



Application

01974 - 2014 Transit Expansion

02302 - Cottage Grove to downtown St. Paul Weekday Offpeak Service

Regional Solicitation - Transit and TDM Projects

Status: Submitted
Submitted Date: 12/01/2014 2:38 PM

Primary Contact

Name:* Kyle Anthony Burrows
Salutation First Name Middle Name Last Name

Title: Associate Transit Planner

Department: Metro Transit Service Development

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Address: Metro Transit Service Development
560 6th Avenue N

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

Phone:* 612-349-7749
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

***** **City:** Minneapolis **State/Province:** Minnesota **Postal Code/Zip:** 55406
City State/Province Postal Code/Zip
County: Outside MN
Phone:* 651-602-1000 Ext.
Fax:
PeopleSoft Vendor Number METROTRANSIT

Project Information

Project Name Cottage Grove to downtown St. Paul Weekday Offpeak Service
Primary County where the Project is Located Ramsey, Washington
Jurisdictional Agency (If Different than the Applicant):

 This project is a new off-peak express route (Route 363) in the Red Rock corridor. It will provide midday and evening service every 30 minutes in both directions between downtown St. Paul and Cottage Grove. Since this new service is outside the peak period, no new buses are required to operate it.

Brief Project Description (Limit 2,800 characters; approximately 400 words)
 New Route 363 will travel via I-94 and Highway 10/61 stopping in downtown St. Paul on 5th and 6th Streets, Lower Afton Rd Park and Ride at Lower Afton Road at Highway 10/61, the newly constructed Newport Transit Station near I-494 and Highway 10/61, and Cottage Grove Park and Ride on West Point Douglas Road in Cottage Grove.

Include location, road name/functional class, type of improvement, etc.
Project Length (Miles) 18.29

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.

Draft 2040 Transportation Policy Plan - pg. 250 - www.metrocouncil.org/METC/files/1c/1ce3e854-6e9f-4fa4-9699-ec95f0dde204.pdf

2030 Transportation Policy Plan - pg. 149 - <http://www.metrocouncil.org/METC/files/58/58f18218-047a-4c8f-acbd-bf50a78fd237.pdf>

Connection to Local Planning

Red Rock Corridor Alternatives Analysis Update - http://www.redrockcorridor.com/pdf/Red%20Rock%20AAU_FINAL_20140403.pdf

Metro Transit Draft Service Improvement Plan - http://www.metrotransit.org/Data/Sites/1/media/pdfs/sip/Draft_SIP_All.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 \$2,489,616.00

Match Amount \$622,404.00

Minimum of 20% of project total

Project Total \$3,112,020.00

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 or Motor Vehicle Sales Tax revenues or other eligible non-federal funds available to Metro Transit in the program year

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

(Approximate) End Construction Date

LOCATION

From:
(Intersection or Address) NA

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

To:
(Intersection or Address) NA

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	\$0.00
Transit and TDM Contingencies	\$0.00

Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$3,112,020.00
Totals	\$3,112,020.00

Totals

Total Cost	\$3,112,020.00
Construction Cost Total	\$0.00
Transit Operating Cost Total	\$3,112,020.00

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 363 application letter.pdf	Agency Letter	277 KB
Route 363 Project.pdf	Project Map	639 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

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 Rt363RegionalEconomy.pdf

Measure B: Project Location Relative to Population

Completed by Metropolitan Council Staff

Existing Population (Integer Only) 31026

Upload Map PopulationSummary.pdf

Measure C: Transit Ridership

Existing transit routes directly connected to the project 3, 16, 21, 53, 54, 61, 62, 63, 64, 67, 68, 70, 71, 74, 75, 94, 262, 265, 275, 285, 294, 350, 351, 353, 361, 364, 365, 417, 452, 480, 484, 489, 860, METRO Green Line

Planned Transitways directly connect to the project (mode and alignment determined and identified in the 2030 TPP) Robert Street BRT, East 7th Street BRT, West 7th Street BRT

Upload Map TransitConnections.pdf

Response

Met Council Staff Data Entry Only

Route Ridership 3.7417204E7

Transitway Ridership 4684800.0

Measure A: Total Annual Project Cost per Rider

Total Annual Operating Cost	\$1,037,340.00
Total Annual Capital Cost of Project	\$0.00
Total Annual Project Cost	\$1,037,340.00
Cost Effectiveness	\$9.90

Service Type, Methodology, and Annual Ridership

Service Type Express Routes

Annual Ridership (Integer Only) 104816

Annual ridership determined using passengers per in service hour (PPISH) for peer routes Rt 351, 361, and 364. Routes were chosen because they provide express service to downtown St. Paul from the east metro.

Average PPISH for these three routes was factored down to account for off-peak service using the ratio of off-peak to peak PPISH for Rt 675 - which is one of the only other routes in the system providing peak and off peak service in both directions and is primarily park-and-ride based.

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

Avg PPISH for Rts 351,361, and 364: 27.42

Ratio of peak to off-peak PPISH Rt 675: 0.63

Expected off-peak PPISH for new svc: 17.27

New In service hours for new service:23.8

Daily Weekday Rides: 411

Annual Rides (255 weekdays): 104,816

Measure B: Total Annual Project Operating Cost per New Rider

New Annual Operating Cost \$1,037,340.00

Cost Effectiveness \$9.90

Service Type, Methodology, and New Annual Ridership

Service Type Express Routes

New Annual Ridership (Integer Only) 104816

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 \$1,037,340.00

Total Annual Capital Cost of Project \$0.00

Total Annual Project Costs \$1,037,340.00

Cost Effectiveness \$9.90

Service Type, Methodology, and New Annual Ridership

Service Type Express Routes

New Annual Ridership (Integer Only) 104816

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 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 Yes

There is currently one reverse commute trip in the morning and evening available in this corridor on Route 361. New Route 363 will provide midday and evening service every 30 minutes in both directions from Cottage Grove to downtown St. Paul. This represents a significant expansion of service and as a result travel options by transit in this corridor are greatly expanded.

Route 363 will provide residents of St. Paul and nearby communities new access to jobs in Newport and Cottage Grove. The expanded midday and evening service will support workers with non-traditional work schedules at both ends of the route. Additionally, it will increase the flexibility of workers along the route, providing people the option to leave work at any time throughout the day for errands, childcare, or other reason.

Expanding reverse commute and off-peak service is a particular benefit to low income, minority, and elderly populations who are more likely to work non-traditional hours or outside of downtown and are more likely to be reliant on transit for their travel. Expanded midday and evening service also supports non-work trips, which the elderly and transit reliant populations are more likely to complete using transit.

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

[Upload Map](#)

[SocioEconomic.pdf](#)

Measure B: Affordable Housing

City/Township	Number of Stops in City/Township
Saint Paul	22.0
Newport	2.0
Cottage Grove	2.0

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
Cottage Grove	2.0	26.0	57.0	0.077	4.385
Newport	2.0	26.0	47.0	0.077	3.615
Saint Paul	22.0	26.0	98.0	0.846	82.923
		78	202	1	91

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Number of Stops in City	26.0
Total Housing Score	90.923

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	411
Distance from Terminal to Terminal (Miles)	18.29
VMT Reduction	7517.19
CO Reduced	17966.0841
NOx Reduced	1202.7504
CO2e Reduced	2755802.0
PM2.5 Reduced	37.586
VOCs Reduced	225.5157
Total Emissions Reduced	2775234.0

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	\$1,037,340.00

Total Emissions Reduced	2775234.0
Cost Effectiveness	\$0.37

Measure A: Bicycle and Pedestrian Connections

Service on new Route 363 will primarily be centered around park and rides. However, bicycle storage currently exists at all three park and ride locations served by the new route and pedestrian connections exist at Newport Transit Center and Lower Afton Road Park and Ride.

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

Additionally, this project connects to downtown St. Paul, which is a major regional center for pedestrian and bicycle traffic, with numerous commercial, mixed-use, and entertainment nodes.

No new pedestrian or bicycle connections will be constructed as a part of this project.

Measure B: Roadway, Bicycle, and Pedestrian Improvements

There are no roadway, bicycle, or pedestrian improvements included in this project.

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

While existing pedestrian facilities are limited along the Highway 61 corridor, walk-up opportunities do exist at the Newport Transit Center and Lower Afton Road Park and Ride. Additionally, there is an existing pedestrian bridge across Highway 61 near Newport Transit Center.

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/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

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



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 new Route 363 from Cottage Grove to downtown St. Paul, providing midday and evening service every 30 minutes in the Highway 61 corridor. This letter corresponds to general solicitation requirements in Section IV, required attachments:

- 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,

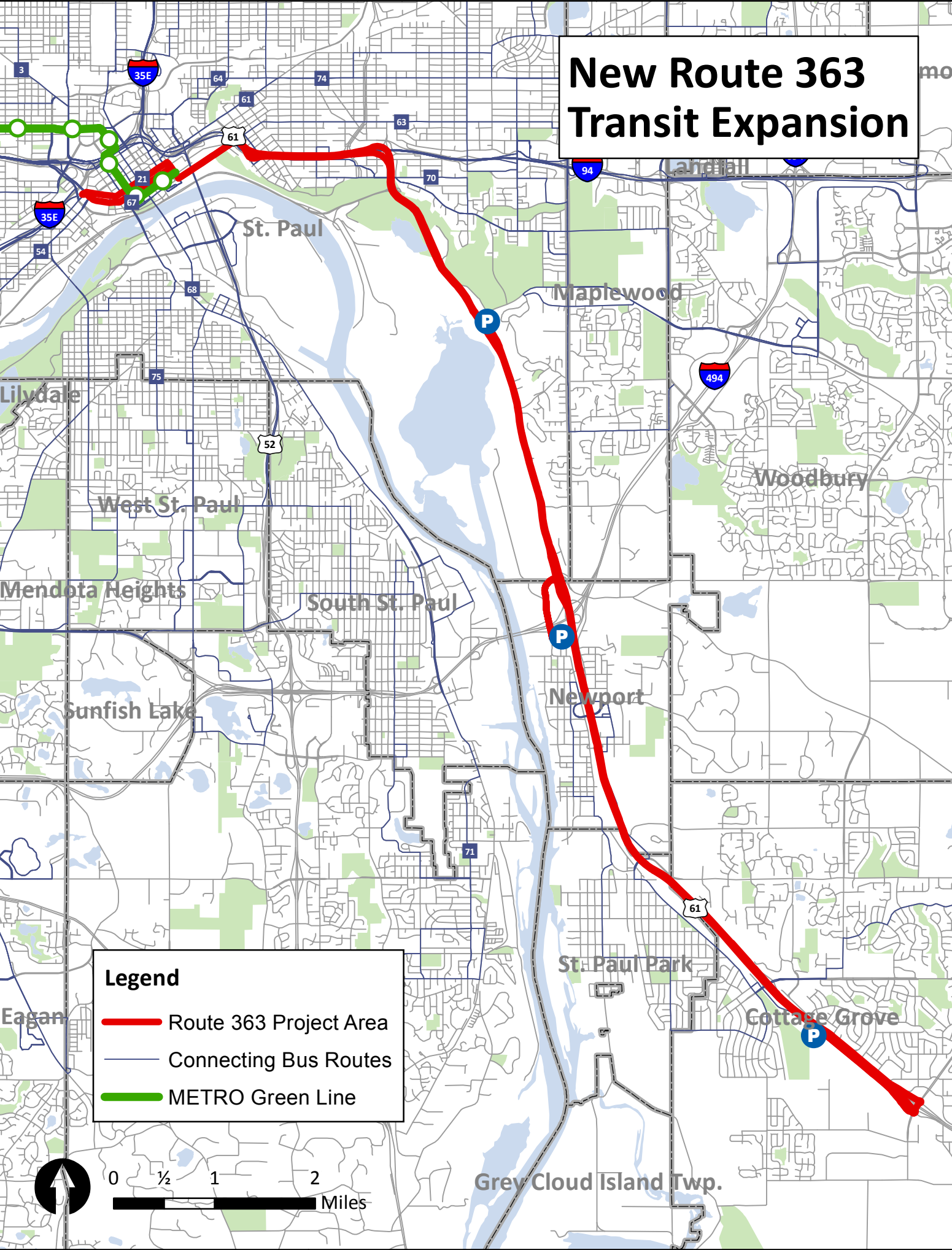
A handwritten signature in blue ink, appearing to read 'Brian Lamb'.

Brian Lamb
General Manager

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

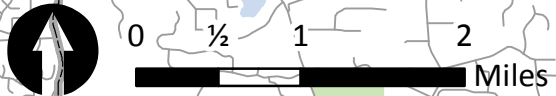
A service of the Metropolitan Council

New Route 363 Transit Expansion



Legend

- Route 363 Project Area
- Connecting Bus Routes
- METRO Green Line



Regional Economy

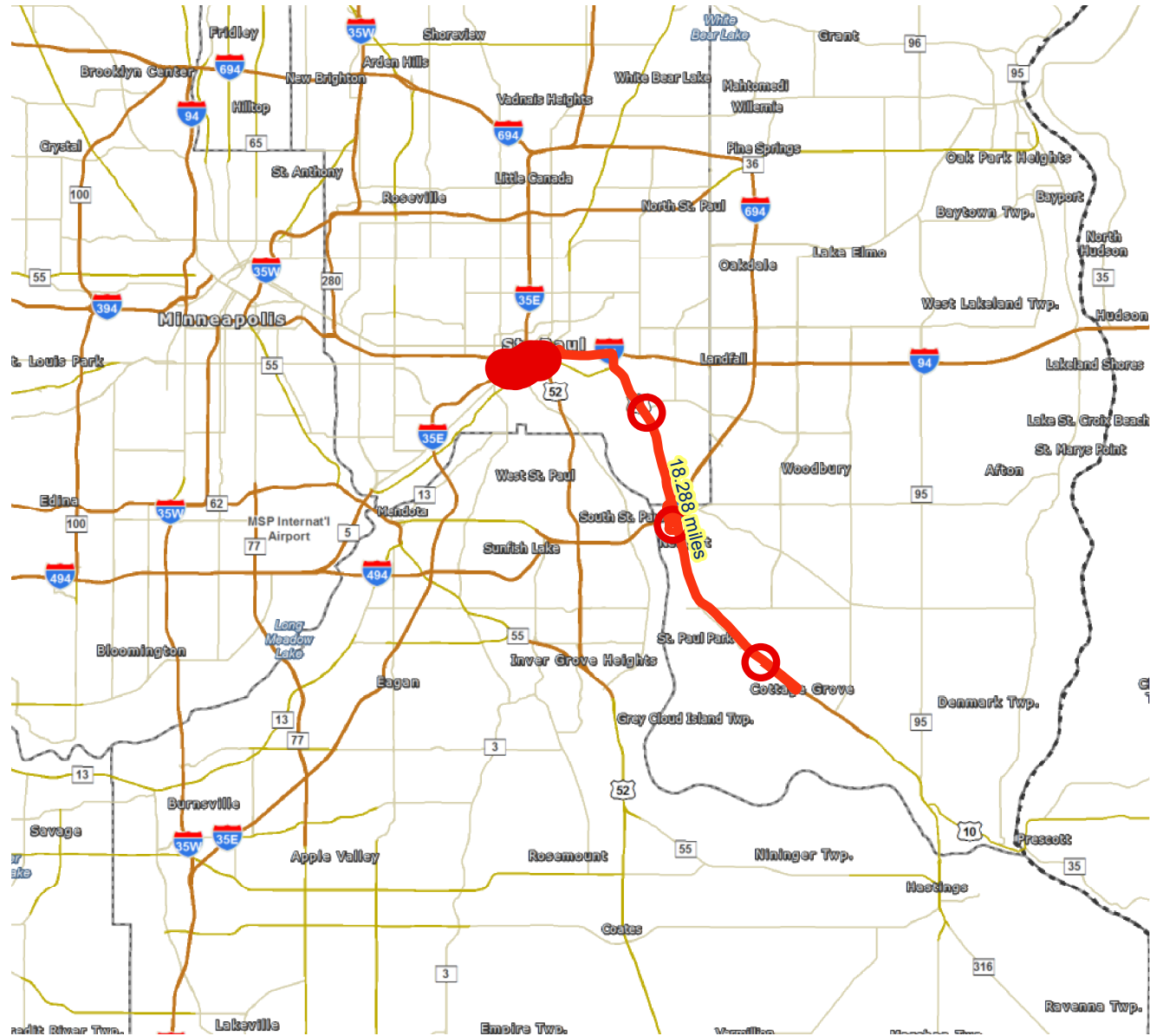
Transit Expansion | Map ID: 1416937769219

Results

Project **IN** area of Job Concentration.

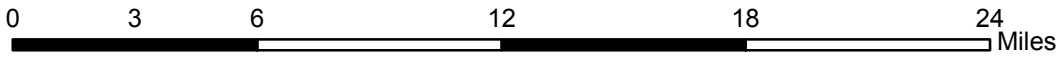
Project **NOT IN** area of Manufacturing and Distribution.

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



○ Project Points

— Project



Created: 11/25/2014
LandscapeRSA5



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



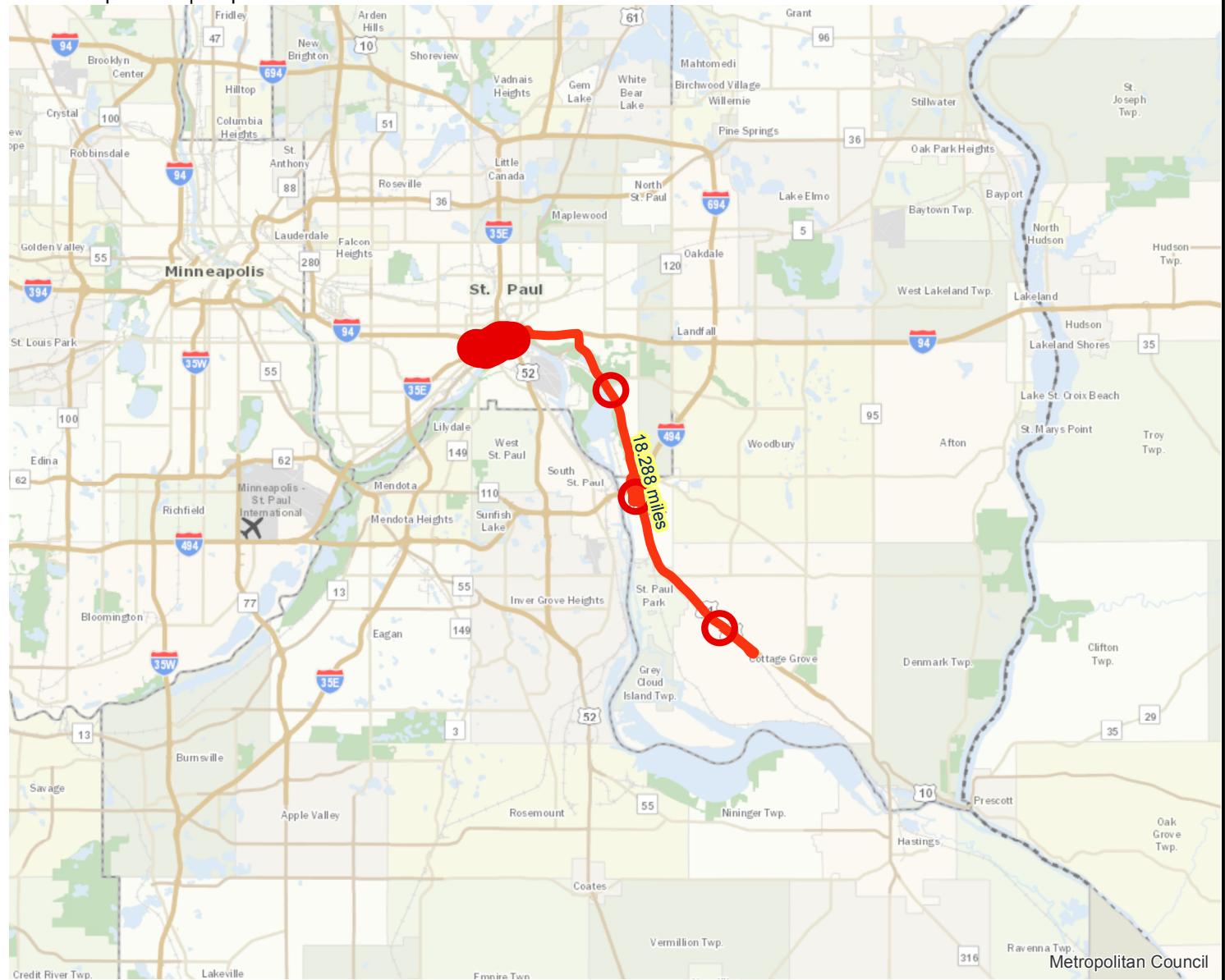
Population Summary

Transit Expansion | Map ID: 1416937769219

Results

Within QTR Mile of project:
Total Population: 31026
Total Employment: 58963

Within HALF Mile of project:
Total Population: 44487
Total Employment: 76079



 Project Points

 Project



Created: 11/25/2014
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 16 21 53 54 61 62 63 64 67 68
 70 71 74 75 94 262 265 275 285 294 350
 351 353 361 364 365 417 452 480 484 489 860
 902

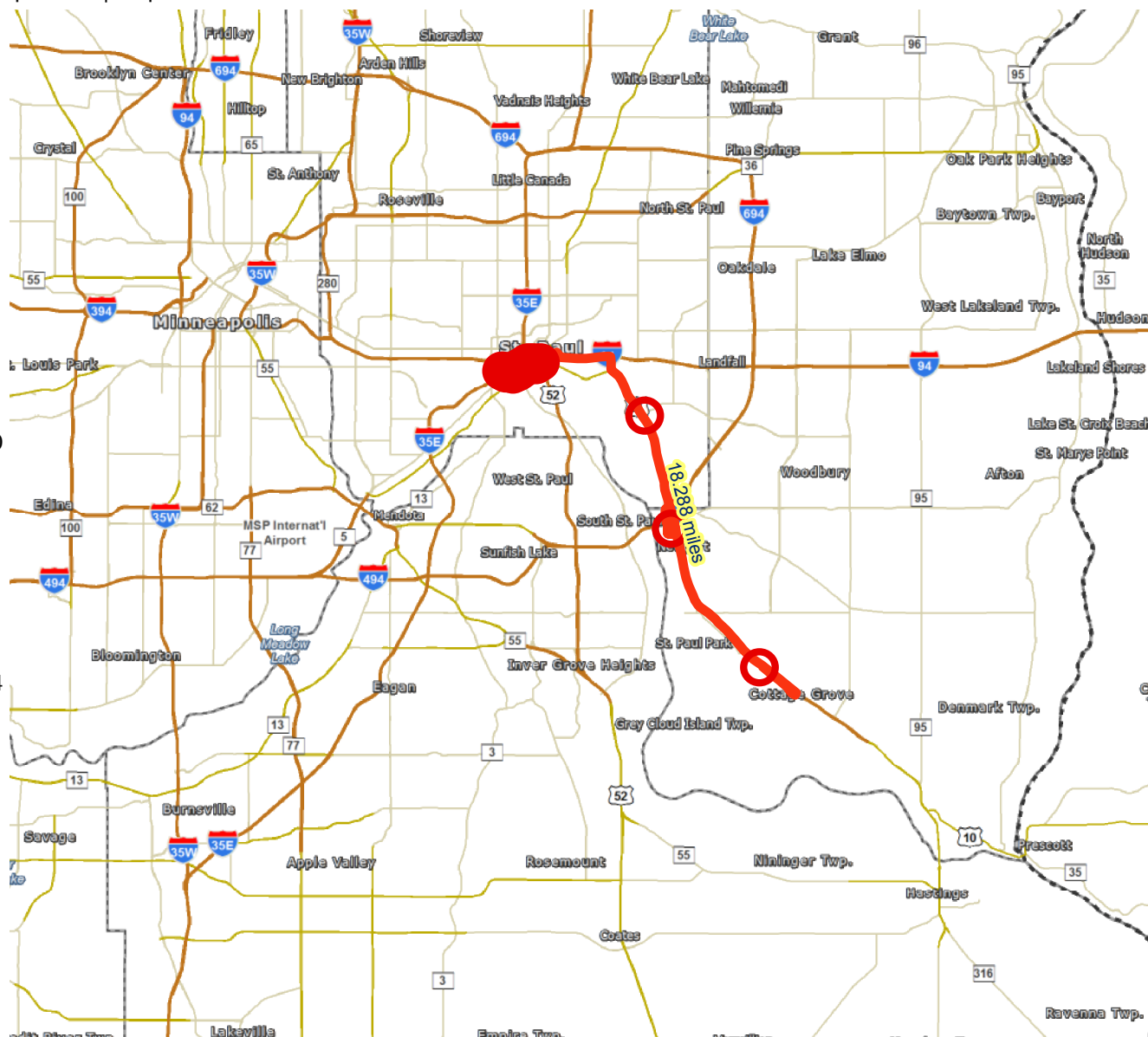
- *East 7th
- *Robert
- *B Line

Transit within QTR mile of project:

3 16 21 53 54 61 62 63 64 67 68
 70 71 74 75 94 262 265 275 285 294 350
 351 353 355 361 364 365 375 417 452 480 484
 489 860 902

- *East 7th
- *Robert
- *B Line

*indicates Planned Alignments



 Project Points

 Project



Created: 11/25/2014
 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.

