



Application

10359 - 2018 Transit System Modernization

10890 - Burnsville Bus Garage (BBG) Modernization

Regional Solicitation - Transit and TDM Projects

Status: Submitted
Submitted Date: 07/12/2018 8:24 PM

Primary Contact

Name:* Mr. Heidi Lyn Scholl
Salutation First Name Middle Name Last Name

Title: Procurement and Contracts Manager

Department: Procurement

Email: HScholl@mvta.com

Address: 100 East Highway 13

***** Burnsville, MN Minnesota 55337
City State/Province Postal Code/Zip

Phone:* 952-230-1233
Phone Ext.

Fax: 952-882-7600

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 Burnsville Bus Garage (BBG) Modernization

Primary County where the Project is Located Dakota

Cities or Townships where the Project is Located: Burnsville

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.) Support facility modifications at Burnsville Bus Garage (BBG); projects to include fiber connection, building rehab, modification of bus parking capacity, and signage.

(Limit 2,800 characters; approximately 400 words)

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

Project Length (Miles) 0

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 \$5,417,306.00

Match Amount \$1,354,326.00

Minimum of 20% of project total

Project Total \$6,771,632.00

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

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: 2019, 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 MN Valley Transit Authority (MVTA)

Zip Code where Majority of Work is Being Performed 55337

Total Transit Stops 0

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)

11550 Rupp Drive, Burnsville, MN 55337

Name of Park and Ride or Transit Station:

Burnsville Bus Garage (BBG)

e.g., MAPLE GROVE TRANSIT STATION

(Approximate) Begin Construction Date 01/01/2022

(Approximate) End Construction Date 12/31/2023

Primary Types of Work Building Modernization

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: Access to Destinations (page 2.8)

OBJECTIVES: Increase travel time reliability and predictability for travel on highway and transit systems. (page 2.8)

OBJECTIVE: Increase transit ridership and the share of trips taken using transit, bicycling and walking. (page 2.8)

OBJECTIVE: Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities particularly for historically underrepresented populations. (page 2.8)

STRATEGIES (C11): The Council and regional transit providers will expand and modernize transit service, facilities, systems, and technology, to meet growing demand, improve the customer experience, improve access to destinations, and maximize the efficiency of investments. (page 2.9)

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

STRATEGIES (C12): Regional transportation partners will invest in an expanded network of transitways that includes but is not limited to bus rapid transit, light rail, and commuter rail. Transitway investments will be prioritized based on factors that measure a project's expected contributions to achieving the outcomes, goals, and objectives identified in Thrive MSP 2040 and the Transportation Policy Plan. (page 2.9)

STRATEGIES (C18): 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)

GOAL: Healthy Environment (page 2.12)

OBJECTIVES: Reduce transportation-related air emissions. (page 2.12)

OBJECTIVES: Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles. (page 2.12)

OBJECTIVES: Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under-represented populations. (page 2.13)

STRATEGIES (E3): Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupancy vehicle travel. (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.

Dakota County 2030 Transportation Plan (June 2012).

List the applicable documents and pages:

Minnesota Valley Transit Authority Strategic Plan (March 2018), Goal 1.

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

12/10/2014

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
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$6,721,632.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$50,000.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$6,771,632.00

Transit Operating Costs

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

Totals

Total Cost	\$6,771,632.00
Construction Cost Total	\$6,771,632.00
Transit Operating Cost Total	\$0.00

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	545183
Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	3603
Existing employment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)	0

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) 0

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

1531252689857_BBGModernization_Population-EmploymentSummary.pdf

Please upload attachment in PDF form.

Measure B: Transit Ridership

Select multiple routes

Existing transit routes directly connected to the project

3, 4, 5, 6, 7, 9, 10, 11, 12, 14, 17, 18, 19, 20, 21, 22, 25, 27, 39, 53, 54, 59, 61, 94, 133, 134, 135, 141, 146, 156, 250, 261, 263, 264, 270, 288, 353, 355, 365, 375, 415, 421, 426, 437, 438, 440, 442, 444, 445, 452, 460, 464, 465, 467, 470, 472, 475, 476, 477, 478, 479, 480, 484, 490, 491, 492, 493, 495, 515, 535, 538, 539, 540, 542, 552, 553, 554, 558, 578, 579, 587, 588, 589, 597, 600, 643, 645, 663, 664, 667, 668, 670, 671, 672, 673, 674, 677, 690, 692, 695, 697, 698, 699, 721, 724, 742, 747, 755, 756, 758, 760, 761, 762, 763, 764, 765, 766, 767, 768, 772, 774, 776, 777, 780, 781, 782, 783, 785, 789, 790, 793, 795, 824, 825, 850, 852, 854, 865, 901-METRO Blue Line, 902-METRO Green Line, 903-METRO Red Line

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

I-35W BRT (METRO Orange Line Extension), American Boulevard Arterial BRT , Central Avenue Arterial BRT, Nicollet Avenue Arterial BRT, West Broadway Avenue BRT, Robert Street BRT, Chicago Ave BRT, East 7th Street BRT, Penn Avenue Arterial BRT (C Line), Gateway BRT (METRO Gold Line), Cedar Ave BRT/Red Line Phase 2

Upload Map

1531252588873_BBGModernization_TransitConnections.pdf

Please upload attachment in PDF form.

Response

Met Council Staff Data Entry Only

Average number of weekday trips 313.0

Measure: Usage

3, 5, 6, 7, 9, 10, 11, 12, 14, 17, 18, 19, 20, 21, 22, 25, 39, 53, 54, 61, 94, 133, 134, 135, 141, 146, 156, 415, 421, 426, 437, 438, 440, 442, 444, 445, 460, 464, 465, 467, 472, 475, 476, 477, 478, 479, 480, 484, 491, 492, 495, 515, 535, 538, 539, 540, 542, 552, 553, 554, 558, 578, 579, 587, 588, 589, 597, 600, 643, 645, 663, 664, 667, 668, 670, 671, 672, 673, 674, 677, 690, 691, 692, 695, 697, 698, 699, 721, 724, 742, 747, 755, 756, 758, 760, 761, 762, 763, 764, 765, 766, 767, 768, 772, 774, 776, 777, 780, 781, 782, 783, 785, 789, 790, 793, 795, 824, 825, 850, 852, 854, 865, 901-METRO Blue Line, 902-METRO Green Line, 903-METRO Red Line

Existing Transit Routes on the Project

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): Yes

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(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.

The Burnsville Bus Garage (BBG) Modernization project, the located at one of MVTA's bus garage facilities, is the home of revenue and non-revenue vehicles. This facility also houses a maintenance shop and bus wash. Although customer do not access transit amenities from this location, this location does provide a 'house' for the buses that do service riders in areas of concentrated poverty.

Response:

MVTA's service area reaches low-income populations, people of color, children, persons with disabilities, and the elderly. A stable, healthy bus garage ensures bus performance, employee/operator/mechanic work performance, and ultimately the service that is provided to MVTA's riders.

(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 BBG Modernization project provides a variety of benefits to MVTA's employees/operators/mechanics and riders. The overall project needs to be completed in order to park buses internally. A bus that is parked, during the winter months, inside a temperature controlled facility enhances customer and operator satisfaction.

Response:

Many MVTA riders do not have the ability to drive to a transit facility due to no vehicle and/or a one-vehicle family; this person's means of transportation is the bus. Entering a warm bus during the winter months or a bus with A/C may be the highlight of the rider's day!

Transit Agencies understand the importance of bus garage facilities; even though customers do not enter the bus from the bus garage, the facility is needed in order to operate the entire transit system.

(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:

Negative impacts that MVTA will note are the struggles of construction. During the construction phases, MVTA will be responsible for moving/housing buses and continue to provide reliable service to customers. These impacts will be mitigated by the project manager and MVTA staff.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531253471482_BBGModernization_Socio-EconomicConditions.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
Savage	1.0	0.02	58.0	1.26
Burnsville	10.0	0.22	98.0	21.3
Eagan	6.0	0.13	84.0	10.96
Bloomington	2.0	0.04	100.0	4.35
Minneapolis	20.0	0.43	100.0	43.48
Lakeville	1.0	0.02	80.0	1.74
Apple Valley	6.0	0.13	94.0	12.26
				95

Total Transit Stops

Total Transit Stops 46.0

Affordable Housing Scoring

Total Housing Score 95.35

Affordable Housing Scoring

Measure A: Description of emissions reduced

The MVTA - BBG Modernization project focuses on reducing fuel costs and emissions by accommodating buses within the temperature controlled garage, instead of housing buses outside of the facility. Currently, as many as 20 buses may be stored outside at BBG due to the building being at maximum capacity.

BBG is currently dark due to lack of windows, adequate lighting, and the buildings original design was not for a bus garage. This modernization project will address these concerns with LED lights; to save on energy costs and to improve the overall work environment.

Response:

As part of the BBG Modernization project, MVTA has requested a fiber connection redundant line. The fiber connection will be from BBG to Burnsville Transit Station (BTS). WAN connectivity is a critical resource that has agency, customer, and security impacts across the MVTA system. The redundant connection will ensure there is at least one network connection at all times. The redundant connection will also guarantee high levels of availability for MVTA facilities surveillance, real-time information (station and in-vehicle) and building access. If the main connection is offline, all MVTA sites will lose access to real-time information and facility security monitoring will be degraded. The loss of surveillance and building security access impacts both customer information and security.

(Limit 2,800 characters; approximately 400 words)

Applicants are recommended to provide any data to support their argument.

Upload any data

Please upload attachment in PDF form.

Measure C: Improvements and Amenities

The Burnsville Bus Garage (BBG), located at 11550 Rupp Drive in Burnsville, was constructed in 1977 as a manufacturing facility in an industrial park adjacent to the Minnesota Valley National Wildlife Refuge. The facility was converted to a bus garage in 1996. The garage area houses maintenance and a bus-washing system in addition to revenue and non-revenue vehicle storage. The site is tightly constrained and provides bus access from 116th Street and egress onto 115th Street. The streets around BBG are used by high volumes of heavy trucks; the PepsiCo Bottling plant across 116th Street is a particular source of heavy truck traffic between BBG and Cliff Road, the local arterial. On-street parking is limited.

Response

Limitations with facility design have created safety and operational challenges at BBG as revenue and non-revenue vehicle inventories continue to grow. Both bus garages are overcapacity, with 10+ large buses being stored outside at the rear of BBG near the fuel islands and 8+ large buses are parked outside on the north apron. Parking buses outside during the colder months are not feasible, nor is there suitable outdoor or overflow space for large buses at either garage. Buses that are parked outside are required to idle to ensure they start for pull-out and have an adequate interior temperature for customers. Idling releases harmful emissions and increases fuel costs.

The BBG Modernization project will increase bus storage capacity by 36 bus spaces. The project will also address safety concerns surrounding people having to walk through the bus wash area in order to exit/enter the office area to the bus garage area. Lighting will be improved by updated LED lights, this will improve employees, operators, and mechanic safety and overall quality of work environment. Additional bus spaces will allow for

buses to be housed indoors during the summer and winter months; this is especially important during the winter months. MVTA will see fuel savings, customer/operator satisfaction, and bus maintenance improvement due to internal storage (temperature control).

As part of the BBG Modernization project, MVTA has requested a fiber connection redundant line. The fiber connection will be from BBG to Burnsville Transit Station (BTS). WAN connectivity is a critical resource that has agency, customer, and security impacts across the MVTA system. The redundant connection will ensure there is at least one network connection at all times. The redundant connection will also guarantee high levels of availability for MVTA facilities surveillance, real-time information (station and in-vehicle) and building access. If the main connection is offline, all MVTA sites will lose access to real-time information and facility security monitoring will be degraded. The loss of surveillance and building security access impacts both customer information and security.

(Limit 5,600 characters; approximately 800 words)

Measure A: Roadway, Bicycle, and Pedestrian Improvements

The Burnsville Bus Garage (BBG) is home to revenue and non-revenue vehicles, employee/operator/mechanic parking and office space, a bike storage area, a bus wash, and mechanic shop. The proposed project (BBG Modernization) addresses safety concerns that MVTA's employees, operators, and mechanics encounter on a daily basis.

Currently, all people exiting/entering the bus garage area to the office area must walk across the bus wash. The floors surrounding the bus wash area are wet and safety concerns are always an issue. The BBG Modernization project proposes the relocation of the bus wash area to minimize slip and fall accidents.

Response

BBG currently houses a maximum of 55 buses internally, an additional 20 buses externally, and four non-revenue vehicles. Best practice at MVTA is to equip all revenue vehicles (buses) with bike racks. MVTA also provides a storage area for employees, operators, and/or mechanics that ride their bikes to work. The proposed project will allow for a larger, more designated area for bikes to be stored during the workday.

Although driving and biking to work may be popular; a large number of employees, operators, and mechanics walk to work. The area surrounding BBG lacks sidewalks; however, it is MVTA's goals to provide amenities at BBG to accommodate people that walk to work.

(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.

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. Yes

100%

Attach Layout

1531253840279_BBGModernization_RiskAssessment_Layout
Map.pdf

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 Yes

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 Yes

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) Yes

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: \$0.00

Total Annual Capital Cost of Project \$169,291.00

Total Annual Project Cost \$169,291.00

Assumption Used:

An annual capital cost of \$169,291 was generated from the assumption of a 40 year useful life for the project. The 40 years is based upon FTA's Circular Years of Useful Life (Facilities).

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
BBGModernization_LocalMatchFundingApproval.pdf	BBG Modernization - Local Match Approval Letter	2.1 MB
BBGModernization_RegionalEconomy.pdf	BBG Modernization - Regional Economy (Route 444, 460, 465, 470, 477, 480)	23.6 MB
CoordinationLetter_BBGModernization.pdf	BBG Modernization - Coordination Letter	115 KB
LOS BBG Modernization Droste.pdf	BBG Modernization - Letter of Support - City of Rosemount	69 KB
LOS_BBGModernization Ulrich.pdf	BBG Modernization - Letter of Support - Scott County	35 KB
Summary_BBGModernization.pdf	BBG Modernization - Summary	76 KB

Population/Employment Summary

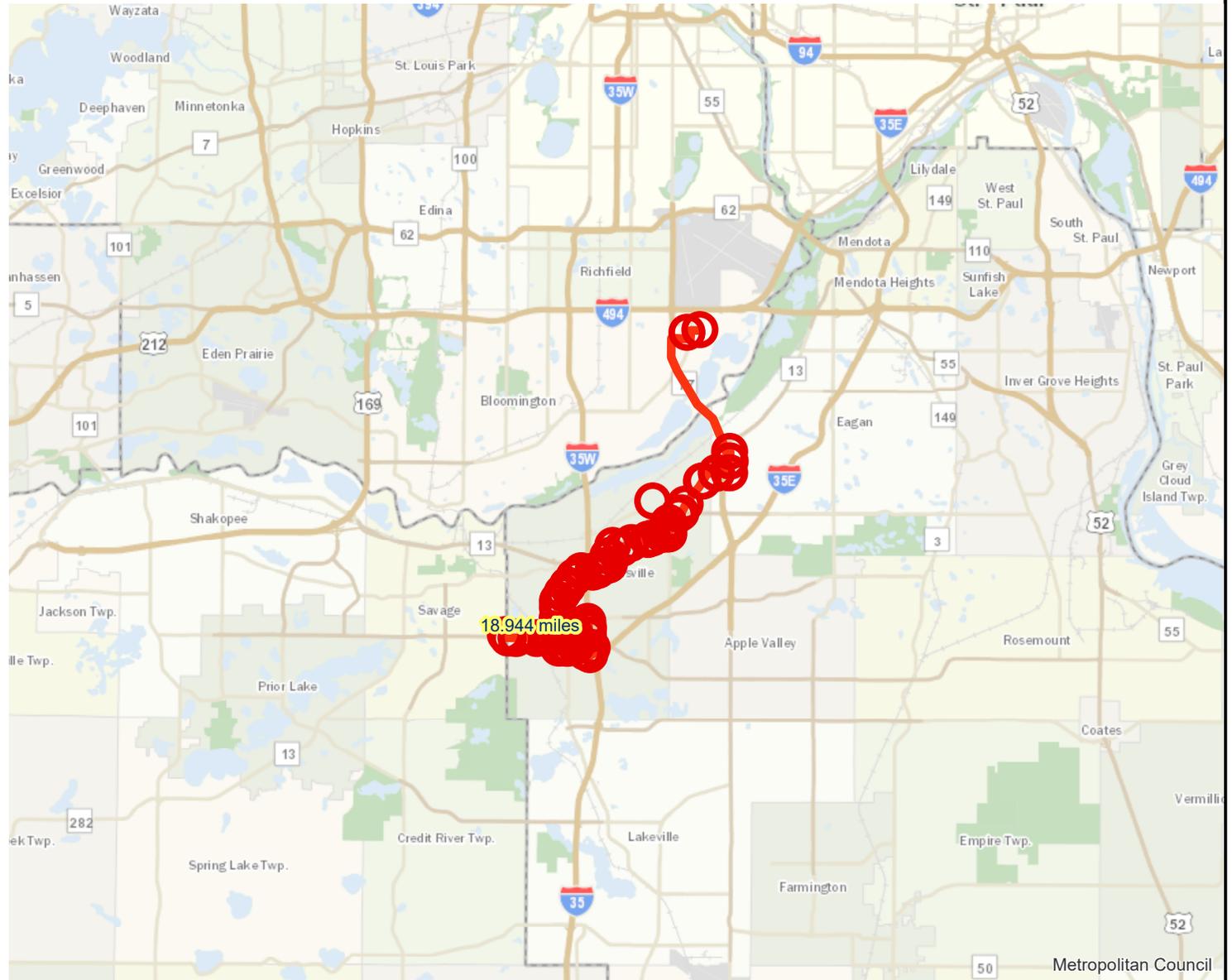
Transit System Modernization Project: MVTA BBG Modernization (Rt 444) | Map ID: 1530793867133

Results

Within QTR Mile of project:
Total Population: 48174
Total Employment: 45770
Postsecondary Students: 262

Within HALF Mile of project:
Total Population: 69682
Total Employment: 57625
Postsecondary Students: 616

Within ONE Mile of project:
Total Population: 98116
Total Employment: 66868



 Project Points

 Project



Created: 7/5/2018
LandscapeRSA4



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



Population/Employment Summary

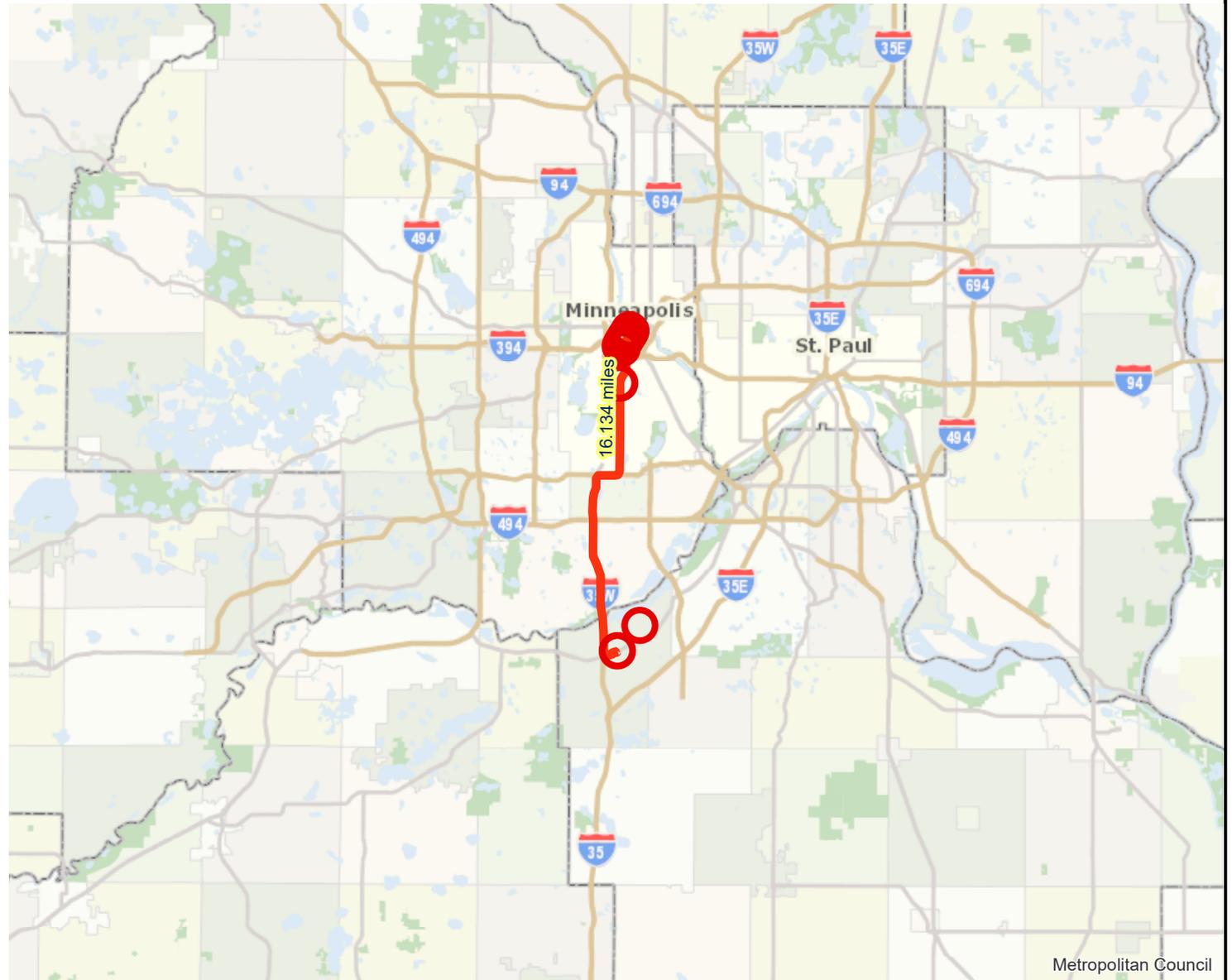
Transit System Modernization Project: MVTA BGG Modernization (Rt 460) | Map ID: 1530795663898

Results

Within QTR Mile of project:
Total Population: 33003
Total Employment: 131215
Postsecondary Students: 919

Within HALF Mile of project:
Total Population: 68985
Total Employment: 156858
Postsecondary Students: 9772

Within ONE Mile of project:
Total Population: 152908
Total Employment: 191321



 Project Points

 Project



Created: 7/5/2018
LandscapeRSA4



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



Population/Employment Summary

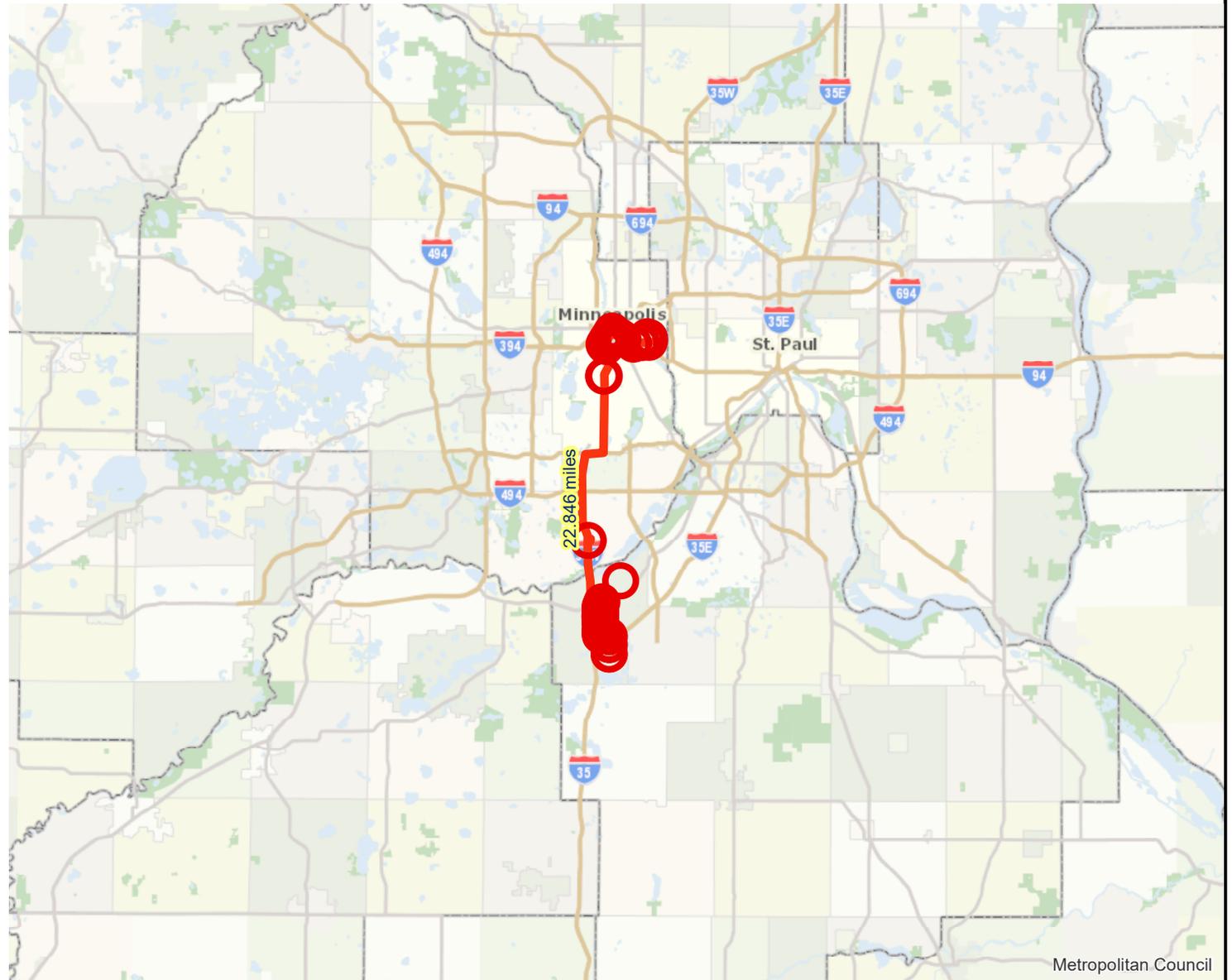
Transit System Modernization Project: MVTA BBG Modernization (Rt 465) | Map ID: 1530796478095

Results

Within QTR Mile of project:
Total Population: 70628
Total Employment: 160962
Postsecondary Students: 1048

Within HALF Mile of project:
Total Population: 119937
Total Employment: 197369
Postsecondary Students: 64373

Within ONE Mile of project:
Total Population: 229607
Total Employment: 254077



 Project Points

 Project



Created: 7/5/2018
LandscapeRSA4



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



Population/Employment Summary

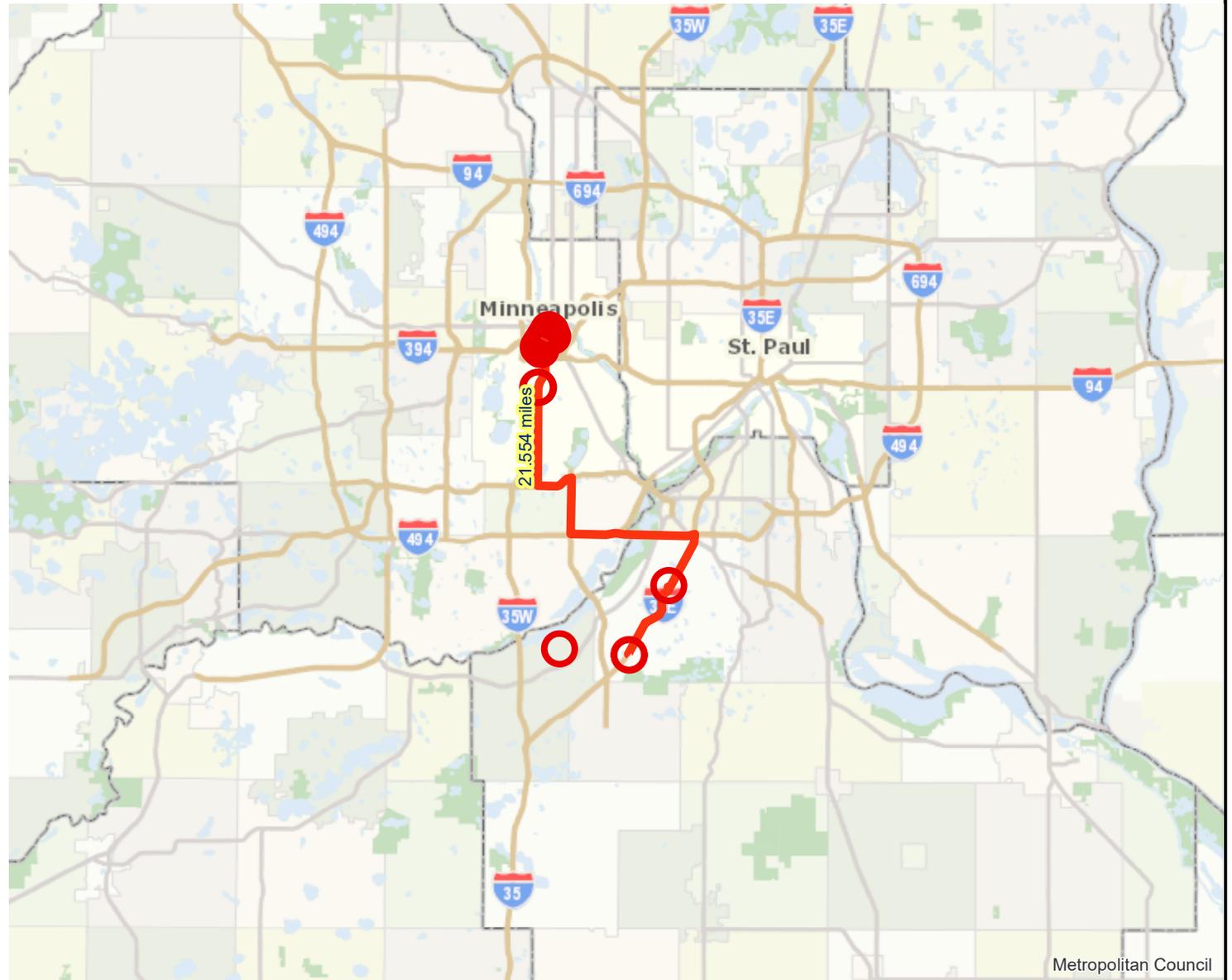
Transit System Modernization Project: MVTA BBG Modernization (Rt 470) | Map ID: 1530817184725

Results

Within QTR Mile of project:
Total Population: 45685
Total Employment: 138915
Postsecondary Students: 919

Within HALF Mile of project:
Total Population: 78379
Total Employment: 165388
Postsecondary Students: 9772

Within ONE Mile of project:
Total Population: 183065
Total Employment: 216029



 Project Points

 Project



Created: 7/5/2018
LandscapeRSA4



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



Population/Employment Summary

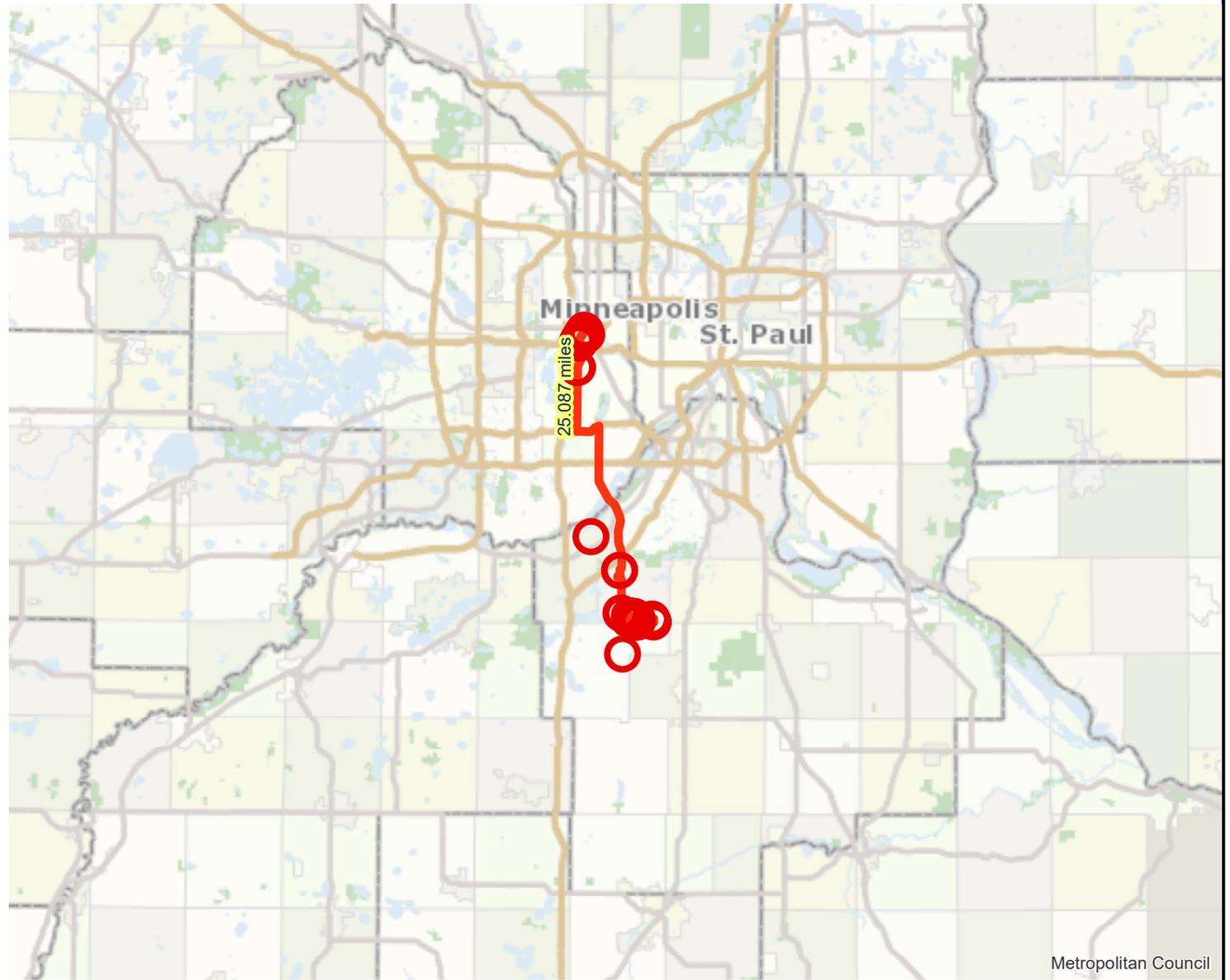
Transit System Modernization Project: MVTA BBG Modernization (Rt 477) | Map ID: 1530816772916

Results

Within QTR Mile of project:
Total Population: 57527
Total Employment: 130619
Postsecondary Students: 919

Within HALF Mile of project:
Total Population: 97839
Total Employment: 159394
Postsecondary Students: 9772

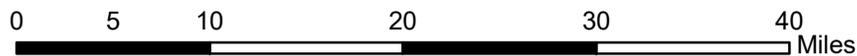
Within ONE Mile of project:
Total Population: 221097
Total Employment: 215182



Metropolitan Council

 Project Points

 Project



Created: 7/5/2018
LandscapeRSA4



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



Population/Employment Summary

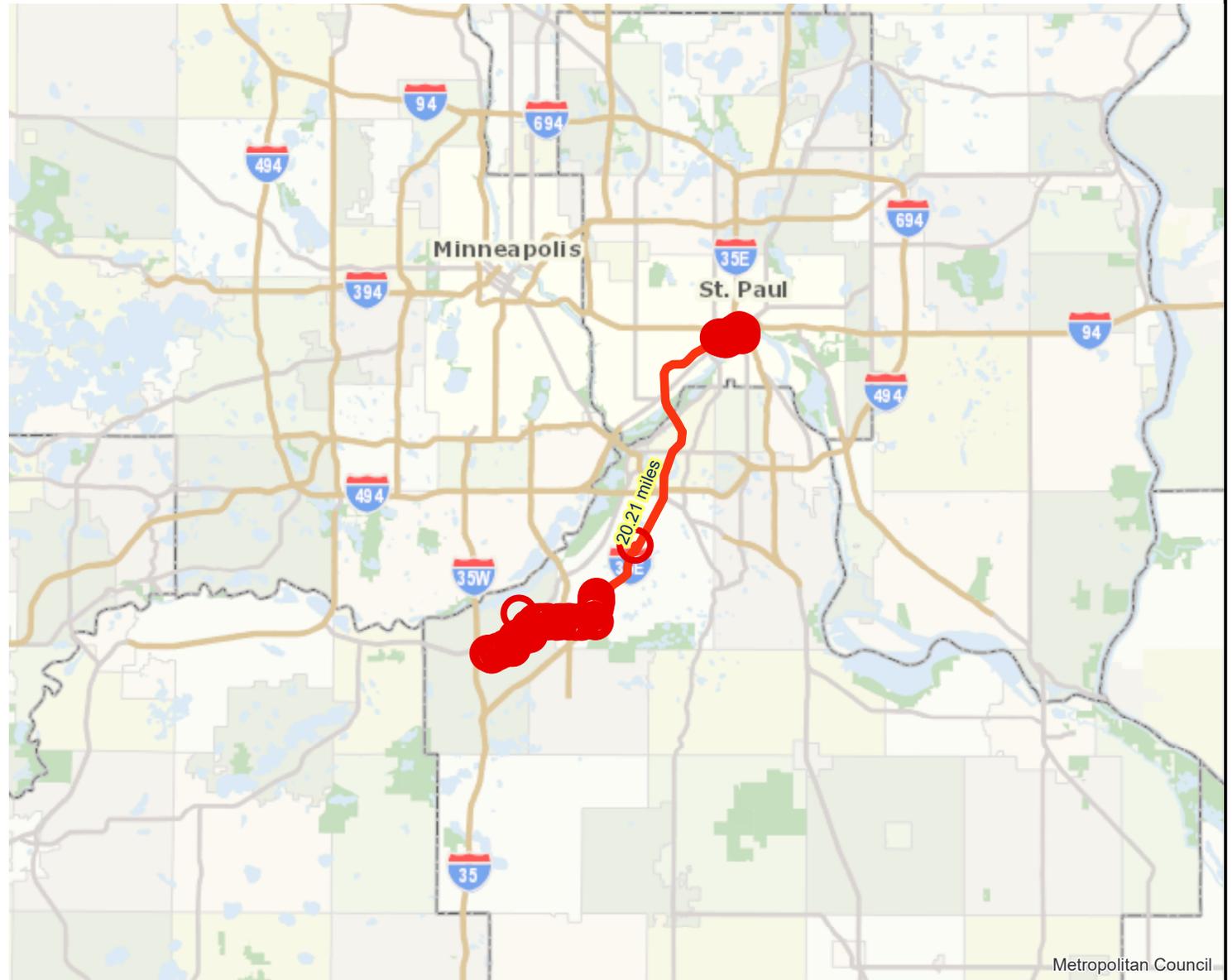
Transit System Modernization Project: MVTA BBG Modernization (Rt 480) | Map ID: 1530817687889

Results

Within QTR Mile of project:
Total Population: 54941
Total Employment: 76617
Postsecondary Students: 455

Within HALF Mile of project:
Total Population: 80940
Total Employment: 103167
Postsecondary Students: 8350

Within ONE Mile of project:
Total Population: 124881
Total Employment: 124523



 Project Points

 Project



Created: 7/5/2018
LandscapeRSA4

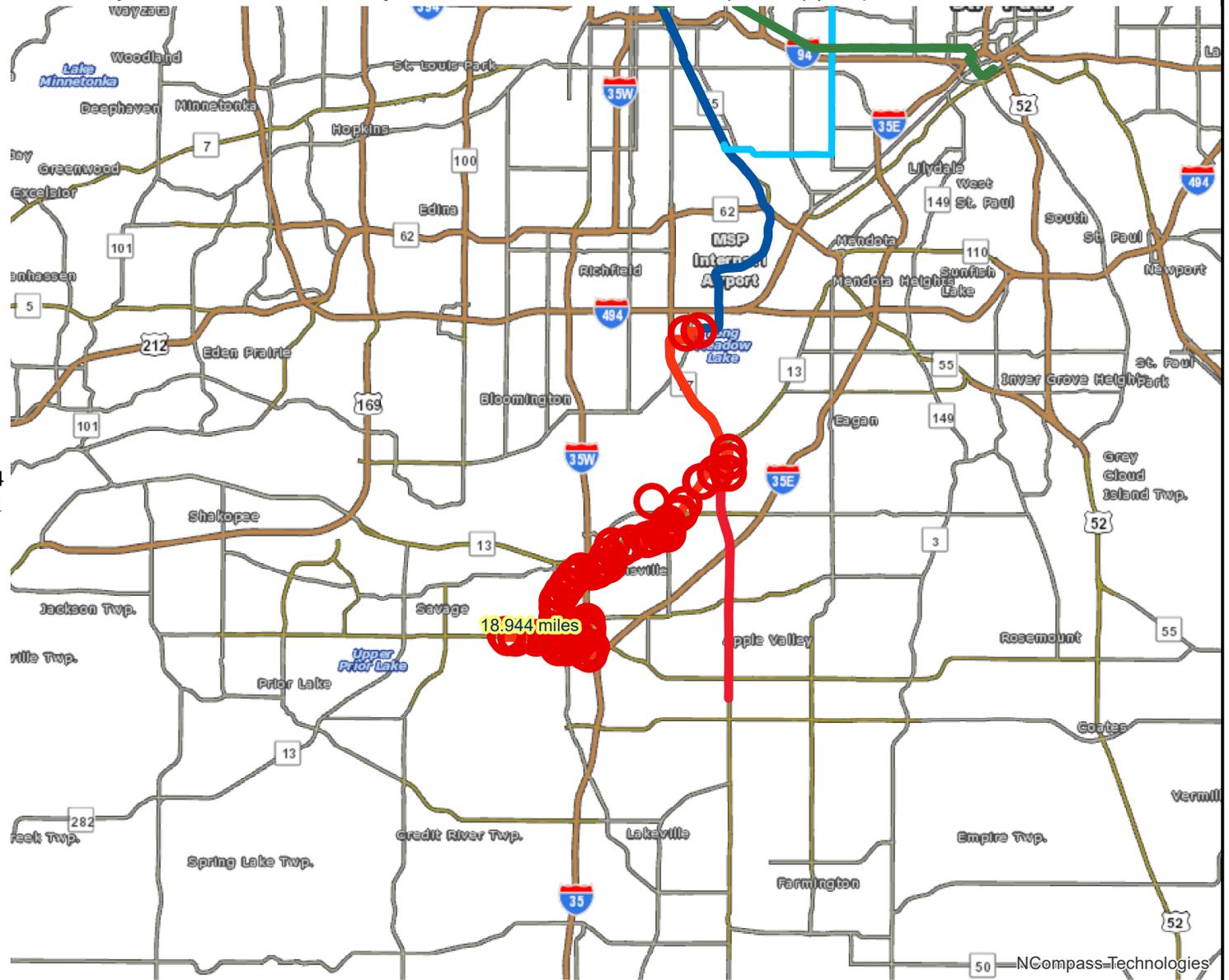


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gisitenew/notice.aspx>



Transit Connections

Transit System Modernization Project: MVTA BBG Modernization (Rt 444) | Map ID: 1530793867133



Results

Transit with a Direct Connection to project:
 415 421 426 437 438 440 442 444 445 460 464
 465 467 472 475 476 477 478 479 480 484 491
 492 495 5 515 538 539 54 540 542 901 903

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

*indicates Planned Alignments

○ Project Points
 — Blue Line
 — Red Line
— Project
 — A Line
 — Green Line



Created: 7/5/2018
 LandscapeRSA3



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



Transit Connections

Transit System Modernization Project: MVTA BBG Modernization (Rt 460) | Map ID: 1530795663898

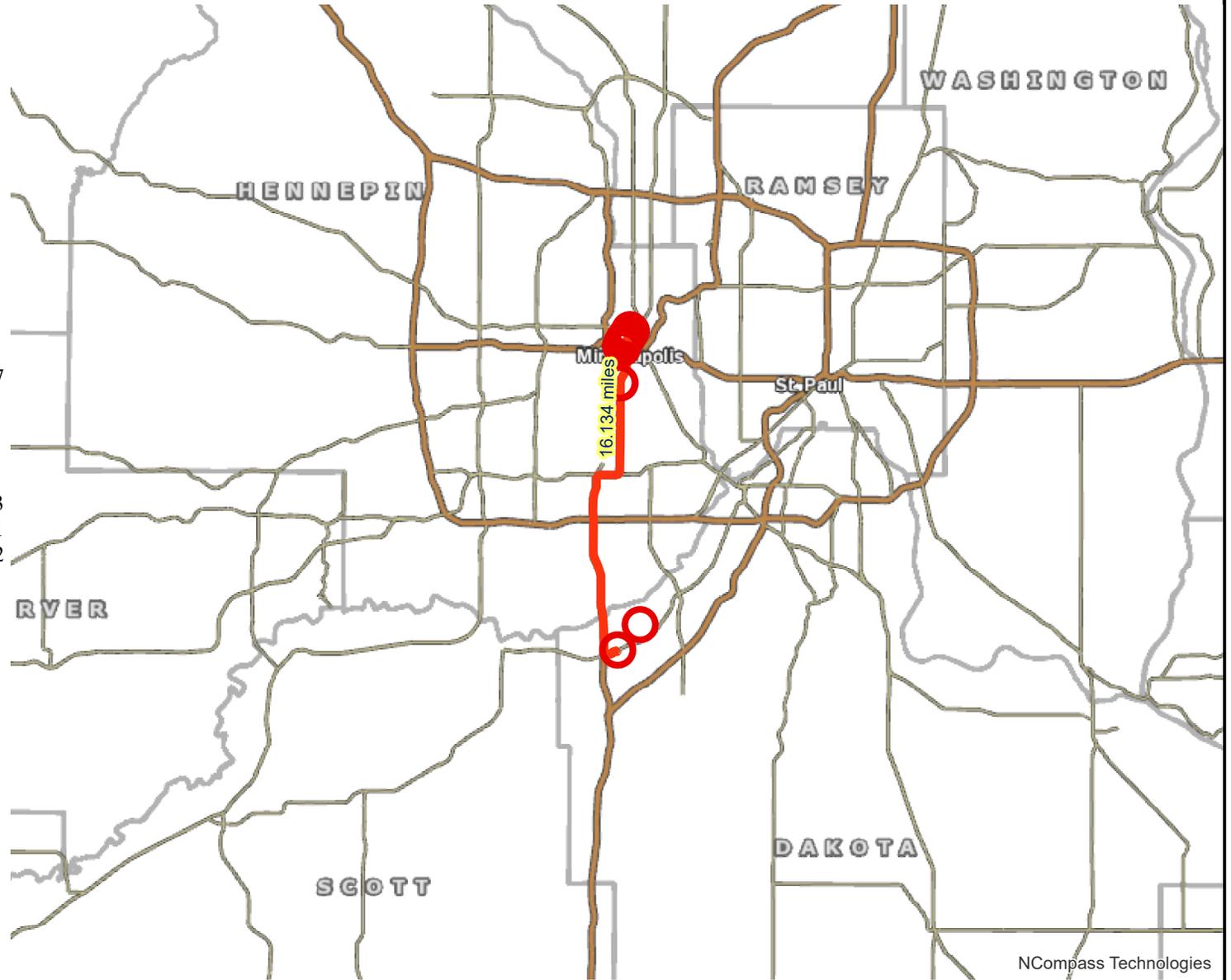
Results

Transit with a Direct Connection to project:

10 11 12 133 134 135 14 141 146 156 17
 18 19 20 21 22 25 250 261 263 264 27
 270 288 3 353 355 365 375 39 4 421 426
 444 452 460 464 465 467 470 472 475 476 477
 478 479 490 491 492 493 495 5 53 535 552
 553 554 558 578 579 587 588 589 59 597 6
 600 61 643 645 663 664 667 668 670 671 672
 673 674 677 690 691 692 695 697 698 699 7
 721 724 742 747 755 756 758 760 761 762 763
 764 765 766 767 768 772 774 776 777 780 781
 782 783 785 789 790 793 795 824 825 850 852
 854 865 9 901 902 94

- *Chicago-Fremont
- *West Broadway
- *Orange Line
- *Nicollet
- *Orange Line
- *Hennepin
- *Central
- *Lake
- *C Line

**indicates Planned Alignments*



NCompass Technologies

Project Points

Project



Created: 7/5/2018
 LandscapeRSA3



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



Transit Connections

Transit System Modernization Project: MVTA BBG Modernization (Rt 465) | Map ID: 1530796478095

Results

Transit with a Direct Connection to project:

10 11 111 113 114 118 12 120 121 122 129
 133 134 135 14 141 146 156 17 18 19 2
 20 21 22 25 250 252 261 263 264 27 270
 272 288 3 353 355 365 375 39 4 421 426
 442 444 452 460 464 465 467 470 472 475 476
 477 478 479 480 490 491 492 493 495 5 53
 535 539 552 553 554 558 578 579 587 588 589
 59 597 6 600 61 643 645 652 663 664 667
 668 670 671 672 673 674 677 690 691 692 695
 697 698 699 7 721 724 742 747 755 756 758
 760 761 762 763 764 765 766 767 768 772 774
 776 777 780 781 782 783 785 789 790 793 795
 824 825 850 852 854 865 9 901 902 94

*Chicago-Fremont

*West Broadway

*Orange Line

*Nicollet

*Orange Line

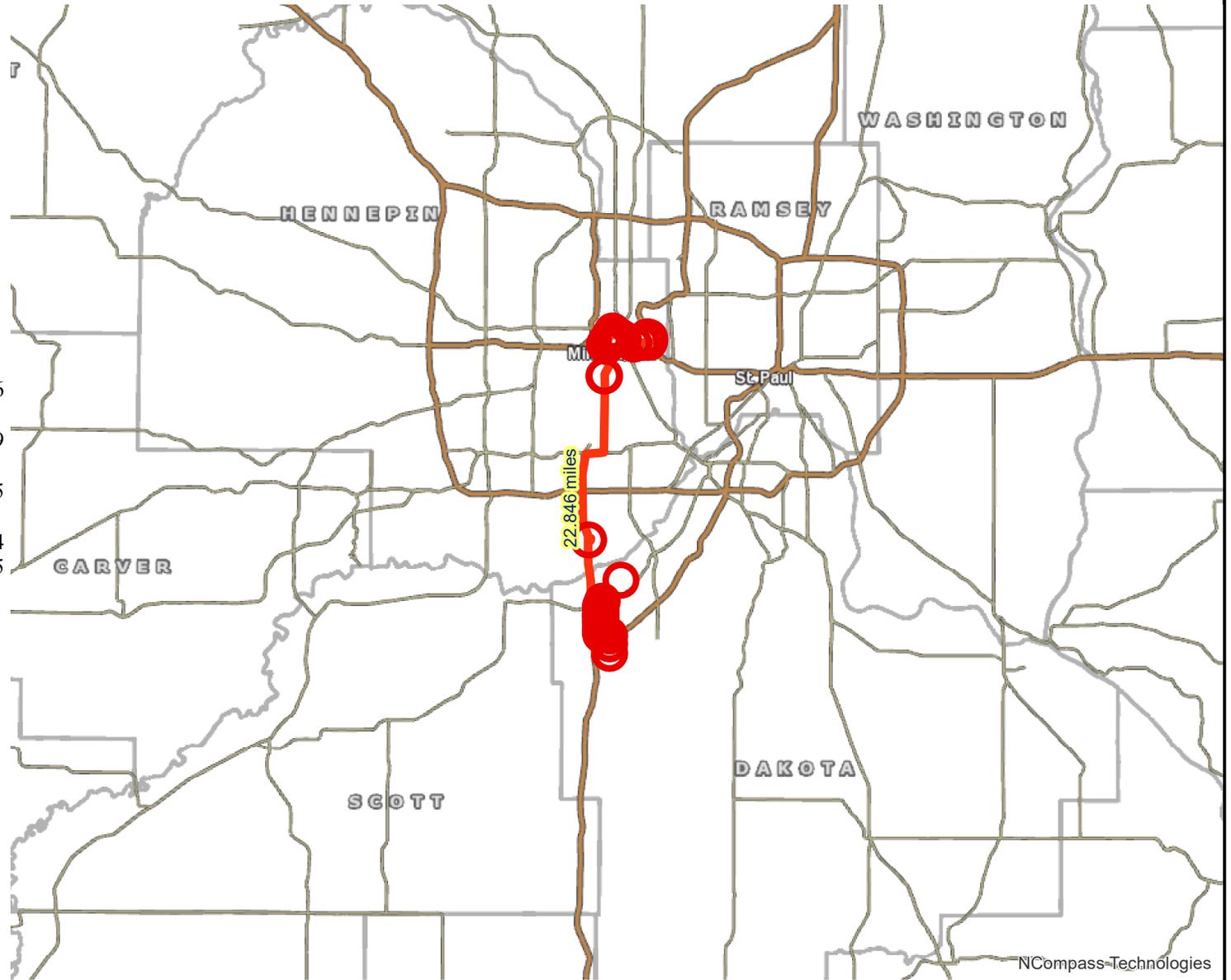
*Hennepin

*Central

*Lake

*C Line

**indicates Planned Alignments*



NCompass-Technologies

Project Points

Project



Created: 7/5/2018
 LandscapeRSA3



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



Transit Connections

Transit System Modernization Project: MVTA BBG Modernization (Rt 470) | Map ID: 1530817184725

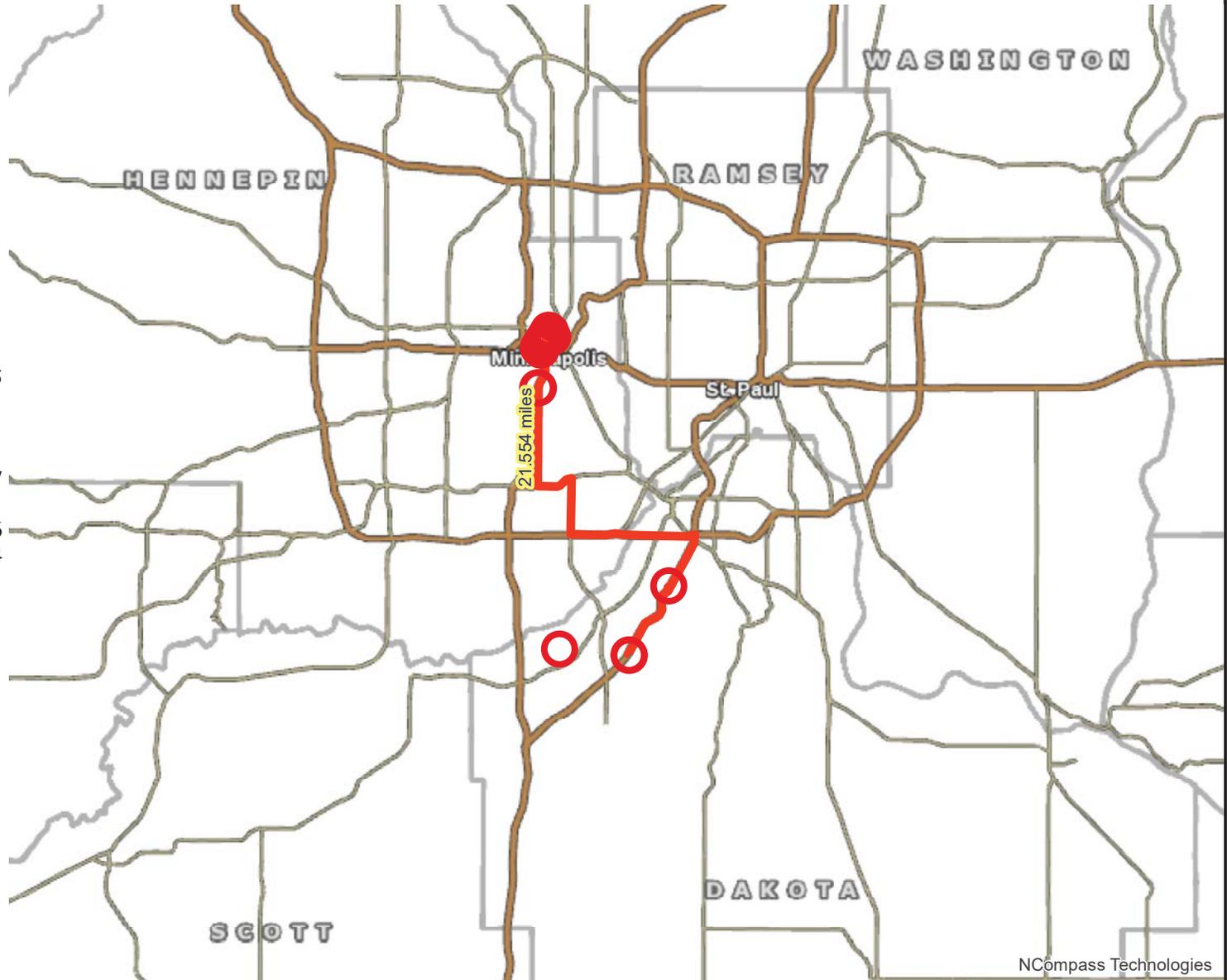
Results

Transit with a Direct Connection to project:

10 11 12 133 134 135 14 141 146 156 17
 18 19 20 21 22 25 250 261 263 264 27
 270 288 3 353 355 365 375 39 4 416 437
 438 445 446 452 460 464 465 467 470 472 475
 476 477 478 479 480 484 490 491 492 493 5
 53 535 552 553 554 558 578 579 587 588 589
 59 597 6 600 61 643 645 663 664 667 668
 670 671 672 673 674 677 690 691 692 695 697
 698 699 7 721 724 742 747 755 756 758 760
 761 762 763 764 765 766 767 768 772 774 776
 777 780 781 782 783 785 789 790 793 795 824
 825 850 852 854 865 9 901 902 94

- *Chicago-Fremont
- *West Broadway
- *Orange Line
- *Nicollet
- *Orange Line
- *Hennepin
- *Central
- *Lake
- *C Line

**indicates Planned Alignments*



NCompass Technologies

 Project Points

 Project



Created: 7/5/2018
 LandscapeRSA3



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



Transit Connections

Transit System Modernization Project: MVTA BBG Modernization (Rt 477) | Map ID: 1530816772916

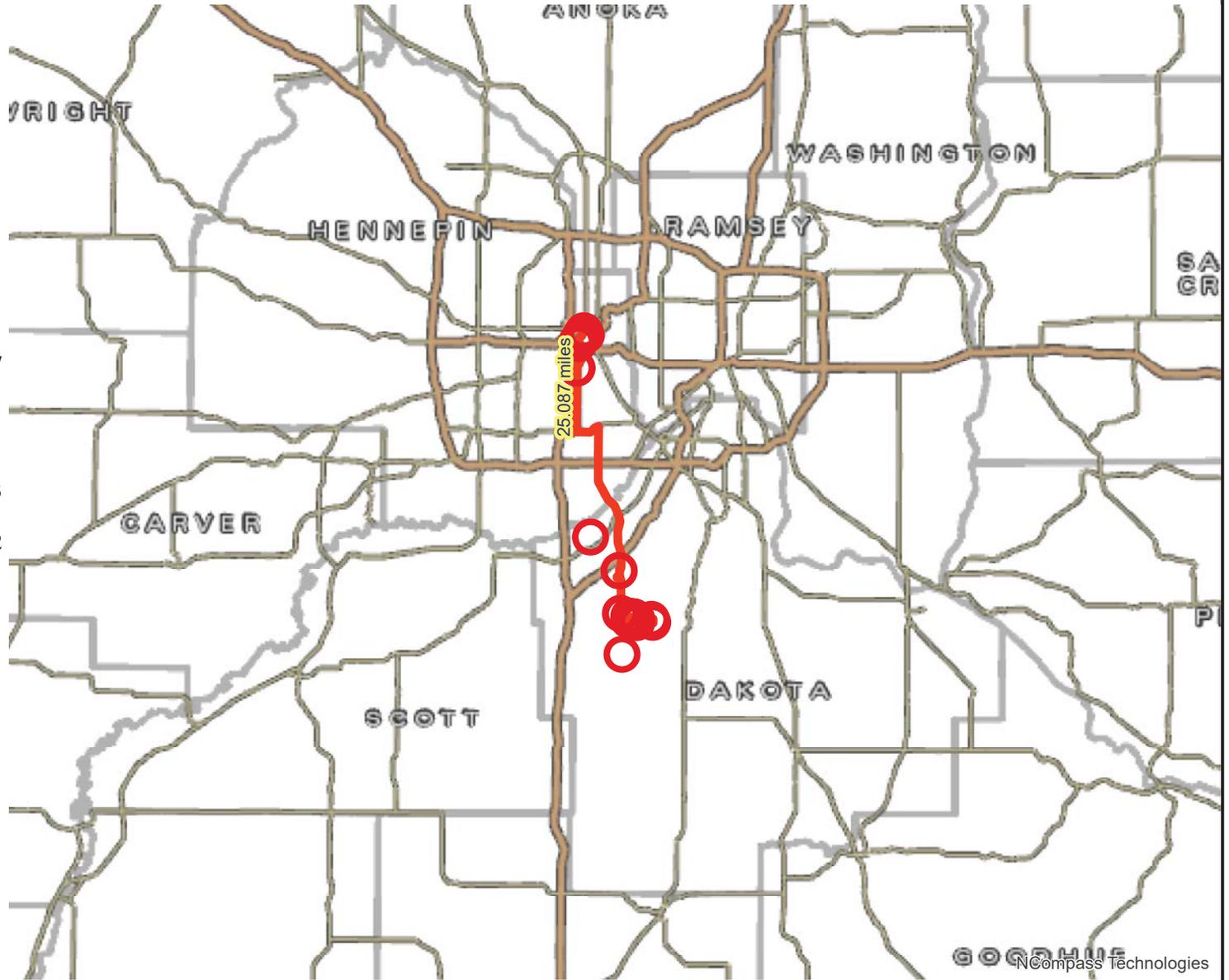
Results

Transit with a Direct Connection to project:

10 11 12 133 134 135 14 141 146 156 17
18 19 20 21 22 25 250 261 263 264 27
270 288 3 353 355 365 375 39 4 420 440
442 452 460 464 465 467 470 472 475 476 477
478 479 480 490 491 492 493 5 53 535 552
553 554 558 578 579 587 588 589 59 597 6
600 61 643 645 663 664 667 668 670 671 672
673 674 677 690 691 692 695 697 698 699 7
721 724 742 747 755 756 758 760 761 762 763
764 765 766 767 768 772 774 776 777 780 781
782 783 785 789 790 793 795 824 825 850 852
854 865 9 901 902 903 94

- *Chicago-Fremont
- *West Broadway
- *Orange Line
- *Red Line - Phase 2
- *Nicollet
- *Orange Line
- *Hennepin
- *Central
- *Lake
- *C Line

*indicates Planned Alignments



○ Project Points

— Project



Created: 7/5/2018
LandscapeRSA3

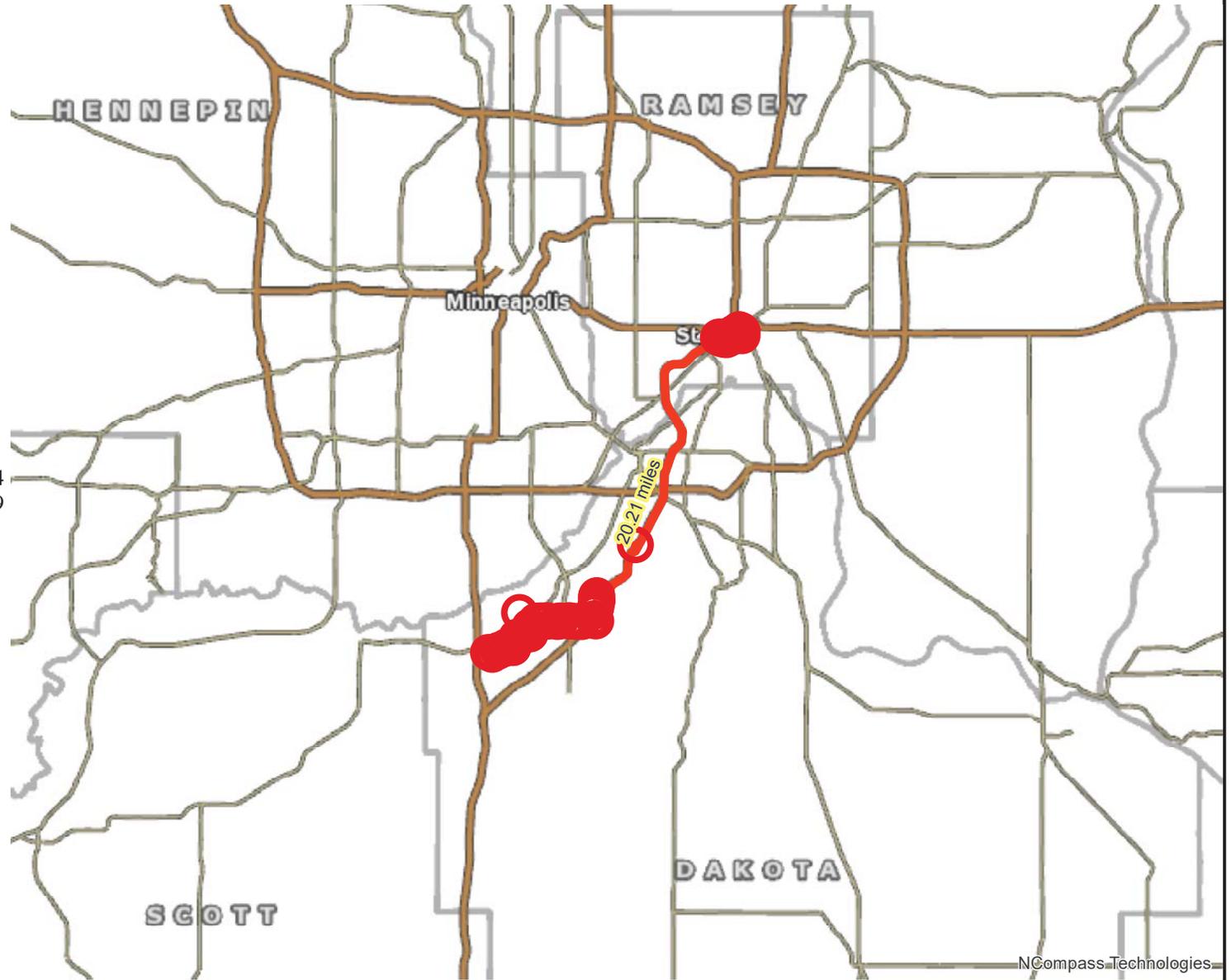


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Transit Connections

Transit System Modernization Project: MVTA BBG Modernization (Rt 480) | Map ID: 1530817687889



Results

Transit with a Direct Connection to project:
16 21 262 265 275 294 3 350 351 353 355
361 364 365 375 416 417 426 437 438 440 444
445 446 452 460 464 465 470 472 480 484 489
491 495 53 54 61 62 63 64 65 67 68
70 71 74 75 860 902 94

- *East 7th
- *Robert
- *Gold Line
- *Gold Line

**indicates Planned Alignments*

 Project Points

 Project



Created: 7/5/2018
LandscapeRSA3



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



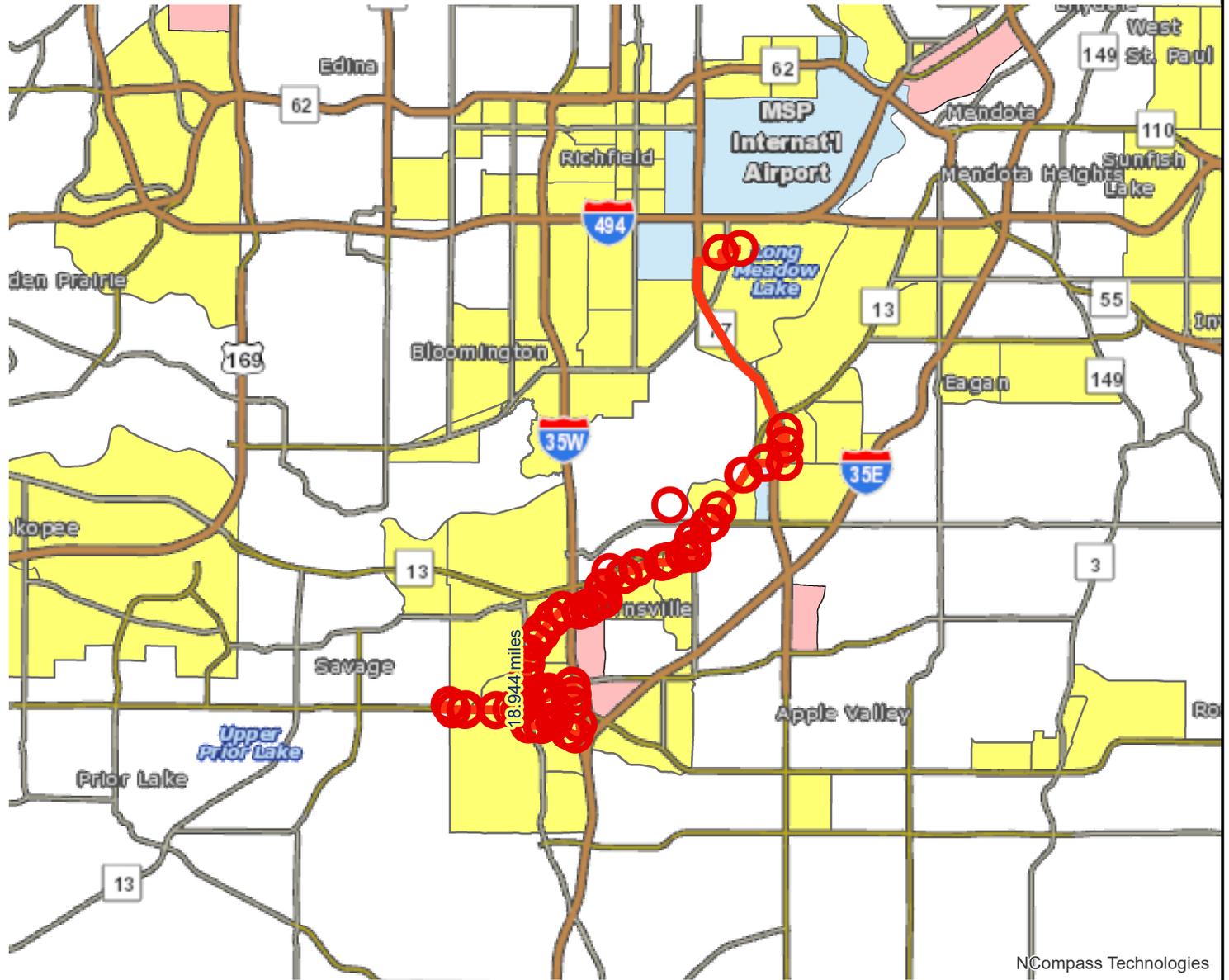
NCompass Technologies

Socio-Economic Conditions

Transit System Modernization Project: MVTA BGG Modernization (Rt 444) | Map ID: 1530793867133

Results

Project located IN
Area of Concentrated Poverty
with 50% or more of residents
are people of color (ACP50):
(0 to 30 Points)



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

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



Created: 7/5/2018
LandscapeRSA2



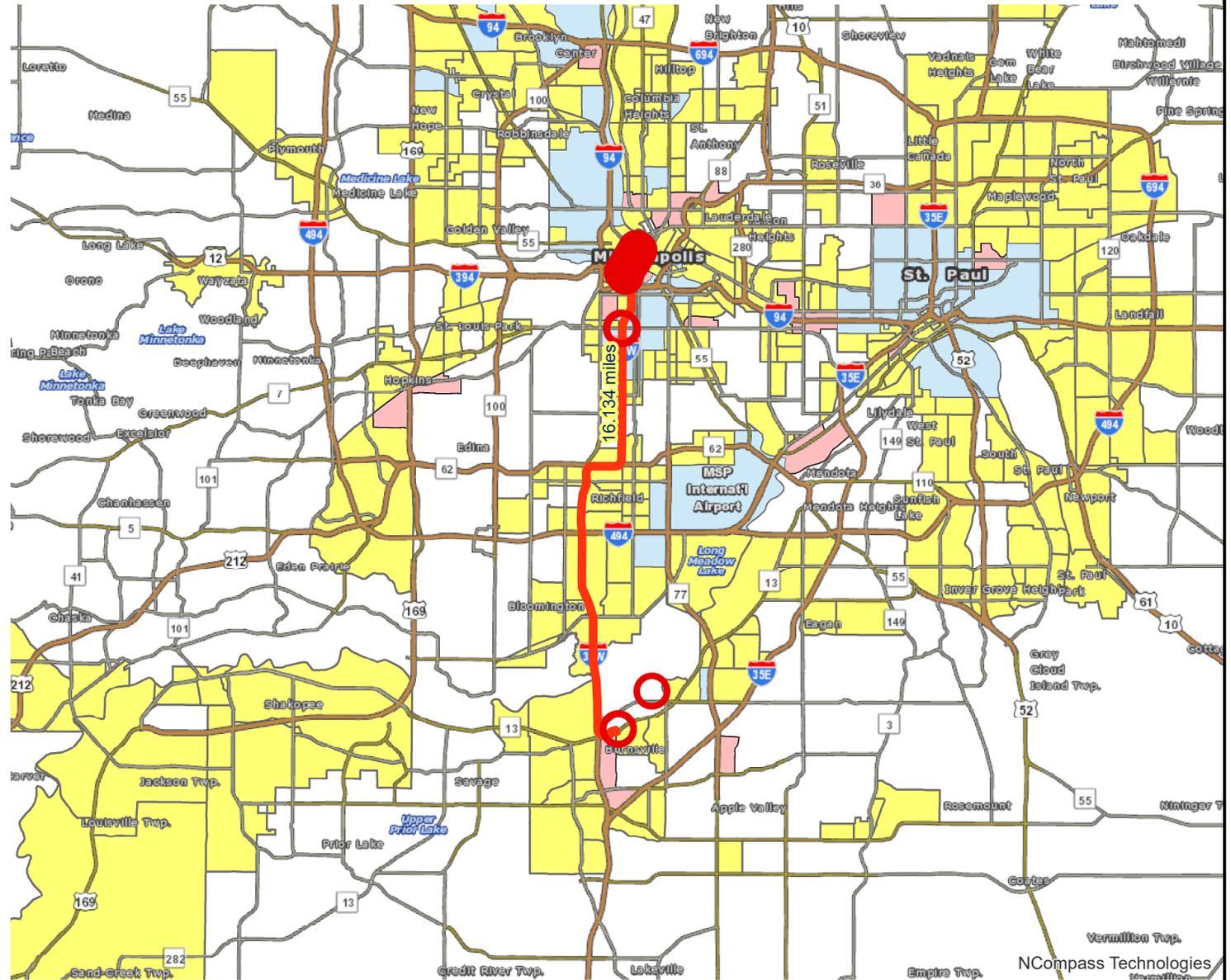
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Socio-Economic Conditions

Results

Project located IN
Area of Concentrated Poverty
with 50% or more of residents
are people of color (ACP50):
(0 to 30 Points)



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

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

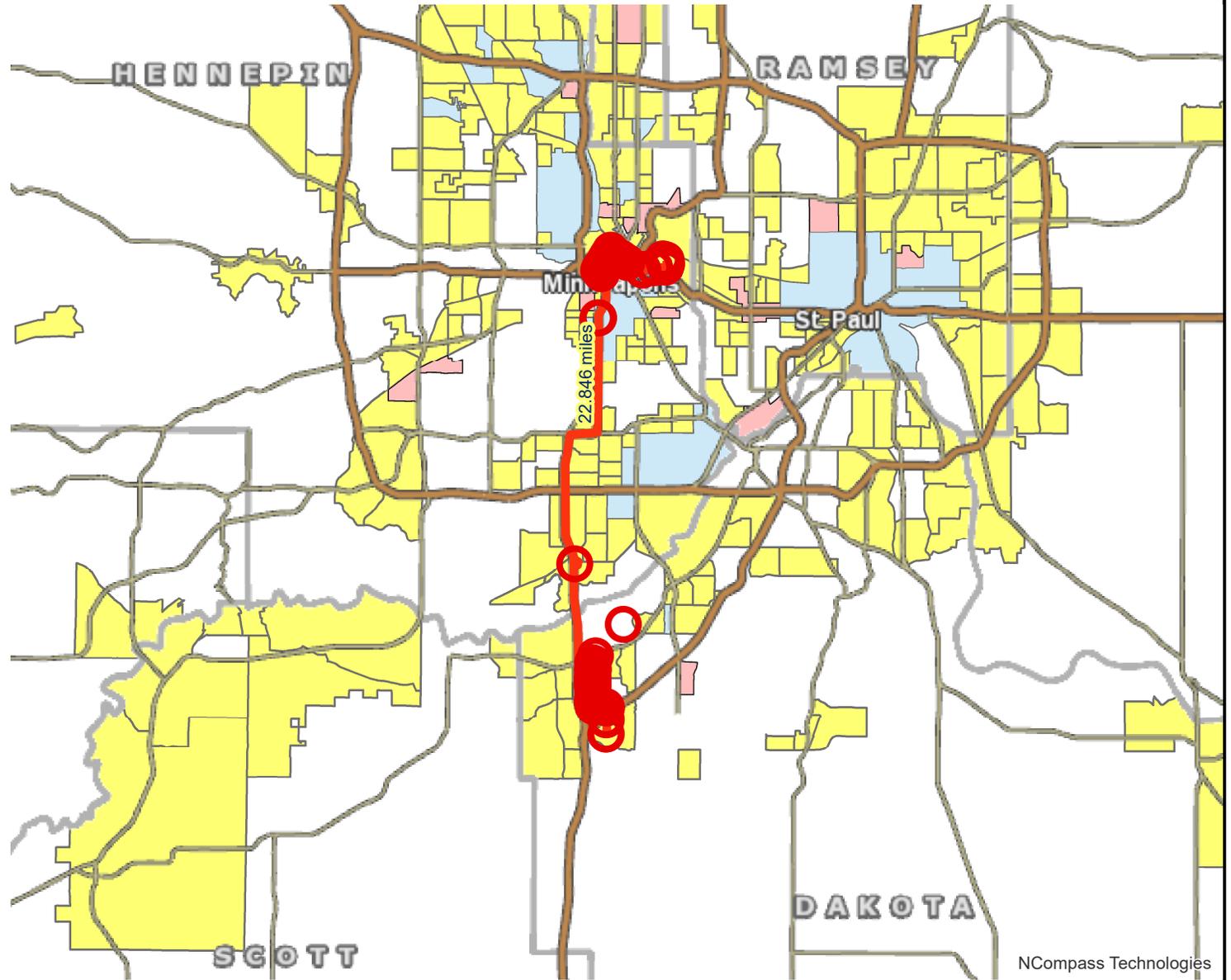


Socio-Economic Conditions

Transit System Modernization Project: MVTA BGG Modernization (Rt 465) | Map ID: 1530796478095

Results

Project located **IN**
Area of Concentrated Poverty
with 50% or more of residents
are people of color (ACP50):
(0 to 30 Points)



NCompass Technologies

-  Project Points
-  Project
-  Area of Concentrated Poverty > 50% residents of color
-  Area of Concentrated Poverty
-  Above reg'l avg conc of race/poverty



Created: 7/5/2018
LandscapeRSA2



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

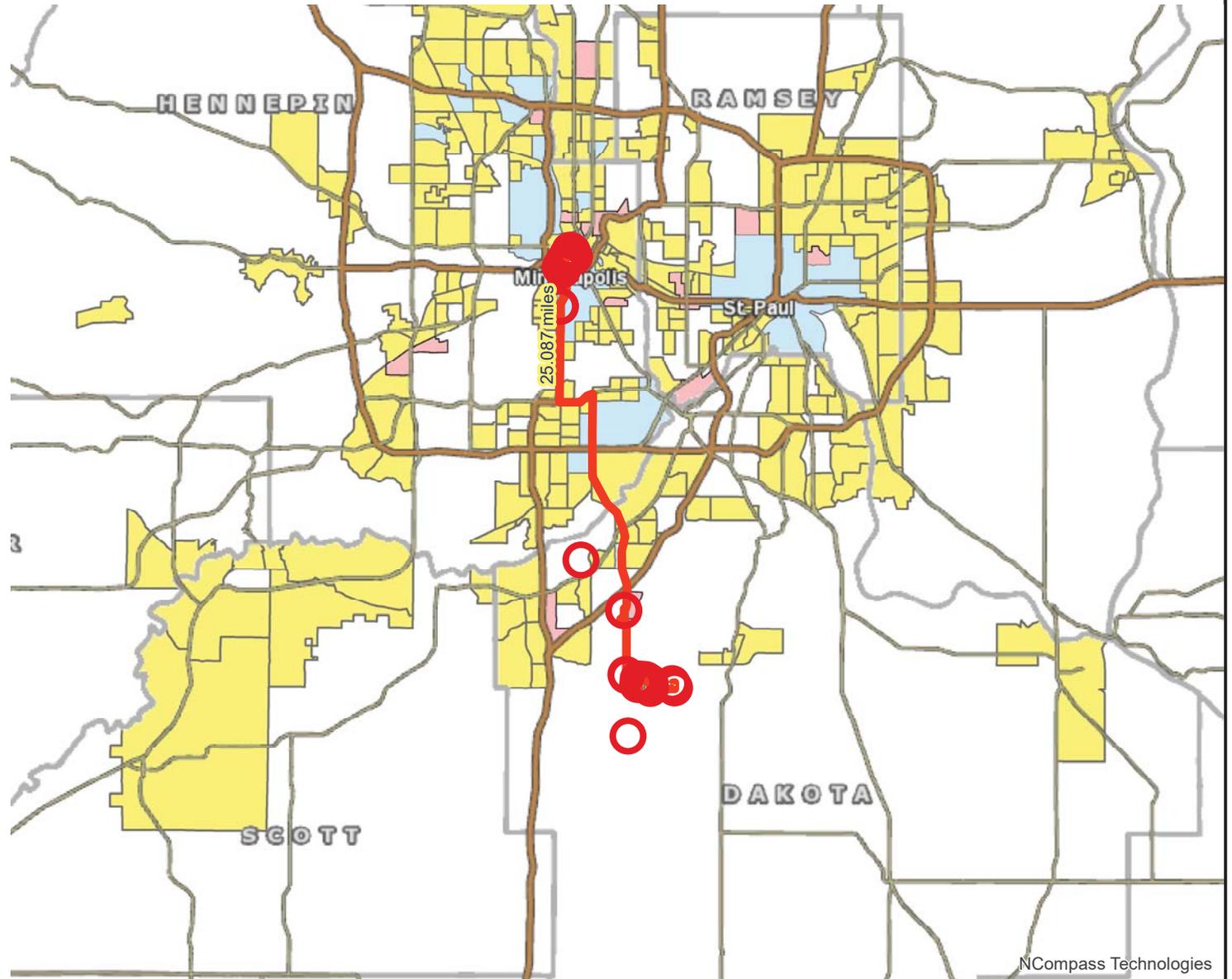


Socio-Economic Conditions

Transit System Modernization Project: MVTA BGG Modernization (Rt 477) | Map ID: 1530816772916

Results

Project located **IN**
Area of Concentrated Poverty
with 50% or more of residents
are people of color (ACP50):
(0 to 30 Points)



NCompass Technologies

-  Project Points
-  Project
-  Area of Concentrated Poverty
-  Above reg'l avg conc of race/poverty
-  Area of Concentrated Poverty > 50% residents of color



Created: 7/5/2018
LandscapeRSA2



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

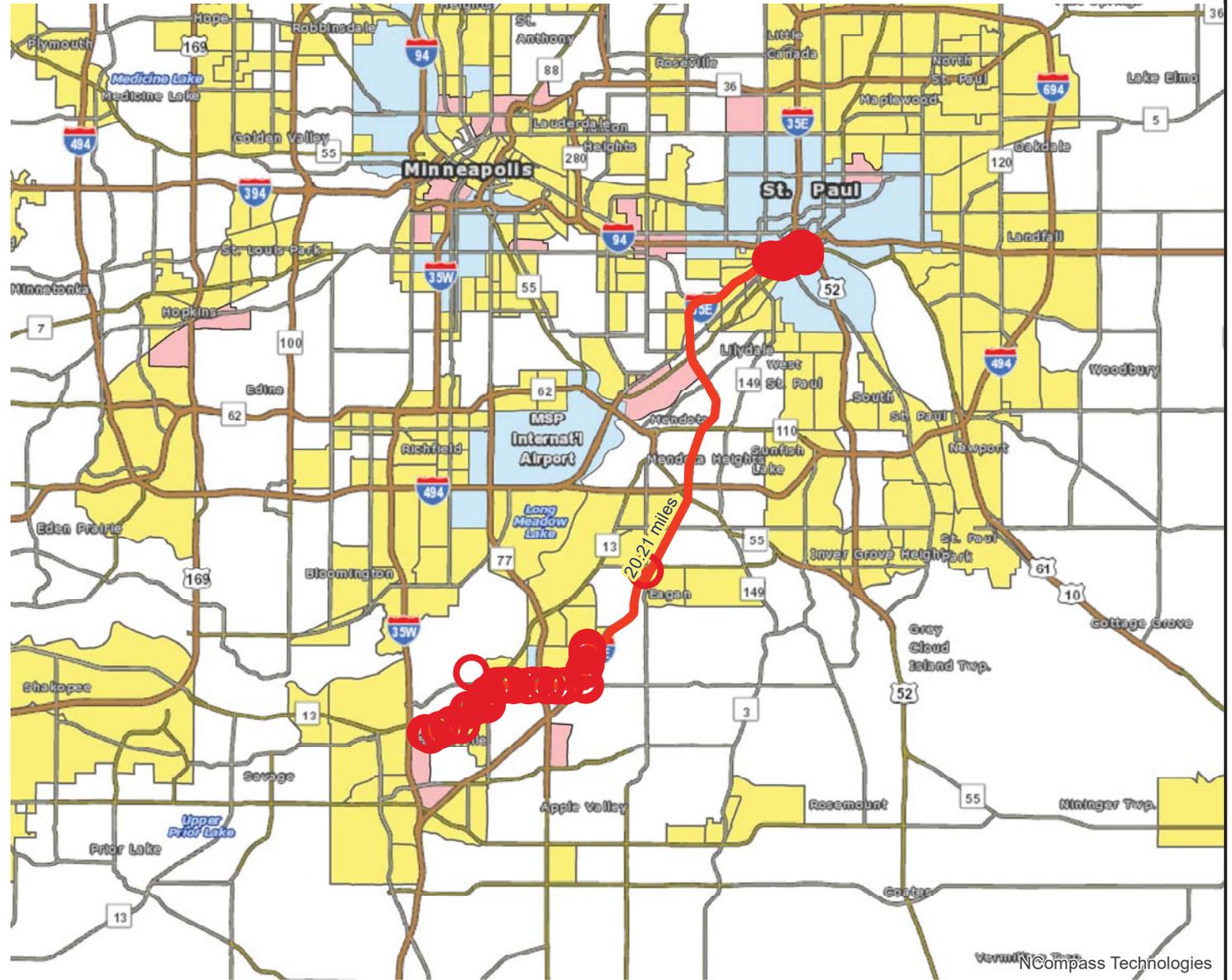


Socio-Economic Conditions

Transit System Modernization Project: MVTA BBG Modernization (Rt 480) | Map ID: 1530817687889

Results

Project located IN
Area of Concentrated Poverty
with 50% or more of residents
are people of color (ACP50):
(0 to 30 Points)



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

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



Created: 7/5/2018
LandscapeRSA2



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



July 11, 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 the Burnsville Bus Garage expansion project if it is selected for the 2022-2023 Regional Solicitation Transit funds.

Our understanding of the project scope is that the project will increase bus storage capacity by 36, relocate the maintenance and bus wash, add storage, and add a redundant fiber connection from the garage to the Burnsville Transit Station.

The project total cost is estimated at \$6,771,632 with \$5,417,306 in Regional Solicitation transit funds requested and a \$1,354,326 local capital 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 \$1,354,326 in RTC funds as local capital match for the Burnsville Bus Garage expansion project 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.
- MVTA will be responsible for committing operating funds required to operate and maintain the expanded facility.

Sincerely,



Nick Thompson
Director, Metropolitan Transportation Services
Metropolitan Transportation Services

Cc:
Heather Aagesen-Huebner
Heidi Scholl

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 the Eagan Transit Station Modernization project if it is selected for the 2022-2023 Regional Solicitation Transit funds.

Our understanding of the project scope is that it proposes adding an elevator and related enclosure.

The project total cost is estimated at \$515,000 with \$412,000 in Regional Solicitation transit funds requested and a \$103,000 local capital 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 \$103,000 in RTC funds as local capital match for the Eagan Transit Station Modernization project 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.
- MVTA will be responsible for committing operating funds required to operate and maintain the elevator.

Sincerely,



Nick Thompson
Director, Metropolitan Transportation Services
Metropolitan Transportation Services

cc:

Heather Agesen-Huebner
Heidi Scholl

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 the Burnsville Transit Station Modernization project if it is selected for the 2022-2023 Regional Solicitation Transit funds.

Our understanding of the project scope is that it proposes adding an elevator and related enclosure, back-up generator, and signage.

The project total cost is estimated at \$770,000 with \$616,000 in Regional Solicitation transit funds requested and a \$154,000 local capital 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 \$154,000 in RTC funds as local capital match for the Burnsville Transit Station Modernization project 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.
- MVTA will be responsible for committing operations funding required to operating and maintain the elevator.

Sincerely,



Nick Thompson
Director, Metropolitan Transportation Services
Metropolitan Transportation Services

Cc:
Heather Aagesen-Huebner
Heidi Scholl

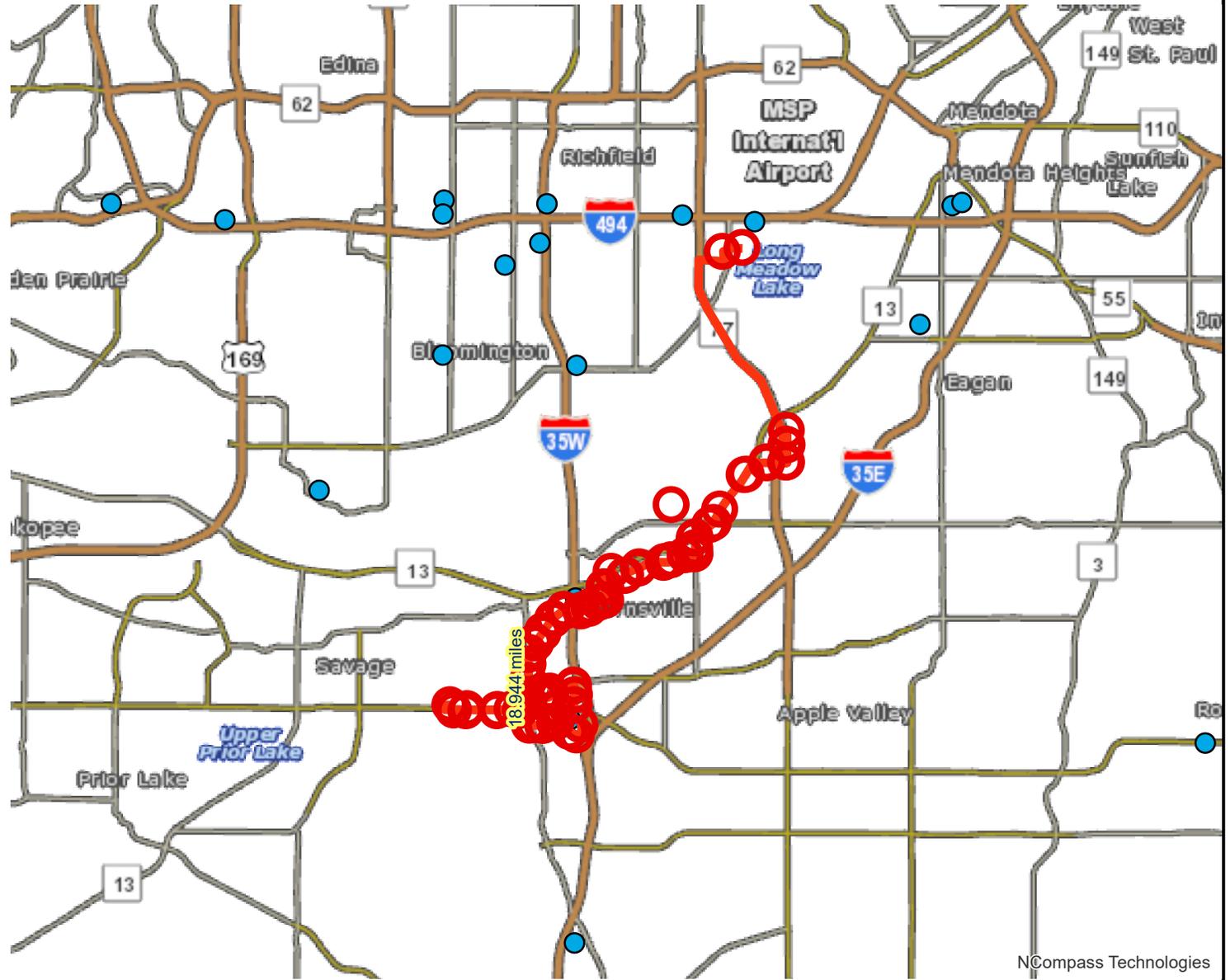
Regional Economy

Transit System Modernization Project: MVTA BGG Modernization (Rt 444) | Map ID: 1530793867133

Results

WITHIN ONE MI of project:
Postsecondary Students: 927

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



NCompass Technologies

○ Project Points ● Postsecondary Education Centers

— Project



Created: 7/5/2018
LandscapeRSA5



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

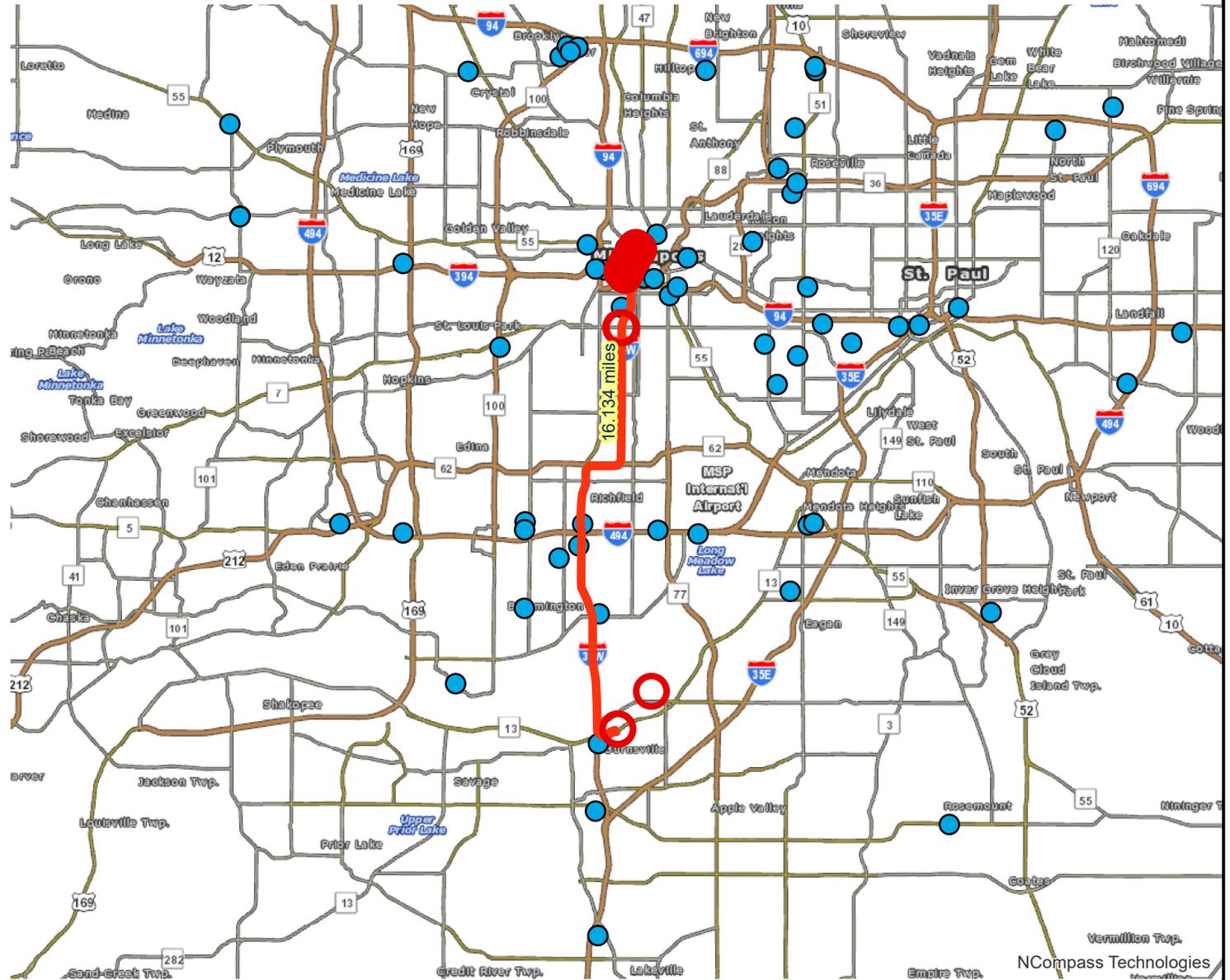


Regional Economy

Transit System Modernization Project: MVTA BGG Modernization (Rt 460) | Map ID: 1530795663898

Results

WITHIN ONE MI of project:
 Postsecondary Students: 15401
 Total Population: 267478
 Total Employment: 320223
 Mfg and Dist Employment: 23657



○ Project Points ● Postsecondary Education Centers

— Project



Created: 7/5/2018
LandscapeRSA5



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



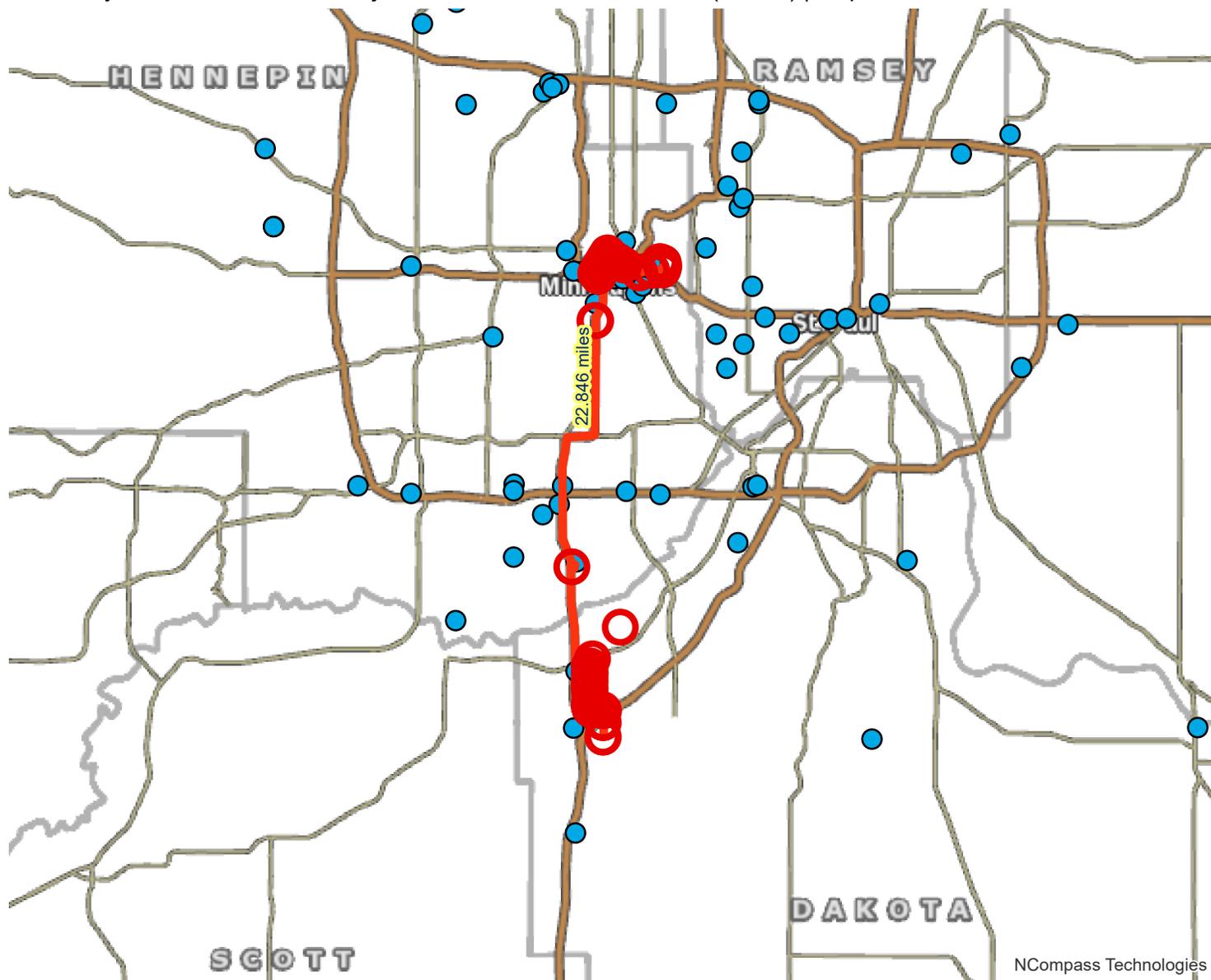
Regional Economy

Transit System Modernization Project: MVTA BBG Modernization (Rt 465) | Map ID: 1530796478095

Results

WITHIN ONE MI of project:
Postsecondary Students: 69687

Total Population: 327097
Total Employment: 363476
Mfg and Dist Employment: 31373



○ Project Points ● Postsecondary Education Centers

— Project



Created: 7/5/2018
LandscapeRSA5



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



NCompass Technologies

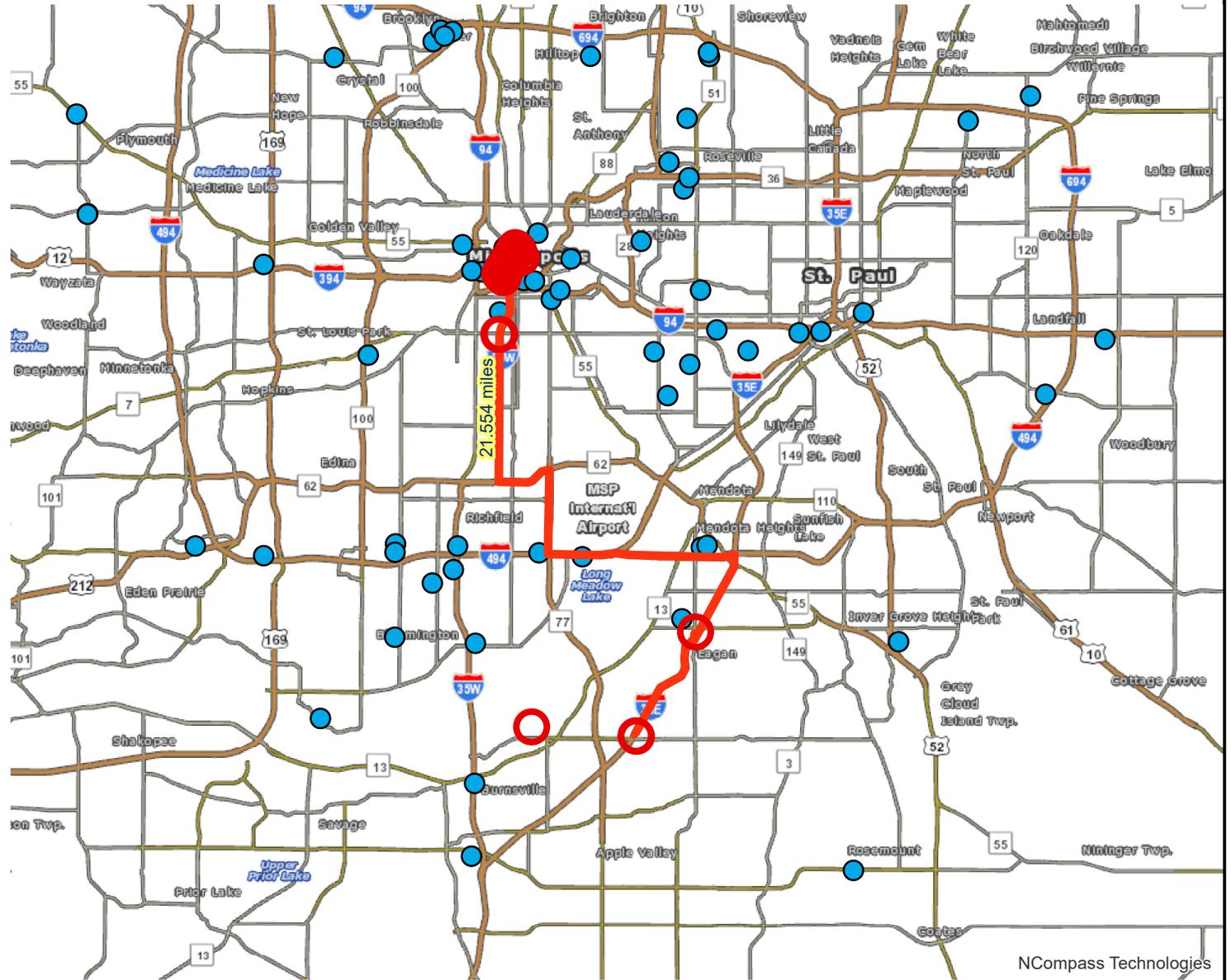
Regional Economy

Transit System Modernization Project: MVTA BGG Modernization (Rt 470) | Map ID: 1530817184725

Results

WITHIN ONE MI of project:
Postsecondary Students: 16011

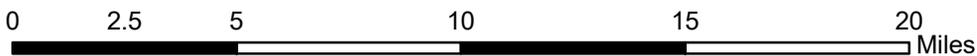
Total Population: 262964
Total Employment: 339044
Mfg and Dist Employment: 32874



NCompass Technologies

 Project Points  Postsecondary Education Centers

 Project



Created: 7/5/2018
LandscapeRSA5



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



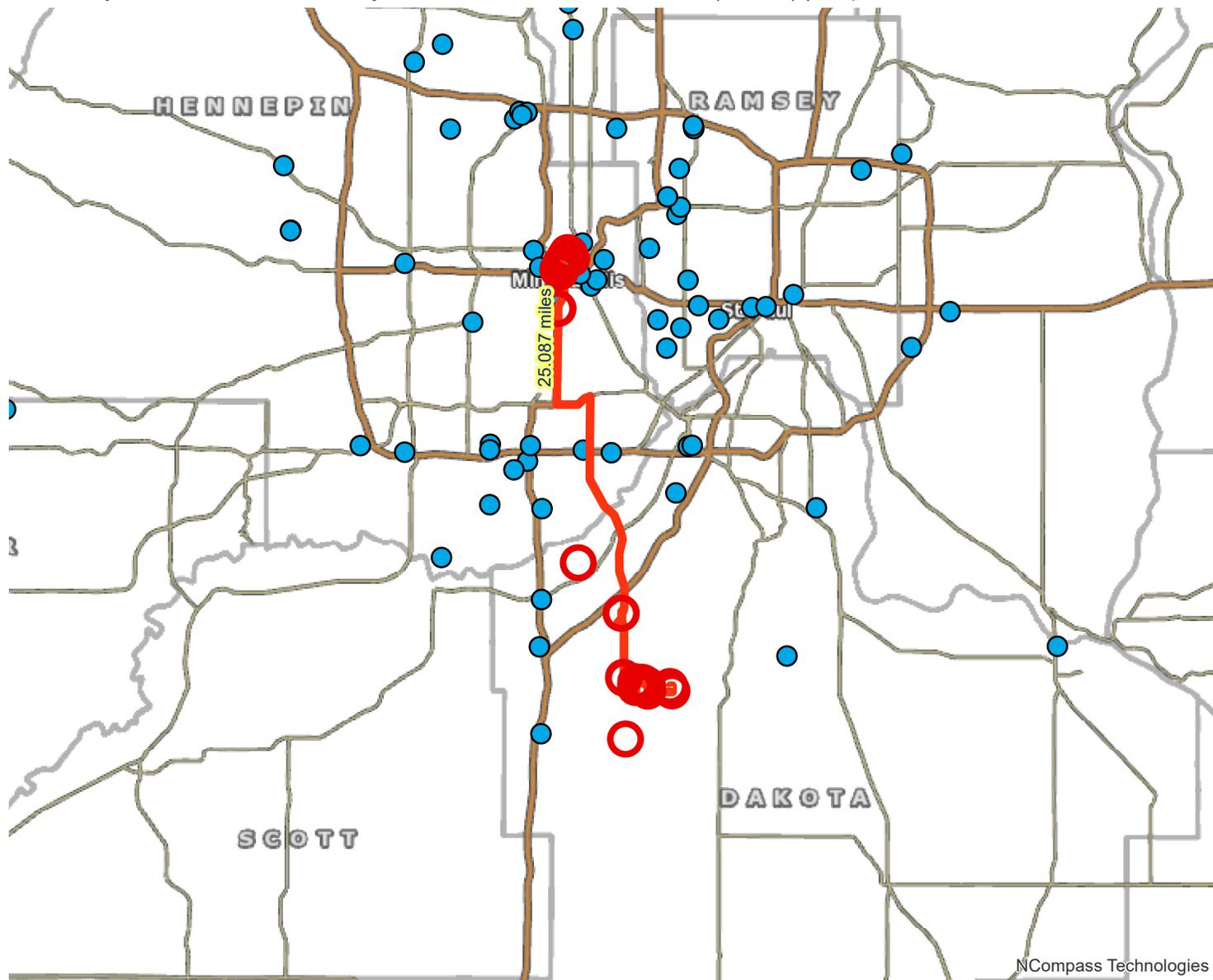
Regional Economy

Transit System Modernization Project: MVTA BBG Modernization (Rt 477) | Map ID: 1530816772916

Results

WITHIN ONE MI of project:
Postsecondary Students: 14217

Total Population: 320833
Total Employment: 322572
Mfg and Dist Employment: 19618



○ Project Points ● Postsecondary Education Centers

— Project



Created: 7/5/2018
LandscapeRSA5

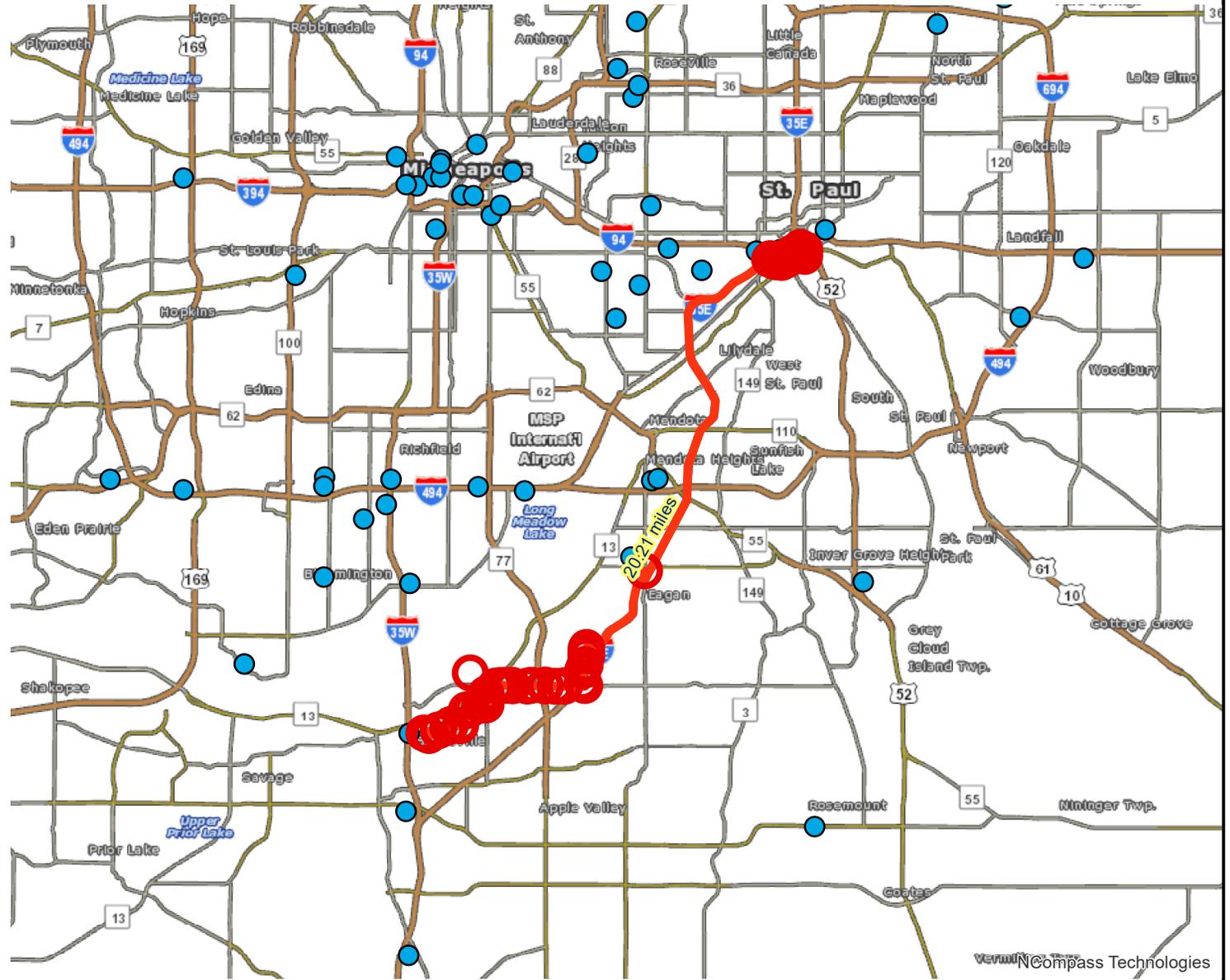


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Regional Economy

Transit System Modernization Project: MVTa BBG Modernization (Rt 480) | Map ID: 1530817687889



Results

WITHIN ONE MI of project:
Postsecondary Students: 17984

Total Population: 178295
Total Employment: 183519
Mfg and Dist Employment: 22664

 Project Points  Postsecondary Education Centers

 Project



Created: 7/5/2018
LandscapeRSA5



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



Verint/Compass Technologies



July 10, 2018

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

RE: 2018 Regional Solicitation Application for Transit Modernization of the Burnsville Bus Garage

Dear Ms. Elaine Koutsoukos:

The Minnesota Valley Transit Authority (MVTA) is submitting an application for a transit modernization project at Burnsville Bus Garage (BBG). The proposed MVTA transit modernization application will consist of a building remodel and expansion to the existing building footprint, relocation of the maintenance and bus wash areas, added storage, and a redundant fiber connection running from BBG to Burnsville Transit Station.

BBG is located at 11550 Rupp Drive in Burnsville, MN and was originally constructed in 1977. In 1996, MVTA converted the building into a bus garage facility. BBG currently houses revenue and non-revenue vehicles, a maintenance shop, bus wash, and employee offices.

MVTA is the second largest public transit agency in Minnesota based on ridership and provides public transportation to the fast-growing population and employment centers in Dakota County and Scott County. 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 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 Modernization of Burnsville Bus Garage 2018 Regional Solicitation Application

Dear Mrs. Scholl:

The City of Rosemount extends its support for the Minnesota Valley Transit Authority's Regional Solicitation federal funding application for the modernization of Burnsville Bus Garage (BBG).

The BBG Modernization projects addresses a support facility remodel and augmentation of the existing building footprint, relocation of maintenance area and bus was bay to the rear of the building, additional storage, surface lot mill and overlay (including re-stripping), and a redundant fiber connection that runs from BBG to Burnsville Transit Station.

The project scope increases bus storage capacity by 36 to accommodate current and long-term vehicle inventories, resolves congestion and safety issues by relocating maintenance and bus wash, adds much-needed storage and employee parking space, and provides consistent network connectivity. Additionally, the relocated maintenance area provides a sufficient ceiling height to maintain all bus types in the MVTA fleet.

The City of Rosemount appreciates your efforts to secure funding for the modernization of the transit support facility and is encouraging of MVTA moving forward with this project.

Sincerely,



William H. Droste

Mayor

SPIRIT OF PRIDE AND PROGRESS

Rosemount City Hall • 2875 145th Street West • Rosemount, MN 55068-4997
651-423-4411 • TDD/TTY 7-1-1 • Fax 651-423-5203

www.ci.rosemount.mn.us

July 10, 2018

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

RE: Letter of Support for Transit Modernization of Burnsville Bus Garage
2018 Regional Solicitation Application

Dear Mrs. Scholl:

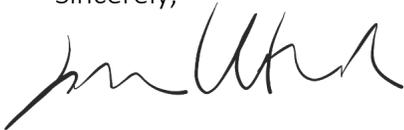
I extend my support for the Minnesota Valley Transit Authority's Regional Solicitation federal funding application for the modernization of Burnsville Bus Garage (BBG).

The BBG Modernization projects addresses a support facility remodel and augmentation of the existing building footprint, relocation of maintenance area and bus was bay to the rear of the building, additional storage, surface lot mill and overlay (including re-stripping), and a redundant fiber connection that runs from BBG to Burnsville Transit Station.

The project scope increases bus storage capacity by 36 to accommodate current and long-term vehicle inventories, resolves congestion and safety issues by relocating maintenance and bus wash, adds much-needed storage and employee parking space, and provides consistent network connectivity. Additionally, the relocated maintenance area provides a sufficient ceiling height to maintain all bus types in the MVTA fleet.

I appreciate your efforts to secure funding for the modernization of the transit support facility and is encouraging of MVTA moving forward with this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Jon Ulrich". The signature is fluid and cursive, with a long horizontal stroke at the beginning.

Jon Ulrich
Scott County Commissioner



2018 Regional Solicitation
Burnsville Bus Garage (BBG) Modernization – 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 the fast-growing population and employment centers in Dakota and Scott counties. MVTA operates transit service within its seven cities, but also 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 Burnsville Bus Garage (BBG), located at 11550 Rupp Drive in Burnsville, was constructed in 1977 as a manufacturing facility in an industrial park adjacent to the Minnesota Valley National Wildlife Refuge. The facility was converted to a bus garage in 1996. The garage area houses maintenance and a bus-washing system in addition to revenue and non-revenue vehicle storage. The site is tightly constrained and surrounding areas are used by high volumes of heavy trucks.

Limitations with facility design have created safety and operational challenges at BBG as revenue and non-revenue vehicle inventories continue to grow. Both bus garages are overcapacity, with 10+ large buses being stored outside at the rear of BBG near the fuel islands and 8+ large buses are parked outside on the north apron.

Vehicle parking inside the garage occurs wherever there is space, including the maintenance and wash bays, traffic lanes, and stall parking to maximize space. Careful maneuvering is required throughout the garage, with buses backing up from stalls and bays, increasing the risk of collisions. To further confound the issues with safety and traffic flow inside the garage is the location of the bus-washing system. The bus wash is located near the main office entry, which requires employees and visitors to pass through frequent bus traffic and wet floors, creating a significant safety hazard. Further, the interior ceiling height is too low to allow buses to raise to full height for repairs and inspections and there is a lack of storage for parts, tools, and other maintenance equipment. There is also inadequate parking space for employees in the front lot.

The project includes the remodel and augment the existing building footprint, relocate maintenance and the bus wash to the rear of the building, and add storage. A redundant fiber connection that runs from BBG to the Burnsville Transit Station, MVTA's main transit hub.

The project scope increases bus storage capacity by 36 to accommodate current and long-term vehicle inventories, resolves congestion and safety issues by relocating maintenance and bus wash, adds much-needed storage and employee parking space, and provides consistent network connectivity. Additionally, the relocated maintenance area provides a sufficient ceiling height to maintain all bus types in the MVTA fleet.

FUNDING REQUEST

The total project amount is \$6,771,632; the requested federal portion is \$5,417,306 and the requested local match (20%) is \$1,354,326.