



Application

04777 - 2016 Transit Expansion

05333 - New Route 363: All-day Service from downtown St. Paul to Cottage Grove

Regional Solicitation - Transit and TDM Projects

Status: Submitted
Submitted Date: 07/14/2016 4:32 PM

Primary Contact

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Salutation First Name Middle Name Last Name

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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: 560 Sixth Avenue North

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

County: Hennepin

Phone:* 651-602-1000
Ext.

Fax:

PeopleSoft Vendor Number METROTRANSIT

Project Information

Project Name New Route 363: All-day service from downtown St. Paul to Cottage Grove

Primary County where the Project is Located Ramsey, Washington

Jurisdictional Agency (If Different than the Applicant):

The proposed Route 363 will provide all-day local transit access in the Red Rock Corridor from downtown St. Paul to Cottage Grove. It will run approximately every 30 minutes throughout the day Monday through Friday, stopping at Lower Afton Park and Ride, Newport Transit Center and Cottage Grove Park and Ride, and making local stops along the way.

Route 363 will significantly expand transit service and multimodal travel options in the Red Rock Corridor. All-day local service will allow people whose travel needs are not met with peak-period, peak-direction express service to complete their trips on transit. Examples include workers within the corridor during traditional and non-traditional work shift times, reverse-commuters, and people making school, human service, social and recreational trips within the corridor. Local stops within the corridor will also increase access for people currently unable to use the park-and-ride-based commuter-express service, including those with limited access to an automobile.

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

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

TIP Description Guidance (will be used in TIP if the project is selected for funding)

Purchase four buses and operate new, local bus service in Red Rock corridor between St. Paul and Cottage Grove

Project Length (Miles)

16.57

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

\$5,906,267.33

Match Amount

\$1,476,566.83

Minimum of 20% of project total

Project Total

\$7,382,834.40

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 nonfederal funds available to Metro Transit in the program year

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one: 2020

For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.

Additional Program Years:

Select all years that are feasible if funding in an earlier year becomes available.

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 (do not include in cost effectiveness measure)	\$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)	\$100,000.00
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	\$100,000.00

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	\$1,825,152.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$1,825,152.00

Transit Operating Costs

Number of Platform hours	46129.5
Cost Per Platform hour (full loaded Cost)	\$120.48
Subtotal	\$5,557,682.16
Other Costs - Administration, Overhead,etc.	\$0.00

Totals

Total Cost	\$7,482,834.00
Construction Cost Total	\$1,925,152.00
Transit Operating Cost Total	\$5,557,682.00

Project Information-Transit and TDM

County, City, or Lead Agency	Metro Transit
Zip Code where Majority of Work is Being Performed	55055
(Approximate) Begin Construction Date	
(Approximate) End Construction Date	
Name of Park and Ride or Transit Station:	No work on facilities being done.

i.e., MAPLE GROVE TRANSIT STATION

TERMINI:(Termini listed must be within 0.3 miles of any work)

From:
(Intersection or Address)

To:
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:

Primary Types of Work

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER,STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, PARK AND RIDE, ETC.

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 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

2.The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan objectives and strategies that relate to the project.

Goal A: Transportation System Stewardship (2040 TPP 2.17)

Objective: Operate regional transportation system to efficiently and cost-effectively connect people and freight to destinations

Strategies A1, A2, and A3

Goal C: Access to Destinations (2040 TPP 2.24)

Objectives: Increase availability of multimodal options. Increase travel time reliability and predictability for travel on transit systems. Increase transit ridership and mode share. Improve multimodal options for people of all ages and abilities, particularly for historically under-represented populations.

List the goals, objectives, strategies, and associated pages:

Strategies C4, C11, C12, and C17

Goal D: Competitive Economy (2040 TPP 2.38)

Objectives: Improve multimodal access to regional job concentrations. Invest in a multimodal transportation system to attract and retain businesses and residents.

Strategies D3 and D4

Goal E: Healthy Environment (2040 TPP 2.42)

Objectives: Reduce transportation-related air emissions. Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles.

Strategies E3

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. 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 the Minnesota Department of Transportation 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.

Metro Transit 2015-2030 Service Improvement Plan Appendix F, p.11

List the applicable documents and pages:

Red Rock Corridor Service Plan Technical
Memorandum: <http://www.redrockcorridor.com/wp-content/uploads/2016/02/Red-Rock-Service-Plan-Technical-Memorandum.pdf>

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

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

5. 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

6. Applicants must not submit an application for the same project elements in more than one funding application category.

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

7. 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. Funding amounts by application category are listed below.

Transit Expansion: \$500,000 to \$7,000,000

Travel Demand Management (TDM): \$75,000 to \$300,000

Transit System Modernization: \$100,000 to \$7,000,000

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

8. The project must comply with the Americans with Disabilities Act.

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

9. The project must be accessible and open to the general public.

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

10. 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

11. 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

12. 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

13. The project applicant must send written notification regarding the proposed project to all affected state and local 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

For Transit Expansion Projects Only

1. 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

2. 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 three-year funding period for transit operating funds.

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

3. 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. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application.

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

Transit Expansion and Transit System Modernization projects only:

4. The applicant must affirm that they are able to implement a Federal Transit Administration (FTA) funded project in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices. Furthermore, the applicant must certify that they have the technical capacity to carry out the proposed project and manage FTA grants in accordance with the grant agreement, sub recipient grant agreement (if applicable), and with all applicable laws. The applicant must certify that they have adequate staffing levels, staff training and experience, documented procedures, ability to submit required reports correctly and on time, ability to maintain project equipment, and ability to comply with FTA and grantee requirements.

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

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 35187

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 22223

Existing employment outside 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)

Upload the "Letter of Commitment" on the 'Other Attachments' Form.

Existing Post-Secondary Enrollment outside 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)

Upload the "Letter of Commitment" on the 'Other Attachments' Form.

Explanation of last-mile service, if necessary (Limit 1,400 characters; approximately 200 words):

Upload Map

1467316816940_Population.pdf

Measure B: Transit Ridership

Select multiple routes

Existing transit routes directly connected to the project

3, 16, 21, 54, 63, 70, 94, 262, 294, 350, 351, 353, 361, 364, 365, 417, 452, 480, 484, 489, 902-METRO Green Line

Planned Transitways directly connect to the project (mode and alignment determined and identified in the 2040 TPP)

Gateway BRT (METRO Gold Line)

Upload Map

1467317041550_TransitConnections.pdf

Response

Met Council Staff Data Entry Only

Average number of weekday trips

0

A Measure:

Service Type

Urban and Suburban Local Routes

New Annual Ridership
(Integer Only)

119340

Assumptions Used
(Limit 2,800 characters;
approximately 400 words)

468 new daily weekday rides * 255 average weekdays annually = 119,340

Describe Methodology: How Park-and-Ride and Express Route Projections were calculated and which Urban and Suburban Local Route(s) were selected
(Limit 2,800 characters;
approximately 400 words)

Average daily ridership calculated using the Regional Travel Demand Forecast Model. Ridership calculation was prepared by the Red Rock Corridor project team as part of the current implementation plan process.

Measure A: Project Location and Impact to Disadvantaged Populations

Select One:

Projects service directly connects to Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50)

Projects service directly connects to Area of Concentrated 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

The existing transit service in the Red Rock corridor is primarily peak period express service designed to meet the needs of downtown workers with typical 9-5 work schedules. New Route 363 would provide all-day service every 30 minutes in both directions between St. Paul and Cottage Grove, significantly expanding multimodal travel options in this corridor.

Response (Limit 2,800 characters; approximately 400 words):

The new service will improve access to jobs, post-secondary schools, services and opportunities for people traveling within the corridor, especially activities that start or end throughout the day. For example, the Red Rock corridor includes significant numbers of industrial jobs in Saint Paul Park and Newport, and the service will provide stronger connections to Metropolitan State University, Saint Paul College, and several hospitals in St. Paul. Additionally, all-day, local service allows people to use transit to access services and opportunities, including childcare, community centers, and alternative education facilities, which cannot be accessed by transit today.

Expanding access is a particular benefit to people with low incomes, persons of color, students, and elder populations who are more likely to travel throughout the day for work and other reasons, and are more likely to rely on transit to help meet their travel needs.

[Upload Map](#)

1467396936096_SocioEconomicConditions.pdf

Measure B: Affordable Housing

City/Township	Number of Stops in City/Township
Newport	28.0
Saint Paul	5.0
Saint Paul Park	34.0
Cottage Grove	43.0
	110

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
		0	0	0	0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Number of Stops in City	110.0
Total Housing Score	0

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	468
Distance from Terminal to Terminal (Miles)	16.57
VMT Reduction	7754.76
CO Reduced	18533.8764
NOx Reduced	1240.7616
CO2e Reduced	2842895.0
PM2.5 Reduced	38.7738
VOCs Reduced	232.6428
Total Emissions Reduced	2862941.0

Measure A: Roadway, Bicycle, and Pedestrian Improvements

Route 363 will increase bicycle and pedestrian access to transit in this corridor by providing local stops that directly serve residential, commercial, industrial, and recreational areas. Like all buses operated by Metro Transit, the vehicles used on this route will be equipped with bicycle racks to make multimodal travel easier for customers.

Route 363 will connect to the Union Depot in downtown St. Paul, a major regional multimodal hub, making easy connections to other transit, bicycle, and sidewalk networks. It will also connect to several Tier 1 and Tier 2 Regional Bicycle Transportation Network alignments, including regional trail facilities at Union Depot, Lower Afton (Battle Creek Regional Trail), and Newport (Mississippi River Trail).

Many portions of the route are served by existing sidewalks including downtown St Paul, 7th Avenue in Newport, Broadway in St. Paul Park, 80th Street in Cottage Grove, and Point Douglas Road in Cottage Grove. Two pedestrian bridges cross US 61/10 in Newport near 12th Street and the Newport Transit Center.

Response (Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application that is operations only, check the box and do not complete the remainder of the form.

These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

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 (5 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%

date submitted

Document in progress; environmental impacts identified; review request letters sent

50%

Document not started

0%

Anticipated date or date of completion/approval

4)Review of Section 106 Historic Resources (10 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are 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%

Unsure if there are any historic/archaeological resources in the project area

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 (10 Percent of Points)

4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?

6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

No Section 4f/6f resources located in the project area

100%

No impact to 4f property. The 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%

Project impacts to Section 4f/6f resources likely coordination/documentation has begun

50%

Project impacts to Section 4f/6f resources likely coordination/documentation has not begun

30%

Unsure if there are any impacts to Section 4f/6f resources in the project area

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way, permanent or temporary easements not required

100%

Right-of-way, permanent or temporary easements has/have been acquired

100%

Right-of-way, permanent or temporary easements required, offers made

75%

Right-of-way, permanent or temporary easements required, appraisals made

50%

Right-of-way, permanent or temporary easements required, parcels identified

25%

Right-of-way, permanent or temporary easements required, parcels not identified

0%

Right-of-way, permanent or temporary 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)Interchange Approval (15 Percent of Points)*

**Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

Project does not involve construction of a new/expanded interchange or new interchange ramps

100%

Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

100%

Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

0%

9)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

10) Letting

Anticipated Letting Date

Measure: Cost Effectiveness of Emissions Reduction

Total Annual Operating Cost: \$1,852,560.72

Total Annual Capital Cost of Project \$157,096.00

Total Annual Project Cost \$2,009,656.80

4 new buses * unit cost \$456,288 = \$1,825,152

$\$1,825,152 / 12 = \$152,096.00$

Assumption Used (Limit 1400 Characters; approximately 200 words):

88 new ADA pads * est. unit cost \$1136 = \$100,000

$\$100,000 / 20$ (useful life of shelter/surface lot - most similar items) = \$5,000

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
2016-092_Regional Solicitation Resolution_Route 363.pdf	Washington County Resolution of Support	29 KB
Route_363_ProjectArea.pdf	Project Area Map	504 KB

Population Summary

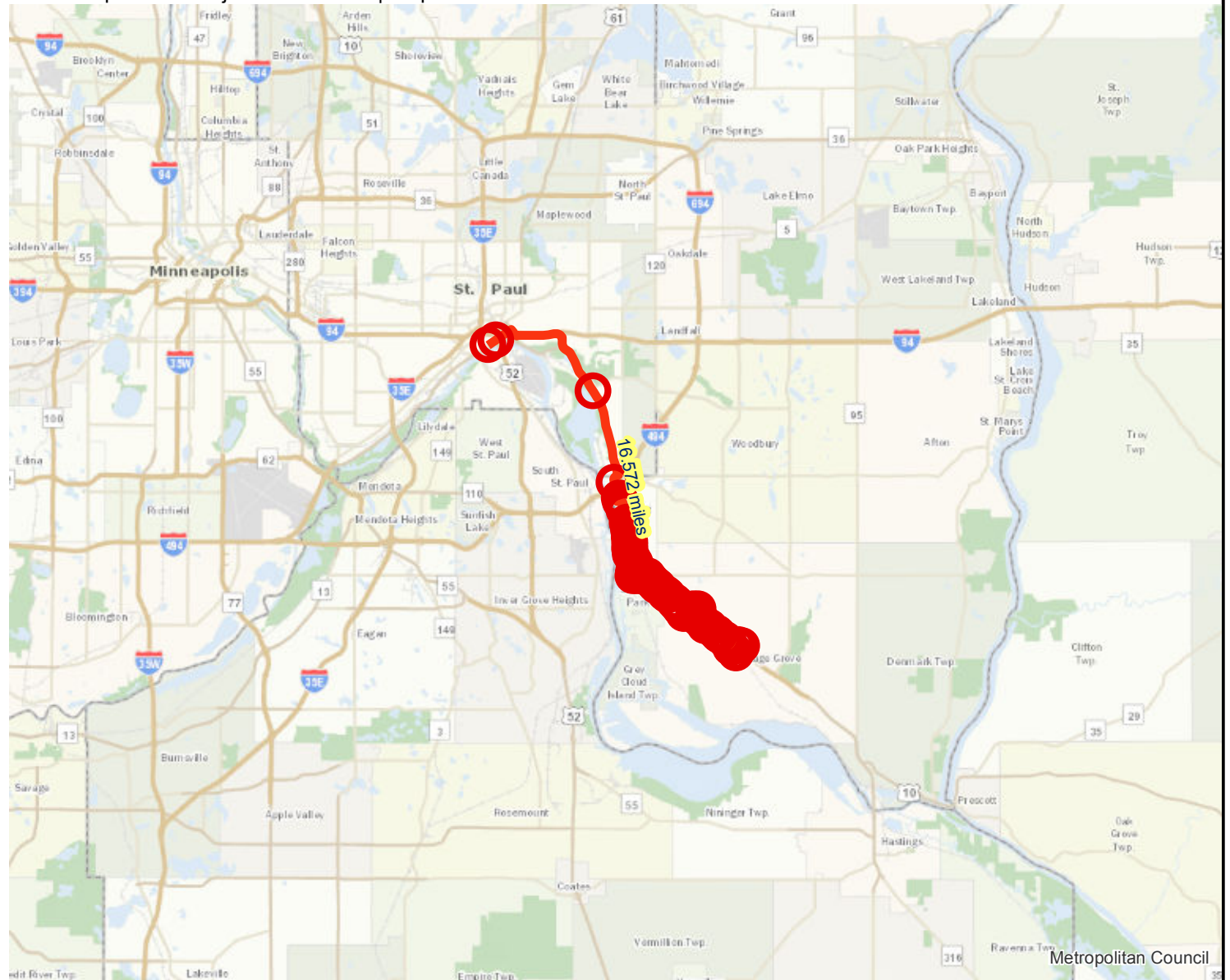
Transit Expansion Project: Route 363 | Map ID: 1466014021659

Results

Within QTR Mile of project:
Total Population: 45639
Total Employment: 35187

Within HALF Mile of project:
Total Population: 59463
Total Employment: 63892

Within ONE Mile of project:
Total Population: 91971
Total Employment: 95853



Metropolitan Council

 Project Points

 Project



Created: 6/15/2016
LandscapeRSA4



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



Transit Connections

Transit Expansion Project: Route 363 | Map ID: 1466014021659

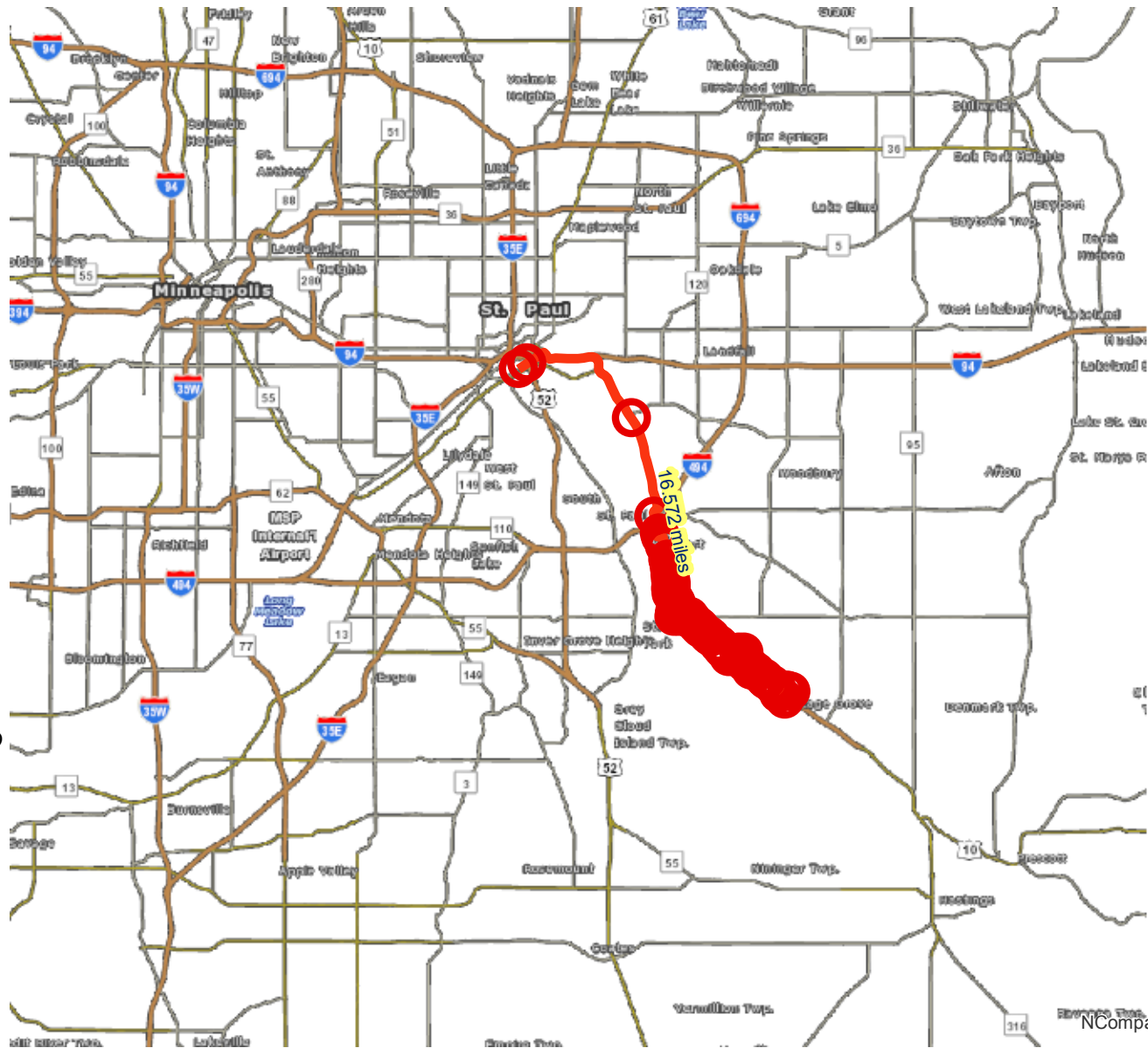
Results

Transit with a Direct Connection to project:
 3 16 21 54 63 70 94 262 294 350 351
 353 361 364 365 417 452 480 484 489 902
 *Gold Line

Transit within QTR mile of project:
 3 16 21 53 54 61 63 64 68 70 71
 74 94 262 265 275 294 350 351 353 355 361
 364 365 375 417 452 480 484 489 860 902
 *East 7th
 *Robert
 *Gold Line

Transit within HALF mile of project:
 3 16 21 53 54 61 62 63 64 67 68
 70 71 74 75 94 262 265 275 294 350 351
 353 355 361 364 365 375 417 452 480 484 489
 860 902
 *East 7th
 *Robert
 *Gold Line

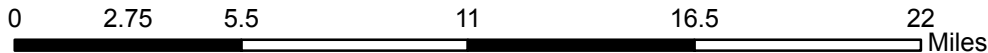
*indicates Planned Alignments



NCompass Technologies

 Project Points

 Project



Created: 6/15/2016
 LandscapeRSA3



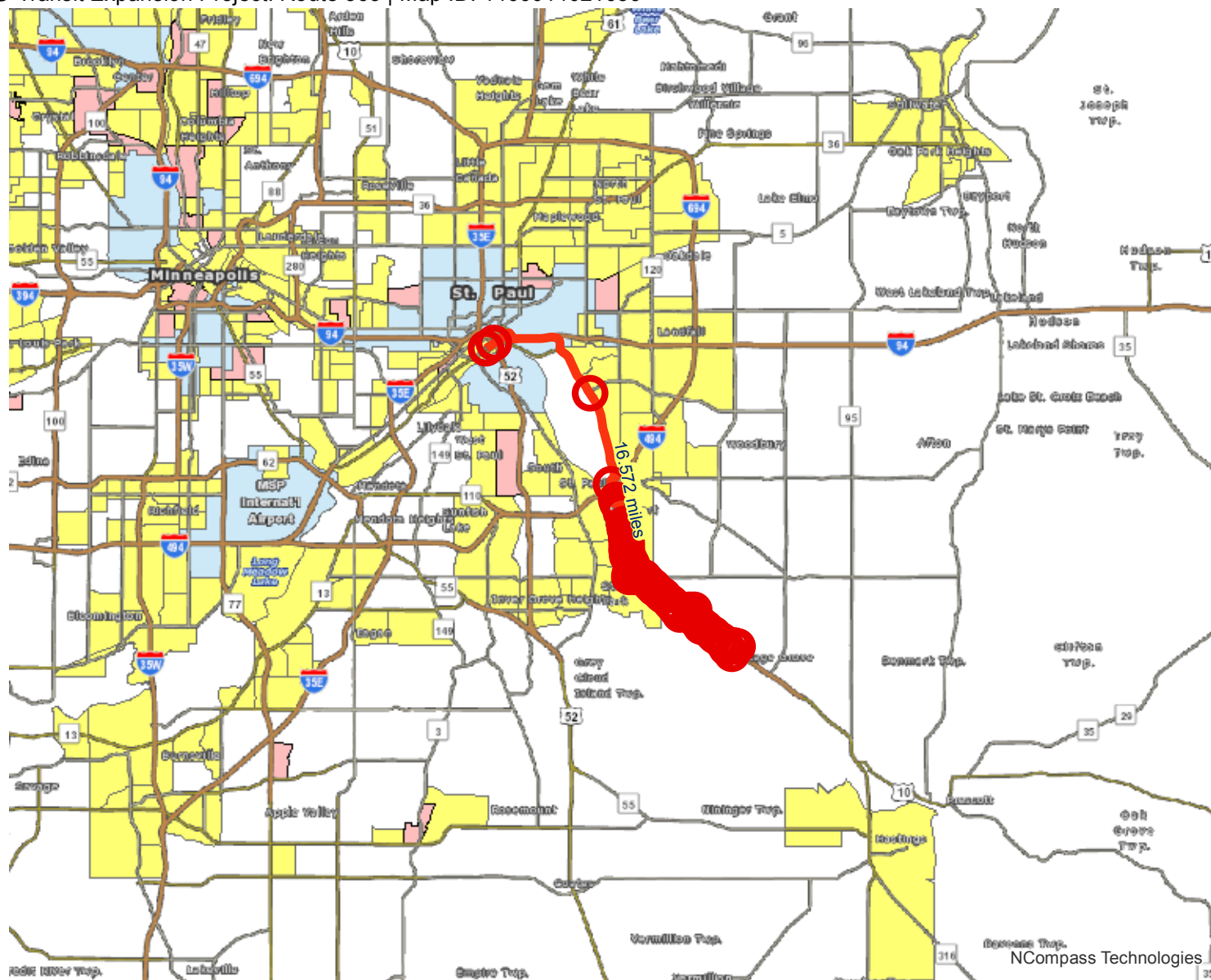
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>








Socio-Economic Conditions Transit Expansion Project: Route 363 | Map ID: 1466014021659

Results

Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)



-  Project Points
-  Project
-  Area of Concentrated Poverty > 50% residents of color

-  Area of Concentrated Poverty
-  Above reg'l avg conc of race/poverty

0 3 6 12 18 24 Miles

Created: 6/15/2016
LandscapeRSA2



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



DATE July 12, 2016

DEPARTMENT Public Works

MOTION BY COMMISSIONER Weik

SECONDED BY COMMISSIONER Bigham

**RESOLUTION AUTHORIZING SUBMITTAL OF APPLICATIONS
TO THE METROPOLITAN COUNCIL FOR FUNDING
UNDER THE METROPLITAN COUNCIL REGIONAL SOLICITATION**

WHEREAS, the Regional Solicitation process started with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991; and

WHEREAS, as authorized by the most recent federal surface transportation funding act, FAST ACT, projects will be selected for funding as part of three federal programs: Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, and Transportation Alternatives Program (TAP).

WHEREAS, pursuant to the Regional Solicitation and the regulations promulgated there under, eligible project sponsors wishing to receive federal grants for a project shall submit an application first with the appropriate metropolitan planning organization (MPO) for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Council and the Transportation Advisory Board (TAB) act as the MPO for the seven county Twin Cities region and have released the Regional Solicitation for federal transportation funds; and

WHEREAS, the Metropolitan Council provides staffing to the TAB and facilitates the Regional Solicitation process; and

WHEREAS, Metro Transit is submitting a grant for route 363 which would be in the Red Rock Corridor.

NOW, THEREFORE BE IT RESOLVED that the Washington County Board of Commissioners supports Metro Transit's submittal of the application for route 363 for funding under the 2016 Regional Solicitation.

ATTEST: 

COUNTY ADMINISTRATOR

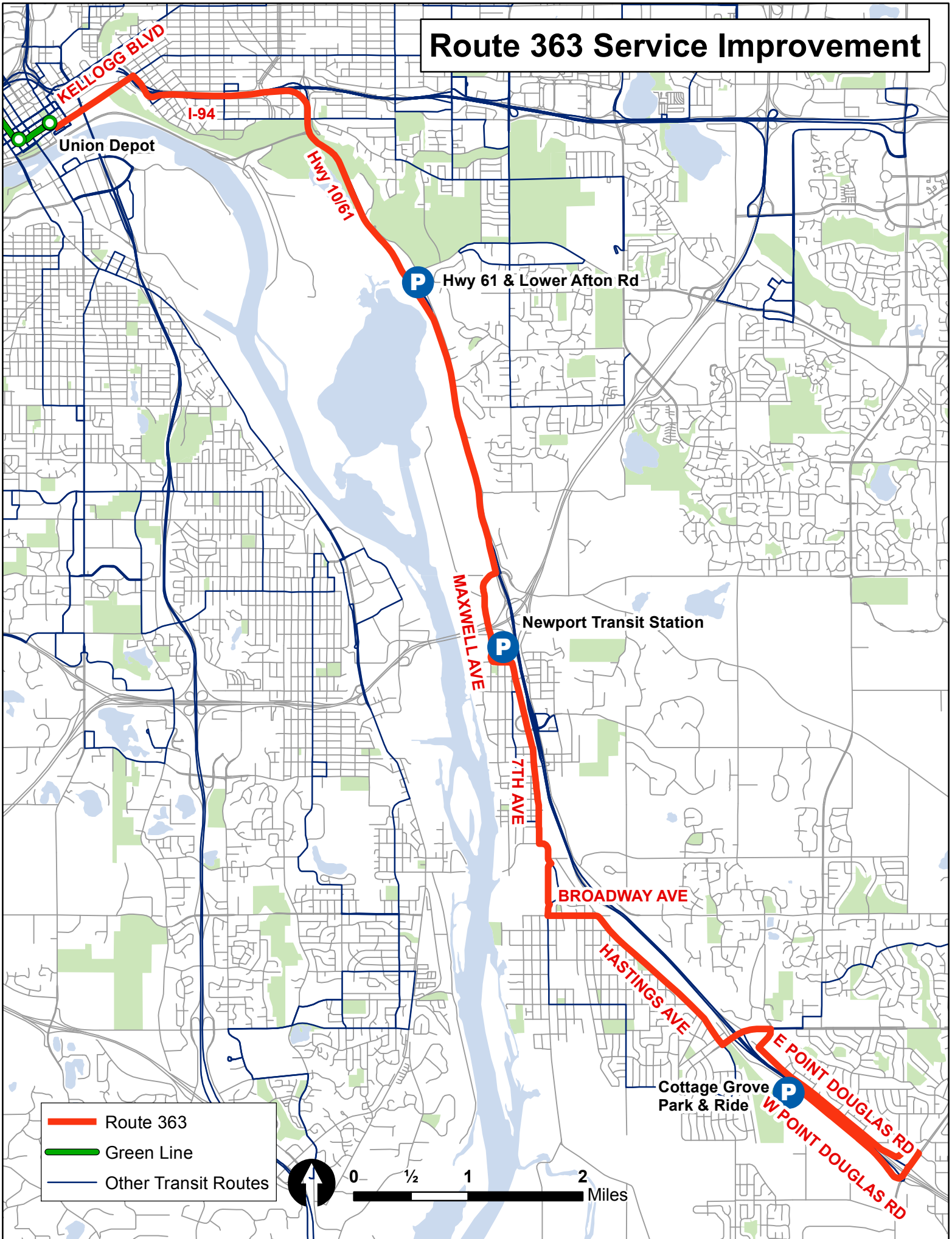


COUNTY BOARD CHAIR

YES NO

MIRON	<u>X</u>	___
KRIESEL	<u>X</u>	___
WEIK	<u>X</u>	___
BIGHAM	<u>X</u>	___

Route 363 Service Improvement



- Route 363
- Green Line
- Other Transit Routes

