



Application

01974 - 2014 Transit Expansion

02193 - Highway 36 Corridor Park-and-Ride

Regional Solicitation - Transit and TDM Projects

Status:

Submitted

Submitted Date:

12/01/2014 4:14 PM

Primary Contact

Name:* Stephen Michael Hannon
Salutation First Name Middle Name Last Name

Title: Associate Planner

Department:

Email: stephen.hannon@metrotransit.org

Address: Fred T. Heywood Office Building
560 Sixth Avenue North

***:** Minneapolis Minnesota 55411-4398
City State/Province Postal Code/Zip

Phone:* 612-349-7377
Phone Ext.

Fax:

What Grant Programs are you most interested in? Regional Solicitation - Transit and TDM Projects

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 Highway 36 Corridor Park-and-Ride
Primary County where the Project is Located Washington
Jurisdictional Agency (If Different than the Applicant):

This funding request is for a new 275 space park-and-ride in Washington County along Highway 36 between Manning Ave and Highway 5. This request also includes operating funds for the first 3 years of express bus service, and purchase of five buses.

The Metro Transit Draft Service Improvement Plan proposes a new express route (route 274) and expanded express service (route 263) between downtown Minneapolis and Eastern Washington County to be implemented in 2018-2020, if funded. The two routes will provide a total of seven AM and seven PM express bus trips to downtown Minneapolis from the project via Highway 36 and I-35W, with expected future service increases beyond 2020 as demand warrants.

There is currently one park-and-ride lot located in this area, the St. Croix Valley Recreation Center, owned by the City of Stillwater. This lot has 100 spaces designated for park-and-ride use with service only to downtown St. Paul via Route 294. Future 2030 demand for service to St. Paul from this area will be met by this facility, and existing route 294 service will not change. The new park-and-ride facility is proposed to meet 2030 park-and-ride demand for downtown Minneapolis commuters.

Construction of this park-and-ride and implementation of express bus service to Minneapolis is timely with the new St. Croix Crossing opening in 2016. Travel along the Highway 36 corridor between Minnesota and Wisconsin will be more accessible for a growing number of commuters living in this dynamically expanding area and will require enhanced travel demand management strategies. Lake Elmo has several new residential developments planned near the Highway 36 and Highway 5 corridors, and St. Croix County was Wisconsin's fastest-growing

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

county from 2000-2010 according to the 2010 Census.

The proposed facility size of 275 parking spaces for downtown Minneapolis commuters is based on Metro Transits 2030 market analysis, which considered the effects of commuting patterns, travel corridors, potential competing park-and-rides, and other factors. A specific site has not yet been selected for this project. However, this portion of the Highway 36 corridor is comprised of several municipalities City of Stillwater, Stillwater Township, City of Lake Elmo, and City of Oak Park Heights and each of these communities have agreed to work with Metro Transit to find the best location for the proposed facility. The local match for this project will be provided by Metro Transit.

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

Project Length (Miles)

0

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

1. Metropolitan Council 2030 Park-and-Ride Plan (page 34): this facility is not specifically outlined in the plan, however the plan suggests that a facility should be explored on Highway 36 if a (St. Croix) river crossing is constructed

2. Washington County Comprehensive Plan, Transportation Section (page 4-65): suggests locating a facility at a site near the Trunk Highway 36 and CSAH 15 (Manning Ave) interchange if a new river crossing is constructed

3. Draft Metro Transit Service Improvement Plan (page 13): creation of Route 274 and extension of Route 263 to provide service to downtown Minneapolis from the Stillwater area

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

\$7,000,000.00

Match Amount

\$1,891,199.00

Minimum of 20% of project total

Project Total

\$8,891,199.00

Match Percentage

21.27%

Minimum of 20%

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

Source of Match Funds

Metro Transit (Regional Transit Capital)

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

55082

(Approximate) Begin Construction Date 04/01/2019

(Approximate) End Construction Date 11/15/2019

LOCATION

From:
(Intersection or Address) Highway 36, near Manning Ave and Highway 5, Stillwater area

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

To:
(Intersection or Address) Highway 36, I-35W, Downtown Minneapolis

Type of Work Park & Ride

*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	\$3,403,125.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$3,543,060.00
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$6,946,185.00

Transit Operating Costs

OPERATING COSTS**Cost**

Transit Operating Costs

\$1,945,014.00

Totals**\$1,945,014.00**

Totals

Total Cost	\$8,891,199.00
Construction Cost Total	\$6,946,185.00
Transit Operating Cost Total	\$1,945,014.00

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
Highway 36 Corridor Costs Calculations.pdf	Cost Parameters and Calculations	186 KB
Highway 36 Corridor Market Analysis Map.pdf	Market Analysis Map	783 KB
Letter of Support Lake Elmo.pdf	Letter of Support from the City of Lake Elmo	222 KB
Letter of Support Oak Park Heights.pdf	Letter of Support from the City of Oak Park Heights	667 KB
Letter of Support Stillwater City.pdf	Letter of Support from the City of Stillwater	329 KB
Letter of Support Stillwater Twp.pdf	Letter of Support from Stillwater Township	350 KB
Letter of Support Washington County.pdf	Letter of Support from Washington County	104 KB
Route274ExpressServiceCostCalculations.pdf	Express Bus Service Operating Cost Calculations	82 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

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 project provides a direct connection to downtown Minneapolis. In addition, existing commercial development at Highway 36 and Highway 5 is within a quarter mile of some of the parcels being considered for the project. Because the majority of parcels being considered for the project are guided for commercial and research & development land uses by local comprehensive plans, there is potential to integrate the park-and-ride with future development and to explore shared-use opportunities.

Upload Map

Regional Solicitation Map 2 - Regional Economy.pdf

Measure B: Project Location Relative to Population

Completed by Metropolitan Council Staff

Existing Population (Integer Only) 4160

Upload Map

Regional Solicitation Map 3 - Population and Employment.pdf

Measure C: Transit Ridership

Existing transit routes directly connected to the project N/A

Planned Transitways directly connect to the project (mode and alignment determined and identified in the 2030 TPP) N/A

Upload Map

Regional Solicitation Map 1 - Transit Connections.pdf

Response

Met Council Staff Data Entry Only

Route Ridership 0

Transitway Ridership 0

Measure A: Total Annual Project Cost per Rider

Total Annual Operating Cost \$682,713.00

Total Annual Capital Cost of Project \$460,255.00

Total Annual Project Cost \$1,142,968.00

Cost Effectiveness \$8.96

Service Type, Methodology, and Annual Ridership

Service Type	Express Routes
Annual Ridership (Integer Only)	127500

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

The market area for this facility was compared with two existing park-and-ride lots, Woodbury Theatre and Guardian Angels, to estimate demand (mode split) in the third year of ridership. Comparing existing service from these park-and-rides to what will offered along Highway 36, as well as adjusting for market area size, there will be about 250 new daily riders expected at the new facility in 2020. $250 \text{ new riders} \times 2 \text{ rides per day} \times 255 \text{ in-service days per year} = 127,500 \text{ passenger trips (annual ridership)}$.

Measure B: Total Annual Project Operating Cost per New Rider

New Annual Operating Cost	\$682,713.00
Cost Effectiveness	\$5.35

Service Type, Methodology, and New Annual Ridership

Service Type	Express Routes
New Annual Ridership (Integer Only)	127500

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

The market area for this facility was compared with two existing park-and-ride lots, Woodbury Theatre and Guardian Angels, to estimate demand (mode split) in the third year of ridership. Comparing existing service from these park-and-rides to what will offered along Highway 36, as well as adjusting for market area size, there will be about 250 new daily riders expected at the new facility in 2020. $250 \text{ new riders} \times 2 \text{ rides per day} \times 255 \text{ in-service days per year} = 127,500 \text{ passenger trips (annual ridership)}$.

Measure C: Total Annual Project Cost per New Rider

Total Annual Operating Cost	\$682,713.00
Total Annual Capital Cost of Project	\$460,255.00
Total Annual Project Costs	\$1,142,968.00
Cost Effectiveness	\$8.96

Service Type, Methodology, and New Annual Ridership

Service Type	Express Routes
New Annual Ridership (Integer Only)	127500

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

The market area for this facility was compared with two existing park-and-ride lots, Woodbury Theatre and Guardian Angels, to estimate demand (mode split) in the third year of ridership. Comparing existing service from these park-and-rides to what will offered along Highway 36, as well as adjusting for market area size, there will be about 250 new daily riders expected at the new facility in 2020. $250 \text{ new riders} \times 2 \text{ rides per day} \times 255 \text{ in-service days per year} = 127,500 \text{ passenger trips (annual ridership)}$.

Measure A: Project Location and Impact to Disadvantaged Populations

Select One:

Projects service directly connects to Racially Concentrated Area of Poverty

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 Yes

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

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

This project would directly serve an area with an above-average concentration of poverty on the northern side of Highway 36 between Manning Ave (the westernmost boundary of the search area) and Highway 5 (the easternmost boundary of the search area). This project would make available nonstop express bus service to downtown Minneapolis from this area for the first time, and would therefore improve access to jobs from this area. Metro Transit facilities and vehicles are ADA accessible and are able to accommodate people of all ages and abilities. Metro Transit does not anticipate any negative impacts on disadvantaged populations as a result of this project.

Upload Map

Regional Solicitation Map 4 - Socioeconomic Conditions.pdf

Measure B: Affordable Housing

City/Township	Number of Stops in City/Township
Stillwater	1.0
	1

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
Stillwater	1.0	1.0	58.0	1.0	58.0
		1	58	1	58

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Number of Stops in City	1.0
Total Housing Score	58.0

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	250
--	-----

Distance from Terminal to Terminal (Miles)	23.0
VMT Reduction	5750.0
CO Reduced	13742.5
NOx Reduced	920.0
CO2e Reduced	2107950.0
PM2.5 Reduced	28.75
VOCs Reduced	172.5
Total Emissions Reduced	2122814.0

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	\$1,142,968.00
Total Emissions Reduced	2122814.0
Cost Effectiveness	\$0.54

Measure A: Bicycle and Pedestrian Connections

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

There are pedestrian and bicycle connections to the projects potential sites. There are opportunities for pedestrian and bicycle connections to the park-and-ride via the existing multimodal trails on Manning Avenue (the westernmost boundary of the project search area) and on Highway 5 (the easternmost boundary of the search area). The City of Stillwaters comprehensive plan, the Oak Park Heights Park & Trail Plan, and the City of Lake Elmos adopted Trail Plan show planned trails and sidewalks providing pedestrian or bicycle connections to all parcels being considered for the park-and-ride. The locally adopted plans do not identify the timing for implementation of these trails and sidewalks. Metro Transit will complete the trail or sidewalk improvements on the project site needed to provide connections to the local pedestrian and bicycle network.

Measure B: Roadway, Bicycle, and Pedestrian Improvements

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

Metro Transit is committed to designing the facility to safely integrate all modes given the context of the site. Once a site is selected, the facility design will provide for pedestrian connections to existing and future sidewalks and trails. The park-and-ride will provide a safe and protected facility for passengers using a vehicle, bicycle or walking to the location. The facility also will include amenities for secure bicycle storage on site. All passengers will have a safe area to board and alight from the buses without having to mix with other vehicular traffic. Without a park-and-ride facility, access to transit would not be possible in this location, as the highway environment does not allow for a safe on-street waiting environment for passengers.

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 Yes

100%

Stakeholders have been identified

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

50%

Layout or Preliminary Plan has not been started

Yes

0%

Anticipated date or date of completion

07/15/2017

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

09/15/2017

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/archaeological review under way; determination of adverse effect anticipated

40%

Unknown impacts to historic/archaeological resources

Yes

0%

Anticipated date or date of completion of historic/archeological review:

11/15/2017

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 03/15/2018

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

09/15/2018

9)Letting

Anticipated Letting Date

01/01/2019

Four Main Cost Considerations:

- A Capital cost for the park-and-ride facility
- B Operating (O&M) cost for the park-and-ride facility for 3 years
- C Operating cost for the express bus service for 3 years
- D Capital cost for the buses

Parameters and Estimations:

Useful life of articulated buses:	12 years
Useful life of park and ride surface lot:	20 years
Number of In-Service Days (standard estimate):	255 days
Bus Operating Costs (per Platform Hour):	\$113/hr
Anticipated new riders, 3 rd year:	250
Estimated capital costs, including land, for P&R facility:	\$12,000/space (surface lot)
Annual operating (O&M) costs for P&R facility:	\$125/space (surface lot)

Calculations:

- A = \$3,300,000 = \$12,000 per space (including land) x 275 spaces
- B = \$ 103,125 = \$125/space (surface lot) x 275 spaces x 3 years
- C = \$1,945,014 = \$113/hr x 22.5 peak service hrs/day x 255 in-service days/yr x 3 yrs
- D = \$3,543,060 = \$708,612 per articulated bus x 5 buses

Total Project Cost:	\$8,891,199
CMAQ Funds:	\$7,000,000
Local Match:	\$1,891,199 (21.27%)

Application Fields:

Project Information:

Project Total Cost = A+B+C+D

Estimate of Project Costs:

Stations, Stops, and Terminals = A+B

Vehicles = D

Transit Operating Costs = C

Question 2A:

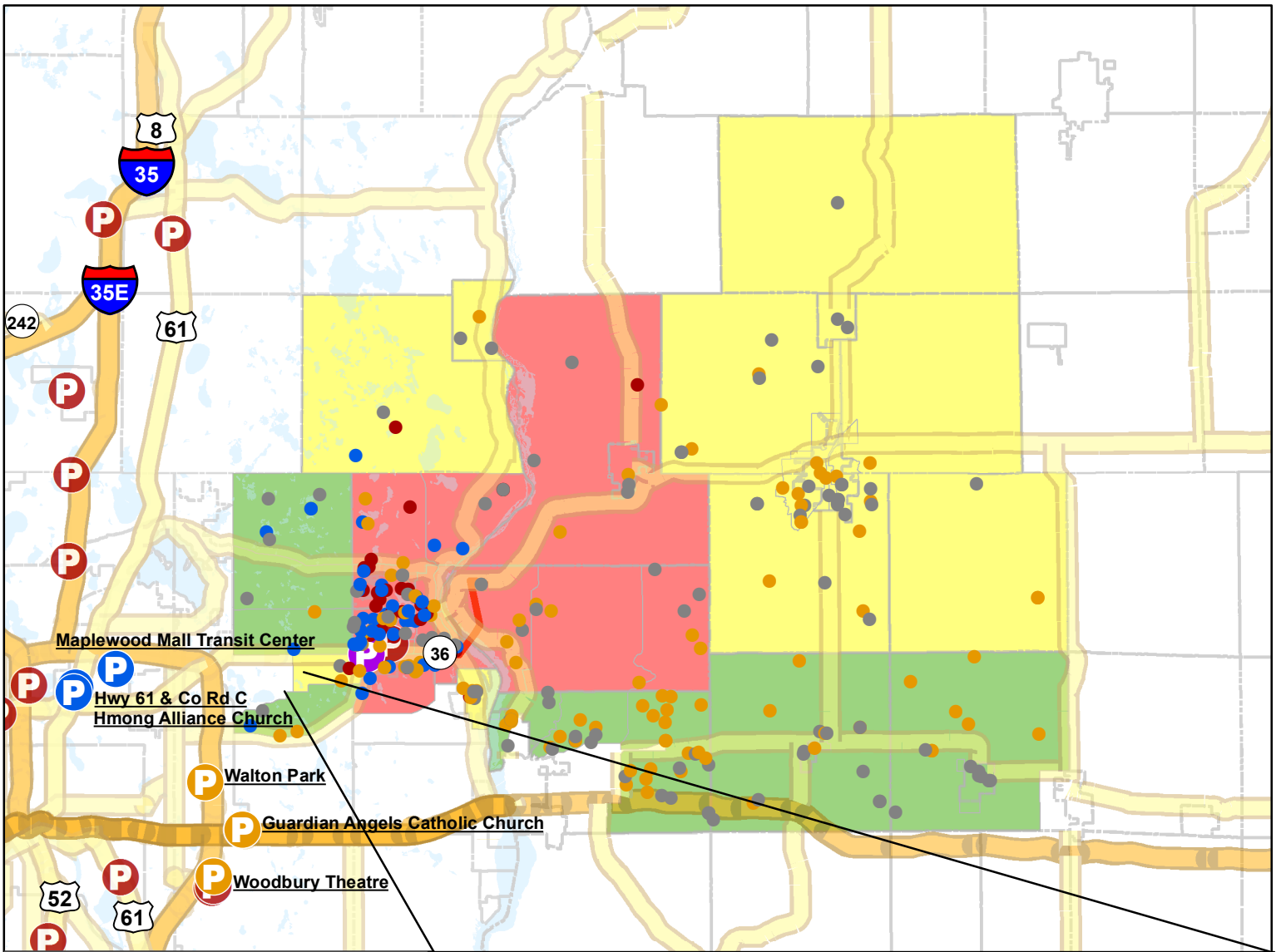
Total Annual Operating Cost = (B/3) + (C/3)

Total Annual Capital Cost of Project = (A/useful life of facility) + (D/useful life of buses)

Question 2B:

New Annual Operating Cost = (B/3) + (part of C for new riders/3)

* Since this is new express bus service, there is no existing ridership or operating cost on this route. Thus, the new annual operating cost equals the total annual operating cost



Highway 36 Park & Ride Market Area Analysis

- Park and Ride Lots
- Potential Park & Ride Location
- Selected Park-and-Ride Users

Users of Selected Facilities

- Maplewood Mall
- Hmong Alliance Church
- Hwy 61 & Co Rd C
- St Croix Valley Rec Center
- Guardian Angels
- Walton Park
- Woodbury Theatre

Saint Croix Crossing

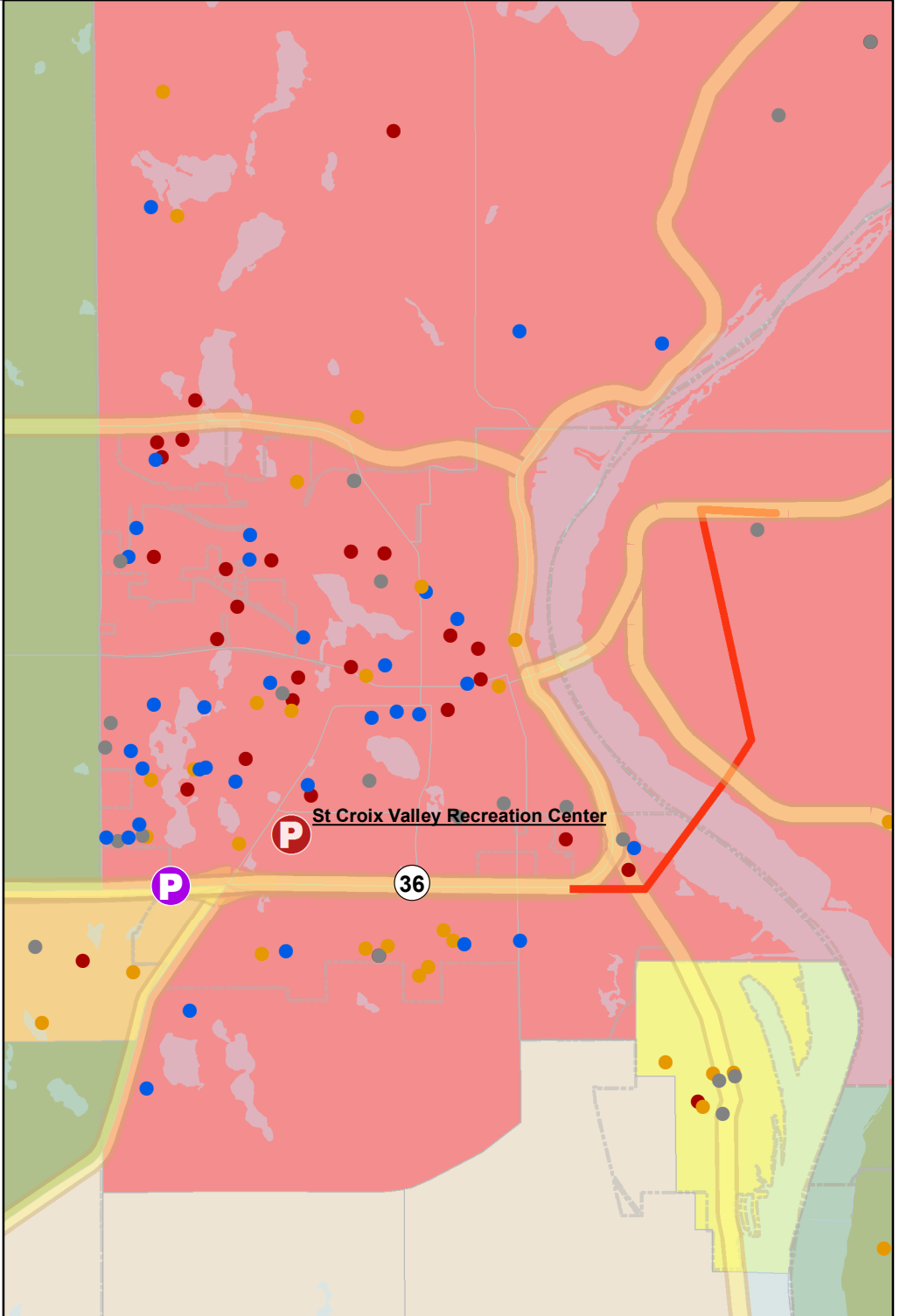
Market Area TAZs

- 100%
- 50%
- 25%

Grand Totals by Year:

2010: 93
2020: 230
2030: 261

Miles
0 1 2 4 6 8



THE CITY OF
LAKE ELMO

December 1, 2014

Stephen Hannon
Metro Transit
560 Sixth Avenue North
Minneapolis, MN 55411-4398

RE: Potential Park and Ride Facility on Trunk Highway 36

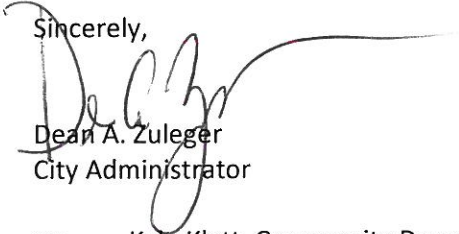
Dear Transportation Advisory Board,

We would like to extend our support to Metro Transit in their application for a new park-and-ride facility on Highway 36 as part of the 2014 Regional Solicitation.

As the project progresses, we will continue to work with Metro Transit as they begin to identify potential sites for this park-and-ride facility. We are willing to have facility located in our jurisdiction given the right opportunity and the land use considerations of the potential site.

In conclusion, we support Metro Transit in this application to the 2014 Regional Solicitation. We look forward to working with Metro Transit to provide a facility and service that will help meet the needs of our community.

Sincerely,



Dean A. Zuleger
City Administrator

cc: Kyle Klatt, Community Development Director
Nick Johnson, City Planner



City of Oak Park Heights

14168 Oak Park Blvd. N • Box 2007 • Oak Park Heights, MN 55082 • Phone (651) 439-4439 • Fax (651) 439-0574

12.1.14

Stephen Hannon
Associate Planner, Facilities Planning
Metro Transit
560 Sixth Avenue North
Minneapolis, MN 55411-4398

RE: 2014 Regional Solicitation

Dear Stephen:

The City would like to extend our support to Metro Transit in their application for a new park-and-ride facility along Highway 36 as part of the 2014 Regional Solicitation to the Metropolitan Transportation Advisory Board. Given the opening of the Saint Croix Crossing in 2016 and the extension of Metro Transit service from this corridor to Downtown Minneapolis, park-and-ride facility of approximately 275 spaces is anticipated to help serve a current and future need in our community.

As the project progresses, the City will continue to work with Metro Transit as they begin to identify potential sites for this park-and-ride facility. The City would encourage this facility to be in a location near the STH 36 corridor and one that could foster or be complimentary to a quality redevelopment or reuse of currently developed lands.

In conclusion, we support Metro Transit in this application to the 2014 Regional Solicitation. We look forward to working with Metro Transit to provide a facility and service that will help meet the needs of our community.

Sincerely,



Dr. Eric Johnson, AICP

City Administrator

Cc: City Council Members



November 18, 2014

Dear Transportation Advisory Board,

On behalf of the City of Stillwater, I would like to extend our support to Metro Transit in their application for a new park-and-ride facility to be located along or near the Highway 36 corridor in the Stillwater/Oak Parks Heights area with a specific location to be determined. An additional park-and-ride facility of approximately 275 spaces would help serve the expanding need in our community, given the opening of the Saint Croix Crossing in 2016 and the extension of Metro Transit service from this corridor to Downtown Minneapolis.

In 1999 the City of Stillwater accepted ownership of the St. Croix Valley Park and Ride, located near the Highway 36 corridor, and has provided maintenance services at this site. We are willing to have another facility located in our jurisdiction given the right opportunity and the land use considerations of the potential site. As the project progresses, we will continue to work with Metro Transit as they begin to identify potential sites for this park-and-ride facility.

In conclusion, we support Metro Transit in this application to the 2014 Regional Solicitation. We look forward to working with Metro Transit to provide a facility and service that will help meet the needs of our community.

Sincerely,

A handwritten signature in blue ink that reads "Michael Polehna". The signature is fluid and cursive.

Mayor Michael Polehna



STILLWATER TOWNSHIP
13636 90TH STREET NORTH | STILLWATER, MN 55082-9660
www.stillwatertownship.com

November 13, 2014

Metro Transit
Transit Advisory Board
560 6th Avenue North
Minneapolis, MN 55411

Dear Transportation Advisory Board,

Dear Transportation Advisory Board,

On behalf Stillwater Township, I would like to extend our support to Metro Transit in their application for a new park-and-ride facility to be located along or near the Highway 36 corridor, with a specific location to be determined. An additional park-and-ride facility of approximately 275 spaces would help serve the expanding need in our community, given the opening of the Saint Croix Crossing in 2016 and the extension of Metro Transit service from this corridor to Downtown Minneapolis.

The Township's 2030 Comprehensive Plan supports working with the Metropolitan Council to develop transit services within our local market area. As the project progresses, we will continue to work with Metro Transit as they begin to identify potential sites for this park-and-ride facility. We are willing to have facility located on a site within the Township given the right opportunity and the land use considerations of the potential site. We suggest that Metro Transit take a look at an area within the Township at the southeast corner of the Highway 36/Manning Avenue intersection as a potential location for the park-and-ride facility.

The Town Board reviewed the information that Metro Transit provided about the potential park-and-ride facility at our meeting on November 13, 2014, and voted to approve this letter of support. In conclusion, we support Metro Transit in this application to the 2014 Regional Solicitation. We look forward to working with Metro Transit to provide a facility and service that will help meet the transportation needs of our community.

Sincerely,

A handwritten signature in black ink that reads "David Johnson". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Johnson,
Chair, Stillwater Township Board

Cc: Kathy Schmoeckel, Clerk
Town Board members
Sherri Buss, Township Planner
Bill Turnblad, Community Development Director, City of Stillwater



Board of Commissioners

Fran Miron, District 1
Ted Bearth, District 2
Gary Kriesel, District 3
Autumn Lehrke, Chair, District 4
Lisa Weik, District 5

November 25, 2014

Stephen Hannon
Associate Planner, Facilities Planning
Metro Transit
560 6th Avenue North
Minneapolis, MN 55411

Metro Transit Highway 36 Corridor Park-and-Ride CMAQ Application

Dear Mr. Hannon:

We would like to extend our support to Metro Transit in their application for a new park-and-ride facility on Highway 36 as part of the 2014 Regional Solicitation. Highway 36 is identified by Washington County as an important transitway corridor. A park-and-ride facility of approximately 300 spaces would help serve current and future transportation needs in Washington County, given the opening of the Saint Croix Crossing in the fall of 2016 and the potential extension of Metro Transit service from this corridor to Downtown Minneapolis.

As the project progresses, we will continue to work with Metro Transit as they begin to identify potential sites for this park-and-ride facility. We ask that the Washington County Fairgrounds near Highway 5 and Manning Avenue be considered as a potential site location.

In conclusion, we support Metro Transit in this application to the 2014 Regional Solicitation. We look forward to working with Metro Transit to provide a facility and service that will help meet the needs of Washington County.

Sincerely,

Handwritten signature of Autumn Lehrke in black ink.

Autumn Lehrke
Washington County Board Chair

Handwritten signature of Gary Kriesel in black ink.

Gary Kriesel
Commissioner

REGIONAL TRANSIT CHANGE OF SERVICE

Route: 274 Express CMAQ Application

Implementation Date: 2018

Pick Mid-pick

Service Affected

Weekday Saturday
 Peak Sunday
 Offpeak Holiday

Operator

Metro Transit
 Other:

Prepared by: **Scott Thompson**
 Date: **11/17/14**
 Organization: Metro Transit
 Phone: 612 349 7774

Change Detail	Add	Delete	Change
Routing	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Branch/Letter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Node/Timepoint	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trips/Trip times	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Running Time	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hold times/Meets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other Changes	Description (or refer to below)
<input type="checkbox"/> Operator	_____
<input type="checkbox"/> Vehicle	_____
	(size, type, etc.)
<input type="checkbox"/> Route Policy	_____
	(accessibility, stops, fares, etc.)
<input checked="" type="checkbox"/> Pullout/Pullin	
<input type="checkbox"/> Blocking / Run Cut	

Information	Add	Delete	Change
Pocket schedule	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
System map	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Driver map	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Signcode	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shelter display	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other Information	Yes
Update paddles/headways	<input type="checkbox"/>
Update TIC database	<input type="checkbox"/>
Publish in Connect	<input type="checkbox"/>
Distribute Rider Alert	<input type="checkbox"/>
Press release	<input type="checkbox"/>
Street signage	<input type="checkbox"/>

Brief Description (30 words or less): Establish new express service from Stillwater Park and Ride to downtown Minneapolis starting in 2018

Origin: OCR # _____ Customer Contact Late Service Committee
 SAT Meeting City Sector/Corridor Study
 Other CMAQ

Data Used: AVL APC Farebox MaxLoad
 Special Checks Census LEHD
 Other _____

Change Detail;

-
- Establish new Route 274 Express service from Stillwater Park and Ride to downtown Minneapolis starting in 2018
 - Add 6 morning and 6 afternoon express trips to and from a new park and ride lot yet to be identified but located along Highway 36 in or near Stillwater Minnesota.
 - Offer 15-minute peak hour and 30-minute fringe of peak hour service, with a two hour span of service.
 - First morning arrival in downtown Minneapolis at about 6:45AM and last arrival at about 8:15AM.
 - First afternoon departure from downtown Minneapolis at about 3:40PM and last departure at about 5:40PM.

- The first morning, and last afternoon Route 263 express trips would be extended from the Rice and Highway 36 Park and Ride to Stillwater in order to offer a wider span of service. The Route 263 trip extensions are included in the attached cost estimate.

Effect on Customers and Ridership

A new direct express service from Stillwater to downtown Minneapolis has been requested by our customers for many years. This service change is also included in Metro Transit's Service Improvement Plan (SIP) starting in 2018.

Cost Estimation

Vehicle Reqmts	Est. Change	Unit Cost	Daily Total	Annual Total
AM Peak	6			
Base	-			
PM Peak	6	\$ -	\$ -	\$ -
Night	-			
Saturday	-			
Sunday	-			

Platform Hours	Est. Change	Unit Cost	Daily Total	Annual Total
Wkday Peak	22.50	\$ 113.00	\$ 2,543	\$ 648,338
Wkday Offpk	-	\$ 113.00	\$ -	\$ -
Saturday	-	\$ 113.00	\$ -	\$ -
Sunday	-	\$ 113.00	\$ -	\$ -
Annual	5,738			\$ 648,338

Ridership Estimate	Est. Change	Daily Total	Annual Total
Weekday	500	500	127,500
Saturday	-	-	-
Sunday	-	-	-
			127,500

Total Miles	Est. Change	Unit Cost	Daily Total	Annual Total
Weekday	-		\$ -	\$ -
Saturday	-		\$ -	\$ -
Sunday	-		\$ -	\$ -
Annual	-			\$ -

Revenue Estimate	Avg. Fare	Daily Total	Annual Total
Weekday	\$ 2.00	\$ 1,000.00	255,000
Saturday		\$ -	-
Sunday		\$ -	-
			\$ 255,000

Annual Marginal Cost (Hours,Miles)	\$ 648,338
Annual Total Cost (Hours,Miles,Buses)	\$ 648,338

Annual Expense	\$ 648,338
Annual Revenue	\$ 255,000
Annual Net Cost (Savings)	\$ 393,338
Passenger Trips	127,500
Cost per Passenger Trip (marginal subsidy per passenger)	\$ 3.09

Cost Source: 2014 Metro Transit Finance Division

Attachments

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> marked up headway | <input type="checkbox"/> new bus stops/shelters | <input type="checkbox"/> new running time |
| <input checked="" type="checkbox"/> new driver map | <input type="checkbox"/> pocket schedule request | <input type="checkbox"/> ridership estimate |
| <input type="checkbox"/> updated signcodes | <input type="checkbox"/> new mileage | |

Review and Approval

Asst. Director of Service Development Date

Manager of Scheduling Date
(Only required for midpick changes)

Regional Economy

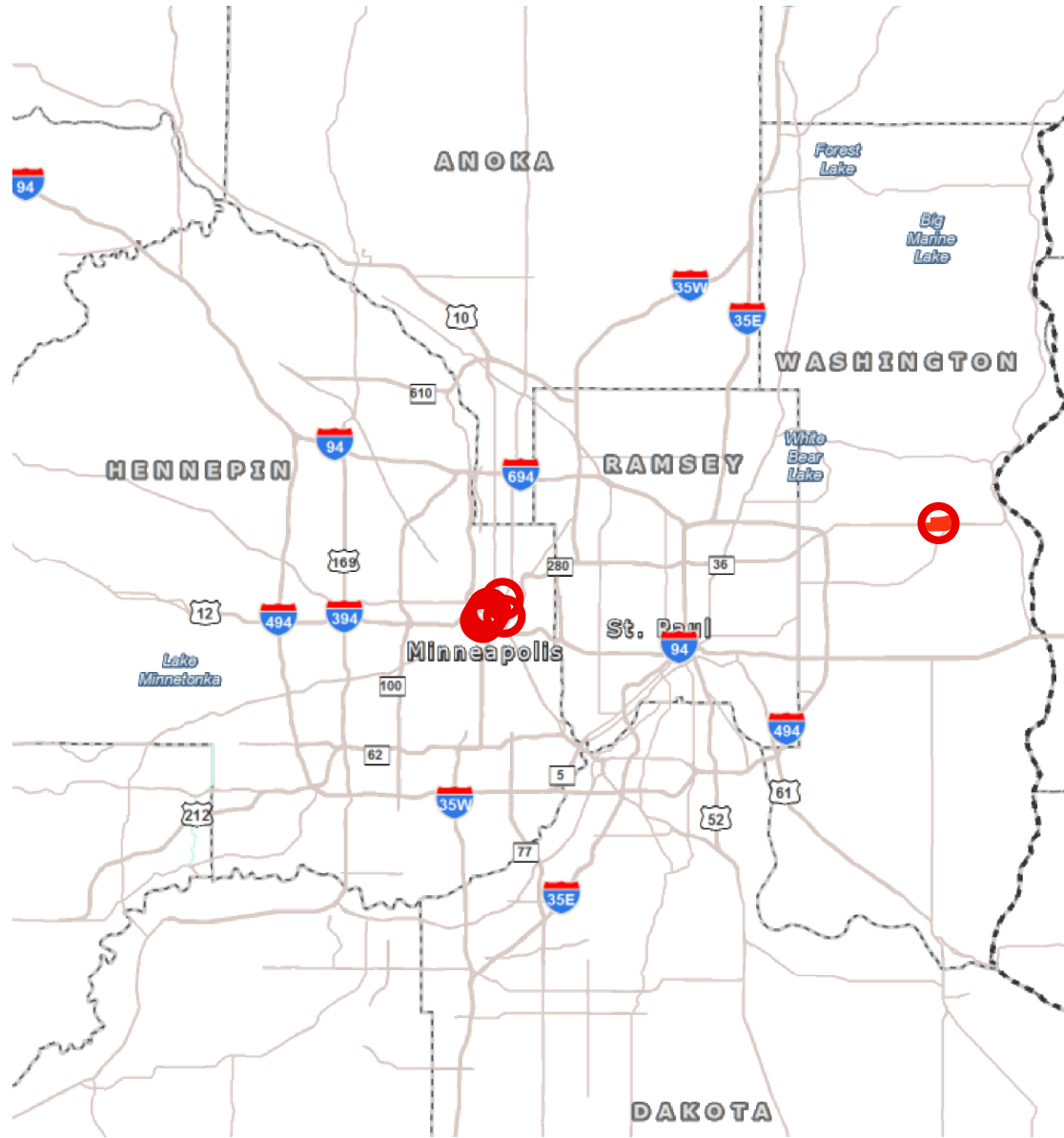
Transit Expansion Project: Highway 36 Corridor Park-and-Ride | Map ID: 1415893533243

Results

Project **IN** area of Job Concentration.

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

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



NCompass Technologies

 Project Points

 Project



Created: 11/13/2014
LandscapeRSA5



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



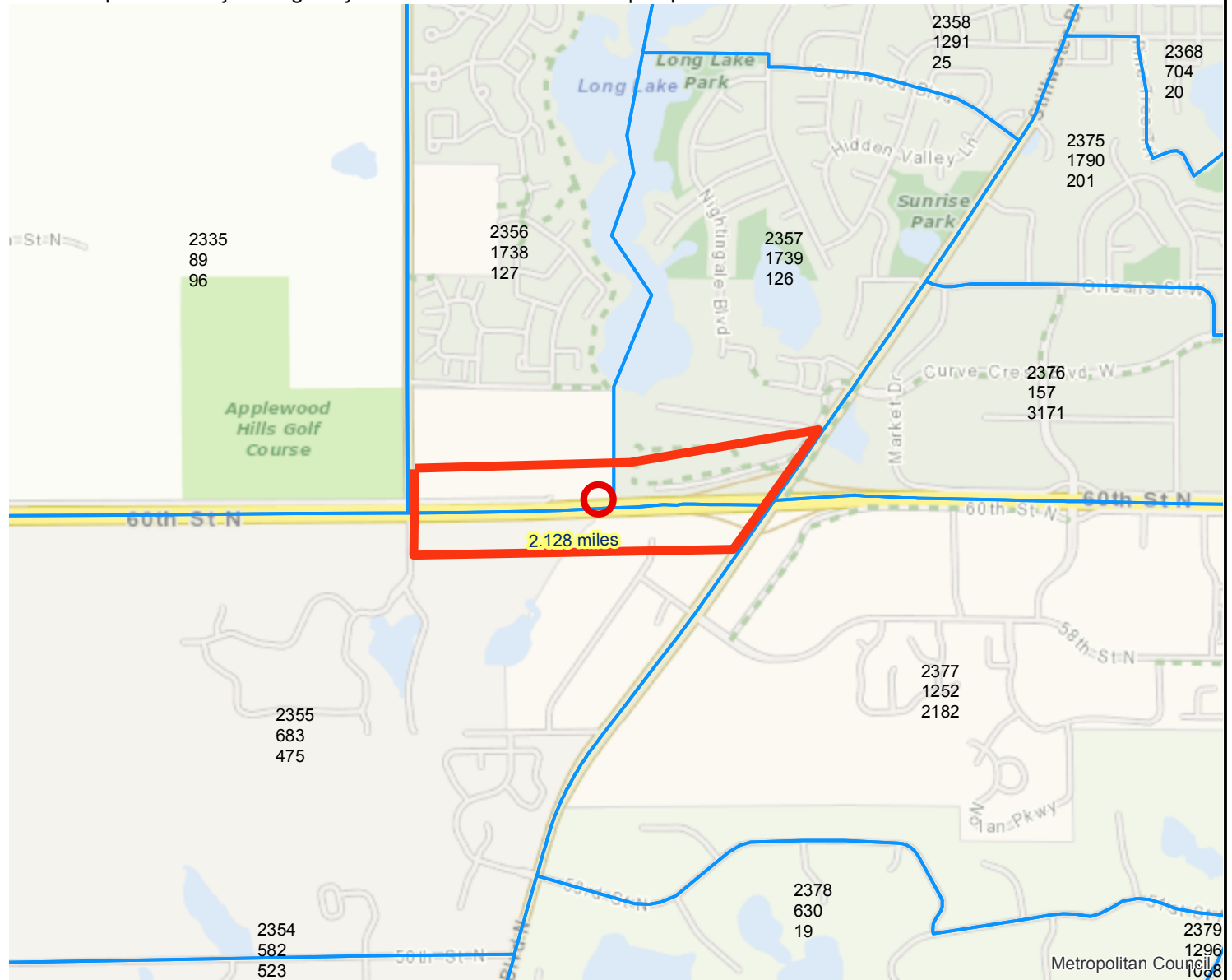
Population Summary



Transit Expansion Project: Highway 36 Corridor Park-and-Ride | Map ID: 1415894108544

Results

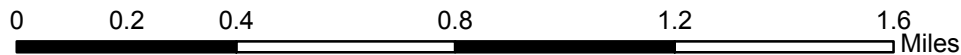
Within QTR Mile of project:
Total Population: 4160
Total Employment: 728

Within HALF Mile of project:
Total Population: 5658
Total Employment: 6177



 Project Points  2010 TAZ

 Project



Created: 11/13/2014
LandscapeRSA4



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

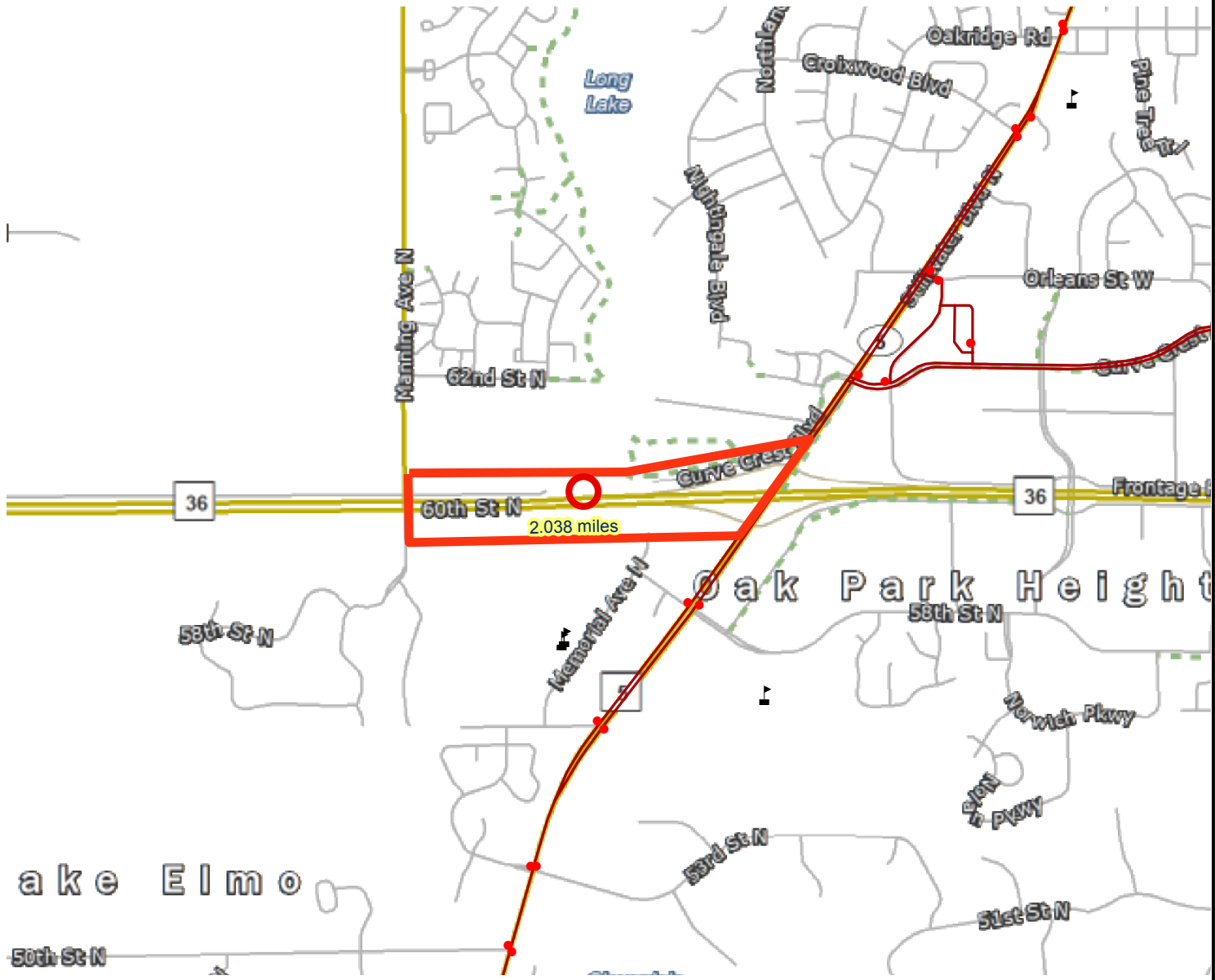


Results

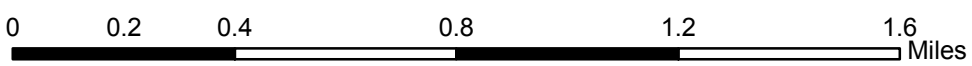
Transit with a Direct Connection to project:
-- NONE --

Transit within QTR mile of project:
-- NONE --

*indicates Planned Alignments



- Project Points
- Active Stop
- Transit Routes
- Project
- School



Created: 11/13/2014
LandscapeRSA3

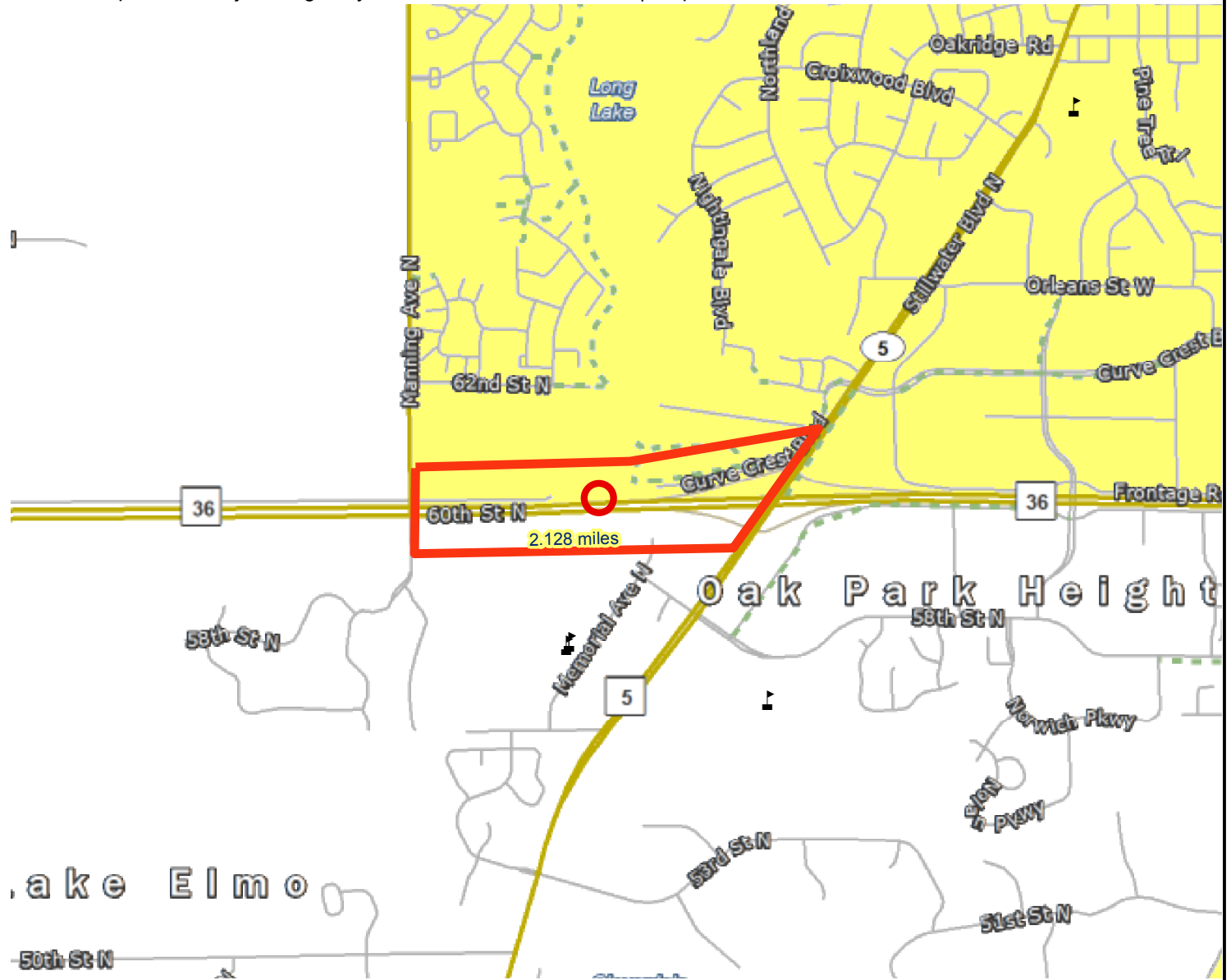


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

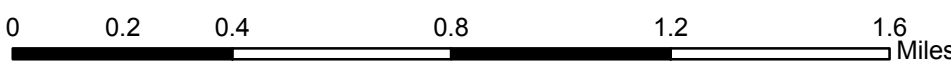


Results

Project IN area of above average concentration of race or poverty.



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



Created: 11/13/2014
LandscapeRSA2



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

