



Application

04778 - 2016 Transit System Modernization

05323 - Metro Transit Heywood 2 Bus Garage Minneapolis

Regional Solicitation - Transit and TDM Projects

Status: Submitted

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Primary Contact

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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 Heywood II Bus Garage Construction
Primary County where the Project is Located Hennepin
Jurisdictional Agency (If Different than the Applicant):

The purpose of Heywood II Bus Garage Construction is to provide additional bus storage, operations and support functions, and maintenance space to support Metro Transit's continued growth in ridership demand and upcoming service expansion identified in the 2015-2030 Service Improvement Plan (SIP) including the C Line, D Line, Orange Line, and other routes that improve bus service to areas of Racially Concentrated Poverty in the Minneapolis-St. Paul region. Metro Transit cannot add any additional peak (rush) hour bus service in the region without additional bus storage. The 5 operating garages have an extra 86 buses operating out of them. This leads to wasted time moving buses around the garages that could have been used to maintain the buses.

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

Application Methodology: This application is being submitted with 6 major service routes mapped as well as the assumption of a similar service model to the existing Heywood Garage. Currently, the Heywood bus garage runs 49 service routes provided in this application and Metro Transit intends to run similar service routes from this new bus garage as well as some of the new routes and services provided from the S.I.P. Once this garage is completed, bus routes served by the other 5 operating garages will be shifted to minimize non-revenue bus movements and to relieve overcrowding.

Funding: The Heywood bus garage need was identified in long range plans as early as 2000 and major funding requests have been made in multiple bonding bills, including the 2016 legislative session. Metro Transit is now applying for multiple grant opportunities and looking at deferring other fleet and capital improvements in order to piece together a full funding package. Metro Transit and the

Metropolitan Council are committed to providing a 20 percent local match via Regional Transit Capital bonds. The local share of funding will be made available for this project should a grant be awarded.

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)

The project is included in the 2015-2018 TIP for Section 5307 funds under project number TRF-TCMT-15AU. The 2015-2018 TIP and the TPP both conform to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Im

Project Length (Miles) 0

Project Funding

Are you applying for funds from another source(s) to implement this project? Yes

If yes, please identify the source(s) State bonds, federal 5307, federal 5339 (b)

Federal Amount \$67,200,000.00

Match Amount \$16,800,000.00

Minimum of 20% of project total

Project Total \$84,000,000.00

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds RTC

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: 2017, 2018, 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	\$84,000,000.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$84,000,000.00

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead, etc.	\$0.00

Totals

Total Cost	\$84,000,000.00
Construction Cost Total	\$84,000,000.00
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 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 C: Access to Destinations (page 2.8)

Objectives:

- Increase travel time reliability and predictability for travel on highway and transit systems. (page 2.8)
- Increase transit ridership and the share of trips taken using transit, bicycling and walking. (page 2.8)
- Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities particularly for historically under-represented populations. (page 2.8)

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

Strategies:

- Strategy C11: The Council and regional transit providers will expand and modernize transit service, facilities, systems, and technology, to meet growing demand, improve the customer experience, improve access to destinations, and maximize the efficiency of investments. (page 2.9)
- Strategy C12: Regional transportation partners will invest in an expanded network of transitways that includes but is not limited to bus rapid transit, light rail, and commuter rail. Transitway investments will be prioritized based on factors that measure a project's expected contributions to achieving the outcomes, goals, and objectives identified in Thrive MSP 2040 and the Transportation Policy Plan. (page 2.9)

- Strategy C18: Regional transportation partners will provide or encourage reliable, cost-effective, and accessible transportation choices that provide and enhance access to employment, housing, education, and social connections for pedestrians and people with disabilities. (page 2.10)

Goal E: Healthy Environment (page 2.12)

Objectives:

- Reduce transportation-related air emissions. (page 2.12)

- Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles. (page 2.12)

- Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under-represented populations. (page 2.13)

Strategies:

- Strategy E3: Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupancy vehicle travel. (page 2.12)

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.

1. Metro Transit Service Improvement Plan: Pages 24-25.

2. Minneapolis Comprehensive Plan (adopted October 2, 2009): Page 2-6

List the applicable documents and pages:

3. Hennepin County Transportation Systems Plan: Page 1-9

4. Metro Transit, Heywood Campus Master Plan: Ongoing planning process

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 1104652

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 844118

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.

Out of all the listed routes in the application that this bus garage will service, 6 routes were mapped just for simplicity. We added up all the maps for each sections in the question above, but it's not reflective since the areas overlap. The specifics routes that were mapped are as follows;

Route 3:

Existing Employment within 1/2 mile = 276730

Post-Secondary Enrollment within 1/2 = 174126

Route 5:

Existing Employment within 1/2 mile = 214562

Post-Secondary Enrollment within 1/2 = 140440

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

Route 10:

Existing Employment within 1/2 mile = 187470

Post-Secondary Enrollment within 1/2 = 135266

Route 30:

Existing Employment within 1/2 mile = 71354

Post-Secondary Enrollment within 1/2 = 116461

Route 250:

Existing Employment within 1/2 mile = 166229

Post-Secondary Enrollment within 1/2 = 146196

Route 675:

Existing Employment within 1/2 mile = 188307

Post-Secondary Enrollment within 1/2 = 131629

1468504279796_Population summary and Regional Economy maps for the 6 routes.pdf

[Upload Map](#)

Measure B: Transit Ridership

Select multiple routes

[Existing transit routes directly connected to the project](#)

3, 4, 5, 7, 9, 10, 14, 16, 18, 19, 20, 22, 25, 30, 59, 61, 94, 118, 129, 141, 250, 252, 261, 264, 270, 355, 643, 649, 652, 663, 664, 667, 668, 672, 673, 674, 675, 677, 679, 755, 756, 758, 765, 766, 767, 768, 824, 825, 865

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

West Broadway Avenue BRT, Emerson/Fremont Aves BRT, Penn Avenue Arterial BRT (C Line)

[Upload Map](#)

1468528368140_Transit Connectivity map for all 6 routes.pdf

Response

Met Council Staff Data Entry Only

[Average number of weekday trips](#)

0

Measure: Usage

[Existing Transit Routes on the Project](#)

3, 4, 5, 7, 9, 10, 14, 16, 18, 19, 20, 22, 25, 30, 59, 61, 94, 118, 129, 141, 250, 252, 261, 264, 270, 355, 643, 649, 652, 663, 664, 667, 668, 672, 673, 674, 675, 677, 679, 755, 756, 758, 765, 766, 767, 768, 824, 825, 865

Measure A: Project Location and Impact to Disadvantaged Populations

Select all that apply:

[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](#)

Yes

[Projects service directly connects to census tracts that are above the regional average for population in poverty or population of color](#)

Yes

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

Yes

The identified site location of the new garage will allow staff to be closer to the North Minneapolis community, providing for increased efficiency in recruitment planning, and in community engagement opportunities. This bus garage is projected to provide 400+ living wage jobs with benefits. In North Minneapolis, Metro Transit started our community based recruitment approach in October 2015, we have seen a 22% increase in operator hires compared to same period previous year (October to March).

The service expansion in the SIP, including the C, D, and Orange Line projects serve several ACP50 areas, several concentrated areas of poverty, and other areas with high proportions of poverty and people of color. The project will bring substantially faster, more comfortable, and more dignified transit service to thousands of the region's most transit reliant residents.

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

In addition, through a previous Federal Transit Administration Ladders of Opportunity Grant, Metro Transit has implemented a Metro Transit Technician Program (MTT) to develop future technicians to maintain the mechanical performance of Metro Transit's 900 buses that are the backbone of the public transportation system in the Twin Cities. The Heywood II bus garage project will allow Metro Transit to continue to build and expand on our pipeline to provide the next generation of mechanic technicians through the Metro Transit Technician Program (MTT). This program will continue to target people of color and individuals with multiple barriers to introduce them to a career in the transit industry. This program is critical to maintaining a State of Good Repair for our bus fleet. The location of the new garage facility brings further visibility for employment opportunities at Metro Transit to the North Minneapolis region

and population. In accordance with the Metropolitan Council's Thrive 2040 plan, the North Minneapolis region has been identified as an area of focus for Bus Operator and Bus Maintenance community based recruitment efforts. This effort provide residents of North Minneapolis with increased accessibility to employment opportunity and information.

[Upload Map](#)

1468504741140_Socio-Economic maps for all 6 routes.pdf

Measure B: Affordable Housing

City/Township	Number of Stops in City/Township
Blaine	58.0
Bloomington	19.0
Brooklyn Center	17.0
Columbia Heights	31.0
Fridley	68.0
Golden Valley	13.0
Hilltop	4.0
Lauderdale	4.0
Lexington	12.0
Lino Lakes	6.0
Minneapolis	236.0
Mnettonka	48.0
Mnettonka Beach	16.0
Mound	17.0
Mounds View	4.0
Orno	20.0
Richfield	18.0
Saint Paul	368.0
Shoreview	1.0
Spring Park	60.0
St. Louis Park	24.0
Wayzata	24.0
	1068

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	1068.0
Total Housing Score	0

Measure A: Project Elements that Reduce VMT/SOV Trips and Improve Energy Efficiency

The SIP calls for up to 28 million new annual rides that will offset daily VMT in the region. If one assumes an average trip is 3 miles, this would lead to a reduction of 84 million VMT in the region equating to a reduction of the following gasses due to reduction in SOV trips:

CO reduced = 200,760,000 lbs

NOx reduced = 13,440,000 lbs

CO2e reduced = 30,794,400,000 lbs

PM2.5 reduced = 420,000 lbs

VOCs reduced = 2,520,000 lbs

Response (Limit 2,100 characters; approximately 300 words)

A target of the bus garage's energy consumption is to approach net zero energy. Through the design process we are utilizing past strategies and newer technology, controls, and future 2 megawatt solar array to make this our most efficient garage (solar array is not included in construction cost). The early goal in the design energy analysis shows less than 50 kbtu/sf/year Energy Use Intensity, far lower than our next efficient garage at 75 kbtu/sf/yr and our older garages that operate around 85-90 kbtu/sf.year. The annual utility consumption in the new garage could be half of the adjacent Heywood garage that was built in the early 1980's.

Measure A: Travel Time

Current Passenger Travel Time (Minutes)	0
Proposed Passenger Travel Time (Minutes)	0

Reduction in Travel Time 0%

Measure B: Operating Costs

Current Annual Transit Operating Costs	389.0
Proposed Annual Transit Operating Costs	460.0
Reduction in Operating Cost	-18%

Description of how the proposed cost change was determined
(Limit 2,800 characters: approximately 400 words).

The current annual operation cost (\$389,332,000.00) includes all services Metro Transit provides (bus, LRT, Northstar) which provides 86,000,000+ annual rides. It is estimated that the additional cost for operating Heywood 2 will be approximately \$71,000,000 per year, for a total annual operating cost of \$460,416,000. With this additional cost will also come an estimated 28,000,000 rides that will generate an additional revenue of \$31,920,000.

A big picture look at dividing annual operating by annual rides provided shows an overall decrease, \$4.53 to \$4.04, in operating costs per ride provided by the agency using the ridership forecasted in the SIP. The SIP implementation occurs over many years, so the initial operating cost upon opening the garage will not be \$71,000,000.

Measure C: Improvements and Amenities

By 2040, the metropolitan area will add 824,000 new residents, and highway congestion is only forecasted to get worse. As the core of the region's transit network, expanded bus service is essential to minimizing the number of vehicle trips in the region. Increased bus service will connect people to education and employment opportunities, recreation, shopping and other activities. Providing reliable, timely service is critical to attracting and keeping transit riders. Metro Transit needs adequate operations/service facilities to meet that expectation by having buses pull out each day on time and in good working order.

Under current state and regional revenue scenarios for transportation as a whole, the new reality calls for highway reconstruction, not expansion.

Therefore, mass transit, specifically expanded bus service, will be needed to provide an effective opportunity to remove vehicles from the road. .

Metro Transit 2015-2030 Service Improvement Plan (SIP) calls for adding an additional 150 new peak buses to add approximately 420,000 new annual service hours by 2030, 60 improvements would overlap an area of concentrated poverty, accounting for approximately 80 percent of the added service hours, 12.2 million new rides resulting from service improvements by 2030.

The reliability of Metro Transit's bus fleet has steadily improved over the last decade. In 2015, buses traveled an average of 7,510 miles between service road calls, nearly twice the 2003 average. Continued reliability improvements have been driven in large part by a revamped inspection process that was implemented beginning in 2012. One area that is limiting a greater improvement in the program is the facilities that bus maintenance works in. This new garage will greatly reduce the overcrowding at other garages as well as be set up

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

for the revamped preventative maintenance program that was implemented in 2012 and lead to further improvements in the average miles between service road calls.

Measure A: Roadway, Bicycle, and Pedestrian Improvements

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

Just like the existing Heywood bus garage, Heywood II bus garage will also provide accommodations for both pedestrians and bikers. The garage will have bike parking spaces for both employees and visitors. The site is located adjacent to north-south and east-west bike lanes that are a part of Minneapolis's extensive bike lane network. Many of the workers who work in the existing Heywood garage live within a 3 mile radius of the site and there has been an increase in bike commuters coming to work with the additional bike lanes in the area. Additional bike racks have been added in recent years to accommodate the increase of bike commuters to the garage and the growth is projected to continue to increase. Also, a pedestrian walking paths connecting with adjacent transit stops and the North Loop neighborhood will be demarcated for the safety of Metro Transit workers and also the visitors. The bus garage will operate 186 buses. Each buses contain 2 bike racks on them which results in an additional 372 bike racks for our riders that connects to the transit via bikes.

The bus system continues to carry the 72% of daily riders in the system. The current Metro Transit 2015-2030 Service Improvement Plan (SIP) calls for adding 150 new peak buses to expand the geographic coverage of the transit network improving frequency on existing routes during the peak periods. This service improvement will greatly increase the connectivity to the existing and planned light rail network as well as the regions quickly expanding bike lane network.

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.*

Measure A: Risk Assessment

1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes

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 Yes

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 Yes

EA

PM

Document Status:

Document approved (include copy of signed cover sheet) Yes

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 Yes

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated

80%

Historic/archeological review under way; determination of adverse effect anticipated

40%

Unsure if there are any historic/archeological 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

Yes

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

Yes

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

03/15/2017

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 Yes

50%

Construction plans have not been started

0%

Anticipated date or date of completion 07/15/2017

10)Letting

Anticipated Letting Date 09/01/2017

Measure: Cost Effectiveness of Emissions Reduction

Total Annual Operating Cost: \$71,084,000.00

Total Annual Capital Cost of Project \$72,284,155.00

Total Annual Project Cost \$143,368,152.00

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

The annual operating cost is calculated based on pulling out 186 buses every day. It includes the total cost of every mile the bus drives, every hour the bus is in service, the yearly cost of the bus, maintenance and operations management of the bus garage, and all other costs associated with running a complete bus garage.

The life expectancy of this system used is 70 years.

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
Attachments_2016 Grants for Bus Facilities_rev071316_sm.pdf	Attachment 1: Heywood II Bus Garage Plans Attachment 2: Expanded Service Map Attachment 3: Bus Garage Capacity and Fleet Projections Attachment 4: FTA NEPA Approval	3.0 MB
City, Routes and Stops.docx	The number of stops in each city per routes.	14 KB
Heywood II Letter.pdf	Authorization Letter	30 KB

Population Summary

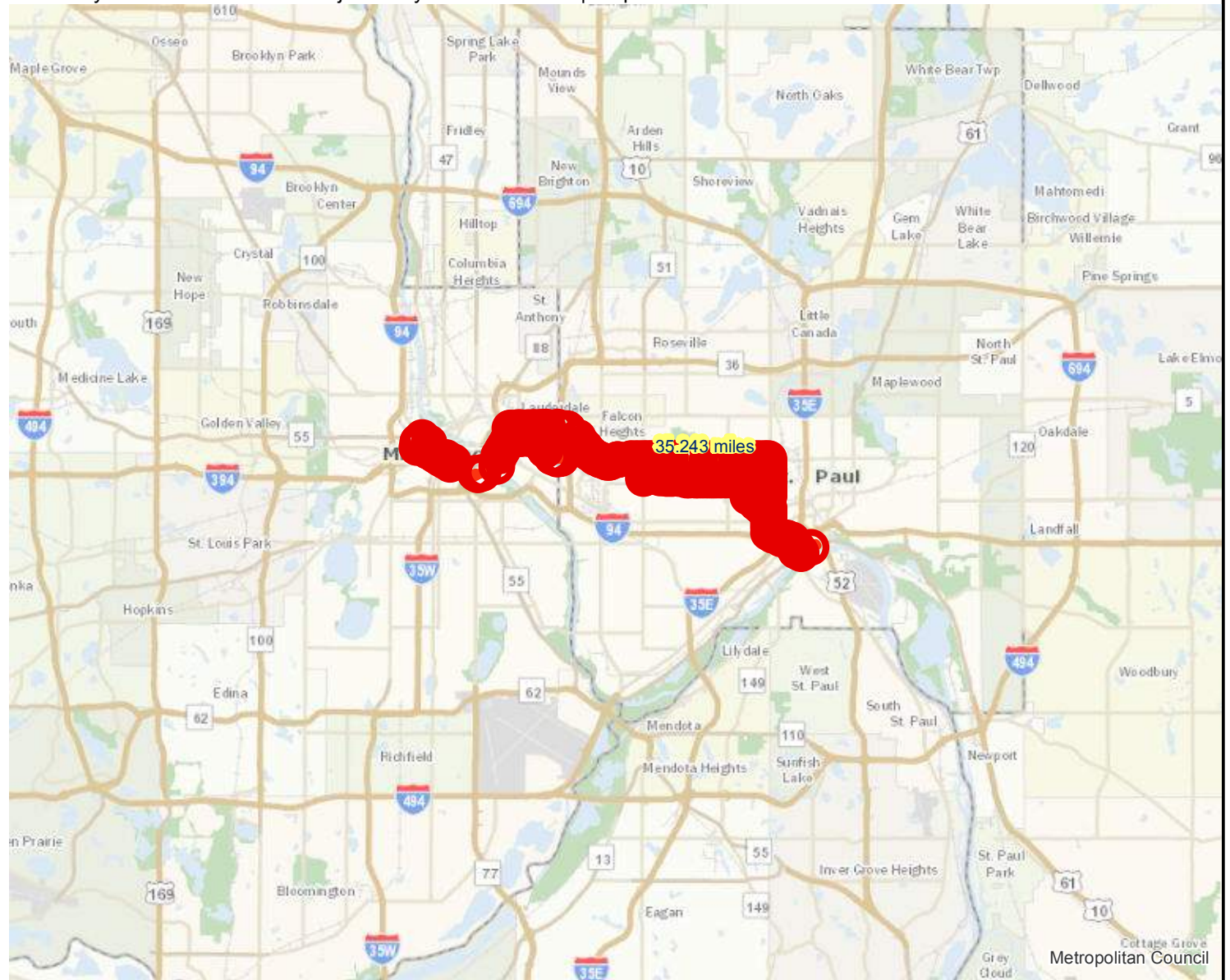
Transit System Modernization Project: Heywood II - Route | Map ID: 1467912797301

Results

Within QTR Mile of project:
Total Population: 97640
Total Employment: 234906

Within HALF Mile of project:
Total Population: 142291
Total Employment: 276730

Within ONE Mile of project:
Total Population: 243479
Total Employment: 336758



 Project Points

 Project



Created: 7/7/2016
LandscapeRSA4



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



Regional Economy

Transit System Modernization Project: Heywood II - Route | Map ID: 1467912797301

Results

WITHIN ONE MI of project:

Total Population: 250994
Total Employment: 413728
Mfg and Dist Employment: 31799

Postsecondary Students:
174126



○ Project Points

— Project



Created: 7/7/2016
LandscapeRSA5



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



Population Summary

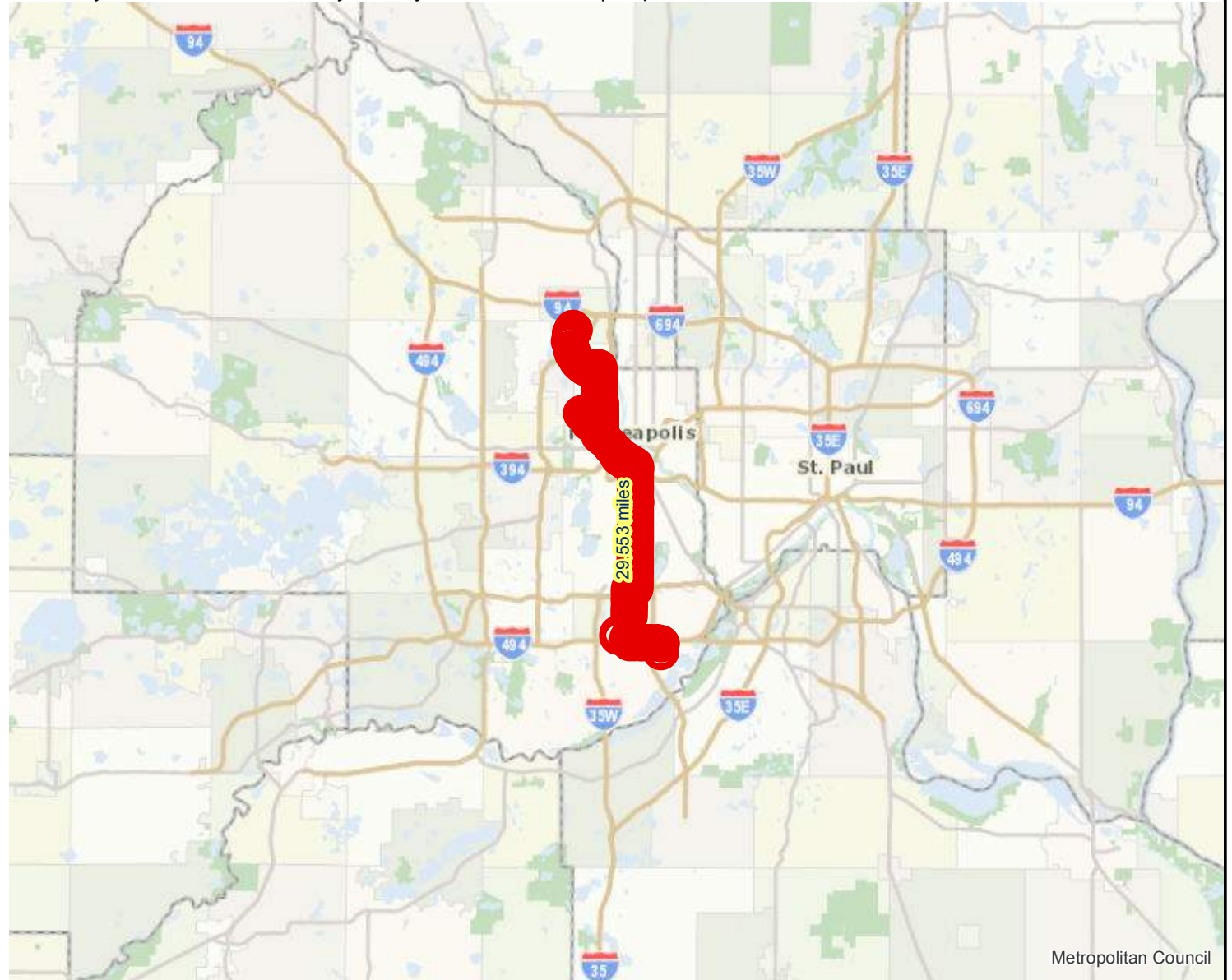
Transit System Modernization Project: Heywood II - Route 5 | Map ID: 1467908273012

Results

Within QTR Mile of project:
Total Population: 140982
Total Employment: 183520

Within HALF Mile of project:
Total Population: 202702
Total Employment: 214562

Within ONE Mile of project:
Total Population: 301801
Total Employment: 269210



 Project Points

 Project



Created: 7/7/2016
LandscapeRSA4



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



Regional Economy

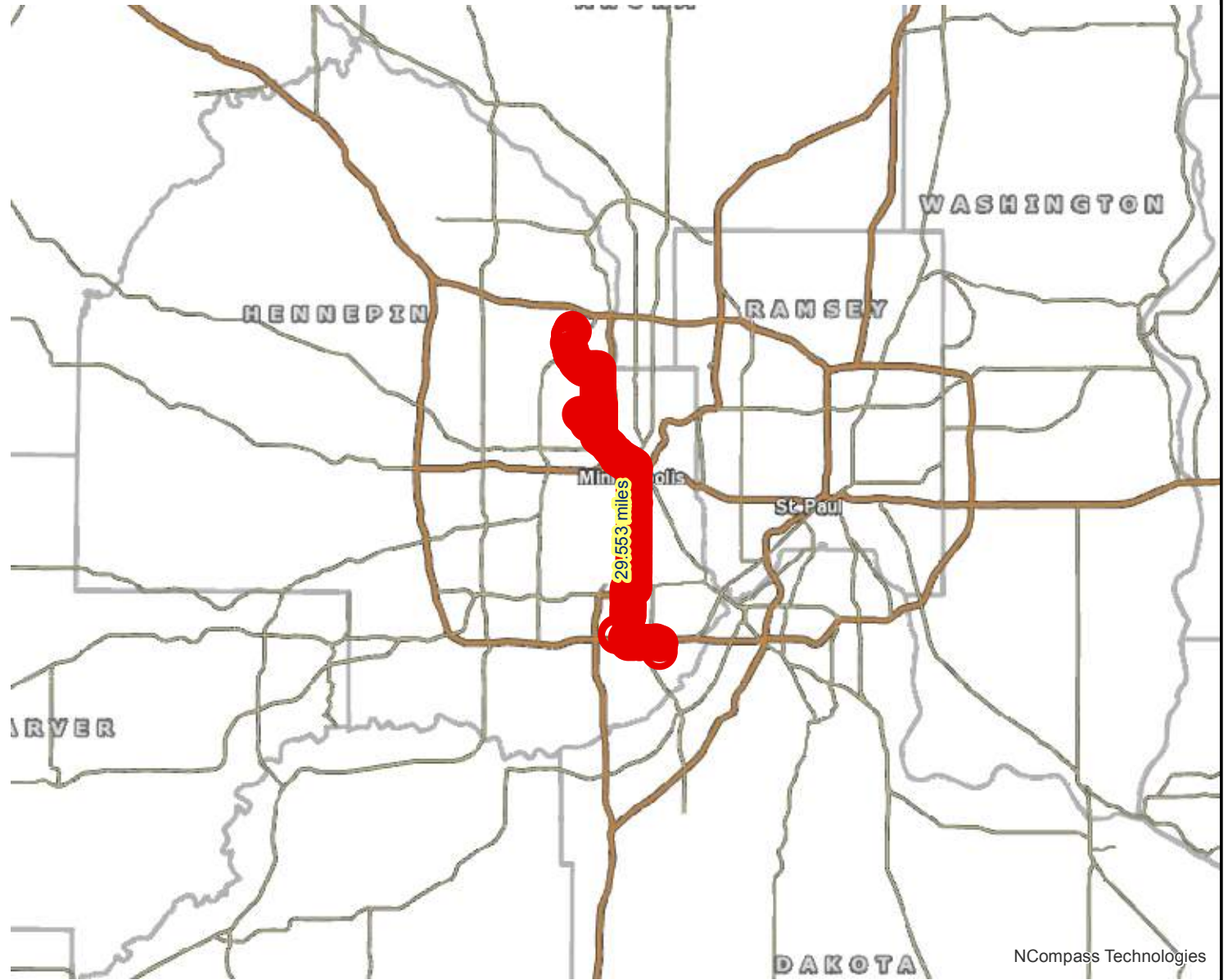
Transit System Modernization Project: Heywood II - Route 5 | Map ID: 1467908273012

Results

WITHIN ONE MI of project:

Total Population: 308010
Total Employment: 340166
Mfg and Dist Employment: 27629

Postsecondary Students:
140440



NCompass Technologies

 Project Points

 Project



Created: 7/7/2016
LandscapeRSA5



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



Population Summary

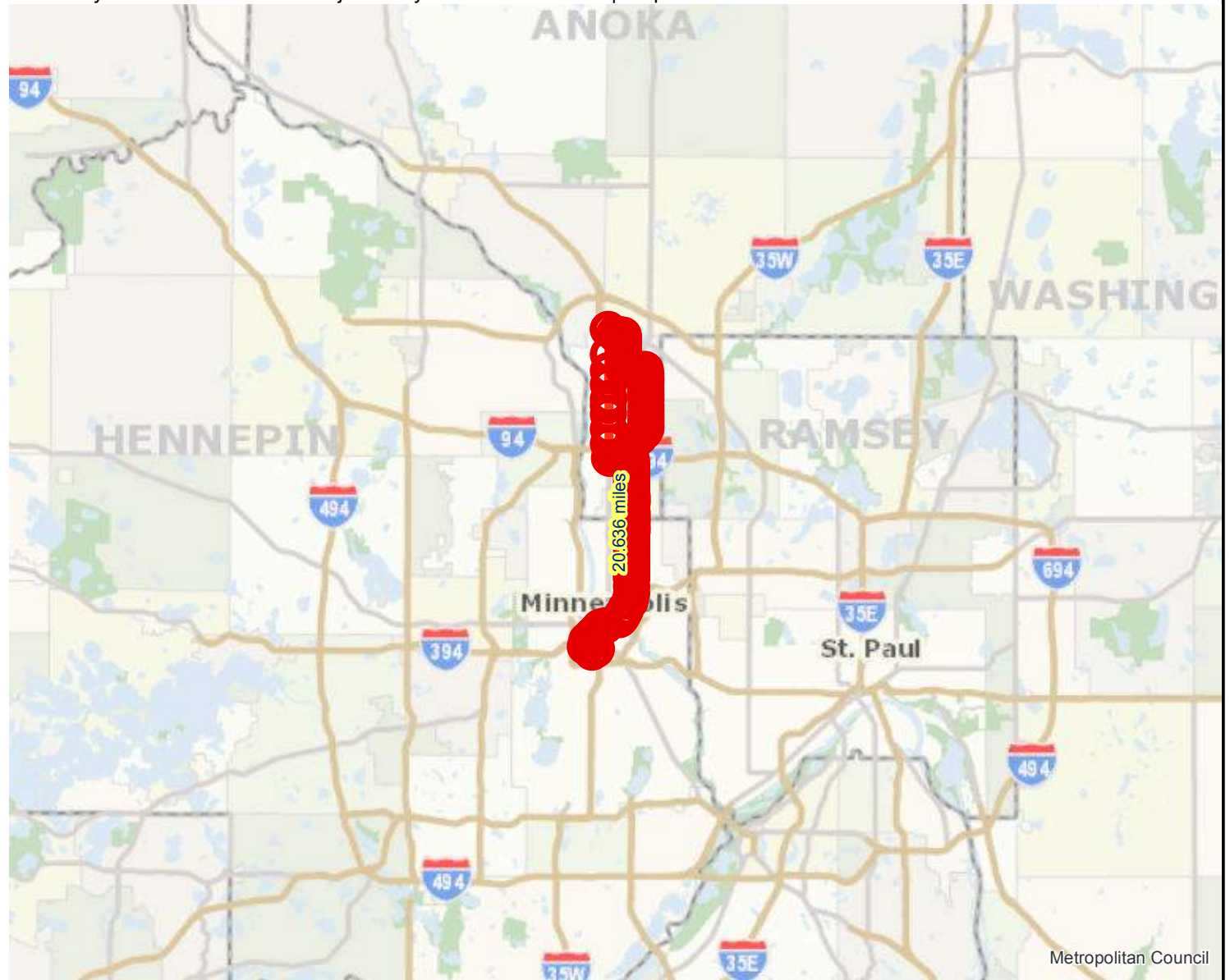
Transit System Modernization Project: Heywood II - Route 10 | Map ID: 1468424875069

Results

Within QTR Mile of project:
Total Population: 95663
Total Employment: 156999

Within HALF Mile of project:
Total Population: 130160
Total Employment: 187470

Within ONE Mile of project:
Total Population: 207400
Total Employment: 235652



 Project Points

 Project



Created: 7/13/2016
LandscapeRSA4



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



Regional Economy

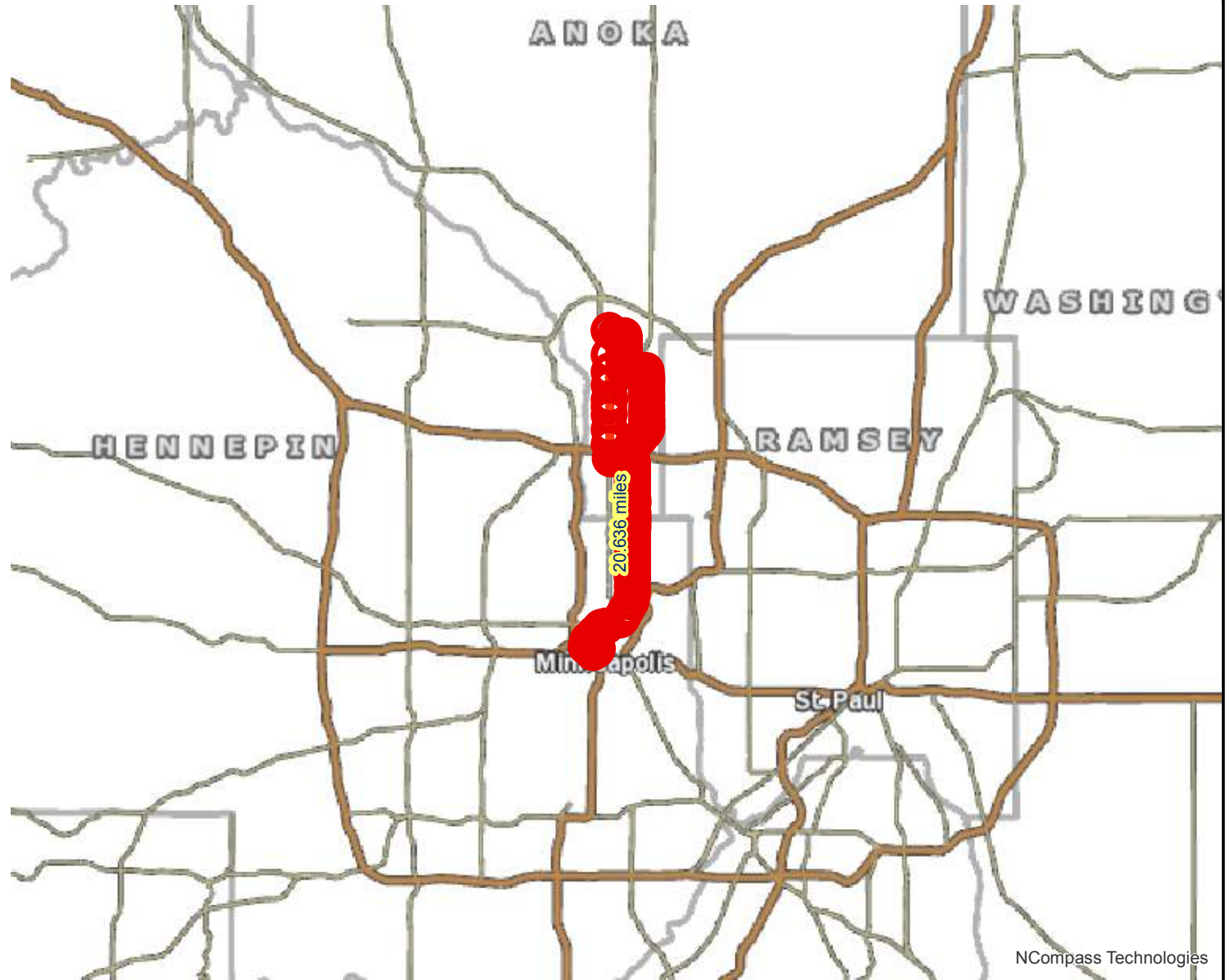
Transit System Modernization Project: Heywood II - Route 10 | Map ID: 1468424875069

Results

WITHIN ONE MI of project:

Total Population: 213593
Total Employment: 289446
Mfg and Dist Employment: 32385

Postsecondary Students:
135266



NCompass Technologies

 Project Points

 Project



Created: 7/13/2016
LandscapeRSA5



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



Population Summary

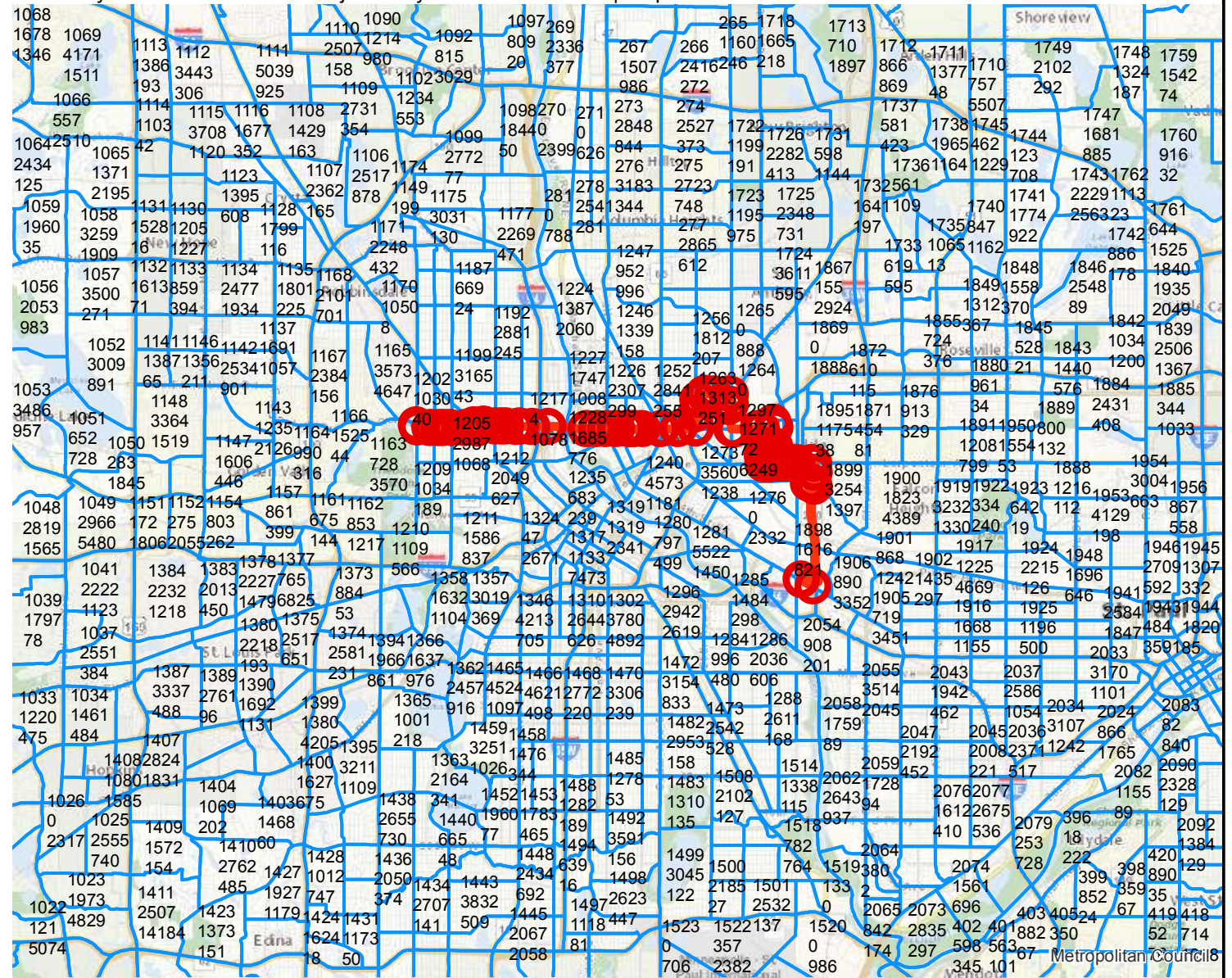
Transit System Modernization Project: Heywood II - Route 30 | Map ID: 1468425055119


Results

Within QTR Mile of project:
 Total Population: 50000
 Total Employment: 47906

Within HALF Mile of project:
 Total Population: 88146
 Total Employment: 71354

Within ONE Mile of project:
 Total Population: 148186
 Total Employment: 115684



 Project Points  2010 TAZ

 Project



Created: 7/13/2016
 LandscapeRSA4



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



Regional Economy

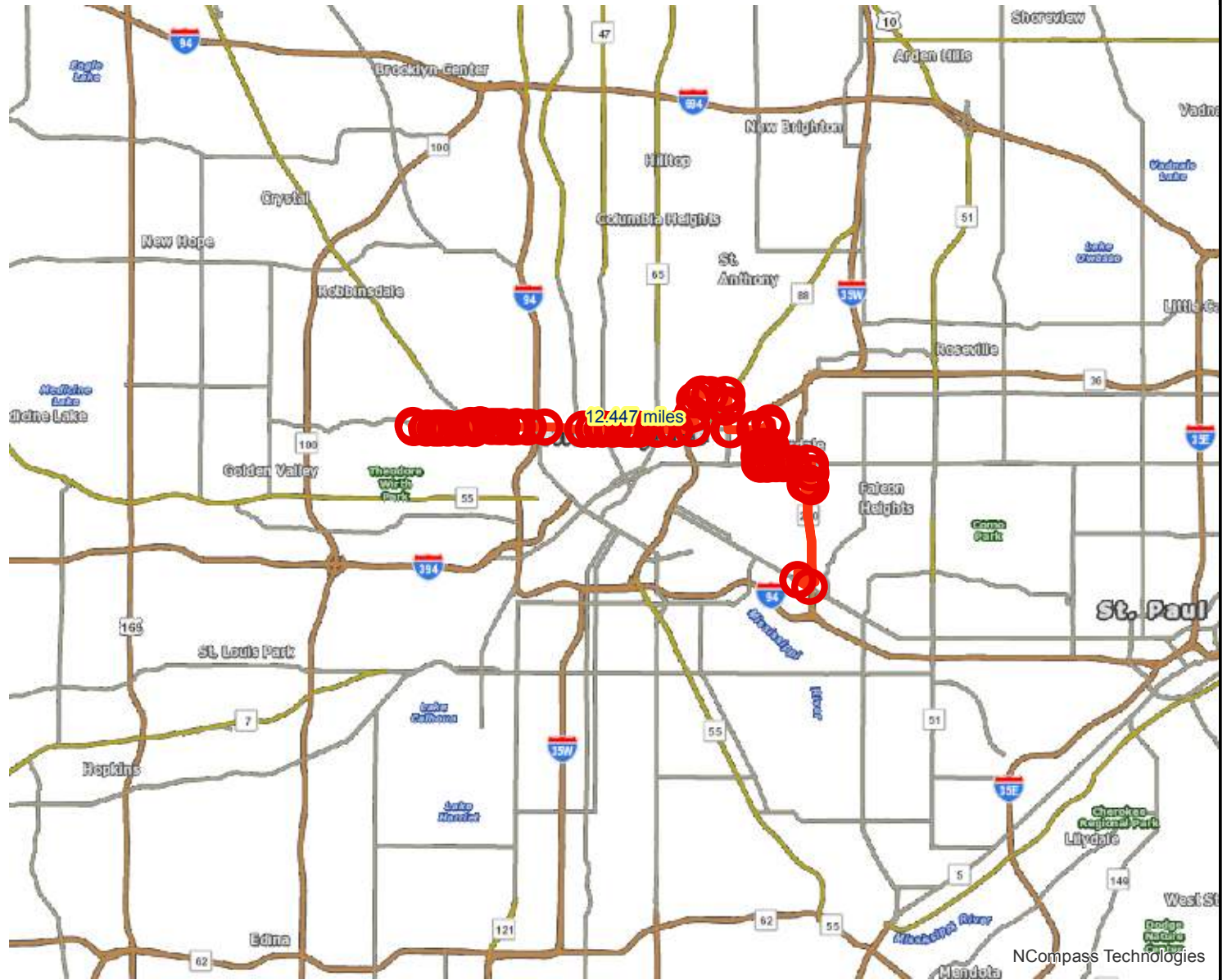
Transit System Modernization Project: Heywood II - Route 30 | Map ID: 1468425055119

Results

WITHIN ONE MI of project:

Total Population: 149309
Total Employment: 144729
Mfg and Dist Employment: 25520

Postsecondary Students:
116461



NCompass Technologies

 Project Points

 Project



Created: 7/13/2016
LandscapeRSAs



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



Population Summary

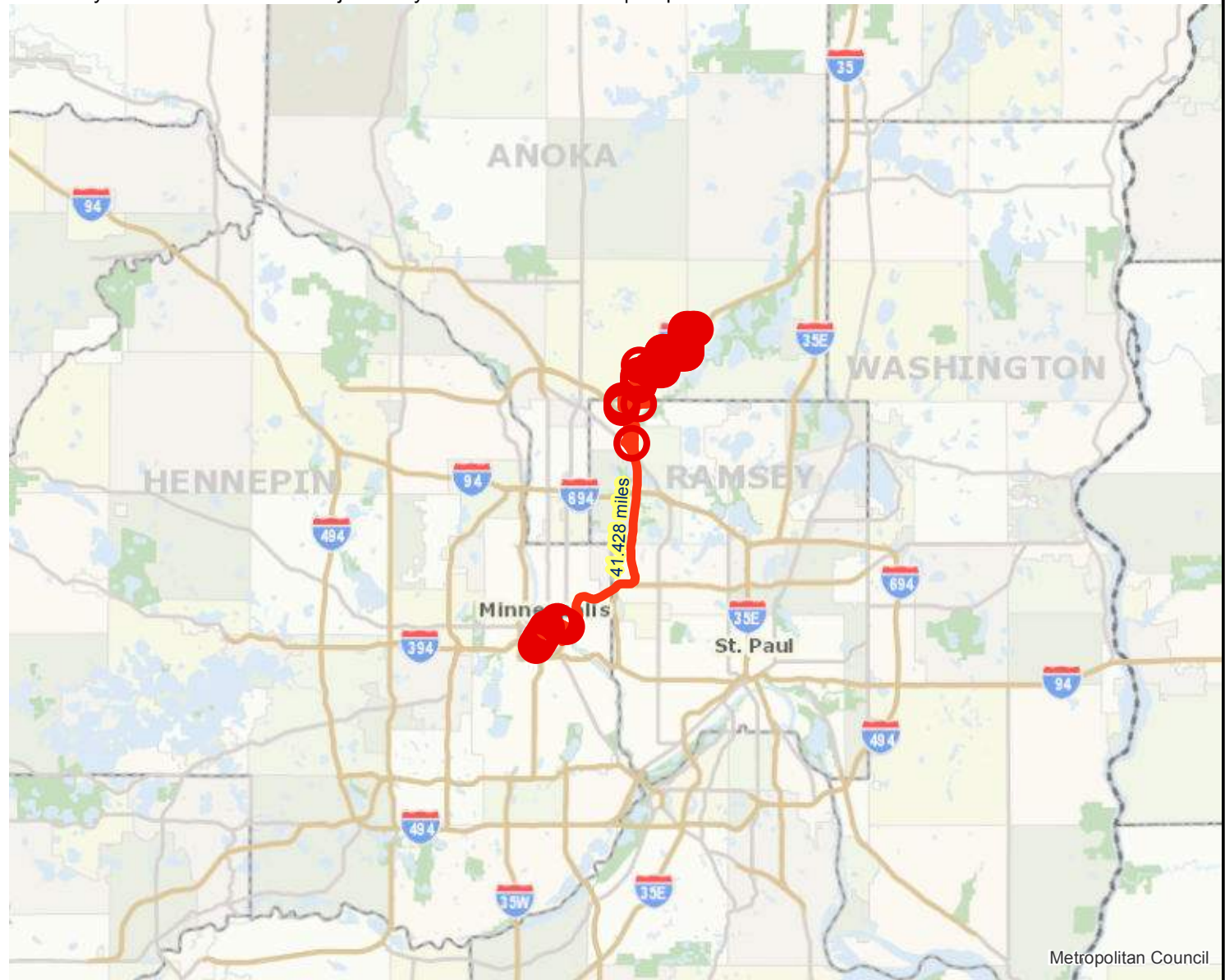
Transit System Modernization Project: Heywood II - Route 250 | Map ID: 1468443056812

Results

Within QTR Mile of project:
Total Population: 51201
Total Employment: 142682

Within HALF Mile of project:
Total Population: 78451
Total Employment: 166229

Within ONE Mile of project:
Total Population: 146131
Total Employment: 202684



Metropolitan Council

 Project Points

 Project



Created: 7/13/2016
LandscapeRSA4



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



Results

WITHIN ONE MI of project:

Total Population: 219254
Total Employment: 334184
Mfg and Dist Employment: 40014

Postsecondary Students:
146196



NCompass Technologies

 Project Points

 Project



Created: 7/13/2016
LandscapeRSA5



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



Population Summary

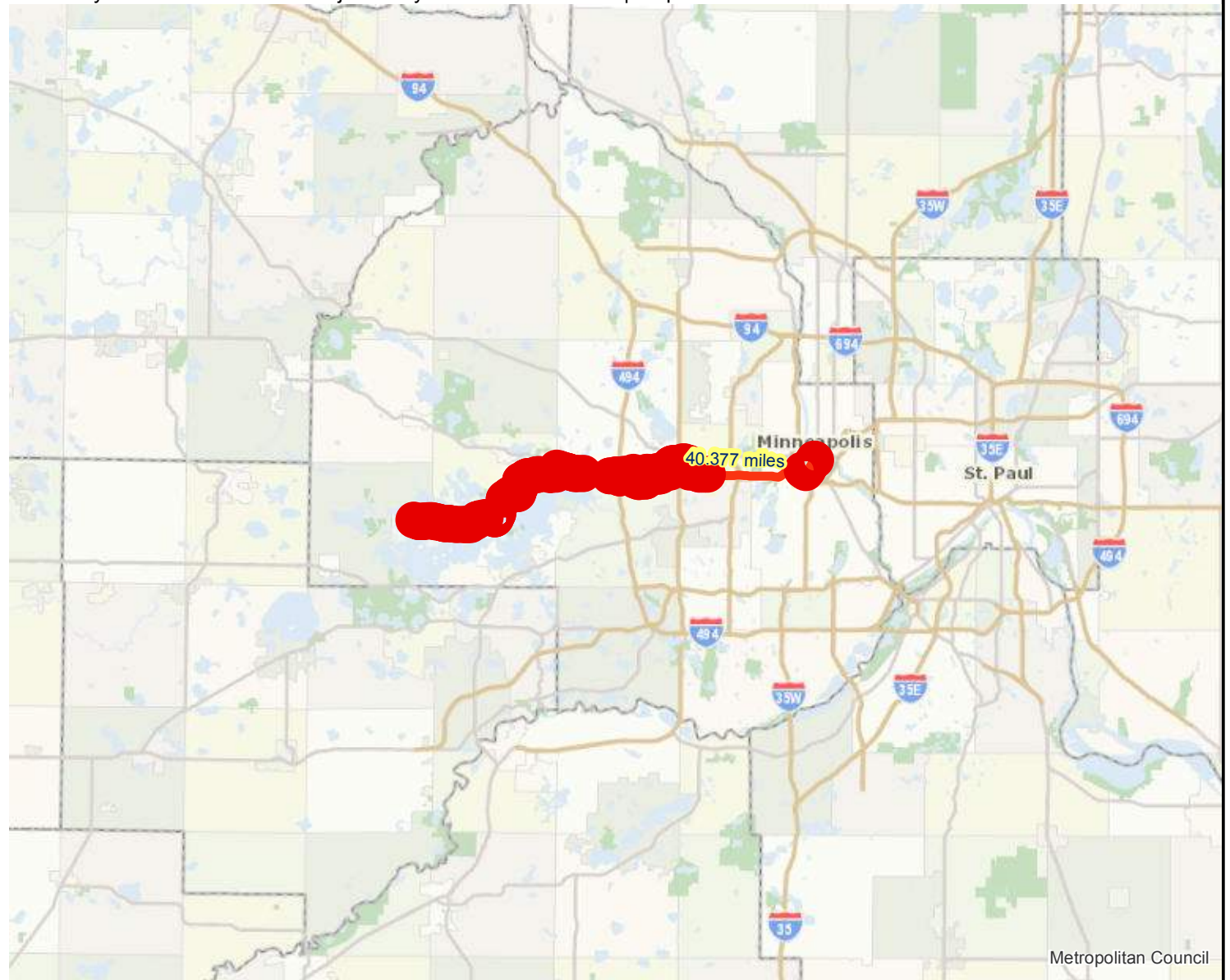
Transit System Modernization Project: Heywood II - Route 675 | Map ID: 1467925638469

Results

Within QTR Mile of project:
Total Population: 61496
Total Employment: 159885

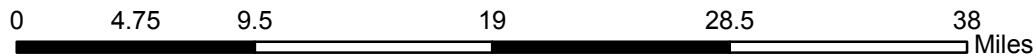
Within HALF Mile of project:
Total Population: 83224
Total Employment: 188307

Within ONE Mile of project:
Total Population: 155886
Total Employment: 232939



 Project Points

 Project



Created: 7/7/2016
LandscapeRSA4



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



Regional Economy

Transit System Modernization Project: Heywood II - Route 675 | Map ID: 1467925638469

Results

WITHIN ONE MI of project:

Total Population: 185198
Total Employment: 308044
Mfg and Dist Employment: 23455

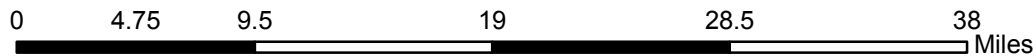
Postsecondary Students:
131629



NCompass Technologies

 Project Points

 Project



Created: 7/7/2016
LandscapeRSA5



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



Transit Connections

262 263 264 265 270 272 275 288 294 350 351
 353 355 361 364 365 375 417 452 460 464 465
 489 488 489
 490 491 492 493 535 552 553 554 558 578 579
 587 588 589 597 643 649 652 663 664 667 668
 670 671 672 673 674 675 677 679 684 690 691
 692 695 697 698 699 721 724 742 747 755 756
 758 760 761 762 763 764 765 766 767 768 772
 774 776 777 780 781 782 783 785 790 793 795
 824 825 850 852 854 860 865 887 888 901 902
 921

- *West Broadway
- *Central
- *Chicago-Fremont
- *East 7th
- *Hennepin
- *Nicollet
- *Robert
- *Gold Line
- *Orange Line
- *Orange Line
- *Green Line Extension
- *C Line

Transit within HALF mile of project:

2 3 4 5 6 7 9 10 11 12 14
 16 17 18 19 20 21 22 25 30 39 53
 54 59 61 62 63 64 65 67 68 70 71
 74 75 83 84 87 94 111 113 114 118 120
 121 122 129 133 134 135 141 146 156 250 252
 261 262 263 264 265 270 272 275 288 294 350
 351 353 355 361 364 365 375 417 452 460 464
 465 467 470 472 475 476 477 478 479 480 484
 489 490 491 492 493 535 552 553 554 558 578
 579 587 588 589 597 643 649 652 663 664 667
 668 670 671 672 673 674 675 677 679 684 690
 691 692 695 697 698 699 721 724 742 747 755
 756 758 760 761 762 763 764 765 766 767 768
 772 774 776 777 780 781 782 783 785 790 793
 795 824 825 850 852 854 860 865 887 888 901
 902 921

- *West Broadway
- *Central
- *Chicago-Fremont
- *East 7th
- *Hennepin
- *Nicollet
- *Robert
- *Gold Line
- *Orange Line
- *Orange Line
- *Green Line Extension
- *Blue Line Extension

0 2.25 4.5 9 13.5 18
 *Orange Line



	Blue Line	Planned Alignments		Light Rail, Green Line Extension
	Green Line		Arterial BRT	
	Northstar Line		BRT, Orange Line	
	Red Line		Light Rail, Blue Line Extension	

Created: 7/7/2016
 LandscapeRSA3



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



NCompass Technologies

134 135 141 146 156 250 261 263 264 270 288
 353 355 365 375 415 440 444 452 460 464 465
 493 515 535 538 539 540 542 552 553 554 558
 578 579 587 588 589 597 643 649 652 663 664
 667 668 670 671 672 673 674 675 677 679 684
 690 691 692 695 697 698 699 717 721 722 723
 724 742 747 755 756 758 760 761 762 763 764
 765 766 767 768 772 774 776 777 780 781 782
 783 785 790 793 795 801 824 825 850 852 854
 865 887 888 901 902 903

- *American
- *West Broadway
- *Central
- *Chicago-Fremont
- *Hennepin
- *Lake
- *Nicollet
- *Orange Line
- *Orange Line
- *Green Line Extension
- *Blue Line Extension
- *Blue Line Extension
- *C Line

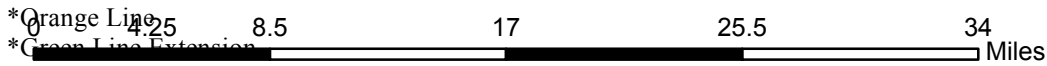
Transit within HALF mile of project:

2 3 4 5 6 7 9 10 11 12 14
 17 18 19 20 21 22 23 25 27 30 32
 39 46 53 54 59 61 94 111 113 114 133
 134 135 141 146 156 250 261 263 264 270 288
 353 355 365 375 415 440 444 452 460 464 465
 467 470 472 475 476 477 478 479 490 491 492
 493 515 535 538 539 540 542 552 553 554 558
 578 579 587 588 589 597 643 649 652 663 664
 667 668 670 671 672 673 674 675 677 679 684
 690 691 692 694 695 697 698 699 717 721 722
 723 724 742 747 755 756 758 760 761 762 763
 764 765 766 767 768 772 774 776 777 780 781
 782 783 785 790 793 795 801 824 825 850 852
 854 865 887 888 901 902 903

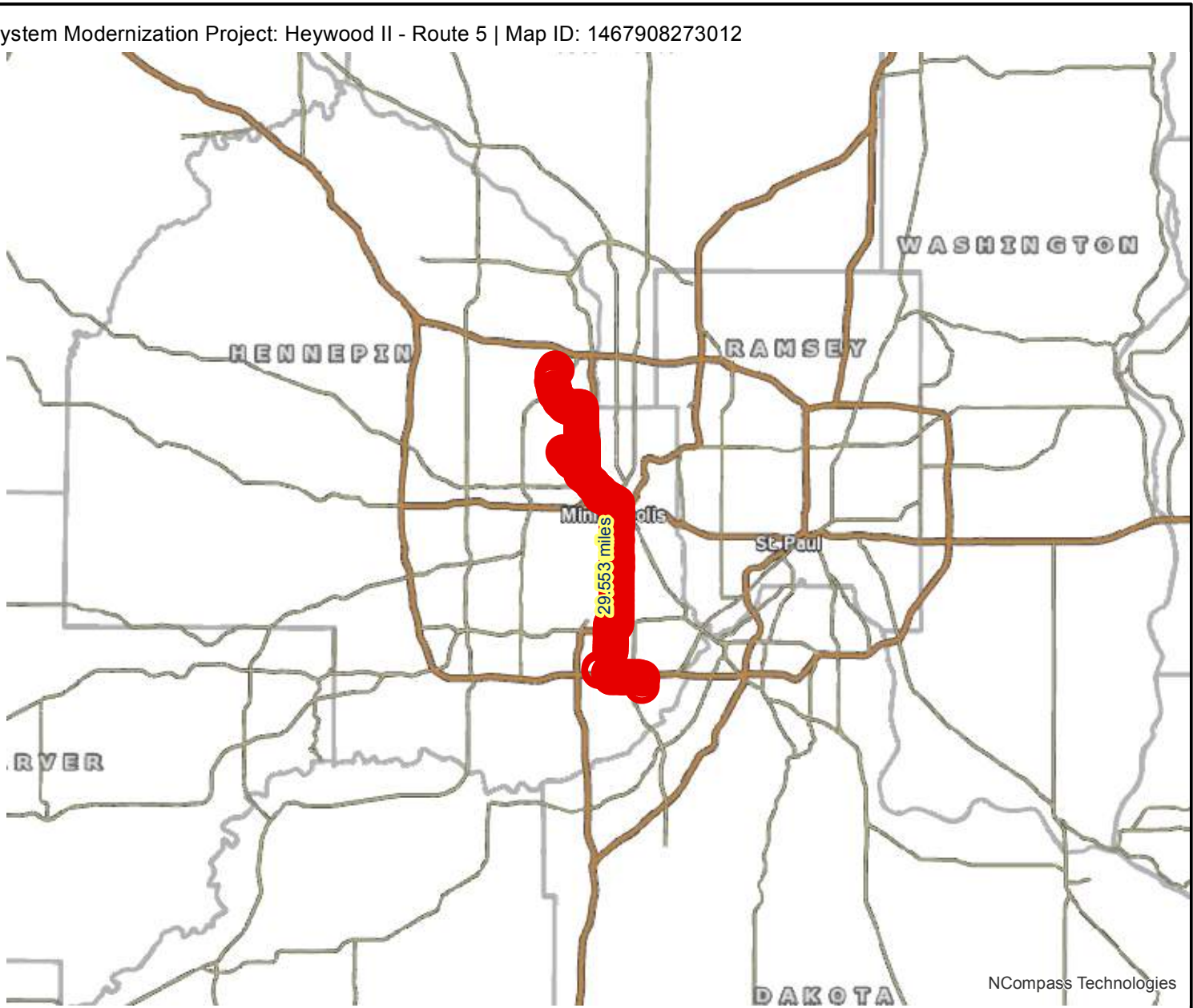
- *American
- *West Broadway
- *Central
- *Chicago-Fremont
- *Hennepin
- *Lake
- *Nicollet
- *Orange Line
- *Orange Line
- *Green Line Extension
- *Blue Line Extension
- *Blue Line Extension
- *C Line

Project Points

Project



- *Blue Line Extension
- *Blue Line Extension
- *C Line



NCompass Technologies

Created: 7/7/2016
 LandscapeRSA3



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Transit within QTR mile of project:

Transit Connections

Transit System Modernization Project: Heywood II - Route 10 | Map ID: 1468424875069

17 18 19 20 22 25 30 32 39 59 61
 94 113 114 118 133 134 135 141 146 156 250
 261 263 264 270 288 353 355 365 375 452 460
 464 465 467 470 472 475 476 477 478 479 490
 491 492 493 535 552 553 554 558 578 587 588
 589 597 643 649 652 663 664 667 668 670 671
 672 673 674 675 677 679 684 690 691 692 695
 697 698 699 721 724 742 747 755 756 758 760
 761 762 763 764 765 766 767 768 772 774 776
 777 780 781 782 783 785 790 793 795 801 805
 824 825 831 850 852 854 860 865 887 888 901
 902

- *West Broadway
- *Central
- *Chicago-Fremont
- *Hennepin
- *Nicollet
- *Orange Line
- *Orange Line
- *C Line

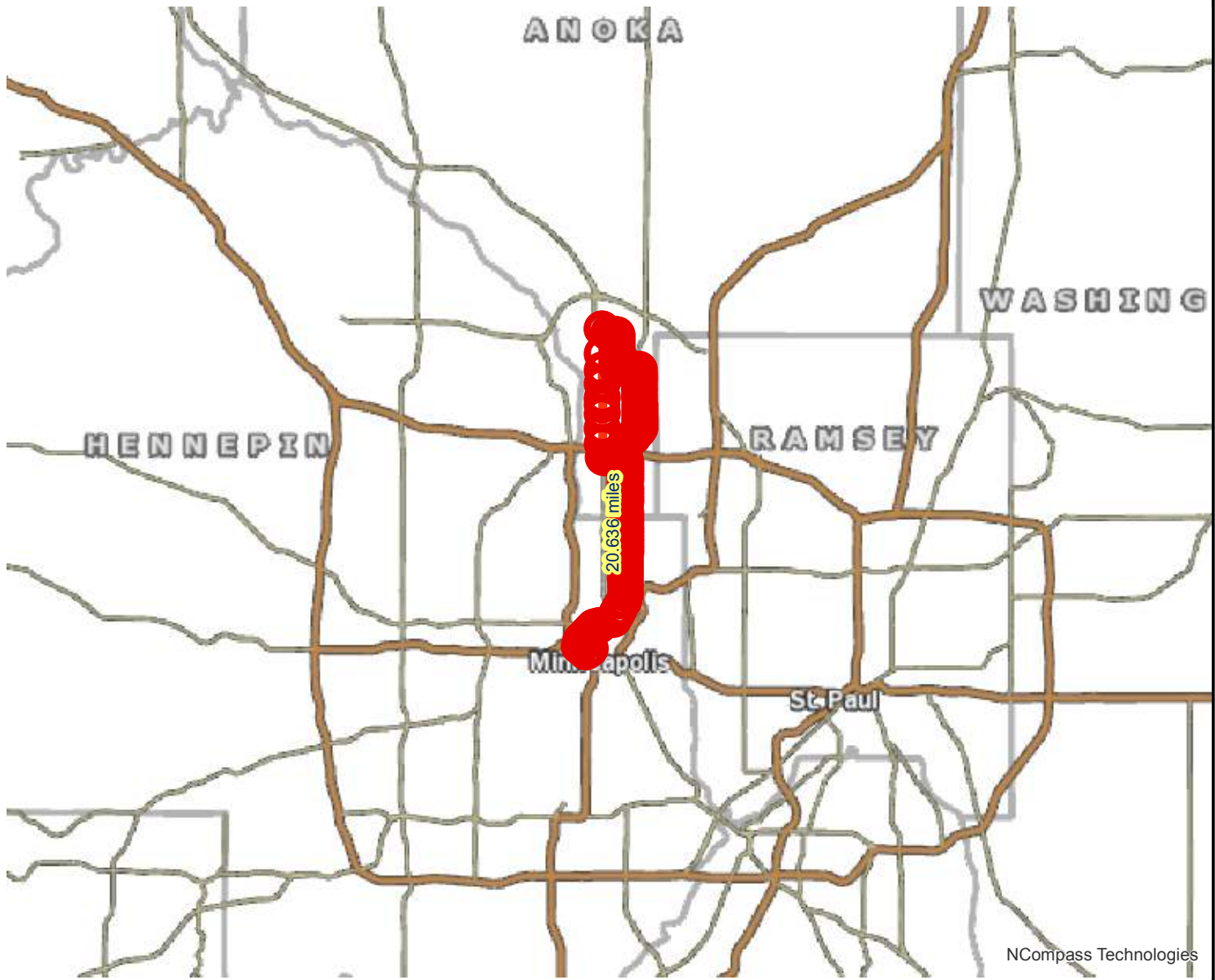
Transit within HALF mile of project:

2 3 4 5 6 7 9 10 11 12 14
 17 18 19 20 22 25 30 32 39 59 61
 94 113 114 118 133 134 135 141 146 156 250
 252 261 263 264 270 288 353 355 365 375 452
 460 464 465 467 470 472 475 476 477 478 479
 490 491 492 493 535 552 553 554 558 578 579
 587 588 589 597 643 649 652 663 664 667 668
 670 671 672 673 674 675 677 679 684 690 691
 692 695 697 698 699 721 724 742 747 755 756
 758 760 761 762 763 764 765 766 767 768 772
 774 776 777 780 781 782 783 785 790 793 795
 801 805 824 825 831 850 852 854 860 865 887
 888 901 902

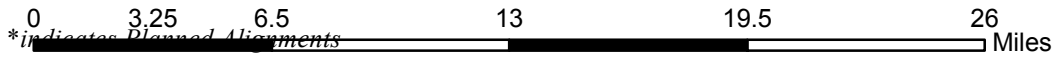
- *West Broadway
- *Central
- *Chicago-Fremont
- *Hennepin
- *Nicollet
- *Orange Line
- *Orange Line
- *C Line

Project Points

- *Green Line Extension
- *Blue Line Extension
- *C Line



NCompass Technologies



Created: 7/13/2016
LandscapeRSA3



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<http://giswebsite.metc.state.mn.us/gis/sitenew/notice.aspx>



Results

Transit within QTR mile of project:
 3 4 5 10 11 14 16 17 19 22 25
 30 59 61 63 67 118 141 250 252 261 263
 264 270 288 721 724 760 761 762 763 765 766
 767 768 780 781 782 783 785 824 825 850 852
 854 865 887 888 902
 *West Broadway
 *Central
 *Chicago-Fremont
 *Blue Line Extension
 *Blue Line Extension
 *C Line

Transit within HALF mile of project:
 3 4 5 7 10 11 14 16 17 19 22
 25 30 32 59 61 63 67 87 94 118 121
 134 141 250 252 261 263 264 270 272 288 353
 355 365 375 452 721 724 760 761 762 763 765
 766 767 768 780 781 782 783 785 824 825 850
 852 854 865 887 888 902
 *West Broadway
 *Central
 *Chicago-Fremont
 *Blue Line Extension
 *Blue Line Extension
 *C Line

*indicates Planned Alignments



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



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NCompass Technologies

Results

Transit Connections

Transit System Modernization Project: Heywood II - Route 250 | Map ID: 1468443056812

Transit within QTR mile of project:

2 3 4 5 6 7 9 10 11 12 14
 17 18 19 20 22 25 39 59 61 94 118
 122 133 134 135 141 146 156 250 252 261 262
 263 264 270 288 353 355 365 375 452 460 464
 465 467 470 472 475 476 477 478 479 490 491
 492 493 535 552 553 554 558 578 587 588 589
 597 643 649 663 664 667 668 670 671 672 673
 674 675 677 684 690 691 692 695 697 698 699
 721 724 742 747 755 756 758 760 761 762 763
 764 765 766 767 768 772 774 776 777 780 781
 782 783 785 790 793 795 824 825 850 852 854
 860 865 901 902

- *West Broadway
- *Central
- *Chicago-Fremont
- *Hennepin
- *Nicollet
- *Orange Line
- *Orange Line
- *C Line

Transit within HALF mile of project:

2 3 4 5 6 7 9 10 11 12 14
 17 18 19 20 22 25 39 59 61 94 113
 114 118 122 133 134 135 141 146 156 250 252
 261 262 263 264 270 288 353 355 365 375 452
 460 464 465 467 470 472 475 476 477 478 479
 490 491 492 493 535 552 553 554 558 578 579
 587 588 589 597 643 649 652 663 664 667 668
 670 671 672 673 674 675 677 679 684 690 691
 692 695 697 698 699 721 724 742 747 755 756
 758 760 761 762 763 764 765 766 767 768 772
 774 776 777 780 781 782 783 785 790 793 795
 824 825 850 852 854 860 865 887 888 901 902

- *West Broadway
- *Central
- *Chicago-Fremont
- *Hennepin
- *Nicollet
- *Orange Line
- *Orange Line
- *C Line

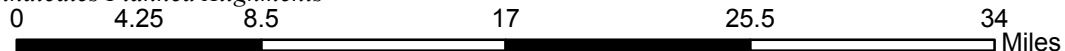
 Project Points

 Project

**indicates Planned Alignments*



NCompass Technologies



Created: 7/13/2016
 LandscapeRSA3



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



Results

Transit Connections

Transit System Modernization Project: Heywood II - Route 675 | Map ID: 1467925638469

Transit within QTR mile of project:

3 4 5 6 7 9 10 11 12 14 17
 18 19 20 22 25 39 59 61 94 133 134
 135 141 146 156 250 261 263 264 270 288 353
 355 365 375 452 460 464 465 467 470 472 475
 476 477 478 479 490 491 492 493 535 552 553
 554 558 578 587 588 589 597 604 614 615 643
 649 652 663 664 667 668 670 671 672 673 674
 675 677 679 684 687 690 691 692 695 697 698
 699 705 721 724 742 747 755 756 758 760 761
 762 763 764 765 766 767 768 772 774 776 777
 780 781 782 783 785 790 793 795 824 825 850
 852 854 865 901 902

- *West Broadway
- *Central
- *Chicago-Fremont
- *Hennepin
- *Nicollet
- *Orange Line
- *Orange Line
- *C Line

Transit within HALF mile of project:

3 4 5 6 7 9 10 11 12 14 17
 18 19 20 22 25 39 59 61 94 113 114
 133 134 135 141 146 156 250 261 263 264 270
 288 353 355 365 375 452 460 464 465 467 470
 472 475 476 477 478 479 490 491 492 493 535
 552 553 554 558 578 587 588 589 597 604 614
 615 643 649 652 663 664 667 668 670 671 672
 673 674 675 677 679 684 687 690 691 692 695
 697 698 699 705 721 724 742 747 755 756 758
 760 761 762 763 764 765 766 767 768 772 774
 776 777 780 781 782 783 785 790 793 795 824
 825 850 852 854 865 887 888 901 902

- *West Broadway
- *Central
- *Chicago-Fremont
- *Hennepin
- *Nicollet
- *Orange Line
- *Orange Line
- *Green Line Extension
- *C Line

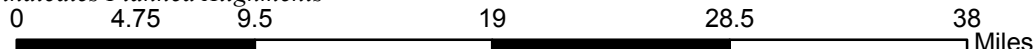
Project Points

Project

*indicates Planned Alignments



NCompass Technologies



Created: 7/7/2016
 LandscapeRSA3



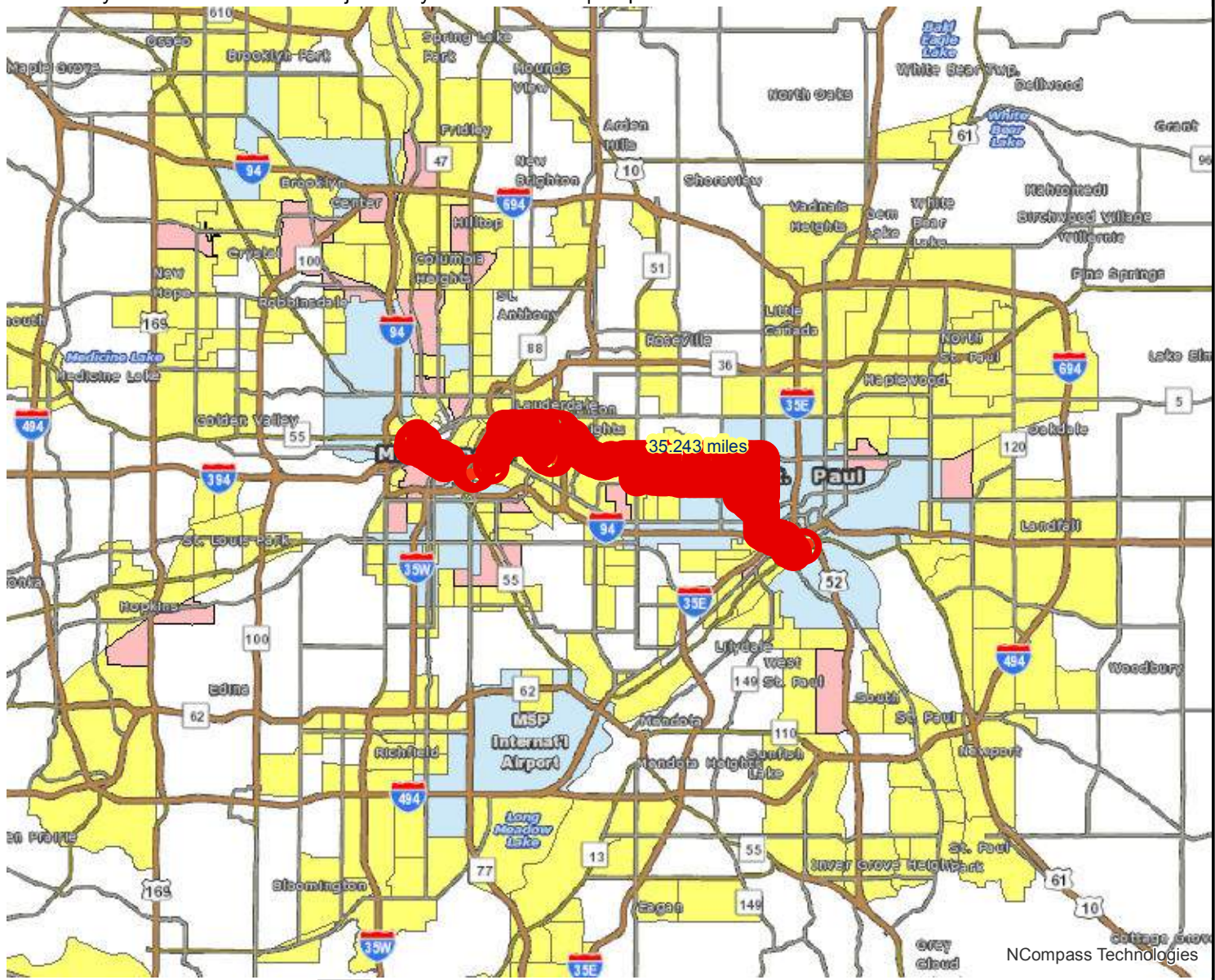
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>








Socio-Economic Conditions Transit System Modernization Project: Heywood II - Route | Map ID: 1467912797301

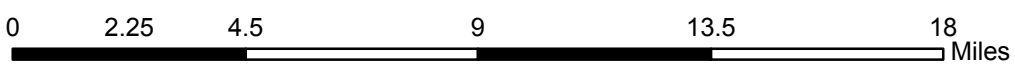
Results

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 Poverty > 50% residents of color

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



Created: 7/7/2016
 LandscapeRSA2



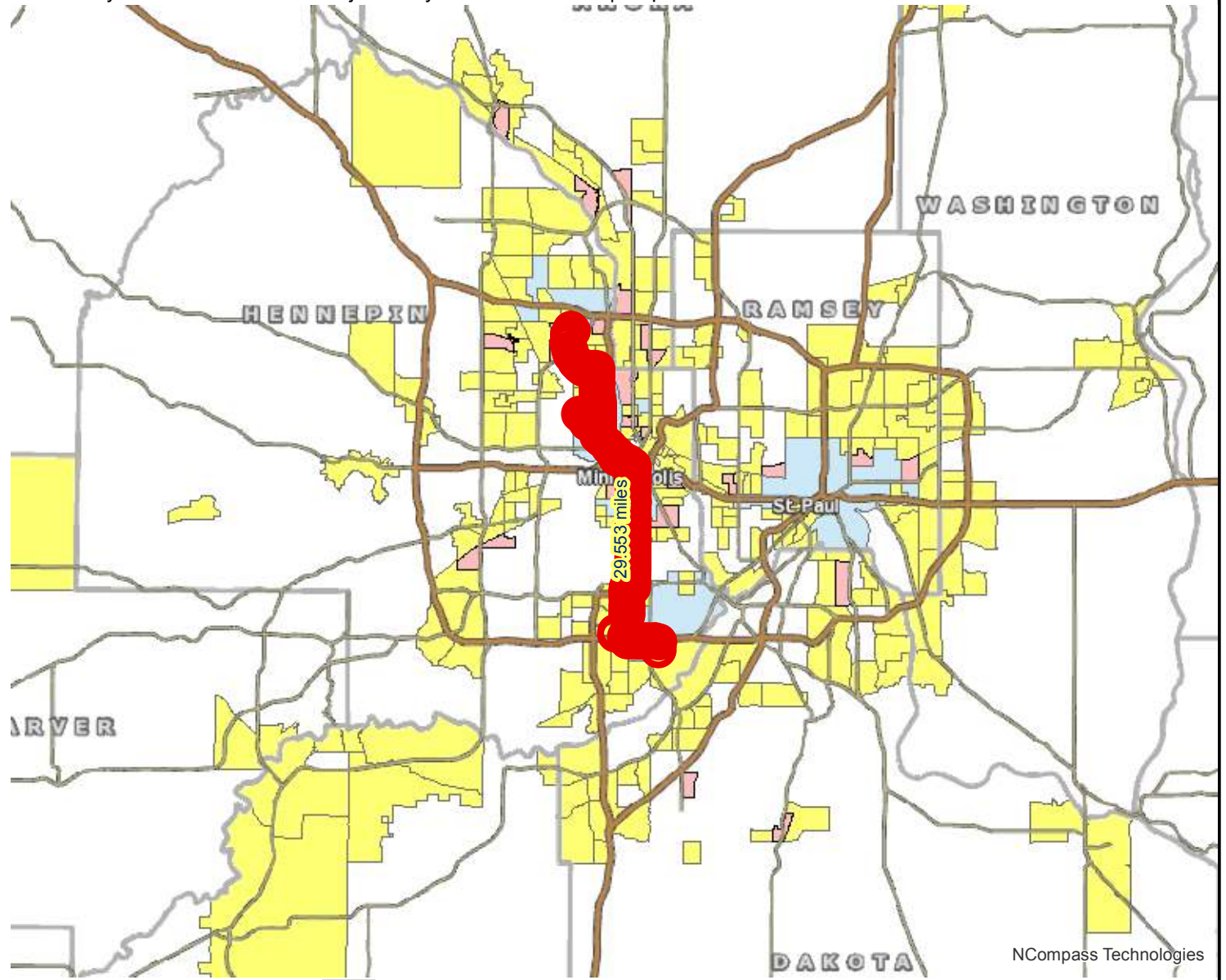
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>








NCompass Technologies

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 Poverty > 50% residents of color

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



Created: 7/7/2016
LandscapeRSA2



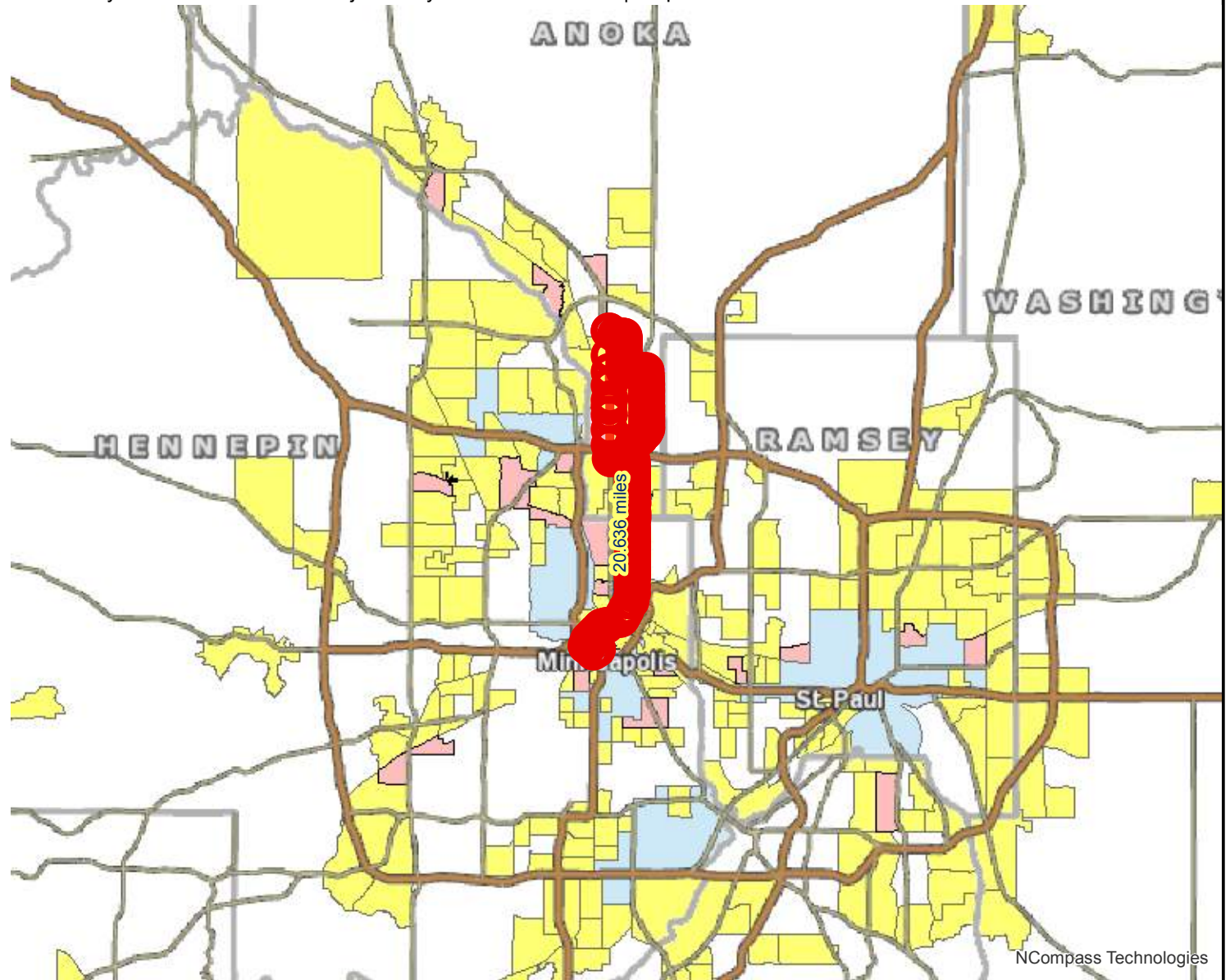
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

NCompass Technologies








Results

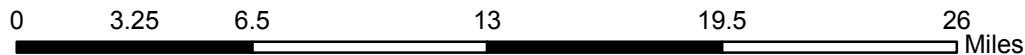
Project located **IN**
Area of Concentrated Poverty
with 50% or more of residents
are people of color (ACP50):
(0 to 30 Points)



NCompass Technologies

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

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



Created: 7/13/2016
LandscapeRSA2



For complete disclaimer of accuracy, please visit
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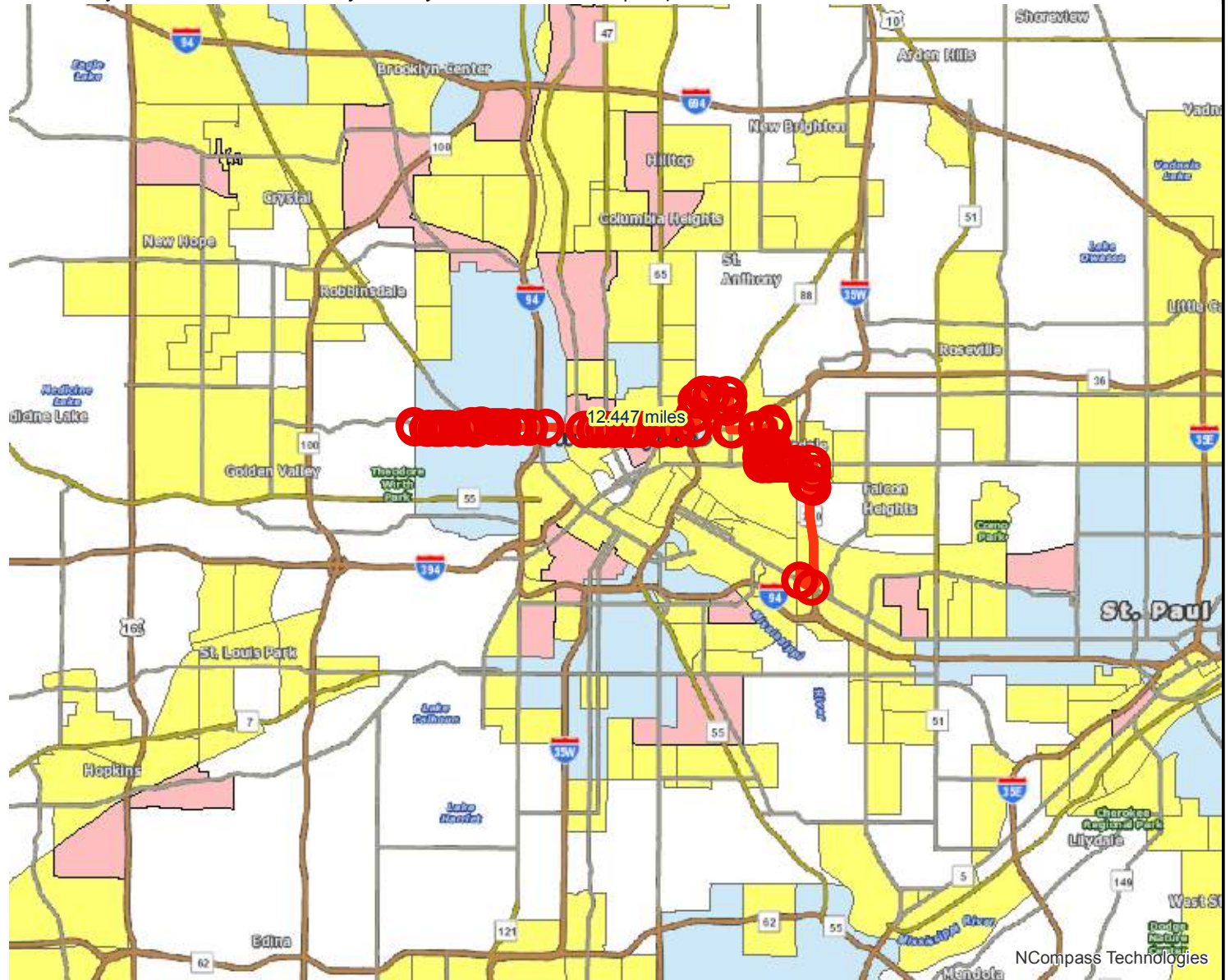


Socio-Economic Conditions

Transit System Modernization Project: Heywood II - Route 30 | Map ID: 1468425055119

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 Poverty > 50% residents of color

 Area of Concentrated Poverty

 Above reg'l avg conc of race/poverty



Created: 7/13/2016
LandscapeRSA2

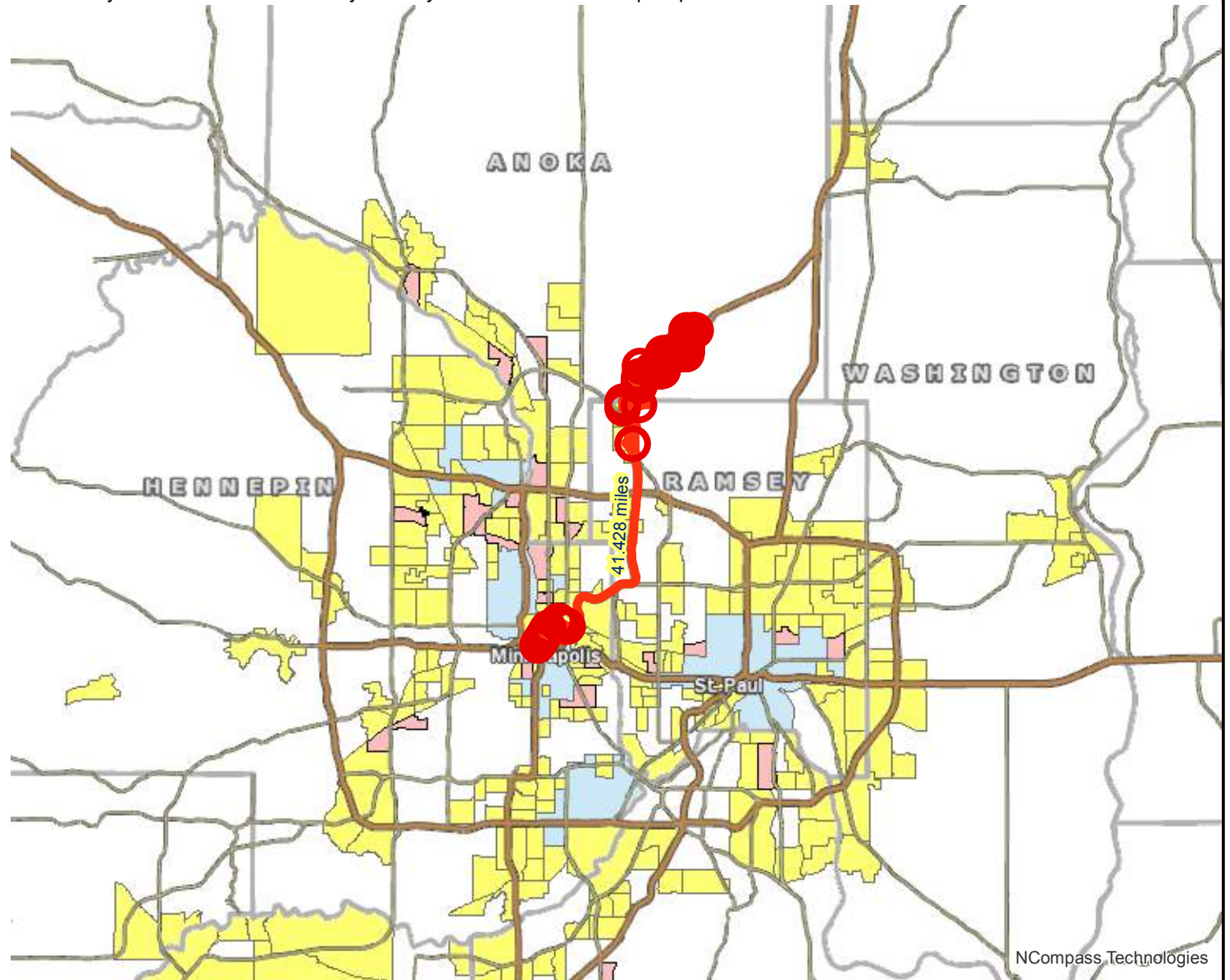


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>








Results

Project located **IN**
Area of Concentrated Poverty:
(0 to 24 Points)



NCompass Technologies

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



Created: 7/13/2016
LandscapeRSA2

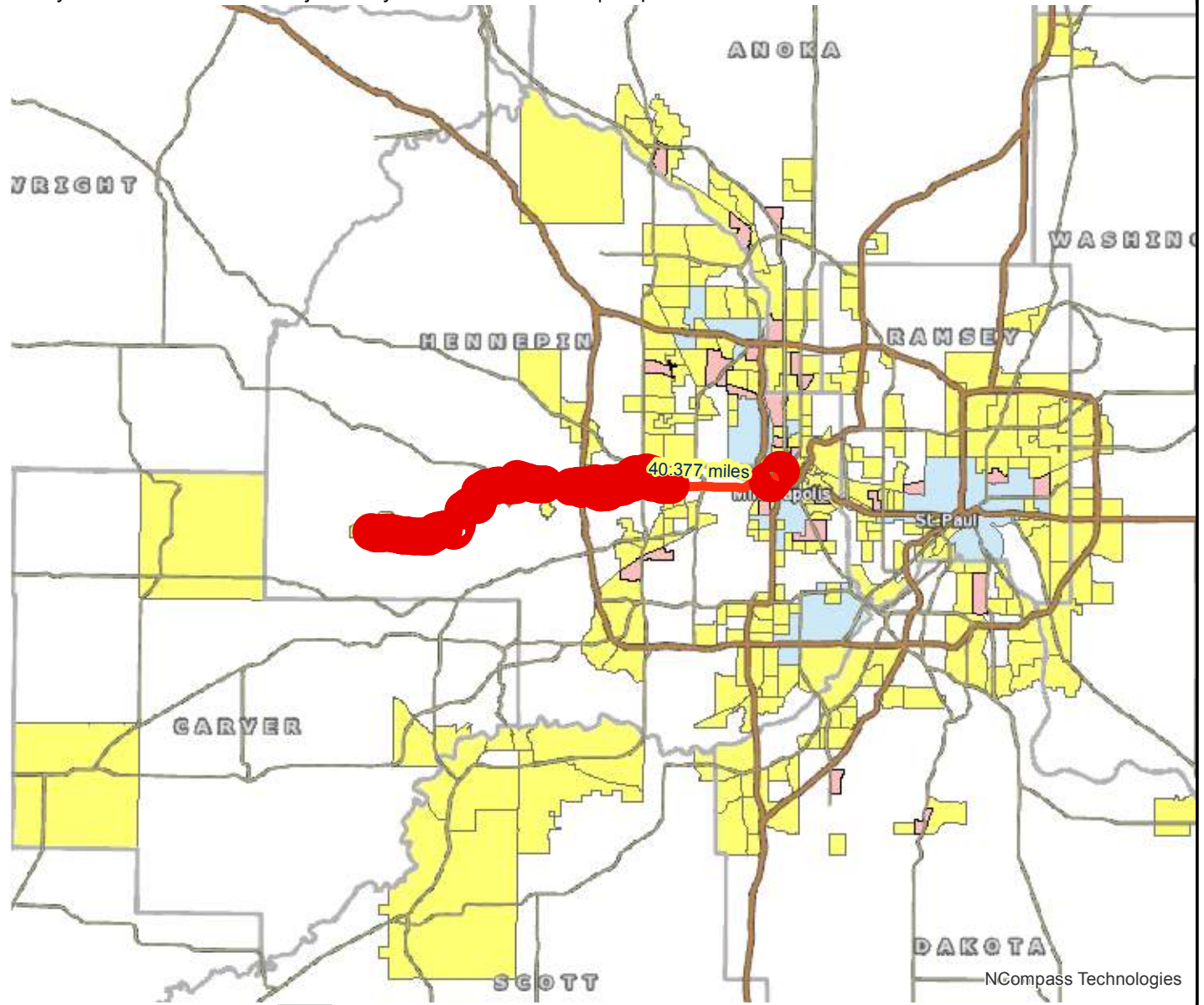


For complete disclaimer of accuracy, please visit
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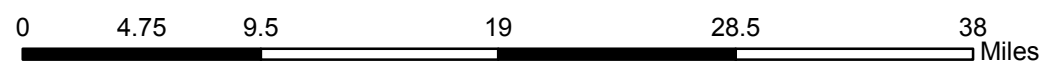
Results

Project located **IN**
Area of Concentrated Poverty:
(0 to 24 Points)



NCompass Technologies

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



Created: 7/7/2016
LandscapeRSA2



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Attachments

Metro Transit Heywood II Bus Garage

Regional Solicitation – Transit and TDM Projects
04778 – 2016 Transit System Modernization
Application: 05323 – Metro Transit Heywood II
Bus Garage Minneapolis

Attachment 1: Heywood II Bus Garage Plans

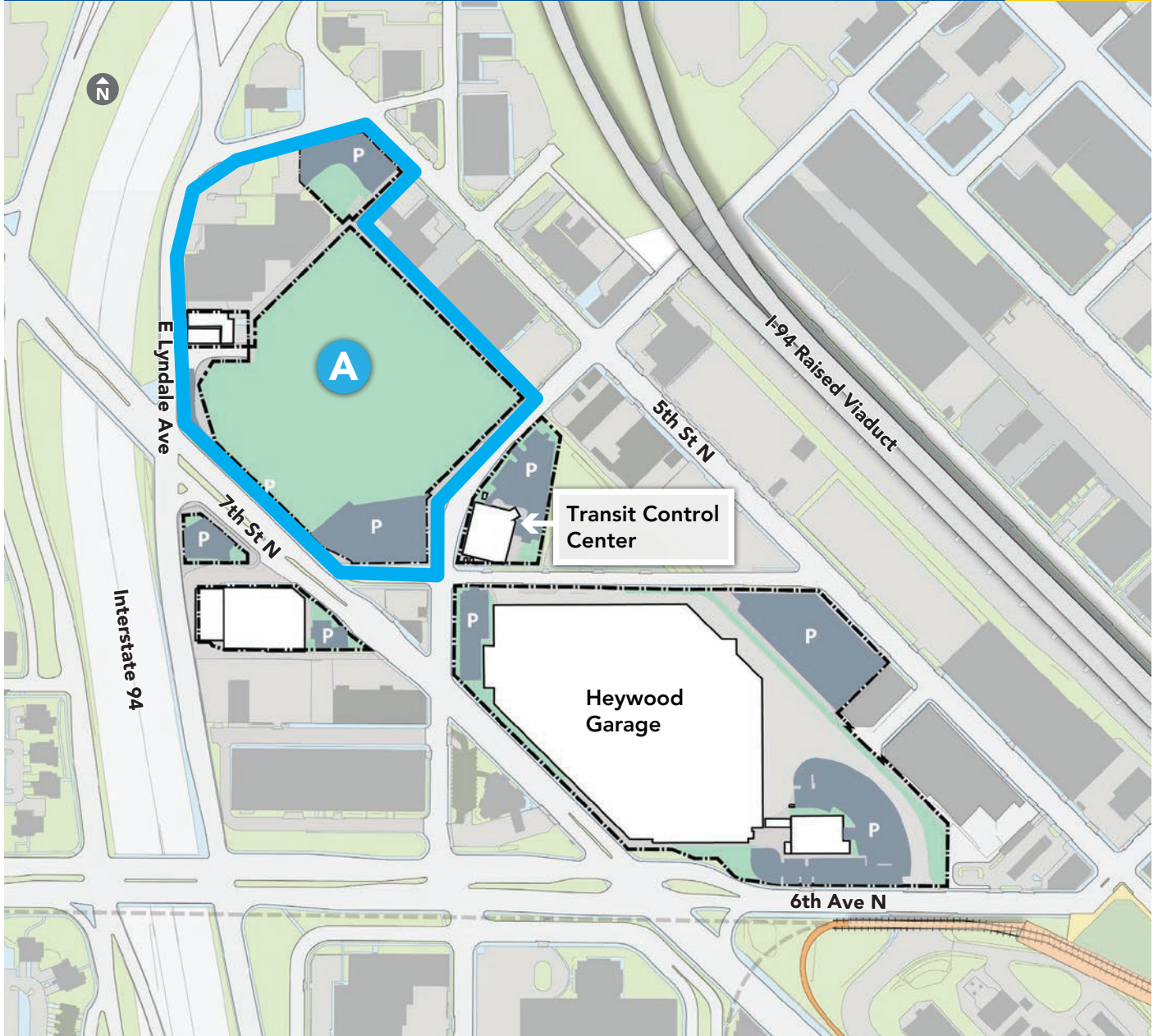
Attachment 2: Expanded Service Map

Attachment 3: Bus Garage Capacity and
Fleet Projections

Attachment 4: FTA NEPA Approval

Attachment 1: Heywood II Bus Garage Plans

Heywood Campus Master Plan



A Proposed location Heywood II Garage **—** Heywood II Site

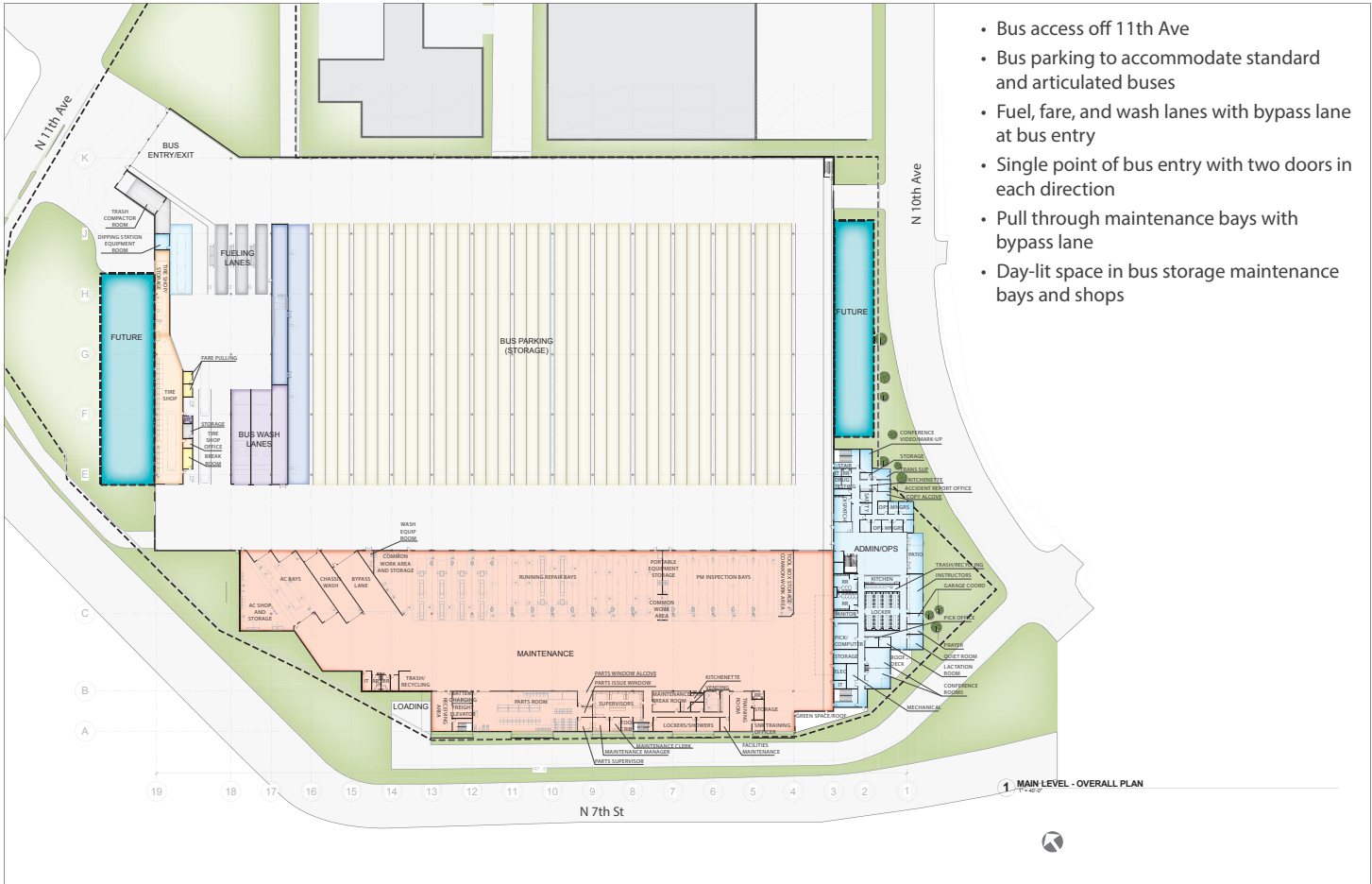
Attachment 1: Heywood II Bus Garage Plans (initial concept)



- Covered employee parking off 10th Ave (525 spaces)
- Operations entry at grade off 10th Ave
- Delivery/fire lane along south end of site
- Future facility expansion opportunities
- Bus access off 11th Ave

1 STREET LEVEL - OVERALL PLAN
1"=40'

Attachment 1: Heywood II Bus Garage Plans (initial concept)



- Bus access off 11th Ave
- Bus parking to accommodate standard and articulated buses
- Fuel, fare, and wash lanes with bypass lane at bus entry
- Single point of bus entry with two doors in each direction
- Pull through maintenance bays with bypass lane
- Day-lit space in bus storage maintenance bays and shops

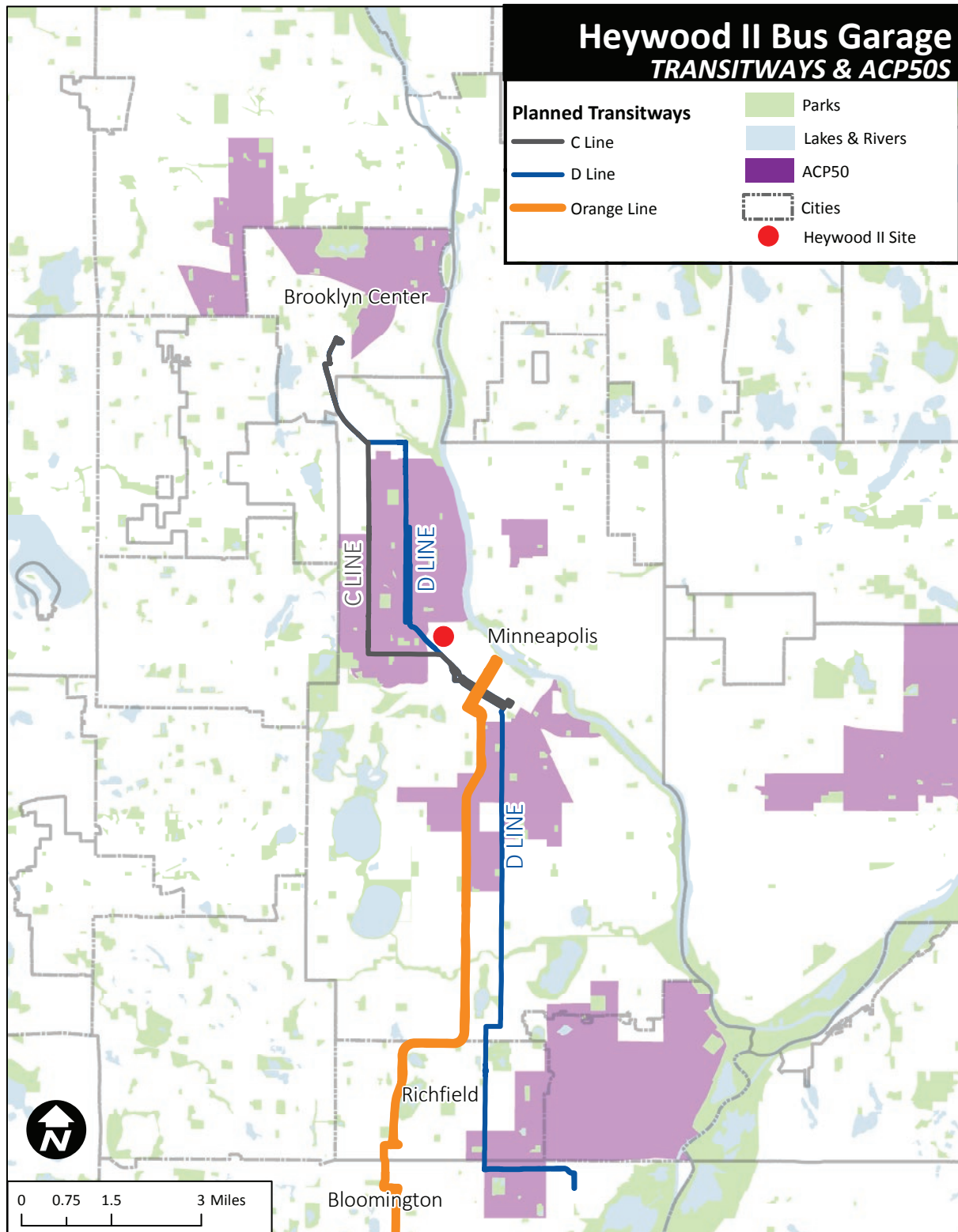
1 MAIN LEVEL - OVERALL PLAN

Attachment 1: Heywood II Bus Garage Plans (initial concept)



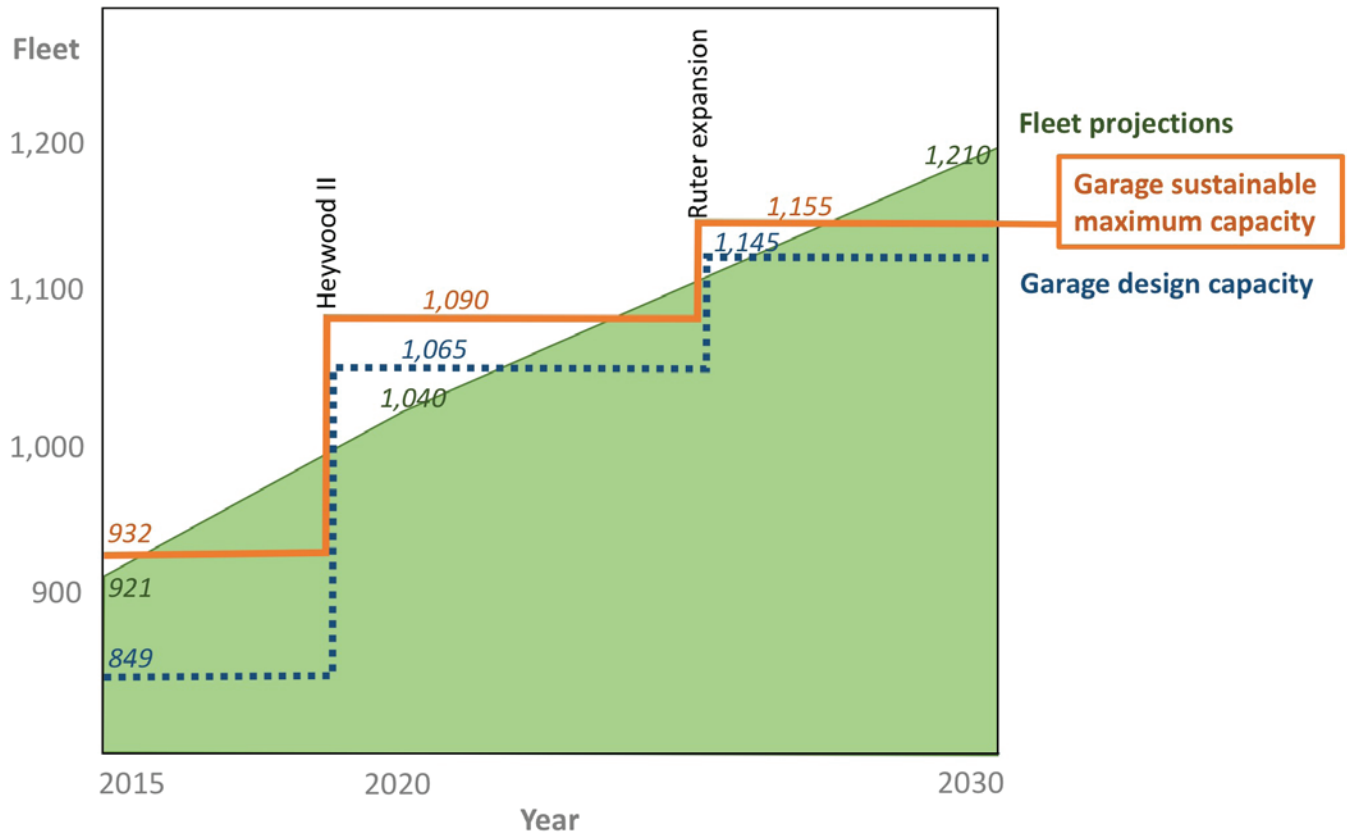
- Extensive daylighting in bus storage and maintenance areas
- Lots of windows in people spaces that look onto 10th Ave
- Potential green/occupied roof areas

Attachment 2: Expanded Service Map



Attachment 3: Bus Garage Capacity and Fleet Projections

Metro Transit Bus Garage capacity and fleet
2015 - 2030



Attachment 4: FTA NEPA Approval



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

February 26, 2016

Mary A. Gustafson, Grants Manager
Metro Transit
560 Sixth Avenue North
Minneapolis, Minnesota 55411-4398

Re: Metropolitan Council, Metro Transit Heywood II Bus Garage Project, Minneapolis,
Minnesota - Environmental Review Approval

Dear Ms. Gustafson:

The Federal Transit Administration (FTA) has evaluated environmental review documents submitted by the Metropolitan Council, Metro Transit (Metro Transit) for the proposed Heywood II Bus Garage Project (Project) in Minneapolis, Minnesota. FTA finds that the proposed Project meets the criteria for a National Environmental Policy Act (NEPA) categorical exclusion in accordance with 23 C.F.R. § 771.118(d), *Additional actions which meet the criteria for a CE in the CEQ regulations (40 CFR 1508.4) and paragraph (a) of this section may be designated as CEs only after FTA approval.*

The proposed Project is needed to accommodate Metro Transit's expanding ridership and bus fleet. The site covers about 10.85 acres of land on three parcels with the following Minneapolis addresses: 613 11th Avenue North; 1000 East Lyndale Avenue North; and 812 7th Street North. Activities include land acquisition, design, hazardous materials removal, demolition, and construction of a primarily one-story building with a second story over a portion of the facility. The estimated size of the building is 350,000 square feet and will provide areas for bus/parts storage, maintenance, fueling, washing, support/operations, administrative offices, rooftop or structured parking, and solar panels.

The environmental records reviewed by FTA consisted of a Categorical Exclusion checklist dated November 17, 2015 (with supporting attachments) that was updated pursuant to FTA comments and finalized on February 11, 2016. After reviewing this documentation, FTA finds pursuant to 23 C.F.R. § 771.118(d) that the proposed Project will have no significant adverse impact on the environment. The record provides sufficient evidence and analysis for determining that a categorical exclusion classification is proper.

On January 11, 2016, in accordance with 36 C.F.R. § 800 – Protection of Historic Properties and the National Historic Preservation Act (NHPA), FTA provided the Minnesota State Historic Preservation Office (SHPO) with the following determinations: (1) the Area of Potential Effect (APE) is limited to the geographic, visual and land use barriers around the

1 of 2

Attachment 4: FTA NEPA Response

Re: Metropolitan Council, Metro Transit Heywood II Bus Garage Project, Minneapolis, Minnesota - Environmental Review Approval

proposed Project area as delineated on a site map; (2) there are no resources on or eligible for the National Register of Historic Places (NRHP) within the APE; and (3) the Project will result in no adverse effects to resources on or eligible for the NRHP. The SHPO provided its concurrence with these determinations on February 9, 2016. FTA finds, in accordance with 36 C.F.R. § 800, that the Section 106 coordination and consultation requirements for the proposed Project have been fulfilled.

The use of any Federal funds for this proposed Project is contingent upon the following conditions:

- Prior to beginning construction, a National Pollutant Discharge Elimination System (NPDES) permit shall be obtained for stormwater discharge from the site, and a Stormwater Pollution Prevention Plan will be completed.
- Any potential hazardous materials discovered that may be dangerous to human health and/or the environment shall be mitigated in accordance with Minnesota Pollution Control Agency regulations. Any such threat shall be alleviated prior to further excavation and/or construction.

This determination applies only to the proposed Project as described in the aforementioned correspondence and supporting materials. Any changes to the proposed Project which would result in significant environmental impacts not outlined in this documentation, including the disclosure of new information or previously unidentified environmental concerns, will require re-evaluation of this action.

This confirmation of a categorical exclusion does not provide FTA commitment that future Federal funds will be approved for this proposed Project. Any costs incurred under FTA pre-award authority must meet all Federal requirements prior to those costs being incurred in order to retain eligibility of those costs for future FTA grant assistance.

If you have further questions regarding this determination, please contact Reggie Arkell, Community Planner, at (312) 886-3704 or reginald.arkell@dot.gov. Thank you.

Sincerely,



Marisol R. Simón
Regional Administrator

ec: Reggie Arkell, FTA
Arin Knutson, Metro Transit



July 14, 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 Modernization application for the Heywood II Bus Garage Construction to provide additional bus storage, operations and support functions, and maintenance space to support Metro Transit's continued growth in ridership demand and upcoming service expansion identified in the 2015-2030 Service Improvement Plan (SIP) including the C Line, D Line, Orange Line, and other routes that improve bus service in the Minneapolis-St. Paul region.

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

- Metro Transit will have jurisdiction over the facility in the project.
- 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 Metro Transit commitment to operate the facility for its expected useful life

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

Sincerely,

A handwritten signature in black ink, appearing to read 'B. J. Lamb'.

Brian J. Lamb
General Manager

CC: Mary Gustafson, Manager of Grants

A service of the Metropolitan Council