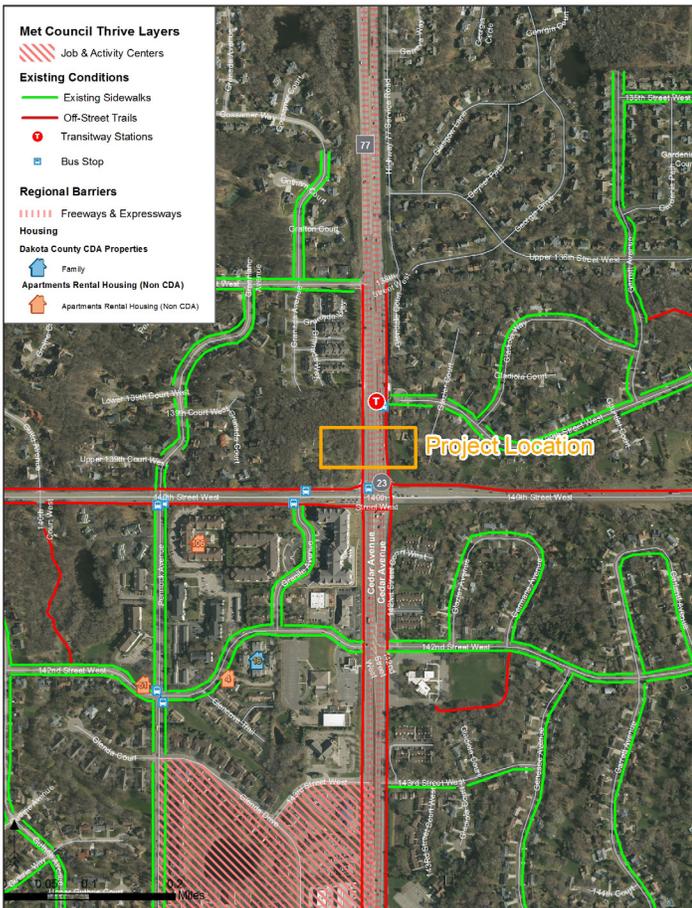


140th Red Line Pedestrian Bicycle Overpass

DAKOTA COUNTY



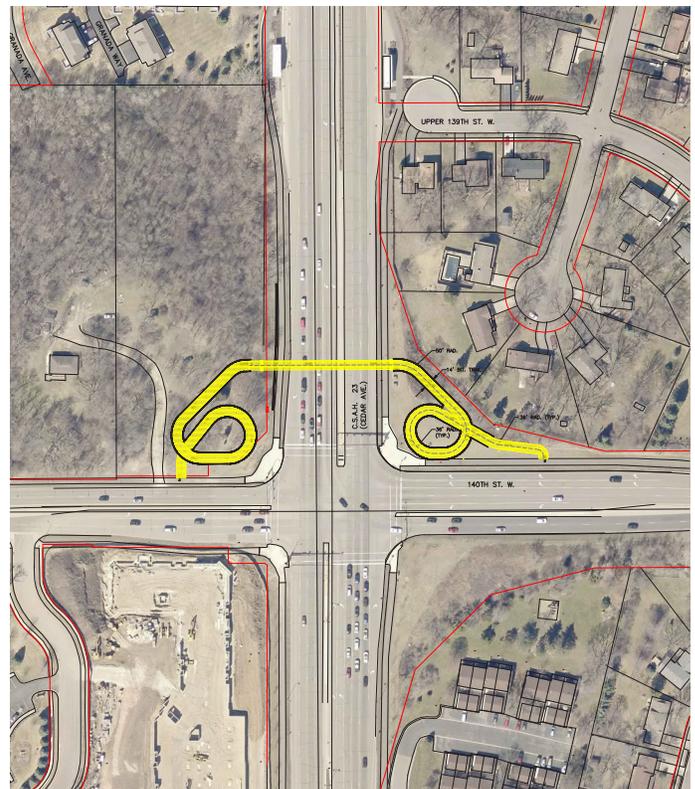
Project Location:	Apple Valley
Requested Award Amount:	\$2,400,000
Total Project Cost:	\$600,000

PROJECT DESCRIPTION

The project will help modernize the 140th Street METRO Red Line Station by incorporating a safer pedestrian/bicycle route between the north- and south-bound platforms. This will be achieved by constructing a pedestrian/bicycle bridge on the north side of 140th Street at CSAH 23 (Cedar Avenue). Today, transit users are forced to cross nine lanes of traffic at Cedar Avenue to safely reach connecting transit routes along 140th Avenue. In the last five years (2013 – 2018), a total of nine crashes have been reported that involved vehicles failing to yield to pedestrians - resulting in injury.

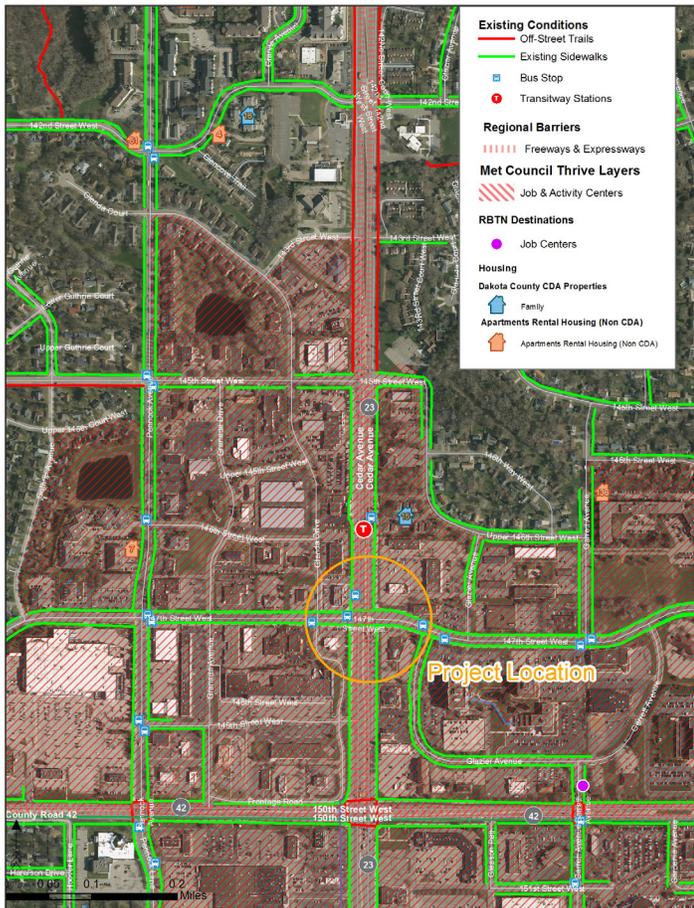
PROJECT BENEFITS

- » *The overpass will safely connect transit users with the Metro Red Line northbound and southbound stations and nearby transit stops along Cedar Avenue and 140th Street, improving access to major employers, commercial destinations, and government services.*
- » *The overpass will address safety concerns by reducing conflict points between vehicles and transit users.*
- » *The overpass will help complement a larger network off-street trails used by many to access transit stop sand nearby activity centers, job centers, regional parks, and affordable housing/neighborhoods.*
- » *The overpass will help overcome a transportation barrier, which has been recognized as a “Expressway Barrier” in the Metropolitan Council’s Regional Bicycle Barriers Study.*
- » *The segment will support physical activity; inactivity is one of the most important chronic disease risk factors for Americans. In Dakota County, 83% of students do not engage in the recommended 60 minutes of daily physical activity (2019) and the 12.2% of adults reported no leisure-time activity during the previous month in 2019.*



Red Line BRT 147th Street Station - Skyway

APPLE VALLEY



Project Location:	Apple Valley
Requested Award Amount:	\$3,300,000
Total Project Cost:	\$4,400,000

PROJECT DESCRIPTION

The Apple Valley Red Line Housing 147th Street Station Skyway Project is a modernization project of existing transit facilities in Apple Valley at the 147th Street station on Cedar Avenue, serving the METRO Red Line as well as near local bus routes and MVTA routes. At the time of construction, the stations at 147th Street were built to have an indoor waiting area on each side of Cedar Avenue. The stations were designed so that a skyway could be installed, connecting the two stations, and providing transit riders and pedestrians a safe way to cross Cedar Avenue (49,000 – 55,000 ADT) without interfering with traffic. Traffic volumes have increased by 10% since 2016.

PROJECT BENEFITS

- » The “shovel ready” 147th Street Station Skyway Project proposes to add not only the skyway, but to upgrade the existing station facilities with larger, indoor waiting areas, staircases, elevators, as well as ambient lighting to enhance the experience for transit users.
- » The skyway will provide a safe, comfortable alternative to crossing the nine-lane Cedar Avenue corridor, which will be especially helpful in inclement weather. This will complete a connection within the existing and future pedestrian network in the area.
- » The skyway will help support the Regional Bicycle Transportation Network being planned near the transit station.
- » The 147th Street Station has direct pedestrian, bicycle, and transit connections to high pedestrian-traffic areas, and areas that are targeted for future transit-oriented development.



Renderings/Concepts

MODERNIZATION

Burnsville Bus Garage



2020 Regional Solicitation

PUBLIC TRANSIT NEED

The Burnsville Bus Garage (BBG) was originally constructed in 1977 as a manufacturing plant. It was re-purposed as a transit bus garage in 1996. The 5-acre site is underserved by a 58,000-square-foot maintenance and storage garage that houses 65 transit buses, eight support vehicles, and six maintenance bays. There is also 10,000 square feet of administrative space.

A 2018 Metropolitan Council lead study revealed that the building has significant deficiencies in need of repair. In the consultant's ranking of bus garages in the Twin Cities region, BBG received the lowest score in terms of facility conditions throughout the entire region.

The BBG Modernization Project addresses a support facility remodel, roof and wall system enhancements, the relocation of the bus wash and maintenance area, technology improvements and additional storage space for fleet (revenue and non-revenue).

The project scope increases bus storage capacity to accommodate current and long-term vehicle inventories, resolves congestion, adds much-needed storage and employee parking space, and provides technology enhancements throughout the facility and on-board buses.

Additionally, the project provides sufficient ceiling height to maintain all bus types in the MVTA fleet.



TOTAL PROJECT COST \$3.5M

Requested Federal Funds \$2.8M
Local Match Funds \$700,000

2020 Regional Solicitation Burnsville Transit Station (BTS) Elevators Date: February 21, 2020



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 1,300 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 \$820,000; the requested federal portion is \$656,000 and the requested local match (20%) is \$164,000.

2020 Regional Solicitation
Eagan Transit Station (ETS) Elevators
Date: February 21, 2020



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

ETS requires a passenger elevator. The station is bordered by the second busiest intersection in Dakota County, Yankee Doodle Road and Pilot Knob Road. Adjacent to Interstate Highway 35E, it provides transit access to a large retail area, hotels, and multi-family housing. The station also serves commuters to the downtown areas of both Minneapolis and St. Paul.

Development in this area was sparked when MVTA built a Transit Oriented Development (TOD) on the site located at 3470 Pilot Knob Road in Eagan. The area is now the City of Eagan’s central shopping district. That project included a six-store mall adjacent to the transit station.

The original 330 vehicle surface park and ride started serving customers in 1999. The park and ride demand at the site increased and in 2002, it was expanded to accommodate 750 vehicles. The expansion included, a two-level parking ramp structure, customer waiting area and restrooms. Annual ridership at this location is just under half a million. The expansion project did not include a



passenger elevator, which is needed to meet the current American with Disabilities Act (ADA) standards. An elevator is necessary to assure accessibility for all customers to egress the three-level parking structure and is consistent with this plan.

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.

FUNDING REQUEST

The total project amount is \$550,000; the requested federal portion is \$440,000 and the requested local match (20%) is \$110,000.



DATE: May 11th, 2020
FROM: Nick Eull, Sr. Manager of Revenue Operations
SUBJECT: Regional Solicitation Project Summary – Bus Farebox Upgrade

The Metropolitan Council is submitting the attached application for the project titled, “Bus Farebox Upgrade,” for consideration for a 2020 regional solicitation award in the category, “Transit System Modernization.”

Regional transit providers, including Metro Transit, the Metropolitan Council, Minnesota Valley Transit Authority, Southwest Transit, Maple Grove Transit, and Plymouth Metrolink are using a GFI Cents-A-Bill farebox that was first installed throughout the region in 1992. These fareboxes are no longer manufactured and many repair and maintenance parts are obsolete. These fareboxes collect nearly \$20M in customer cash payments and issue and accept magnetic transfer tickets, as well as read and accept tickets purchased on light rail platforms from vending machines. Cash remains an important payment method for many customers, including low-income transit users.

To ensure that customers can continue to pay with cash as well as to expand other ways customers can pay, the region has begun transitioning to a new farebox that accepts cash for fare payment but also incorporates additional payment channels and increases reliability and boarding speed. This new farebox, the GFI Fast Fare farebox, is the latest design by GFI. Over the next four years, Metro Transit and the Met Council expect to replace nearly 30% of the current fareboxes with this new unit, based on available funds. However, no funding is identified after 2023 at this time to continue with this farebox replacement.

These new fareboxes provide for increased reliability as well as availability of parts and supplies to repair and maintain the units indefinitely. These units also provide for more reliable data collection, collecting data at a transactional level instead of summarizing it by trip. This level of detail clarifies how customers pay on a stop-level basis. These fareboxes also incorporate a nearfield communication (wireless) card reader that provides for future payment expansion capabilities, including potential mobile phone tap-to-pay capabilities. These fareboxes also incorporate a barcode scanner that provides the possibility of electronically validating mobile and other tickets, which today are visually validated by bus operators.

By staying with a GFI product and upgrading to the Fast Fare farebox, most of the current farebox data collection and cash collection infrastructure at Metro Transit and regional provider garages does not require replacement, saving nearly \$1M or more in upgrade costs for these systems.

The award of these funds for this project will allow Metro Transit and regional providers to continue to replace legacy fareboxes with the modern Fast Fare units. The sooner this is completed, the sooner the additional payment features can be implemented. Reliability will also improve, resulting in an improved fare payment experience with increased revenues.

Gold Line Ramsey-Washington Downtown Station Modernization Project

The Gold Line Ramsey-Washington Downtown Station Modernization Project led by Metro Transit seeks to leverage the investment in station infrastructure directly benefitting the planned BRT projects serving downtown, but existing local service as well.

PROJECT OVERVIEW

The scope of the proposed project includes enhanced passenger boarding stations in downtown Saint Paul currently planned for the METRO Gold Line, a 10-mile Bus Rapid Transit line with an anticipated opening in 2024 serving the east metro and routing through the cities of Saint Paul, Maplewood, Landfall, Oakdale, and Woodbury. The Gold Line is planning 21 new stations including ten in downtown Saint Paul operating on primarily one-way streets as shown in Figure 1. Stations would be located on Smith Avenue, on 5th and 6th Streets and on Sibley and Wacouta Streets.

PROJECT BENEFITS

Improved facilities will benefit all passengers and routes, by making station improvements that modernize facilities used by all routes, and by implementing operational improvements that reduce delay and improve reliability. Project improvements may yield up to 4,375 vehicle-hours and 30,650 passenger-hours of time savings.

FUNDING REQUEST

A total of \$7,000,000 is being requested for station modernization downtown across nine station platforms.



FIGURE 1: Gold Line Downtown Stations

STATION FEATURES

All nine improved stations will provide significant enhancements over existing bus stop conditions with upgraded features similar to existing LRT and BRT service.



FIGURE 2: Station Platform and Shelter Design Concept

Stations will have increased weather protection, security features, real-time arrival information, raised platforms facilitating an enhanced ADA-compliant boarding experience and will also include technology for fare payment on the platform, reducing the time required to board vehicles.