



Application

01976 - 2015 Travel Demand Management (TDM)

03856 - Connecting the Last Mile: Fridley Northstar Station Shuttle Service

Regional Solicitation - Transit and TDM Projects

Status: Submitted
Submitted Date: 09/11/2015 4:45 PM

Primary Contact

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Department:

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***:** Andover Minnesota 55304
City State/Province Postal Code/Zip

Phone:* 763-862-4257
Phone Ext.

Fax:

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

Organization Information

Name: ANOKA COUNTY

Jurisdictional Agency (if different):

Organization Type: County Government

Organization Website:

Address: TMO
1440 BUNKER LAKE BLVD

***** ANDOVER Minnesota 55304
City State/Province Postal Code/Zip

County: Anoka

Phone:* 763-862-4260
Ext.

Fax:

PeopleSoft Vendor Number 0000026714A17

Project Information

Project Name Connecting the Last Mile: Fridley Northstar Station Shuttle Service

Primary County where the Project is Located Anoka

Jurisdictional Agency (If Different than the Applicant):

The proposed demonstration project aims to reduce vehicle miles traveled (VMT) along the U.S. Highway 10 corridor, as well as improve air quality through increased Northstar Commuter Rail ridership by providing a last mile connection service at the Fridley station. The project will fund three leased shuttle-style buses that will depart from the eastern parking lot of the Fridley Northstar station, and run along three dedicated routes to area employment centers (see Route Map attachment). While the intent of the project is to provide service for Northstar Commuter Rail riders, the service is available to any user departing from the Fridley station carpoolers, bicyclists, walkers, local residents, students, etc. Each shuttle will serve multiple employers, however, there will only be one or two designated stops per route to ensure the shuttle remains in line with the train schedule.

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

The shuttles will operate on the train schedule, and will only serve the Northstar Commuter Rail. For the morning schedule, the shuttles will be positioned in the eastern parking lot, and will depart only after the train arrives and passengers disembark the train. This will ensure that commuters have a ride to work, and will not create additional issues for the commuter, regardless of any delays with the train. In the afternoon/evening, the shuttles will depart a scheduled stop at a specific time so as to ensure arrival at the station prior to the trains scheduled arrival time. This will ensure commuters arrive at the train station in time to catch the scheduled train. For future planning purposes, if demand warrants, an additional route has been identified, and could be added to the service, which will allow for additional commuters to utilize the service. Initially, participation is expected to range from 25-75 commuters daily, with the ability to accommodate up to 324 commuters daily.

The Fridley station was selected for the demonstration project due to the density of employment centers, manufacturing sites, medical facilities, and education institutions located in the area and surrounding communities. Ideal candidates to participate in the project are individuals working the same shift as they will consistently have the same commute and work schedule, ensuring full-time use of the shuttles.

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.

2030 Fridley Comp. Plan, pg. 66-78

Regional level traffic congestion impacts local streets. Fridley is challenged to provide alternative strategies that minimize congestion and improve mobility. The Northstar gets suburban commuters to Fridley station, but little east/west transit service is available. TH 47 causes noise and air pollution concerns. The service helps businesses meet parking code requirements, for future expansion.

Connection to Local Planning

2012 East River Rd. Corridor Study, pg. 1.4.2-1.4.4. Anoka County wants to utilize a multimodal approach for corridor users, including transit; also seeks to mitigate congestion. Fridley wants to integrate all transit modes for easy transfer between them.

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 \$240,000.00

Match Amount \$60,000.00

Minimum of 20% of project total

Project Total \$300,000.00

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds Anoka County, City of Fridley

Preferred Program Year

Select one: 2016

MnDOT State Aid Project Information: Transit and TDM Projects

County, City, or Lead Agency N/A

Zip Code where Majority of Work is Being Performed 55432

(Approximate) Begin Construction Date

(Approximate) End Construction Date

LOCATION

From:
(Intersection or Address) N/A

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

To:
(Intersection or Address) N/A

Type of Work

*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	\$290,700.00
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$9,300.00
Totals	\$300,000.00

Transit Operating Costs

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

Totals

Total Cost	\$300,000.00
Construction Cost Total	\$300,000.00
Transit Operating Cost Total	\$0.00

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

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

2. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

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

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

4. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Transit expansion applications must be between \$500,000 and \$7,000,000. Transit System Modernization applications must be between \$100,000 and \$7,000,000. Travel Demand Management applications must be between \$75,000 and \$300,000.

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.

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.

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.

Other Attachments

File Name	Description	File Size
ACRR Letter of Support.pdf	Letter of Support - Anoka County Regional Rail Authority	449 KB
Anoka County Board Resolution - Last Mile Connection.pdf	Anoka County Board Resolution #2015-100	451 KB
Anoka County Transit Office Letter of Support.pdf	Letter of Support - Anoka County Transit Office	404 KB
City of Fridley Letter of Support.pdf	Letter of Support - City of Fridley	360 KB
Metro Transit Letter of Support.pdf	Letter of Support from Metro Transit (agency with jurisdiction over rail station).	32 KB
Minco Letter of Support.pdf	Letter of Support - Minco	307 KB
NCDA Letter of Support.pdf	Letter of Support - Northstar Corridor Development Authority	53 KB
Project Budget.pdf	Project Budget	180 KB
Route Maps with Miles-Final.pdf	Concept Map showing three proposed routes of service, with option for fourth route.	624 KB
Totino Grace HS Letter of Support.pdf	Letter of Support - Totino Grace High School	32 KB
Unity Hospital Letter of Support.pdf	Letter of Support - Unity Hospital	401 KB

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

Select all that apply:

Direct connection to or within a Job Concentration Yes

Direct connection to or within an Educational Institution

Direct connection to or within a Manufacturing/Distribution Location Yes

Project provides a direct connection to or within an existing local activity center identified in an adopted county or city plan Yes

City or County Plan Reference

Response (Limit 700 characters; approximately 100 words)

Fridley has a net gain of 7,000 employees daily due to strong job concentrations in manufacturing/distribution. Based on 2015 community development business retention meetings with major area employers (Minco, ConAgra), attracting/retaining employees is hampered by poor transportation connections. Redevelopment of the BAE brownfield site has 400 employees currently, but is projected to increase to 3000 workers within five years.

Upload Map

Unity Hospital recently expanded, placing pressure on parking site requirements, making alternate transit programs timely. While Medtronic World Headquarters is not within the job concentration zone, it has 2700-3000 commuters, as well as plans for site expansion.

Fridley map of job concentration and manuf.pdf

Measure B: Project's Use of Existing Infrastructure

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

The proposed project utilizes the existing Northstar Commuter Rail line (which was built using the existing rail infrastructure of the Burlington Santa Fe Rail Road), the Fridley Northstar station, as well as surrounding infrastructure such as parking lots and city and state roadways. Additionally, the Mississippi Regional Trail runs along, and through, the western parking lot of the Fridley station, making the proposed project a viable multi-modal option for bicycle and walking commuters.

The three routes make use of the TH 47 frontage road for a safe pull-off and loading area near businesses who can use the service; a developing multimodal plaza near Unity Hospital complex and turn-around drives. No new paving or infrastructure will need to be added for these shuttles to be successful.

Measure A: Total Annual Project Cost per User

Total Project Cost	\$300,000.00
Annual Users	82620
Cost Effectiveness	\$3.63

The shuttles we are proposing to use for this project have a capacity of 18 riders per shuttle (16 seats, 2 ADA accessible seats). For this project, there will be three shuttles serving each train (five southbound/one northbound train in the morning; five northbound/one southbound in the afternoon), five days per week, minus designated holidays as determined by Metro Transit, the service provider for the Northstar Commuter Rail. This results in the following:

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

18 riders per bus x 3 routes = 54 riders per train

54 riders per train x 6 trains = 324 riders per day

324 riders per day x 5 days per week = 1620 riders per week

1620 riders per week x 51 weeks (no service on five holidays, or one week) = 82,620 riders annually

Measure A: Project Location and Impact to Disadvantaged Populations

Select all that apply:

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

Projects service does not directly connect to one of these identified geographic areas listed in 1-3; however, people of color or low-income populations are included in the project service area in lower concentrations, or children, people with disabilities, or the elderly are included in the project service area

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

Entry-level jobs for immigrants, low-income populations, those just entering the job force, and the elderly forced back into the job force though they may be working in lower-paying or temporary jobs may have potential for full time positions once job-appropriate skills are acquired. But for persons with no car, and communities with few transportation options, this is problematic.

According to recent interviews with ConAgra Foods in Fridley, they have been able to expand opportunities for workforce advancement, but cannot retain employees due to this factor. This project works to address and correct this issue by providing a multimodal option in which low-income populations in the region could access Fridley job concentrations, therefore providing the opportunity to stay with one employer long enough to gain necessary job skills to promote up within the company.

Few negative impacts should be incurred with the implementation of this project. If the shuttles cannot become self-sustaining following the grant period, this could set back the stated benefits. If there is push-back from employers who want shuttle services, but who are not located in the job/manufacturing concentrations and we cannot provide it to them, that could also be viewed as a negative.

Upload Map

Fridley map of socioeconomic above regional conc.pdf

Measure B: Affordable Housing

City/Township

Fridley

Fridley (number of stops, 5-6)

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Score	Number of City
Fridley	80.0	1
	80	1.00

Affordable Housing Scoring 2 - To Be Completed By Metropolitan Council Staff

Total of Score /Total of Cities 80.0

Measure A: Areas of Traffic Congestion and Reduction in SOV Trips

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

The Northstar Corridor is an 82-mile transportation corridor that runs along U.S. Highway 10 from the St. Cloud area to downtown Minneapolis. It is one of the fastest growing corridors in Minnesota as well as the nation. According to the Northstar Corridor Development Authority (NCDA), by 2025, more than 850,000 people are expected to live within the corridor. This expected growth brings additional traffic congestion to U.S. Highway 10, as well as University Avenue (TH 47) and Central Avenue (TH 65) in the City of Fridley.

The proposed project is positioned to help reduce the number of Vehicle Miles Traveled (VMT) by upwards of 324 commuters per day through the corridor. This reduction results in fewer single occupancy vehicles (SOV) on the road, reduced auto emissions, improved air quality, and effectively, increased ridership on the Northstar Commuter Rail.

Measure B: Emissions Reduction

Number of Daily One-Way Commute Trips Reduced	324
Average Commute Trip Length	25.317
VMT Reduction	8202.708
CO Reduced	19604.4721
NOx Reduced	1312.4333
CO2e Reduced	3007112.7528
PM2.5 Reduced	41.0135
VOCs Reduced	246.0812

Measure A: Project Innovation

As proposed, this project implements a service new to the area, enhances existing Northstar Commuter Rail service, and is designed to build/add in additional multimodal options. In March, 2012, Metro Transit and the Anoka County Traveler began a demonstration circular bus service in the area that ran along a dedicated route, and on a bus schedule based on the train schedule. Due to a number of issues, the service was discontinued in May, 2013. Commuters were left with limited options to get to work from the station.

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

The proposed service is new in that it uses smaller, shuttle-style buses to provide direct connection service via three dedicated routes, and will run on the train schedule, not a specific bus schedule. Shuttles will be waiting at the station for commuters in the morning, and will depart from specific stops at specific times for the return trip to the station in the afternoon. The goals are to provide a reliable and consistent mode of transportation for commuters, encourage additional ridership on Northstar, and devise a duplicable service for other station cities and the region. Additionally, as proposed, the project is designed as a multimodal option, allowing access to any commuter bike, walk, carpool, etc.

Measure B: Project Elements New to Geographic Area or Population

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

The project is a new concept in the City of Fridley. The Northstar Commuter Rail has been in service since November, 2009, and a demonstration circular bus service, Route 810, was in place from March, 2012 to May, 2013. While the Route 810 service was intended to provide a last mile connection option for commuters, the proposed service is new in that it provides direct connection service. The proposed project uses smaller, shuttle-style buses that run on three dedicated routes, and will run on the train schedule allowing flexibility to account for train delays. The Route 810 service differed from the proposed project in that it ran along a circular route, providing both commuter and local service, and adhered to a bus schedule based on the train schedule, which did not account for train delays, causing problems for riders.

Providing a service with built in flexibility creates a reliable and consistent service that commuters can count on. The service is new concept to the area in that it is open to any commuter, accommodates multimodal options, and has plans built in for expanded service to an identified fourth route based on demand and future growth in the Fridley area.

Measure B: Organization's Experience and Resources

As the area Transportation Management Organization and TDM expert, Commute Solutions is well positioned to carry out this project. Through partnerships with the City of Fridley, the Anoka County Transit office, Metro Transit, and area employers, as well as feedback gained through focus groups of commuters to Fridley and surrounding communities, Commute Solutions has identified this project as one of great need in the Fridley area. The proposed demonstration project fits well with, and supports, the program goals of the organization.

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

As proposed, the project encourages use of transportation alternatives to driving alone through increased use of the Northstar Commuter Rail and the shuttle service. It also encourages the use of additional transportation options such as biking, walking, and carpooling to the station. The use of these options assist Commute Solutions in meeting the program goal of reaching and educating 25,000 residents and commuters on ways to change transportation behavior. Additionally, by offering a multimodal transportation option for employees, Commute Solutions will meet the program goal of increasing the use of transportation options among businesses and institutions in Anoka County. These activities will also assist Commute Solutions in meeting the overall regional goal of effectively reducing VMT and auto emissions.

Measure C: Project Financial Plan

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

A portion of the initial grant funds for this project will be used for education and outreach, in which Commute Solutions and partner staff will work with employers and their employees to promote the new service, and recruit participants. Once the service is in operation, the direction of the education component will shift slightly to focus on creating sustained partnerships and investment from the employer participants. The goal is to shift the ownership of the service to the employers in the area by working with them to develop ridership and programs for their employees. Parking for some area employers is becoming limited. By offering incentives for employees to use the shuttle, or allowing riders to use it for free, the employers will be able to address the parking issues. This will also offer a recruitment/retention option for employers.

As the project grows, and participation numbers increase, new partnerships to explore additional multimodal options such as the Nice Ride Orange Bike option, have been identified. The City of Fridley is in the process of applying for State SHIP dollars, in which a portion of those dollars could be used towards securing additional multimodal options like the Nice Ride option.

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



Anoka County

COUNTY ADMINISTRATION

Respectful, Innovative, Fiscally Responsible

September 8, 2015

Matt Look
Chair
District 1

Scott Schulte
Vice Chair
District 7

Julie Braastad
District 2

Robyn West
District 3

Jim Kordiak
District 4

Mike Gamache
District 5

Rhonda Sivarajah
District 6

Metropolitan Council
390 North Robert St.
St. Paul, MN 55101

Dear Selection Committee,

On behalf of Anoka County Regional Railroad Authority, I am writing in support of the Anoka County TMO Commute Solutions application for the Congestion Mitigation Air Quality (CMAQ) grant for the development and implementation of a "last mile connection" shuttle service.

Funding this program would enhance commuter's ability to utilize the Northstar Commuter Rail, and provide a safe and convenient option for connecting that "last mile" of service from the station to their place of employment. A shuttle service would provide a year-round option for commuters and direct service to our workplace. Not only will these options benefit the commuter, but they will also benefit area employers and the surrounding communities, as there will be fewer cars on the road, along with increased use of our existing transportation infrastructure.

With the assistance of Anoka County TMO Commute Solutions, we are committed to making alternatives to driving alone the easy choice for commuters through the incorporation of viable, year-round options. Providing this "last mile" of commuter service will help the Northstar Commuter Rail better serve employers in Anoka County.

Sincerely,

Tim Yantos
Executive Director

TY:bv

BOARD OF COUNTY COMMISSIONERS

Anoka County, Minnesota

DATE: September 8, 2015

RESOLUTION #2015-100

OFFERED BY COMMISSIONER: Kordiak

RESOLUTION IN SUPPORT OF FUNDING FOR THE DEVELOPMENT OF A LAST MILE CONNECTION SERVICE AT THE FRIDLEY NORTHSTAR STATION TO AREA EMPLOYERS

WHEREAS, the Northstar Corridor is an 82-mile transportation corridor that runs along U.S. Highway 10 from St. Cloud to downtown Minneapolis; and,

WHEREAS, the corridor is one of the fastest growing corridors in Minnesota as well as the nation, with expected growth to top 850,000 people living in the corridor by 2025; and,

WHEREAS, Anoka County TMO Commute Solutions and the City of Fridley have identified a need for a "Last Mile" connection service from the Fridley Northstar Commuter Rail Station to area employers; and,

WHEREAS, the proposed service will aim to reduce traffic congestion along the Northstar Corridor during peak travel time; and,

WHEREAS, the proposed service will encourage additional economic development in the city of Fridley and surrounding communities; and,

WHEREAS, the proposed service will strengthen the employment base by solving a travel problem for prospective employees; and,

WHEREAS, the proposed service will aim to develop a service that is duplicable so as to be implemented in other station cities along the corridor and across the Twin Cities region; and,

WHEREAS, the Anoka County TMO Commute Solutions currently has a grant opportunity (Congestion Mitigation and Air Quality Improvement Grant – CMAQ Grant) for providing funding for the development of a demonstration "Last Mile" connection service:

NOW, THEREFORE, BE IT RESOLVED by Anoka County that:

1. Anoka County supports and encourages county staff in their efforts to secure CMAQ funding through the Regional CMAQ Solicitation.
2. Anoka County welcomes an opportunity to work collaboratively with the City of Fridley and other project partners to develop and implement a "Last Mile" connection service at the Fridley Northstar Station that works towards reducing traffic congestion, encouraging economic development, and is duplicable in other Northstar Station cities and across the Twin Cities region.

STATE OF MINNESOTA)
COUNTY OF ANOKA) ss

I, Dee Guthman, Associate County Administrator, Anoka County, Minnesota, hereby

certify that I have compared the foregoing copy of the resolution of the county board of said county with the original record thereof on file in the Administration Office, Anoka County, Minnesota, as stated in the minutes of the proceedings of said board at a meeting duly held on September 8, 2015, and that the same is a true and correct copy of said original record and of the whole thereof, and that said resolution was duly passed by said board at said meeting.

Witness my hand and seal this 8th day of September 2015.

DEE GUTHMAN
ASSOCIATE COUNTY ADMINISTRATOR



YES	NO	
<u> </u>	<u> </u>	DISTRICT #1 – LOOK
<u> </u>	<u> </u>	DISTRICT #2 – BRAASTAD
<u> </u>	<u> </u>	DISTRICT #3 – WEST
<u> </u>	<u> </u>	DISTRICT #4 – KORDIAK
<u> </u>	<u> </u>	DISTRICT #5 – GAMACHE
<u> </u>	<u> </u>	DISTRICT #6 – SIVARAJAH
<u> </u>	<u> </u>	DISTRICT #7 – SCHULTE



Anoka County
TRANSPORTATION DIVISION
Transit

September 10, 2015

Metropolitan Council
390 North Robert St.
St. Paul, MN 55101

Dear Selection Committee,

On behalf of Anoka County's Transit Office, I am writing in support of the Anoka County TMO Commute Solutions application for the Congestion Mitigation Air Quality (CMAQ) grant for the development and implementation of a "last mile connection" shuttle service.

Funding this program would enhance commuters' ability to utilize the NorthStar Commuter Rail, and provide a safe and convenient option for connecting that "last mile" of service from the station to their place of employment. A shuttle service would provide a year-round option for commuters and direct service to their workplace. Not only will these options benefit the commuter, but they will also benefit area employers and the surrounding communities, as there will be fewer cars on the road, along with increased use of our existing transportation infrastructure.

With the assistance of Anoka County TMO Commute Solutions, we are committed to making alternatives to driving alone the easy choice for commuters through the incorporation of viable, year-round options. Providing this "last mile" of commuter service will help the NorthStar Commuter Rail better serve employers in Anoka County.

Sincerely,

Tim Kirchoff,
Supervisor of Transit Operations and Planning

Let Us Take You There

Government Center ▲ 2100 3rd Ave, STE 233 ▲ Anoka, MN 55303-5035
Office: 763-422-7075 ▲ Fax: 763-323-5556 ▲ www.anokacounty.us/transit

Affirmative Action / Equal Opportunity Employer



Fridley City Hall

6431 University Ave N.E. Fridley, MN 55432-4303
(763) 571-3450 • FAX (763) 571-1287 • www.FridleyMN.gov

Elaine Koutsoukos
Metropolitan Council
CMAQ Grant Coordinator

September 9, 2015

Re: Last Mile CMAQ Grant Application Pilot Project in Fridley

Dear Ms. Koutsoukos,

The City of Fridley's geographic location, with the largest rail yard between Chicago and the West Coast, is segmented by four major transportation routes, including Interstate 694. Improving air quality and reducing vehicle miles traveled to and through our community is therefore especially important for community health. At the same time, as a net gain employment center and a community identified as above the regional average concentration of poverty, Fridley needs to help employees get to their jobs.

We also seek to maximize the community asset of the Fridley station of the NorthStar Commuter Rail service. Working on improving connections between different nodes of transportation has been part of Fridley's Comprehensive Plan goals and East River Road Corridor study commitments (shared by Anoka County Transportation). By identifying infrastructure gaps and areas for multi-modal enhancement (and the associated funding sources), we can improve air quality for residents and move employees in and out of our job concentrations and manufacturing clusters.

The City of Fridley is in support of the CMAQ grant application by Anoka Commute Solutions. This innovative pilot project will create three or four dedicated van pool routes to move employees from the Northstar station at 61st St. NE. in Fridley to key employer nodes.

We will continue working toward opportunities and solutions to improve multi-modal connections at these same locations and in proximity to the NorthStar Commuter Rail station. This is one part of a balanced city, county and regional transportation plan, but sometimes, a series of small solutions can create a big impact.

Thank you for the opportunity to apply.

Sincerely,

A handwritten signature in black ink, appearing to read "Walter T. Wyszopal".

Walter T. Wyszopal
City Manager
City of Fridley
(763)572-3506



September 10, 2015

Metropolitan Council
390 North Robert St.
St. Paul, MN 55101

Dear Selection Committee,

On behalf of Metro Transit, I am writing in support of the Anoka County TMO Commute Solutions application for the Congestion Mitigation Air Quality (CMAQ) grant for the development and implementation of a "last mile connection" shuttle service.

Funding this program would enhance commuters ability to utilize the Northstar Commuter Rail, and provide a safe and convenient option for connecting that "last mile" of service from the station to their place of employment. A shuttle service would provide a year-round option for commuters and direct service to our workplace. Not only will these options benefit the commuter, but they will also benefit area employers and the surrounding communities, as there will be fewer cars on the road, along with increased use of our existing transportation infrastructure.

With the assistance of Anoka County TMO Commute Solutions, we are committed to making alternatives to driving alone the easy choice for commuters through the incorporation of viable, year-round options. Providing this "last mile" of commuter service will help the Northstar Commuter Rail better serve employers in Anoka County.

Sincerely,

A handwritten signature in black ink, appearing to read 'Adam Harrington', with a long horizontal flourish extending to the right.

Adam Harrington
Director, Service Development
Metro Transit
560 6th Ave. N
Minneapolis MN 55411
612-349-7797

A service of the Metropolitan Council



Katie Kasten
Anoka County Commute Solutions

September 9, 2015

Re: Pilot project shuttle service grant for Fridley

Dear Ms. Kasten,

When the City of Fridley conducted recent business retention visits, Minco was asked what challenges we face with issues like business growth, workforce pool and employee retention. During the discussion, we talked about expanding the number of options to help employees get to their jobs.

Looking at practical ways to provide expanded bus service hours, bike share programs and shuttle service pool programs will help those businesses in the City's manufacturing core.

Minco is in support of the shuttle service grant application by Anoka Commute Solutions. This innovative pilot project will create three or four dedicated van pool routes to move employees from the Northstar station to a stop near our Fridley location.

Sincerely,

A handwritten signature in blue ink, appearing to read "Amy Hillstrom".

Amy Hillstrom
Interim Human Resources Director
Minco
7300 Commerce La.
Fridley, MN 55432
612-220-1925



September 9, 2015

Metropolitan Council
390 North Robert St.
St. Paul, MN 55101

Dear Selection Committee,

On behalf of the Northstar Corridor Development Authority, I am writing in support of the Anoka County TMO Commute Solutions application for the Congestion Mitigation Air Quality (CMAQ) grant for the development and implementation of a "last mile connection" shuttle service.

Funding this program would enhance commuter's ability to utilize the Northstar Commuter Rail, and provide a safe and convenient option for connecting that "last mile" of service from the station to their place of employment. A shuttle service would provide a year-round option for commuters and direct service to our workplace. Not only will these options benefit the commuter, but they will also benefit area employers and the surrounding communities, as there will be fewer cars on the road, along with increased use of our existing transportation infrastructure.

With the assistance of Anoka County TMO Commute Solutions, we are committed to making alternatives to driving alone the easy choice for commuters through the incorporation of viable, year-round options. Providing this "last mile" of commuter service will help the Northstar Commuter Rail better serve employers in Anoka County.

Sincerely,

A handwritten signature in blue ink that reads "Leigh Lenzmeier". The signature is fluid and cursive, written in a professional style.

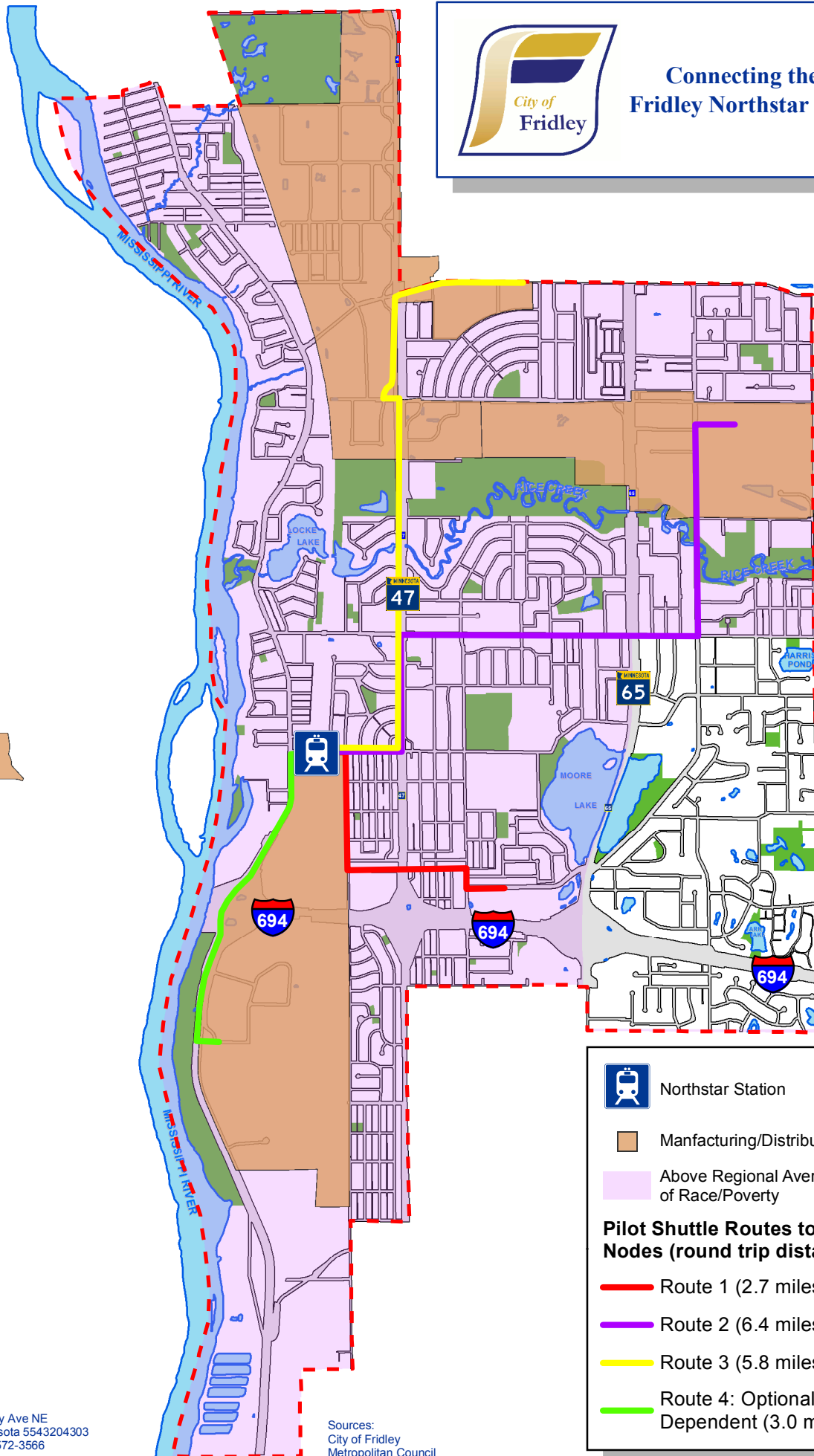
Leigh Lenzmeier
Chair

LL/bv

CATEGORY	DESCRIPTION	FEDERAL FUNDING	MATCH
Capital		290,700	58,140
	Vehicle Lease (includes Bus Driver Salary) & Maintenance		
Marketing		9,300	
	Signage – Bus Stops		
	Bus kings + Graphic Design		
	Flyers, Brochures, Information Packets		
	Advertisements – local television, community newspapers, social media (paid)		
Administration/Personnel			
	No costs – personnel covered by application agency		
TOTALS		300,000	60,000



Connecting the Last Mile: Fridley Northstar Shuttle Service



Northstar Station



Manufacturing/Distribution Centers



Above Regional Average Concentration of Race/Poverty

Pilot Shuttle Routes to Employment Nodes (round trip distance)

Route 1 (2.7 miles)

Route 2 (6.4 miles)

Route 3 (5.8 miles)

Route 4: Optional/Cost Dependent (3.0 miles)



City of Fridley
6431 University Ave NE
Fridley, Minnesota 5543204303
Phone: (763) 572-3566

Sources:
City of Fridley
Metropolitan Council



Totino-Grace
High School

1350 Gardena Avenue NE Fridley, Minnesota 55432-5899 phone: 763-571-9116 fax: 763-571-9118 www.totinograce.org

September 10, 2015

Metropolitan Council
390 North Robert St.
St. Paul, MN 55101

Dear Selection Committee,

On behalf of Totino-Grace High School, I am writing in support of the Anoka County TMO Commute Solutions application for the Congestion Mitigation Air Quality (CMAQ) grant for the development and implementation of a "last mile connection" shuttle service.

Funding this program would enhance commuters' ability to utilize the Northstar Commuter Rail, and provide a safe and convenient option for connecting that "last mile" of service from the station to their place of employment. A shuttle service would provide a year-round option for commuters and direct service to our workplace. Not only will these options benefit the commuter, but they will also benefit area employers and the surrounding communities, as there will be fewer cars on the road, along with increased use of our existing transportation infrastructure.

With the assistance of Anoka County TMO Commute Solutions, we are committed to making alternatives to driving alone the easy choice for commuters through the incorporation of viable, year-round options. Providing this "last mile" of commuter service will help the Northstar Commuter Rail better serve employers in Anoka County.

Sincerely,

Mike Smith
Transportation Director
Totino-Grace High School
763-586-6333
mike.smith@totinograce.org

September 9, 2015

Metropolitan Council
390 North Robert St.
St. Paul, MN 55101

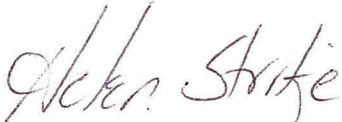
Dear Selection Committee,

On behalf of Unity Hospital, I am writing in support of the Anoka County TMO Commute Solutions application for the Congestion Mitigation Air Quality (CMAQ) grant for the development and implementation of a "last mile connection" shuttle service.

Funding this program would enhance commuters' ability to utilize the Northstar Commuter Rail, and provide a safe and convenient option for connecting that "last mile" of service from the station to their place of employment. A shuttle service would provide a year-round option for commuters and direct service to our workplace. These options would benefit commuters, area employers and the surrounding communities, including our valued patients. Additionally there will be fewer cars on the road, along with an increased use of our existing transportation infrastructure.

With the assistance of Anoka County TMO Commute Solutions, we are committed to making alternatives to driving alone the easy choice for commuters through the incorporation of viable, year-round options. Providing this "last mile" of commuter service will help the Northstar Commuter Rail better serve employers and patients in Anoka County.

Sincerely,



Helen Strike
President, Unity Hospital, part of Allina Health

Regional Economy

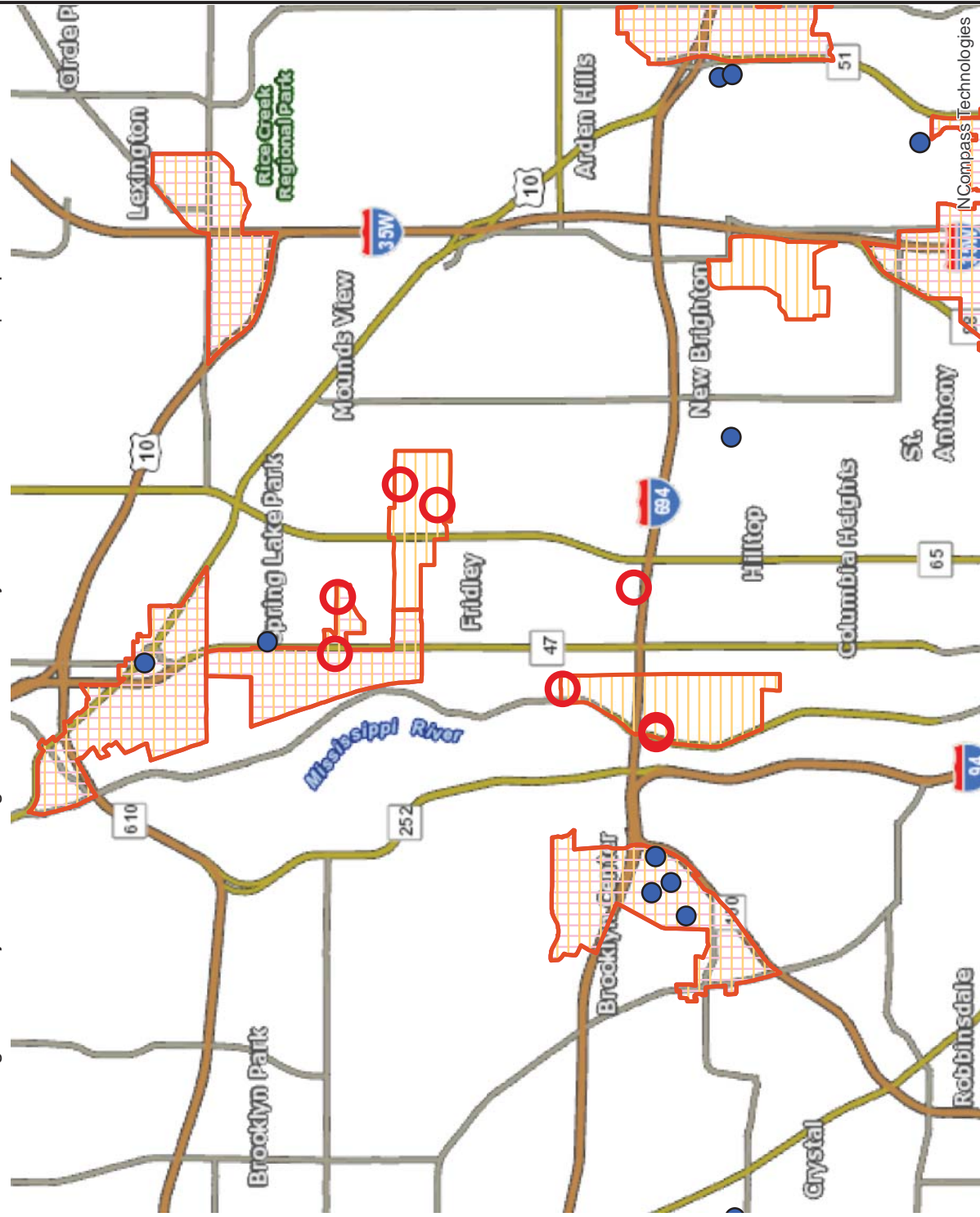
Travel Demand Management Project: Connecting the Last Mile: Fridley Northstar Station Shuttle | Map ID: 1441738270658

Results

Project **IN** area of Job Concentration.

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

Project **NOT CONNECTED** to area of Education Institutions.



-  Project Points
-  PostSecondary Education Centers
-  Manufacturing/Distribution Centers
-  Job Concentration Centers



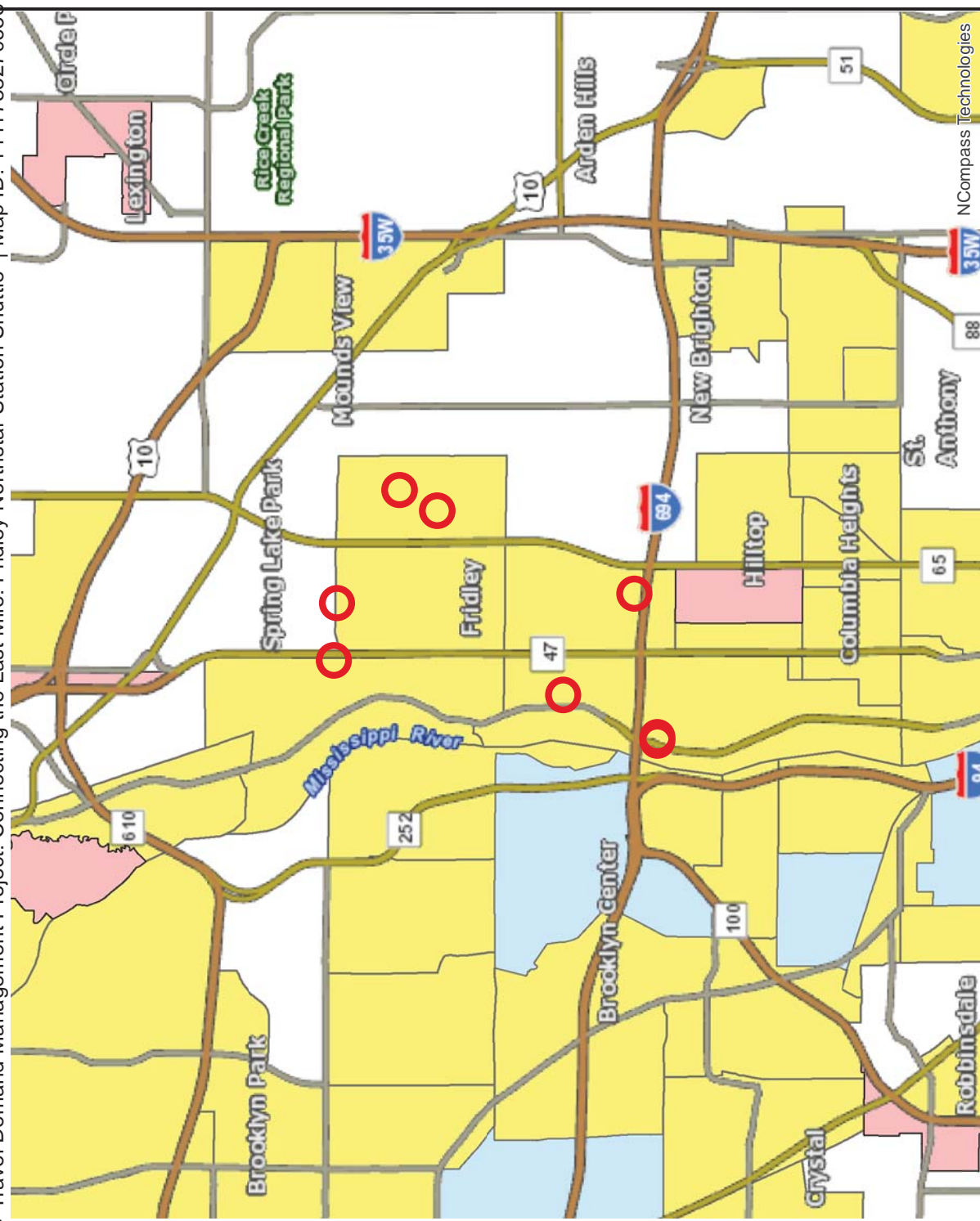
Created: 9/8/2015
LandscapeRSAs

For complete disclaimer of accuracy, please visit
<http://giswebstate.metc.state.nm.us/gis/new/notice.aspx>



Results

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



- Project Points
- Area of Concentrated Poverty > 50% residents of color
- Area of Concentrated Poverty
- Above reg'l avg conc of race/poverty



Created: 9/8/2015
LandscapeRSA2

For complete disclaimer of accuracy, please visit
<http://giswebstate.metc.state.nm.us/gis/site/new/notice.aspx>

