



Application

10359 - 2018 Transit System Modernization

10990 - Burnsville Transit Station (BTS) Modernization

Regional Solicitation - Transit and TDM Projects

Status: Submitted
Submitted Date: 07/11/2018 3:11 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 Transit Station (BTS) Modernization

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):

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

Burnsville Transit Station (BTS) was constructed in 1995 with a transit station and surface parking lots. In 1997, a parking deck was built to accommodate customer needs; and this process was repeated in 2002 when a second deck was added. Today the site has 1300 parking spaces and an annual ridership of just over 1 million. This park and ride grew in phases, resulting in a passenger elevator never being included in the construction. Currently, all customers parking on the upper levels are required to use stairways for egress. The Metropolitan Councils Thrive MSP 2040 Transportation Policy Plan states we should provide people of all ages and abilities with a transportation system that connects them with jobs, schools, and opportunity. An elevator is necessary to assure accessibility for all customers to egress the three-level parking structure and is consistent with this plan.

The provided project cost is for a multi-passenger elevator installation and enclosure construction. A backup power generator has been included in this project to assure the elevator and facility can remain operational during emergencies. The generator will also assure that transit operations and customer service are able to provide service to our customers. Included in the cost is a utility room that is necessary for custodial and supplies storage needs. It is necessary to cross a road to get from the parking ramp to the bus bays. Dollars have been included in this request to improve signage at these pedestrian crossings.

(Limit 2,800 characters; approximately 400 words)

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

Project Length (Miles)

to the nearest one-tenth of a mile

BTS Modernization

0



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 \$616,000.00

Match Amount \$154,000.00

Minimum of 20% of project total

Project Total \$770,000.00

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

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 1

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) 100 East Highway 13, Burnsville, MN 55337

Name of Park and Ride or Transit Station: Burnsville Transit Station (BTS)

e.g., MAPLE GROVE TRANSIT STATION

(Approximate) Begin Construction Date 01/01/2022

(Approximate) End Construction Date 10/01/2022

Primary Types of Work Elevator Install

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 Destination

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)

STRATEGIES (C13): The council will provide paratransit service complementary to the region's regular route transit system for individuals who are certified by the council under the Americans with Disabilities Act (ADA)

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

GOAL: Health Environment

OBJECTIVE: Increase availability and attractiveness of transit, bicycling and walking to encourage healthy communities and active car-free lifestyles.

STRATEGY (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).

GOAL: Safety and Security

OBJECTIVE: Reduce the transportation System vulnerability to natural and man-made incidents and

threats (Page 2.7)

STRATEGY: The council and regional transit design guidelines and performance standards as appropriate based on transit market areas to manage the transit network, to respond to demand and balance performance and geographic coverage.

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 Eagan 2040 Comprehensive Guide Plan
(draft form), 5/23/2018, Chapter 7 - Transportation

List the applicable documents and pages:

Dakota County 2030 Comprehensive Plan, May
2009, Transportation Chapter, Section 3.3 (Transit)

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	\$770,000.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$770,000.00

Transit Operating Costs

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

Totals

Total Cost	\$770,000.00
Construction Cost Total	\$770,000.00
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	4182
Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	0
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"	
<i>Please upload attachment in PDF form.</i>	
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"	
<i>Please upload attachment in PDF form.</i>	
Explanation of last-mile service, if necessary:	n/a
<i>(Limit 1,400 characters; approximately 200 words)</i>	
Upload Map	1531232072935_BTSModerization_Population-EmploymentSummary.pdf
<i>Please upload attachment in PDF form.</i>	

Measure B: Transit Ridership

<i>Select multiple routes</i>	
Existing transit routes directly connected to the project	421, 426, 444, 460, 464, 465, 491, 495
Planned Transitways directly connected to the project (mode and alignment determined and identified in the 2040 TPP)	
Upload Map	1531232193185_BTSModerization_TransitConnections.pdf

Please upload attachment in PDF form.

Response

Met Council Staff Data Entry Only

Average number of weekday trips 317.0

Measure: Usage

Existing Transit Routes on the Project 421, 426, 444, 460, 464, 465, 491, 495

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:

(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: Yes

(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.

MVTA's Burnsville Transit Station (BTS) Modernization application focuses on the installation of a passenger elevator, backup power generator (including storage area), and pedestrian crossing signage. The purpose of this project is to assist customers with disabilities, the elderly, and to ensure safety for all customers.

Response:

Currently, BTS's parking structure does not have an elevator, the construction of a multi-passenger elevator will ensure accessibility for all customers from the parking ramp area to the transit station and bus bay area. Along with the installation of an elevator; MVTA is requesting passenger signage to ensure a safe transition from the parking structure to the transit/bus bay area.

BTS customers share a parking lot with a daycare and apartment building; meaning, traffic during peak hours and throughout the day can become busy. There is a need to advance our pedestrian walk areas to ensure safety.

(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.

MVTA's Burnsville Transit Station (BTS) Modernization application focuses on the installation of a multi-passenger elevator, backup generator (storage enclosure), and pedestrian crossing signage. The purpose of this project is to assist customers who park within BTS's parking structure. Currently, the parking structure does not have an elevator; therefore, customers with disabilities are forced to find parking within the limited surface lot area or take the stairs.

Response:

The installation of one elevator will provide a benefit for customers with disabilities and allow for easy access to ground level. The project will extend safety measures and provide a healthy alternative to customers that require assistance.

To add to BTS's traffic throughout the day; BTS is surrounded by a multi-level apartment complex and a daycare center. Both buildings and occupants add to the traffic exiting and entering the area. MVTA's request to add pedestrian crossing signage will assist with safety measures.

(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

MVTA has identified a few negative impacts due to the execution of this project:

During the construction of the Burnsville Transit Station (BTS) elevator project; parking spaces will be used to stage construction equipment. MVTA does have additional parking spaces available; therefore, MVTA expects minimal disruptions.

Response:

The surface lot area at BTS has limited parking spaces for transit customers; therefore, during the elevator construction, MVTA and the Contractor will need to ensure safety measures and flexibility for customers accessing the surface lot and parking ramp.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531233220170_BTSModerization_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
Burnsville	17.0	0.33	98.0	32.04
Savage	6.0	0.12	58.0	6.69
Minneapolis	15.0	0.29	100.0	28.85
Eagan	2.0	0.04	84.0	3.23
Bloomington	3.0	0.06	100.0	5.77
Prior Lake	2.0	0.04	92.0	3.54
Shakopee	7.0	0.13	68.0	9.15
				89

Total Transit Stops

Total Transit Stops 52.0

Affordable Housing Scoring

Affordable Housing Scoring

Measure A: Description of emissions reduced

The Burnsville Transit Station (BTS) Modernization project will improve customer access to transit amenities, with a focus on customers with disabilities. The Metropolitan Councils Thrive MSP 2040 Transportation Policy Plan states we should provide people of all ages and abilities with a transportation system that connects them with jobs, schools, and opportunity. An elevator is necessary to assure accessibility for all customers to egress from the parking structure and is consistent with this plan.

Response:

Included in the BTS Modernization application is a backup power generator; the purpose of the generator is to ensure power for customers at all times. The importance of this request is to ensure the following: parking structure lights remain powered if/when electricity goes out (safety concerns with a dark parking structure), a back up source for customer service (MVTA's only customer service office is located at BTS), and for various transit services within the transit station and externally.

(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 Transit Station (BTS) Modernization project will provide customers with easy access throughout the BTS customer facility. Customers with disabilities currently are forced to find limited surface lot parking or park within the parking structure and take the stairs. The risk involved without having an elevator in the parking structure is high/dangerous for customers and MVTA.

Response

The advantages to installing an elevator within the parking structure are: easy access to all levels, additional parking spaces/capabilities for customers with disabilities, and a convenient transportation method for customers to use when/if needed.

Safety measures will increase and customer satisfaction as well.

(Limit 5,600 characters; approximately 800 words)

Measure A: Roadway, Bicycle, and Pedestrian Improvements

The Burnsville Transit Station (BTS) does not currently have a passenger elevator within the parking structure. The need for a passenger elevator is to allow a safe and secure access method for customers with disabilities and for customers that may require the elevator at a given time. A customer's travel experience will be improved with this amenity; however, the amenity is also a need for some customers.

Response

BTS currently has bike storage and lock-up areas and a pedestrian crosswalk will be modernized as well (included within the project scope of work). Ridership at BTS is just over one million per year.

(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

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

1531242930592_BTSMmodernization_LayoutMap-Elevator.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 \$19,250.00

Total Annual Project Cost \$19,250.00

Assumption Used:

An annual capital cost of \$19,250 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
BTSModernization_LetterOfSupport_DakotaCounty.pdf	BTS Modernization - Letter of Support - Dakota County	47 KB
BTSModernization_LocalMatchFundingApproval.pdf	BTS Modernization - Local Match Approval Letter	731 KB
BTSModernization_RegionalEconomy.pdf	BTS Modernization - Regional Economy Map	1.1 MB
CoordinationLetter_BTSMModernization.pdf	BTS Modernization - Coordination	115 KB
LOS Modernization of BTS Kautz.pdf	BTS Modernization - Letter of Support - City of Burnsville	55 KB
Summary_BTSMModernization_V2.pdf	BTS Modernization - Summary	116 KB

Population/Employment Summary

Transit System Modernization Project: BTS Modernization | Map ID: 1531152510474

Results

Within QTR Mile of project:
Total Population: 1938
Total Employment: 4182
Postsecondary Students: 0

Within HALF Mile of project:
Total Population: 9481
Total Employment: 8806
Postsecondary Students: 0

Within ONE Mile of project:
Total Population: 17238
Total Employment: 13250



Metropolitan Council

○ Project Points □ 2010 TAZ

— Project



Created: 7/9/2018
LandscapeRSA4



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



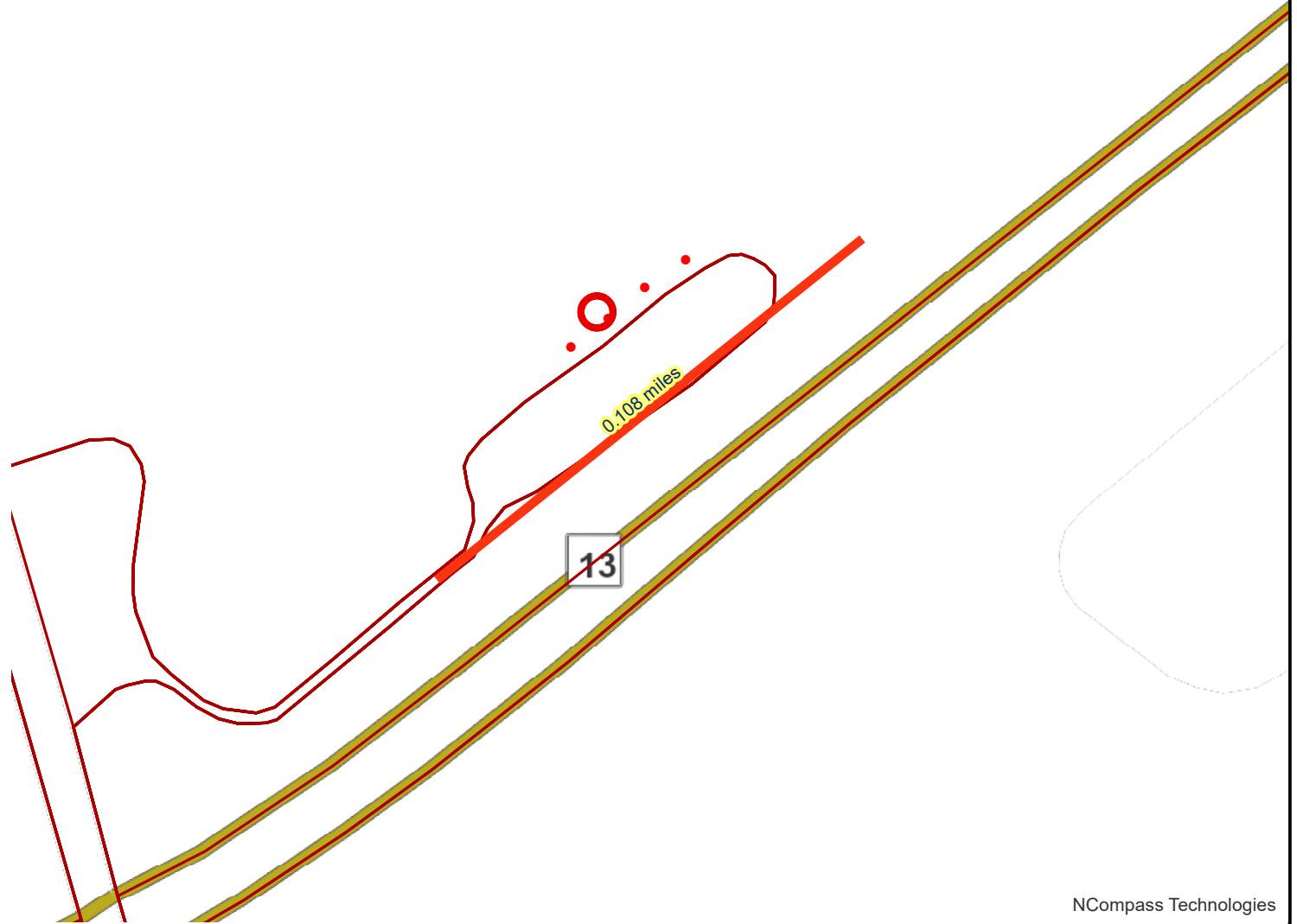
Transit Connections

Transit System Modernization Project: BTS Modernization | Map ID: 1531152510474

Results

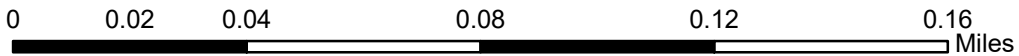
Transit with a Direct Connection to project:
421 426 444 460 464 465 491 495

**indicates Planned Alignments*



NCompass Technologies

- Project Points
- Active Stop
- Project
- Transit Routes



Created: 7/9/2018
LandscapeRSA3

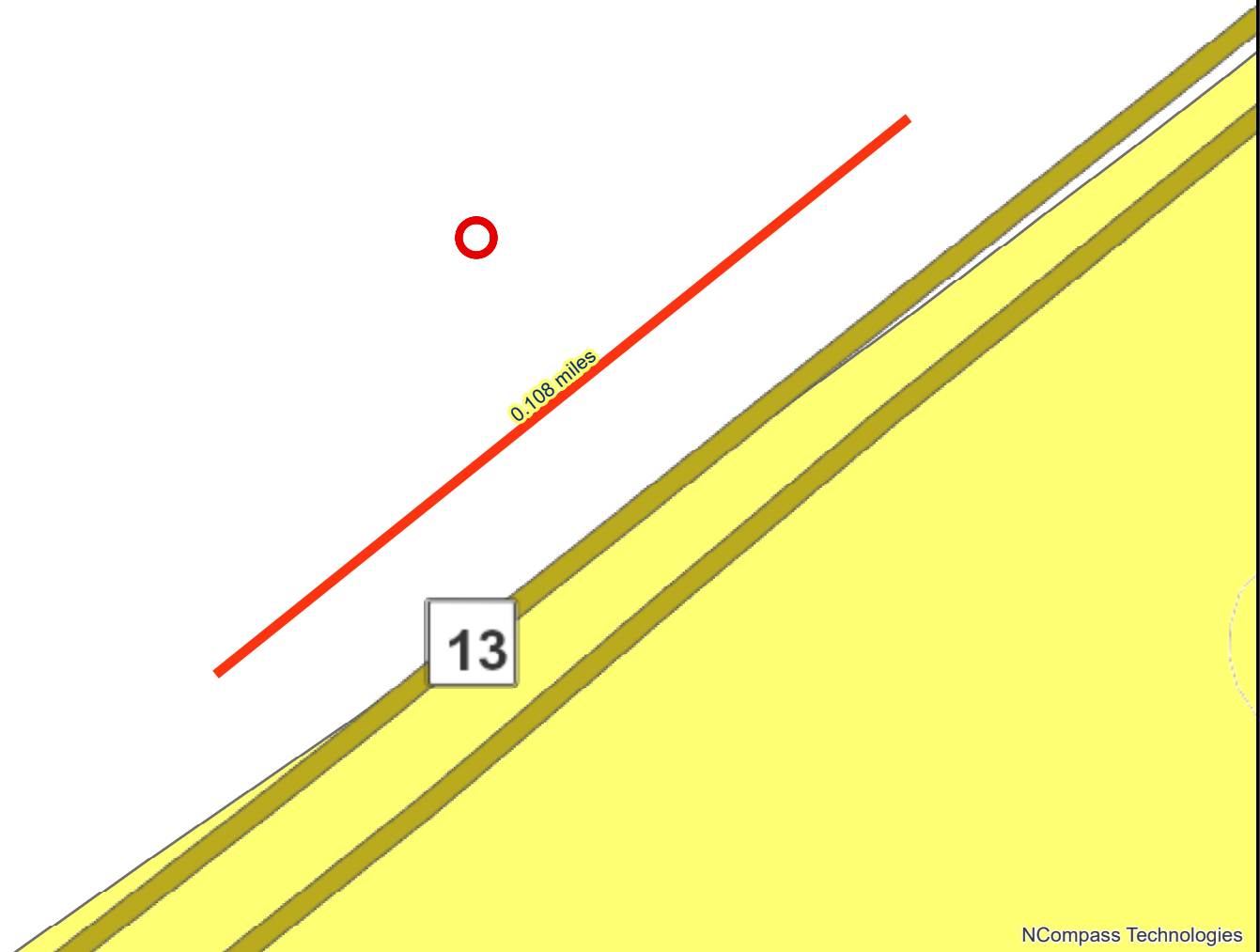


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>








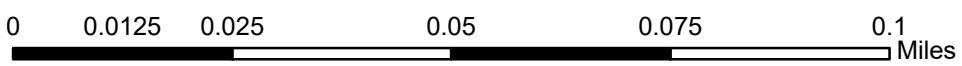
Results

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:
(0 to 12 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

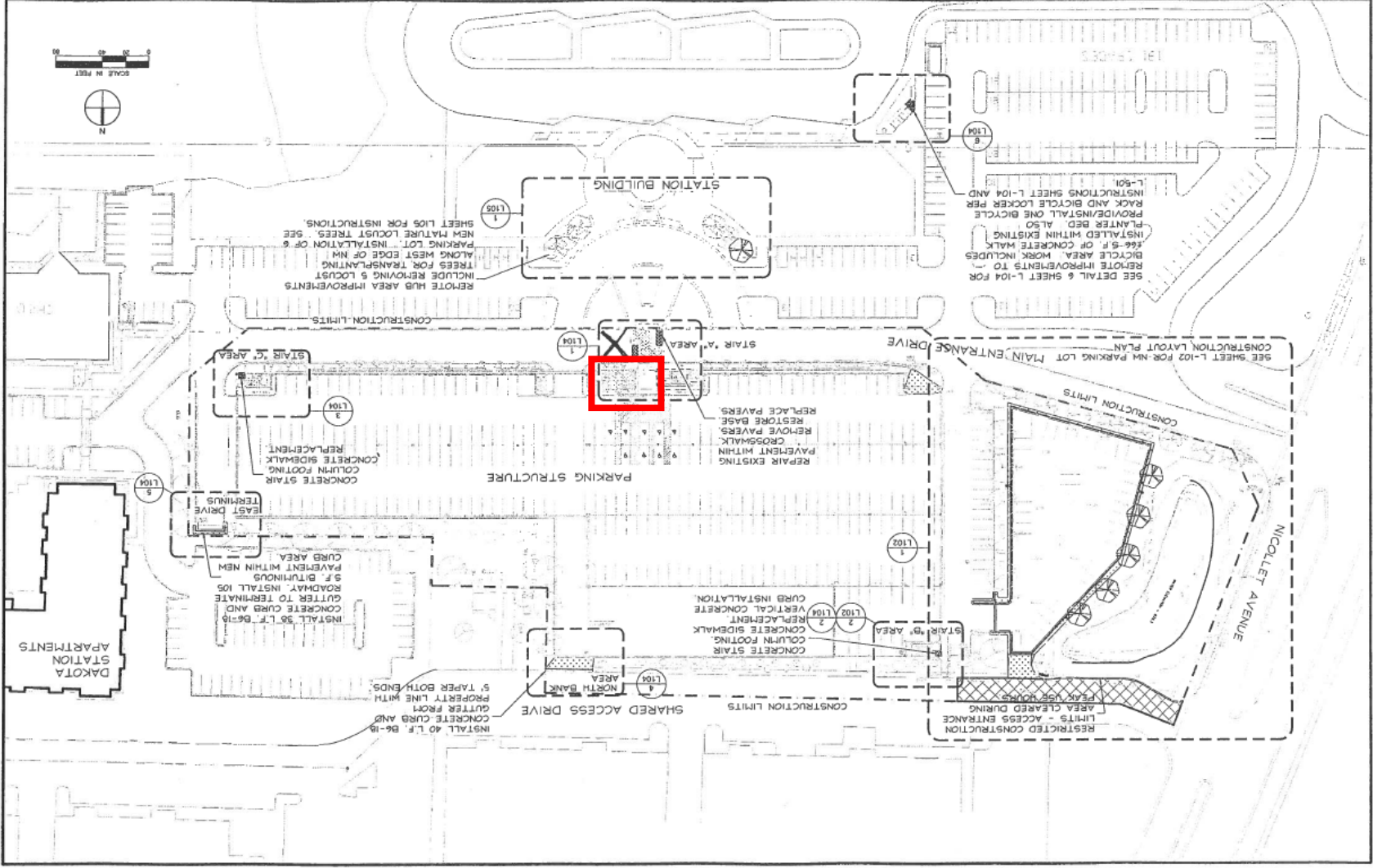


Created: 7/9/2018
LandscapeRSA2



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





S.P. 090-595-01

SHEET L103

BLAINVILLE TRANSIT STATION
PHASE III - PARKING DECK EXPANSION
 100 E. Broadway, North
 Blainville, MN 55001
 Telephone: 612.239.8729
 Facsimile: 612.239.7433
 Project: 090-595-01
 Date: 05/11/10

OWNER: METRO TRANSIT AUTHORITY
DESIGNER: D.J. LITVIN
CONTRACT NO.: 090-595-01
DATE: 05/11/10

REVISIONS:
 NO. DATE DESCRIPTION
 1 05/11/10 PRELIMINARY DESIGN
 2 05/11/10 REVISED DESIGN
 3 05/11/10 REVISED DESIGN
 4 05/11/10 REVISED DESIGN

BID DOCUMENT
 SECTION NO. DATE DESCRIPTION
 1 05/11/10 PRELIMINARY DESIGN
 2 05/11/10 REVISED DESIGN
 3 05/11/10 REVISED DESIGN
 4 05/11/10 REVISED DESIGN



County Administration

June 29, 2018

Dakota County
Administration Center
1590 Highway 55
Hastings, MN 55033

651.438.4418
www.dakotacounty.us

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 Transit Station 2018 Regional Solicitation Application

Dear Mrs. Scholl:

We would like to extend support for the Minnesota Valley Transit Authority's Regional Solicitation federal funding application for the modernization of Burnsville Transit Station (BTS).

The BTS Modernization Project will consist of a parking ramp multi-passenger elevator. The parking structure at BTS was constructed in phases and an elevator was not included within these planned phases. MVTA is seeking funding to install an elevator and back-up power generator onsite; construction will also include an enclosure to be used as a utility room and to provide additional storage.

The importance of a parking ramp elevator is to assist customers with disabilities and to provide a comfortable means to accessing transit. BTS has 1,300 parking spaces and annual ridership is just over 1 million.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Gerlach", written over a horizontal line.

Chris Gerlach
Dakota County Commissioner
District 7
Apple Valley & Rosemount

A handwritten signature in black ink, appearing to read "Liz Workman", written over a horizontal line.

Liz Workman
Dakota County Commissioner
District 5
Burnsville

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.

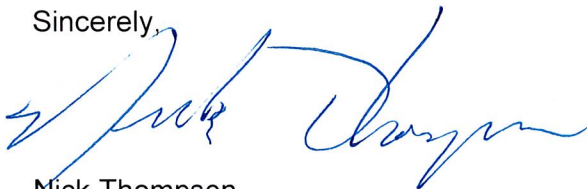
The project total cost is estimated at \$770,000 with \$616,000 in Regional Solicitation transit funds requested and a \$154,000 local capital match.

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

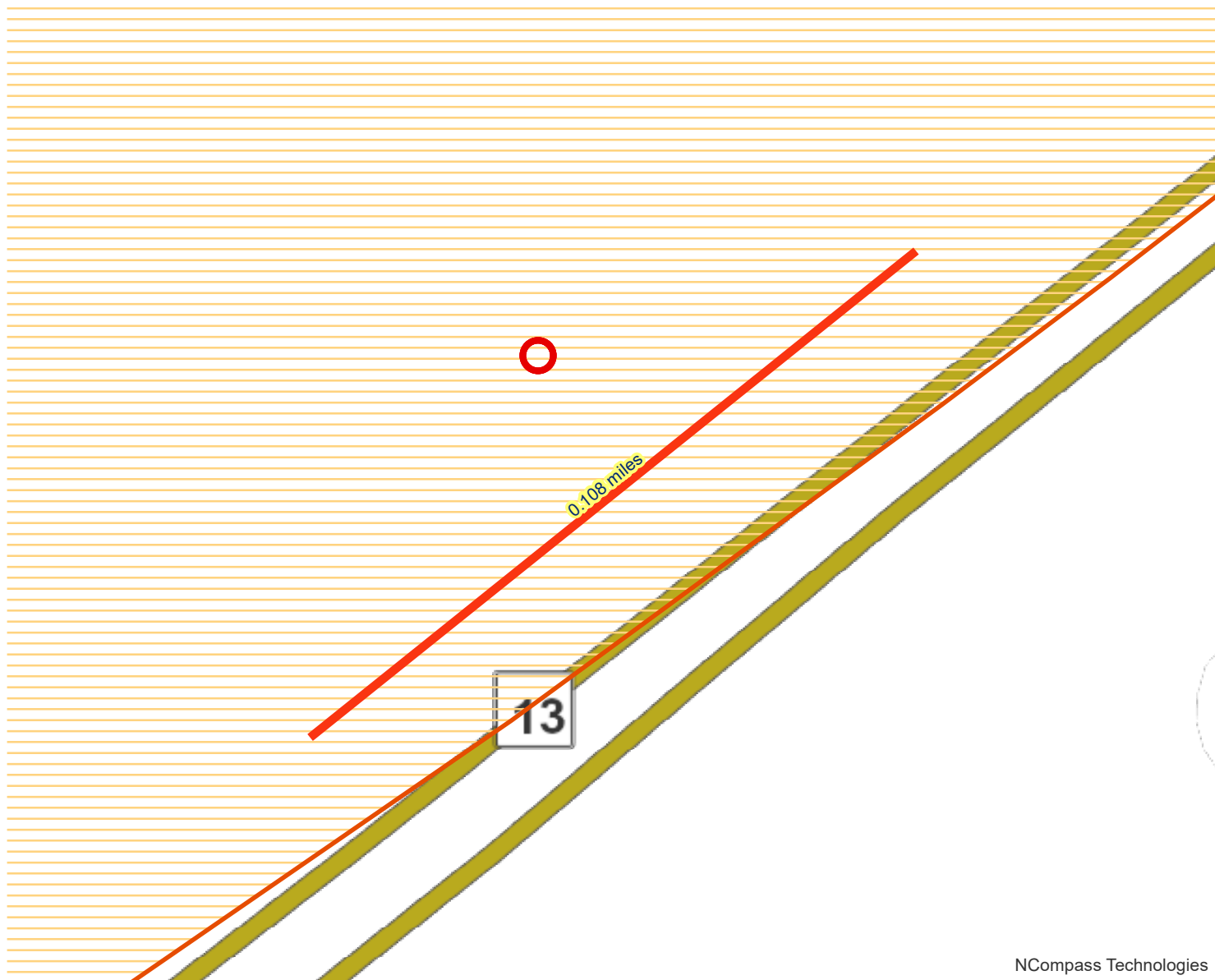
Regional Economy

Transit System Modernization Project: BTS Modernization | Map ID: 1531152510474




Results

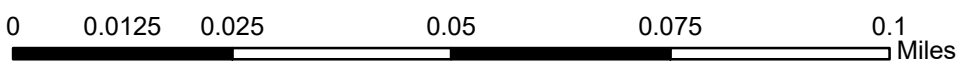
WITHIN ONE MI of project:
Postsecondary Students: 145

Total Population: 17238
Total Employment: 14839
Mfg and Dist Employment: 3482



NCompass Technologies

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



Created: 7/9/2018
LandscapeRSA5



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





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 Transit Station

Dear Ms. Elaine Koutsoukos:

The Minnesota Valley Transit Authority (MVTA) is submitting an application for transit modernization projects at Burnsville Transit Station (BTS). The proposed MVTA transit modernization application will consist of a multi-passenger elevator, backup power generator (including enclosure), and pedestrian crosswalk signage to provide customers with easier access to BTS's transit amenities.

BTS is located at 100 East Highway 13 in Burnsville, MN and was built as a surface lot in 1995. In 1997, a parking deck was built to accommodate customer growth and this process was repeated in 2002 when a second deck was added. Today the site has 1300 parking spaces and annual ridership of just over one million. MVTA's request to add a multi-passenger elevator, backup generator (including storage enclosure), and pedestrian crosswalk signage is due to MVTA's growth and need to ensure safety for all customers.

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 3, 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 Transit Station
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 modernization of Burnsville Transit Station (BTS).

The BTS Modernization Project will consist of a parking ramp multi-passenger elevator. The parking structure at BTS was constructed in phases and an elevator was not included within these planned phases. MVTA is seeking funding to install an elevator and back-up power generator onsite; construction will also include an enclosure to be used as a utility room and to provide additional storage.

The importance of a parking ramp elevator is to assist customers with disabilities and to provide a comfortable means to accessing transit. BTS has 1,300 parking spaces and annual ridership is just over 1 million.

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

Sincerely,



Elizabeth B. Kautz
Mayor

CC: Dan Kealey (Council member, MVTA liaison)



Minnesota Valley Transit Authority

2018 Regional Solicitation

Burnsville Transit Station (BTS) 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 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

BTS was constructed in 1995 with a transit station and surface parking lots. In 1997, a parking deck was built to accommodate this customer needs; and this process was repeated in 2002 when a second deck was added. Today the site has 1300 parking spaces and annual ridership of just over 1 million. This park and ride grew in phases, resulting in a passenger elevator never being included in the construction. Currently all customers parking on the upper levels are required to use stairways for egress. The Metropolitan Councils Thrive MSP 2040 Transportation Policy Plan states we should provide people of all ages and abilities with a transportation



system that connects them with jobs, schools and opportunity. An elevator is necessary to assure accessibility for all customers to egress the three level parking structure and is consistent with this plan.

The provided project cost is for a multi-passenger elevator installation and enclosure construction. A backup power generator has been included in this project to assure the elevator and facility can remain operational during emergencies. The generator will also assure that transit operations and customer service are able to provide service to our customers. Included in the cost is a utility room that is necessary for custodial and supply storage needs. It is necessary to cross a road to get from the parking ramp to the bus bays. Dollars have been included in this request to improve signage at these pedestrian crossings.

FUNDING REQUEST

The total project amount is \$770,000; the requested federal portion is \$616,000 and the requested local match (20%) is \$154,000.