Application

04777 - 2016 Transit Expansion

05391 - Lake Street Corridor Bus and Technology Improvements

Regional Solicitation - Transit and TDM Projects

Status:	Submitted
Submitted Date:	07/15/2016 2:42 PM

Primary Contact

Name:*

Salutation	First Name	Middle Name	Last Name
	Charles		Carlson

Title: Project Manager

Department:

Email: Charles.Carlson@metrotransit.org

Address:

*

City	State/Province	Postal Code/Zip

Phone:*

Phone	Ext.

Fax:

What Grant Programs are you most interested in?

Organization Information

Name: Metro Transit

Jurisdictional Agency (if different):

Organization Type:	Metropolitan Council
Organization Website:	
Address:	560 Sixth Avenue North
*	Minneapolis (City) / Minnesota (State/Province) / 55411 (Postal Code/Zip)
County:	Hennepin
Phone:*	651-602-1000 Ext.
Fax:	
PeopleSoft Vendor Number	METROTRANSIT

Project Information

Project Name	Lake Street Corridor Bus and Technology Improvements
Primary County where the Project is Located	Hennepin
Jurisdictional Agency (If Different than the Applicant):	

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

The Lake Street Corridor Bus and Technology Improvements project will expand transit ridership by enabling significantly faster and more comfortable transit service along the Lake Street transitway corridor in Minneapolis and Saint Paul.

Faster speeds will be accomplished in a variety of ways. The buses will have three doors and more interior space to allow faster boarding and exiting. Technology improvements like transit signal priority (TSP) will allow buses to request early green time and/or extended green time to allow movement through intersections. This helps reduce dwell time spent stopped at red lights, improving the overall travel time of the bus. Other technology improvements, like off-board fare payment, will support all-door boarding which eliminates lengthy queues that currently develop at the front of the bus while customers pay their fare.

The purchase of the 60-foot articulated buses with specialized features like three doors, an extra-wide center aisle, larger windows, and on-board transit information will provide a more comfortable experience compared to the existing crowded conditions on standard 40-foot buses.

Importantly, the bus service itself on the Lake Street corridor will be restructured to a limited stop, higher-frequency service. This restructuring will substantially improve speeds by establishing longer stop spacing strategically identified to maximize service efficiencies and minimize customer impacts. Local service will remain at a reduced frequency.

Specifically, the project includes:

$3 million for 4 expansion 60-foot articulated buses

$4.1 million to fund incremental capacity increase to purchase 14 larger 60-foot buses instead of 14 40-foot planned replacement buses (the requested project does not fund bus replacement)

$0.6 million for premium bus features, including 3 larger vehicle doors for faster service

$1.05 million for corridor technology improvements

The project does not request funding assistance for station construction. The corridor improvements provided through bus purchases and better technology provide independent utility within this transitway corridor.

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)	Lake St corridor bus purchases and technology improvements
Project Length (Miles)	8.2

Project Funding

Are you applying for funds from another source(s) to implement this project?	No
If yes, please identify the source(s)	
Federal Amount	$7,000,000.00
Match Amount	$1,750,000.00
Minimum of 20% of project total	
Project Total	$8,750,000.00
Match Percentage	20.0%
Minimum of 20% *Compute the match percentage by dividing the match amount by the project total*	
Source of Match Funds	Metropolitan Council RTC, Motor Vehicle Sales Tax, or other Metro Council-controlled non-federal funds

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: 2019

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)	$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.)	$1,050,000.00
Vehicles	$7,700,000.00
Contingencies	$0.00
Right-of-Way	$0.00
Other Transit and TDM Elements	$0.00
Totals	**$8,750,000.00**

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	$0.00
Substotal	$0.00

Other Costs - Administration, Overhead,etc.	$0.00

Totals

Total Cost	$8,750,000.00
Construction Cost Total	$8,750,000.00
Transit Operating Cost Total	$0.00

Project Information-Transit and TDM

County, City, or Lead Agency	Metro Transit
Zip Code where Majority of Work is Being Performed	55408
(Approximate) Begin Construction Date	03/01/2020
(Approximate) End Construction Date	12/31/2020
Name of Park and Ride or Transit Station:	Lake Street Corridor, Routes 21 and 53

i.e., MAPLE GROVE TRANSIT STATION

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

From: **(Intersection or Address)**	West Lake Street Station
To: **(Intersection or Address)**	Snelling Avenue & University Avenue

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:

Primary Types of Work	Bus purchases, technology improvements

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.

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

Goal A - Transportation System Stewardship (Objective: Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations)

Goal C - Access to Destinations (C1 - Multimodal, provide connections between modes; C2 - Interconnectivity, Complete Streets; C4 - Alternatives to SOV, focus on major activity concentrations; C11 - Expand and modernize transit service; C12 - Expand network of transitways, including bus rapid transit; C17 - Transportation choices)

Goal D - Competitive Economy (D3 - Improve connections, business attraction/retention, D4 - Compete with peer metropolitan areas)

Goal E - Healthy Environment (Objectives - Reduce transportation-related air emissions, encourage healthy communities and active car-free lifestyles; E3 - Environmental/health benefits of SOV alternatives; E5 - Protect/enhance/mitigate cultural and built environments; E6 - Public engagement for all communities)

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.

List the applicable documents and pages:

2040 Transportation Policy Plan - Transitway System Investments (pages 88, 6.63)

City of Minneapolis Access Minneapolis (2009) - "Provide best possible transit service on Primary Transit Network" (page 44)

Metropolitan Council Unified Budget - E/F Line (Future) BRT (Non-Fleet) (pages G-1, I-9)

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	63790
Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	32066

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):	Lake Street corridor service will operate within a densely populated urban corridor. Station locations are influenced, in part, by proximity to existing transit connections and major destinations. This minimizes problematic "last-mile" inadequacies and increases overall network efficiency.
Upload Map	1468417932996_Maps, Lake Street - Population Summary (Final).pdf

Measure B: Transit Ridership

Select multiple routes

Existing transit routes directly connected to the project	4, 5, 6, 7, 9, 11, 12, 14, 16, 17, 18, 21, 22, 23, 27, 39, 53, 63, 84, 87, 94, 111, 113, 114, 133, 134, 135, 146, 156, 353, 355, 365, 375, 452, 460, 464, 465, 467, 470, 472, 475, 476, 477, 478, 479, 491, 492, 535, 552, 553, 554, 558, 578, 579, 597, 684, 695, 901-METRO Blue Line, 902-METRO Green Line
Planned Transitways directly connect to the project (mode and alignment determined and identified in the 2040 TPP)	I-35W BRT (METRO Orange Line Extension), Southwest LRT (METRO Green Line Extension), Nicollet Avenue Arterial BRT, Chicago Ave BRT, Emerson/Fremont Aves BRT
Upload Map	1468518873718_Maps, Lake Street - Transit Connections (Final).pdf

Response

Met Council Staff Data Entry Only

Average number of weekday trips	0

A Measure:

Service Type	Transitways
New Annual Ridership (Integer Only)	1180140
Assumptions Used (Limit 2,800 characters; approximately 400 words)	

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)

The general process for estimating ridership was as follows:

1. Existing bus routes affected by the rapid bus operating plan were identified for each corridor.

2. Existing ridership for every rapid bus station (and adjacent area) in each corridor was tabulated using September 2010 APC data. A potential station influence area was identified for all bus stops with walking distance of one-third of a mile around each station under the assumption that the catchment area would be between those typically considered for bus (one-fourth mile) and rail (one-half mile). From this information, the corridor was segmented into potential rapid bus trips and background transit service trips.

3. Rapid bus transit service changes were entered into the travel demand model network. Modeled changes include station connectivity, travel time between stations (including dwell time), and service frequency changes.

4. The travel demand model was used to determine the expected change in transit ridership due to background service improvements or residential and employment changes in the corridor.

5. The travel demand model was used to determine the increase in system transit riders (linked transit trips) and transit rides (unlinked transit trips). The model was also used to determine which trips would use rapid bus or background bus services, and whether transit rides would be attracted to the corridor from other routes to complete their

journeys.

6. The travel demand model uses generalized characteristics for peak and off-peak travel, and is insensitive to potential ridership increases due to changes in hours of service (span). Where such improvements in span occur as a result of the rapid bus operating plan, a factor based on comparable transit corridors was applied to the rapid bus ridership to account for additional riders not captured in the model.

7. Once the various components of the transit ridership were determined for each corridor, results were reviewed for the reasonableness of the results given changes in travel time, service frequency, market growth, and competing or complementary transit services.

8. Ridership was allocated to each rapid bus station based on the ratios of existing ridership, expected growth from 2010 to 2030, and growth attributable to the positive effects of rapid bus service changes.

Ridership was annualized based on existing ratios of weekday and weekend ridership for the affected primary route and other high-frequency corridors with comparable service levels.

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)	Yes
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

Project's service directly connects to a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly

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

The Lake Street corridor project serves the South Minneapolis and Dale-Summit-University ACP50s, areas of concentrated poverty where 50% or more of residents are people of color. The South Minneapolis and Dale-Summit-University ACP50s share the highest poverty rate among all ACP50s with nearly two-thirds of the areas' populations living in poverty.

Substantial numbers of residents throughout the Lake Street corridor are transit-reliant without access to a personal vehicle. This project will increase the speed, convenience, and comfort of transit service in the area to help all residents reach their everyday destinations in a reliable and efficient manner. The larger buses are anticipated to serve multiple intersections in both the South Minneapolis and Dale-Summit-University ACP50s. The project will bring substantially faster, more comfortable, and more dignified transit service to thousands of the region's most transit-reliant residents.

These populations will directly benefit from this project's larger and more comfortable buses and technology improvements like transit signal priority or off-board fare payment equipment. Having already paid their fares on the sidewalk before boarding, transit riders will be able to board more easily and freely through three wide doors onto buses specially designed for higher-amenity rapid bus service. Importantly, the approximately 50% more seating capacity the 60-foot articulated buses provide when compared to standard 40-foot buses will substantially reduce overcrowded conditions. These new 60-foot buses will better serve the existing transit demand on the Lake Street corridor and provide a more comfortable ride similar to the experience many limited stop and express route

	customers have today on articulated buses.
Upload Map	1468518844078_Maps, Lake Street - Socio-Economic Conditions (Final).pdf

Measure B: Affordable Housing

City/Township	Number of Stops in City/Township
City of Minneapolis	19.0
City of Saint Paul	7.0
	26

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	26.0
Total Housing Score	0

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	3471
Distance from Terminal to Terminal (Miles)	8.2
VMT Reduction	28462.2
CO Reduced	68024.658
NOx Reduced	4553.952
CO2e Reduced	1.0434243E7
PM2.5 Reduced	142.311
VOCs Reduced	853.866
Total Emissions Reduced	1.0507818E7

Measure A: Roadway, Bicycle, and Pedestrian Improvements

The project will improve how transit facilities are integrated into a multimodal corridor like Lake Street, where transit vehicles can carry 25 percent of all people moving through a corridor but make up less than 3 percent of total vehicular traffic. The Lake Street Corridor Bus and Technology Improvements project will improve upon the many existing pedestrian and bicycle accommodations and connections to provide a better overall multimodal system.

Because all transit customers are pedestrians, the project is heavily focused on improving the travel experience for people on foot. Aided by improvements like more spacious buses with all-door boarding and better technology like transit signal priority (TSP) or off-board fare payment, the project will create a safer and more comfortable transit experience expected to expand ridership.

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

Multimodal transit-bicycle trips will be integrated in several ways. The 60-foot articulated buses purchased as part of this project will include on-bus bike racks for transit customers to bring their bicycles with them on a transit trip. More frequent service, or more bus trips per hour, will also increase the capacity for bicycles to be carried on buses.

Improved technology like TSP or off-board fare collection equipment will substantially reduce the amount of time a bus is stopped in traffic. This reduction in dwell time is expected to minimize unsafe and conflict point-inducing merge movements by cars and bicycles around stopped buses, establishing safer travel for all modes.

The project intersects with many integral bicycle facilities in the metro area, including off-street trails like the Midtown Greenway, the Grand Rounds Scenic Byway, and the Hiawatha LRT trail. Other direct connections to bicycle facilities on Chicago Avenue, Minnehaha Avenue, and Marshall Avenue are also available. The nearby and heavily used multimodal facilities are great assets to the project, strengthening multimodal connectivity to increase transportation options throughout the corridor.

The project intersects with planned future bicycle and pedestrian facilities, too, including protected bikeways on Blaisdell Avenue, 1st Avenue, Portland Avenue, and Park Avenue identified within the July 2015 update to the City of Minneapolis Bicycle Master Plan. It intersects with planned bicycle facilities at Cleveland Avenue, Fairview Avenue, Aldine Street, and the Saint Paul Grand Rounds identified within the City of Saint Paul 2015 Bicycle Master Plan.

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

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%

Yes

2)Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started Yes

0%

Anticipated date or date of completion 12/31/2018

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 Yes

0%

Anticipated date or date of completion/approval 12/31/2018

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 Yes

0%

Anticipated date or date of completion of historic/archeological review: 12/31/2018

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 Yes

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 Yes

0%

Right-of-way, permanent or temporary easements identification has not been completed

0%

Anticipated date or date of acquisition 01/01/2020

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page) 100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

Railroad Right-of-Way Agreement required; negotiations have begun

40%

Railroad Right-of-Way Agreement required; negotiations not begun

0%

Anticipated date or date of executed Agreement

8)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 Yes

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 Yes

0%

Anticipated date or date of completion	11/30/2019

10)Letting

Anticipated Letting Date	02/28/2020

Measure: Cost Effectiveness of Emissions Reduction

Total Annual Operating Cost:	$3,300,000.00
Total Annual Capital Cost of Project	$746,667.00
Total Annual Project Cost	$4,046,667.00
Assumption Used (Limit 1400 Characters; approximately 200 words):	For Total Annual Operating Cost: Service variables driving the cost model include revenue bus-hours, revenue bus-miles, and maximum number of buses in service during the peak period (peak buses). Operating statistics (revenue bus-hours, revenue bus-miles, and peak buses) were determined for the proposed route and background bus service changes. The unit costs were applied to these statistics to determine operating costs. For Total Annual Capital Cost of Project: $7.7M in "Heavy Duty Transit Buses" components with 12 years of useful life; $1.05M in technology components with 10 years of useful life.
(Limit 1400 Characters; approximately 200 words)	
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
Lake Street - Cover Letter.pdf	Cover letter	357 KB
Maps, Lake Street - Population Summary (Final).pdf	Population summary map	220 KB
Maps, Lake Street - Regional Economy (Final).pdf	Regional economy map	300 KB
Maps, Lake Street - Socio-Economic Conditions (Final).pdf	Socio-economic conditions map	355 KB
Maps, Lake Street - Transit Connections (Final).pdf	Transit connections map	376 KB

Population Summary

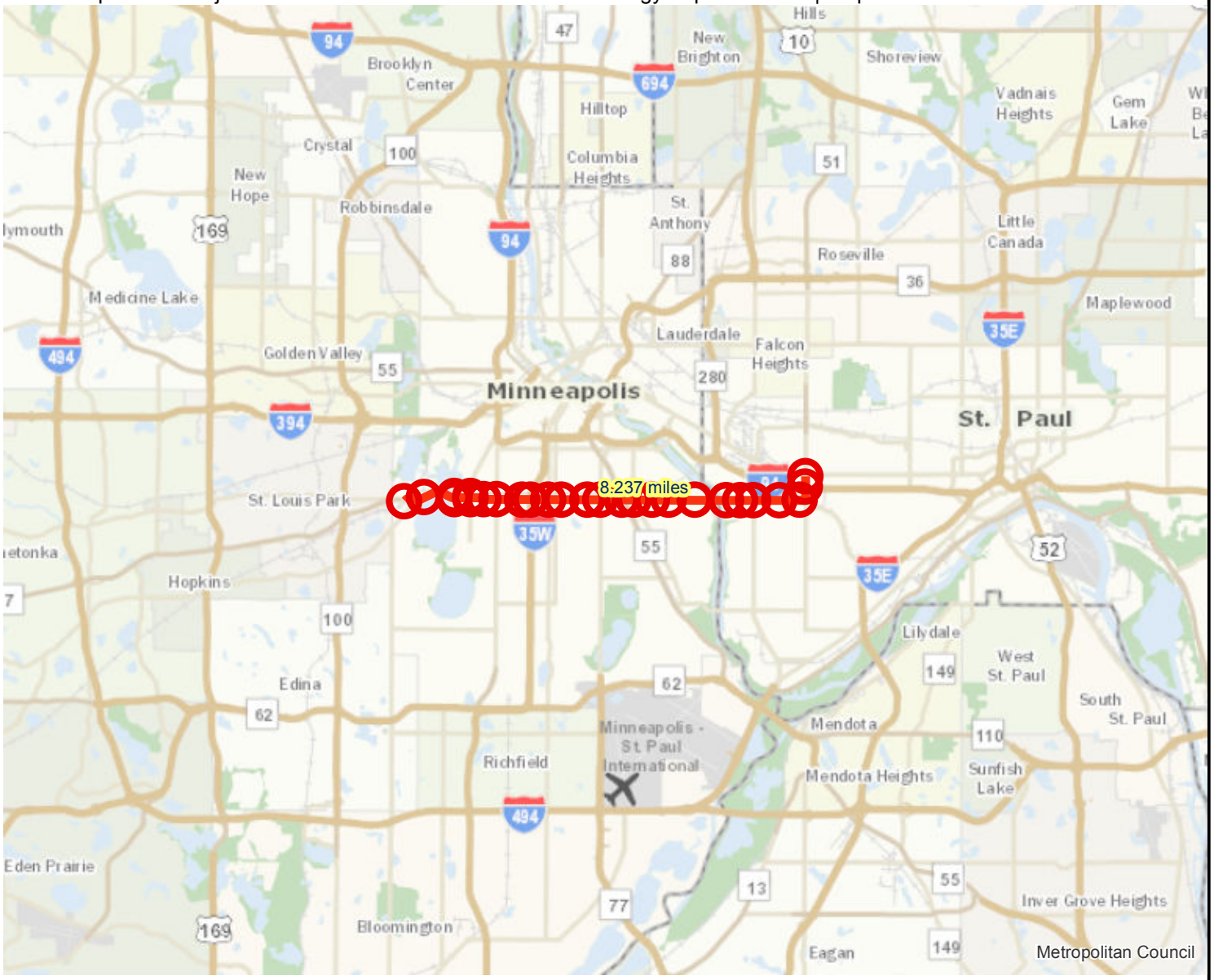
Transit Expansion Project: Lake Street Corridor Bus and Technology Improvements | Map ID: 1468268175051

Results

Within QTR Mile of project:
Total Population: 86986
Total Employment: 44656

Within HALF Mile of project:
Total Population: 130965
Total Employment: 63790

Within ONE Mile of project:
Total Population: 205501
Total Employment: 92640



Project Points

Project

0 1.75 3.5 7 10.5 14 Miles

Created: 7/11/2016
LandscapeRSA4

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

METROPOLITAN COUNCIL

Transit Connections

Transit Expansion Project: Lake Street Corridor Bus and Technology Improvements | Map ID: 1468009610446

Transit with a Direct Connection to project:
4 5 6 7 9 11 12 14 16 17 18
21 22 23 27 39 53 63 84 87 94 111
113 114 133 134 135 146 156 353 355 365 375
452 460 464 465 467 470 472 475 476 477 478
479 491 492 535 552 553 554 558 578 579 597
684 695 901 902 921
*Chicago-Fremont
*Hennepin
*Lake
*Nicollet
*Orange Line
*Orange Line
*Green Line Extension

Transit within QTR mile of project:
4 5 6 7 9 11 12 14 16 17 18
21 22 23 25 27 39 53 63 84 87 94
111 113 114 133 134 135 146 156 353 355 365
375 452 460 464 465 467 470 472 475 476 477
478 479 491 492 535 552 553 554 558 578 579
597 684 695 901 902 921
*Chicago-Fremont
*Hennepin
*Lake
*Nicollet
*Orange Line
*Orange Line
*Green Line Extension

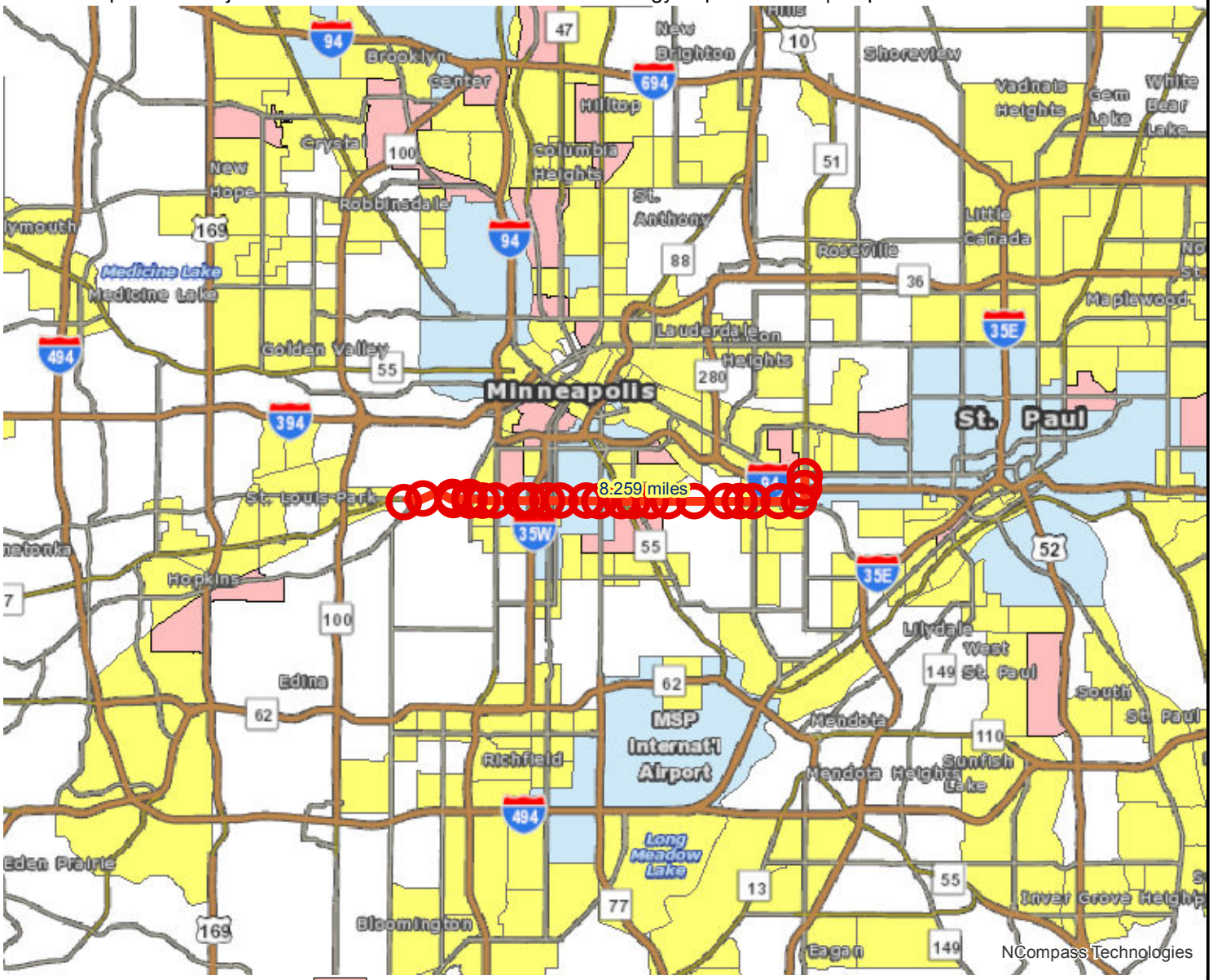
Transit within HALF mile of project:
4 5 6 7 9 11 12 14 16 17 18
21 22 23 25 27 39 53 63 67 84 87
94 111 113 114 133 134 135 146 156 353 355
365 375 452 460 464 465 467 470 472 475 476
477 478 479 491 492 535 552 553 554 558 578
579 597 684 695 901 902 921
*Chicago-Fremont
*Hennepin
*Lake
*Nicollet
*Orange Line
*Orange Line
*Green Line Extension

Socio-Economic Conditions

Transit Expansion Project: Lake Street Corridor Bus and Technology Improvements | Map ID: 1468518363044

Results

Project located **IN**
Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):
(0 to 30 Points)



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

0 1.75 3.5 7 10.5 14 Miles

Created: 7/14/2016
LandscapeRSA2

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METROPOLITAN COUNCIL

Metro Transit

July 15, 2016

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

RE: Regional Solicitation Applications

Dear Ms. Koutsoukos:

Metro Transit is submitting a Transit Expansion application for Lake Street corridor bus and technology improvements. This project will expand transit ridership by enabling a faster and more comfortable service on Lake Street between Lake Calhoun in the City of Minneapolis and the intersection of University Avenue and Snelling Avenue in the City of Saint Paul. The project includes the purchase of specialized 60-foot buses and technology improvements throughout the corridor.

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

- Metro Transit will have jurisdiction over the improvements in the project. Metro Transit commits to operate and maintain vehicles for their useful life.
- Metro Transit will provide the required minimum 20% local match through Metropolitan Council Regional Transit Capital, Motor Vehicle Sales Tax revenues or other eligible non-federal funds available to Metro Transit in the program year.
- The project includes transit service expansion. Metro Transit commits to provide the service and operate related equipment and any related contracts.

We look forward to developing the project. Please contact me with any questions or clarifications.

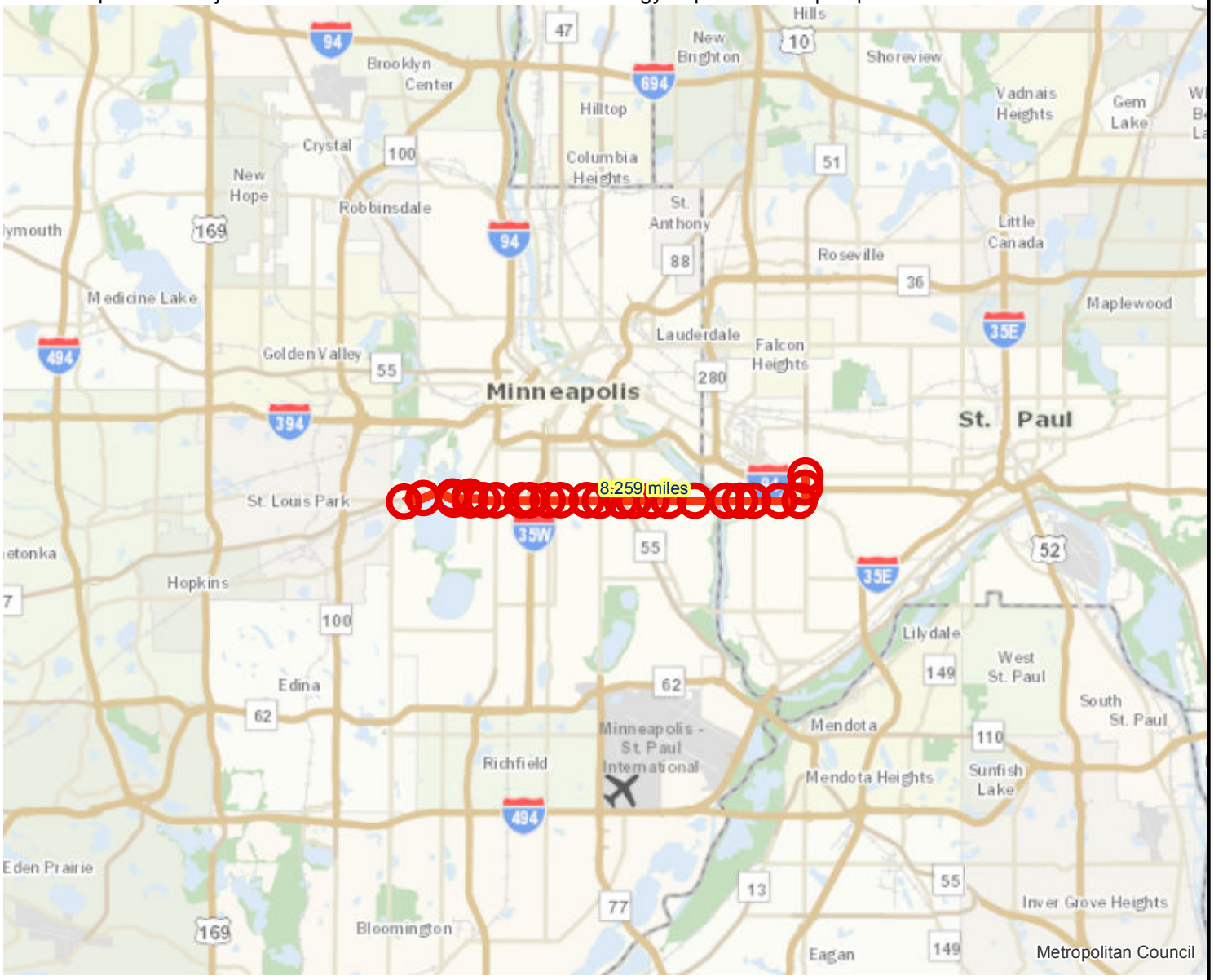
Sincerely,

Brian J. Lamb
General Manager

CC: Charles Carlson, Senior Manager BRT/Small Starts Project Office
Mary Gustafson, Manager of Grants

Population Summary

Transit Expansion Project: Lake Street Corridor Bus and Technology Improvements | Map ID: 1468518363044



Results

Within QTR Mile of project:
Total Population: unknown
Total Employment: unknown

Within HALF Mile of project:
Total Population: 130965
Total Employment: 63790

Within ONE Mile of project:
Total Population: 202613
Total Employment: 92405

Project Points

Project

0 1.75 3.5 7 10.5 14 Miles

Created: 7/14/2016
LandscapeRSA4

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http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

METROPOLITAN COUNCIL

Regional Economy

Transit Expansion Project: Lake Street Corridor Bus and Technology Improvements | Map ID: 1468518363044

Results

WITHIN ONE MI of project:

Total Population: 205501
Total Employment: 105905
Mfg and Dist Employment: 8905

Postsecondary Students:
32066

Project Points

Project

0 1.75 3.5 7 10.5 14 Miles

Created: 7/14/2016
LandscapeRSA5

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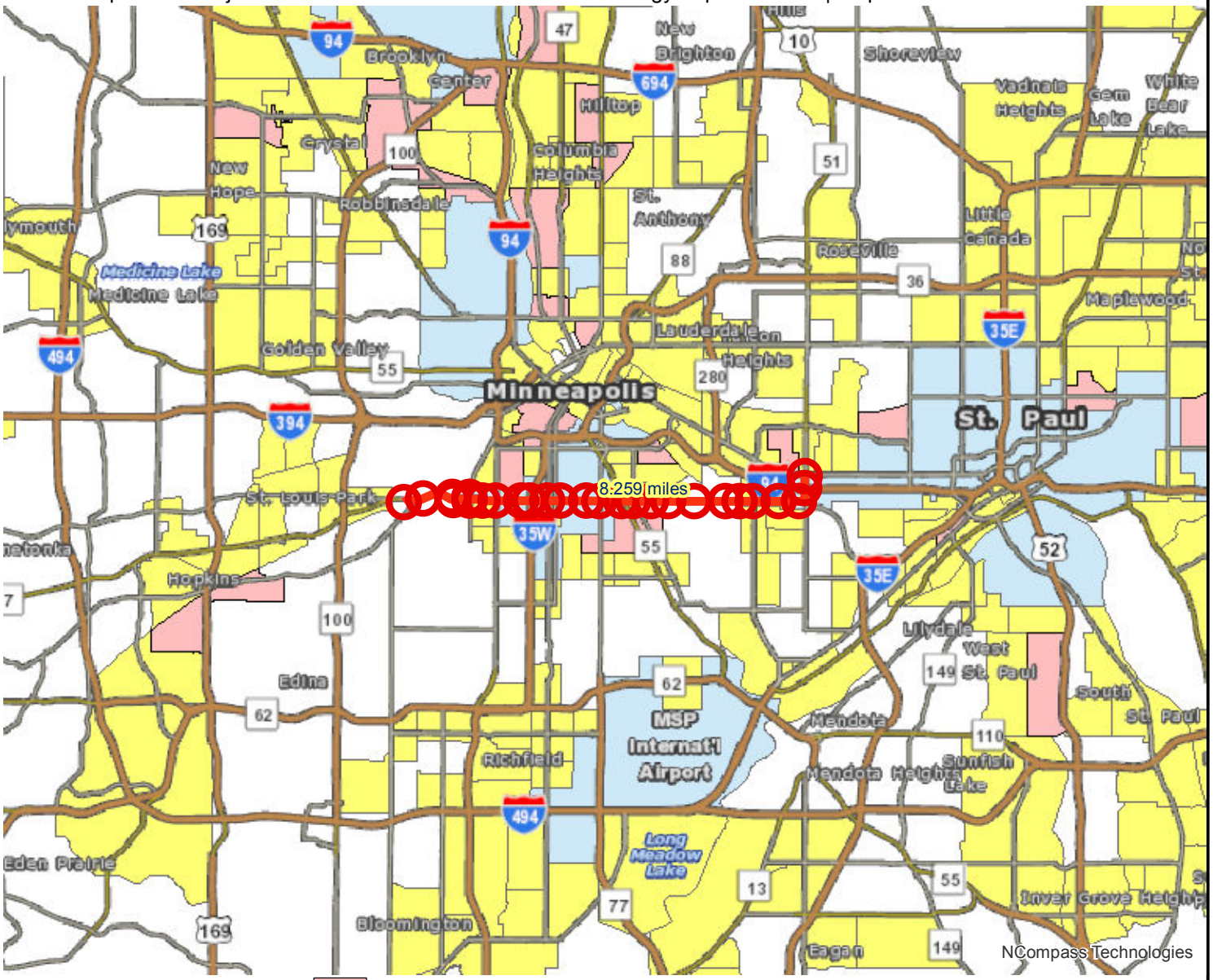
METROPOLITAN COUNCIL

Socio-Economic Conditions

Transit Expansion Project: Lake Street Corridor Bus and Technology Improvements | Map ID: 1468518363044

Results

Project located **IN**
Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):
(0 to 30 Points)



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

0 1.75 3.5 7 10.5 14 Miles

Created: 7/14/2016
LandscapeRSA2

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METROPOLITAN COUNCIL

Transit Connections

Transit Expansion Project: Lake Street Corridor Bus and Technology Improvements | Map ID: 1468009610446

Transit with a Direct Connection to project:
4 5 6 7 9 11 12 14 16 17 18
21 22 23 27 39 53 63 84 87 94 111
113 114 133 134 135 146 156 353 355 365 375
452 460 464 465 467 470 472 475 476 477 478
479 491 492 535 552 553 554 558 578 579 597
684 695 901 902 921
*Chicago-Fremont
*Hennepin
*Lake
*Nicollet
*Orange Line
*Orange Line
*Green Line Extension

Transit within QTR mile of project:
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21 22 23 25 27 39 53 63 84 87 94
111 113 114 133 134 135 146 156 353 355 365
375 452 460 464 465 467 470 472 475 476 477
478 479 491 492 535 552 553 554 558 578 579
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*Orange Line
*Green Line Extension

Transit within HALF mile of project:
4 5 6 7 9 11 12 14 16 17 18
21 22 23 25 27 39 53 63 67 84 87
94 111 113 114 133 134 135 146 156 353 355
365 375 452 460 464 465 467 470 472 475 476
477 478 479 491 492 535 552 553 554 558 578
579 597 684 695 901 902 921
*Chicago-Fremont
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