



Application

04777 - 2016 Transit Expansion

05421 - 35W Corridor Lakeville Service Extension

Regional Solicitation - Transit and TDM Projects

Status: Submitted

Submitted Date: 07/15/2016 2:43 PM

Primary Contact

Name:* Charles Carlson
Salutation First Name Middle Name Last Name

Title: Project Manager

Department:

Email: Charles.Carlson@metrotransit.org

Address:

*
City State/Province Postal Code/Zip

Phone:* Phone Ext.

Fax:

What Grant Programs are you most interested in?

Organization Information

Name: Metro Transit

Jurisdictional Agency (if different):

Organization Type: Metropolitan Council
Organization Website:
Address: 560 Sixth Avenue North

* Minneapolis Minnesota 55411
City State/Province Postal Code/Zip
County: Hennepin
Phone:* 651-602-1000
Ext.
Fax:
PeopleSoft Vendor Number METROTRANSIT

Project Information

Project Name 35W Corridor Lakeville Service Extension
Primary County where the Project is Located Dakota
Jurisdictional Agency (If Different than the Applicant): N/A

The 35W Corridor Lakeville Service Extension is an expansion of bi-directional all-day service from Lakeville to Burnsville. It will frequently connect transit riders from the Lakeville Kenrick Park-and-Ride to destinations along the I-35W corridor. The project will operate as an extension of METRO Orange Line, but remains a separate capital effort.

The project includes the purchase of specialized buses and fare payment equipment to assist in the expansion of transit ridership throughout the corridor. The purchase of 60' articulated buses with specialized features like an extra-wide center aisle, larger windows, and on-board transit information. Off-board fare payment equipment offers more options for customers to pay their fare, including the use of credit cards. Requested funding will purchase four buses plus one spare bus vehicle for this service.

The project includes construction elements at two locations. New station platforms will be added adjacent to Burnsville Center Mall along Buck Hill Road. Additionally, parking capacity will be added near Metro Transit's existing Kenrick Avenue park-and-ride facility in Lakeville. Systems improvements will be added to these locations, allowing off-board fare payment, real-time information, security features, and other amenities.

The project does not request operating funding assistance. Calculated project operating costs for scoring purposes include increased transit service matching the service plan for METRO Orange Line.

Brief Project Description (Limit 2,800 characters; approximately 400 words)

Include location, road name/functional class, type of improvement, etc.

TIP Description Guidance (will be used in TIP if the project is selected for funding)

Buses, Station, and Parking for Lakeville 35W transitway

Project Length (Miles) 4.7

Project Funding

Are you applying for funds from another source(s) to implement this project?

Yes

If yes, please identify the source(s)

Dakota County or Dakota County Regional Railroad Authority

Federal Amount

\$6,556,000.00

Match Amount

\$1,639,000.00

Minimum of 20% of project total

Project Total

\$8,195,000.00

Match Percentage

20.0%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

Dakota County and/or Dakota County Regional Railroad Authority funds requested

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one:

2020

For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.

Additional Program Years:

Select all years that are feasible if funding in an earlier year becomes available.

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00

Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (do not include in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$0.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$850,000.00
Support Facilities	\$0.00

Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$325,000.00
Vehicles	\$4,020,000.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$3,000,000.00
Totals	\$8,195,000.00

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead,etc.	\$0.00

Totals

Total Cost	\$8,195,000.00
Construction Cost Total	\$8,195,000.00
Transit Operating Cost Total	\$0.00

Project Information-Transit and TDM

County, City, or Lead Agency	Metro Transit
Zip Code where Majority of Work is Being Performed	55306
(Approximate) Begin Construction Date	04/01/2020
(Approximate) End Construction Date	12/31/2020
Name of Park and Ride or Transit Station:	Burnsville Center Station (New)
	I-35W & Kenrick Ave Park-and-Ride (Existing)

i.e., MAPLE GROVE TRANSIT STATION

TERMINI:(Termini listed must be within 0.3 miles of any work)

From: (Intersection or Address)	I-35W & Burnsville Parkway
To: (Intersection or Address)	I-35 & Kenrick Ave Park-and-Ride

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:

Primary Types of Work

Construct transit station platform & shelters near Buck Hill Road in Burnsville, construct additional park & ride capacity near Lakeville Kenrick

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, PARK AND RIDE, ETC.

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

Check the box to indicate that the project meets this requirement. Yes

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan objectives and strategies that relate to the project.

Table 2.1, pgs. 2.6-2.16

Goal: A - Transportation System Stewardship

Objective: Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations

Goal: C - Access to Destinations

C1 - Multimodal, provide connections between modes

C2 - Interconnectivity, Complete Streets

C4 - Alternatives to SOV; focus on major activity concentrations

List the goals, objectives, strategies, and associated pages:

C11 - Expand and modernize transit service

C12 - Expanded network of transitways, including bus rapid transit

C 17 - Transportation choices

Goal: D - Competitive Economy

D3 - Improve connections, business attraction/retention

D4 - Compete with peer metropolitan areas

Goal: E - Healthy Environment

Objective: Reduce transportation-related air emissions

Objective: Encourage healthy communities and active car-free lifestyles

E3 - Environmental/health benefits of SOV alternatives

E5 - Protect/enhance/mitigate cultural and built environments

E6 - Public engagement for all communities

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

2040 Transportation Policy Plan

Increased Revenue Scenario - Transitway System Investments (pages 88, 6.63)

List the applicable documents and pages:

- Orange Line extension to Lakeville

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

Check the box to indicate that the project meets this requirement. Yes

5. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

6. Applicants must not submit an application for the same project elements in more than one funding application category.

Check the box to indicate that the project meets this requirement. Yes

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

Transit Expansion: \$500,000 to \$7,000,000

Travel Demand Management (TDM): \$75,000 to \$300,000

Transit System Modernization: \$100,000 to \$7,000,000

Check the box to indicate that the project meets this requirement. Yes

8. The project must comply with the Americans with Disabilities Act.

Check the box to indicate that the project meets this requirement. Yes

9. The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

10. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

Check the box to indicate that the project meets this requirement. Yes

11. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

12. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

13. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Transit and TDM Projects

For Transit Expansion Projects Only

1. The project must provide a new or expanded transit facility or service (includes peak, off-peak, express, limited stop service on an existing route, or dial-a-ride).

Check the box to indicate that the project meets this requirement. Yes

2. The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing the service or facility project beyond the initial three-year funding period for transit operating funds.

Check the box to indicate that the project meets this requirement. Yes

3. The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application.

Check the box to indicate that the project meets this requirement. Yes

Transit Expansion and Transit System Modernization projects only:

4. The applicant must affirm that they are able to implement a Federal Transit Administration (FTA) funded project in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices. Furthermore, the applicant must certify that they have the technical capacity to carry out the proposed project and manage FTA grants in accordance with the grant agreement, sub recipient grant agreement (if applicable), and with all applicable laws. The applicant must certify that they have adequate staffing levels, staff training and experience, documented procedures, ability to submit required reports correctly and on time, ability to maintain project equipment, and ability to comply with FTA and grantee requirements.

Check the box to indicate that the project meets this requirement. Yes

Measure A: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 19684

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 726

Existing employment outside 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)

Upload the "Letter of Commitment" on the 'Other Attachments' Form.

Existing Post-Secondary Enrollment outside 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)

Upload the "Letter of Commitment" on the 'Other Attachments' Form.

Explanation of last-mile service, if necessary (Limit 1,400 characters; approximately 200 words):

Project directly serves intended major activity center at Burnsville Center Mall. In addition, local service connections are available through MVTA local bus services throughout the south metro. At the Metro Transit Kenrick Avenue park-and-ride, current and additional parking capacity will provide access for private autos making first mile connections. Along the Orange Line corridor, frequent connecting bus service already exists and stations are planned within walking distance of over one hundred thousand jobs.

Upload Map

1468434641495_Map_Population.pdf

Measure B: Transit Ridership

Select multiple routes

Existing transit routes directly connected to the project 442, 444, 464, 467, 492

Planned Transitways directly connect to the project (mode and alignment determined and identified in the 2040 TPP) I-35W BRT (METRO Orange Line Extension)

Upload Map 1468434908115_Map_Connections.pdf

Response

Met Council Staff Data Entry Only

Average number of weekday trips 0

A Measure:

Service Type Transitways

New Annual Ridership (Integer Only) 677

Assumptions Used (Limit 2,800 characters; approximately 400 words) N/A

Forecast ridership was developed as a component of Cedar Avenue Transitway Implementation Plan Update, July 2015, by SRF Consulting. Through cooperative agreement, the project prepared detailed ridership forecasts for METRO Orange Line and evaluated, in detail, a potential extension of the METRO Orange Line to Lakeville. The proposed project utilizes this service plan, with the deletion of a low-ridership station that had been evaluated at Crystal Lake Road and Buck Hill Road.

In the forecast, 1,200 additional rides are expected on the Orange Line by extending service to Lakeville. However, not all rides are new rides. Some rides shift from other corridors or corridor express routes, for a net growth of 850 rides when removed stations and competitive effects are accounted for. 1,500 Orange Line route rides, -150 deletion of Crystal Lake Road Station, -300 transfers from other routes, -50 transfers from other routes, -150 shifts from other corridors = 850 new rides (2040).

The report shows 64% of corridor rides are attributed to service improvement, and 36% are attributed to growth in the corridor. To establish a third year operating forecast, a baseline was developed for 2010 using 64% of 2040 rides. Interpolating results for the third year of service shows a final "new rides" total of 677 rides at the end of 2023, the assumed third year of service.

Describe Methodology: How Park-and-Ride and Express Route Projections were calculated and which Urban and Suburban Local Route(s) were selected
(Limit 2,800 characters; approximately 400 words)

Measure A: Project Location and Impact to Disadvantaged Populations

Select One:

Projects service directly connects to Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50)

Projects service directly connects to Area of Concentrated Poverty

Projects service directly connects to census tracts that are above the regional average for population in poverty or population of color Yes

Project's service directly connects to a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly

The project corridor does not include an Area of Concentrated Poverty, but primarily runs through areas with above the regional average for population in poverty or persons of color.

The project directly connects to a major regional mall, creating substantial new opportunity to reach a key shopping and employment destination for many that does not currently exist without a transfer today. Orange Line passengers from ACP and ACP50 areas will be able to directly reach a regional mall and employment opportunities available to all skill levels through the proposed project.

Response (Limit 2,800 characters; approximately 400 words):

In addition to the benefits of new service, low-income populations, children, people with disabilities, and people of color will receive improved transit service and facilities through the project. These populations will directly benefit from this project's off-board ticketing and larger, more comfortable buses. Having already paid their fares on the sidewalk before boarding, transit riders will be able to board more easily and freely through three wide doors onto buses specially designed for higher-amenity rapid bus service.

These benefits come with few project impacts as added service will run primarily on or adjacent to existing high-traffic roadways, away from existing residential neighborhoods. Distance from mall entrances will be mitigated through provision of sidewalk connections to mall property.

Upload Map

1468435183400_Map_SocioEconomic.pdf

Measure B: Affordable Housing

City/Township	Number of Stops in City/Township
Burnsville	2.0
Lakeville	1.0
	3

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Number of Stops in City/Township	Total Number of Stops	Score	Number of Stops/Total Number of Stops	Housing Score Multiplied by Segment percent
		0	0	0	0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Number of Stops in City	3.0
Total Housing Score	0

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	677
Distance from Terminal to Terminal (Miles)	4.7
VMT Reduction	3181.9
CO Reduced	7604.741
NOx Reduced	509.104
CO2e Reduced	1166485.0
PM2.5 Reduced	15.9095
VOCs Reduced	95.457
Total Emissions Reduced	1174710.0

Measure A: Roadway, Bicycle, and Pedestrian Improvements

The 35W Corridor Lakeville Service Extension project will improve upon pedestrian and bicycle accommodations and connections to provide better opportunities for multimodal travel in this corridor.

Because all transit customers are pedestrians, the project is heavily focused on improving the travel experience for people on foot. Project improvements like off-board fare payment, comfortable shelters with heat and light, and larger, more spacious buses with all-door boarding, will provide customers with a safer and more comfortable transit experience. The project will also make wayfinding and pedestrian access improvements, to ensure that stations are fully accessible and connected to the existing pedestrian network.

Response (Limit 2,800 characters; approximately 400 words)

Multimodal transit-bicycle trips are a common in this region and will be integrated in several ways. The project will construct bicycle racks on station platforms to facilitate easy multimodal connections for customers. Additionally, 60 articulated buses purchased as part of this project will include bike racks on the bus front for transit customers to bring their bicycles with them on a transit trip. More frequent service, or more bus trips per hour, will increase the capacity for bicycles to be carried on buses.

The project will connects with a future off-road trail along County Road 42 (currently under construction), bikeways along Southcross Drive, Crystal Avenue, and Portland Avenue South, and many low-volume suburban roads. The existing and planned bikeways in this region are a great asset to the project, as they strengthen system connectivity and increase transportation options throughout the corridor.

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment

1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred

100%

Stakeholders have been identified

Yes

40%

Stakeholders have not been identified or contacted

0%

2) Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

Yes

0%

Anticipated date or date of completion

3) Environmental Documentation (5 Percent of Points)

EIS

EA

PM

Document Status:

Document approved (include copy of signed cover sheet)

100%

Document submitted to State Aid for review

75%

date submitted

Document in progress; environmental impacts identified; review request letters sent

50%

Document not started

Yes

0%

Anticipated date or date of completion/approval

4)Review of Section 106 Historic Resources (10 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated

80%

Historic/archeological review under way; determination of adverse effect anticipated

40%

Unsure if there are any historic/archeological resources in the project area

Yes

0%

Anticipated date or date of completion of historic/archeological review:

12/31/2018

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (10 Percent of Points)

4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?

6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

No Section 4f/6f resources located in the project area

100%

No impact to 4f property. The project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

Section 4f resources present within the project area, but no known adverse effects

80%

Project impacts to Section 4f/6f resources likely coordination/documentation has begun

50%

Project impacts to Section 4f/6f resources likely coordination/documentation has not begun

30%

Unsure if there are any impacts to Section 4f/6f resources in the project area

Yes

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way, permanent or temporary easements not required

100%

Right-of-way, permanent or temporary easements has/have been acquired

100%

Right-of-way, permanent or temporary easements required, offers made

75%

Right-of-way, permanent or temporary easements required, appraisals made

50%

Right-of-way, permanent or temporary easements required, parcels identified

25%

Right-of-way, permanent or temporary easements required, parcels not identified

0%

Right-of-way, permanent or temporary easements identification has not been completed

Yes

0%

Anticipated date or date of acquisition

01/01/2019

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project

Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page)

100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

Railroad Right-of-Way Agreement required; negotiations have begun

40%

Railroad Right-of-Way Agreement required; negotiations not begun

0%

Anticipated date or date of executed Agreement

8)Interchange Approval (15 Percent of Points)*

**Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

Project does not involve construction of a new/expanded interchange or new interchange ramps

Yes

100%

Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

100%

Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

0%

9)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion

50%

Construction plans have not been started

Yes

0%

Anticipated date or date of completion

12/01/2019

10)Letting

Anticipated Letting Date

12/01/2020

Measure: Cost Effectiveness of Emissions Reduction

Total Annual Operating Cost: \$1,824,544.00

Total Annual Capital Cost of Project \$526,643.00

Total Annual Project Cost \$2,351,187.00

The annual operating cost figure is based on the following assumptions:

- 20 hour service, 7 days a week
- Added buses:
 - weekday service: an additional 4 AM & PM peak buses, 2 midday and evening buses, and 1 early and night bus
 - weekend service: an additional 3 PM peak buses, 2 AM peak , midday and evening buses, and 1 early and night bus
- Total of 47 weekday added platform hours & 38 weekend added platform hours per week
- \$112.87 operating cost per platform hour

Assumption Used (Limit 1400 Characters; approximately 200 words):

The annual capital cost figure is based on the following assumptions:

- Heavy Duty Transit Buses, 12 years of useful life -
 $\$4,020,000/12 = \$335,000$
- Transit Station*, 70 years of useful life -
 $\$850,000/70 = \$12,143$
- Station Technology/Systems, 10 years of useful life -
 $\$325,000/10 = \$32,500$
- Park & Ride - Surface Lot, 20 years of useful life -
 $\$3,000,000/20 = \$150,000$

*The "Transit Station" capital cost figure and applied years of useful life include all station and platform elements. Orange Line stations are transitway stations and will be substantial infrastructural investments beyond that of a

standard transit shelter.

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
2016 07 15 OLX Cover Letter.pdf	Cover Letter	370 KB
City of Burnsville - Orange Line Extension Letter of Support 2016.pdf	City of Burnsville Letter of Support	269 KB
DCRRA Letter of Support 07 15 2016.pdf	DCRRA letter of support	167 KB
Map_Connections.pdf	Transit Connections Map	272 KB
Map_Population.pdf	Population & Employment Map	322 KB
Map_RegionalEconomy.pdf	Regional Economy Map	242 KB
Map_SocioEconomic.pdf	Socio-Economic Conditions Map	220 KB
Orange Line Phase II Extension MnDOT letter of support.pdf	MnDOT Letter of Support	107 KB

Population Summary

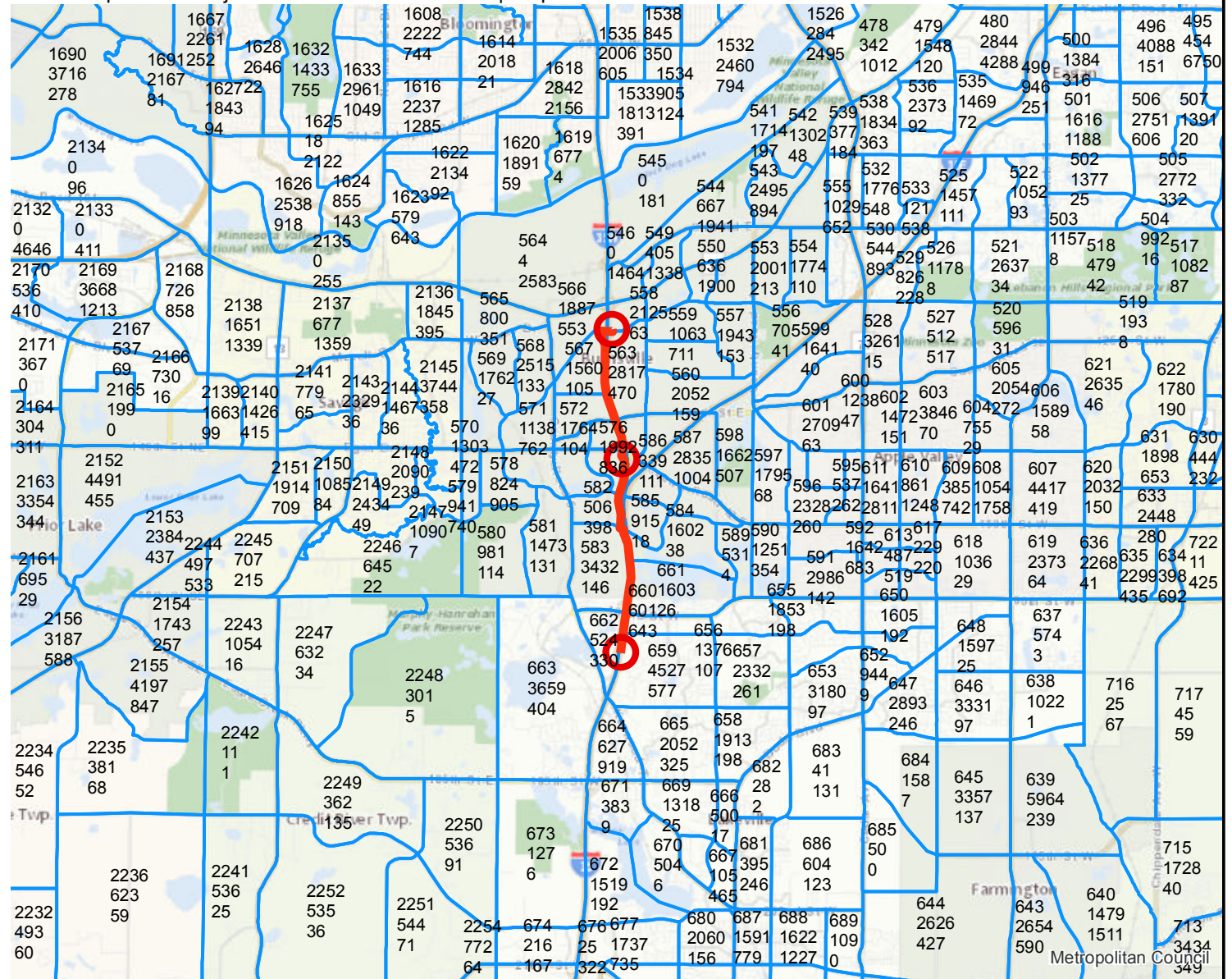
Transit Expansion Project: 35W Transit Extension | Map ID: 1467985213862

Results

Within QTR Mile of project:
 Total Population: 12972
 Total Employment: 10465

Within HALF Mile of project:
 Total Population: 27277
 Total Employment: 19684

Within ONE Mile of project:
 Total Population: 50203
 Total Employment: 28907



 Project Points  2010 TAZ

 Project



Created: 7/8/2016
 LandscapeRSA4



For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>





Results

Transit with a Direct Connection to project:

442 444 464 467 492

*Orange Line

Transit within QTR mile of project:

442 444 464 467 492

*Orange Line

Transit within HALF mile of project:

421 426 442 444 460 464 465 467 480 491 492

*Orange Line

*Orange Line

*indicates Planned Alignments

○ Project Points
 Transitway
 Planned Alignments
 — BRT, Red Line - Phase 2
— Project
 — Red Line
 — BRT, Orange Line



Created: 7/8/2016
LandscapeRSA3



For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

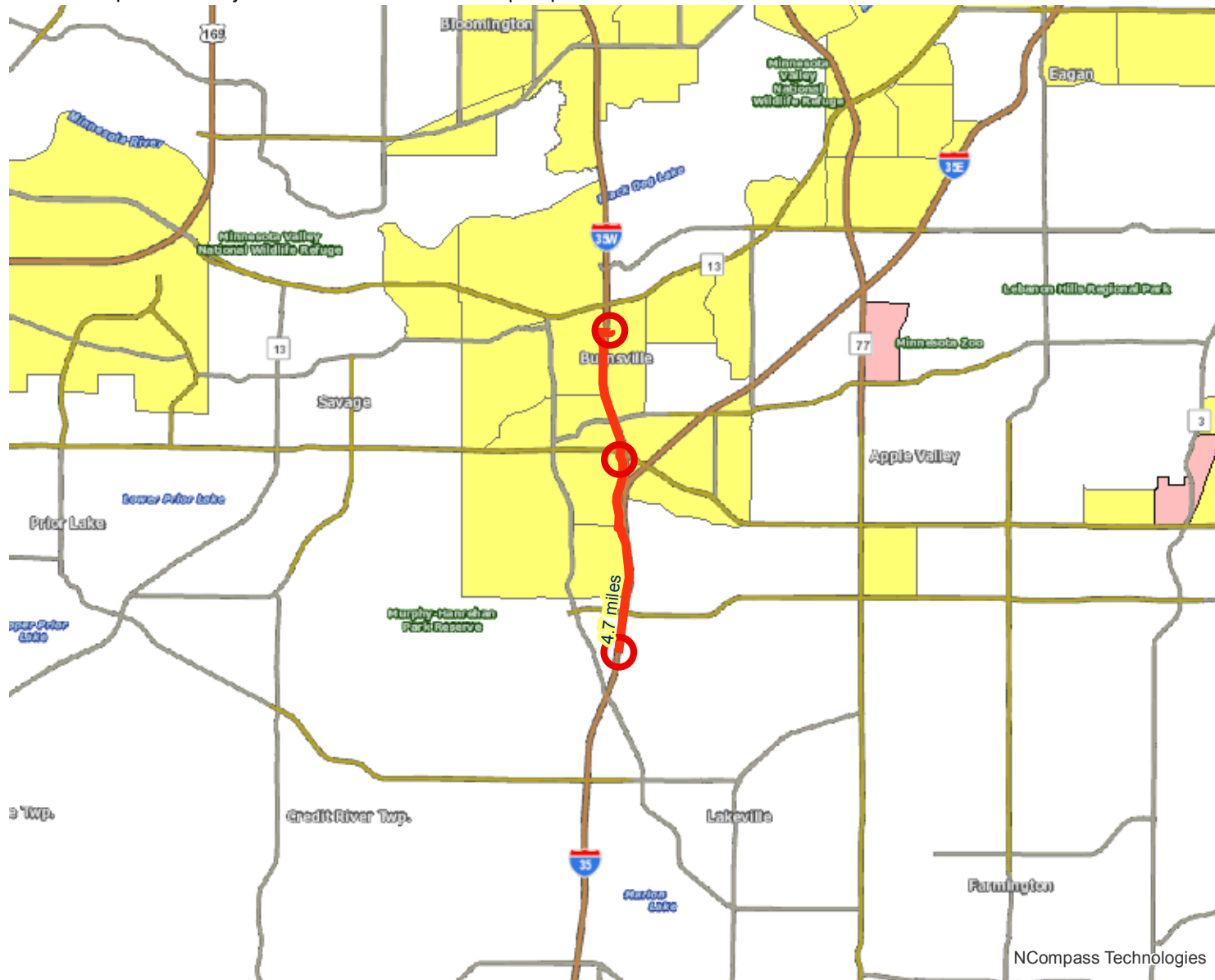


NCompass Technologies

Socio-Economic Conditions Transit Expansion Project: 35W Transit Extension | Map ID: 1467985213862

Results

Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)



- Project Points
- Project
- Area of Concentrated Poverty > 50% residents of color

- Area of Concentrated Poverty
- Above reg'l avg conc of race/poverty



Created: 7/8/2016
LandscapeRSA2



For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



NCompass Technologies



July 15, 2016

Elaine Koutsoukos
TAB Coordinator
390 N. Robert St.
St. Paul, MN 55101

RE: Regional Solicitation Applications

Dear Ms. Koutsoukos:

Metro Transit is submitting a Transit Expansion application for the I-35W corridor Lakeville service extension. This project will expand transit ridership by providing bi-directional all-day service between Lakeville and Burnsville. The project encompasses the construction of transit facilities and the purchase of specialized 60' buses.

This letter corresponds to general solicitation requirements in Section IV, required attachments:

- Metro Transit will have jurisdiction over the improvements in the project. Metro Transit commits to operate and maintain vehicles for their useful life.
- Metro Transit intends to partner with Dakota County to plan, develop, and implement the extension project. Required local match will be provided by Dakota County, Dakota County Regional Railroad Authority, or other eligible non-federal funds available to this partnership effort in the program year.
- The project includes transit service expansion. Metro Transit commits to provide the service and operate related equipment and any related contracts. As with capital project implementation, extension operations will be funded in partnership with the Metropolitan Council, Dakota County, and Dakota Co. Regional Railroad Authority.

We look forward to developing the project. Please contact me with any questions or clarifications.

Sincerely,

A handwritten signature in black ink, appearing to read 'Brian J. Lamb'.

Brian J. Lamb
General Manager

CC: Charles Carlson, Senior Manager BRT/Small Starts Project Office
Mary Gustafson, Manager of Grants

A service of the Metropolitan Council

July 14, 2016

Mr. Brian Lamb
General Manager
Metro Transit
560 6th Ave N
Minneapolis, MN 55411

RE: METRO Orange Line Bus Rapid Transit CMAQ Application

Dear Mr. Lamb:

The City of Burnsville supports Metro Transit's Congestion Mitigation and Air Quality (CMAQ) application in the I-35W South corridor. The application proposes the extension of METRO Orange Line Bus Rapid Transit to serve Burnsville Center and Lakeville Kenrick Park & Ride, and connect Downtown Minneapolis to Lakeville via Richfield, Bloomington, and Burnsville.

The City of Burnsville is beginning our Comprehensive Plan update and is looking forward to working with Metropolitan Council and Metro Transit regarding station planning near Burnsville Center to serve this future METRO Orange Line extension.

We are supportive of this expansion of Bus Rapid Transit, as it will complement existing local bus routes and provide fast, reliable, and frequent service to the many destinations and jobs in the Burnsville Center area. Please contact me at 952-895-4544 or steve.albrecht@burnsvillemn.gov if you have any questions.

Sincerely,



Steve Albrecht, P.E.
Public Works Director

cc.

Regina Dean, City of Burnsville
Heather Johnston, City of Burnsville



July 15, 2016

Dakota County
Regional Railroad Authority

Dakota County
Administration Center
1590 Highway 55
Hastings, MN 55033

651.438.4418
Fax 651.438.4405
www.co.dakota.mn.us

James Hovland, Chair
Transportation Advisory Board
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

Dear Chair Hovland,

On behalf of Dakota County Regional Railroad Authority (DCRRA), I am pleased to provide this letter indicating our support for Metro Transit's application for extension of the METRO Orange Line from Burnsville to Lakeville. The Orange Line extension will provide Dakota County citizens with enhanced connections to important regional destinations.

Construction of this project is a high priority for the DCRRA for several reasons. The Orange Line will improve access to jobs and residents from downtown Minneapolis to Lakeville. The project provides benefits to riders, creates jobs, and supports economic development. Since the Orange Line's inception, there has been an expectation to extend the line to Lakeville to serve more Dakota County citizens. This is the most heavily used transportation corridor which carries 210,000 daily vehicles and 14,000 daily transit riders. We support improvements to increase transit options for Dakota County residents.

The DCRRA supports Metro Transit's regional solicitation grant application requesting 80 percent federal funds. The DCRRA will coordinate with Metropolitan Council to determine the sources of the local match for this project and operating funds for the portion of the Orange Line within Dakota County.

The DCRRA looks forward to working with Metro Transit to continue to develop the Orange Line. Please contact me or Kristine Elwood, Transit Office Manager, at 952-891-7104 if you need additional information.

Sincerely,

A handwritten signature in black ink that reads "Liz Workman".

Liz Workman, Chair
Dakota County Regional Railroad Authority

Enclosure

cc: Charles Carlson, Metro Transit
Dakota County Board of Commissioners
Matt Smith, Dakota County Manager
Steve Mielke, Physical Development Director
Mark Krebsbach, Transportation Director



**DAKOTA COUNTY REGIONAL RAILROAD AUTHORITY
DAKOTA COUNTY, MINNESOTA**

July 12, 2016

Resolution No. 16-011

Motion by Commissioner Egan

Second by Commissioner Holberg

**Authorization To Commit Dakota County Regional Railroad Authority Share Of Local Match For METRO
Orange Line Bus Rapid Transitway (Phase One)**

WHEREAS, the Dakota County Regional Railroad Authority (Authority) promotes alternative ways to meet existing and future transportation needs of citizens through investment in regional transitways; and

WHEREAS, the first phase of the METRO Orange Line, a 16-mile Bus Rapid Transit corridor from downtown Minneapolis to Burnsville, is planned to be operational in 2019; and

WHEREAS, the Phase Two Orange Line Extension (OLX) is planned to Lakeville Kenrick Avenue Park and Ride near County Highway 50; and

WHEREAS, Metro Transit staff identified the timeframe for the Phase Two OLX to Kenrick Avenue Park and Ride to include planning in 2017, engineering in 2018 -2019, and construction in 2020-2021; and

WHEREAS, on August 25, 2015 (Resolution No. 15-014), the Authority authorized Dakota County share of the local match based on equally weighting the length of the corridor and number of stations in each county, and this results in 14 percent for Dakota County, while Hennepin County Regional Railroad Authority (HCRRRA) will cover the other 86 percent; and

WHEREAS, on January 19, 2016 (Resolution No. 16-006), the Authority authorized an agreement with the Metropolitan Council (Council) to provide Authority funds of \$433,720 contingent upon commitment by County Transit Improvement Board (CTIB), HCRRRA, and the Council or State for their respective shares; and

WHEREAS, the Council has requested the full Phase One Authority local funding commitment to meet the funding grant requirements of the CTIB; and

WHEREAS, the Authority full share of the project is included in the adopted 2016-2020 Authority Capital Improvement Program; and

WHEREAS, the Authority recognizes the importance of the METRO Orange Line as part of the Regional Transitway System, because it will increase and improve transit access, service and reliability in the I-35W corridor; the busiest and most heavily traveled commuter corridor in the metropolitan region; and

WHEREAS, the Authority recognizes the METRO Orange Line will improve access to jobs between Minneapolis and Dakota County; and

WHEREAS, the Authority is committed to a regional agreement to keep the METRO Orange Line and the interconnected I-35W Lake Street Access Project on schedule; and

WHEREAS, the adopted July 15, 2015 CTIB Program of Projects includes \$45.2 Million of CTIB funds for Phase One of the METRO Orange Line; and

WHEREAS, the Authority is committed to establishing an agreement with the Council regarding operational funds that CTIB will no longer provide for the Dakota County portion of the METRO Orange Line after January 1, 2019.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Regional Railroad Authority hereby commits Authority funds for its local match of up to \$1,648,030 for Phase One of the METRO Orange Line, contingent upon CTIB, HCRRA, and the Metropolitan Council or State committing their respective shares of the full Phase One local funding.

STATE OF MINNESOTA
County of Dakota

	YES		NO
Slavik	<u> X </u>	Slavik	<u> </u>
Gaylord	<u> X </u>	Gaylord	<u> </u>
Egan	<u> X </u>	Egan	<u> </u>
Schouweiler	<u> X </u>	Schouweiler	<u> </u>
Workman	<u> X </u>	Workman	<u> </u>
Holberg	<u> X </u>	Holberg	<u> </u>
Gerlach	<u> X </u>	Gerlach	<u> </u>

I, Chris Gerlach, Secretary-Treasurer, Dakota County Regional Railroad Authority, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Dakota County Regional Railroad Authority at their session held on the 12th day of July 2016, now on file in my office, and have found the same to be a true and correct copy thereof.

Witness my hand this 15th day of July 2016.





Results

Transit with a Direct Connection to project:

442 444 464 467 492

*Orange Line

Transit within QTR mile of project:

442 444 464 467 492

*Orange Line

Transit within HALF mile of project:

421 426 442 444 460 464 465 467 480 491 492

*Orange Line

*Orange Line

*indicates Planned Alignments

○ Project Points
 Transitway
 Planned Alignments
 — BRT, Red Line - Phase 2
— Project
 — Red Line
 — BRT, Orange Line



Created: 7/8/2016
LandscapeRSA3



For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



NCompass Technologies

Population Summary

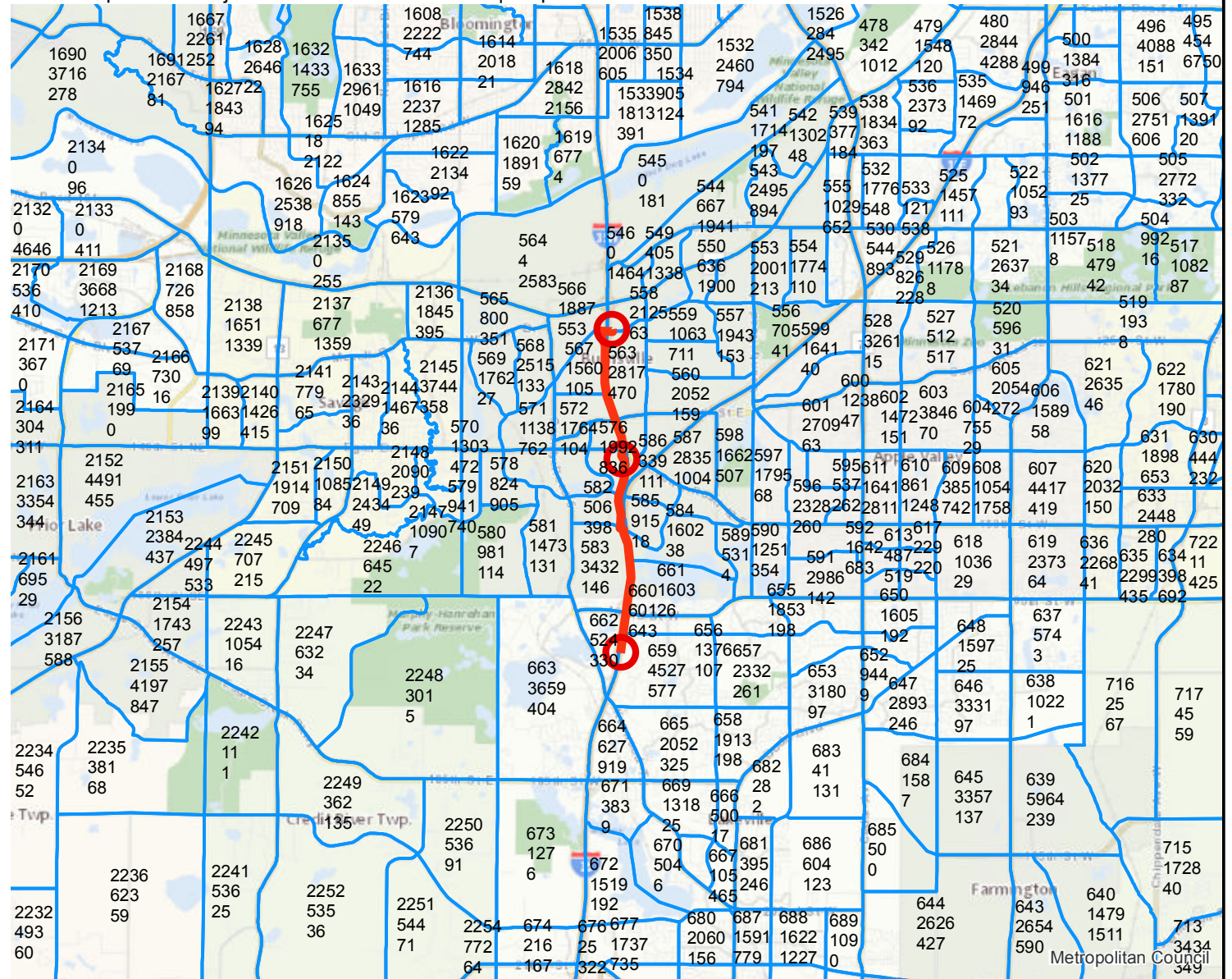
Transit Expansion Project: 35W Transit Extension | Map ID: 1467985213862


Results

Within QTR Mile of project:
 Total Population: 12972
 Total Employment: 10465

Within HALF Mile of project:
 Total Population: 27277
 Total Employment: 19684

Within ONE Mile of project:
 Total Population: 50203
 Total Employment: 28907



 Project Points  2010 TAZ

 Project



Created: 7/8/2016
 LandscapeRSA4



For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Regional Economy

Transit Expansion Project: 35W Transit Extension | Map ID: 1467985213862

Results

WITHIN ONE MI of project:

Total Population: 50203
Total Employment: 30937
Mfg and Dist Employment: 5551

Postsecondary Students:
726



 Project Points

 Project



Created: 7/8/2016
LandscapeRSA5



For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



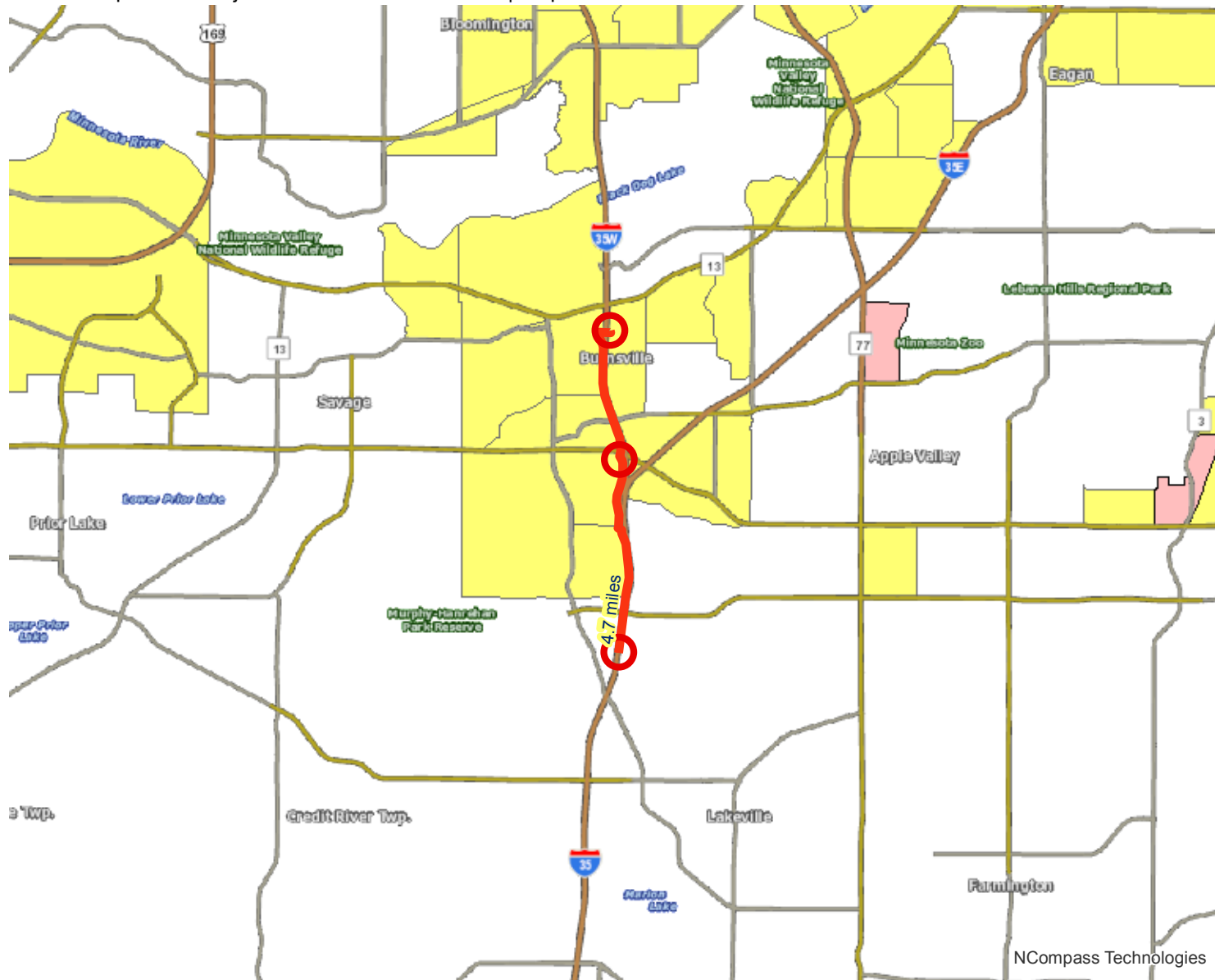
NCompass Technologies




Socio-Economic Conditions



Transit Expansion Project: 35W Transit Extension | Map ID: 1467985213862

Results

Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)



-  Project Points
-  Project
-  Area of Concentrated Poverty > 50% residents of color

-  Area of Concentrated Poverty
-  Above reg'l avg conc of race/poverty



Created: 7/8/2016
LandscapeRSA2



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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>





Minnesota Department of Transportation

Metro District
1500 West County Road B-2
Roseville, MN 5511

July 11, 2016

Charles Carlson
Senior Manager, BRT/Small Starts Projects
Metro Transit

RE: Regional Solicitation Application for the Orange Line Phase II Extension

Dear Mr. Carlson:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council/Transportation Advisory Board (TAB) 2016 Regional Solicitation. Your application for the Orange Line Phase II Extension impacts MnDOT right of way on I-35W.

MnDOT, as the agency with jurisdiction over I-35W would allow the improvements included in the application for Orange Line Phase II Extension. Details of a future maintenance agreement with the City would be determined during project development to define how the improvements will be maintained for the project's useful life.

This project currently has no funding from MnDOT. In addition, the Metro District currently has no discretionary funding in year 2020 of the State Transportation Improvement Program (STIP) or year 2021 of the Capital Highway Investment Plan (CHIP) to assist with construction or assist with MnDOT services such as the design or construction engineering of the project. Please continue to work with MnDOT Area staff to assist in identifying additional project funding.

Sincerely,

A handwritten signature in blue ink that reads "Scott R 2".

Scott McBride, P.E.
Metro District Engineer

Cc: Elaine Koustoukos, Metropolitan Council
Jon Solberg, MnDOT Metro District – South Area Manager

An Equal Opportunity Employer

