



Application

01974 - 2014 Transit Expansion

02139 - Penn Avenue Corridor Bus and Technology Improvements

Regional Solicitation - Transit and TDM Projects

Status: Submitted

Submitted Date: 11/21/2014 11:49 AM

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## Primary Contact

**Name:\*** Charles Carlson  
Salutation First Name Middle Name Last Name  
**Title:** Project Manager  
**Department:**  
**Email:** Charles.Carlson@metrotransit.org  
**Address:**

\*  
City State/Province Postal Code/Zip

**Phone:\*** Phone Ext.

**Fax:**

What Grant Programs are you most interested in?

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## Organization Information

**Name:** Metro Transit

**Jurisdictional Agency (if different):**

**Organization Type:** Metropolitan Council  
**Organization Website:**  
**Address:** 600 7th Street North  
  
\* Minneapolis Minnesota 55406  
City State/Province Postal Code/Zip  
**County:** Outside MN  
**Phone:\*** 651-602-1000  
Ext.  
**Fax:**  
**PeopleSoft Vendor Number** METROTRANSIT

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## Project Information

**Project Name** Penn Avenue Corridor Bus and Technology Improvements  
**Primary County where the Project is Located** Hennepin  
**Jurisdictional Agency (If Different than the Applicant):** Metropolitan Council

The Penn Avenue project will enable significantly faster transit service along the Penn Avenue transitway corridor in Minneapolis and Brooklyn Center. Faster speeds will be accomplished primarily by restructuring bus service in the corridor to a limited-stop, high-frequency service. Local service will remain at reduced frequency. The project expands transit in the corridor through a combination of larger buses and more frequent service. Additional speed improvements and ridership increases will be possible by providing off-board fare payment machines. Customers will pay at bus stops while waiting for buses to arrive and will board through three bus doors, significantly reducing delays.

Specifically, the project includes:

\$2.2 million for 3 expansion 60 articulated buses

\$2.6 million to fund incremental capacity increase to purchase nine larger 60 buses instead of nine 40 planned replacement buses (the requested project does not fund bus replacement)

\$0.4 million for premium bus features, including three larger vehicle doors for faster service

\$1.3 million for ticket purchase and fare validation machines

\$2 million for electrical and communications connections (wireless, solar, or wired as feasible) to support fare equipment

The project does not request operating funding assistance. Calculated project operating costs for scoring purposes include increased service, increased police staffing (fare enforcement),

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

increased bus stop maintenance and snow removal, and fare technology equipment maintenance.

Station construction and signal improvements are separate project phases in this transitway. The service improvements provided through requested buses and fare equipment provides independent utility within this transitway corridor.

*Include location, road name/functional class, type of improvement, etc.*

**Project Length (Miles)** 9.51

**Connection to Local Planning:**

*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 MnDOT 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. List the applicable documents and pages.*

**Connection to Local Planning**

Metropolitan Council 2030 Transportation Policy Plan, Chapter 7, pages 144-147

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## Project Funding

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

**If yes, please identify the source(s)**

**Federal Amount** \$6,778,060.00

**Match Amount** \$1,694,515.00

*Minimum of 20% of project total*

**Project Total** \$8,472,575.00

**Match Percentage** 20.0%

*Minimum of 20%*

*Compute the match percentage by dividing the match amount by the project total*

**Source of Match Funds** Metropolitan Council RTC or Motor Vehicle Sales Tax

**Preferred Program Year**

**Select one:** 2018

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## MnDOT State Aid Project Information: Transit and TDM Projects

**County, City, or Lead Agency**

Metro Transit

<b>Zip Code where Majority of Work is Being Performed</b>	55411
<b>(Approximate) Begin Construction Date</b>	03/14/2016
<b>(Approximate) End Construction Date</b>	12/30/2016

**LOCATION**

<b>From:</b> <b>(Intersection or Address)</b>	N/A
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*Do not include legal description;  
Include name of roadway if majority of facility  
runs adjacent to a single corridor.*

<b>To:</b> <b>(Intersection or Address)</b>	N/A
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<b>Type of Work</b>	N/A
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*Examples: grading, aggregate base, bituminous base, bituminous surface,  
sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge,  
Park & Ride, etc.)*

**Specific Roadway Elements**

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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	\$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
<b>Totals</b>	<b>\$0.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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
<b>Totals</b>	<b>\$0.00</b>

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$3,320,900.00
Vehicles	\$5,151,675.00
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$8,472,575.00</b>

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## Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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### Totals

Total Cost	\$8,472,575.00
Construction Cost Total	\$8,472,575.00
Transit Operating Cost Total	\$0.00

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## 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 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

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

2. 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**

3. Applicants must not submit an application for the same project in more than one funding sub-category.

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

4. 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. Transit expansion applications must be between \$500,000 and \$7,000,000. Transit System Modernization applications must be between \$100,000 and \$7,000,000.

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

5. The project must comply with the Americans with Disabilities Act.

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

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

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

7. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

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

8. 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**

9. 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

10. The project applicant must send written notification regarding the proposed project to all affected communities and other levels and units of government prior to submitting the application.

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

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## Requirements - Transit and TDM Projects

### Transit and TDM Projects Only

1. The project must exclude costs for studies, preliminary engineering, design, or construction engineering (except if the project does not involve construction such as signal re-timing). Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding unless included as part of a larger project, which is otherwise eligible. Right-of-way costs are not eligible as a stand-alone proposal, but are eligible when included in a proposal to build or expand transit hubs, transit terminals, park-and-ride facilities, or park-and-pool lots).

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

### For Transit Expansion Projects Only

2. 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

3. 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 funding period.

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

4. 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. A previously selected project is not eligible unless it has been withdrawn or sunset prior to the deadline for proposals in this solicitation.

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

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## Other Attachments

File Name	Description	File Size
PENN - Letter of Support.pdf	Penn Avenue Corridor Letter of Support	149 KB
Penn Regional Solicitation Concept Drawings.pdf	Penn Avenue Corridor Concept Drawings	320 KB
penn_overview_portrait_2014 RegionalSolicitation.pdf	Penn Avenue Corridor Map	217 KB

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

Select all that apply:



Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of a Job Concentration	Yes
Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of a Manufacturing/Distribution Location	Yes
Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of an Educational Institution	Yes
Project provides a direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of an existing local activity center identified in an adopted county or city plan	Yes

**City or County Plan Reference**

*Note: Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the 2030 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the 2030 Transportation Policy Plan.*

Response (Limit 700 characters; approximately 100 words)	The Penn Avenue Corridor directly serves the East Hennepin Activity Center and the Downtown Minneapolis Growth Center, and is within a half mile of the Mill District Activity Center (The Minneapolis Plan for Sustainable Growth, 2009).
Upload Map	Regional Economy Penn Avenue.pdf

**Measure B: Project Location Relative to Population**

Completed by Metropolitan Council Staff

Existing Population (Integer Only)	86220
Upload Map	Poulation Summary Penn Avenue.pdf

**Measure C: Transit Ridership**

Existing transit routes directly connected to the project	3, 4, 5, 6, 7, 9, 10, 11, 12, 14, 17, 18, 19, 20, 22, 25, 30, 32, 39, 59, 61, 94, 133, 134, 135, 141, 146, 156, 250, 261, 263, 264, 270, 288, 353, 355, 365, 375, 452, 460, 464, 465, 467, 470, 472, 475, 476, 477, 478, 479, 490, 491, 535, 552, 553, 554, 558, 568, 578, 587, 588, 589, 597, 643, 649, 663, 664, 667, 668, 670, 671, 672, 673, 674, 675, 677, 679, 684, 690, 691, 692, 697, 698, 699, 717, 721, 722, 723, 724, 742, 747, 755, 758, 760, 761, 762, 763, 764, 765, 766, 767, 768, 772, 774, 776, 777, 780, 781, 782, 783, 785, 790, 793, 795, 801, 824, 825, 850, 852, 854, 865, 887, METRO Blue Line, METRO Green Line
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Planned Transitways directly connect to the project (mode and alignment determined and identified in the 2030 TPP)

I-35W BRT (METRO Orange Line Extension), Southwest LRT (METRO Green Line Extension), Bottineau LRT (METRO Blue Line Extension), Central Avenue Arterial BRT, Nicollet Avenue Arterial BRT, West Broadway Avenue BRT, Chicago Ave BRT, Emerson/Fremont Aves BRT

Upload Map

Transit Connections Penn Avenue.pdf

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## Response

*Met Council Staff Data Entry Only*

Route Ridership	7.247866E7
Transitway Ridership	4.47744E7

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## Measure A: Total Annual Project Cost per Rider

Total Annual Operating Cost	\$0.00
Total Annual Capital Cost of Project	\$761,396.00
Total Annual Project Cost	\$761,396.00
Cost Effectiveness	\$0.29

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## Service Type, Methodology, and Annual Ridership

Service Type	Transitways
Annual Ridership (Integer Only)	2601396
Urban and Suburban Local Routes Peer Route Selection (Limit 1,400 characters; approximately 200 words)	

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## Measure B: Total Annual Project Operating Cost per New Rider

New Annual Operating Cost	\$4,200,000.00
Cost Effectiveness	\$5.02

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## Service Type, Methodology, and New Annual Ridership

Service Type	Transitways
New Annual Ridership (Integer Only)	837216

Urban and Suburban Local Routes  
Peer Route Selection  
(Limit 1,400 characters;  
approximately 200 words)

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### Measure C: Total Annual Project Cost per New Rider

Total Annual Operating Cost	\$0.00
Total Annual Capital Cost of Project	\$761,396.00
Total Annual Project Costs	\$761,396.00
Cost Effectiveness	\$0.91

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### Service Type, Methodology, and New Annual Ridership

Service Type	Transitways
New Annual Ridership (Integer Only)	837216
Urban and Suburban Local Routes Peer Route Selection (Limit 1,400 characters; approximately 200 words)	

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### Measure A: Project Location and Impact to Disadvantaged Populations

Select One:

Projects service directly connects to Racially Concentrated Area of Poverty  Yes

Projects service directly connects to Concentrated Area of Poverty

Projects service directly connects to census tracts that are above the regional average for population in poverty or population of color

Project's service directly connects to 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

The Penn Avenue project is located entirely within RCAPs, concentrated areas of poverty, and areas with high proportions of poverty and people of color. The project will bring substantially faster, more comfortable, and more dignified transit service to thousands of the regions most transit-reliant residents.

These populations will directly benefit from this projects off-board ticketing and larger, more comfortable buses. Having already paid their fares on the sidewalk before boarding, transit riders will be able to board more easily and freely through three wide doors onto buses specially designed and outfitted for higher-amenity BRT service. With approximately 50% more seating capacity than the buses they will replace, these BRT vehicles will substantially reduce overcrowding. Customers, many of whom travel with strollers, shopping bags, and other parcels, will be able to get around more comfortably in wider aisles designed for better circulation onboard the bus.

In order to provide a faster trip for the majority of riders, the Penn Avenue BRT service will stop less often, at concentrated boarding areas. However, local service will continue to stop at every corner to mitigate potential access impacts to customers unable to walk to BRT stations.

Response (Limit 1,400 characters; approximately 200 words)

Upload Map

Socio Economic Conditions Penn Avenue.pdf

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## Measure B: Affordable Housing

City/Township	Number of Stops in City/Township
Minneapolis	17.0
Brooklyn Center	4.0
	<b>21</b>

## Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Number of Stops in City/Township	Total Number of Stops	Score	Number of Stops/Total Number of Stops	Housing Score Multiplied by Segment percent
Minneapolis	17.0	21.0	97.0	0.81	78.524
Brooklyn Center	4.0	21.0	34.0	0.19	6.476
		<b>42</b>	<b>131</b>	<b>1</b>	<b>85</b>

## Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Number of Stops in City	21.0
Total Housing Score	85.0

## Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	3283
Distance from Terminal to Terminal (Miles)	9.51
VMT Reduction	31221.33
CO Reduced	74618.9787
NOx Reduced	4995.4128
CO2e Reduced	1.144574E7
PM2.5 Reduced	156.1067
VOCs Reduced	936.6399
Total Emissions Reduced	1.1526447E7

## Measure B: Total Project Cost per Daily KG of Emissions Reduced

*This measure will calculate the cost effectiveness of the project as it relates to emissions reduction.*

• *Cost Effectiveness = Total annual project cost / kilograms of emissions reduced per day*

*The total annual project cost is calculated by adding the annualized capital cost and the annual operating costs for the third year of service. The applicant **must** complete the forms listed below in order to calculate the Cost Effectiveness, save, and submit this form.*

Are the forms listed above complete?	Yes
Total Project Cost	\$761,396.00
Total Emissions Reduced	1.1526447E7
Cost Effectiveness	\$0.07

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## Measure A: Bicycle and Pedestrian Connections

In downtown Minneapolis, the project intersects several high-traffic bike facilities. Outside of downtown, the project connects with five existing on-street bikeways at Plymouth Avenue, Golden Valley Road, 26th Avenue, Lowry Avenue, and 42nd Avenue, and intersects the Victory Memorial Parkway trail. In Brooklyn Center, the project connects with an off-street trail near Highway 100 and the Shingle Creek Trail at the Brooklyn Center Transit Center. Additionally, the City of Minneapolis Bicycle Master Plan identifies two future bikeways intersecting the project at Dowling Avenue and 33rd Avenue.

Response (Limit 1,400 characters; approximately 200 words)

The project serves densely populated, pedestrian-oriented urban corridors. There are sidewalks present throughout most of the project area. Planning is currently underway through the Penn Avenue Community Works project to improve pedestrian facilities on Penn Avenue. The project crosses many of the retail corridors identified in the Minneapolis Plan for Sustainable Growth that are targeted for transit, bicycle, and pedestrian accessibility improvements including one commercial corridor (West Broadway Avenue) and four community corridors (Van White Memorial Boulevard, Plymouth Avenue North, Lowry Avenue North, and 44th Ave North & Penn Ave North). The project also connects to downtown Minneapolis and the Shingle Creek Crossings redevelopment area in Brooklyn Center.

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## Measure B: Roadway, Bicycle, and Pedestrian Improvements

The project will improve how transit facilities are integrated into multimodal corridors, where transit vehicles carry 25 percent of person throughput but make up less than 3 percent of vehicular traffic.

Because all transit customers are pedestrians, the project is heavily focused on improving experience for people on foot. Through better bus stop maintenance, including consistent year-round snow removal, the project will improve safety and experience for people on foot or in wheelchairs. Aided by off-board fare payment, all-door boarding through three wide bus doors will make for a safer, more comfortable bus boarding experience for all users.

**Response (Limit 1,400 characters; approximately 200 words)**

Multimodal transit-to-bicycle trips will be integrated in several ways. The 60-foot articulated buses purchased as part of this project will include on-bus bike racks for transit customers to bring their bicycles with them on a transit trip. More frequent service (more bus trips per hour) will also increase the capacity for bicycles on board over today's conditions. As part of a separate phase, the project will also add bicycle parking at bus stops.

Pre-boarding fare payment made possible by the project's fare collection equipment will substantially reduce stop times, thereby improving multimodal interaction between transit buses and general vehicular traffic.

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## **Transit Projects Not Requiring Construction**

*If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.*

**Check Here if Your Transit Project Does Not Require Construction**

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## Measure A: Risk Assessment

### 1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred

100%

Stakeholders have been identified

Yes

40%

Stakeholders have not been identified or contacted

0%

### 2) Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started

Yes

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

03/31/2015

### 3) Environmental Documentation (10 Percent of Points)

EIS

EA

PM

**Document Status:**

Document approved (include copy of signed cover sheet)

100%

Document submitted to State Aid for review

75%

Document in progress; environmental impacts identified

50%

Document not started

Yes

0%

Anticipated date or date of completion/approval

12/31/2015

### 4) Review of Section 106 Historic Resources (15 Percent of Points)

No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge

100%



**Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated**

80%

**Historic/archeological review under way; determination of adverse effect anticipated**

40%

**Unknown impacts to historic/archeological resources** Yes

0%

**Anticipated date or date of completion of historic/archeological review:** 12/31/2015

**Project is located on an identified historic bridge**

**5)Review of Section 4f/6f Resources (15 Percent of Points)**

*(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)*

**No Section 4f/6f resources located in the project area**

100%

**Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received**

100%

**Section 4f resources present within the project area, but no known adverse effects**

80%

**Adverse effects (land conversion) to Section 4f/6f resources likely**

30%

**Unknown impacts to Section 4f/6f resources in the project area** Yes

0%

**6)Right-of-Way (15 Percent of Points)**

**Right-of-way or easements not required**

100%

**Right-of-way or easements has/have been acquired**

100%

**Right-of-way or easements required, offers made**

75%

**Right-of-way or easements required, appraisals made**

50%

**Right-of-way or easements required, parcels identified**

25%

**Right-of-way or easements required, parcels not identified** Yes

0%

**Right-of-way or easements identification has not been completed**

0%

**Anticipated date or date of acquisition**

03/31/2016

**7)Railroad Involvement (25 Percent of Points)**

**No railroad involvement on project**

Yes

100%

**Railroad Right-of-Way Agreement is executed (include signature page)**

100%

**Railroad Right-of-Way Agreement required; Agreement has been initiated**

60%

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

40%

**Railroad Right-of-Way Agreement required; negotiations not begun**

0%

**Anticipated date or date of executed Agreement**

**8)Construction Documents/Plan (10 Percent of Points)**

**Construction plans completed/approved (include signed title sheet)**

100%

**Construction plans submitted to State Aid for review**

75%

**Construction plans in progress; at least 30% completion**

50%

**Construction plans have not been started**

0%

**Anticipated date or date of completion**

01/29/2016

**9)Letting**

**Anticipated Letting Date**

03/31/2016



December 1, 2014

Elaine Koutsoukos  
TAB Coordinator  
390 N. Robert St  
St Paul, MN 55101

RE: Regional Solicitation Applications

Dear Ms. Koutsoukos:

Metro Transit submits a Transit Expansion application for Penn Ave bus and technology improvements. This letter corresponds to general solicitation requirements in Section IV, required attachments:

- Metro Transit will have jurisdiction over the buses and technology improvements in the project. Metro Transit commits to operate and maintain these improvements for their useful life. Metro Transit will not change the use of any right-of-way (acquired or existing) without prior approval from MnDOT from applicable federal agencies.
- Metro Transit will provide the required minimum 20% local match through Metropolitan Council Regional Transit Capital or Motor Vehicle Sales Tax revenues or other eligible non-federal funds available to Metro Transit in the program year.
- The project includes transit service expansion. Metro Transit commits to provide the service and operate related equipment and any related contracts.

We look forward to developing the project. Please contact me with any questions or clarifications.

Sincerely,

A handwritten signature in black ink that reads 'Charles Carlson'.

Charles Carlson  
Senior Manager, Metro Transit BRT/Small Starts Project Office

CC: Brian Lamb, General Manager Metro Transit  
Mary Gustafson, Grants Manager Metro Transit

A service of the Metropolitan Council

# PLANNED TRANSIT IMPROVEMENTS: BUSES AND TECHNOLOGY

## METRO TRANSIT C LINE PENN AVENUE CORRIDOR CONCEPT DRAWING



UNIQUE  
BRANDING

60' BUSES  
ACCOMODATE  
MORE RIDERS

THREE DOORS FOR  
FASTER BOARDING









LOW FLOOR  
FOR IMPROVED  
ACCESSIBILITY

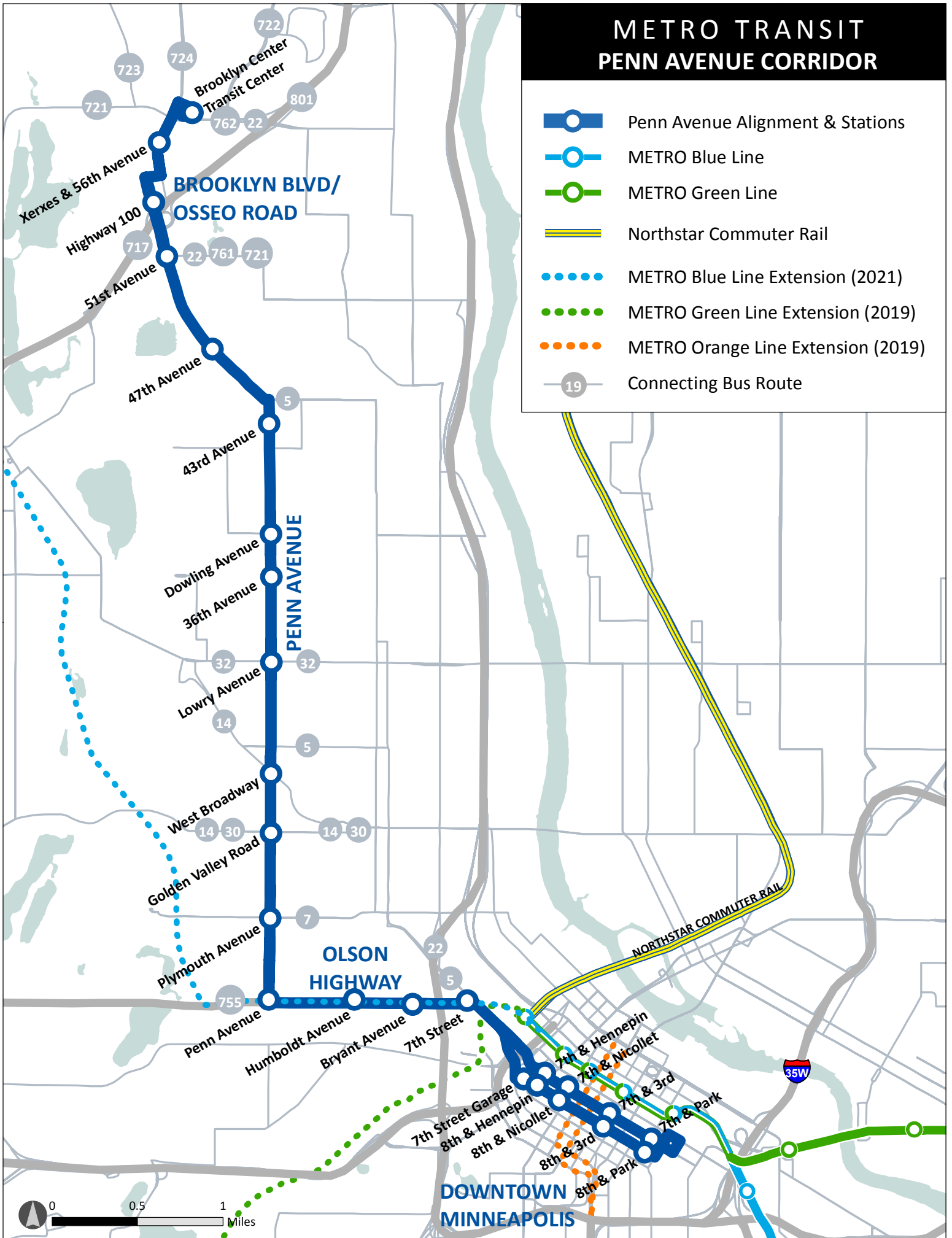
TICKET VENDING  
MACHINE

PEDESTAL TO  
VALIDATE TICKETS



# METRO TRANSIT PENN AVENUE CORRIDOR

-  Penn Avenue Alignment & Stations
-  METRO Blue Line
-  METRO Green Line
-  Northstar Commuter Rail
-  METRO Blue Line Extension (2021)
-  METRO Green Line Extension (2019)
-  METRO Orange Line Extension (2019)
-  19 Connecting Bus Route



# Regional Economy

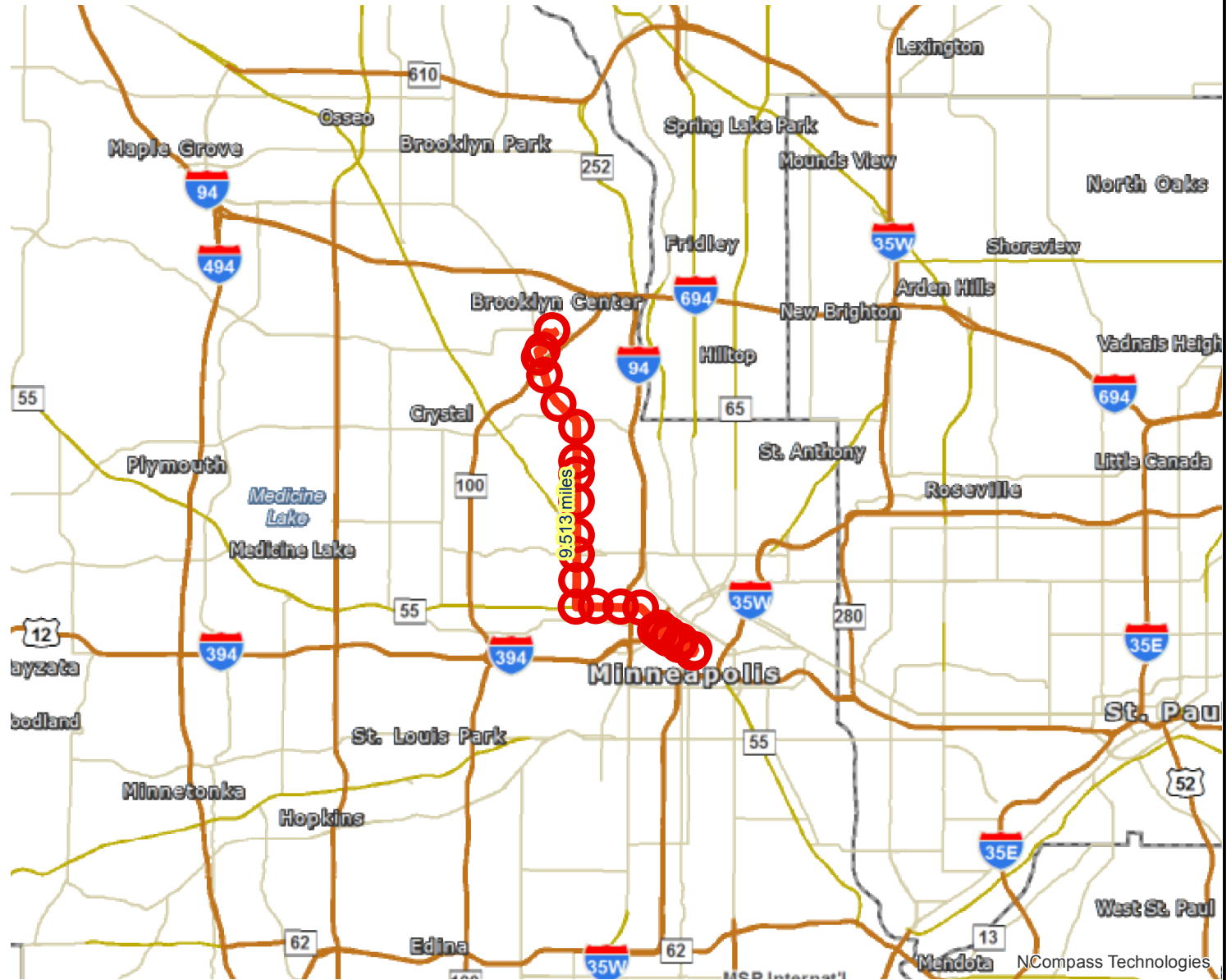
Transit Expansion Project: C Line | Map ID: 1415226405520

## Results

Project **IN** area of Job Concentration.

Project **IN** area of Manufacturing and Distribution.

Project **CONNECTED** to area of Education Institutions.



○ Project Points

— Project



Created: 11/5/2014  
LandscapeRSA5



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





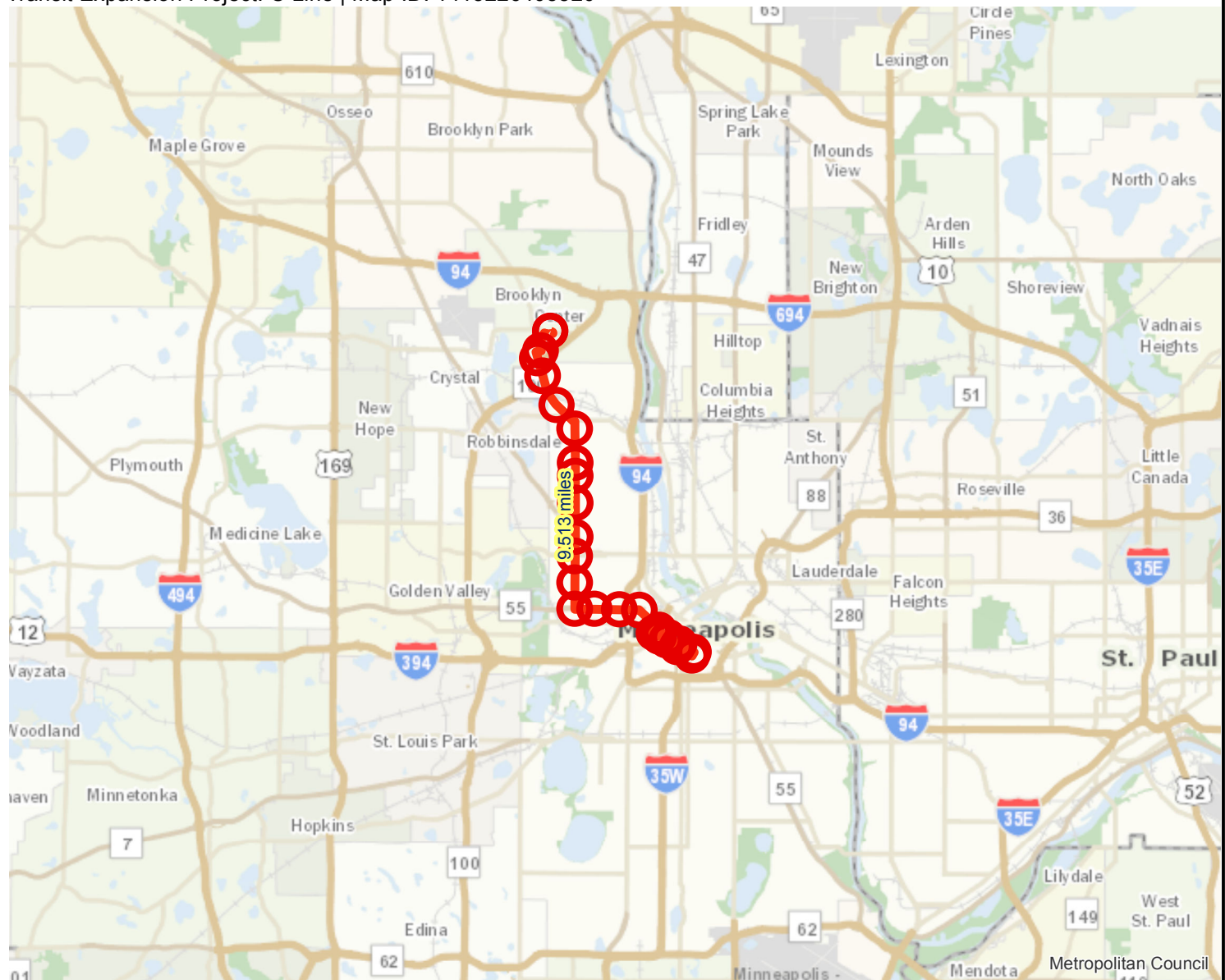
# Population Summary

Transit Expansion Project: C Line | Map ID: 1415226405520

## Results

Within QTR Mile of project:  
Total Population: 61062  
Total Employment: 128339

Within HALF Mile of project:  
Total Population: 86220  
Total Employment: 149259



 Project Points

 Project



Created: 11/5/2014  
LandscapeRSA4



For complete disclaimer of accuracy, please visit  
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# Results

## Transit Connections

Transit Expansion Project: C Line | Map ID: 1415226405520

3 4 5 6 7 9 10 11 12 14 17  
 18 19 20 22 25 30 32 39 59 61 94  
 133 134 135 141 146 156 250 261 263 264 270  
 288 353 355 365 375 452 460 464 465 467 470  
 472 475 476 477 478 479 490 491 535 552 553  
 554 558 568 578 587 588 589 597 643 649 663  
 664 667 668 670 671 672 673 674 675 677 679  
 684 690 691 692 697 698 699 717 721 722 723  
 724 742 747 755 756 758 760 761 762 763 764  
 765 766 767 768 772 774 776 777 780 781 782  
 783 785 790 793 795 801 824 825 850 852 854

- \*Orange Line
- \*West Broadway
- \*Central
- \*Chicago-Fremont
- \*Hennepin
- \*Nicollet
- \*C Line
- \*Green Line Extension
- \*Blue Line Extension

Transit within QTR mile of project:

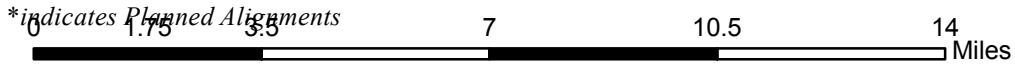
3 4 5 6 7 9 10 11 12 14 17  
 18 19 20 22 25 30 32 39 59 61 94  
 133 134 135 141 146 156 250 261 263 264 270  
 288 353 355 365 375 452 460 464 465 467 470  
 472 475 476 477 478 479 490 491 535 552 553  
 554 558 568 578 587 588 589 597 643 649 663  
 664 667 668 670 671 672 673 674 675 677 679  
 684 690 691 692 697 698 699 717 721 722 723  
 724 742 747 755 756 758 760 761 762 763 764  
 765 766 767 768 772 774 776 777 780 781 782  
 783 785 790 793 795 801 824 825 850 852 854  
 865 887 901 902

- \*Orange Line
- \*West Broadway
- \*Central
- \*Chicago-Fremont
- \*Hennepin
- \*Nicollet
- \*C Line
- \*Green Line Extension
- \*Blue Line Extension

\* indicates Planned Alignments



Project Points	<b>Transitway</b>	Green Line	<b>Planned Alignments</b>	Light Rail, Blue Line Extension
Project	Blue / Green Line	Blue Line	Northstar Line	Light Rail, Green Line Extension
			Arterial BRT	
			BRT, Orange Line	



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 LandscapeRSA3



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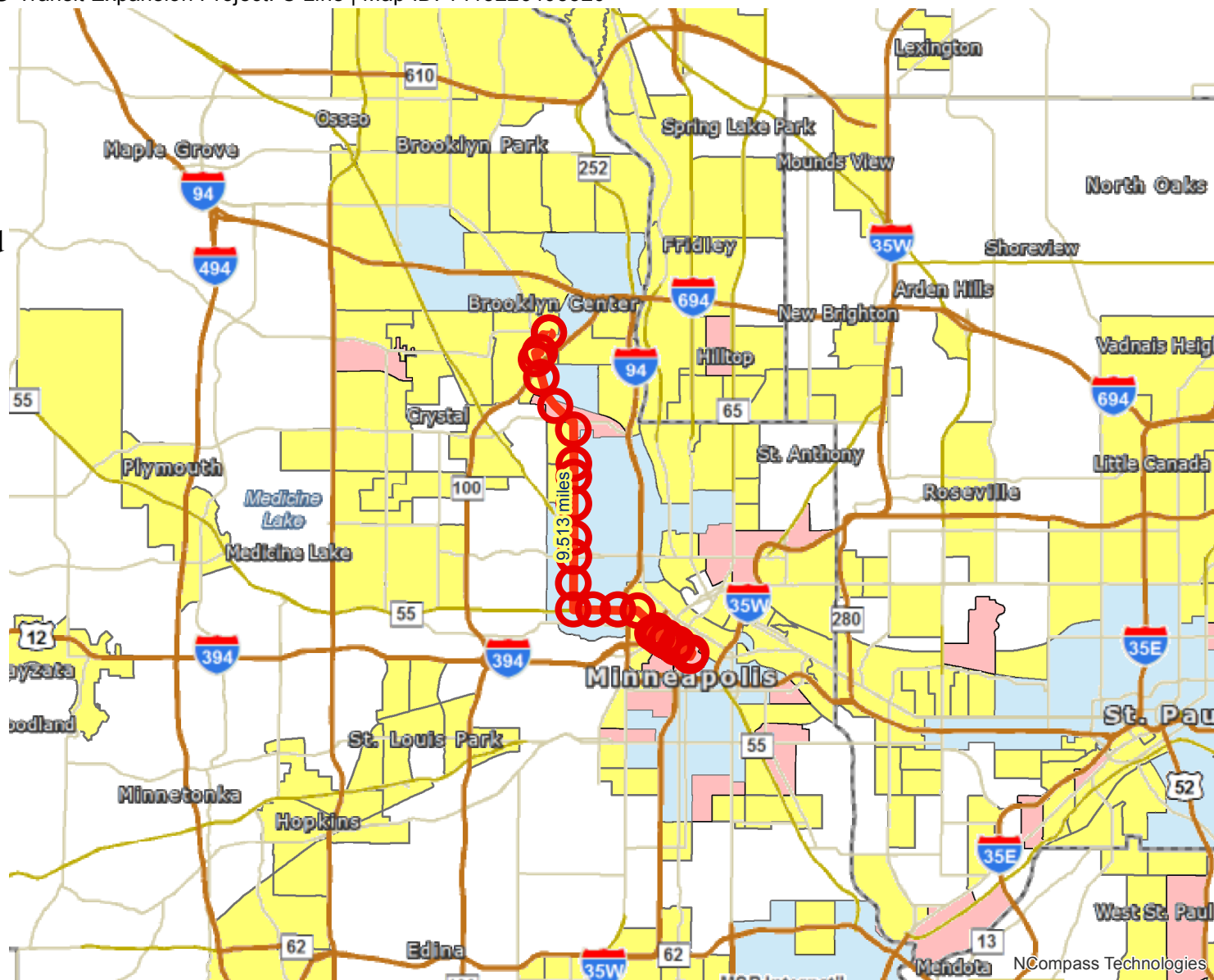







# Socio-Economic Conditions

Transit Expansion Project: C Line | Map ID: 1415226405520

## Results

Project **IN** a racially concentrated area of poverty.



-  Project Points
-  Racially concentrated area of poverty
-  Above reg'l avg conc of race/poverty
-  Project
-  Concentrated area of poverty

0 1.75 3.5 7 10.5 14 Miles

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LandscapeRSA2



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