3.2	Bid preparation period	\$	2,500
	D3.2	Evaluate bids	\$	-
	D3.3	Contract award and negotiation	\$	-
C1 Gate 6 Relocation and Parking Improvements			\$	3,284,500
	C1.1	Curb and gutter demolition/reconstruction along 24th Avenue south of existing G6	\$	700,000
	C1.2	Construct new Gate 6C	\$	525,000
	C1.3	New gate arms & signal equipment at LRT crossing	\$	400,000
	C1.4	New security booth	\$	16,000
	C1.5	New entry control gate at Blue Lot	\$	12,500
	C1.6	Reconstruct Yellow Lot	\$	550,000
	C1.7	Reconstruct exit at Gate 6B	\$	525,000
	C1.8	Reconstruct Blue Lot	\$	550,000
	C1.9	Commission new security booth and gate arm controls	\$	6,000
C2 New Busway Construction			\$	5,182,000
	C2.1	Demolish northern bay of existing transit center (north of entrance); provide temporary closure partition	\$	145,000
	C2.2	Construct temporary bus exitway through demolished bay of station and along road west of station	\$	17,000
	C2.3	Demolish free right turn from Gate 5, reconfigure curb and gutter on 24th Avenue	\$	160,000
	C2.4	Signal modifications at 24th Avenue and Gate 5	\$	75,000
	C2.5	Construct new Gate 6a with TSP-activated entry gate arms	\$	10,000
	C2.5a	Structural modification to Ramp Level 2 to accommodate bus headroom	\$	700,000
	C2.6	Abandon and demolish Gate 6 truck entry and security booth; trucks now use new Gate 6C for entrance	\$	200,000
	C2.7	Demolish slab east of LRT	\$	200,000
	C2.8	New busway regrading and subslab utilities	\$	1,500,000
	C2.9	New busway paving	\$	1,400,000
	C2.9a	Modifications to existing drive aisles to remain	\$	150,000
	C2.10	Lighting and ventilation improvements	\$	150,000
	C2.11	Ceiling finish and acoustic treatment	\$	475,000
C3 New Station Construction			\$	8,654,300
	C3.1	Construct new Transit Station from 24th Ave. to west edge of LRT platform	\$	3,200,000
	C3.1	Abandon temporary busway	\$	11,500
	C3.2	Construct temporary walkway from west of LRT platform to existing escalator/stair entrance	\$	2,300
	C3.3	Complete New Station construction west of LRT platform (except for elevator lobby)	\$	2,800,000
	C3.4	Mall level demolition for new escalators, stairs, elevator, and Guest Services remodeling	\$	170,000
	C3.5	Mall level remodeling for new entry, Guest Services, lockers and family restroom	\$	1,600,000
	C3.6	Install new vertical circulation	\$	590,000
	C3.7	Demolish, regrade, and repave roadway to new loading dock	\$	275,000
	C3.8	Abandon existing Transit Station and temporary walkway	\$	5,500
C4 Final Construction			\$	2,000,000
	C4.1	Demolish remaining portions of existing transit station except elevator core	\$	200,000
	C4.2	Construct new elevator lobby; renovate elevator cabs	\$	200,000
		Grading and subslab utilities at former station location	\$	625,000
		New parking area at former station location	\$	775,000
		Lighting and ventilation improvements	\$	150,000
	C4.3	Punchlist & Final Completion	\$	50,000
Total Design Cost:			\$	1,673,500
Total Construction Cost:			\$	19,120,800
10% Contingency			\$	2,079,430
Total Project Cost:			\$	22,873,730



April 10, 2014

Susan Haigh, Chair
Metropolitan Council 390 Robert Street North
St. Paul, MN 55101-1805

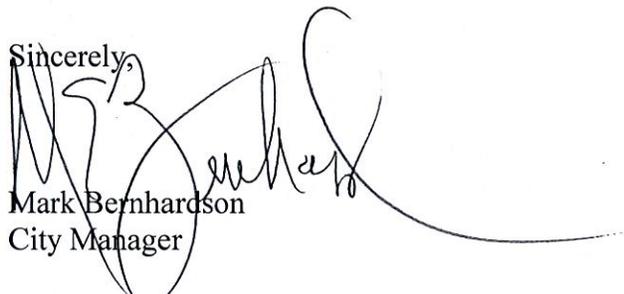
RE: Letter of Support Metropolitan Council's request for 2017 Congestion Mitigation and Air Quality (CMAQ)

Dear Chair Haigh,

On behalf of the City of Bloomington, I am pleased to provide this letter indicating our support for the Metropolitan Council's request for 2017 Congestion Mitigation and Air Quality (CMAQ) funds for the Mall of America Station Renovation. The Mall of America Transit Station is currently the busiest transit station in the State of Minnesota. In the future, this transit station will host up to four future bus rapid transit (BRT) lines including the Red Line, in addition to many other local routes and the METRO Blue Line. The Mall of America Station renovation project will provide efficient bus access, provide better circulation of transit vehicles and riders, enhance visibility, and provide clear and convenient pedestrian access along with comfort and aesthetic appeal to significantly improve transit rider experiences. The City of Bloomington recognizes that the Mall of America Station renovation is a critical element in the continued success of supporting regional transit, existing, and future development in the City of Bloomington.

The City of Bloomington looks forward to working with the Metropolitan Council to continue to improve the Mall of America Station.

Sincerely,


Mark Bernhardson
City Manager



Dakota County
Regional Railroad Authority

Dakota County
Administration Center
1590 Highway 55
Hastings, MN 55033

651.438.4418
Fax 651.438.4405

April 8, 2014

Susan Haigh, Chair
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101-1805

Dear Chair Haigh,

On behalf of Dakota County Regional Railroad Authority (DCRRA) I am pleased to provide this letter indicating our support for the Metropolitan Council's request for 2017 Congestion Mitigation and Air Quality (CMAQ) funds for improvements to the METRO Red Line, Mall of America Station Renovation. The Red Line provides Dakota County citizens with enhanced connections to important regional destinations.

The Mall of America Transit Station is currently the busiest transit station in the State of Minnesota. In the future, this transit station will host up to four future bus rapid transit (BRT) lines including the Red Line, in addition to many other local routes and the METRO Blue Line. The Mall of America Station renovation project will provide efficient bus access, provide better circulation of transit vehicles and riders, enhance visibility, and provide clear and convenient pedestrian access along with comfort and aesthetic appeal to significantly improve transit rider experiences. The DCRRA recognizes that the Mall of America Station improvements are a critical element of the continued success of the Red Line.

The DCRRA looks forward to working with the Metropolitan Council to continue to improve the Mall of America Station and METRO Red Line. Please contact me or Kristine Elwood, Transit Office Manager, at 952-891-7104 if you need further information.

Sincerely,

A handwritten signature in black ink that reads "Paul J. Krause".

Paul J. Krause, Chair

Dakota County Regional Railroad Authority

C:Arlene McCarthy, Metropolitan Council
Jeff Freeman, Metro Transit

