Application

04778 - 2016 Transit System Modernization

04971 - Route 444 Modernization

Regional Solicitation - Transit and TDM Projects

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Primary Contact

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What Grant Programs are you most interested in?	Regional Solicitation - Transit and TDM Projects			

Organization Information

Name:	MN VALLEY TRANSIT AUTH
Jurisdictional Agency (if different):	

Organization Type:

Organization Website:

Address: 100 E HWY 13

*	BURNSVILLE	Minnesota	55337
	City	State/Province	Postal Code/Zip

County: Dakota

Phone:* 612-882-7500 Ext.

Fax:

PeopleSoft Vendor Number 0000003737A1

Project Information

Project Name Route 444 Modernization

Primary County where the Project is Located Dakota

Jurisdictional Agency (If Different than the Applicant):

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

The Route 444 Modernization project will improve the frequency of the existing Route 444 from 30 minutes to 15 minutes for weekday trips and from 60 minutes to 30 minutes for weekend trips. The fixed local route connects the cities of Savage, Burnsville, and Eagan to the Mall of America Transit Station in Bloomington. Route 444 weekday ridership in 2015 exceeded 260,300, with service to various destinations and over 30 connecting transit routes. Route 444 utilizes MN 77, CSAH 13, Travelers Trail, Burnsville Parkway, CSAH 5 and County Road 42 to connect Mall of America Transit Station, Cedar Grove Transit Station, Burnsville Transit Station, Burnsville Center and the Savage Park-and-Ride.

To achieve the improved frequency for Route 444, additional buses must be purchased. Additional buses are specifically needed during peak hour times when transit use throughout the region is high. The project proposes the purchase of two additional 40-foot buses for the implementation of the frequency upgrades. No upgrades to existing stations or stops are proposed with the project.

The project proposes to increase the frequency of Route 444 from every 30 minutes between 5:00 am and 10:30 pm on weekdays to every 15 minutes within the same timeframe. The increased frequency will provide additional flexibility for existing and potential transit users and allow for improved connections to other transit options. Weekend service is provided every hour and operates from 6:39 am to 9:42 pm. Saturday and Sunday frequency will be improved from 60 minutes to 30 minutes.

The Route 444 corridor is surrounded by multiple land uses with a variety of single family and multi-family housing options within close proximity to

existing stops. Additionally, a variety of commercial uses are located along Route 444. Job concentration areas and manufacturing/distribution centers anchor either end of the Route 444 corridor.

Route 444 provides connections to multiple fixed and flex route bus services at various stops along the route, but also provides connections to existing and planned transitway corridors. These include METRO Blue Line (Mall of America), METRO Red Line (Mall of America and Cedar Grove) and the proposed METRO Orange Line (Burnsville). These transitways provide important opportunities for modal choice for riders with origins and destinations within Route 444 service area.

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)

CMAQ - Route 444, from Mall of American Station to Savage Park-and-Ride, Improve route frequency and purchase 2 buses

Project Length (Miles)

14.6

Project Funding

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

No

If yes, please identify the source(s)

Federal Amount

$5,600,000.00

Match Amount

$1,400,000.00

Minimum of 20% of project total

Project Total

$7,000,000.00

Match Percentage

20.0%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

RTC funds via Met Council; Operating funds from MVTA's Ops budget

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: 2017, 2018

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	$0.00
Support Facilities	$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	$0.00
Vehicles	$1,000,000.00
Contingencies	$0.00
Right-of-Way	$0.00
Other Transit and TDM Elements	$0.00
Totals	**$1,000,000.00**

Transit Operating Costs

Number of Platform hours	51282.05
Cost Per Platform hour (full loaded Cost)	$117.00
Substotal	$5,999,999.85
Other Costs - Administration, Overhead,etc.	$0.00

Totals

Total Cost	$7,000,000.00
Construction Cost Total	$1,000,000.00
Transit Operating Cost Total	$6,000,000.00

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.

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

A)Goal: Transportation System Stewardship

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

-Strategy: The Council and regional transit providers will use regional transit design guidelines and performance standards, as appropriate based on Transit Market Areas, to manage the transit network, to respond to demand, and balance performance and geographic coverage. (Page 2.6)

B)Goal: Access to Destinations

-Objective: Increase the availability of multimodal travel options, especially in congested highway corridors.
-Objective: Increase travel time reliability and predictability for travel on highway and transit systems.

-Objective: Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically under-represented populations.

-Strategy: Regional transportation partners will continue to work together to plan and implement transportation systems that are multimodal and provide connections between modes. The Council will prioritize regional projects that are multimodal and cost-effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel. (Page 2.8)

-Strategy: The Council and regional transit providers will expand and modernize transit service, facilities, systems, and technology, to meeting growing demand, improve the customer

experience, improve access to destinations, and maximize the efficiency of investments. (Page 2.9)

-Strategy: Regional transportation partners will provide or encourage reliable, cost-effective, and accessible transportation choices that provide and enhance access to employment, housing, education, and social connections for pedestrians and people with disabilities. (Page 2.10)

C)Goal: Health Environment

-Objective: Reduce transportation-related air emissions.

-Objective: Increase availability and attractiveness of transit, bicycling and walking to encourage healthy communities and active car-free lifestyles.
-Strategy: The Council and MnDOT will consider reductions in transportation-related emissions of air pollutants and greenhouse gases when prioritizing transportation investments. (Page 2.12)

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.

-City of Burnsville 2030 Comprehensive Plan Update, June 2010, Pages 1-5, 1-15, VIII-4, VIII-5, and VIII-6

-City of Savage Comprehensive Plan, September 2009, Pages 5-29, 5-30, 5-31, and 5-33

List the applicable documents and pages:

-City of Eagan 2030 Comprehensive Plan, April 2010, Pages 7-40 and 7-42

-City of Bloomington Comprehensive Plan 2008, Date, Page 2.10

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.

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.

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.

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	58232
Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	1954
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):

Upload Map	1467906130643_Route 444 Modernization - Population Summary.pdf

Measure B: Transit Ridership

Select multiple routes

Existing transit routes directly connected to the project	5, 54, 415, 421, 426, 437, 438, 440, 442, 445, 460, 464, 465, 467, 472, 475, 476, 477, 478, 479, 480, 484, 491, 492, 515, 538, 539, 540, 542, 901-METRO Blue Line, 903-METRO Red Line
Planned Transitways directly connect to the project (mode and alignment determined and identified in the 2040 TPP)	I-35W BRT (METRO Orange Line Extension), American Boulevard Arterial BRT , Chicago Ave BRT
Upload Map	1467906610444_Route 444 Modernization - Transit Connections.pdf

Response

Met Council Staff Data Entry Only

Average number of weekday trips	0

Measure: Usage

Existing Transit Routes on the Project	444

Measure A: Project Location and Impact to Disadvantaged Populations

Select all that apply:

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
Projects 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	

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

Route 444 transverses several areas of concentrated poverty above the regional average within four cities. Areas of concentrated poverty with greater than 50 percent people of color are located within a half mile of existing stops. This project will provide faster, more reliable transit connections for the transit reliant populations within the area.

Populations will benefit from the increased frequency of Route 444 by increasing flexibility for the user and improving the timing of connections to other routes at various stations along the route. The increased frequency to 15 minute intervals will occur between the existing service times of 5:00 am to 10:30 pm during weekdays. Increased frequency for the entire service period will have a direct benefit for all transit users, beyond the typical peak hour user. Commuter trips outside of the standard work day, shopping trips and other non-commuter trips will also benefit from this increased frequency.

The frequency of Route 444 will also be improved for weekend service from 60 minutes to 30 minutes. This increase will occur for the existing service time of 6:39 am to 9:42 pm. Weekend commuter and non-commuter trips will benefit from this increase, by greatly improving the service frequency on Saturdays and Sundays.

Of the nearly 80 stops along Route 444, four transit stations and park and rides provide connections to multiple transit connections. These connections provide opportunities to the populations located within the service area to use transit to connect to destinations within the greater metro area. Additionally, these connections provide opportunities for other concentrated poverty or

people of color populations to reach destinations within the project route.

Route 444 is located within existing and changing areas of residential and commercial land use. The commercial areas along the route serve as destinations for employment and shopping opportunities. The City of Burnsville has planned for strategic redevelopment projects in the southeast quadrant of I-35W and MN 13, creating a mixed-use downtown with residential and employment opportunities.

Existing and proposed buses and existing stations are equipped to accommodate multi-modal travel of various populations. A number of existing bicycle and pedestrian corridors connect to stations along Route 444, increasing access to the route from a greater area. Buses are equipped with bike racks to accommodate bikes while users ride the bus. All buses and stops are accessible for a variety of users, specifically with the use of kneeling buses assisting users with mobility challenges.

Upload Map

1467906737738_Route 444 Modernization - Socio-Economic Conditions.pdf

Measure B: Affordable Housing

City/Township	Number of Stops in City/Township
Bloomington	4.0
Burnsville	63.0
Eagan	7.0
Savage	2.0
	76

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
Item Deleted	0	76.0	0	0	0
		76	**0**	**0**	**0**

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Number of Stops in City	76.0
Total Housing Score	0

Measure A: Project Elements that Reduce VMT/SOV Trips and Improve Energy Efficiency

Response (Limit 2,100 characters; approximately 300 words)

The Route 444 Modernization project proposes an improved frequency from 30 to 15 minutes on weekdays. Similar projects that included improved frequency alone experienced a 23 to 30 percent return on ridership, based on a review of Transit Cooperative Research Program (TCRP) reports. An annual growth rate of three percent a year was assumed when projecting new ridership from 2016 to 2020. It is anticipated that the Orange Line BRT may be operational by 2020. With improved access to BRT it is anticipated that additional new users will be attracted to Route 444. Therefore, an annual growth rate of 5 percent was assumed from 2021 to 2023 to account for the connection of the Orange Line. Based on these factors, an estimated new ridership of 330 weekday and 150-200 weekend riders was calculated.

The increase in ridership results primarily from the improved frequency of the existing route. These improvements will provide additional flexibility for the user and will reduce travel times. Overall emissions will be reduced as new users access the system to take advantage of the benefits. The multiple connections available to the route will further contribute to reduced emissions, as users are able to extend their route via transit options. Additionally, the new buses purchased to assist with the implementation of the improved frequency will be equipped with emission reduction technologies.

Based on the new ridership forecasts and length of the route, the following emission reductions were calculated, based on 330 weekday riders and a terminal to terminal length of 14.6 miles:

- CO reduced: 11,515.02

- NOx reduced: 770.88

- CO2e reduced: 1,766,279

- PM2.5 reduced: 24.09

- VOCs reduced: 144.54

Measure A: Travel Time

Current Passenger Travel Time (Minutes)	55.0
Proposed Passenger Travel Time (Minutes)	40.0
Reduction in Travel Time	27.0%

Measure B: Operating Costs

Current Annual Transit Operating Costs	2400000.0
Proposed Annual Transit Operating Costs	4800000.0
Reduction in Operating Cost	-100%

Description of how the proposed cost change was determined (Limit 2,800 characters: approximately 400 words).

The proposed annual transit operating costs were determined by reviewing the total platform hours and cost per platform hour. Based on the proposed service times and route length, it was determined that approximately 53 platform hours/weekday and 32 platform hours/weekend day would be required to operate the increased frequency. These figures resulted in an estimated annual number of platform hours of 17,094.

The cost per platform hour was developed by taking into account general costs for daily bus operation and overall maintenance costs. Service is currently provided along the same route, using similar buses, for the current frequencies. This existing service provided a baseline for determining an estimated cost per platform hours of $117. Based on the estimated number of annual platform hours and cost per hour, and annual operating cost of $2,000,000 was assumed for the improved frequency routes.

The current operations of Route 444 (30 minute weekday frequency and 60 minute weekend frequency) requires an annual transit operating cost of $2,400,000. The improved frequency to 15 minutes on weekdays and 30 minutes on weekend days will not result in a reduction of operating costs, as two additional buses will be in service beyond those running today. These additional buses will allow for the frequency improvements to occur for the entire service time of Route 444, seven days a week. The new buses will utilize existing stops and stations, reducing capital and operating costs for the implementation of the project.

Measure C: Improvements and Amenities

The modernization of the existing Route 444 will improve transit service to users by providing additional flexibility and increased ease for connecting to other routes. The improved frequency of Route 444 will improve transit service for existing riders and attract new riders. Annually, 260,302 weekday riders and 65,788 weekend riders use the established route to access various destinations and connecting routes. The increased frequency will allow these existing and new users to arrive at their destinations in less time, with greater flexibility and additional time savings. The increased frequency of this route will promote transit ridership along the route and make it easier to connect to multiple routes. The improvement to 15 minute frequency on weekdays and 30 minutes on weekends provide users with additional flexibility for both commuter and non-commuter trips.

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

The improved frequency provides better access to other transit options. Existing connections to METRO Red Line (Bus Rapid Transit) and METRO Blue Line (Light Rail) can be made from the Mall of America Station. Additionally, Route 444 will connect to the proposed METRO Orange Line (Bus Rapid Transit) in Burnsville. Increased access to these transit options provide opportunities for faster movement to farther destinations. Vehicle parking and bike lockers are available at existing stations along Route 444. The Cedar Grove and Burnsville Transit Stations provide free park and ride, as well as bike lockers. The Savage Park and Ride also has a park and ride facility at the station.

The existing amenities provided at facilities served by Route 444 will be available to users taking advantage of the improved frequency. All MVTA buses are equipped with accessible features, making transit available for all users. These features include kneeling buses, ramps or lifts.

MVTA buses are also equipped with bike racks to carry bicycles for users.

To achieve the increased frequency, two additional buses will be purchased. These buses will be equipped with similar features to the existing buses (i.e. accessibility features and bike racks). Additionally, the two new buses will include a range of technology features, including WiFi connection, cameras, exterior and interior signage, and AVL technology. The AVL technology provides a significant benefit to users with connecting routes, as it aids the user in tracking their connecting routes and ensuring timely connections.

Measure A: Roadway, Bicycle, and Pedestrian Improvements

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

Route 444 is currently integrated with multiple modes, and the proposed improvement to the frequency of the route will further improve the relationships between the route and other modes of transportation. The current route integrates multiple modes by providing vehicular and bicycle parking at stations along the route, utilizing accessible facilities, and connecting to other transit modes. The interconnection of these multiple modes increase the flexibility for users allowing trips to be made via a single mode or multiple modes.

Route 444 buses utilize existing shoulders to avoid congested areas during peak hours and improve safety for users. MN 77 and MN 13 provide bus-only shoulders, allowing Route 444 buses to utilize the shoulders in either direction during times of congestion. The utilization of this transit advantage allows the routes to remain on time and reliable for users. Route 444 buses utilize standard travel lanes on the other roadways, utilizing the shoulders at stop locations to increase safety for users.

The Route 444 corridor runs parallel to and intersects with multiple Regional Bicycle Transportation Network corridors. Bicycle corridors within close proximity to Route 444 include two Tier 1 Alignments, one Tier 2 Alignment, and eight RBTN Corridors. These corridors, in combination with the existing sidewalk system, provide a network for bicyclists and pedestrians to access Route 444. In multiple locations, a designed RBTN alignment directly connects to an existing transit stop along the route, providing easy access from a variety of locations. MVTA buses are equipped with bike racks, allowing users to commute with their bike. Bike lockers are also available at two stations along the route for a small fee. These lockers allow transit users to reach a station by bike, and then use Route 444 to access their final destination. MVTA Transit Stations are designed for the safe

and efficient movement of pedestrians between modes. The Burnsville Transit Station, Cedar Grove Transit Station and Mall of America Station all provide refuge for pedestrians with exterior and interior waiting areas. Transit shelters are provided at the various stops along the route, providing refuge for users as they wait for the bus to arrive. The safety of pedestrians and bicycles as they access or interact with MVTA buses are of the highest priority.

Finally, the connections and transfer opportunities to other bus, bus rapid transit, and light rail corridors is a key piece of Route 444's integration into the multimodal system. Over 30 connections can be made to other transit routes, providing access to the wide network of transit options throughout the region.

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 Yes

Measure A: Risk Assessment

1)Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred

100%

Stakeholders have been identified

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

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

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/archaeological review under way; determination of adverse effect anticipated

40%

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

0%

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

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

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

0%

Anticipated date or date of acquisition

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project

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

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

0%

Anticipated date or date of completion

10)Letting

Anticipated Letting Date

Measure: Cost Effectiveness of Emissions Reduction

Total Annual Operating Cost:	$2,000,000.00
Total Annual Capital Cost of Project	$83,333.33
Total Annual Project Cost	$2,083,333.33

The proposed increase in weekday (30 minutes to 15 minutes) and weekend (60 minutes to 30 minutes) frequency is anticipated to result in a total annual project cost of $2,083,333. This estimated project costs was developed with an assumed annual operating cost of $2,000,000 and an annual capital cost of $83,333.

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

The annual operating cost was estimated based on the number of annual platform hours (17,094) and the cost per platform hour ($117). The operation of Route 444 at the existing frequency provided a detailed background for the development of these estimates.

The project requires the purchase of two new 40-foot, full sizes buses for the implementation of the improved frequency. These buses will include a full technology package, providing Wi-Fi and AVL technology to riders. Each bus was estimated to be $500,000, for a total capital cost of $1,000,000. Based on the FTA's guidelines for useful life (12 years for heavy duty transit buses), a total annual capital cost of $83,333 was assumed.

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
Dakota County_Letter of Support for Transit Modernization of Route 444.pdf	Letter of Support from Dakota County	1.1 MB
MVTA Route 444 Match Request 2016.07.13.pdf	Match Letter from Met Council	480 KB
Route 444 Modernization - Figure 1 - Project Location.pdf	Route 444 Project Location	2.8 MB
Route 444 Modernization - Figure 2 - Transitway Connections.pdf	Existing and proposed transitway connections to Route 444.	2.6 MB
Route 444 Modernization - Figure 3 - Trail Connections.pdf	Existing RBTN connections to Route 444.	2.6 MB
Route 444 Modernization - MVTA Letter of Commitment.pdf	Letter of Commitment to provide service from Minnesota Valley Transit Authority.	499 KB
Route 444 Modernization - Population Summary.pdf	Population Summary	210 KB
Route 444 Modernization - Regional Economy.pdf	Regional Economy	359 KB
Route 444 Modernization - Socio-Economic Conditions.pdf	Socio-Economic Conditions	346 KB
Route 444 Modernization - Transit Connections.pdf	Transit Connections	415 KB
Savage LOS-444.pdf	Letter of Support from Savage	594 KB

Population Summary

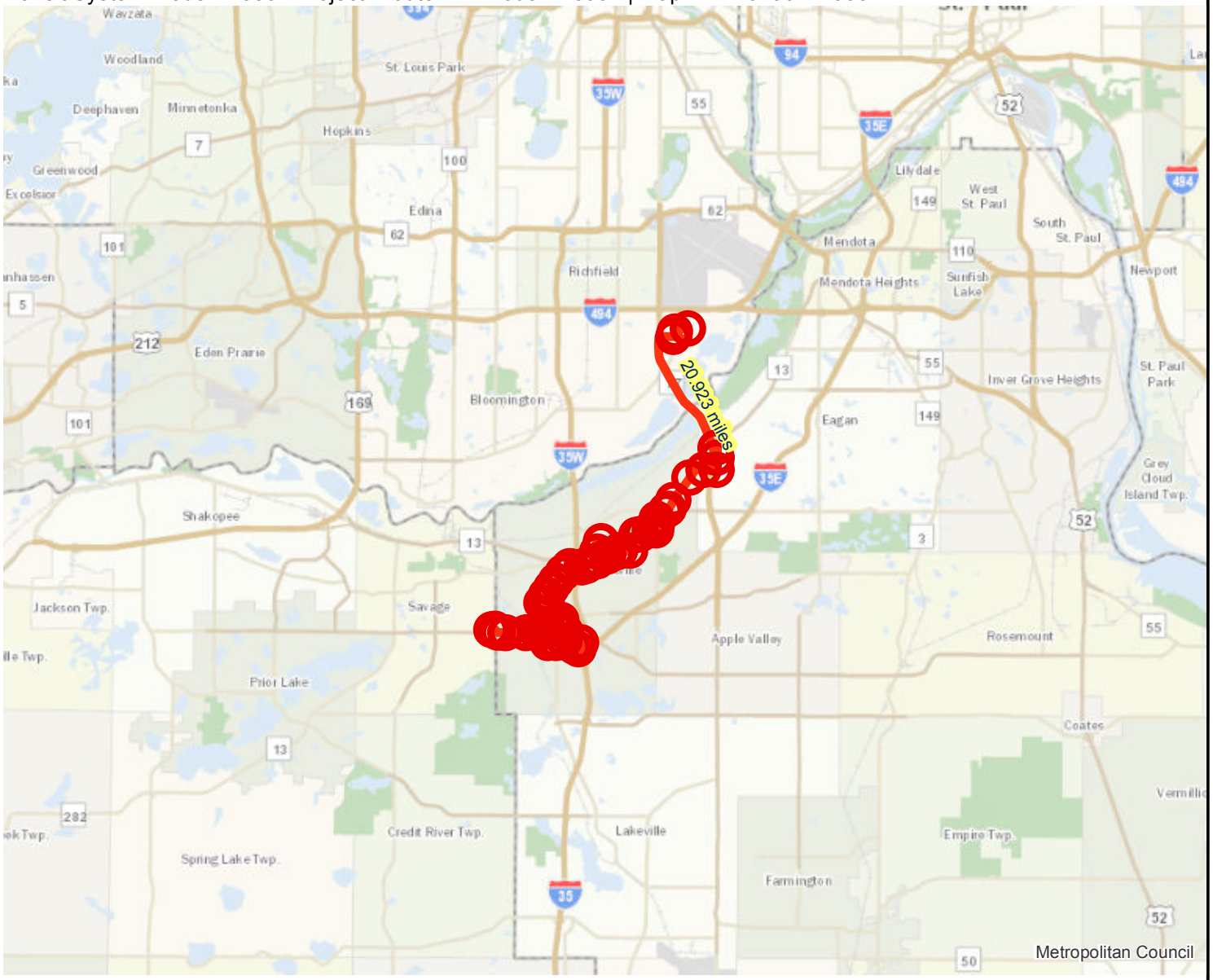
Transit System Modernization Project: Route 444 Modernization | Map ID: 1467904220967

Results

Within QTR Mile of project:
Total Population: 50117
Total Employment: 45923

Within HALF Mile of project:
Total Population: 73143
Total Employment: 58232

Within ONE Mile of project:
Total Population: 100278
Total Employment: 66229



Project Points

Project

0 2.25 4.5 9 13.5 18 Miles

Created: 7/7/2016
LandscapeRSA4

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METROPOLITAN COUNCIL

Transit Connections

Transit System Modernization Project: Route 444 Modernization | Map ID: 1467904220967

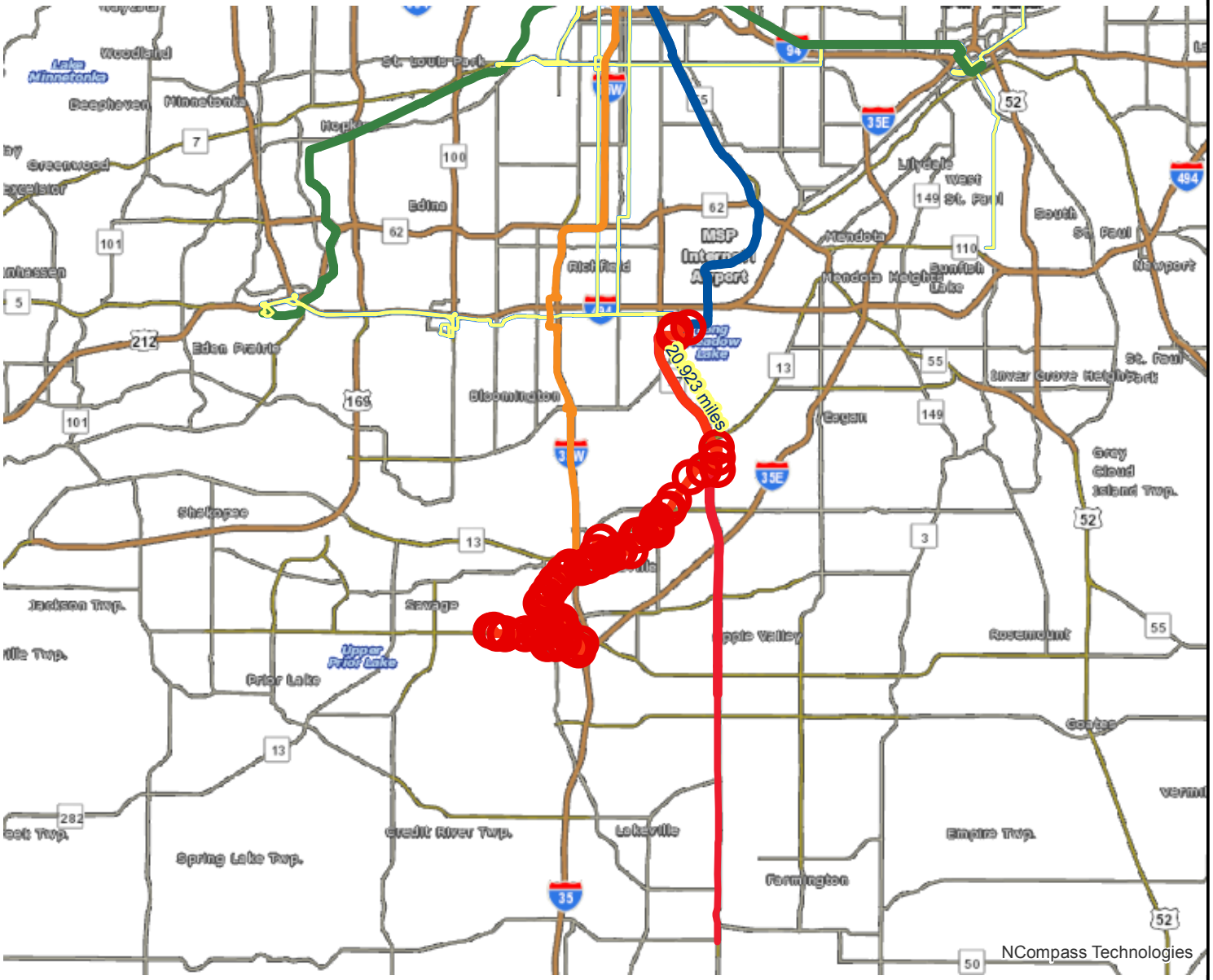
Results

Transit within QTR mile of project:
5 54 415 421 426 437 438 440 442 444 445
460 464 465 467 472 475 476 477 478 479 480
484 491 492 515 538 539 540 542 901 903
*American
*Chicago-Fremont
*Orange Line

Transit within HALF mile of project:
5 54 415 421 426 437 438 440 442 444 445
460 464 465 467 470 472 475 476 477 478 479
480 484 491 492 515 538 539 540 542 901 903

*American
*Chicago-Fremont
*Orange Line
*Orange Line

**indicates Planned Alignments*



Project Points
Project

Transitway
Red Line
Blue Line
Green Line

Planned Alignments
BRT, Orange Line
BRT, Red Line - Phase 2
Arterial BRT
Light Rail, Green Line Extension

0 2.25 4.5 9 13.5 18 Miles

Created: 7/7/2016
LandscapeRSA3

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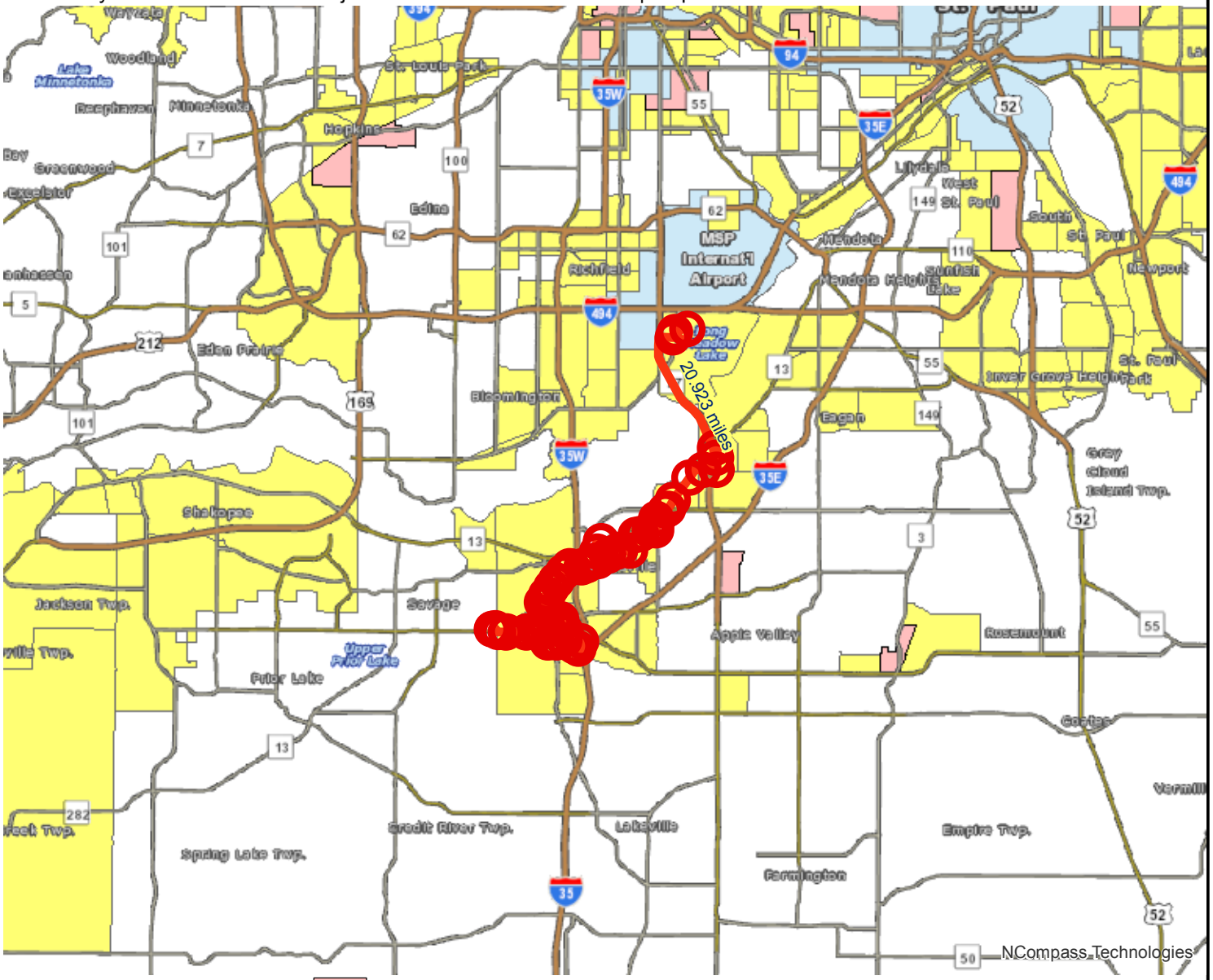
METROPOLITAN COUNCIL

Socio-Economic Conditions

Transit System Modernization Project: Route 444 Modernization | Map ID: 1467904220967

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 Povertry > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty

0 2.25 4.5 9 13.5 18 Miles

Created: 7/7/2016

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METROPOLITAN COUNCIL

Dakota COUNTY

July 12, 2016

Physical Development Division
Steven C. Mielke, Director

Dakota County
Western Service Center
14955 Galaxie Avenue
Apple Valley, MN 55124-8579

952.891.7000
Fax 952.891.7031
www.dakotacounty.us

Environmental Resources
Land Conservation
Groundwater Protection
Surface Water
Waste Regulation
Environmental Initiatives

Office of Planning

Operations Management
Facilities Management
Fleet Management
Parks

Transportation
Highways
Surveyor's Office
Transit Office

Elaine Koutsoukos, Transportation Coordinator
Transportation Advisory Board
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

RE: Federal CMAQ 2016 Regional Solicitation Application Letter of Support for Transit Modernization of Route 444

Dear Ms. Koutsoukos:

The County Board of Commissioners extends its support for the Minnesota Valley Transit Authority's Regional Solicitation federal funding application for the modernization of Route 444.

Route 444 provides local service in the cities of Savage, Burnsville, Eagan and Bloomington, serving the Savage Park and Ride, Burnsville Center, Burnsville Heart of the City, Burnsville Transit Station, Cedar Grove Transit Station, and the Mall of America. The proposed project increases frequency on the route to 15 minutes during the peak on weekdays and 30 minutes on the weekend. This project would provide more frequent, reliable transit service for Dakota County cities, and provide a connection to the potential Orange Line BRT.

Dakota County appreciates your efforts to secure funding for expanding transit operations in Dakota County and is supportive of MVTA moving forward with this project.

We will be happy to answer any questions you may have regarding this project.

Sincerely,

Mark J. Krebsbach, P.E.
Transportation Director/County Engineer

July 13, 2016

Luther Wynder
100E. Highway 13
Burnsville, MN 55337

Dear Mr. Wynder,

The Metropolitan Council has received MVTA's request to provide the 20% local match for Route 444 buses if the project is selected for 2020-2021 Regional Solicitation Transit funds.

Our understanding of the project scope is that it proposes to increase the frequency of Route 444 from 30 minutes to 15 minutes on weekday trips and from 60 minutes to 30 minutes for weekend trips.

The project is comprised of both buses and service operations with an estimated total cost of $7,000,000. The capital portion of the project is estimated at $1,000,000 for two 40' buses with $800,000 in Regional Solicitation Transit funding and $200,000 in local match. The operating portion is estimated at $6,000,000 with $4,800,000 in Regional Solicitation Transit funding and $1,200,000 in local match. The project total cost is estimated at $7M with $5.6M in Regional Solicitation transit funds requested and a $1.4M local match.

The Council has a limited amount of regional transit capital (RTC) budgeted in its 2016-2021 Capital Improvement Program (CIP) for capital expansion projects. Its top priorities for regular route bus service are preservation of existing fleet (replacement of vehicles) and facilities, and maintenance of existing services (addressing overflow demand on existing services).

Given the above, the Council agrees to provide up to $200,000 in RTC funds as local match for the Route 444 buses conditional on the following:

- The Council will prioritize RTC funding to capital projects that address maintenance of existing services (meeting overflow demand) followed by new services capital needs as prioritized by TAB. The Council can provide confirmation on its RTC funding commitment before TAB finalizes its project selection, when recommended projects for funding are known.
- The Council cannot guarantee that operating funds will be available for any service expansion and looks to the project sponsor, MVTA in this case, to be responsible for committing the local match for the operations component of the project.

Sincerely,

Gerri Sutton

Gerri Sutton
Assistant Director Contracted Transit Services
Metropolitan Transportation Services

390 Robert Street North | St. Paul, MN 55101-1805
Phone 651.602.1000 | Fax 651.602.1550 | TTY 651.291.0904 | metrocouncil.org
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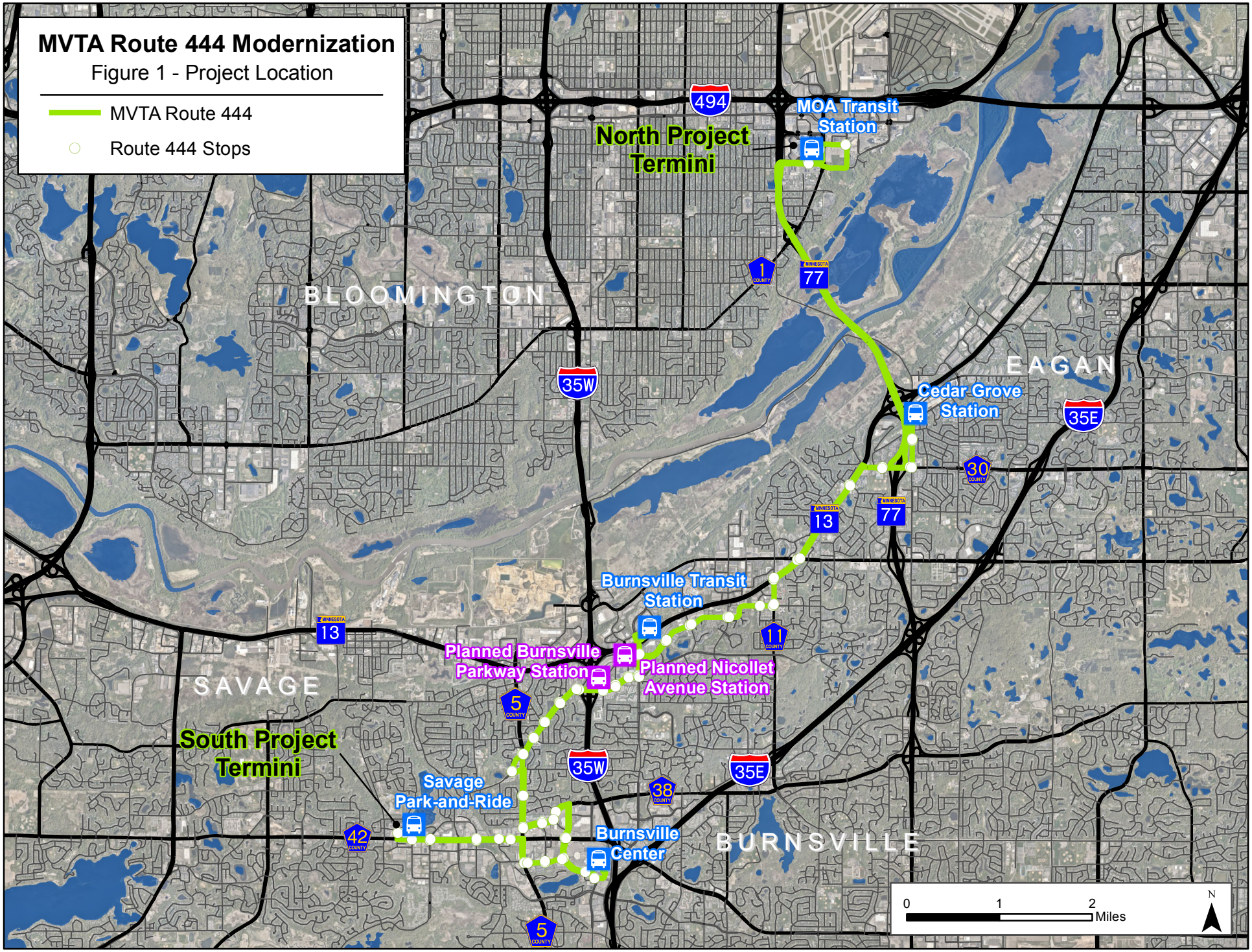
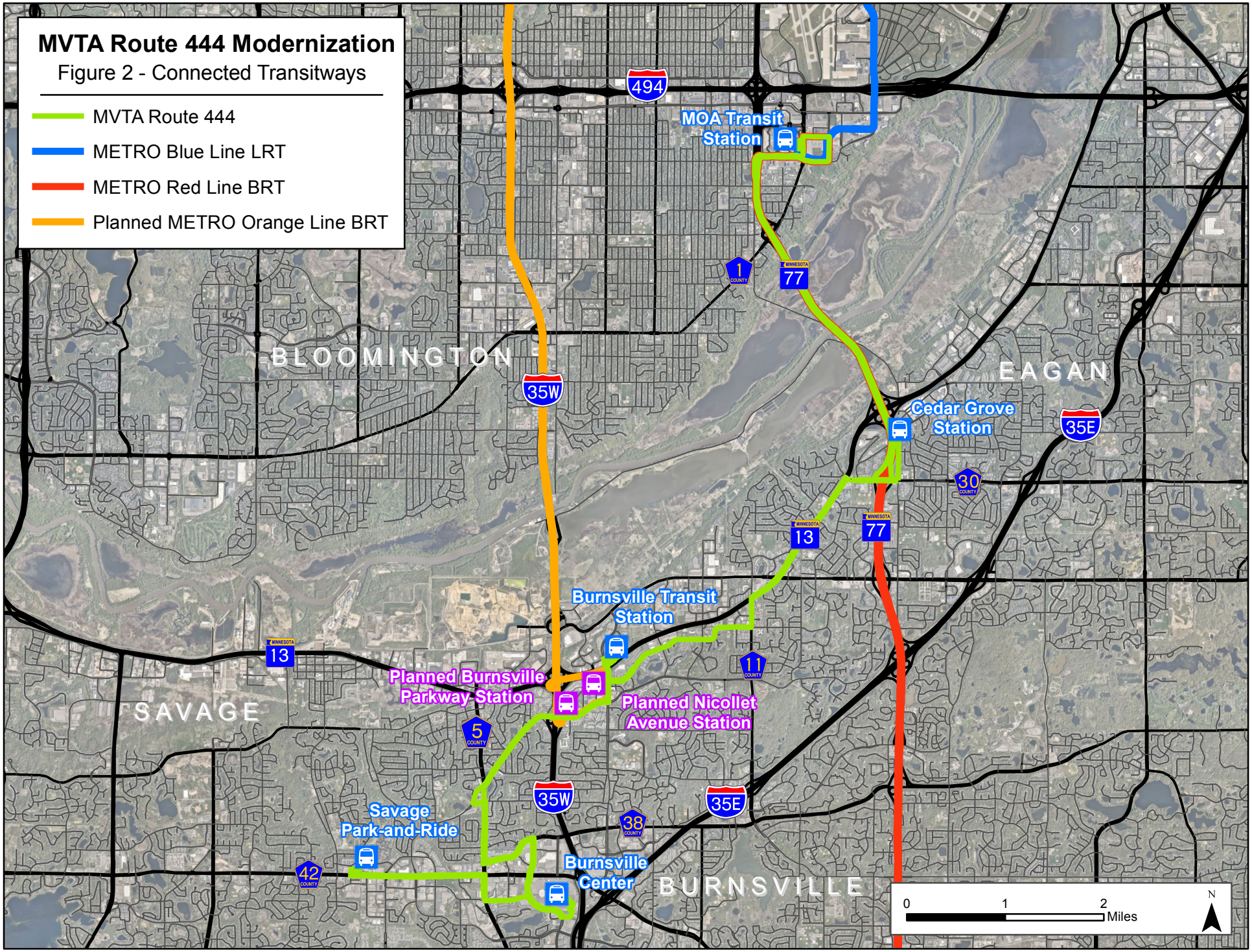
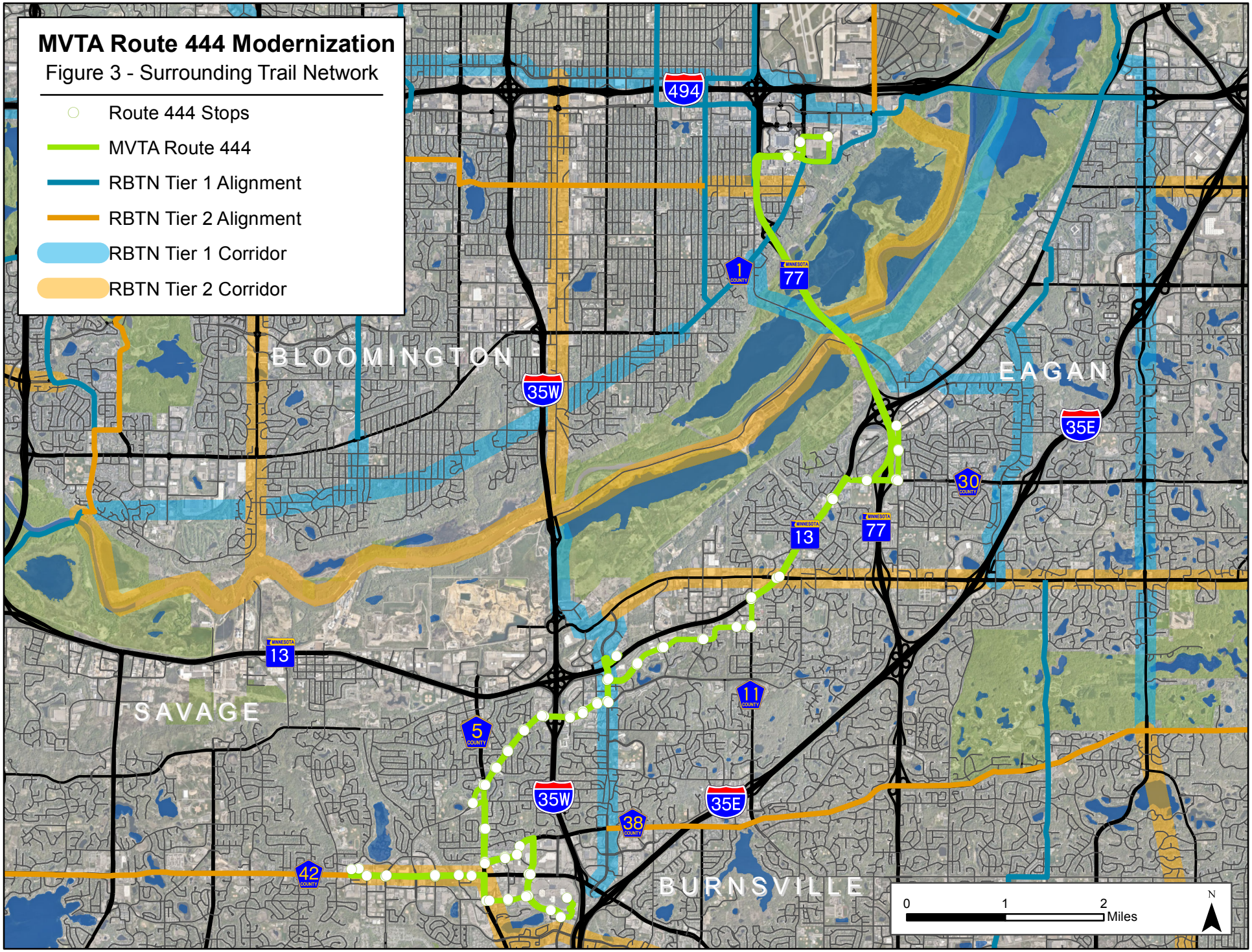

MVTA Route 444 Modernization
Figure 1 - Project Location
MVTA Route 444
Route 444 Stops
North Project Termini
South Project Termini
MOA Transit Station
Cedar Grove Station
Burnsville Transit Station
Planned Burnsville Parkway Station
Planned Nicollet Avenue Station
Savage Park-and-Ride
Burnsville Center
BLOOMINGTON
EAGAN
SAVAGE
BURNSVILLE
494
35W
35E
77
13
1
30
11
5
38
42
0
1
2
Miles
N


MVTA Route 444 Modernization
Figure 2 - Connected Transitways
MVTA Route 444
METRO Blue Line LRT
METRO Red Line BRT
Planned METRO Orange Line BRT
494
MOA Transit Station
77
1
BLOOMINGTON
35W
EAGAN
Cedar Grove Station
35E
30
13
77
Burnsville Transit Station
11
13
Planned Burnsville Parkway Station
Planned Nicollet Avenue Station
SAVAGE
5
35W
35E
38
Savage Park-and-Ride
42
Burnsville Center
BURNSVILLE
0
1
2
Miles
N


MVTA Route 444 Modernization
Figure 3 - Surrounding Trail Network
Route 444 Stops
MVTA Route 444
RBTN Tier 1 Alignment
RBTN Tier 2 Alignment
RBTN Tier 1 Corridor
RBTN Tier 2 Corridor
BLOOMINGTON
EAGAN
SAVAGE
BURNSVILLE
494
35W
35E
77
13
30
11
5
38
42
1
0
1
2
Miles
N

Minnesota Valley Transit Authority www.mvta.com

100 East Highway 13 Burnsville, Minnesota 55337 www.mvta.com MVTA Office 952-882-7500 Fax 952-882-7600

July 7, 2016

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

RE: Regional Solicitation Application for Modernization of Route 444

Dear Ms. Koutsoukos:

The Minnesota Valley Transit Authority (MVTA) is submitting an application for the modernization of Route 444 as part of the 2016 Regional Solicitation. Route 444 provides local service in the cities of Savage, Burnsville, Eagan and Bloomington, serving the Savage Park and Ride, Burnsville Center, Burnsville Heart of the City, Burnsville Transit Station, Cedar Grove Transit Station, and the Mall of America. The proposed project increases frequency on the route to 15 minutes during the peak on weekdays and 30 minutes on the weekend.

MVTA is the public transportation provider for the businesses and residents of several cities in the southern Twin Cities Metro Area, including Savage, Burnsville and Eagan. We presently operate fourteen transit stations and park and ride facilities in our service area. As the major transit provider for the southern metro area, MVTA is well aware of what is necessary to operate and maintain transit facilities. MVTA is committed to providing transit services through an efficient, integrated network of facilities and service.

Please feel free to contact me or Senior Project Manager Jane Kansier at 952-882-7500 if you have any questions.

Sincerely,

Luther Wynder

Luther Wynder
Executive Director

Population Summary

Transit System Modernization Project: Route 444 Modernization | Map ID: 1467904220967

Results

Within QTR Mile of project:
Total Population: 50117
Total Employment: 45923

Within HALF Mile of project:
Total Population: 73143
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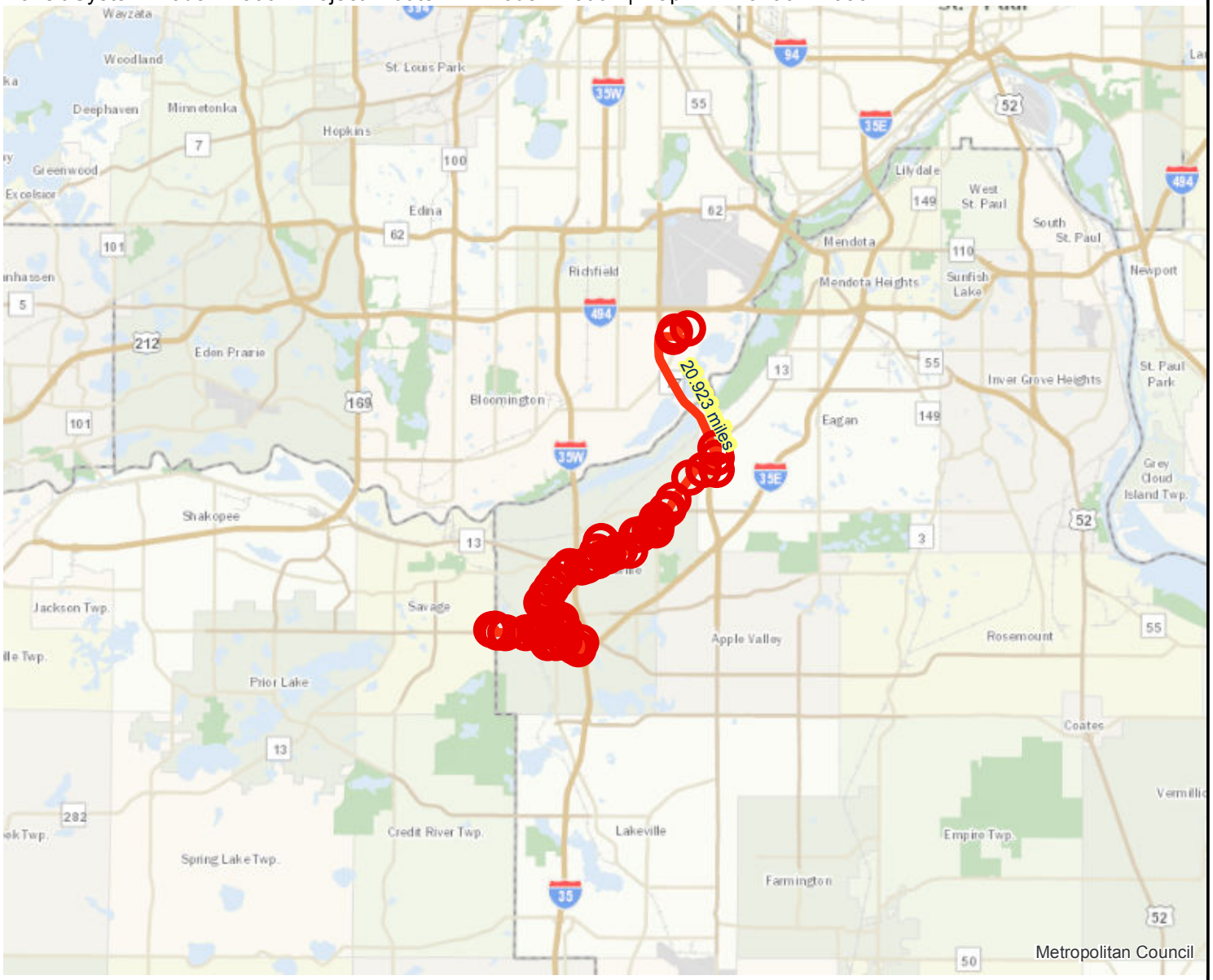
Total Employment: 66229



Project Points

Project

0 2.25 4.5 9 13.5 18 Miles

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LandscapeRSA4

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METROPOLITAN COUNCIL

Regional Economy

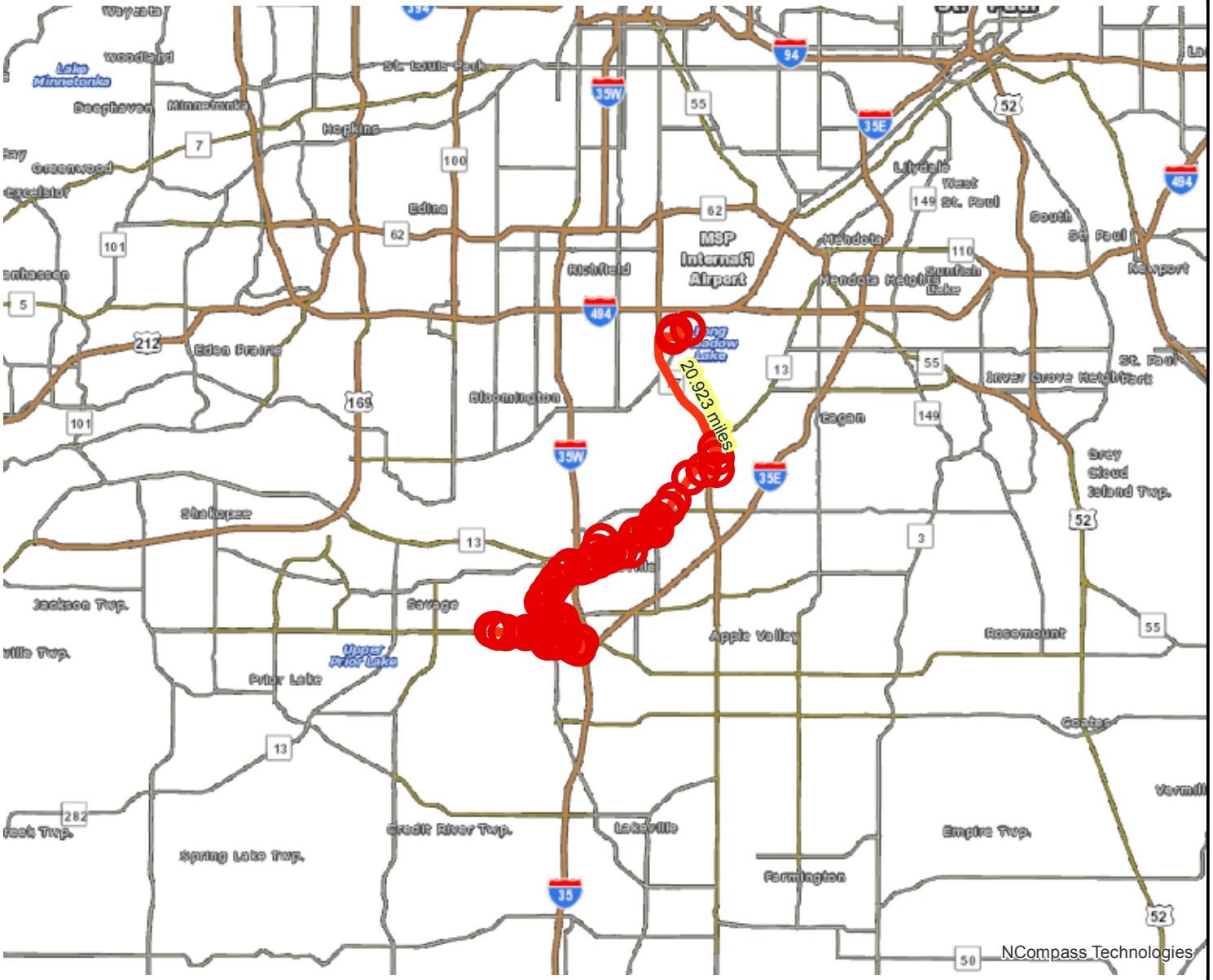
Transit System Modernization Project: Route 444 Modernization | Map ID: 1467904220967

Results

WITHIN ONE MI of project:

Total Population: 104730
Total Employment: 75585
Mfg and Dist Employment: 14158

Postsecondary Students:
1954



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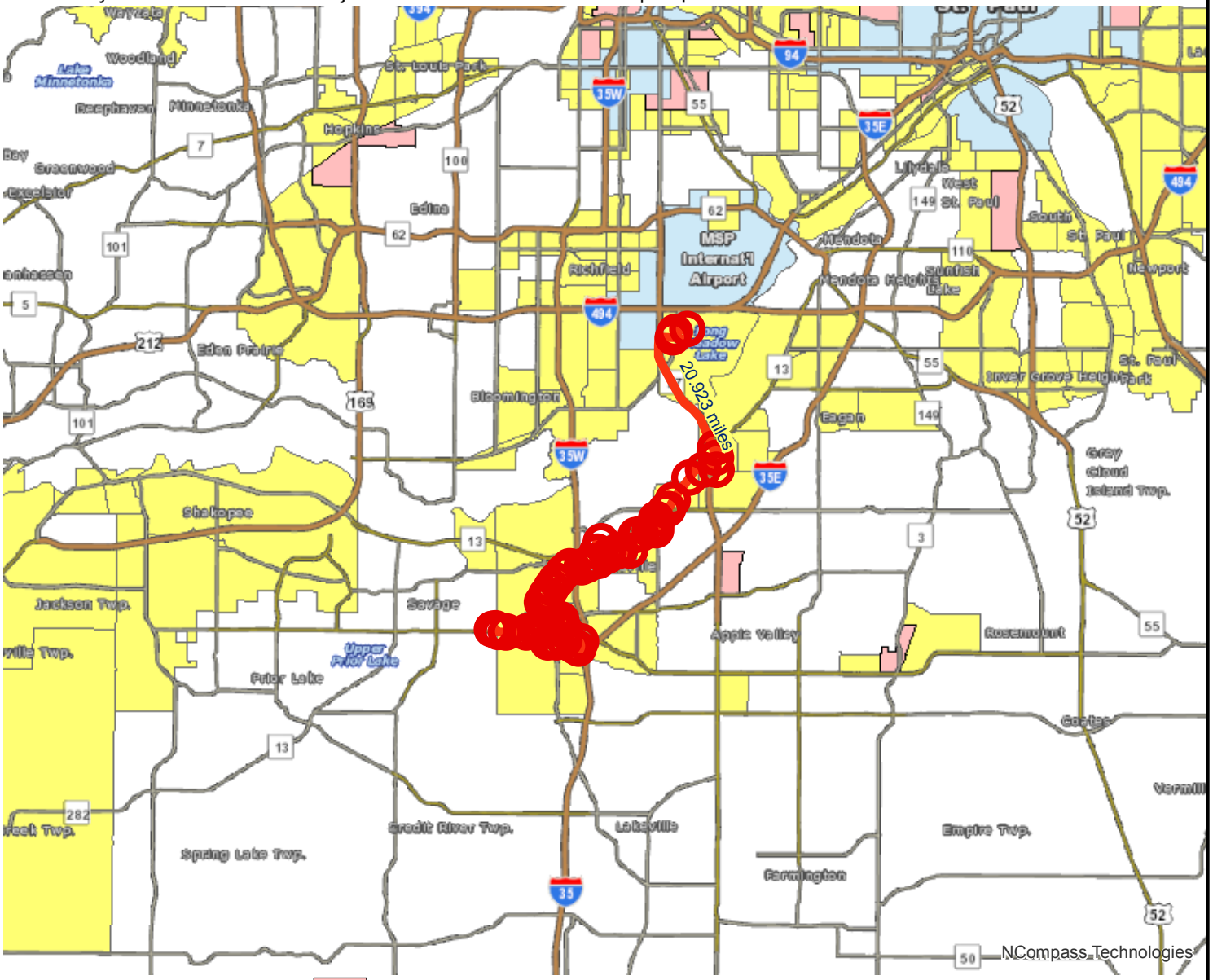
METROPOLITAN COUNCIL

Socio-Economic Conditions

Transit System Modernization Project: Route 444 Modernization | Map ID: 1467904220967

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 Povertry > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty

0 2.25 4.5 9 13.5 18 Miles

Created: 7/7/2016

LandscapeRSA2

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METROPOLITAN COUNCIL

Transit Connections

Transit System Modernization Project: Route 444 Modernization | Map ID: 1467904220967

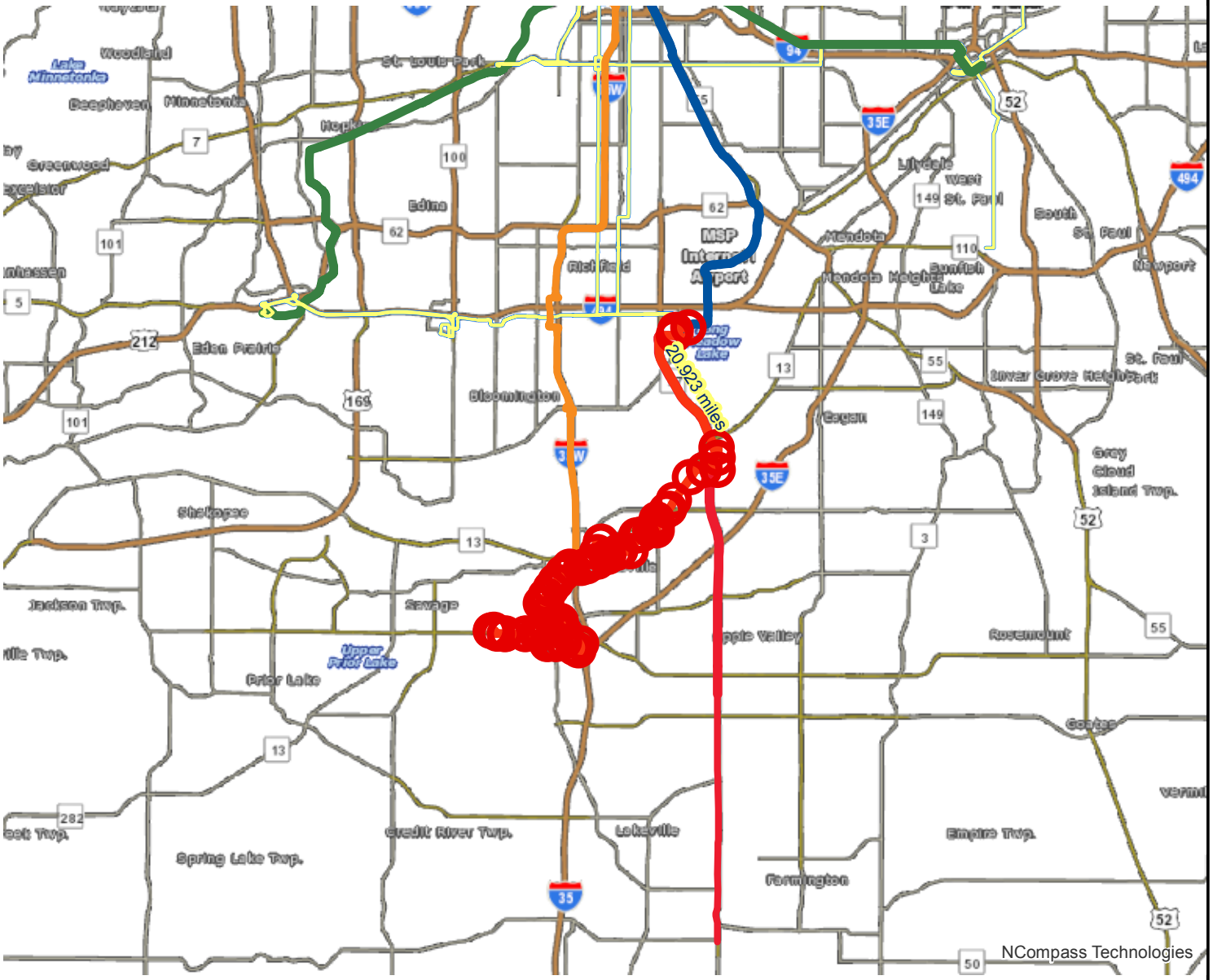
Results

Transit within QTR mile of project:
5 54 415 421 426 437 438 440 442 444 445
460 464 465 467 472 475 476 477 478 479 480
484 491 492 515 538 539 540 542 901 903
*American
*Chicago-Fremont
*Orange Line

Transit within HALF mile of project:
5 54 415 421 426 437 438 440 442 444 445
460 464 465 467 470 472 475 476 477 478 479
480 484 491 492 515 538 539 540 542 901 903

*American
*Chicago-Fremont
*Orange Line
*Orange Line

**indicates Planned Alignments*



Project Points
Project

Transitway
Red Line
Blue Line
Green Line

Planned Alignments
BRT, Orange Line
BRT, Red Line - Phase 2
Arterial BRT
Light Rail, Green Line Extension

0 2.25 4.5 9 13.5 18 Miles

Created: 7/7/2016
LandscapeRSA3

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METROPOLITAN COUNCIL

City Offices | 6000 McColl Drive, Savage, MN 55378-1800
Direct | 952-882-2660 Fax | 952-882-2656

July 1, 2016

Minnesota Valley Transit Authority
Attention: Jane Kansier, Senior Project Manager
100 East Highway 13
Burnsville, MN 55337

RE: Letter of Support for Transit Modernization of Route 444
2016 Regional Solicitation Application

Dear Ms. Kansier:

The City of Savage extends its support for the Minnesota Valley Transit Authority's Regional Solicitation federal funding application for the modernization of Route 444.

Route 444 provides local service in the cities of Savage, Burnsville, Eagan and Bloomington, serving the Savage Park and Ride, Burnsville Center, Burnsville Heart of the City, Burnsville Transit Station, Cedar Grove Transit Station, and the Mall of America. The proposed project increases frequency on the route to 15 minutes during the peak on weekdays and 30 minutes on the weekend. This project would provide more frequent, reliable transit service for Scott County and Dakota County cities, and provides a connection to the potential Orange Line BRT.

Savage appreciates your efforts to secure funding for expanding transit operations and is supportive of MVTA moving forward with this project.

Sincerely,

Janet Williams

Janet Williams
Mayor