



Application

10358 - 2018 Transit Expansion

10870 - Orange Line Connector

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 Orange Line Connector

Primary County where the Project is Located Dakota

Cities or Townships where the Project is Located: Burnsville, MN

Jurisdictional Agency (If Different than the Applicant):

The proposed MVRTA transit expansion will add new weekday local service enhancements to connect Orange Line Phase 1 terminus with anticipated re-development at Burnsville Center (approximately 6 miles). The expansion, located within the City of Burnsville, could serve as a precursor to future Orange Line extension and will include local stops and a connection to Burnsville Transit Station. The proposed route would require the purchase of additional 40-foot buses, with an anticipated frequency of 30 minutes for approximately 15 hours per day.

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

The project will improve access to jobs and health care by directly connecting an area of concentrated poverty and several census tract areas above the regional average for population in poverty or population of color to a high-frequency transit corridor (METRO Orange Line). The proposed route is surrounded by multiple land uses with a variety of single family and multi-family housing options within close proximity to existing stops, with nearly 23,000 residents within a quarter mile of the route.

(Limit 2,800 characters; approximately 400 words)

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

Orange Line Connector new local route serving Burnsville, includes purchase of buses.

Project Length (Miles)

5.9

to the nearest one-tenth of a mile

Project Funding

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

No

If yes, please identify the source(s)

Federal Amount

\$2,744,000.00

Match Amount

\$686,000.00

Minimum of 20% of project total

Project Total

\$3,430,000.00

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 (bus), MVTA Operating Funds
(operations/service)

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: 2022

Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.

Additional Program Years: 2020, 2021

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

Project Information-Transit and TDM

County, City, or Lead Agency Minnesota Valley Transit Authority (MVTA)

Zip Code where Majority of Work is Being Performed 55337

Total Transit Stops 2

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

From:
(Intersection or Address)

To:
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:
(Intersection or Address)

Name of Park and Ride or Transit Station: Heart of the City and Burnsville Center Shelter

e.g., MAPLE GROVE TRANSIT STATION

(Approximate) Begin Construction Date

(Approximate) End Construction Date

Primary Types of Work Service Expansion and Bus Procurement

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 (2015), 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 goals, objectives, and strategies that relate to the project.

GOAL: Transportation System Stewardship

OBJECTIVE: Operate the regional transportation...

STRATEGY: The Council and regional transit providers will use regional transit design guidelines and performance standards... (Page 2.6)

The proposed expansion will efficiently and cost-effectively connect people to destinations by improving the frequency and access of transit services. The proposed project builds off of established transit services and corridors with unmet needs. The services will coordinate with existing facilities, reducing the capital cost needed to implement the improvements.

GOAL: Access to Destinations

OBJECTIVE: Increase the availability of multimodal...

OBJECTIVE: Increase travel time reliability...

OBJECTIVE: Improve multimodal travel...

STRATEGY: Regional transportation partners will continue to work together to plan and implement transportation systems...(Page 2.8)

STRATEGY: The Council and regional transit providers will expand and modernize... (Page 2.9)

STRATEGY: Regional transportation partners will provide or encourage... (Page 2.10)

The proposed service would connect to 12 established transit routes, including the planned Orange Line transit way. Stations along the corridor are supported by connections to bicycle and pedestrian facilities, supporting multiple modes of

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

travel. Various employment centers and destinations are accessible throughout the project area and its many connections.

GOAL: Health Environment

OBJECTIVE: Reduce transportation-related...

OBJECTIVE: Increase availability and attractiveness...

STRATEGY: The Council and MnDOT will consider reductions in transportation-related emissions...

(Page 2.12)

The proposed service will reduce transportation-related air emissions by improving the attractiveness of transit as connections are improved and travel times are reduced.

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,
VIII-6

List the applicable documents and pages:

Dakota County 2030 Comprehensive Plan, May
2009, Pages 1.6, 1.10, 1.15, 1.18, Transportation
Chapter 1-13, 5-21

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of 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

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

Travel Demand Management (TDM): \$75,000 to \$500,000

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

8. The project must comply with the Americans with Disabilities Act (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.

Date plan adopted by governing body

The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.

Yes

12/01/2014

Date self-evaluation completed

The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

12. 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

13. 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

14. 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

Transit Expansion and Transit Modernization projects only:

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. Each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.

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

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

Travel Demand Management projects only:

The applicant must be properly categorized as a subrecipient in accordance with 2CFR200.330.

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

The applicant must adhere to Subpart E Cost Principles of 2CFR200 under the proposed subaward.

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

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 (not calculated 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
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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	\$1,030,000.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$1,030,000.00

Transit Operating Costs

Number of Platform hours	27.13
Cost Per Platform hour (full loaded Cost)	\$117.00
Subtotal	\$3,174.21
Other Costs - Administration, Overhead,etc.	\$0.00

Totals

Total Cost	\$1,033,174.21
Construction Cost Total	\$1,030,000.00
Transit Operating Cost Total	\$3,174.21

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 16188

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 117

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

Upload the "Letter of Commitment"

Please upload attachment in PDF form.

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

Upload the "Letter of Commitment"

Please upload attachment in PDF form.

Explanation of last-mile service, if necessary:

n/a

(Limit 1,400 characters; approximately 200 words)

Upload Map

1531229412795_OrangeLineConnector_Population and Employment Summary.pdf

Please upload attachment in PDF form.

Measure B: Transit Ridership

Select multiple routes

Existing transit routes directly connected to the project

421, 426, 442, 444, 460, 464, 465, 480, 491, 492, 495

Planned Transitways directly connected to the project (mode and alignment determined and identified in the 2040 TPP)

I-35W BRT (METRO Orange Line Extension)

Upload Map

1531229437873_OrangeLineConnector_Transit Connections.pdf

Please upload attachment in PDF form.

Response

Met Council Staff Data Entry Only

Average number of weekday trips

383.0

A Measure: Usage

Service Type

Urban and Suburban Local Routes

**New Annual Ridership
(Integer Only)**

65898

Assumptions Used:

See Methodology in following section.

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

Describe Methodology: How Park-and-Ride and Express Route Projections were calculated, which Urban and Suburban Local Route(s) were selected, and how the third year of service was estimated

Ridership was determined by comparing Passengers per In-Service Hour (PPISH) of comparative peer routes in the same transit market area: MVTA #442, #444, and #445. These routes were selected due to similar densities, local service type, and similar geographies. These routes show average PPISH ranging from 4 to 17. The comparison also includes ridership analysis from the 2017 Orange Line Extension Study (led by Dakota County), which estimates 5-6 riders per trip via Orange Line at Heart of the City and a minimum of 3 added riders per trip on the extension connecting Heart of the City to the Burnsville Center area, combined for 8-9 rides per trip to the Burnsville Center area.

From this analysis we estimate the proposed Local Service Expansion to have 15 riders per in-service hour, assuming development plans proposed in Burnsville come to fruition. This ridership will be enhanced by coordination with MVTA member communities. To arrive at final annual ridership, we applied a 5% growth each year from 2022 to 2025, so that by 2040 the daily ridership on this new connector route is consistent with projections determined the Orange Line Extension study project team.

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

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

Yes

(up to 80% of maximum score)

Projects census tracts are above the regional average for population in poverty or population of color:

(up to 60% of maximum score)

Project located in 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:

(up to 40% of maximum score)

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.

Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Response:

The proposed service is a product of discussions and outreach achieved through the Dakota County-led Orange Line Extension study in 2017 and 2018. The study included project management and technical advisory committees from multiple governmental agencies along with public involvement through online interactive tools and open houses. This project will follow federal regulations for additional community engagement, specifically through the use of MVTA's Title VI Plan and Major Service Change Policy. MVTA will complete a Title VI analysis prior to service implementation to ensure no disproportionate or adverse impacts to the identified populations. Finally, the proposed service could serve as a precursor to a future extension of the METRO Orange Line, which would require a more detailed environmental review and engagement at that time.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

The majority of the proposed suburban weekday local route is located within areas of concentrated poverty, as identified by the Metropolitan Council's regional map. Based on US Census data, 11.8% of the population within a quarter mile of the proposed route has a disability, 16.8% are seniors, 29.1% are minority, and 8.7% have no personal vehicle. This project will improve transit access and provide more transit options for transit reliant populations within the area. All of these populations will benefit from improved access to Burnsville destinations, all-day service every 30-minutes, as well as transfer options available in the regional transit system via the METRO Orange Line transitway.

Response:

The proposed transit service is also 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 plans for strategic redevelopment projects in both the Heart of the City area (southeast quadrant of I-35W and MN-13) as well as the Burnsville Center area (southwest quadrant of I-35W and CR-42), which offer new mixed-use developments with increased residential and employment opportunities.

New buses and existing transit facilities are equipped to accommodate multi-modal travel as well as users with limited mobility. A number of existing bicycles and pedestrian corridors are available along the proposed route, including multiple intersections with Regional Bicycle Transportation Network corridors, increasing the bike-walk access beyond the transit route. All buses are equipped with bike racks to accommodate bikes while users ride the bus. Further, all buses and stops are accessible, specifically with the use of kneeling buses assisting

users with mobility challenges.

(Limit 2,800 characters; approximately 400 words)

3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

Below is a list of negative impacts. Note that this is not an exhaustive list.

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

Inclusion of some other barrier to access to jobs and other destinations.

Displacement of residents and businesses.

Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.

Other

Response:

No negative externalities are anticipated by adding the proposed new transit service.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531229476685_OrangeLineConnector_Socio-Economic Conditions.pdf

Measure B: Affordable Housing

City	Number of Stops in City	Number of Stops/Total Number of Stops	Score	Housing Score Multiplied by Segment percent
Burnsville	24.0	1.0	98.0	98.0
				98

Total Transit Stops

Total Transit Stops 24.0

Affordable Housing Scoring

Total Housing Score 98.0

Affordable Housing Scoring

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	260
Distance from Terminal to Terminal (Miles)	5.9
VMT Reduction	1534.0
CO Reduced	3666.26
NOx Reduced	245.44
CO2e Reduced	562364.0
PM2.5 Reduced	7.67
VOCs Reduced	46.02
Total Emissions Reduced	566330.0

Measure A: Roadway, Bicycle, and Pedestrian Improvements

The proposed service expansion offers excellent interconnection between modes. The Orange Line Connector would provide interconnection between other local/express routes and planned regional transit systems. The proposed improvements would connect to nine transit routes at/near the Burnsville Transit Station, including the planned METRO Orange Line, the 444, 460 and 495, as well as the 442 at the Burnsville Center Mall.

Response

The Orange Line Connector will run parallel to and intersect multiple Regional Bicycle Transportation Network corridors. Bicycle corridors within close proximity to the proposed service expansion include two Tier 2 alignments, one Tier 1 corridor and one Tier 2 corridor. These corridors, in combination with the existing sidewalk and bikeway system, provide a network for bicyclists and pedestrians to access the Orange Line Connector. In multiple locations, a designated 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 the Burnsville Transit Station for a small fee. These lockers allow transit users to reach a station by bike, and then use the Orange Line Connector to access their final destination. MVTA Transit Stations are designed for the safe and efficient movement of pedestrians between modes. The Burnsville Transit Station provides a refuge for pedestrians with exterior and interior waiting areas. Transit shelters are provided at 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, all buses used on this route are wheelchair accessible, ensuring convenient access for those with mobility challenges.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit 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 - Construction Projects

1)Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

Attach Layout

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (20 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%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

3)Right-of-Way (30 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

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

25%

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

0%

Anticipated date or date of acquisition

4)Railroad Involvement (20 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

Measure: Cost Effectiveness

Total Annual Operating Cost:	\$800,000.00
Total Annual Capital Cost of Project	\$85,833.00
Total Annual Project Cost	\$885,833.00

This estimated project cost was developed with an assumed annual operating cost of \$800,000 and an annual capital cost of \$85,833.

The annual operating cost was estimated based on the number of platform hours (27.17 /weekday) and the cost per platform hour (\$117).

Assumption Used:

Annual project cost assumes the purchase of 2 - 40' heavy-duty transit buses with a 12-year useful life. These buses will include a full technology package, providing WiFi and CAD/AVL technology to riders. Each bus was estimated to be \$515,000, for a total capital cost of \$1,030,000. Based on the FTA's guidelines for useful life (12 years for heavy-duty transit buses), a total annual capital cost of \$85,833 was assumed.

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
LOS Orange Line Connector Hansen2.pdf	Orange Line Connector - Letter of Support - City of Eagan	24 KB
LOS Orange Line Connector Kautz.pdf	Orange Line Connector - Letter of Support - City of Burnsville	55 KB
LOS_MVTA-ED_OrangeLineConnector.pdf	Orange Line Connector - Coordination Letter	115 KB
OrangeLineConnector_LocalMatchFundingApproval.pdf	Orange Line Connector - Local Match Approval Letter	851 KB
OrangeLineConnector_RegionalEconomy.pdf	Orange Line Connector - Regional Economy	4.8 MB
Summary_OrangeLineConnector.pdf	Orange Line Connector - Summary	266 KB

Population/Employment Summary

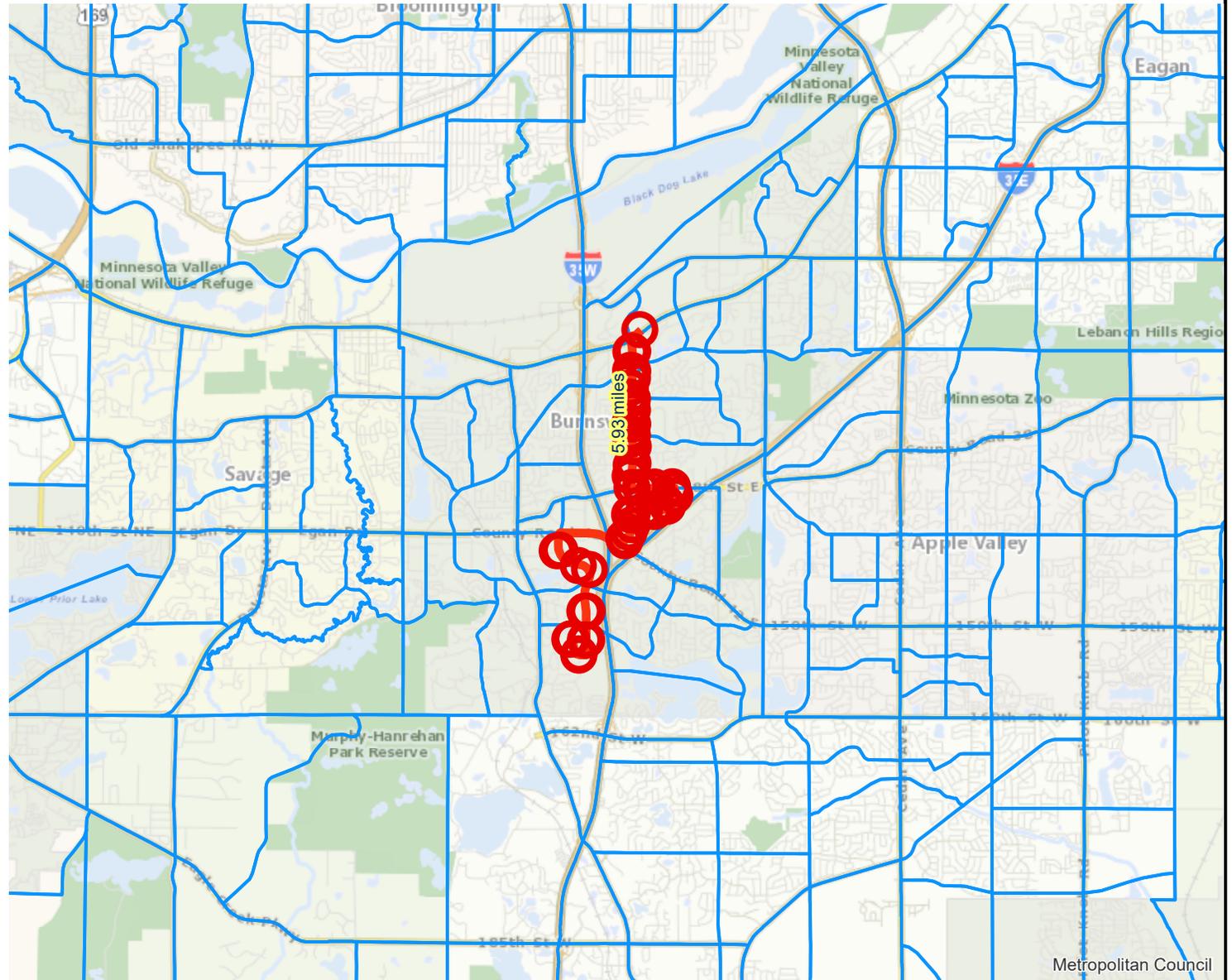
Transit Expansion Project: Orange Line Connector | Map ID: 1529086919879

Results

Within QTR Mile of project:
Total Population: 22921
Total Employment: 16188
Postsecondary Students: 117

Within HALF Mile of project:
Total Population: 33162
Total Employment: 24068
Postsecondary Students: 262

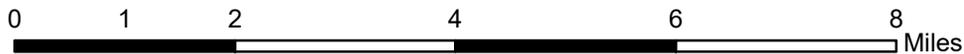
Within ONE Mile of project:
Total Population: 50121
Total Employment: 30657



Metropolitan Council

 Project Points  2010 TAZ

 Project



Created: 6/15/2018
LandscapeRSA4

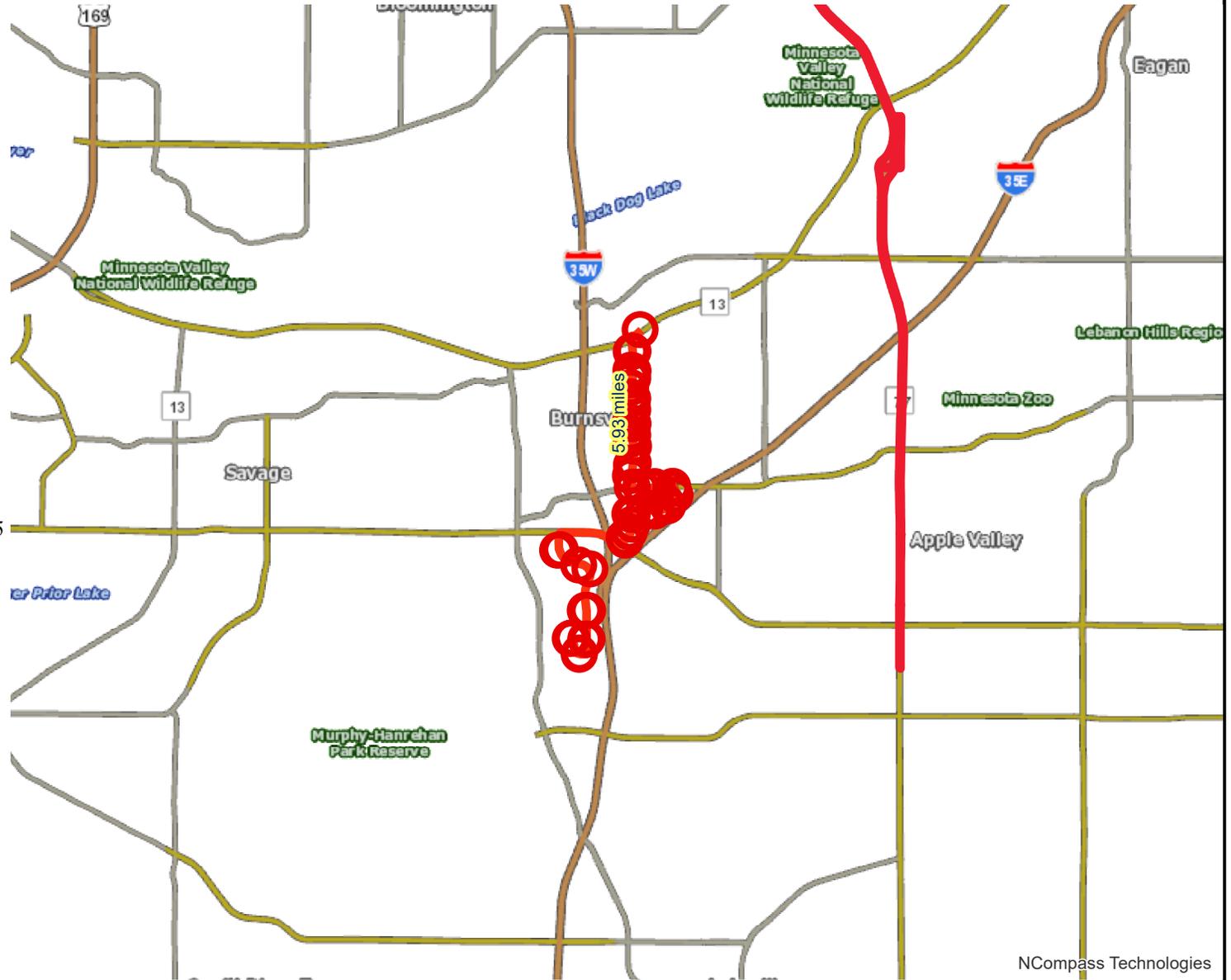


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Transit Connections

Transit Expansion Project: Orange Line Connector | Map ID: 1529086919879



Results

Transit with a Direct Connection to project:
421 426 442 444 460 464 465 480 491 492 495

*Orange Line

*indicates Planned Alignments

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 Project Points **Transitway**

 Project  Red Line



Created: 6/15/2018
LandscapeRSA3



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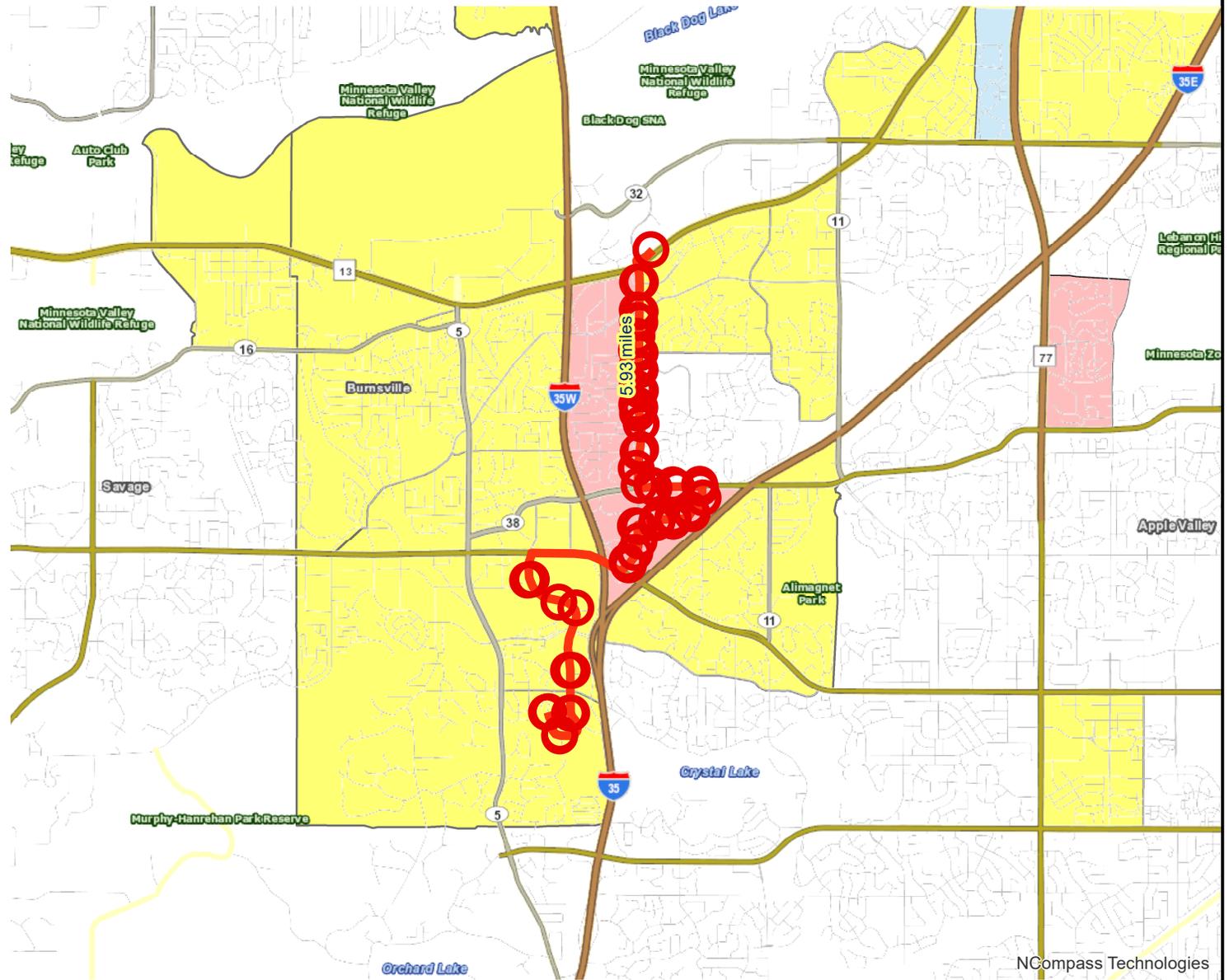


Socio-Economic Conditions

Transit Expansion Project: Orange Line Connector | Map ID: 1529086919879

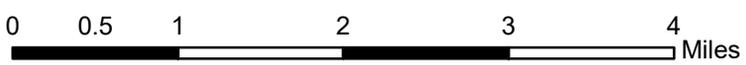
Results

Project located IN
Area of Concentrated Poverty:
(0 to 24 Points)



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

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



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LandscapeRSA2



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NCompass Technologies

July 11, 2018

Minnesota Valley Transit Authority
Heidi Scholl, Procurement and Contract Manager
100 East Highway 13
Burnsville, MN 55337

RE: Letter of Support for Transit Expansion of Orange Line Connector
2018 Regional Solicitation Application

Dear Mrs. Scholl:

I'd like to extend my support for the Minnesota Valley Transit Authority's Regional Solicitation federal funding application for the expansion of the Orange Line Connector.

The Orange Line Connector will provide local, weekday service enhancements to connect the Metro Orange Line Phase I terminus with anticipated redevelopment at Burnsville Center. The proposed route frequency is every 30 minutes for 15 hours per day. The route is approximately six (6) miles and could serve as a precursor to future Metro Orange Line extensions. MVTA's application also includes the purchase of two 40-foot buses to operate the service.

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 provides a connection to the potential Orange Line BRT.

I appreciate your efforts to secure funding for expanding transit operations and I am supportive of MVTA moving forward with this project.

Sincerely,



Gary Hansen
Eagan City Council

July 2, 2018

Minnesota Valley Transit Authority
Heidi Scholl, Procurement and Contract Manager
100 East Highway 13
Burnsville, MN 55337

RE: Letter of Support for Transit Expansion of Orange Line Connector
2018 Regional Solicitation Application

Dear Ms. Scholl:

The City of Burnsville would like to extend its support for the Minnesota Valley Transit Authority's Regional Solicitation federal funding application for the expansion of the Orange Line Connector.

The Orange Line Connector will provide local, weekday service enhancements to connect the Metro Orange Line Phase I terminus with anticipated redevelopment at Burnsville Center. The proposed route frequency is every 30 minutes for 15 hours per day. The route is approximately six (6) miles and could serve as a precursor to future Metro Orange Line extensions. MVTA's application also includes the purchase of two 40' buses to operate the service.

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 provides a connection to the potential Orange Line BRT.

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

Sincerely,



Elizabeth B. Kautz

Mayor

CC: Dan Kealey (Council member, MVTA liaison)



July 10, 2018

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

RE: 2018 Regional Solicitation Application for Transit Expansion of the Orange Line Connector

Dear Ms. Elaine Koutsoukos:

The Minnesota Valley Transit Authority (MVTA) is submitting an application for the expansion of the Orange Line Connector as part of the 2018 Regional Solicitation. The proposed MVTA transit expansion will add new weekday local service enhancements to connect Orange Line Phase 1 terminus with anticipated re-development at Burnsville Center (approximately 6 miles). The expansion, located within the City of Burnsville, could serve as a precursor to future Orange Line extension and will include local stops and a connection to Burnsville Transit Station. The proposed route would require the purchase of two additional 40-foot buses, with a frequency of 30 minutes for 15 hours per day.

The project will improve access to jobs and health care by directly connecting an area of concentrated poverty and several census tract areas above the regional average for population in poverty or population of color to a high-frequency transit corridor (METRO Orange Line). The proposed route is surrounded by multiple land uses with a variety of single family and multi-family housing options within close proximity to existing stops, with nearly 23,000 residents within a quarter mile of the route.

MVTA total project cost is \$3,430,000; the federal portion is \$2,744,000 and the local match portion (20%) is \$686,000. RTC funds will be used for the bus local match portion (\$206,000) and MVTA Operating funds will be used for the service portion (\$480,000).

MVTA is the public transportation provider for the businesses and residents of several cities in the southern Twin Cities Metro Area, including Burnsville. We presently operate twenty 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 Heidi Scholl, Procurement and Contract Manager, at 952-882-7500 if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Luther Wynder". The signature is written in a cursive, flowing style.

Luther Wynder
Executive Director

July 10, 2018

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 Orange Line Connector buses and operating match if the project is selected for 2022-2023 Regional Solicitation Transit funds.

Our understanding of the project scope is that it proposes local service enhancements to connect Orange Line Phase I terminus with the anticipated redevelopment at Burnsville Center. The route will be approximately 6 miles long and provide 15 hours of weekday service with approximately 30-minute frequency.

The project is comprised of both buses and service operations with an estimated total cost of \$3,430,000. The capital portion of the project is estimated at \$1,030,000 for three 40-foot buses with \$824,000 in Regional Solicitation Transit funding and \$206,000 in local match. The operating portion is estimated at \$2.4M with \$1,920,000 in Regional Solicitation Transit funding and \$480,000 in local match. The project total cost is estimated at \$2,744,000 in Regional Solicitation transit funds and a \$686,000 local match.

The Council has a limited amount of regional transit capital (RTC) budgeted in its 2018-2023 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 \$206,000 in RTC funds as local capital match for the Orange Line Connector expansion service 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,

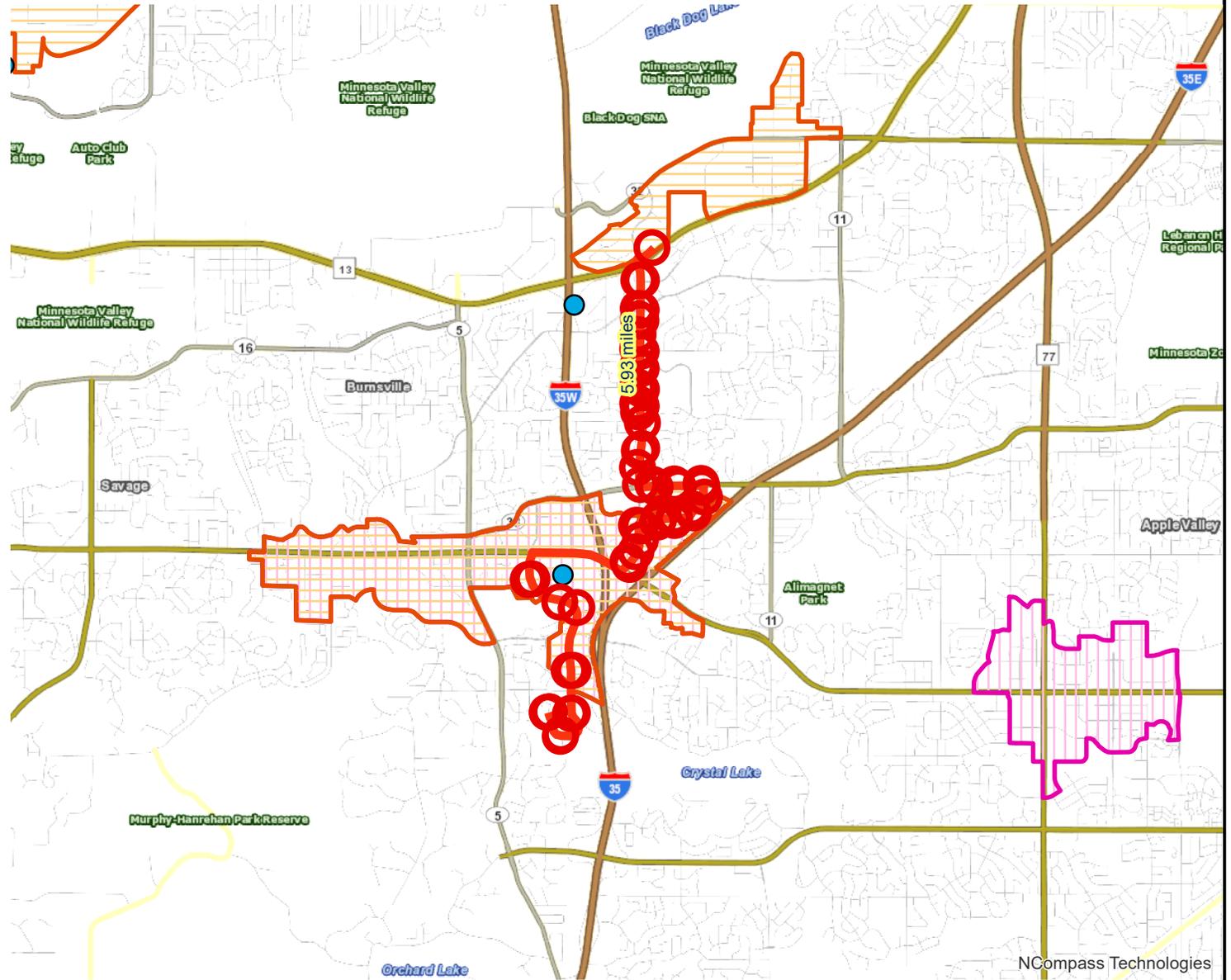


Nick Thompson
Director, Metropolitan Transportation Services
Metropolitan Transportation Services

Cc:
Heather Agesen-Huebner
Heidi Scholl

Regional Economy

Transit Expansion Project: Orange Line Connector | Map ID: 1529086919879



Results

WITHIN ONE MI of project:
 Postsecondary Students: 262

Total Population: 53874
 Total Employment: 32872
 Mfg and Dist Employment: 7435

- Project Points
- Postsecondary Education Centers
- Job Concentration Centers
- Manufacturing/Distribution Centers
- Project



Created: 6/15/2018
 LandscapeRSA5



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Minnesota Valley Transit Authority

2018 Regional Solicitation

Orange Line Connector – Summary

Date: July 10, 2018

ABOUT

Minnesota Valley Transit Authority (MVTA) is the second largest public transit agency in Minnesota based on ridership and provides public transportation to fast-growing population and employment centers in Dakota and Scott counties. MVTA operates transit service within its seven cities and provides substantial services extending beyond their borders. MVTA operates service out of 20 transit stations and park and ride lots throughout the Twin Cities Metro Area.

PROJECT OVERVIEW

The proposed transit expansion project will add new weekday local service to connect Orange Line Phase 1 terminus with anticipated re-development in Burnsville (approximately 6 miles). The service includes local stops, a connection to Burnsville Transit Station, and could serve as a precursor to a future Orange Line extension. The proposed route requires purchase of additional buses, with an anticipated service frequency of 30- minutes approximately 15 hours per day.

PROJECTED IMPACTS

The project will improve access to jobs and health care by directly connecting an area of concentrated poverty to a high-frequency transit corridor (METRO Orange Line). The proposed route is surrounded by multiple land uses with a variety of single family and multi-family housing options within close proximity to existing stops, with nearly 23,000 residents within a quarter mile of the route.

FUNDING REQUEST

MVTA requests a total of \$3,430,000 (\$1,030,000 for two heavy duty buses and \$2,400,000 for three years of operations).

