



Application

01974 - 2014 Transit Expansion

02232 - Routes 30 & 32 improved crosstown service

Regional Solicitation - Transit and TDM Projects

Status: Submitted
Submitted Date: 12/01/2014 2:10 PM

Primary Contact

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

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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 Routes 30 & 32 crosstown service improvement
Primary County where the Project is Located Hennepin, Ramsey
Jurisdictional Agency (If Different than the Applicant):

Improved service on two separate but related east-west crosstown routes, Routes 30 & 32. Both currently provide weekday service between north and northeast Minneapolis, Robbinsdale and Roseville (see below for full description). Beginning in December 2014 Route 32 will also provide Saturday service.

The enhancement is for new all-day (8 a.m. to 9 p.m.) 30-minute service on Saturday and Sunday service for Route 30, and on Sunday for Route 32. Additionally, it would increase the weekday frequency of Route 32 from every 30 minutes (today) to every 20 minutes, as well as increase the span of service later in the evening. These changes require two extra buses for Route 32. All Route 30 improvements are off-peak, so no additional buses are needed.

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

Route 30 operates between north Minneapolis and St. Pauls St. Anthony Park neighborhood. Traveling east, buses run from Golden Valley Road and Xerxes Avenue and along West Broadway Avenue. After crossing the Mississippi River and Central Avenue, the route travels through the Beltrami neighborhood and loops around the north side of The Quarry Shopping Center, one of the largest retail areas in Minneapolis. Buses continue east through an industrial area and serve several large employers, including Honeywell and UPS. In St. Paul, buses run on Larpenteur Avenue, Eustis Street and Highway 280 to University Avenue. On the eastern end, the route connects with the METRO Green Line's Westgate Station and ends at the intersection of University Avenue and Berry Street.

Route 32, about one mile to the north, operates between Robbinsdale Transit Center and Rosedale

Transit Center via Lowry Avenue. Traveling east, buses depart Robbinsdale along West Broadway, France, Oakdale and Lowry avenues. It serves north Minneapolis, then after crossing the Mississippi River it continues along Lowry Avenue through northeast Minneapolis. Route 32 travels on Kedzie Terrace, New Brighton Blvd, 29th Avenue NE, Walnut Street and Terminal Road, where it serves several large employers, including Old Dutch Foods and FedEx. It finally reaches the Rosedale Mall off of County Road B2, where it connects riders with both retail employment and other transit services.

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

Project Length (Miles) 19.6

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.

ACCESS Minneapolis Citywide Transportation Action Plan, page 46.

Connection to Local Planning

http://www.minneapolismn.gov/www/groups/public/@publicworks/documents/webcontent/convert_279031.pdf

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 \$4,915,826.00

Match Amount \$1,228,957.00

Minimum of 20% of project total

Project Total \$6,144,783.00

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 Regional Transit Capital, Motor Vehicle Sales Tax revenues or other eligible non-federal funds

Preferred Program Year

Select one: 2018

MnDOT State Aid Project Information: Transit and TDM Projects

County, City, or Lead Agency NA
Zip Code where Majority of Work is Being Performed 0
(Approximate) Begin Construction Date 12/31/2014
(Approximate) End Construction Date 01/01/2015

LOCATION

From: NA
(Intersection or Address)

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

To: NA
(Intersection or Address)

Type of Work

*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.)	\$0.00
Vehicles	\$869,604.00

Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$869,604.00

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$5,275,179.00
Totals	\$5,275,179.00

Totals

Total Cost	\$6,144,783.00
Construction Cost Total	\$869,604.00
Transit Operating Cost Total	\$5,275,179.00

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
Route 30 map of existing service.pdf	Route 30 - map of existing service	105 KB
Route 32 map of existing service.pdf	Route 32 - map of existing service	115 KB
Routes 30 and 32 application form.pdf	Agency letter of support	322 KB
Routes 30 and 32 Project Area.pdf	Project area map	553 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)

Upload Map

Rts 30 32 Regional Economy.pdf

Measure B: Project Location Relative to Population

Completed by Metropolitan Council Staff

Existing Population (Integer Only) 97223

Upload Map

Rts 30 32 Population Summary.pdf

Measure C: Transit Ridership

Existing transit routes directly connected to the project

3, 4, 5, 10, 11, 14, 16, 17, 19, 22, 25, 30, 32, 59, 61, 63, 65, 67, 84, 87, 118, 141, 223, 225, 227, 250, 252, 261, 263, 264, 270, 272, 288, 716, 717, 721, 724, 758, 760, 761, 762, 763, 765, 766, 767, 768, 780, 781, 782, 783, 785, 789, 801, 824, 825, 850, 852, 854, 865, 887, 888-Northstar Commuter Rail, METRO Green Line

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

Bottineau LRT (METRO Blue Line Extension), Central Avenue Arterial BRT, West Broadway Avenue BRT, Emerson/Fremont Aves BRT, Snelling Avenue BRT

Upload Map

Rts 30 32 Transit Connections.pdf

Response

Met Council Staff Data Entry Only

Route Ridership	5.3527545E7
Transitway Ridership	2.59968E7

Measure A: Total Annual Project Cost per Rider

Total Annual Operating Cost	\$1,758,393.00
Total Annual Capital Cost of Project	\$72,467.00
Total Annual Project Cost	\$1,830,860.00
Cost Effectiveness	\$2.48

Service Type, Methodology, and Annual Ridership

Service Type	Urban and Suburban Local Routes
Annual Ridership (Integer Only)	738189

Existing annualized weekday ridership of each route (not including Route 32 high school service) PLUS new midday and weekend service. Applied existing rides per weekday trip to both new weekday and weekend service.

Rationale

Weekend ridership is typically lower than weekday, but since these estimates are for 2020 (third year of service following 2018 implementation) I would anticipate that the market will be considerably stronger. Given the positive growth trend on these routes it is not unrealistic to achieve weekend ridership equivalent to today's weekday figures. Likewise, when adding new weekday trips we would typically assume ridership to be slightly lower than existing service. Here again, with estimates for 2020 I feel very confident that market will strengthen to achieve existing productivity on these added trips.

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

Math

24 new weekday trips (Rt 32) x 23 pass/trip = 552

54 Sunday trips (Rt 32) x 23 pass/trip = 1,242

54 Saturday trips (Rt 30) x 9 pass/trip = 486

54 Sunday trips (Rt 30) x 9 pass/trip = 486

Annualized NEW service = 267,714

Annualized EXISTING service = 470,475

TOTAL = 738,189

Measure B: Total Annual Project Operating Cost per New Rider

New Annual Operating Cost	\$1,758,393.00
Cost Effectiveness	\$6.57

Service Type, Methodology, and New Annual Ridership

Service Type	Urban and Suburban Local Routes
New Annual Ridership (Integer Only)	267714

Applied existing Route 30 and Route 32 rides per weekday trip to both new weekday and weekend service.

Rationale

Weekend ridership is typically lower than weekday, but since these estimates are for 2020 (third year of service following 2018 implementation) I would anticipate that the market will be considerably stronger. Given the positive growth trend on these routes it is not unrealistic to achieve weekend ridership equivalent to today's weekday figures. Likewise, when adding new weekday trips we would typically assume ridership to be slightly lower than existing service. Here again, with estimates for 2020 I feel very confident that market will strengthen to achieve existing productivity on these added trips.

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

Math

24 new weekday trips (Rt 32) x 23 pass/trip = 552

54 Sunday trips (Rt 32) x 23 pass/trip = 1,242

54 Saturday trips (Rt 30) x 9 pass/trip = 486

54 Sunday trips (Rt 30) x 9 pass/trip = 486

Annualized NEW service = 267,714

Measure C: Total Annual Project Cost per New Rider

Total Annual Operating Cost	\$1,758,393.00
Total Annual Capital Cost of Project	\$72,467.00
Total Annual Project Costs	\$1,830,860.00
Cost Effectiveness	\$6.84

Service Type, Methodology, and New Annual Ridership

Service Type

Urban and Suburban Local Routes

New Annual Ridership (Integer Only)

267714

Applied existing Route 30 and Route 32 rides per weekday trip to both new weekday and weekend service.

Rationale

Weekend ridership is typically lower than weekday, but since these estimates are for 2020 (third year of service following 2018 implementation) I would anticipate that the market will be considerably stronger. Given the positive growth trend on these routes it is not unrealistic to achieve weekend ridership equivalent to today's weekday figures. Likewise, when adding new weekday trips we would typically assume ridership to be slightly lower than existing service. Here again, with estimates for 2020 I feel very confident that market will strengthen to achieve existing productivity on these added trips.

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

Math

24 new weekday trips (Rt 32) x 23 pass/trip = 552

54 Sunday trips (Rt 32) x 23 pass/trip = 1,242

54 Saturday trips (Rt 30) x 9 pass/trip = 486

54 Sunday trips (Rt 30) x 9 pass/trip = 486

Annualized NEW service = 267,714

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 Yes

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

Both routes connect low income and minority populations west of the Mississippi River with industrial and retail employment in northeast Minneapolis and either Roseville or St. Paul.

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

Existing service is weekdays only, which limits employment opportunities for this highly transit-reliant population. Expanding crosstown service has long been requested from the community because it greatly reduces travel time by eliminating the need to transfer in downtown.

Upload Map

Rts 30 32 Socio-Economic Conditions.pdf

Measure B: Affordable Housing

City/Township	Number of Stops in City/Township
Minneapolis	146.0
Robbinsdale	24.0
St. Anthony	10.0
Roseville	30.0
St. Paul	7.0
Lauderdale	3.0
	220

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
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Lauderdale	3.0	220.0	43.0	0.014	0.586
Minneapolis	146.0	220.0	97.0	0.664	64.373
Robbinsdale	24.0	220.0	61.0	0.109	6.655
Roseville	30.0	220.0	81.0	0.136	11.045
St. Anthony	10.0	220.0	55.0	0.045	2.5
St. Paul	7.0	220.0	98.0	0.032	3.118
		1320	435	1	88

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Number of Stops in City	220.0
Total Housing Score	88.277

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	733
Distance from Terminal to Terminal (Miles)	19.6
VMT Reduction	14366.8
CO Reduced	34336.652
NOx Reduced	2298.688
CO2e Reduced	5266869.0
PM2.5 Reduced	71.834
VOCs Reduced	431.004
Total Emissions Reduced	5304007.0

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	\$1,830,860.00
Total Emissions Reduced	5304007.0
Cost Effectiveness	\$0.35

Measure A: Bicycle and Pedestrian Connections

Streets being served by the Route 30 and 32 expansions, primarily Lowry and Broadway avenues, have sidewalk access on both sides of the street.

Route 32: Lowry Ave through north Minneapolis includes a dedicated on-street bicycle lane. It also crosses the Grand Rounds at Theodore Wirth Pkwy and two other on-street bicycle lanes (Fremont/Emerson and 2nd St N) before reaching the Mississippi River. On the east side of the corridor, Route 32 parallels two off-street bicycle lanes on Walnut St and Terminal Rd.

Route 30: Through north Minneapolis the route crosses two on-street bicycle lanes (Fremont/Emerson and 2nd St N) and the Grand Rounds at West River Rd. On the east side of the Mississippi River the alignment parallels off-street bicycle lanes on 18th Ave NE and Stinson Blvd NE, then runs on Broadway St NE which has on-street bicycle lanes.

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

Measure B: Roadway, Bicycle, and Pedestrian Improvements

As mentioned in question 5A, the project area is fully accessible to bicycles and pedestrians.

Though this project is solely service-related, we believe that increased transit ridership also corresponds to increased pedestrian activity.

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

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 Yes

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

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

0%

Anticipated date or date of completion

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

0%

Anticipated date or date of completion/approval

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/listing 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

0%

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

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

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

0%

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

0%

Anticipated date or date of acquisition

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project

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%

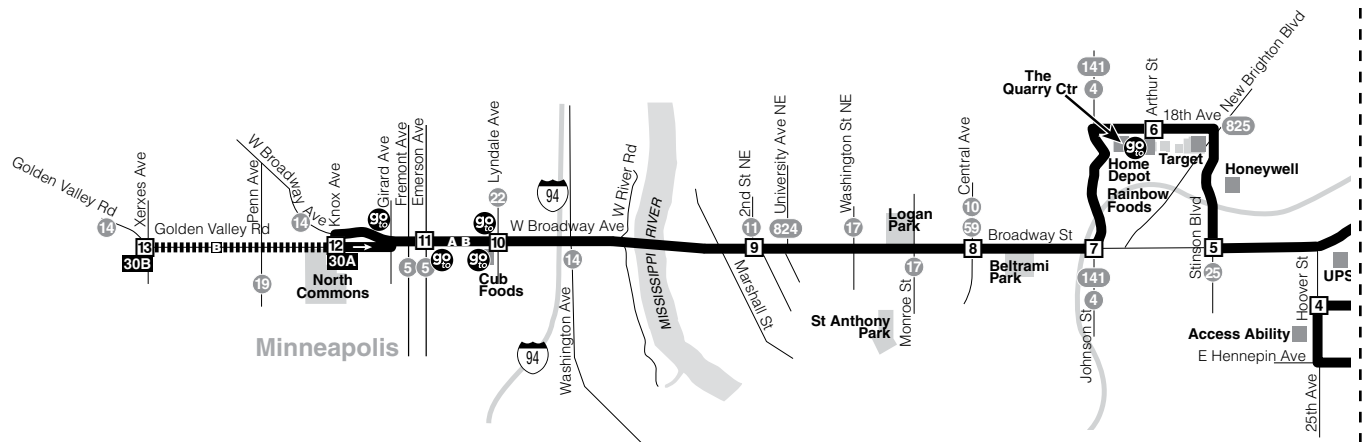
Construction plans have not been started

0%

Anticipated date or date of completion

9)Letting

Anticipated Letting Date



DEMONSTRATION ROUTE

Route 30 service is supported by a federal government Jobs Access Reverse-Commute grant. To help maintain this service, please tell others about this route.



Buses and trains have free storage racks so you can bring your bicycle along.

Look for instructions on the rack or visit metrotransit.org/bike

Park & Ride Location

Park free at this lot while you commute. No overnight parking.

St Paul
Como Ave and Eustis St - lot in NW corner of intersection.

Retail Locations

Buy a Go-To Card or add value to an existing card at these locations.

- Minneapolis - North**
Cub Foods, 701 W Broadway Ave
Unbank, 700 W Broadway Ave
Unbank, 913 W Broadway Ave
Unbank, 1508 W Broadway Ave
- Minneapolis - NE**
Rainbow Foods, 1540 New Brighton Blvd

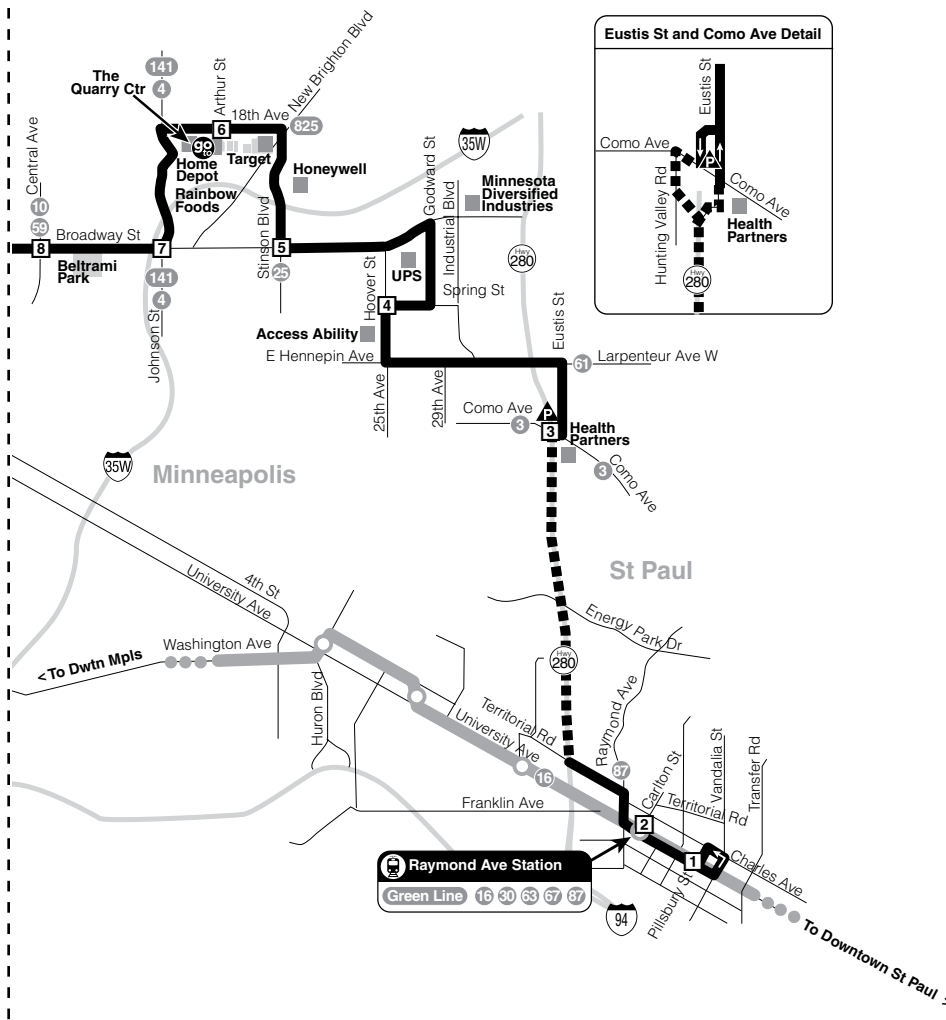
Service operates Monday through Friday except on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

Metro Transit may operate reduced service on days before or after Independence Day, Thanksgiving, Christmas or New Year's Day. Look for details at metrotransit.org or in *Connect* on buses and trains prior to these holidays.

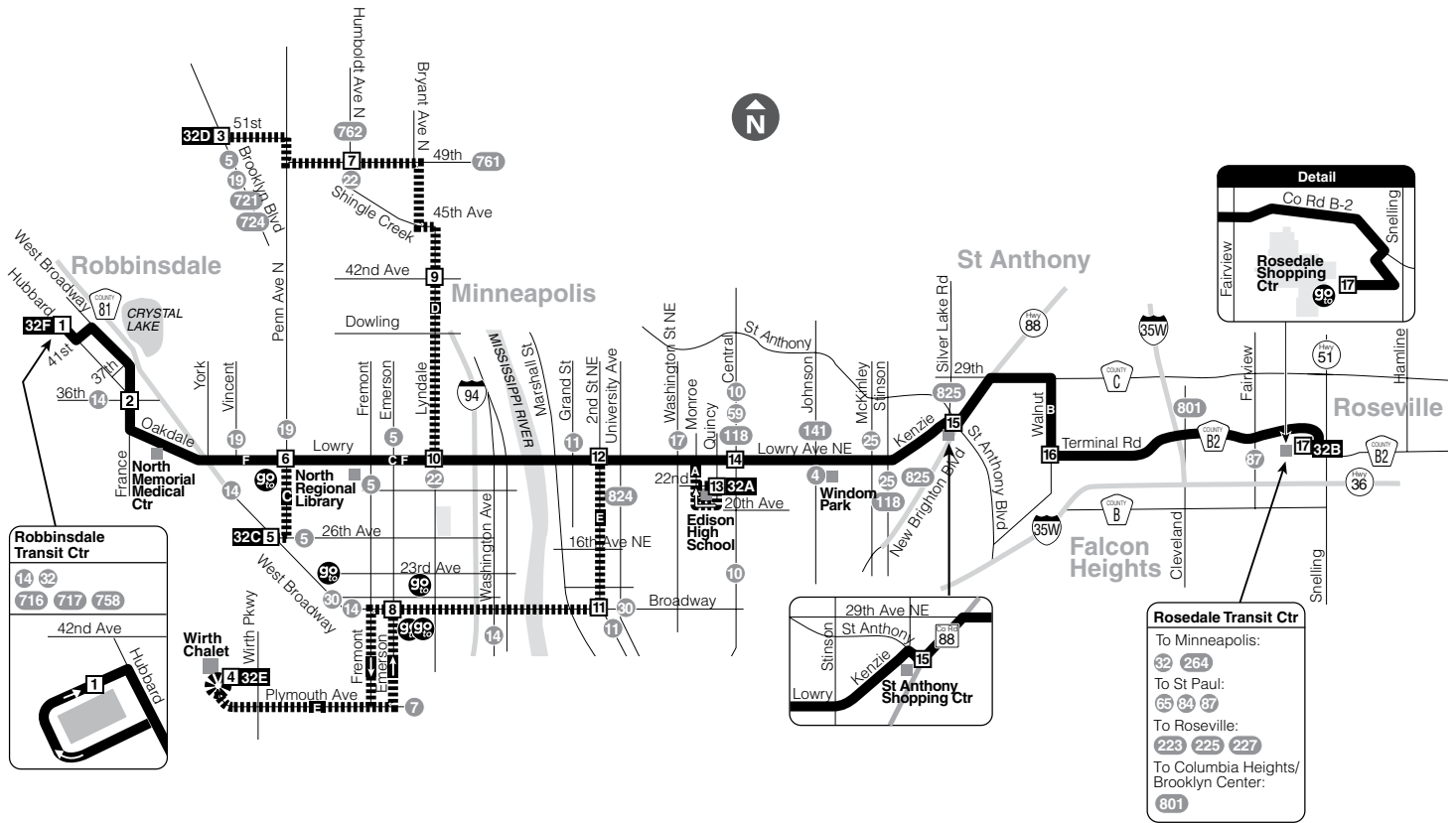

Schedule subject to change. Traffic and weather conditions may delay buses. Please have exact fare ready. Bus fareboxes and drivers do not make change. This document is available in alternate formats to individuals with disabilities by calling 612-349-7365 (TTY 612-341-0140).

Map continued on page 2

- 3** **Timepoint on schedule**
Find the timepoint nearest your stop, and use that column of the schedule. Your stop may be between timepoints.
- Regular Route**
Bus will pick up or drop off customers at any bus stop along this route.
- METRO Line(s)**
METRO trains will pick up or drop off.
- Limited Service**
Only certain trips take this route.
- Non-Stop Service**
Bus does not pick up or drop off customers on these route segments.
- 49S** **Route Ending Point**
Trips with the indicated number/letter end at this point. Number/letter is found in schedules and on bus destination signs.
- B** **Route Letter**
Indicates which trips travel on this section of the route. Letter is found in schedules and on bus destination signs.
- 324 11** **Connecting Routes to transfer to/from**
See those route schedules for details.
- Go-To Card Retail Location**
Buy a Go-To Card or add value to an existing card at these locations.
- Park & Ride Lot**
Park free at these lots while you commute.
- Rail Station**
Customers get on and off trains here. Buses connect with trains at stations.



Map continued on page 1

Buses and trains have free storage racks so you can bring your bicycle along.

Look for instructions on the rack or visit metrotransit.org/bike

99 Retail Locations
Buy a Go-To Card or add value to an existing card at these locations.

Minneapolis - North
Cub Foods, 701 W Broadway Ave
Max Checking, 2211 Lowry Ave N
Unbank, 1508 W Broadway Ave
Unbank, 913 W Broadway Ave
Unbank, 700 W Broadway Ave

Roseville
Rosedale Ctr, Guest services

Service operates Monday through Friday except on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

Reduced service may be operated on days before or after Independence Day, Thanksgiving, Christmas or New Year's Day. Look for details at metrotransit.org or in *Connect* on buses and trains prior to these holidays.

3 Timepoint on schedule
Find the timepoint nearest your stop, and use that column of the schedule. Your stop may be between timepoints.

Regular Route
Bus will pick up or drop off customers at any bus stop along this route.

Limited Service
Only certain trips take this route.

49S Route Ending Point
Trips with the indicated number/letter end at this point. Number/letter is found in schedules and on bus destination signs.

B Route Letter
Indicates which trips travel on this section of the route. Letter is found in schedules and on bus destination signs.

324 11 Connecting Routes to transfer to/from
See those route schedules for details.

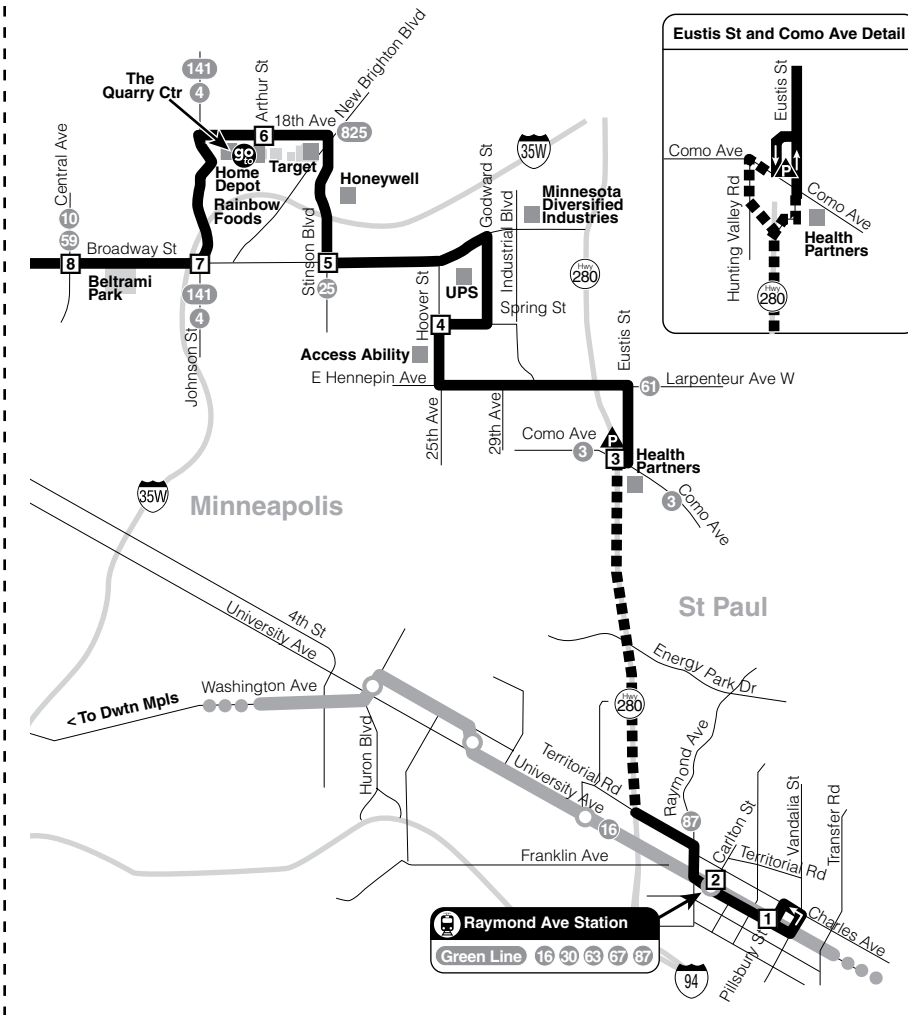
99 Go-To Card Retail Location
Buy a Go-To Card or add value to an existing card at these locations.

Trans 104 Transfer Point
Several routes serve this stop.

Funded by: Metropolitan Council
Operated by: First Transit, Inc. and Metro Transit

Schedule subject to change. Traffic and weather conditions may delay buses. Please have exact fare ready. Bus fareboxes and drivers do not make change. This document is available in alternate formats to individuals with disabilities by calling 612-349-7365 (TTY 612-341-0140).

Effective 6/14/14
metrotransit.org
612-373-3333



Map continued on page 2



December 1, 2014

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

RE: Regional Solicitation Applications

Dear Ms. Koutsoukos:

Metro Transit is submitting a Transit Expansion application for crosstown bus service improvements in Minneapolis, Robbinsdale and Roseville, with new Route 30 service Saturday and Sunday; and Route 32 to service improved to every 20 minutes weekday and new service on Sundays. This service requires two additional buses to operate.

This letter corresponds to general solicitation requirements in Section IV, required attachments:

- For Route 32 contract service, Metropolitan Transit Service (MTS) will have jurisdiction over the buses in the project as part of the regional fleet. MTS will operate and maintain these vehicles for their useful life.
- Metro Transit will provide the required minimum 20% local match through Metropolitan Council Regional Transit Capital, 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,

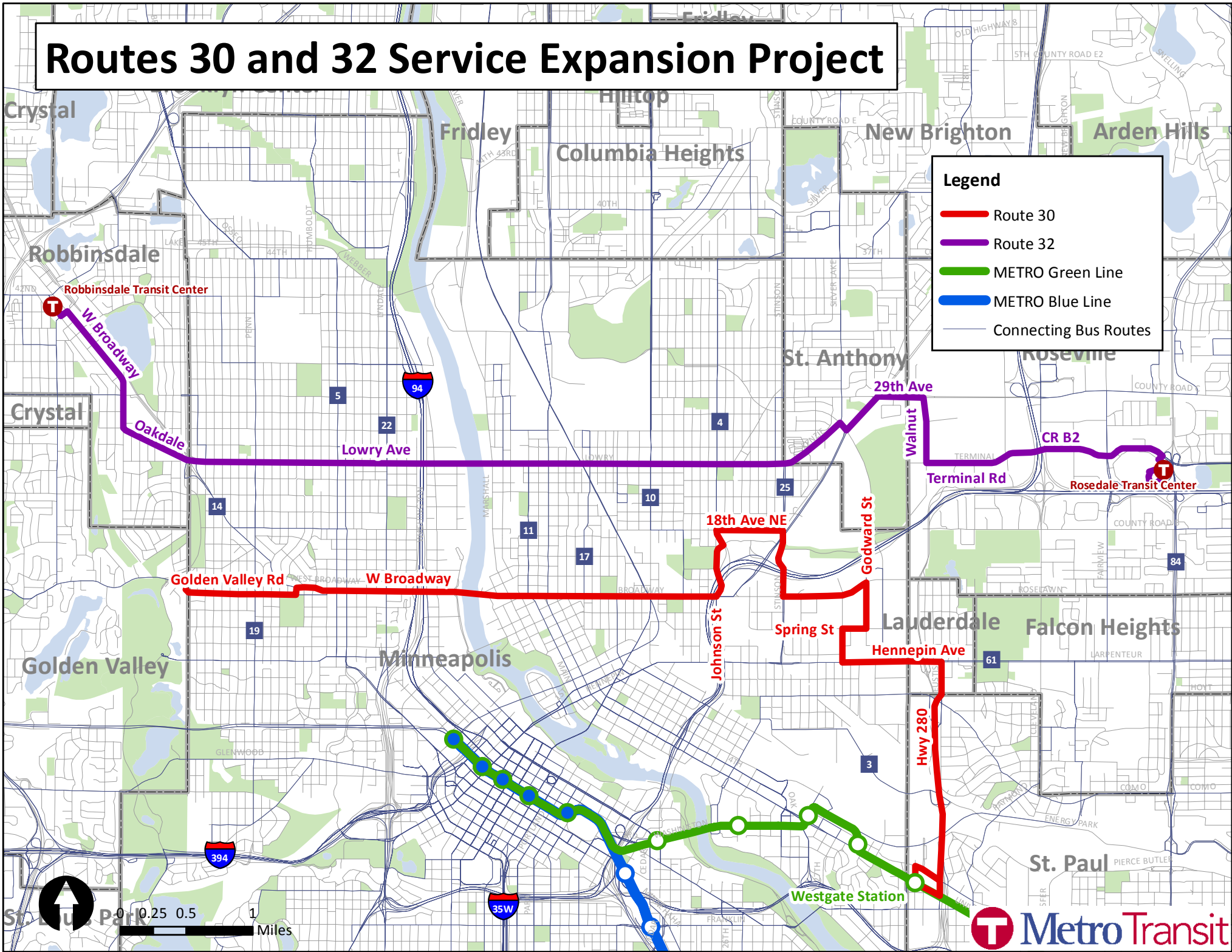
A handwritten signature in blue ink, appearing to read 'Brian Lamb'.

Brian Lamb
General Manager

CC: Adam Harrington, Director of Service Development
Mary Gustafson, Manager of Grants

A service of the Metropolitan Council

Routes 30 and 32 Service Expansion Project



Legend

- Route 30
- Route 32
- METRO Green Line
- METRO Blue Line
- Connecting Bus Routes

Regional Economy

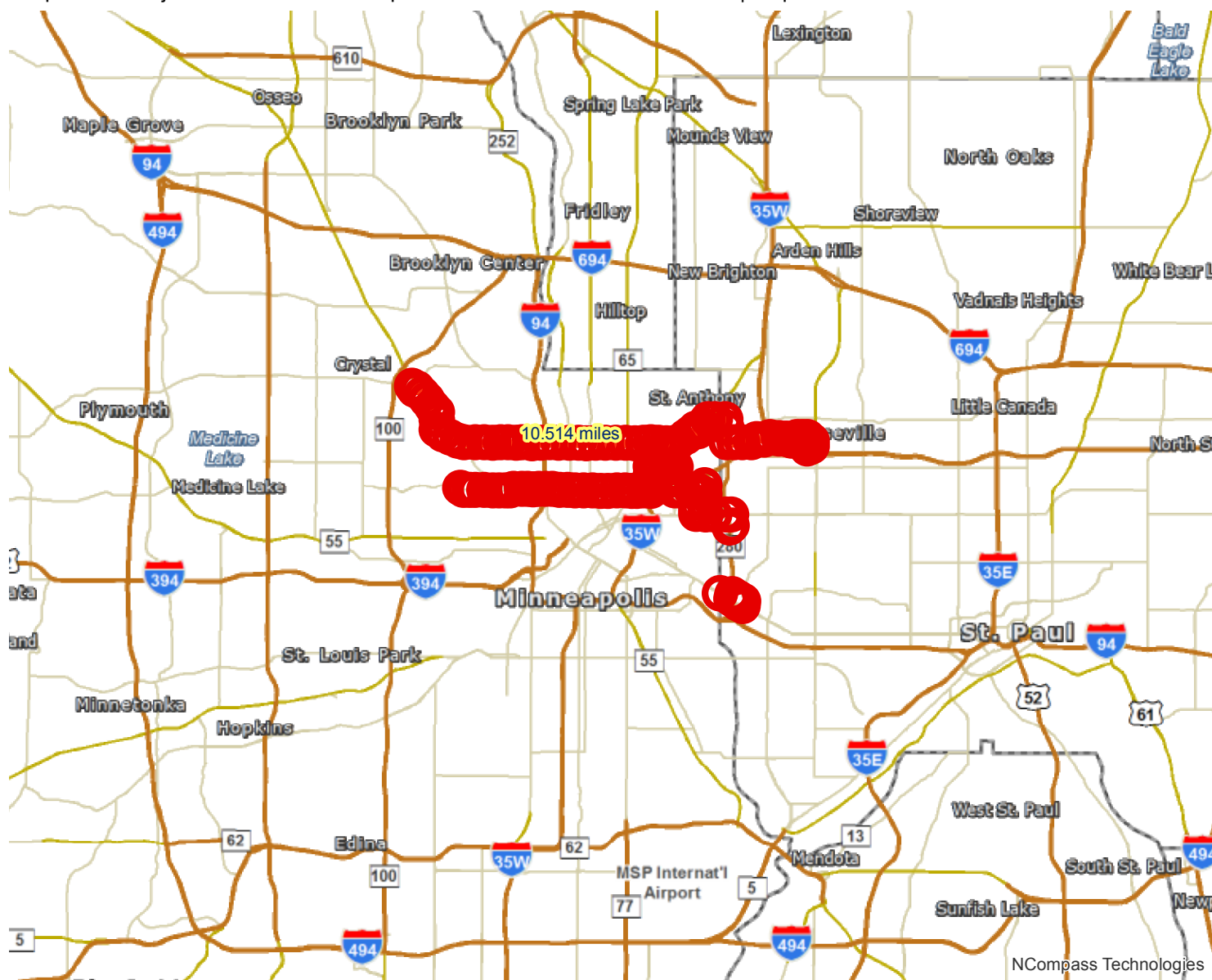
Transit Expansion Project: Routes 30 & 32 improved weekend crosstown service | Map ID: 1416325501431

Results

Project **IN** area of Job Concentration.

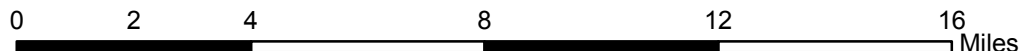
Project **IN** area of Manufacturing and Distribution.

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



○ Project Points

— Project



Created: 11/18/2014
LandscapeRSA5



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



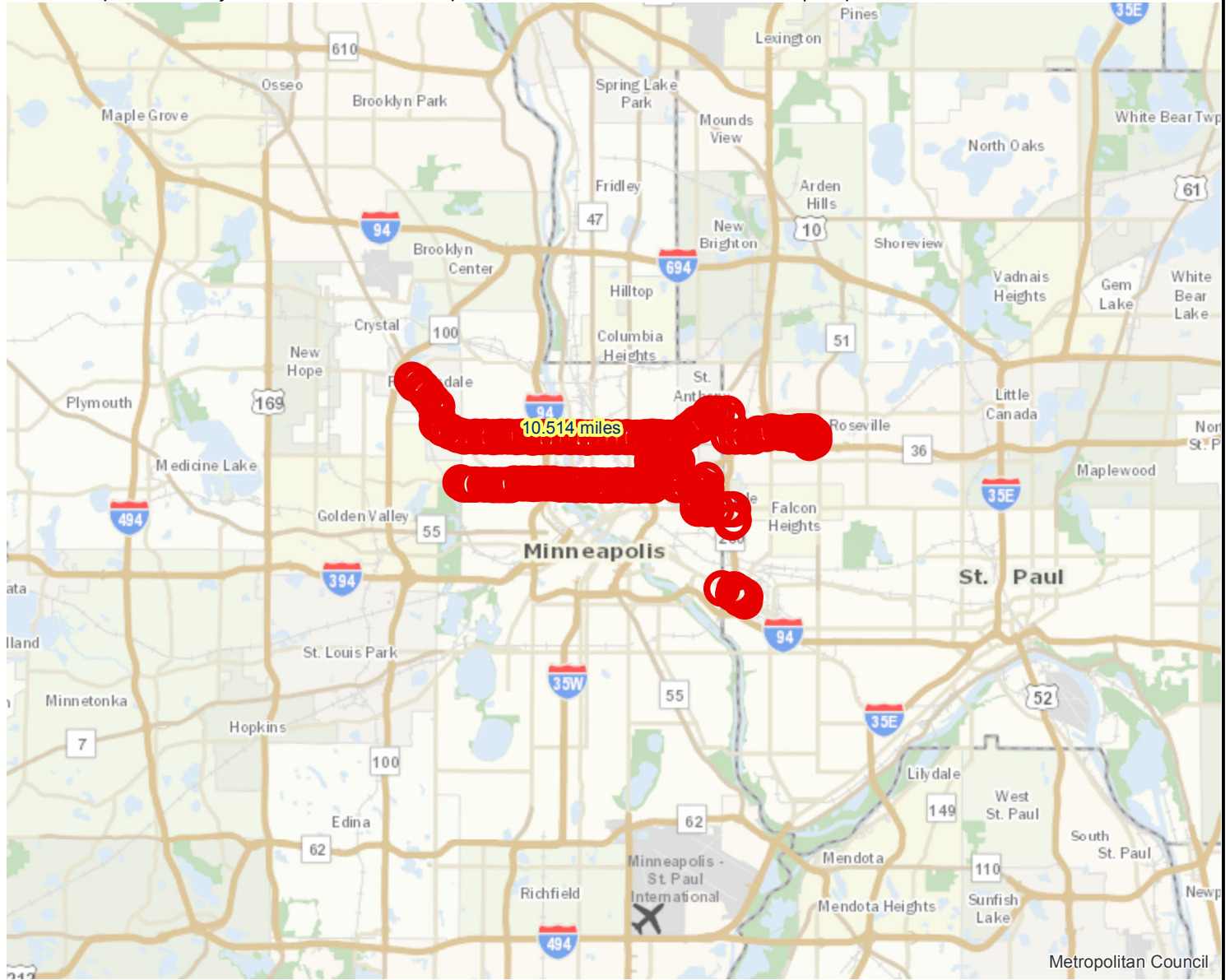
Population Summary

Transit Expansion Project: Routes 30 & 32 improved weekend crosstown service | Map ID: 1416325501431

Results

Within QTR Mile of project:
Total Population: 97223
Total Employment: 80134

Within HALF Mile of project:
Total Population: 133722
Total Employment: 105911



 Project Points

 Project



Created: 11/18/2014
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:

- 3 4 5 10 11 14 16 17 19 22 25
- 30 32 59 61 63 65 67 84 87 118 141
- 223 225 227 250 252 261 263 264 270 272 288
- 716 717 721 724 758 760 761 762 763 765 766
- 767 768 780 781 782 783 785 789 801 824 825
- 850 852 854 865 887 888 902

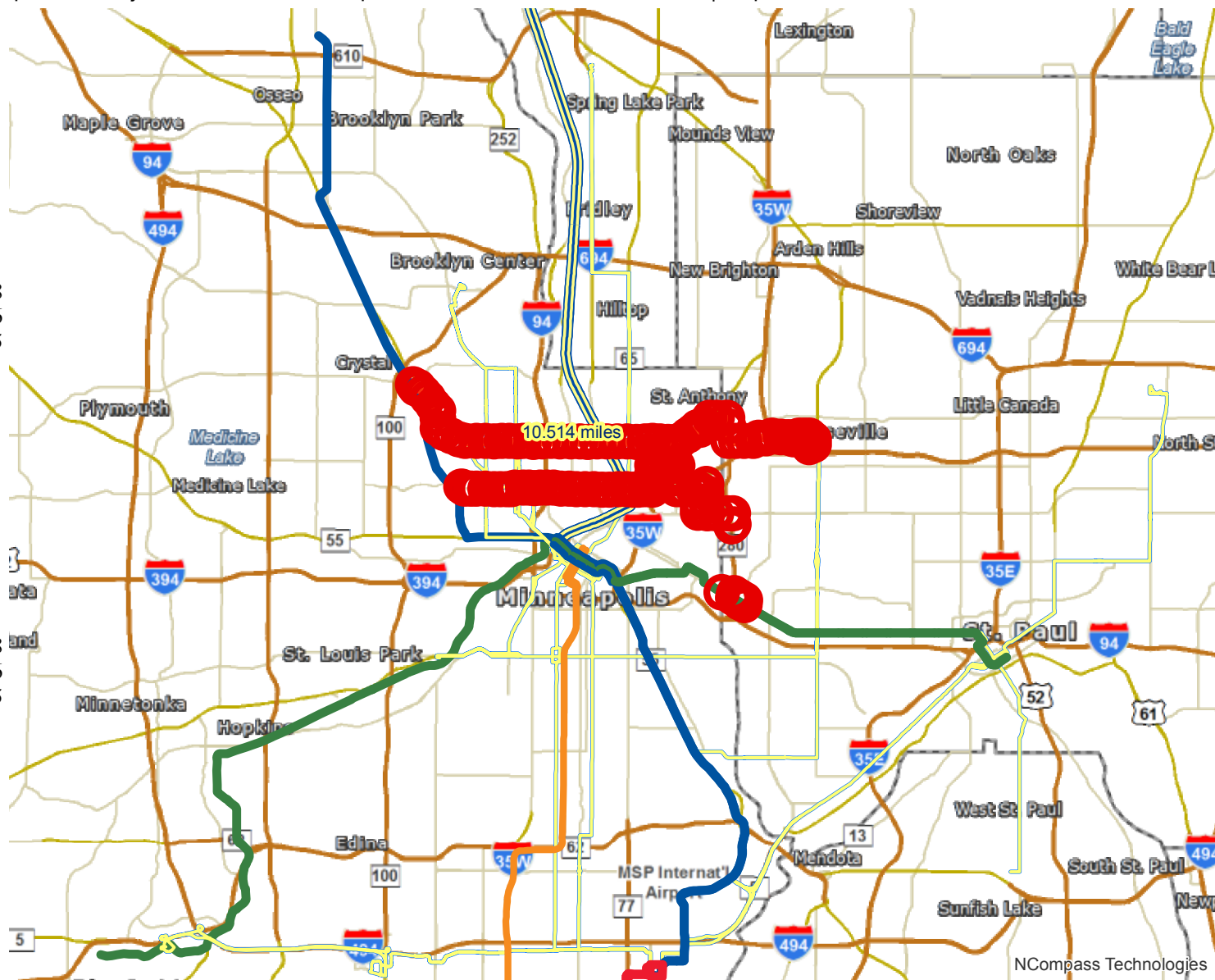
- *West Broadway
- *Central
- *Chicago-Fremont
- *C Line
- *A Line
- *Blue Line Extension

Transit within QTR mile of project:

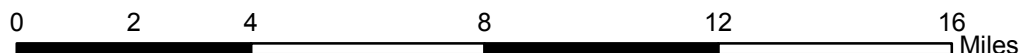
- 3 4 5 10 11 14 16 17 19 22 25
- 30 32 59 61 63 65 67 84 87 118 141
- 223 225 227 250 252 261 263 264 270 272 288
- 716 717 721 724 758 760 761 762 763 765 766
- 767 768 780 781 782 783 785 789 801 824 825
- 850 852 854 865 887 888 902

- *West Broadway
- *Central
- *Chicago-Fremont
- *C Line
- *A Line
- *Blue Line Extension

*indicates Planned Alignments



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



Created: 11/18/2014
LandscapeRSA3



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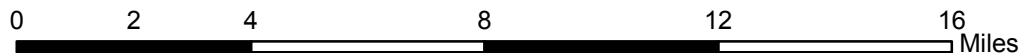
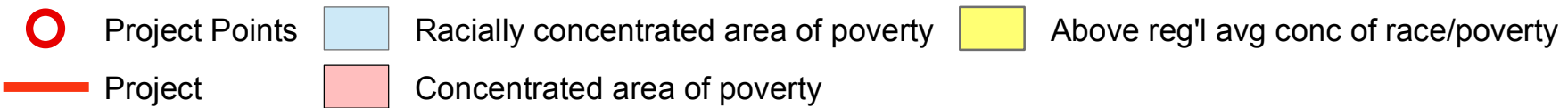
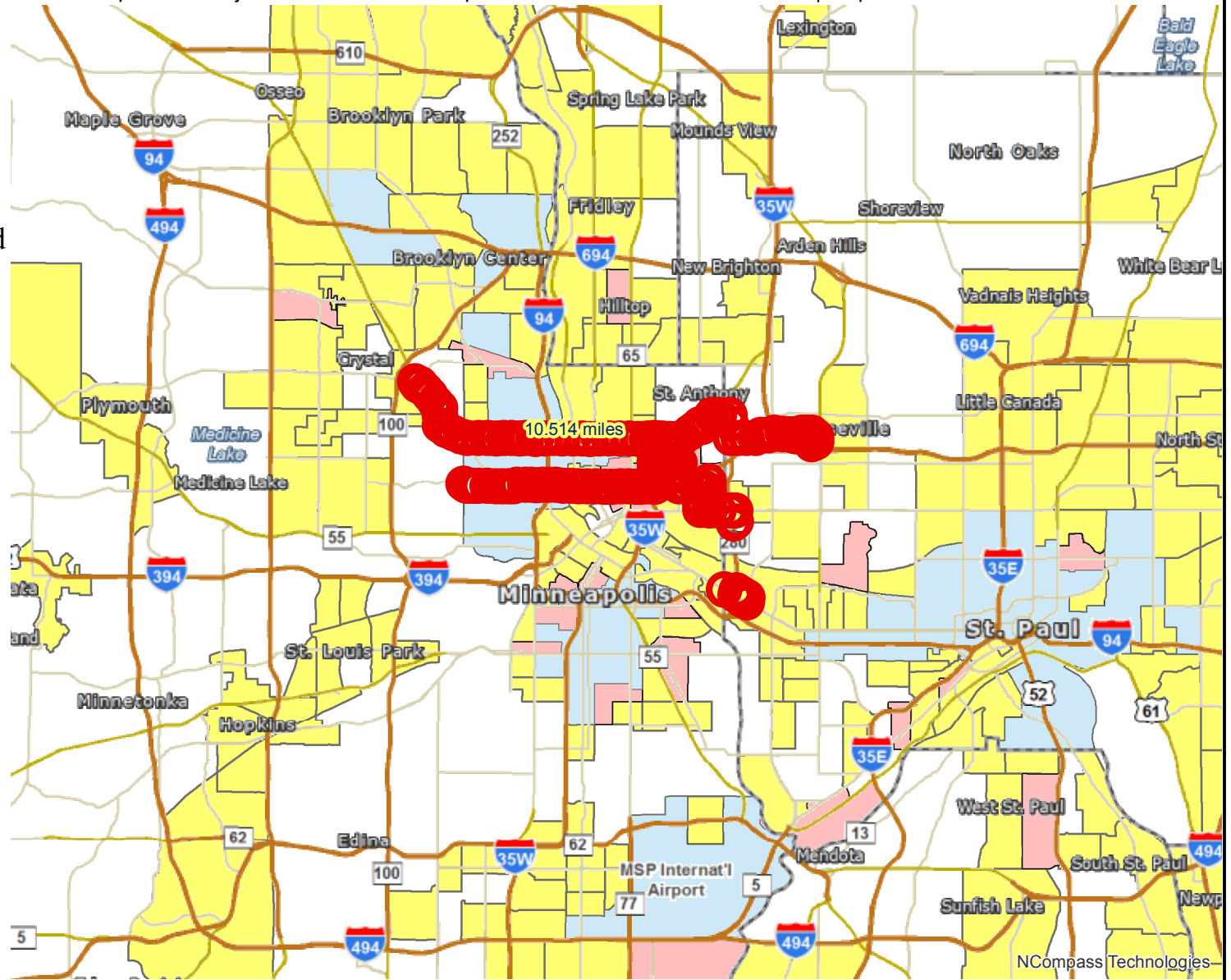
NCompass Technologies

Socio-Economic Conditions

Transit Expansion Project: Routes 30 & 32 improved weekend crosstown service | Map ID: 1416325501431

Results

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



Created: 11/18/2014
LandscapeRSA2



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

