

**Transportation Advisory Board**  
of the Metropolitan Council of the Twin Cities

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**ACTION TRANSMITTAL**

No. 2011-65

**DATE:** November 3, 2011  
**TO:** Transportation Advisory Board  
**FROM:** Technical Advisory Committee  
**SUBJECT:** Scope Change and TIP Amendment Request from MVTA for SP#TRS-MVTA-11 Buses and Operating Funds for I-35W Transit Service.

**MOTION:** That the TAB deny the request for a scope change on SP#TRS-MVTA-11 Buses and Operating Funds for I-35W Transit Service because it is not consistent with adopted scope change procedures.

**BACKGROUND AND PURPOSE OF ACTION:** The TAC had a lengthy discussion of this request to use available funding from the I-35W service project to support start-up operating service on Cedar Avenue BRT. There was universal acknowledgement that the Cedar Avenue BRT project is very important to the region and that the region had invested considerable amounts of funds in this transit corridor. The committee did not feel, however, that it could endorse this scope change on its technical consideration. This scope change request is inconsistent with approval procedure #2 in the Process to evaluate scope change requests adopted by the TAB in March 2011. This procedure states that additional federal funds will not be provided and federal funds cannot be swapped between projects of the same or different sponsor. Since this is precisely what MVTA proposes to do with additional funds available from the I-35W transit service, the TAC recommended that this request be denied. However, the committee discussion included many statements in support of the project and a belief that the decision to award additional funds to support Cedar Avenue BRT is essentially a policy decision.

Background material is attached.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	October 20, 2011
Technical Advisory Committee	Review & Recommend	November 2, 2011
TAB Programming Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	
Metropolitan Council	Information	

## Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

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**TO:** Transportation Advisory Board

**FROM:** Beverley Miller, Executive Director, Minnesota Valley Transit Authority  
Arlene McCarthy, Director, Metropolitan Council Transportation Services  
Kevin Roggenbuck, Transportation Coordinator, Transportation Advisory Board

**DATE:** November 4, 2011

**RE:** CMAQ Project Scope Change Request: TRS-TCMT-11; I-35W Fleet and Service Improvements; Minnesota Valley Transit Authority.

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The project scope change requested by MVTA includes four parts:

1. Approve a change in the project scope for TRS-TCMT-11; I-35W transit limited express service and technology;
2. Amend the 2012-2015 TIP to include the revised project scope listed above;
3. Approve a sunset date extension to March 31, 2013 for the amended project scope; and
4. Amend the 2012-2015 TIP to include Cedar Avenue BRT station-to-station service.

### Regional Funding Situation

The ability to provide operating funding for the Cedar Avenue BRT station-to-station service was impacted by reductions to the state general fund allocation for transit operation and future anticipated deficits. The Council's state general fund allocation was reduced by \$51.8 million for the 2012-2013 biennium. The attached chart titled *Legislative Decisions Impact on Transit Deficits* shows current plans for addressing the SFY 2012-13 biennial reductions and resulting deficit. Most of the interventions rely primarily on one-time funds including the use of reserves, CTIB increased contributions for transitway operations and the use of highway right-of-way levies (RALF). The one-time nature of these fixes means that these amounts will need to be solved again with the next biennium. Two of the interventions, administrative reductions and route adjustments, are structural (permanent).

Additionally, projections for SFY 2014-15 show a deficit of approximately \$40 million even with the reinstatement of the SFY 2012-13 state general fund reductions. The deficits in the out biennium are driven by reduced forecasts for MVST collections, higher than expected fuel prices, and the addition of Central Corridor LRT operations costs with no assumed state funding. If the state were to appropriate funds for 50% of light rail operating costs in accordance with statute, the \$40 million deficit is reduced by half. Updates to these projections will follow the November / December forecast.

### Relationship to the Urban Partnership Agreement (UPA) Project on I-35W and Cedar Avenue

The UPA project is complete with all components of the project complete and operational. While the requested scope change does not have a direct link to any UPA project requirements, it is consistent with the spirit of the UPA project. The requested scope change supports one of the UPA project goals of advancing BRT in the Cedar Avenue corridor and leverages the significant UPA investments in the corridor (Cedar Grove Transit Station, Apple Valley Transit Station, Lakeville Transit Station and express buses). The UPA was a federal (\$133 million) and state (\$55 million) funded project. In addition, \$15 million in state trunk highway bonds for transit were used to extend the northbound 35W MnPASS lane to the 35W/35E split.

### Sources of CMAQ Fund Savings

MVTA's I-35W CMAQ Application was to procure vehicles, deploy lane-assist/guidance technology, provide off-board fare collection, upgrade shoulders, and expand service and parking supply in the corridor.

The Metropolitan Council and Minnesota Department of Transportation were jointly awarded \$133.3 M in federal funds by the USDOT through the UPA program. The UPA funding converted I-35W HOV lane to a MnPASS HOT lane from Burnsville to approximately I-494. This effort saved \$600,000 from our original budget. Additionally, The Met Council acquired land, designed and constructed a new park-and-ride lot in Lakeville. This effort saved \$91,800 in our budget. The technology budget has also been reduced from \$1 M to \$550,000 with MVTA continuing its plans for deployment of the driver assist/lane guidance technology.

In the 2003 regional solicitation, Metropolitan Transit Services (MTS) received a CMAQ grant to purchase buses for expanded transit service in high demand transit corridors. The buses would be made available to various regional transit providers. The grant was applied for through the FTA and put in place in the Council's authorized capital program in 2008. It consists of \$6.1 M in federal funds and \$1.5 M in matching RTC funds. Due to the recent operating budget deficits and the lack of transit service expansion, the full amount of funding remains available. The Council is currently planning for the purchase of two expansion buses using this grant, one bus for Southwest Transit for service expansion to the Chanhassen park and ride and one bus for MTS to provide service on I-35W from the Kenrick Avenue park and ride. This will require approximately \$1.1 M from the grant. The original grant specifically named the I-35W corridor as a potential corridor for expansion buses to be funded through the CMAQ grant. This is the same corridor MVTA is proposing to purchase buses and implement service in through its I-35W CMAQ grant. Therefore it was determined that rather than purchase the necessary vehicles through the MVTA I-35W grant, the vehicles could be purchased through the existing MTS CMAQ grant. As discussed in the MVTA proposed scope change, this action would free-up \$2.58 M of funding from the I-35W CMAQ grant to be used instead for implementation of station-to-station service operations in the Cedar Avenue BRT corridor.

A table is attached showing the original project scopes of the I-35W and Cedar Avenue BRT CMAQ projects as well as cost components and savings in the revised scope for the I-35W project.

The proposed scope change is supported by the Counties Transit Improvement Board (CTIB). A resolution from the CTIB is also attached.

# Legislative Decisions Impact on Transit Deficits

Effective July 1, 2011 for SFY 2012/2013

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<b>\$51.8M</b>	One-time state appropriation funding reduction
<b>(15.3M)</b>	CTIB operations contribution to 75%
<b>(7.2M)</b>	STP MVST at \$1.65 M below 2011 level each year
<b>(3.0M)</b>	Administrative reductions
<b>(3.3M)</b>	Use of transit operating reserves
<b>(2.8M)</b>	CCLRT FFGA funding for start-up costs
<b>(6.5M)</b>	Shift federal capital funds to operations
<b>(8.2M)</b>	Use of highway right-of-way levies
<b>(3.0M)</b>	Sept 2011 route adjustments
<b><u>\$2.5M</u></b>	<b>Balance for Council to resolve</b>

Original CMAQ application components: 35W fleet and service improvements.

MVTA Original 35W BRT CMAQ application	
Description	Federal Cost
Purchase 8 vehicles, deploy lane-assist/guidance technology, provide off-board fare collection, upgrade shoulders and expand service and parking supply for express and limited stop services.	\$73,440
Facility Lease	\$91,800
Equipment	\$1,000,000
Roadway Shoulders	\$480,000
Net Operating Cost (36 months)	\$1,271,430
Buses	\$2,880,000
<b>TOTAL FUNDING</b>	<b>\$5,843,230</b>

MVTA Revised Scope 35W BRT Project	
Description	Federal plus match
Purchase vehicles, deploy lane-assist/guidance technology, provide off-board fare collection, upgrade shoulders and expand service and parking supply for express and limited stop services.	\$0
	\$550,000
	\$0
	\$1,361,338
	\$2,580,000
	\$3,239,806
	\$4,491,338

RTC bond funds.

CMAQ funds.

2003 MTS CMAQ award.

CMAQ savings

CMAQ savings = facility lease, equipment, roadway shoulders, buses and the difference in net operating cost.

COUNTIES **Transit  
Improvement**

Anoka County | Ramsey County  
Dakota County | Washington County  
Hennepin County | Metropolitan Council

477 Selby Avenue | Saint Paul, Minnesota 55102 | p: 651-222-7227 | f: 651-223-5229

October 27, 2011

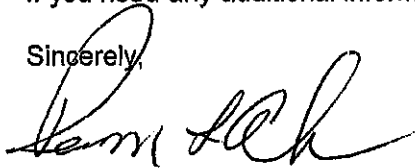
Mr. Kevin Roggenbuck  
Transportation Advisory Board Transportation Coordinator  
Metropolitan Council  
390 Robert Street North  
St. Paul, MN 55101-1805

Dear Mr. Roggenbuck:

Enclosed you will find a copy of a Resolution approved unanimously by the Counties Transit Improvement Board ("CTIB") at its meeting yesterday. The Resolution passed states that CTIB strongly supports the proposed use of a portion of the I-35W CMAQ funds for operation of news station-to-station service on the Cedar Avenue BRT corridor and requests Transportation Advisory Board approval of the CMAQ grant scope change.

If you need any additional information, please contact me.

Sincerely,



Peggy L. Aho  
Clerk to the Board, CTIB

Enclosure

**Proposed CTIB Resolution Supporting The Operating Funding Solution Utilizing CMAQ Funds  
For Implementation of Cedar Avenue BRT Station-to-Station Service**

**Whereas**, the Cedar Avenue Bus Rapid Transit (BRT) is a Regional Transitway identified in the region's long range Transportation Policy Plan that has been under development for more than 10 years; and

**Whereas**, significant financial investment has been made in the construction of Stage 1 corridor improvements including bus shoulder lanes, stations and other facilities currently estimated at \$112.1 million; and

**Whereas**, the final 2012-2013 biennium state funding reduced the Metropolitan Council (Council) transit operating appropriation by \$51.8 million, resulting in the Council being unable to commit to the required three years of operation funds to begin station-to-station service; and

**Whereas**, the Council, working in cooperation with the Minnesota Valley Transit Authority (MVTA), has identified funding sources for initiating station to station service, including partial funding from a 2007 federal Congestion Mitigation and Air Quality (CMAQ) grant to the MVTA for I-35W transit improvement; and .

**Whereas**, several significant and unforeseen changes including implementation of the regional UPA project, the addition of transit service to Lakeville, and deferral of Council plans to implement BRT service on I-35W have resulted in reduced transit needs on the I-35W corridor; and

**Whereas**, the proposed use of the I-35W CMAQ funds for the Cedar Avenue BRT are consistent with and strongly support the intent of the CMAQ program; and

**Whereas**, challenges in the availability of transit operations funding require regional flexibility and partnership to insure that priority transit improvements, projects and programs such as Cedar Avenue BRT can proceed on schedule; and

**Whereas**, the proposed use of CMAQ funds from the I-35W CMAQ grant will require scope change approval by the Transportation Advisory Board and concurrence by the Council.

**Now , Therefore, Be It Resolved**, That the Counties Transit Improvement Board (CTIB) strongly supports the proposed use of a portion of the I-35W CMAQ funds for operation of new station-to-station service on the Cedar Avenue BRT corridor and requests Transportation Advisory Board approval of the CMAQ grant scope change.

## **Transportation Advisory Board**

of the Metropolitan Council of the Twin Cities

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**TO:** TAC Funding & Programming Committee

**FROM:** James Andrew, Metropolitan Council  
Kevin Roggenbuck, Transportation Coordinator

**DATE:** October 19, 2011

**RE:** SP# TRS-TCMT-11 (CMT-07-14) I-35W transit fleet and service improvements:  
Proposed scope change, 2012-2015 TIP amendment and sunset date extension.

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MVTA contacted staff to request a scope change, TIP amendment and sunset date extension for the above referenced CMAQ project that was awarded funding in the 2007 regional solicitation. Staff reviewed the request and asked MVTA to re-calculate the following criterion per the scope change process adopted by the TAB:

- II.A. Service Efficiency (125 points)
- II.B. Service Productivity (125 points)
- IV.A. Reduction in Vehicle Emissions (175 points)
- IV.B. Measure of Project Effectiveness (300 points)

The proposal by MVTA will realize the same benefits for the CMAQ funding as the transit expansion applications for I-35W buses and operations and Cedar Avenue BRT buses and technology but uses different funding sources. The I-35W project used a variety of funding sources, including from the Urban Partnership Agreement (UPA). As a result of those funds, which were not available at the time of the application, there is funding available to apply in other ways. The Cedar Avenue project did not include operating funds because a letter of commitment was not required when the application was proposed in 2005. Since the MVTA does not have operating funds it can commit to this project, this proposal instead proposes to apply the funds leftover from the I-35W project to fund the station-to-station service on Cedar Avenue to be matched by a grant from CTIB. Without this funding for operating service, MVTA cannot implement station-to-station BRT service on Cedar Avenue.

From a technical standpoint, the proposed projects are eligible to receive CMAQ funding. The project benefits are summarized in the attached materials. These benefits would have put these projects in the lower end of the range of selected projects in 2007 but their exact placement would be exceedingly difficult to quantify precisely. Overall, the proposal presents the following policy question for the TAB to consider: should the region use savings from the I-35W project to add operating funds to Cedar Avenue BRT thereby maintaining its commitment to the Cedar Avenue BRT project, or should it use this savings to be applied to projects submitted in the 2011 Solicitation? If the TAB grants the request, the Cedar BRT project, for which significant investment from CMAQ and other sources has already been made, can move forward. If the TAB denies the request, the project risks being delayed indefinitely and the extra funding would be available to projects submitted in the most recent solicitation.





October 18, 2011

Technical Advisory Committee  
c/o Kevin Roggenbuck  
Metropolitan Council  
390 Robert St. N.  
St. Paul, MN 55101-1805

RE: Scope Change Request I-35W and Cedar Avenue Transitways Request for Sunset Date Extension I-35W

Dear Technical Advisory Committee:

Minnesota Valley Transit Authority (MVTA) requests approval of a Scope Change to its CMAQ Grants TRS-MVTA-11- I-35W Service Expansion and TRS-MVTA-10A Cedar Avenue Transitway Projects. Further, we request a sunset date extension for the I-35W Grant. We view these actions as critical to implementing service with respect to Federal, Regional and local commitments already made in both corridors.

By way of background, in the 2005 regional solicitation, MVTA received approval (CMAQ funding) to purchase buses and technology to implement BRT service in Cedar Avenue Corridor. At the time of our application, we did not submit for operating funding as this was viewed to come from other revenue sources. The 2005 CMAQ funding has been authorized and not part of this scope change request. The vision for Cedar Avenue is a multi-modal corridor that includes express, local and station-to-station service. Dakota County Regional Rail Authority (DCRRA), Metropolitan Council (MC) and the County Transit Investment Board (CTIB) are project partners in the corridor having committed approximately \$112 million of capital investment. Funding was also committed through the Urban Partnership Agreement (UPA) administered by the MC and MnDOT. Two stations have already been completed; the Apple Valley and Cedar Grove Stations while construction of Bus Shoulder Lanes and associated Transitway improvements are under construction. Recently we received a Finding of No Significant Impact completing the environmental process and enabling the station-to-station service to proceed.

In the 2007 regional solicitation, MVTA received approval (CMAQ Funding) to purchase buses and operate service in the I-35W corridor. Shortly thereafter, the I-35W corridor also received funding through the UPA, completing MnPASS and bus shoulder lanes from Burnsville to Downtown Minneapolis. Our application included funding for a facility lease and roadway improvements. Recognizing that the improvements have been made, MVTA no longer needs all

the capital elements requested in the application. For this reason, we are seeking to transfer and reallocate money from this grant to fund the Cedar Avenue Station-to-Station service.

Given the considerable capital investment that has taken place in both corridors since the applications were submitted, we believe the requested scope changes value the investments made and at the same time, enable new service to start. Operating funds have not been identified for Cedar Avenue Station-to-Station service. Absent your approval, there are no other resources to begin service in Cedar Avenue.

Below is the documentation of what is proposed and the rationale for the request.

- Grant TRS-MVTA-10A for Cedar Avenue (2005 CMAQ project) has already received federal authorization and we are committed to the project as it has been approved.
- Funding not contemplated in the initial application for improvements in both corridors was realized and the proposed scope changes credit expenditures that are no longer needed.
- MVTA has committed to operate service in both corridors for three (3) years per MC policy.
- Capital investment made in corridors is unrecognized if there is no service operating in the corridors.
- Project partners including DCRRA, MC, CTIB and MVTA have made extensive commitments to the public and have worked cooperatively to put forth a plan to fund the operations.
- The mechanics of our plan is as follows:
  - \$3,239,806 of federal funds from the original I-35W CMAQ grant will be moved to fund Cedar Ave Station-to-Station service. These funds will be matched by CTIB funds totaling \$3,809,094 for a 46 percent federal and 29 percent local share.
  - The I-35W award will be re-scoped using \$1,911,338 from the original award for technology and service. This is composed of \$1,361,338 (federal 71 percent) and matched by \$550,000 (local 29 percent) using MC RTC funds. The re-scoping recognizes the aforementioned UPA monies while also retaining the service as stated in the application.
  - The buses for the I-35W limited stop service will be acquired through an existing 2005 CMAQ bus purchase grant held by MC.

The requested scope changes are necessary, in part, due to the reduction in general fund revenues to the MC. MVTA has also been a casualty in the budget shortfall and presents this plan as our best effort to find operating funds to cover the next three years of service. All of the project partners support this request for a scope change.

**Summary of I-35W Service Elements:**

Savage express service will be improved to a 15-minute peak frequency. The I-35W limited stop express service from Burnsville to downtown Minneapolis and the University of Minnesota would also be provided at 15-minute frequencies with direct service.

Recalculated data for Service Efficiency, Service Productivity, Reduction of Vehicle Emissions and Measures of Project Effectiveness are noted below:

**35W**

Measure	Was	Now
Service Efficiency	\$1.96 per passenger	\$2.27 per passenger
Service Productivity	\$766,433 annualized cost	\$499,612 annualized cost
Emissions Reduction	251.0 kg/day	224.9 kg/day
Project Effectiveness	\$23,060 per kg/day	\$8,499 per kg/day

**Summary of Cedar BRT Station to Station Service (S2SS)**

Weekday service will operate for 18 hours per day on a 15 minute frequency. Weekends will operate 15 hours per day on a 30 minute frequency. The service will operate from the Apple Valley Transit Station to the MOA/28<sup>th</sup> Ave park and ride.

The 2005 CMAQ application did not include funding to operate service, only capital funding was requested; however, it did include an assumed service frequency in order to calculate the air quality emission reduction and other benefits in the solicitation process. The assumed net operating costs in the 2005 CMAQ application are relatively the same as described below.

**Cedar S2S**

Measure	Now
Service Efficiency	\$5.52 per passenger
Service Productivity	\$2,349,633 annualized cost
Emissions Reduction	171.9 kg/day
Project Effectiveness	\$41,006 per kg/day

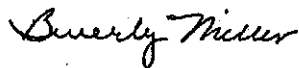
Finally, maps of the corridor locations and service operations are also attached.

Additionally, a request for a sunset date extension for the I-35W grant is included with the scope change. The Cedar Avenue Transitway is currently under construction and is planned to open in late fall, 2012. Station to station service cannot begin until the road work is completed and ready for buses.

Technical Advisory Committee  
October 18, 2011  
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It is necessary to understand the complexities the entire project presents, what has transpired over time and the budget realities we face today. Today's projects need multiple funding sources to construct and implement service. Understandability each revenue source comes with its own rules, timing and criteria. New service is increasing improbable given today's budget constraints and to be successful, we need to be able to utilize of every source of funding we have available in the region.

Sincerely,

A handwritten signature in cursive script that reads "Beverley Miller".

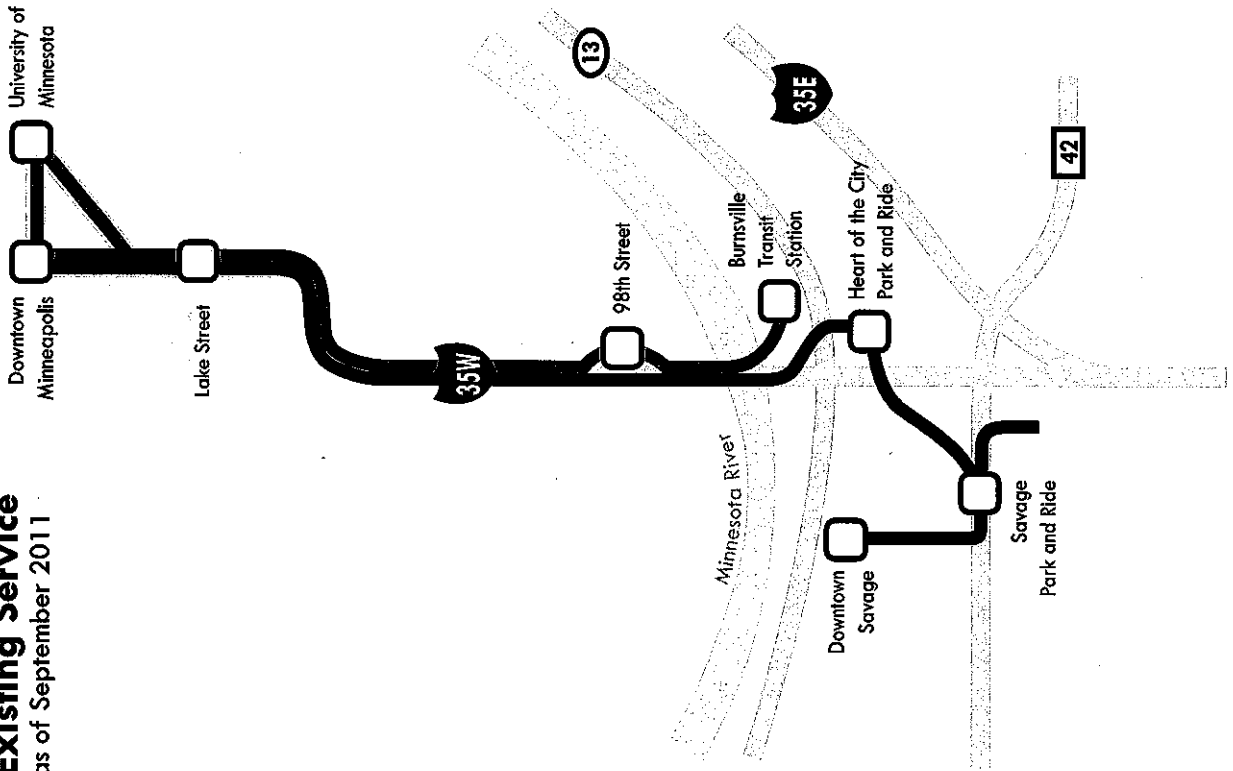
Beverley Miller  
Executive Director



# Proposal for I-35W Service Enhancements

last revised April 29, 2011

## Existing Service as of September 2011



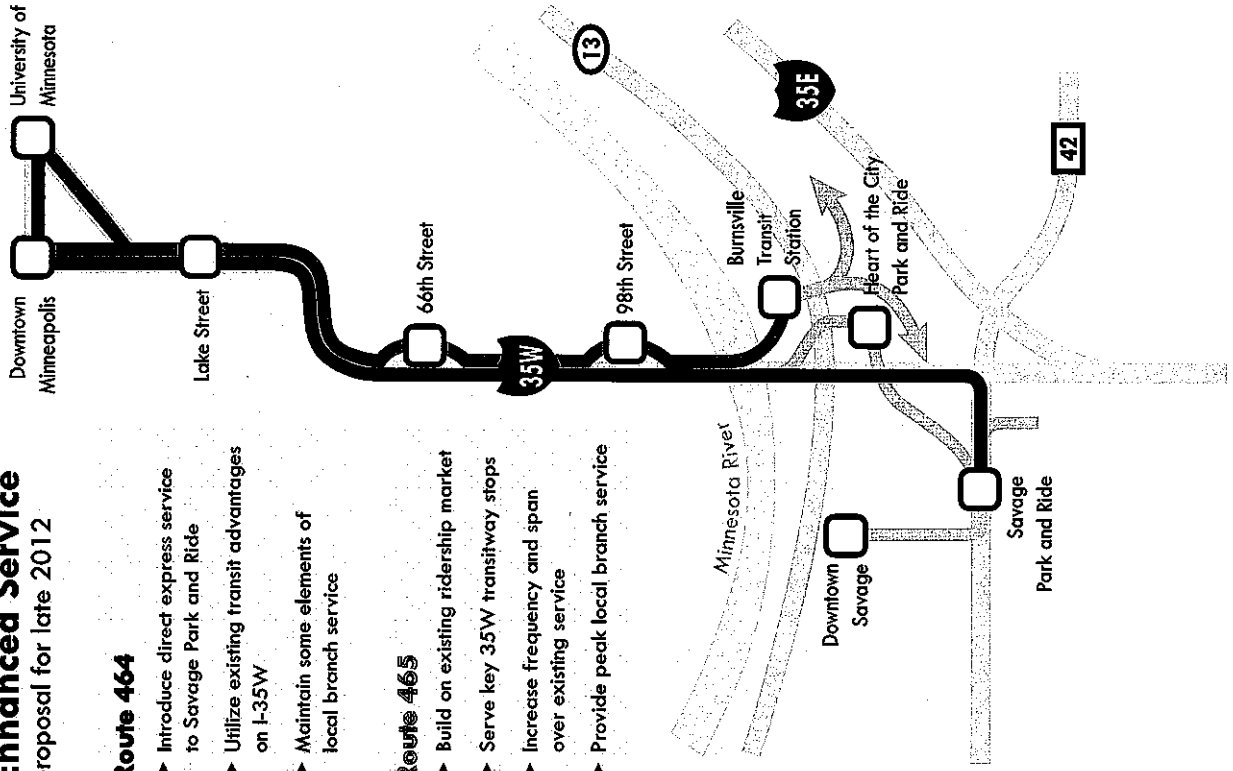
## Enhanced Service proposal for late 2012

### Route 464

- ▶ Introduce direct express service to Savage Park and Ride
- ▶ Utilize existing transit advantages on I-35W
- ▶ Maintain some elements of local branch service

### Route 465

- ▶ Build on existing ridership market
- ▶ Serve key 35W transitway stops
- ▶ Increase frequency and span over existing service
- ▶ Provide peak local branch service



**VEHICLE EMISSIONS REDUCTION WORKSHEET (APPENDIX G)**  
**New or Expanded Transit Service, Vehicles or Capital**

Year 3 (or final year if less than 3) Estimated Daily Ridership		785	passenger trips		
Distance from Terminal to Terminal		20	miles		
Year 3 (or final year if less than 3) Estimated Daily Transit Vehicle Trips		30	vehicle trips		
<b>SOV (AUTO) EMISSIONS REDUCED</b>					
Average Weekday AM Peak SOV Travel Speed:		35	mph		
		YEAR THREE (or final year if less than 3)			
	Emissions Factor (grams/mile)*	Daily SOV VMT (miles)	Emissions (kg/day)		
CO Emissions	12.08	15,700	189.7		
NO <sub>x</sub> Emissions	1.70	15,700	26.7		
VOC Emissions	1.20	15,700	18.8		
Total Emissions			235.2		
<b>BUS EMISSIONS GENERATED</b>					
Average Weekday AM Peak Bus Travel Speed:		55	mph		
		YEAR THREE (or final year if less than 3)			
	Emissions Factor (grams/mile)*	Daily Bus VMT (miles)	Emissions (kg/day)		
CO Emissions	5.53	600	3.3		
NO <sub>x</sub> Emissions	10.70	600	6.4		
VOC Emissions	0.97	600	0.6		
Total Emissions			10.3		
<b>DIESEL PASSENGER/COMMUTER RAIL EMISSIONS GENERATED</b>					
		YEAR THREE (or final year if less than 3)			
	Emissions Factor (grams/mile)	Daily Rail Miles	Emissions (kg/day)		
CO Emissions	266	0	0.0		
NO <sub>x</sub> Emissions	76	0	0.0		
VOC Emissions	9	0	0.0		
Total Emissions			0.0		
<b>NET PROJECT EMISSION REDUCTIONS</b>					
	Auto SOV Emission Reductions (kg/day)	Bus Emissions Generated (kg/day)	Bus Emissions Generated (kg/day)	Net Emission Reductions (kg/day)	
YEAR THREE (or final year if less than 3)	235.2	10.3	0.0	224.9	

**VEHICLE EMISSIONS REDUCTION WORKSHEET (APPENDIX G)**  
**New or Expanded Transit Service, Vehicles or Capital**

Year 3 (or final year if less than 3) Estimated Daily Ridership		1413	passenger trips			
Distance from Terminal to Terminal		11	miles			
Year 3 (or final year if less than 3) Estimated Daily Transit Vehicle Trips		64	vehicle trips			
<b>SOV (AUTO) EMISSIONS REDUCED</b>						
Average Weekday AM Peak SOV Travel Speed:		40	mph			
		YEAR THREE (or final year if less than 3)				
	Emissions Factor (grams/mile)*	Daily SOV VMT (miles)	Emissions (kg/day)			
CO Emissions	9.98	14,837	148.1			
NO <sub>x</sub> Emissions	1.72	14,837	25.5			
VOC Emissions	1.07	14,837	15.9			
Total Emissions			189.5			
<b>BUS EMISSIONS GENERATED</b>						
Average Weekday AM Peak Bus Travel Speed:		45	mph			
		YEAR THREE (or final year if less than 3)				
	Emissions Factor (grams/mile)*	Daily Bus VMT (miles)	Emissions (kg/day)			
CO Emissions	5.37	672	3.6			
NO <sub>x</sub> Emissions	8.50	672	5.7			
VOC Emissions	1.08	672	0.7			
Total Emissions			10.0			
<b>DIESEL PASSENGER/COMMUTER RAIL EMISSIONS GENERATED</b>						
		YEAR THREE (or final year if less than 3)				
	Emissions Factor (grams/mile)	Daily Rail Miles	Emissions (kg/day)			
CO Emissions	266	0	0.0			
NO <sub>x</sub> Emissions	76	0	0.0			
VOC Emissions	9	0	0.0			
Total Emissions			0.0			
<b>NET PROJECT EMISSION REDUCTIONS</b>						
	Auto SOV Emission Reductions (kg/day)	Bus Emissions Generated (kg/day)	Bus Emissions Generated (kg/day)	Net Emission Reductions (kg/day)		
<b>YEAR THREE (or final year if less than 3)</b>	189.5	10.0	0.0	179.4		

## Appendix P: Net Operating Cost Worksheet New or Expanded Transit Service

### For applicants who use a contracted service provider

1a)	Cost per Platform Hour <i>All operational and contract costs including driver labor, fuel, administration and other related costs divided by the number of platform hours operated.</i>	\$99.55
1b)	Name of Provider:	Schmitt & Sons
2)	Proposed Platform Hours (From "Service Description Summary" section)	9,162.92
3)	Gross Operating Cost (Line 1 times Line 2)	\$912,168
4)	Estimated Fare Box Revenue (Based on Projected Ridership)	\$458,401
5)	Net Operating Cost (Line 3 minus Line 4)	\$453,767

### For applicants who provide service directly

1)	Total Agency 2011 Transit Operating Budget, less any non-transportation costs, allocations, or accruals <i>(Costs must be comparable whether contracted or direct service provider)</i>	
2)	Agency Budget minus Maintenance, Fuel, and Parts Costs: <i>(Maintenance includes mechanics, tools, and other mechanics-related costs)</i>	
3)	Agency Budget for Maintenance, Fuel, and Parts: <i>(Line Two plus Line 3 should equal Line One)</i>	\$0
4)	2007 Annual Projected Vehicle Platform Hours:	
5)	2007 Annual Projected Vehicle Platform Miles:	
6)	Fixed Cost per Platform Hour <i>(Line 2 divided by Line 4)</i>	#DIV/0!
7)	Variable Cost per Platform Mile <i>(Line 3 divided by Line 5)</i>	#DIV/0!
8)	Proposed Platform Hours (From "Service Description Summary" section)	
9)	Total Cost for Proposed Platform Hours (Line 6 multiplied by Line 8)	#DIV/0!
10)	Multiply Line 7 by the Number of Service Miles Proposed	
11)	Gross Operating Cost (Line 9 plus Line 10)	#DIV/0!
12)	Estimated Fare Box Revenue (Based on Projected Ridership)	
13)	Net Operating Cost (Line 11 minus Line 12)	#DIV/0!

### For agencies with a mix of directly provided and contracted services

If the vehicles in this proposal will be assigned to a contractor, use the contracted service section of this form. If the vehicles will be used in direct service, complete that section of the form, using only the portion of your budget and service hours that are used in direct service.



## Appendix P2: Project Summary Worksheet (New or Expanded Transit Service)

Number of Service Years

3

		Year 3 or Final Year (if less than 3)	Weekend	Total
Peak Period Vehicles		5	2	
<b>Platform Hours</b>				
Additional Daily Platform Hours		76	32	
2011 Platform Hour Rate*		\$114.09	\$114.09	
Daily Cost		\$8,670.46	\$3,650.72	
Annual Platform Hours		19,380	3,456	
Annual Cost		\$2,210,967.30	\$394,277.76	
<b>Platform Miles</b>				
Additional Daily Platform Miles				
2011 Platform Mile Rate*				
Daily Cost		\$0.00		
Annual Platform Miles				
Annual Cost		\$0.00		
<b>Total Annual Operating Cost</b>		<b>\$2,210,967</b>	<b>\$394,278</b>	<b>\$7,815,735</b>
<b>Average Daily Ridership</b>		<b>825</b>	<b>350</b>	
Average Daily Fare		\$1.03	\$1.03	
Daily Revenue		\$850	\$361	
Annual Ridership		210,375	38,500	
Total Annual Revenue		\$216,686	\$38,934	\$766,861
<b>Net Operating Cost</b>		<b>\$1,994,281.05</b>	<b>\$355,343.76</b>	
Net Operation Cost per Passenger		9.479648485	9.229708052	
Passenger per Platform Hour		10.9	11.1	
	<b>Fund:Percent</b>			
Annual Federal Share (CMAQ)	80%	\$1,595,425	\$284,275	\$5,639,100
Annual Local Share (Matching)	20%	\$398,856	\$71,069	\$1,409,775
<b>Total Annual Project Cost</b>	<b>100%</b>	<b>\$1,994,281</b>	<b>\$355,344</b>	<b>\$7,048,874</b>

Costs are expressed in 2011 dollars (NOT factored for inflation).  
See Appendix P for rate per hour and per mile calculation.

**Proposal for Cedar BRT Station-to-Station Service and I-35W Service and Capital Funding**

Project	MVTA Original 2007 CMAQ Application	MVTA Revised Funding Needs: October	Met Council Proposal				Total
			Federal (from original I-35W CMAQ grant)	CTIB	Council (RTC)	Council (Existing CMAQ grant)	
Cedar BRT Station-to-Station Net Operating Cost (36 months)	7,048,900	7,048,900	3,239,806	3,809,094			7,048,900 <sup>1</sup>
I-35W Service Facility Lease	91,800						
Roadway Shoulders	600,000						
Equipment/Technology	1,000,000	550,000			550,000		550,000 <sup>2</sup>
Net Operating Cost (36 months)	1,271,430	1,361,338	1,361,338				1,361,338 <sup>2</sup>
Subtotal I-35W	2,963,230	1,911,338	1,361,338	-	550,000	-	1,911,338
I-35W Bus Purchases	2,880,000	2,580,000				2,580,000	2,580,000 <sup>3</sup>
Total I-35W CMAQ cost	5,843,230	4,491,338					
<b>TOTAL FUNDING</b>	<b>12,892,130</b>	<b>11,540,238</b>	<b>4,601,144</b>	<b>3,809,094</b>	<b>550,000</b>	<b>2,580,000</b>	<b>11,540,238</b> <sup>4</sup>

**Notes**

- \$3,239,806 of federal funds from the original I-35W CMAQ grant will be moved to a new project for Cedar Avenue station-to-station service matched by CTIB funds totaling \$3,809,094 for a 46% federal/54% local match.
- The I-35W service will be rescoped to use the remaining I-35W CMAQ federal money of \$1,361,338 for 35W technology and service. This will be matched by \$550,000 of Council RTC funds for a 71% federal /29% local match.
- The buses for the I-35W limited stop service will be acquired through an existing 2005 CMAQ bus purchase grant held by MTS.
- MVTA's contribution to the total funding will be \$1.8 M realized through a reduction of \$600,000 per year for CY12, 13 and 14 in MVTA's federal NTD capital earnings as tracked by the Council.

October 17, 2011

Ms. Beverley Miller  
Minnesota Valley Transit Authority  
100 East Highway 13  
Burnsville, MN 55337

Dear Beverley,

Thank you for the recent proposal from MVTA identifying potential funding sources for the Cedar Avenue BRT station-to-station service and for the capital and operating costs for MVTA's revised I-35W CMAQ grant. As you are aware from our recent conversations, the Council in large part agreed with the proposal but also made a couple of suggestions to revise it specifically by funding the I-35W vehicle purchases from an existing Council CMAQ grant.

Based upon our discussions it appears MVTA and the Council are in agreement with the revised proposal (attached) and recommend that it be submitted to the Transportation Advisory Board (TAB) and its Technical Advisory Committee (TAC) for the necessary project scope change approval, sunset date extension and Transportation Improvement Program (TIP) amendments. In summary, the agreed upon funding proposal consists of the following elements:

- \$3,239,806 of federal funds from the existing I-35W CMAQ grant will be used to fund three years of the net operating costs for Cedar Avenue BRT station-to-station service. The federal funds will be matched by \$3,809,094 of CTIB funding.
- \$1,361,338 of the remaining federal funds from the existing I-35W CMAQ grant will be used to fund three years of the net operating cost for I-35W limited stop service and technology improvements on I-35W. These federal funds will be matched by \$550,000 in Regional Transit Capital (RTC) from the Council.
- \$2,580,000 in necessary vehicle purchases for the I-35W limited stop service will be funded from an existing Council CMAQ grant for expansion bus purchases.
- \$1,800,000 (\$600,000 per year for three years) will be deducted from MVTA's calculated federal formula earnings representing MVTA's contribution to the Cedar station-to-station service and I-35W service and capital funding.

This proposal provides an operating financing plan for the first three years of the Cedar Avenue BRT station-to-station service. Three years will give the new service an opportunity to get established and succeed. After that, similar to all services in the region, it will be funded base upon its own merits.

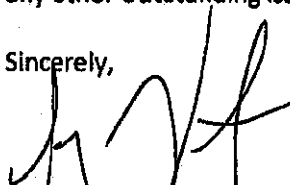
The Council fully supports MVTA's request for a scope change to the existing I-35W CMAQ grant and is committed to providing the RTC match for the revised I-35W operating and technology costs and also to using its existing CMAQ grant to purchase the necessary vehicles for the service.

The proposed schedule for moving the proposal forward to obtain the necessary TAB/TAC and Council actions is as follows:

1. October 20<sup>th</sup> - TAC Funding and Programming
2. November 3<sup>rd</sup> -TAC
3. November 10<sup>th</sup> – TAB Funding and Programming
4. November 16<sup>th</sup> – TAB
5. November 28<sup>th</sup> – Council Transportation Committee
6. December 14<sup>th</sup> – Metropolitan Council

Thank you for your willingness to work out these difficult funding issues. Please let me know if there are any other outstanding issues.

Sincerely,



Amy Vennewitz  
Deputy Director MTS

Cc: Patrick Born  
Wes Kooistra  
Arlene McCarthy



October 19, 2011

Karl Keel, Chair  
 TAC Funding and Programming Committee  
 Metropolitan Council  
 390 N. Robert St.  
 St. Paul, Minnesota 55101

Re: Amendment to the Twin Cities 2012-2015 Transportation Improvement Program (TIP)  
 State Project Number: Scope Change for TRS-TCMT-11 MVTA: I-35W Transit Limited  
 Express Service and Technology and add MVTA: Cedar Avenue BRT  
 Station-to-Station Service

Dear Mr. Keel:

Please amend the 2012 – 2015 Transportation Improvement Program (TIP) to include these projects in SFY 2012. These projects are being submitted with the following information:

**PROJECT IDENTIFICATION:**

STATE FISCAL YEAR	ATP	DIST	ROUTE SYS	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
2012	M	M	BB	TRS-TCMT-11	MVTA	I-35W Transit Limited Express Service and Technology	N/A
2012	M	M	BB		MVTA	Cedar Avenue BRT Station-to-Station Service	N/A

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA Target	HPP \$	Earmark \$	FHWA Target AC \$	HPP AC \$	TH \$	OTHER \$
TR	Transit Service	CMAQ	1,911,338	1,361,338	0	0	0	0	0	550,000*
TR	Transit Service	CMAQ	7,048,900	3,239,806	0	0	0	0	0	3,809,094**

\*Metropolitan Council Regional Transit Capital Funds

\*\*County Transit Improvement Board (CTIB) Funds

**PROJECT BACKGROUND:**

1. This amendment is needed to identify the new description and funding amounts for a re-scoped TRS-TCMT-11 bus service on I-35W and a new project for 36 months of operating funds for new Cedar Avenue Bus Rapid Transit (BRT) station-to-station service.

In the 2005 regional solicitation, MVTA received CMAQ funding to purchase buses and technology to implement BRT service in the Cedar Avenue Corridor. At the time of the application, operating funding was not identified as this was viewed to come from other revenue sources. There is a need to identify operating funding at this time to enable MVTA to purchase buses to operate on the corridor. Dakota County Regional Rail Authority (DCRRA), Metropolitan Council (MC) and the County Transit Investment Board (CTIB) are project partners in the corridor having committed approximately \$112 million of capital investment. Funding was also committed through the Urban Partnership Agreement (UPA) administered by the MC and MnDOT. Two stations have already been completed; the Apple Valley and Cedar Grove Stations while construction of Bus Shoulder Lanes and associated Transitway improvements are under construction. Recently we received a Finding of No Significant Impact completing the environmental process and enabling the station-to-station service to proceed.

In the 2007 regional solicitation, MVTA received CMAQ funding to purchase buses and operate service in the I-35W corridor. Shortly thereafter, the I-35W corridor also received funding through the UPA, completing MnPASS and bus shoulder lanes from Burnsville to Downtown Minneapolis. Our application included funding for a facility lease and roadway improvements. Recognizing that the improvements have been made, MVTA no longer needs all the capital elements requested in the application and this TIP amendment reflects a smaller project for service and technology improvements. This TIP amendment would transfer those unspent funds to 3-years of operating funding for Cedar Avenue Station-to-Station service.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money \_\_\_\_\_
- Anticipated Advance Construction \_\_\_\_\_
- ATP or MPO or Mn/DOT Adjustment by deferral of other projects \_\_\_\_\_
- Earmark or HPP not affecting fiscal constraint \_\_\_\_\_
- Other\*   X

\* Savings from the UPA project on I-35W has made funding available to complete this project.

**AIR QUALITY CONFORMITY:**

- Subject to conformity determination ..... \_\_\_\_\_
- Exempt from regional level analysis\* .....   X
- Exempt from project level analysis\* .....   X
- Exempt by virtue of interagency consultation..... \_\_\_\_\_
- N/A (not in a nonattainment or maintenance area)..... \_\_\_\_\_

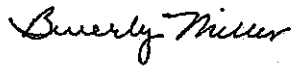
\* Exemption Code\_T-1 Operating Assistance to Transit Agencies

**CONSISTENCY WITH MPO LONG RANGE PLAN:**

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted on January 14, 2009, with FHWA/FTA conformity determination established on September 16, 2009. The amendment is also consistent with the 2030 Transportation Policy Plan update adopted by the Metropolitan Council on November 10, 2010 and transmitted to MnDOT on November 22, 2010 for transmittal to USDOT for a conformity determination.

We are requesting approval of this TIP amendment at this time. If you have any questions, please contact me at 952.882.7500.

Sincerely,

A handwritten signature in cursive script that reads "Beverley Miller".

Beverley Miller  
Minnesota Valley Transit Authority

**Transportation Advisory Board**  
of the Metropolitan Council of the Twin Cities

---

**Process to evaluate scope change requests for regionally-selected projects.**

**Adopted by the Transportation Advisory Board on March 16, 2011**

**ACTION TRANSMITTAL 2011-35**

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Projects submitted for consideration through the regional solicitation are often just concepts or unrefined ideas. Project sponsors work on the preliminary and final design, environmental studies etc... after the TAB awards funds to the project. Sometimes during project development the project sponsor has to make significant design changes or finds that the construction cost was underestimated. When that happens, project sponsors may be required to request a scope change and TIP/STIP amendment because the scope and cost in the TIP/STIP has to be consistent with final project documentation that is sent to the FHWA.

Projects sponsors, Met Council and TAB staff, the TAC Funding & Programming Committee (F&PC) and the region would benefit from an adopted methodology to evaluate requested project scope changes. MN/DOT Metro State Aid has been very good at sorting out the significant scope changes that require action from the TAB. The FHWA has provided guidance on when a cost increase triggers a TIP/STIP amendment, and when a change in a project's design requires a scope change and TIP/STIP amendment (attached). The TAC and TAB want to be comfortable that the revised project scope of a regionally-selected project still provides about the same benefits as the original project scope and would have scored high enough to have been selected like the original project scope – to be fair to the other projects not selected. Below is a proposed outline of a process and guidelines for scope change requests.

- 1) Any construction elements added to the project scope must be eligible according to the solicitation criteria used to evaluate the original project submittal, unless the additional elements are already programmed in the STIP.
- 2) Additional federal funds will not be provided and federal funds cannot be swapped between projects of the same or different sponsor.
- 3) Met Council and TAB staff will provide data on the original project to the TAC F&PC, including cover page, project description, location map, layouts, sketches or schematics, and the original project cost estimate.
- 4) The project sponsor must provide data on the revised project scope to the TAC F&PC, including a complete project description, location map, project layout or sketches or schematics, checklist of work that still needs to be done and a revised project cost estimate.
- 5) The project sponsor must also recalculate the responses to certain key criteria based on the revised project scope and provide them to the TAC F&PC. Met Council and TAB staff may consult with the scoring group chair and individual project scorers if necessary to evaluate the recalculated responses and estimate the change in the original project score.
- 6) The TAC F&PC will base their recommendation on whether the estimated score of the revised project scope would have been high enough to have been awarded funds through the regional solicitation. A recommendation to approve the scope change and adopt a TIP amendment will go before the TAC, TAB Programming Committee and full TAB for adoption, then to the Metropolitan Council for concurrence. A recommendation to reject the scope change and TIP amendment will go before the TAC, TAB Programming Committee and full TAB for approval.



## Federal CMAQ/STP Funding Application – Transit Expansion

**INSTRUCTIONS:** Complete and return completed application to Kevin Roggenbuck, Transportation Coordinator, Transportation Advisory Board, 390 North Robert St., St. Paul, Minnesota 55101. (651) 602-1728. Form 1 needs to be filled out electronically. Please go to Metropolitan Council's website for instructions. Applications must be received by 5:00 PM or postmarked on July 20, 2007. \*Be sure to complete and attach the Project Information form. (Form 2)

Office Use Only  
STP SEQ#  
1373

**CMT-07-14**

### I. GENERAL INFORMATION

1. APPLICANT: Minnesota Valley Transit Authority

RECEIVED

2. JURISDICTIONAL AGENCY (IF DIFFERENT): same

JUL 20 2007

3. MAILING ADDRESS: 100 East Highway 13

CITY: Burnsville

STATE: MN

ZIP CODE: 55337

TRANSPORTATION

5. CONTACT PERSON: Beverley Miller

TITLE: Executive Director

PHONE NO.  
(952) 882-7500

### II. PROJECT INFORMATION

6. PROJECT NAME: I-35/35W Fleet and Service Improvements

7. BRIEF PROJECT DESCRIPTION (Include location, road name, type of improvement, etc... A more complete description must be submitted separately as described in Specific Requirement #3 on P.5):

Purchase BRT vehicles and equipment and provide startup operating funding in support of I-35/35W BRT project

8. INDICATE PROJECT OR PROGRAM CONSTRUCTION LETTING, COMPLETION, OR FULLY OPERATIONAL DATES.:

Bus procurement award 3/1/10  
Shoulder improvement calendar year 2011  
Fare collection equipment procured 6/1/11  
Operational 9/1/11

### III. PROJECT FUNDING

9. Are you applying for funds from another source(s) to implement this project? Yes  No

If yes, please identify the source(s): Regional Transit Capital, for 20% local capital match

10. FEDERAL AMOUNT: \$4,601,144

13. MATCH % OF PROJECT TOTAL: 20.3%

11. MATCH AMOUNT: \$1,242,086

14. SOURCE OF MATCH FUNDS: RTC (Capital); MVTA (Operating)

12. PROJECT TOTAL: \$ 5,843,230

15. REQUESTED PROGRAM YEAR:  2011  2012

16. SIGNATURE



17. TITLE: Executive Director

## **I-35/35W BRT Fleet and Service Improvements Project Summary and Objectives**

### ***Project Summary Description***

The I-35W BRT Study recommended a phased approach over a number of years for the implementation of BRT services between CSAH 70 in southern Lakeville and downtown Minneapolis. The proposed project represents MVTA's incremental approach to advancing the project in the 2011/2012 timeframe. Overall elements of the project include transit service level improvements, additional park & ride facilities, transit advantages, and ITS integration. The project, as detailed in the *I-35W BRT Study Final Report* completed by the Minnesota Department of Transportation in early 2005, includes the staged implementation of improvements starting with the current system of HOV lanes, park & rides, transit vehicles and services, ramp meter bypass ramps, and bus-only shoulder operation and building toward more center-running dedicated transit facilities.

This specific project is to procure vehicles, deploy lane-assist/guidance technology, provide off-board fare collection, upgrade shoulders, and expand service and parking supply for the express and Station-to-Station service component of the project. This addresses parts of the Phase I and Phase II project elements. Some of these components will, of course, benefit other elements of the busway project. The specific elements included in this application are:

- Purchase of 8 40-foot, low-floor, BRT-specific buses. These buses will be dedicated to operation in the busway corridor and will include busway-specific features to integrate with the ITS and fare collection elements of the service. This includes 5 buses for expanded express service, 2 for expanded station-to-station service (current routes 465 and 535), and 1 spare.
- Operating plan for the Station-to-Station service will be to increase the frequency of route 465 between Burnsville and Minneapolis (University of Minnesota), connecting to the 535 service at South Bloomington Transit Center. This provides an "overlay" limited stop service that maximizes both speed and access.
- The operating plan for the Express service will be to add service on new route 467 running from a leased park & ride lot in southern Burnsville to downtown Minneapolis. Pending resolution of transit district issues, this service could potentially run from northern Lakeville as specified in the study documents; however, until Lakeville agrees to buy into the transit district, it is not possible to fund this service into Lakeville and thus Burnsville is the end of the service as proposed. Because of this need to focus on markets south of County Rd 42, but the uncertainty of boundary issues, at this time the park & ride facility would be a leased commercial or church lot that could be relocated to a more permanent site in the future.
- Deploy GPS-based lane assist/guidance and collision avoidance technologies along the corridor to permit maximum effective use of existing bus-only shoulder use by extending use to those times that the shoulders cannot currently be used due principally to weather conditions.
- Provide off-board, self-service fare collection devices and adopt proof-of-payment fare collection at select stations in the corridor.

It is anticipated that parallel efforts not funded by CMAQ/STP dollars may develop additional elements of the busway project by or during the 2011/2012 time period. The elements contained

in this application are those that are specific to transit operations in the segment of the corridor that has historically been operated by Minnesota Valley Transit.

It is also important to highlight that this project is just one small piece of the major investment that would be made in this corridor should the Twin Cities be selected for Urban Partnership Agreement implementation. The current application for the UPA focuses attention on the I-35W and TH 77 "twin" corridors south from downtown Minneapolis to Dakota County.

***Objectives***

The fundamental objective of this project is to mitigate congestion and improve air quality in and near the I-35/I-35W south corridor by increasing the viability of alternatives to single-occupant vehicle travel. In particular, this will be accomplished by increasing the availability, reliability, and convenience of transit services operating along the corridor through the acquisition and operation of a larger fleet, installation of new operating technologies, and use of enhanced passenger features including platform fare collection.

The I-35W corridor is currently heavily congested at rush hours and is highly susceptible to weather-related delays and crashes due to the topography of the Minnesota River valley. Execution of the proposed project will increase the capacity of the corridor by replacing SOV trips with fewer HOV trips carrying the same number of person-trips. In addition, the installation of lane-assist/guidance technologies will allow the transit operation to maintain its speed advantage even in poor weather when it currently must operate in mixed traffic. This will lead to transit becoming even more desirable on those days with the greatest potential for major delays.

Air quality, as a direct result of vehicle delay, will be affected by this project as well. Replacing SOV trips with HOV trips reduces the total amount of air pollution substantially. The vehicles chosen for this project will operate on a traditional clean-diesel technology as there is no advantage to the much more expensive hybrid technology in this high-speed service.

## I-35/35W BRT Service expansion

South Burnsville-Minneapolis Express  
 Expanded Station-to-Station Service (465/535)  
 Shoulders Pkwy-CR 42  
 Fare Collection Equipment  
 Lane Assist

**Assumptions:**

Buses: 8 low-floor BRT-style buses  
 Facility: leased at a currently unused commercial site  
 Operating Costs: 3-year startup cost coverage

**Vehicles**

BRT-style buses @ \$360,000  
 8 buses (7 in-service + 1 spare)  
 \$ 360,000  
 Total cost \$ 2,880,000

Total Vehicles \$ 2,880,000

Facility Lease: 200 spaces  
 Typical rate of \$0.15/space/day  
 255 days per year

Annual Cost \$ 7,650  
 \$ 91,800 for 12 years

Total Facility

**Equipment**

Lane Assist \$ 600,000  
 Fare Collection \$ 400,000

Total Equipment \$ 1,000,000

**Roadway**

Shoulders TH 13-CR 42 \$ 600,000

Total Roadway \$ 600,000

**Operating Costs:**

Running time = 43 minutes express  
 467 Rush: 12 one-way trips (6 each way, 1 bus can double in each peak)  
 distance: 21.6 miles  
 465 Peak & Off-peak: 20 one-way trips (10 each direction)  
 distance: 19.8 miles

			Miles
Revenue time	467	2,193.0 hours	66,096
Revenue time	465	3,825.0 hours	100,980
Platform time		8,919.9 hours	167,076
Rate		\$100.00 per platform hour	
Total Cost		\$891,990 per year	

**Revenue**

Peak: 28 passengers per revenue hour  
 Off-Peak: 16 passengers per revenue hour

16 trips peak; 16 trips off-peak			
Ridership estimate:	848	216,240	
465: 428	467:	420	
Average fare \$2.25 per passenger peak			
Average fare \$1.80 per passenger off-peak			
Daily Revenue	\$	1,836	
Annual Revenue	\$	468,180	\$ 2.17

**Net Cost of Service**

Annual net cost		\$423,810	
3-year net cost		\$1,271,430	
Net cost per passenger	\$	1.96	

**Funding:**

Capital	\$	4,480,000	
Startup Operating Costs	\$	1,363,230	
Total Project		\$5,843,230	
CMAQ		\$4,601,144	78.7%
RTC Match		\$896,000	15.3%
Local Operating Match		\$346,086	5.9%
		\$5,843,230	

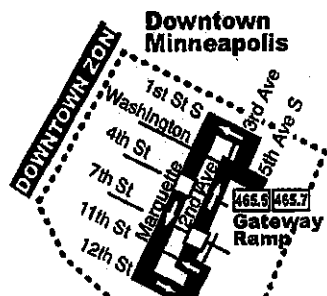
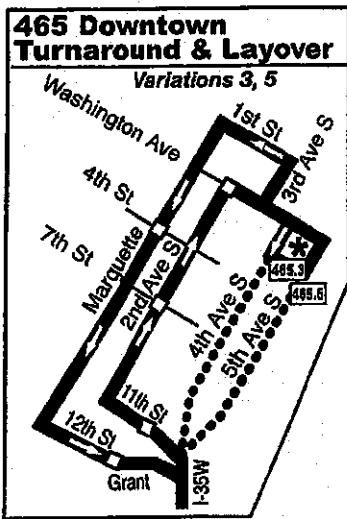
**Throughput Improvement**

Congested Point: 35W @ 62, 2 lane metered freeway			
Capacity	3900 vph		
Occupancy	1.13	465	467
Peak hour ridership %		16%	30%
Ridership		428	420
Throughput change:		5.6%	

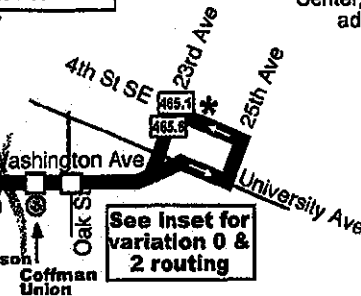
# MVTA 465

## EXPRESS ROUTE

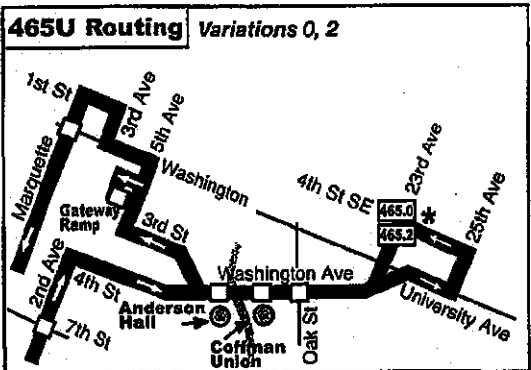
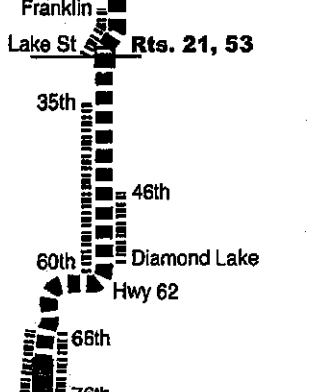
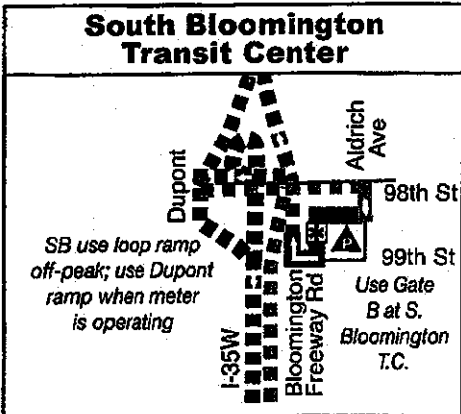
**Effective: 9/8/07r1**  
 (Add South Bloomington Transit Center, delete 66th Street, adjust U of M layover)



**Inbound:**  
Exit 17C  
U of M East Bank  
**Outbound:**  
Exit to I-35W So.



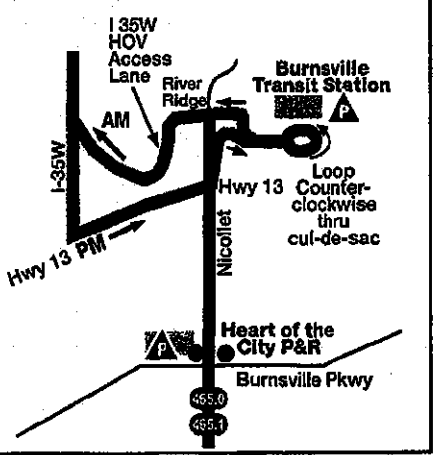
See inset for variation 0 & 2 routing



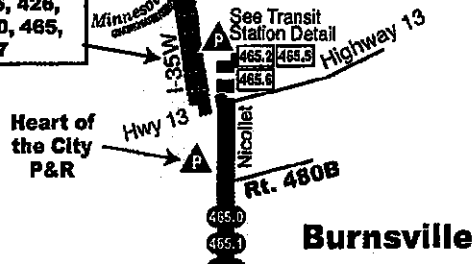
**South Bloomington Transit Center**  
 Rts. 18, 465, 535, 539, 554, 557, 597

### Burnsville Transit Station & Heart of the City P&R

**Bay Assignments:**  
 NB var. 1, 6 use bay A; others use bay C  
 SB var. 0, 1, 3 use bay A; others use C

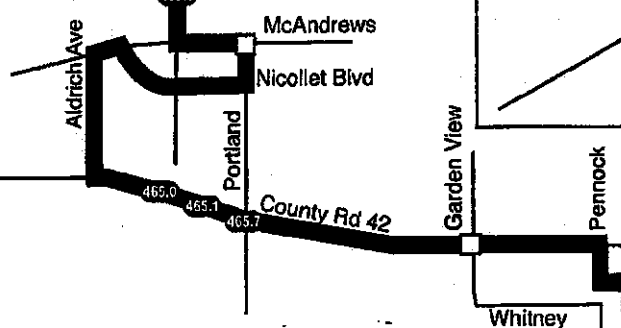


**Burnsville Transit Station**  
 Rts. 421, 425, 426, 427, 444, 460, 465, 466, 495, 497



### Burnsville

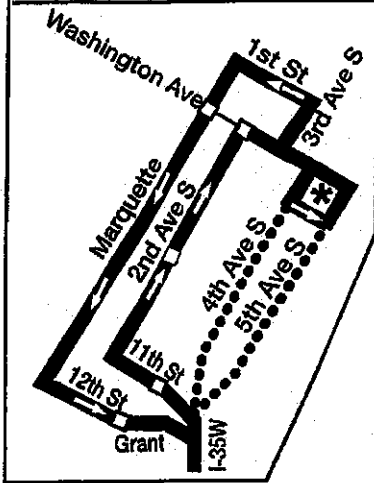
- Park & Ride
- Time Point
- Point of Interest
- Downtown Zone
- Layover Point
- Non-Stop Route
- Limited Service
- Limited Stop
- Ramp Meter Bypass
- Bus-only Shoulder
- HOV Lane



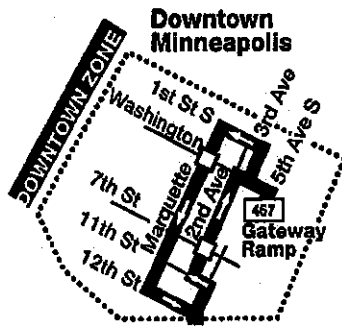
**Apple Valley Transit Station**  
 Rts. 420, 425, 440, 442, 465A, 477, 480

### Apple Valley

**467 Downtown Turnaround & Layover**



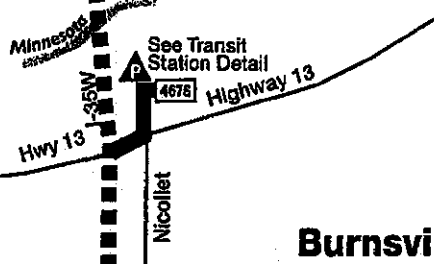
**MVTA**  
**467**  
**EXPRESS ROUTE**  
**Effective: X/X/XX**  
 (new route)



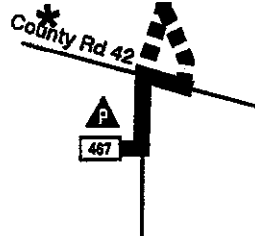
Lake St Rts. 21, 191

**Minneapolis**

Hwy 62



**Burnsville**



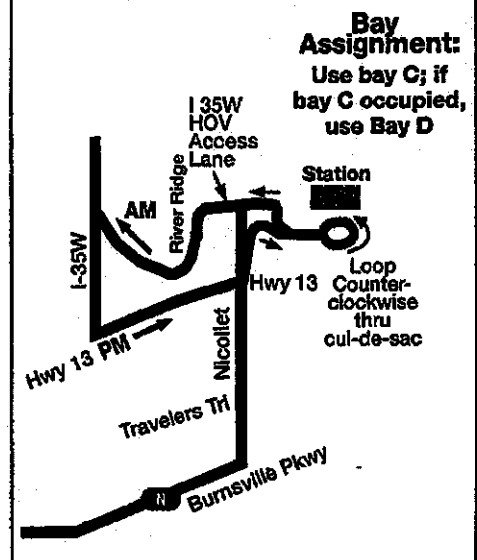
12/13/04 MA (MVTA)



	Park and Ride
	Time Point
	Point of Interest
	Downtown Zone
	Express Route
	Layover Point
	Limited Service

Fares: Off-Peak/Peak  
**\$X.XX / \$X.XX**

**Burnsville Transit Station**



2007 regional solicitation: CMAQ Transit Expansion scoring results.

project no.	applicant	project name	federal \$	match \$	prioritizing criteria											Total Points	
					IA 0-100	IB 0-100	IC 0-100	IIA 0-125	IIB 0-125	IIIA 0-50	IIIB 0-50	IIIC 0-100	IIIV 0-175	IVB 0-300	V 0-100		VI 0-200
CMT-07-03	Southwest Transit	Bus Acquisition	\$6,600,000	\$1,650,000	90	40	82	78	74	12	40	57	175	300	100	155	1203
CMT-07-01	Metro Trans Services	Regional Expand Buses	\$6,720,000	\$1,680,000	81	60	67	67	81	50	50	33	155	294	50	200	1188
CMT-07-14	MVTA	I-35 Service Improve	\$4,601,144	\$1,242,086	90	90	94	109	86	32	22	22	55	259	80	200	1139
CMT-07-04	Southwest Transit	CR 10 Park-and-Ride	\$6,989,984	\$1,747,496	90	80	86	78	116	12	24	30	90	260	100	155	1121
CMT-07-09	Metro Transit	Hwy 610 Park-and-ride	\$7,000,000	\$6,000,000	90	100	90	125	111	2	25	100	55	156	80	175	1109
CMT-07-02	Maple Grove	Silver Leaf Station	\$6,189,934	\$1,547,483	90	100	77	119	112	12	19	60	47	193	100	175	1104
CMT-07-11	Metro Transit	I-94 Park-and-ride	\$6,720,000	\$1,680,000	75	90	85	103	117	42	22	44	51	190	80	175	1074
CMT-07-10	Metro Transit	Hwy 12 Park-and-ride	\$2,321,472	\$580,368	95	100	86	86	65	12	12	16	27	248	80	200	1027
CMT-07-13	MVTA	Rosemount Depot	\$1,917,128	\$479,282	75	85	93	88	60	34	10	13	23	253	80	180	994
CMT-07-12	City of Carver	Carver Park-n-Ride	\$3,155,120	\$788,780	90	70	87	38	40	9	19	30	53	274	100	135	945
CMT-07-07	Washington County	Forest Lake Bus MPLS	\$1,075,200	\$268,800	75	75	61	66	31	23	13	22	21	288	90	155	920
CMT-07-06	Washington County	Forest Lake Bus St. Paul	\$1,000,000	\$250,200	75	70	60	65	30	23	12	11	16	277	90	155	884
CMT-07-08	City of Vadnais Heights	I-35E Park-N-Ride	\$3,600,000	\$900,000	85	70	67	54	56	23	13	15	10	10	80	120	603
CMT-07-05	Southwest Transit	SW village phase II															0
		<b>TOTAL FEDERAL FUNDS</b>	<b>\$57,889,982</b>	<b>\$18,814,495</b>													

The projects listed above the double line were selected by the TAB.