



Application

04778 - 2016 Transit System Modernization

05343 - Downtown St. Paul 5th/6th Street Customer Facility Improvements

Regional Solicitation - Transit and TDM Projects

Status: Submitted
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Primary Contact

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***** Minneapolis Minnesota 55411
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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 Downtown St. Paul 5th/6th Street Customer Facility Improvements

Primary County where the Project is Located Ramsey

Jurisdictional Agency (If Different than the Applicant):

The Downtown St Paul 5th/6th Street Customer Facility Improvements project will make a series of improvements designed to enhance the customer experience at some of the busiest bus stops in the region. Planned improvements like enhanced shelters and real-time transit information will make transit more attractive for customers throughout the corridor.

This project will improve aging infrastructure along 5th and 6th Streets downtown St. Paul between approximately Washington St. and Wall St. These streets serve as a critical regional transit corridor with 300-500 weekday transit trips and 8,000 weekday boardings and alightings at bus stops in the corridor (excluding three already-improved bus stops in the corridor on 5th Street at Minnesota Street and on 6th Street at Cedar Street and between Jackson and Robert Streets). Buses that use this corridor serve regional destinations such as the State Capitol complex and MSP Airport, Mall of America, and the Metropolitan State University. The corridor provides connections to many existing and planned transitways including the METRO Gold Line, METRO Green Line, Robert St ABRT, and East 7th St ABRT, which allow convenient transfers to destinations across the region.

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

The existing bus shelters along 5th and 6th Streets are reaching the end of their useful life and no longer meet the high demand they experience. Multiple bus stops have no shelter even though hundreds of customers use them on an average weekday. The project proposes the following items to address this gap in existing conditions and passenger use:

-Improved customer boarding area

-Enhanced shelters with light and heat, sized to meet customer demand

-Improved customer information, including real-time bus arrival information

-Electrical and communications components to support the above items

The project does not request operating funding assistance. Calculated project operating costs for scoring purposes include bus stop maintenance and snow removal.

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)

Downtown St. Paul 5th/6th Street Customer Facility Improvements

Project Length (Miles)

0.65

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

\$3,009,600.00

Match Amount

\$752,400.00

Minimum of 20% of project total

Project Total

\$3,762,000.00

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

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

Preferred Program Year

Select one:

2020

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

Additional Program Years:

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (do not include in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00

Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$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	\$3,420,000.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$342,000.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$3,762,000.00

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	\$3,762,000.00
Construction Cost Total	\$3,762,000.00
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.

The proposed project is consistent with the following 2040 TPP objectives and strategies (Table 2.1, pgs. 2.6-2.16):

Goal A. Transportation System Stewardship. Efficiently preserve and maintain the regional transportation system in a state of good repair; operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations. Strategies A1, A2, and A3.

Goal B. Safety and Security. Reduce crashes and improve safety and security for all modes of passenger travel and freight transport. Strategies B1 and B6.

Goal C. Access to Destinations. Increase availability of multimodal travel options; increase ridership and the share of trips taken using transit, bicycling and walking; improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for under-represented populations. Strategies C1, C2, C4, C11, C12, and C17.

Goal D. Competitive Economy. Improve multimodal access to regional job concentrations; invest in a multimodal transportation system to attract and retain businesses and people. Strategies D3 and D4.

Goal E. Healthy Environment. Reduce transportation-related air emissions; encourage healthy communities and active car-free lifestyles. Strategies E3, E5, and E6.

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

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.

2040 Transportation Policy Plan

-Passenger Facility Expansion and Modernization
(6.31-33)

-Additional Transitways under Increased Revenue
Scenario (6.63)

List the applicable documents and pages:

Metro Transit Arterial Transitway Corridor Study
(54-57)

Saint Paul Comprehensive Plan, Transportation (T-
5, T11)

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.

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.

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.

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 39945

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 22094

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

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

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

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

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

Upload Map

1468542582546_5th_6th St - Population Summary.pdf

Measure B: Transit Ridership

Select multiple routes

Existing transit routes directly connected to the project

3, 16, 21, 53, 54, 61, 62, 63, 64, 67, 68, 70, 71, 74, 75, 94, 262, 265, 275, 294, 350, 351, 353, 361, 364, 417, 480, 484, 489, 860, 902-METRO Green Line

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

Southwest LRT (METRO Green Line Extension), Robert Street BRT, East 7th Street BRT, West 7th Street BRT, Gateway BRT (METRO Gold Line)

Upload Map

1468542857078_5th_6th St - Transit Connections.pdf

Response

Met Council Staff Data Entry Only

Average number of weekday trips

0

Measure: Usage

Existing Transit Routes on the Project

21, 53, 54, 61, 63, 64, 70, 74, 94, 265, 275, 294, 350, 351, 353, 361, 364, 417, 480, 484, 489, 860

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 5th/6th Street corridor is located in an area with above the regional average for population in poverty or population of color. Multiple bus routes that use the bus stop in this corridor serve Areas of Concentrated Poverty where 50% of more of residents are people of color (ACP50) within minutes of leaving the corridor. Transit customers will directly benefit from improvements such as real-time bus arrival information and enhanced shelters with heat and light. Despite high ridership, many of the existing bus stops in the corridor do not contain these elements. This project will also greatly improve the customer waiting environment over what exists today by facilitating better boarding and alighting experience with clear travel paths and improved organization of street furnishings.

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

This project will increase the convenience and comfort of bus stops for disadvantaged populations by creating high quality, dignified waiting environments for customers as they connect to regional destinations. This corridor connects these populations to a host of employment and education opportunities within a relatively short one-seat ride. For instance, the Metropolitan State University is located within a 10-minute ride from the eastern edge of the corridor.

Upload Map

1468543948890_5th_6th St - Socioeconomic Conditions.pdf

Measure B: Affordable Housing

City/Township	Number of Stops in City/Township
St. Paul	8.0
	8

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	8.0
Total Housing Score	0

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

This project serves bus stops with very high ridership which will likely increase as transit becomes a more attractive mobility option with growing congestion in the region. The bus stops in corridor will serve a future ABRT along East 7th St and various service enhancements detailed in Metro Transit's Service Improvement Plan. Both of these efforts predict increased ridership due to new daily transit riders as transit becomes a more attractive option.

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

According to the Metropolitan Council Travel Behavior Inventory Report, the majority of transit trips in the region come from commutes to work or school by adults aged 18-64. This project serves many work commuters being located downtown St. Paul, one of the region's largest employment center with more than 35,000 jobs. This project also serves many adult school commutes with multiple routes offering one-seat rides to a large post-secondary institution in the region, Metropolitan State University, and a large community college, Saint Paul College, within a 10-minute trip. Inherently, these trips represent a significant amount of riders choosing a more emissions-friendly commute option over driving alone to those destinations.

Measure A: Travel Time

Current Passenger Travel Time (Minutes)	6.0
Proposed Passenger Travel Time (Minutes)	6.0
Reduction in Travel Time	0%

Measure B: Operating Costs

Current Annual Transit Operating Costs	25190.0
Proposed Annual Transit Operating Costs	40304.0

Reduction in Operating Cost

-60%

The proposed annual transit operating costs were developed by using the average cost to maintain a high ridership shelters along Marquette and 2nd Avenues (Marq2) downtown Minneapolis. According to Metro Transit Facilities Maintenance staff, the average operating cost to maintain a shelter along Marq2 amounts to \$5,038 per year. This project would aim for premium shelter maintenance similar to shelters along Marq2. The annual average operating cost for Marq2 shelters is consistent with what Metro Transit currently spends along 5th/6th Streets today. This project would increase operating costs due to the addition of three new shelters at bus stops that currently lack them.

Current avg. annual operating cost for one Marq2 shelter: \$5,038

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

Proposed Annual Cost = \$5,038 * 8 bus stops with shelters

The increased annual operating cost for this project is warranted for many reasons.

1. The project is located on a corridor of regional significance. In addition to the thousands of transit riders who use these bus stops, there are many more thousands who traverse the area near the bus stops. All of this activity results in more demand for around-the-clock maintenance of the customer facilities.

2. The current annual operating costs are low because these bus stops currently have substandard customer facilities given the extremely high ridership. The increase in operating costs is a

product of Metro Transit giving these bus stops the level of maintenance warranted by such high ridership.

Measure C: Improvements and Amenities

This project would enhance the customer experience by modernizing existing waiting facilities and boarding areas while providing some new amenities.

The project will make existing high ridership transit service in the corridor more attractive to users by constructing modernized bus stops with significantly improved customer facilities compared with existing bus stops. Current transit shelters in the corridor vary in condition, design, and overall comfort for customers today. Many waiting facilities are reaching the end of their useful life or need major work to meet modern transit standards. Some bus stops do not have shelters at all. Few shelters and boarding areas were designed to accommodate the high existing demand at these bus stops.

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

Bus stop boarding area improvements will facilitate better boarding and alighting and a more consistent customer experience, including:

- Improved organization of site furnishings within the bus stop area;

- Better delineation of waiting areas and the pedestrian thru-zone on the sidewalk; and

- Potential curb geometry changes at the most constrained bus stops to provide more space for customer facilities.

Transit shelter improvements will enhance customer comfort and sense of security, including:

- Enhanced, permanent shelters to protect

customers from the elements;

- Shelters appropriately sized to bus stop ridership levels and site conditions;

- On-demand heat and integrated high-efficiency lighting;

- Security features such as cameras or emergency telephones; and

- Architectural design that enhances the corridor identity.

Customer information improvements will offer clear direction and increase customer confidence in trip status, including:

- Real-time bus arrival information signage; and

- Printed transit-information display panels with bus schedules and route maps.

This project will result in high quality bus stops designed to match the very high ridership demand already present. The project does not include three already-improved bus stops in the corridor on 5th Street at Minnesota Street and on 6th Street at Cedar Street and between Jackson and Robert Streets.

Measure A: Roadway, Bicycle, and Pedestrian Improvements

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

This project will improve upon existing pedestrian and bicycle accommodations and connections to provide a better overall multimodal system. Metro Transit will also coordinate with the City of St. Paul to best determine the location of bicycle parking throughout the corridor. Additionally, all Metro Transit buses are equipped to handle bicycles. The project will aim to make customer facility improvements that improve upon the challenging pedestrian environment present at many of the bus stops. Potential curb geometry changes at certain bus stops will be explored allow more room for customer waiting areas while maintaining an uninterrupted pedestrian thoroughfare.

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

Yes

40%

Stakeholders have not been identified or contacted

0%

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

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

Yes

0%

Anticipated date or date of completion

12/31/2018

3)Environmental Documentation (5 Percent of Points)

EIS

EA

PM

Yes

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

0%

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

0%

Anticipated date or date of acquisition 12/31/2019

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 12/31/2019

10)Letting

Anticipated Letting Date 04/30/2020

Measure: Cost Effectiveness of Emissions Reduction

Total Annual Operating Cost: \$0.00

Total Annual Capital Cost of Project \$66,943.00

Total Annual Project Cost

\$66,943.00

The cost effectiveness of the shelters and stations are split based on their useful life expectancy. Shelters are assumed to have a useful life of 20 years, whereas other station elements are assumed to have a useful life of 70 years. To determine the annualized capital cost, take the capital cost for each element and then divide it by its useful life. An example is provided below:

Determining the Annual Capital Cost for Shelters:

Total Capital Cost for Shelters + 10% contingency
= \$369,600

Useful Life of Shelters - 20 years

Annual Capital Cost for Shelters = $\$369,600/20$
years or \$18,480 per year

Determining the Annual Capital Cost for Stations:

Total Capital Cost for Stations (excluding shelters)
+ 10% contingency = \$3,392,400

Useful Life of Stations - 70 years

Annual Capital Cost for Stations = $\$3,392,400/70$
years or \$48,463 per year

Annual Capital Cost for Shelters (\$18,480) +
Annual Capital Cost for Stations (\$48,463) = Total
Annual Capital Cost of Project: \$66,943

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

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness

\$0.00

Other Attachments

File Name	Description	File Size
DT STP 5th_6th St Project Map.pdf	Project Map	215 KB
Existing Conditions - 5th_6th.pdf	Existing Conditions	241 KB
Local match letter SIGNED B Lamb - dt stp 5th_6th st.docx.pdf	Local Match Letter	246 KB

Population Summary

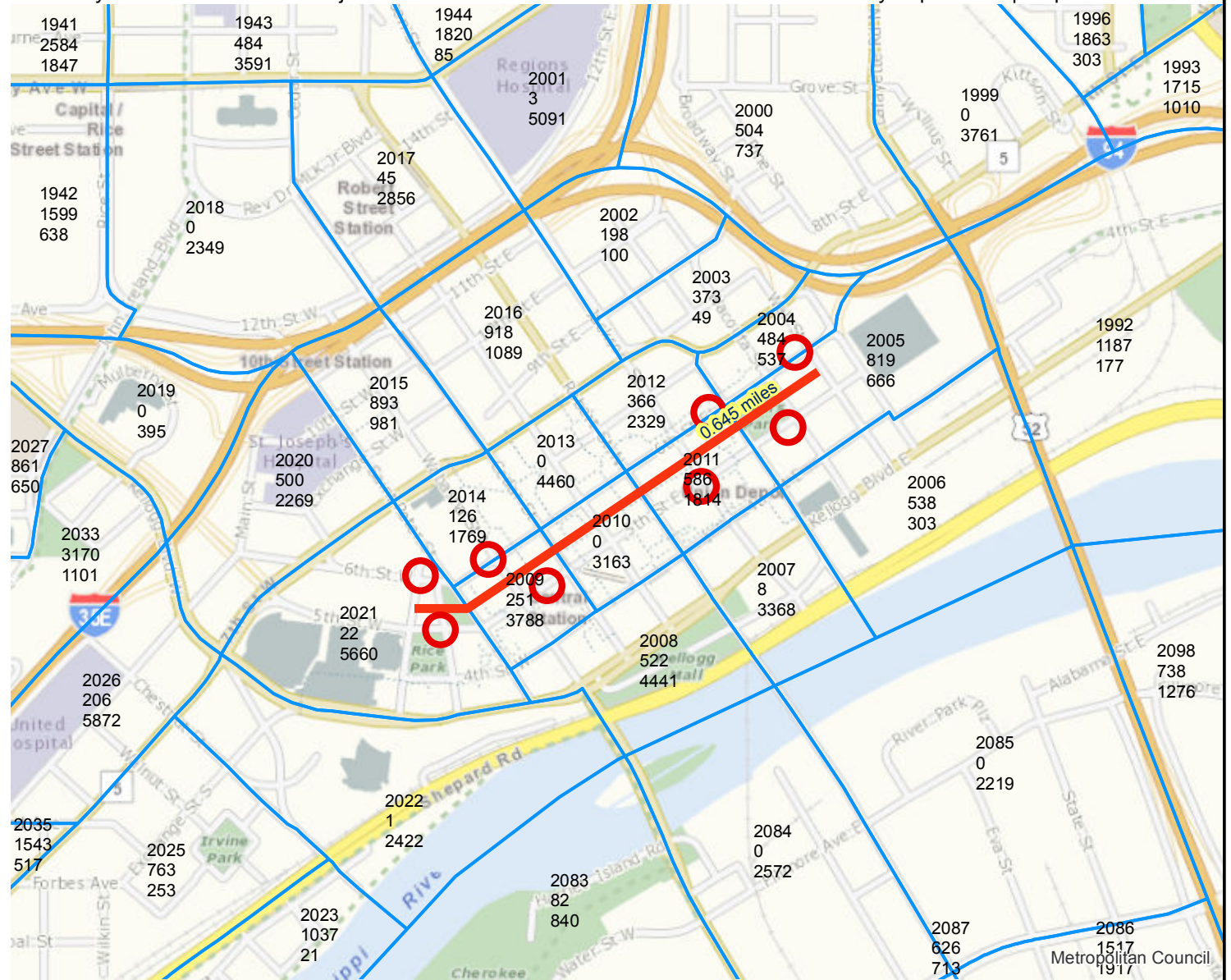
Results

Within QTR Mile of project:
 Total Population: 7109
 Total Employment: 39945

Within HALF Mile of project:
 Total Population: 14340
 Total Employment: 68728

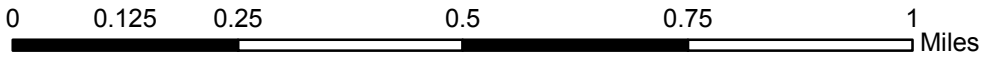
Within ONE Mile of project:
 Total Population: 45850
 Total Employment: 88380

Transit System Modernization Project: Downtown St. Paul 5th/6th Street Customer Facility Improvement | Map ID: 1468539076029



○ Project Points □ 2010 TAZ

— Project



Created: 7/14/2016
 LandscapeRSA4



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

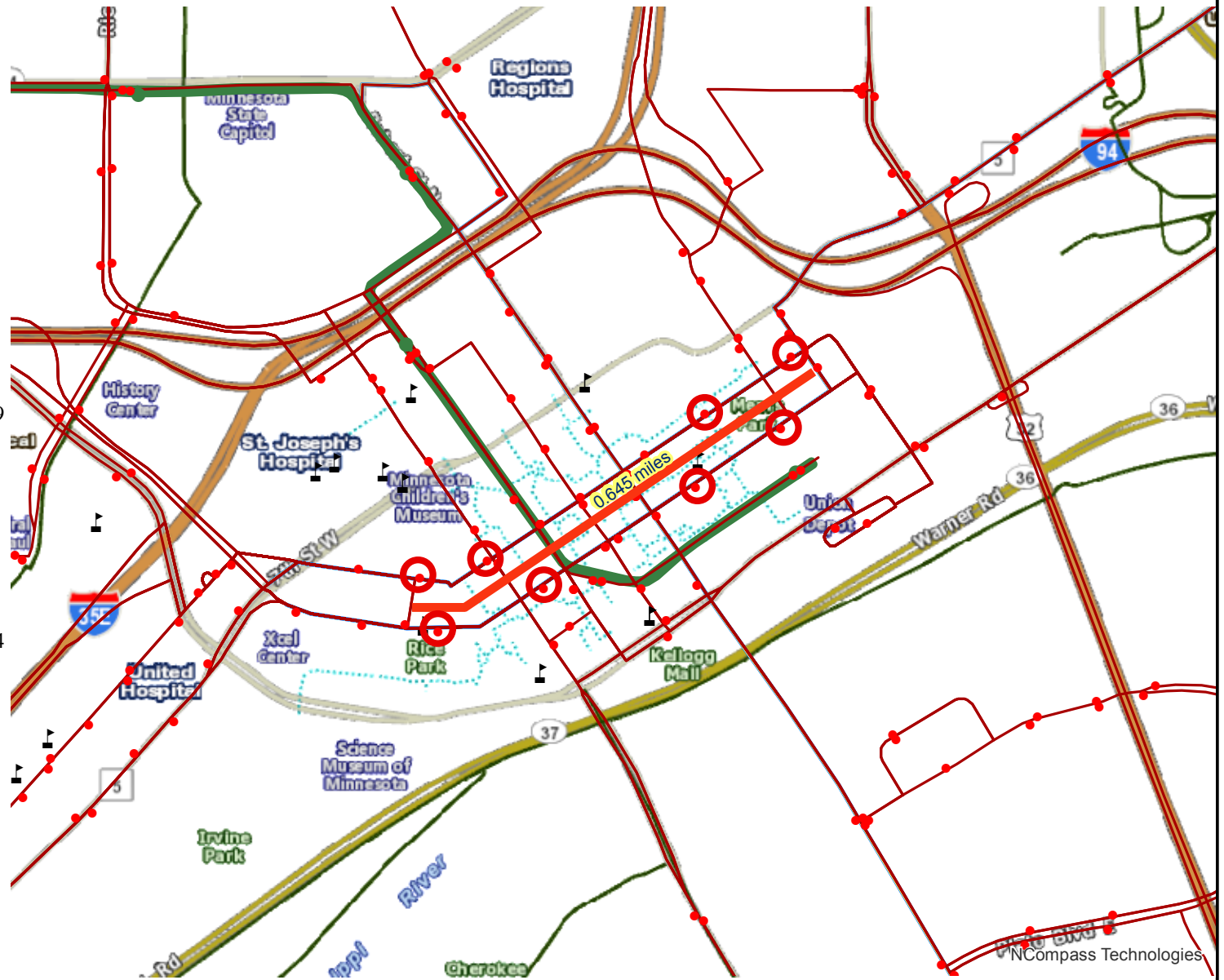


Results

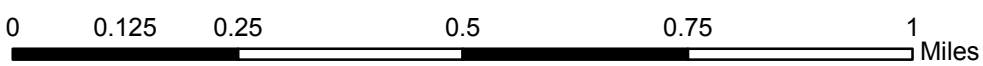
Transit within QTR mile of project:
 3 16 21 53 54 61 62 63 64 67 68
 70 71 74 75 94 262 265 275 294 350 351
 353 355 361 364 365 375 417 452 480 484 489
 860 902
 *East 7th
 *Robert
 *Gold Line

Transit within HALF mile of project:
 3 16 21 53 54 61 62 63 64 65 67
 68 70 71 74 75 94 262 265 275 294 350
 351 353 355 361 364 365 375 417 452 480 484
 489 860 902
 *East 7th
 *Robert
 *Gold Line

*indicates Planned Alignments



	Project Points		Active Stop		Light Rail, Green Line		Transitway		Green Line		Planned Alignments		Arterial BRT
	Project		School		Transit Routes		Green Line		Arterial BRT				



Created: 7/14/2016
 LandscapeRSA3



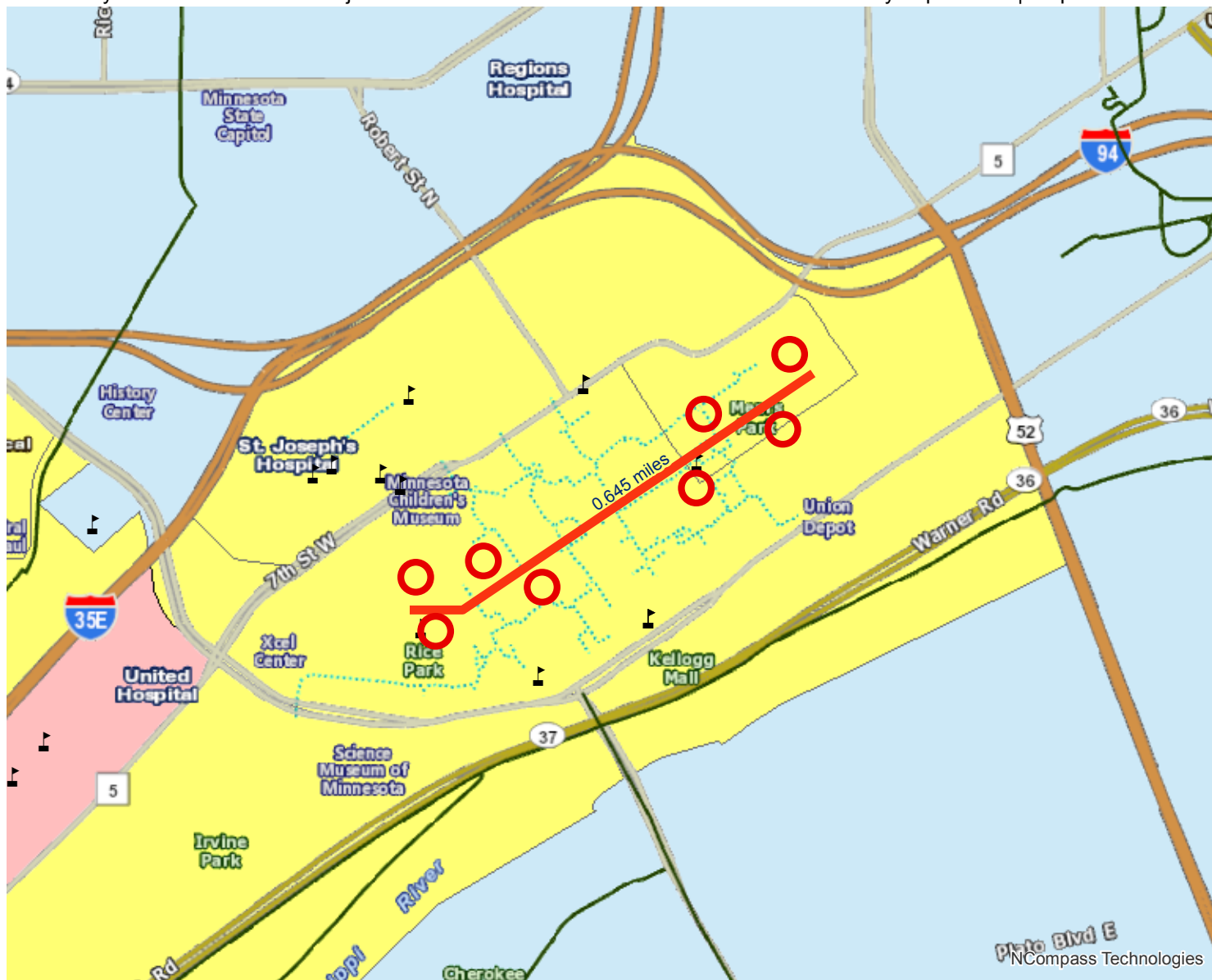
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



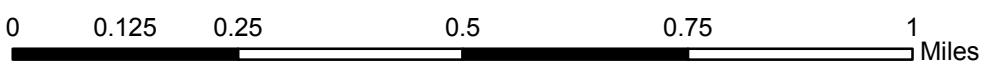
©NCompass Technologies

Results

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



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



Created: 7/14/2016
LandscapeRSA2



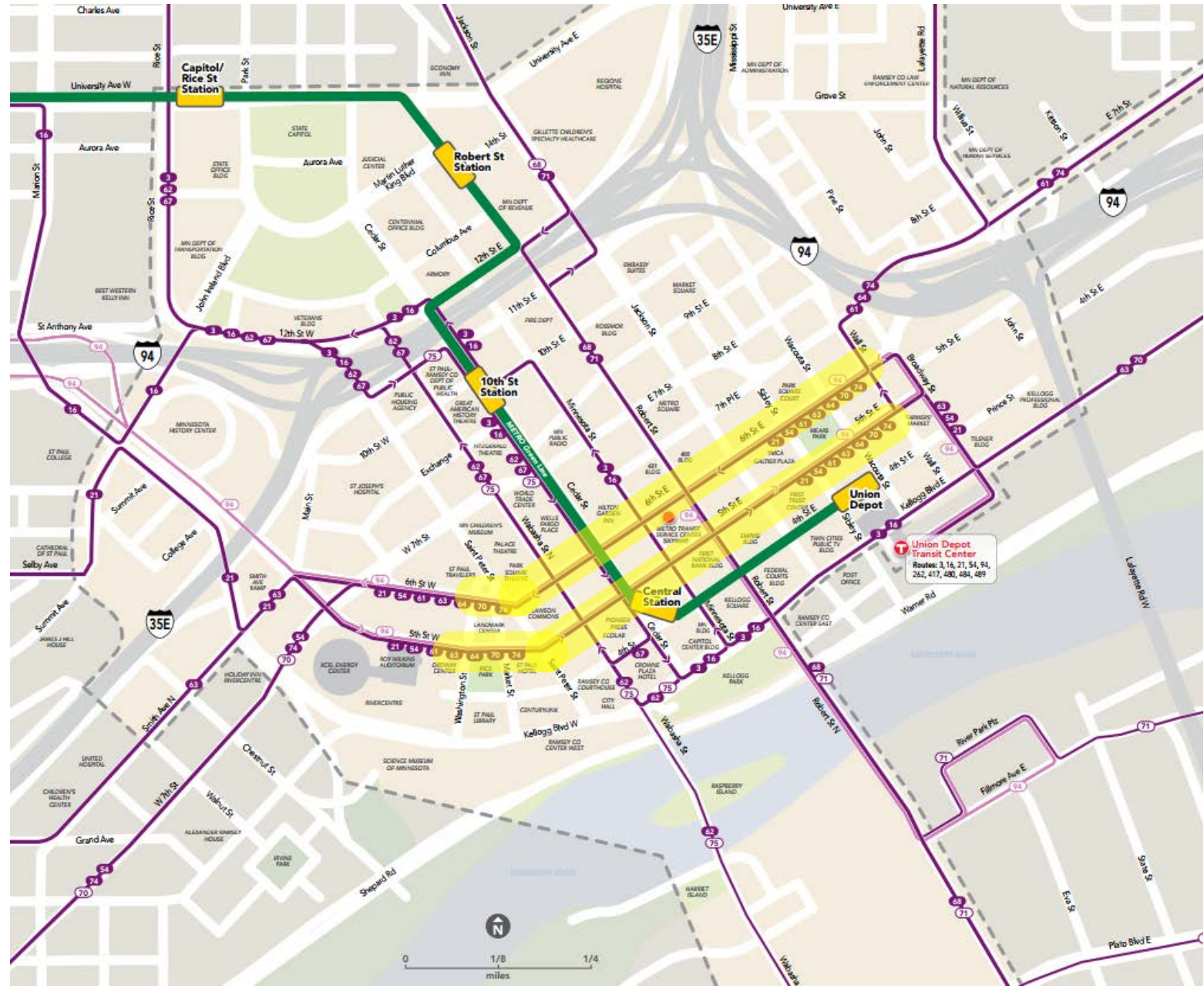
For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gisitenew/notice.aspx>



Downtown St. Paul 5th/6th Street Customer Facility Improvements

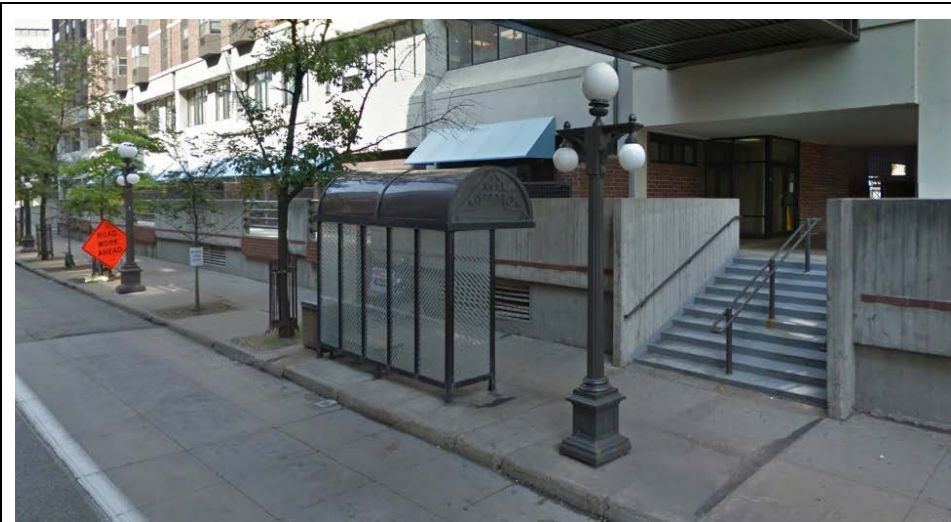
Map of Project Location

 Project Area

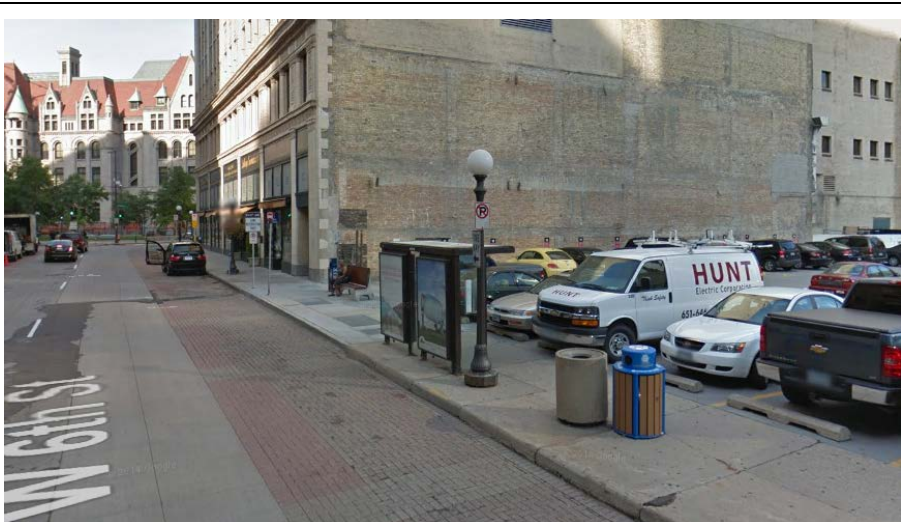


NOTE:
Final bus stop locations will be finalized as design progresses.

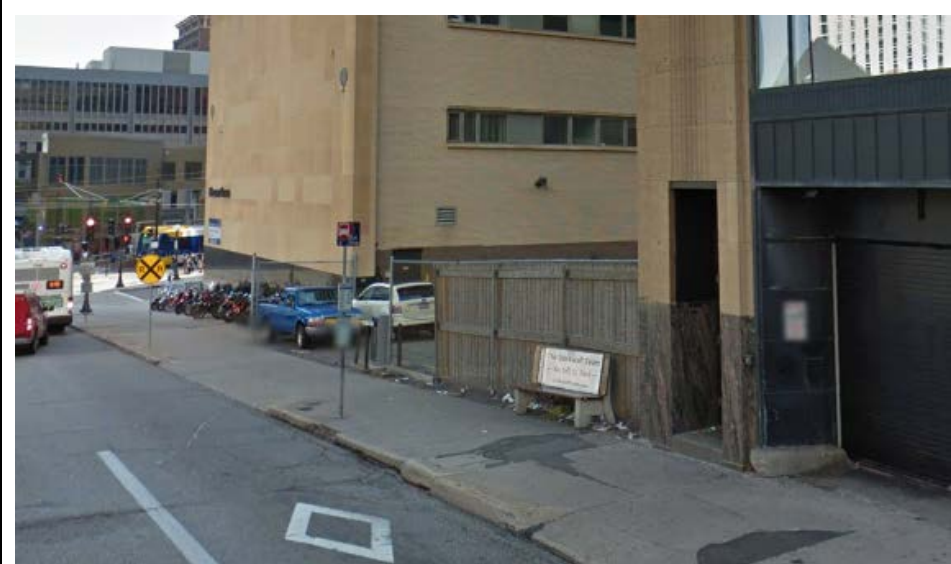
Existing Conditions at Selected Bus Stops in the Corridor



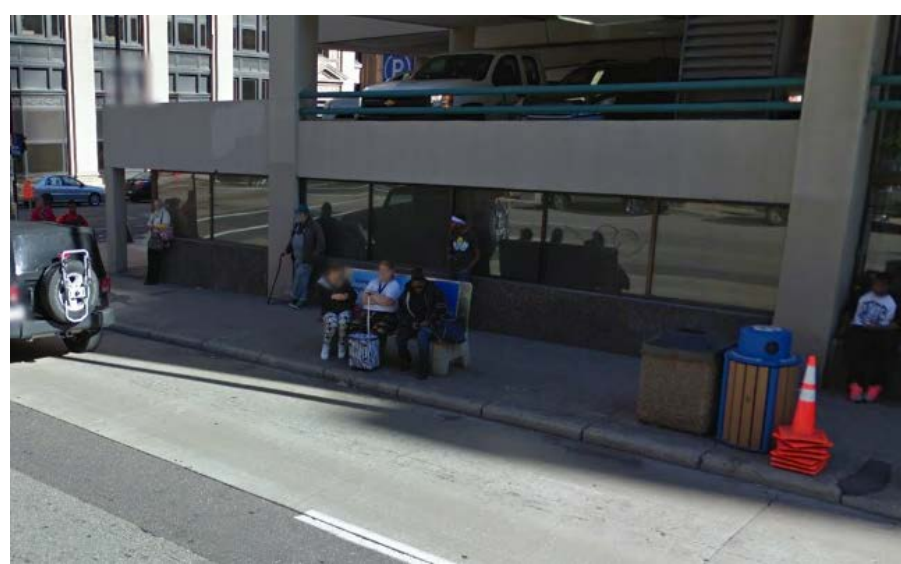
6th St @ Sibley St: 420 average weekday boardings (Fall 2015)



6th St @ Wabasha St: 640 average weekday boardings (Fall 2015)



5th St @ Wabasha St/Cedar St: 870 average weekday boardings (Fall 2015)



5th St @ Jackson St: 900 average weekday boardings (Fall 2015)



July 15, 2016

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

RE: Regional Solicitation Applications

Dear Ms. Koutsoukos:

Metro Transit submits a Transit Modernization application for Downtown St. Paul 5th/6th Street Customer Facility Improvements.

This letter corresponds to Metro Transit's commitment to providing local match for this project.

- Metro Transit will have jurisdiction over the waiting facilities and other improvements in the project. Metro Transit commits to maintain these improvements for their useful life.
- Metro Transit will provide the required minimum 20% local match through Metropolitan Council Regional Transit Capital or other eligible non-federal funds available to Metro Transit in the program year.
- Metro Transit commits to comply with FTA and grantee requirements.

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

Sincerely,

A handwritten signature in black ink that reads 'Brian J. Lamb'.

Brian J. Lamb
General Manager, Metro Transit

CC: Marilyn Porter, Director, Metro Transit Engineering & Facilities
Mary Gustafson, Grants Manager Metro Transit

A service of the Metropolitan Council