



Application

01974 - 2014 Transit Expansion

02143 - Emerson-Fremont Avenue Corridor Bus and Technology Improvements

Regional Solicitation - Transit and TDM Projects

Status: Submitted

Submitted Date: 11/21/2014 11:50 AM

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?

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

Project Information

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

The Emerson-Fremont project will enable significantly faster transit service along the Emerson-Fremont 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:

\$3.7 million for 5 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

\$0.65 million for ticket purchase and fare validation machines

\$0.9 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) 12.61

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 Regional 2030 Transportation Plan, Chapter 7, pages 141-144

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 \$6,597,681.00

Match Amount \$1,649,420.00

Minimum of 20% of project total

Project Total \$8,247,101.00

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

MnDOT State Aid Project Information: Transit and TDM Projects

County, City, or Lead Agency

Metro Transit

Zip Code where Majority of Work is Being Performed	55412
(Approximate) Begin Construction Date	03/12/2018
(Approximate) End Construction Date	12/31/2018

LOCATION

From: (Intersection or Address)	N/A
--	-----

*Do not include legal description;
Include name of roadway if majority of facility
runs adjacent to a single corridor.*

To: (Intersection or Address)	N/A
--	-----

Type of Work	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

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00

RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$0.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$1,542,600.00
Vehicles	\$6,704,501.00
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$8,247,101.00

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
Totals	\$0.00

Totals

Total Cost	\$8,247,101.00
Construction Cost Total	\$8,247,101.00
Transit Operating Cost Total	\$0.00

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

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

Other Attachments

File Name	Description	File Size
Emerson-Fremont Avenue Corridor Letter of Support.pdf	Emerson-Fremont Avenue Corridor Letter of Support	149 KB
Fremont Regional Solicitation Concept Drawings.pdf	Emerson-Fremont Concept Drawing	322 KB
Fremont_overview_portrait_2014RegionalSolicitation.pdf	Emerson Fremont Corridor Map	347 KB

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 Emerson-Fremont 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 Emerson Fremont.pdf

Measure B: Project Location Relative to Population

Completed by Metropolitan Council Staff

Existing Population (Integer Only) 87535

Upload Map

Population Summary Emerson Fremont.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, 492, 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, 692, 695, 697, 698, 699, 717, 721, 722, 723, 724, 742, 747, 755, 758, 760, 761, 762, 763, 764, 756, 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

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, West Broadway Avenue BRT, Chicago Ave BRT, Emerson/Fremont Aves BRT

Upload Map

Transit Connectivity Emerson Fremont.pdf

Response

Met Council Staff Data Entry Only

Route Ridership	7.259175E7
Transitway Ridership	4.05184E7

Measure A: Total Annual Project Cost per Rider

Total Annual Operating Cost	\$0.00
Total Annual Capital Cost of Project	\$712,968.00
Total Annual Project Cost	\$712,968.00
Cost Effectiveness	\$0.31

Service Type, Methodology, and Annual Ridership

Service Type	Transitways
Annual Ridership (Integer Only)	2316176
Urban and Suburban Local Routes Peer Route Selection (Limit 1,400 characters; approximately 200 words)	

Measure B: Total Annual Project Operating Cost per New Rider

New Annual Operating Cost	\$3,400,000.00
Cost Effectiveness	\$4.31

Service Type, Methodology, and New Annual Ridership

Service Type	Transitways
New Annual Ridership (Integer Only)	788537

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

Measure C: Total Annual Project Cost per New Rider

Total Annual Operating Cost	\$0.00
Total Annual Capital Cost of Project	\$712,968.00
Total Annual Project Costs	\$712,968.00
Cost Effectiveness	\$0.90

Service Type, Methodology, and New Annual Ridership

Service Type	Transitways
New Annual Ridership (Integer Only)	788537
Urban and Suburban Local Routes Peer Route Selection (Limit 1,400 characters; approximately 200 words)	

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 Emerson-Fremont 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 Emerson-Fremont 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 Emerson Fremont.pdf

Measure B: Affordable Housing

City/Township	Number of Stops in City/Township
Brooklyn Center	4.0
Minneapolis	18.0
	22

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
Brooklyn Center	4.0	22.0	34.0	0.182	6.182
Minneapolis	18.0	22.0	97.0	0.818	79.364
		44	131	1	86

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Number of Stops in City	22.0
Total Housing Score	85.546

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	3092
Distance from Terminal to Terminal (Miles)	12.61
VMT Reduction	38990.12
CO Reduced	93186.3868
NOx Reduced	6238.4192
CO2e Reduced	1.4293778E7
PM2.5 Reduced	194.9506
VOCs Reduced	1169.7036
Total Emissions Reduced	1.4394567E7

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	\$712,968.00
Total Emissions Reduced	1.4394567E7
Cost Effectiveness	\$0.05

Measure A: Bicycle and Pedestrian Connections

In downtown Minneapolis, the project intersects several high-traffic bike facilities. Outside of downtown, the project connects with seven existing on-street bikeways at 24th Street, 31st Street, 40th Street (Riverlake Greenway), Chicago Avenue (south of 46th Street), 54th Street, 60th Street, and 76th Street and intersects the Midtown Greenway near Lake Street. At the Mall of America, the project connects with multiple regional trails at Old Shakopee Road. The City of Minneapolis Bicycle Master Plan identifies eight intersecting future bikeway improvements at 15th Street, Franklin Ave, 26th Street, 28th Street, 35th Street, 36th Street, 42nd Street, and 46th Street. The City of Richfield 2030 Comprehensive Plan identifies two intersecting future bikeway improvements at 66th Street and 73rd Street.

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

The project serves densely populated, pedestrian-oriented urban corridors, and there are sidewalks present throughout most of the project area. 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 two commercial corridors (Franklin Avenue and Lake Street) and one community corridor (38th Street). The project also connects to downtown Minneapolis, the commercial corridor along American Boulevard, and the Mall of America in Bloomington.

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.

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

Measure A: Risk Assessment

1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

Yes

0%

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

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

Yes

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

12/30/2016

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: 12/30/2016

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

07/31/2017

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

Yes

0%

Anticipated date or date of completion

01/31/2018

9)Letting

Anticipated Letting Date

03/30/2018



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 Emerson-Fremont Ave corridor 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 EMERSON-FREMONT CORRIDOR CONCEPT DRAWING



UNIQUE
BRANDING

60' BUSES
ACCOMODATE
MORE RIDERS

THREE DOORS FOR
FASTER BOARDING









LOW FLOOR
FOR IMPROVED
ACCESSIBILITY

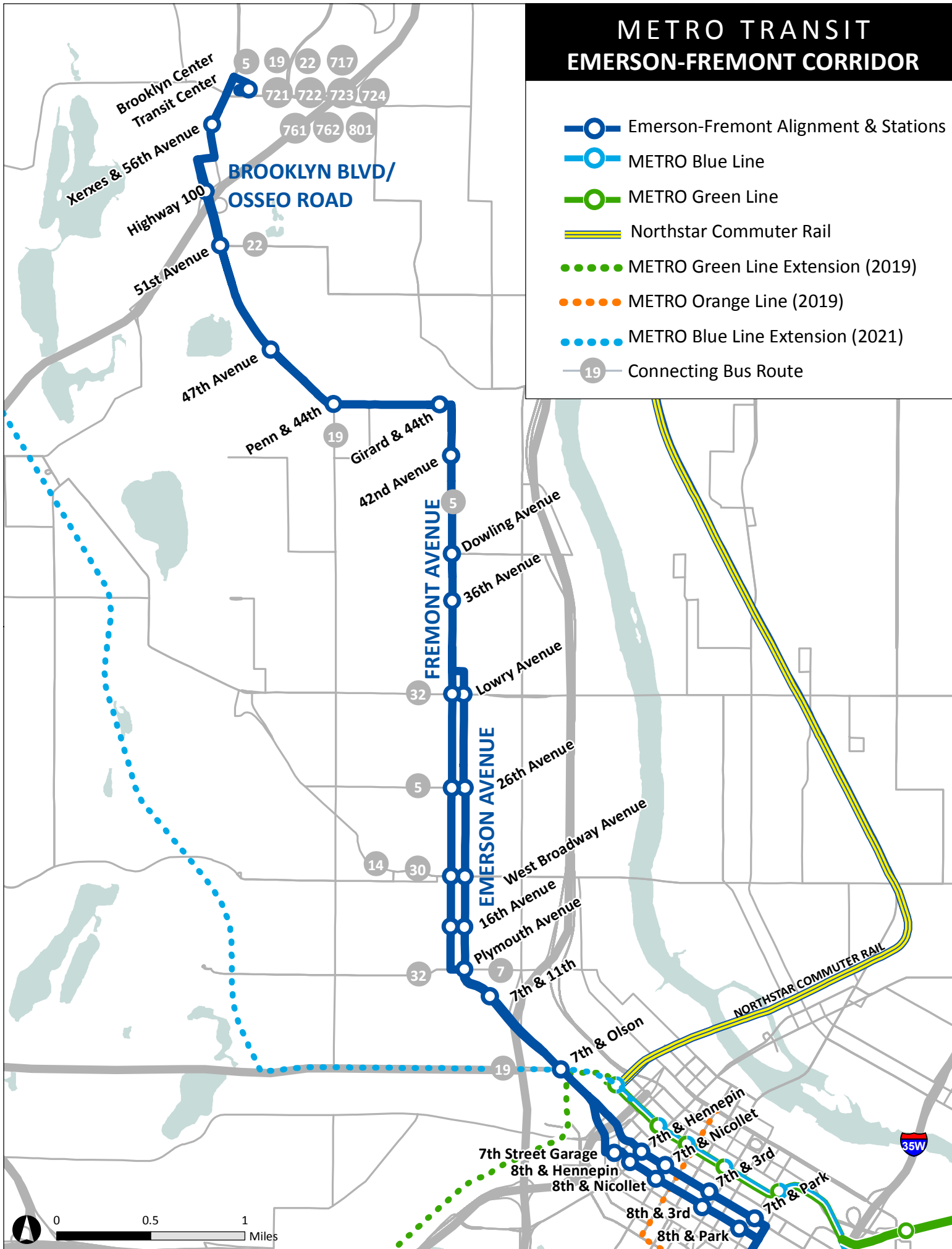
TICKET VENDING
MACHINE

PEDESTAL TO
VALIDATE TICKETS



METRO TRANSIT EMERSON-FREMONT CORRIDOR

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



Regional Economy

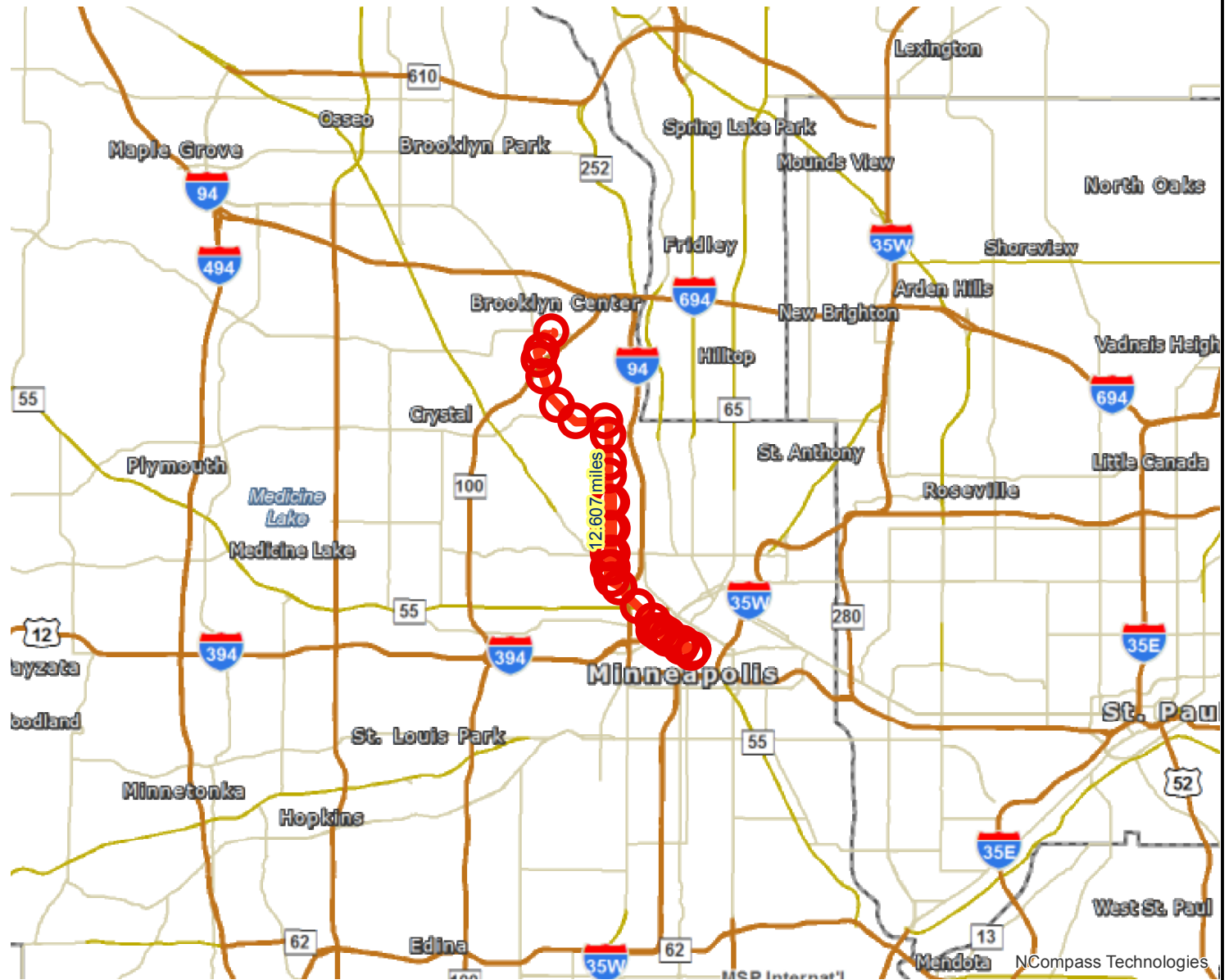
Transit Expansion Project: Fremont | Map ID: 1415227451246

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>



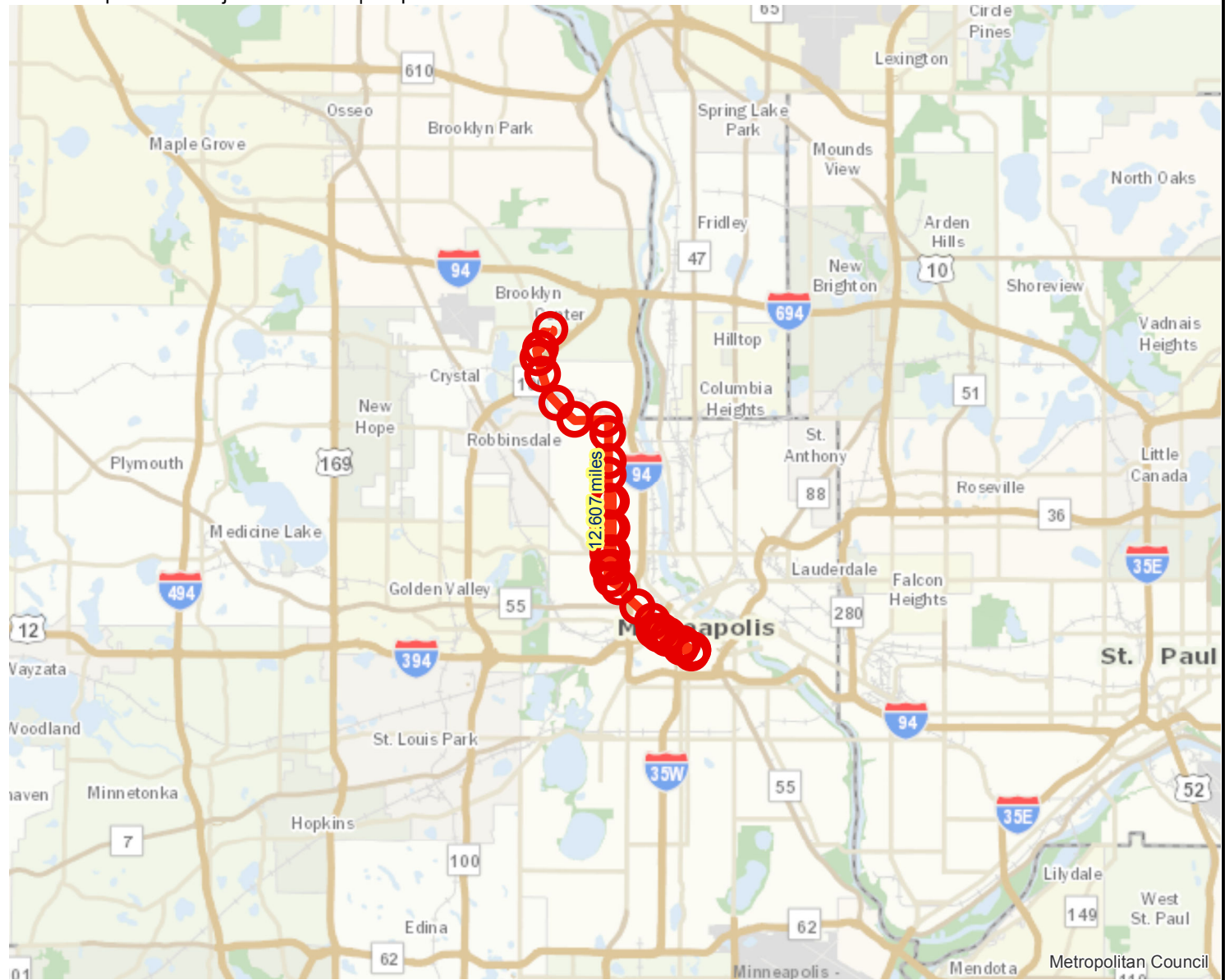
Population Summary

Transit Expansion Project: Fremont | Map ID: 1415227451246

Results

Within QTR Mile of project:
Total Population: 59836
Total Employment: 130402

Within HALF Mile of project:
Total Population: 87535
Total Employment: 149000



 Project Points

 Project



Created: 11/5/2014
LandscapeRSA4



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



Results

Project IN a racially concentrated area of poverty.

