Application

04778 - 2016 Transit System Modernization

05387 - Chicago Avenue Corridor Bus Stop Modernization

Regional Solicitation - Transit and TDM Projects

| | |
|---|---|
| Status: | Submitted |
| Submitted Date: | 07/15/2016 2:43 PM |

## Primary Contact

**Name:***

| Salutation | First Name | Middle Name | Last Name |
|---|---|---|---|
| | Charles | | Carlson |

**Title:** Project Manager

**Department:**

**Email:** Charles.Carlson@metrotransit.org

**Address:**

*

| City | State/Province | Postal Code/Zip |
|---|---|---|
| | | |

**Phone:***

| Phone | Ext. |
|---|---|
| | |

**Fax:**

**What Grant Programs are you most interested in?**

## Organization Information

**Name:** Metro Transit

**Jurisdictional Agency (if different):**

| | |
|---|---|
| **Organization Type:** | Metropolitan Council |
| **Organization Website:** | |
| **Address:** | 560 Sixth Avenue North |

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

| | |
|---|---|
| **County:** | Hennepin |
| **Phone:*** | 651-602-1000 Ext. |
| **Fax:** | |
| **PeopleSoft Vendor Number** | METROTRANSIT |

## Project Information

| | |
|---|---|
| **Project Name** | Chicago Avenue Corridor Bus Stop Modernization |
| **Primary County where the Project is Located** | Hennepin |
| **Jurisdictional Agency (If Different than the Applicant):** | |

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

The Chicago Avenue Corridor Bus Stop Modernization project will make existing transit service more attractive throughout the corridor by enhancing the customer experience with vastly improved amenities like enhanced shelters and real-time transit information.

This project will modernize an existing southern portion of Route 5 service connecting downtown Minneapolis to 38th Street via Chicago Avenue. The entire length of Route 5 connects the City of Brooklyn Center with the Mall of America via downtown Minneapolis. Route 5 is a critical component of the existing transit network that carries an average weekday ridership of about 17,000 rides per day. Between downtown Minneapolis and 38th Street, weekday ridership can reach over 10,000 boardings. The service is Metro Transit's highest ridership bus route. The existing limited transit facilities along the corridor do not meet the needs of the communities they serve.

The current streetscape limits the extent customer amenities like shelters can be provided. Extremely limited sidewalk space and the lack of available right-of-way effectively narrows the available space for customer improvements. The construction project will expand sidewalk space with bus bumpouts to accommodate a dedicated transit boarding area for near-level boarding, plus enhanced customer facilities. Bus stops along the corridor will be modernized into stations with a variety of improvements, including enhanced shelters with heat and light. Due to constrained sidewalk widths many locations currently do not have shelters and offer little more information than a bus stop sign on a pole. Other improvements include real-time information, security features like phones and/or cameras, and furnishings like benches, bicycle racks, and trash receptacles.

The existing Route 5 service will be converted to a rapid limited-stop bus service. This conversion will improve travel times for existing customers. Faster travel times will also result in improved operational costs compared to existing conditions.

The project includes $8.75 million for the construction of station improvements throughout the Chicago Avenue corridor.

The project does not request funding assistance for bus purchases or off-board fare payment equipment. This project's bus stop modernization improvements provide independent utility within this transitway corridor.

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

| | |
|---|---|
| **TIP Description Guidance (will be used in TIP if the project is selected for funding)** | Chicago Ave corridor bus stop modernization |
| **Project Length (Miles)** | 4.4 |

## Project Funding

| | |
|---|---|
| **Are you applying for funds from another source(s) to implement this project?** | No |
| **If yes, please identify the source(s)** | |
| **Federal Amount** | $7,000,000.00 |
| **Match Amount** | $1,750,000.00 |

*Minimum of 20% of project total*

| | |
|---|---|
| **Project Total** | $8,750,000.00 |
| **Match Percentage** | 20.0% |

*Minimum of 20%*
*Compute the match percentage by dividing the match amount by the project total*

| | |
|---|---|
| **Source of Match Funds** | Metropolitan Council RTC, Motor Vehicle Sales Tax, or other Metro Council-controlled non-federal funds |

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

### Preferred Program Year

**Select one:** 2020

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

**Additional Program Years:** 2019

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

## Specific Roadway Elements

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

## Specific Bicycle and Pedestrian Elements

| CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES | Cost |
|---|---|
| Path/Trail Construction | $0.00 |
| Sidewalk Construction | $0.00 |
| On-Street Bicycle Facility Construction | $0.00 |
| Right-of-Way | $0.00 |
| Pedestrian Curb Ramps (ADA) | $0.00 |
| Crossing Aids (e.g., Audible Pedestrian Signals, HAWK) | $0.00 |
| Pedestrian-scale Lighting | $0.00 |
| Streetscaping | $0.00 |
| Wayfinding | $0.00 |
| Bicycle and Pedestrian Contingencies | $0.00 |
| Other Bicycle and Pedestrian Elements | $0.00 |
| **Totals** | **$0.00** |

## Specific Transit and TDM Elements

| CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES | Cost |
|---|---|
| Fixed Guideway Elements | $0.00 |
| Stations, Stops, and Terminals | $8,750,000.00 |
| Support Facilities | $0.00 |
| 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** | **$8,750,000.00** |

## Transit Operating Costs

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

## Totals

| | |
|---|---|
| **Total Cost** | $8,750,000.00 |
| **Construction Cost Total** | $8,750,000.00 |
| **Transit Operating Cost Total** | $0.00 |

## Requirements - All Projects

### All Projects

*1.The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).*

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

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

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

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

Goal B - Safety and Security (B1 - Incorporate safety and security considerations)

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

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

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

*3.The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.*

**List the applicable documents and pages:**

2040 Transportation Policy Plan - Transitway expansion assumed to be funded within the current revenue (pages 6.58, 6.68)

Hennepin County 2030 Comprehensive Plan Update - "Integrate transit advantages and transit priority into traffic operations where appropriate" (pages 5-4)

Hennepin County 2030 Transportation Systems Plan - "Integrate transit advantages and transit priority into traffic operations where appropriate" (page 1-15); "Continue the cooperation with Metro Transit and other transit providers for inclusion of transit related roadway enhancements" (page 10-9)

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

Metropolitan Council Unified Budget - D Line ABRT (pages G-11, G-12, I-9)

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

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

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

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

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

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

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

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

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

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

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

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

*10.The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.*

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

*11.The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.*

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

*12.The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.*

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

*13.The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.*

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

## Requirements - Transit and TDM Projects

### For Transit Expansion Projects Only

*1.The project must provide a new or expanded transit facility or service(includes peak, off-peak, express, limited stop service on an existing route, or dial-a-ride).*

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

*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** | 152811 |
| **Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer** | 134710 |
| **Existing employment outside 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)**<br>*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)**<br>*Upload the "Letter of Commitment" on the 'Other Attachments' Form.* | |
| **Explanation of last-mile service, if necessary (Limit 1,400 characters; approximately 200 words):** | Chicago Avenue corridor service will operate within densely populated urban corridors. Station locations are influenced, in part, by proximity to existing transit connections and major destinations. This minimizes problematic "last-mile" inadequacies and increases overall network efficiency. |
| **Upload Map** | 1468513337609_Maps, Chicago Avenue - Population Summary (Final).pdf |

## Measure B: Transit Ridership

*Select multiple routes*

| | |
|---|---|
| **Existing transit routes directly connected to the project** | 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 14, 17, 18, 19, 20, 21, 22, 23, 25, 27, 39, 53, 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, 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, 854, 865, 887, 901-METRO Blue Line, 902-METRO Green Line |
| **Planned Transitways directly connect to the project (mode and alignment determined and identified in the 2040 TPP)** | I-35W BRT (METRO Orange Line Extension), Central Avenue Arterial BRT, Nicollet Avenue Arterial BRT, West Broadway Avenue BRT, Chicago Ave BRT, Emerson/Fremont Aves BRT, Penn Avenue Arterial BRT (C Line) |
| **Upload Map** | 1468513358937_Maps, Chicago Avenue - Transit Connections (Final).pdf |

## Response

*Met Council Staff Data Entry Only*

| | |
|---|---|
| **Average number of weekday trips** | 0 |

## Measure: Usage

| | |
|---|---|
| **Existing Transit Routes on the Project** | 5 |

## 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** | |

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

The entirety of the Chicago Avenue corridor project serves the South Minneapolis ACP50, an area of concentrated poverty, or an area with high proportions of poverty and people of color. The poverty rate within the South Minneapolis ACP50 was 64% in 2007-2011. Substantial numbers of residents throughout the project area are transit-reliant without access to a personal vehicle. This project will increase the convenience and comfort of transit service in the area to help all residents reach their everyday destinations in a reliable and efficient manner.

This project will substantially improve existing transit service within these areas by providing upgraded customer waiting facilities like better shelters and real-time information. Despite high ridership, many existing bus stops planned for transit improvements contain minimal amenities except for a sign affixed to a pole. Other components of station construction, like raised curbs, will make boarding easier for all customers, including the elderly and riders using mobility devices.

Transit customers will directly benefit from larger shelters with heat and light, increasing comfort year-round while waiting for bus arrivals. Real-time transit information will also be readily available, increasing the predictability of service regardless of access to similar information on mobile devices.

**Upload Map**

1468513386843_Maps, Chicago Avenue - Socio-Economic Conditions (Final).pdf

## Measure B: Affordable Housing

| City/Township | Number of Stops in City/Township |
|---|---|
| City of Minneapolis | 17.0 |

## 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** | 17.0 |
| **Total Housing Score** | 0 |

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

| | |
|---|---|
| **Response (Limit 2,100 characters; approximately 300 words)** | The Chicago Avenue Corridor Bus Stop Modernization project is anticipated to positively impact air quality through faster speeds and a reduction in the number of acceleration and deceleration cycles of transit vehicles. The conversion of existing local service to a limited stop service will reduce dwell periods and the number of times buses must come to a complete stop. Emissions reductions are anticipated through the resulting improved fuel economy of transit vehicles (i.e., miles per gallon). Existing and proposed fuel economy is calculated based on Altoona bus tests of fuel economy for the planned fleet type under a CBD-style operating cycle, similar to the existing local bus operation (2.73 mpg) and an arterial operating cycle more reflective of the proposed operation (3.12 mpg). Based on a total of 688,164 miles operated annually under both existing and proposed scenarios, the proposed operation is expected to save 31,509 gallons of diesel annually over existing service. Based on 10.2 kilograms of CO2 emitted per gallon of diesel burned (EPA Transportation Energy Data Book), the project is expected to reduce CO2 emissions by 321,395 kilograms annually. |

## Measure A: Travel Time

| | |
|---|---|
| **Current Passenger Travel Time (Minutes)** | 30.0 |
| **Proposed Passenger Travel Time (Minutes)** | 26.0 |
| **Reduction in Travel Time** | 13.0% |

## Measure B: Operating Costs

| | |
|---|---|
| **Current Annual Transit Operating Costs** | 7753522.34 |
| **Proposed Annual Transit Operating Costs** | 7158302.87 |
| **Reduction in Operating Cost** | 8.0% |

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

With the modernization of bus stops along the Chicago Avenue corridor, the existing Route 5 local service will be converted to a rapid limited-stop bus service. Faster travel times will result in improved operational costs compared to existing conditions, with fewer peak buses required and fewer platform hours needed to operate the same frequency of service. Currently, Metro Transit deploys an estimated 68,721 annual platform hours to operate Route 5 service in the Chicago Avenue corridor. The proposed rapid limited-stop service at modernized stations (operating with the same service frequency) is estimated to require 63,421 annual platform hours. Metro Transit's current fully loaded hourly operating cost rate is $112.87. Current and proposed annual platform hours were multiplied by the hourly operating cost to yield current and proposed annual operating costs. The proposed operation results in annual savings of 5,300 platform hours compared to existing Route 5 service in the corridor, for an estimated annual operating savings of $598,219.

## Measure C: Improvements and Amenities

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

This project will make existing transit service in the corridor more attractive to users by constructing modernized bus stops with significantly improved amenities compared to existing bus stops. The project will also increase the quality of transit via faster travel times provided by reduced dwell time from making fewer stops at consolidated, modernized facilities.

Station improvements will benefit customers in a variety of ways. Enhanced shelters will provide weather protection and feature on-demand heaters and integrated lighting. Shelter sizes will vary between 12' and 36' long, dependent upon site conditions and existing bus stop ridership. A cement foundation increases protection from the elements and helps establish a sense of permanence compared to standard shelters. Locations throughout the corridor today have no shelters despite substantial ridership.

Detailed rider information will be provided in several formats to offer clear direction and increase customer confidence in trip status. A pylon landmark, real-time signage, and printed panel with timetable, mapping, and connection information provide better information in more ways than a standard bus stop. Many bus stops today consist of only a sign on a pole.

Other station components, like furnishings or security features, will further enhance customer safety and comfort. Benches, trash receptacles, and bike racks will be available for customer use. Security cameras and/or telephones will be deployed in the corridor to provide a layer of safety not possible at existing standard bus stops.

To accommodate these amenities, bus platforms will be constructed with curb bumpouts where feasible. Bumpouts extend from the existing roadway curb to the edge of a through-lane for the length of the platform. Bumpouts also improve travel times by eliminating the need for buses to merge in and out of traffic to access stations. The additional space they provide for clear and accessible boarding and alighting further improves operations by allowing more customers to board a bus in less time than existing conditions. A targeted curb height of 9 inches instead of the standard 6 inches reduces the distance between the curb and the floor of the bus, easing vehicle access for passengers with low mobility and enabling faster boarding and alighting for all passengers.

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

The Chicago Avenue Corridor Bus Stop Modernization project will improve upon existing pedestrian and bicycle accommodations and connections to provide a better overall multimodal system. The project already serves densely populated and pedestrian-oriented urban corridors, with sidewalks throughout most of the project corridor.

However, sidewalk space can be limited, resulting in conflicts between sidewalk thru-space and bus stop waiting areas. Station design integrates considerations like pedestrian street crossings within a station area to maximize pedestrian safety and convenience to the extent possible. At stations with curb bumpouts, additional space will allow separation between the thru-sidewalk and passenger waiting area, improving pedestrian accessibility through and within the platform area. All transit customers are pedestrians, and the additional space and amenities like enhanced shelters will improve the overall experience as pedestrians transition into customers while waiting for their ride.

Multimodal transit-bicycle trips will be encouraged through the placement of bicycle racks at station platforms, along with bike racks mounted on buses.

Planned station locations include direct connections to bicycle or multimodal facilities on 14th Street and 24th Street. Other multimodal facilities like the Midtown Greenway, the 26th and 28th Street bikeways, and all downtown bicycle facilities are located nearby. In addition, the route alignment itself on Chicago Avenue also contains bicycle lanes. The City of Minneapolis Bicycle Master Plan also identifies further bicycle improvements on

31st, 35th, and 36th Streets (sharrows).

Travel efficiencies across all modes are expected due to the decreased dwell times made possible through the utilization of limited stops at consolidated, modernized stations. Reduced dwell times and curb bumpouts are also expected to minimize unsafe and conflict point-inducing merge movements by cars and bicyclists around dwelling buses.

## 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** Yes

*50%*

**Layout or Preliminary Plan has not been started**

*0%*

**Anticipated date or date of completion** 12/31/2017

### 3)Environmental Documentation (5 Percent of Points)

**EIS**

**EA**

**PM**

## Document Status:

**Document approved (include copy of signed cover sheet)**

100%

**Document submitted to State Aid for review**

75% date submitted

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

*50%*

**Document not started** Yes

*0%*

**Anticipated date or date of completion/approval** 12/31/2017

## 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:** 12/31/2017

**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** Yes

*30%*

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

*0%*

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

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

*100%*

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

*100%*

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

*75%*

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

*50%*

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

*25%*

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

*0%*

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

*0%*

**Anticipated date or date of acquisition** 01/01/2019

### 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** 11/30/2018

### 10)Letting

**Anticipated Letting Date** 02/28/2019

## Measure: Cost Effectiveness of Emissions Reduction

**Total Annual Operating Cost:** $7,158,302.87

**Total Annual Capital Cost of Project** $162,500.00

**Total Annual Project Cost** $7,320,803.00

For Total Annual Operating Cost: 63,421 annual platform hours at $112.87 hourly cost per platform hour.

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

For Total Annual Capital Cost of Project: $7.7M in "Transit Center/Station/Project" components with 70 years of useful life; $1.05M in "Transit Shelter" components with 20 years of useful life.

*(Limit 1400 Characters; approximately 200 words)*

**Points Awarded in Previous Criteria**

**Cost Effectiveness** $0.00

## Other Attachments

| File Name | Description | File Size |
|---|---|---|
| Chicago Avenue - Cover Letter.pdf | Cover letter | 339 KB |
| Maps, Chicago Avenue - Population Summary (Final).pdf | Population summary map | 327 KB |
| Maps, Chicago Avenue - Regional Economy (Final).pdf | Regional economy map | 323 KB |
| Maps, Chicago Avenue - Socio-Economic Conditions (Final).pdf | Socio-economic conditions map | 300 KB |
| Maps, Chicago Avenue - Transit Connections (Final).pdf | Transit connections map | 474 KB |

# Population Summary

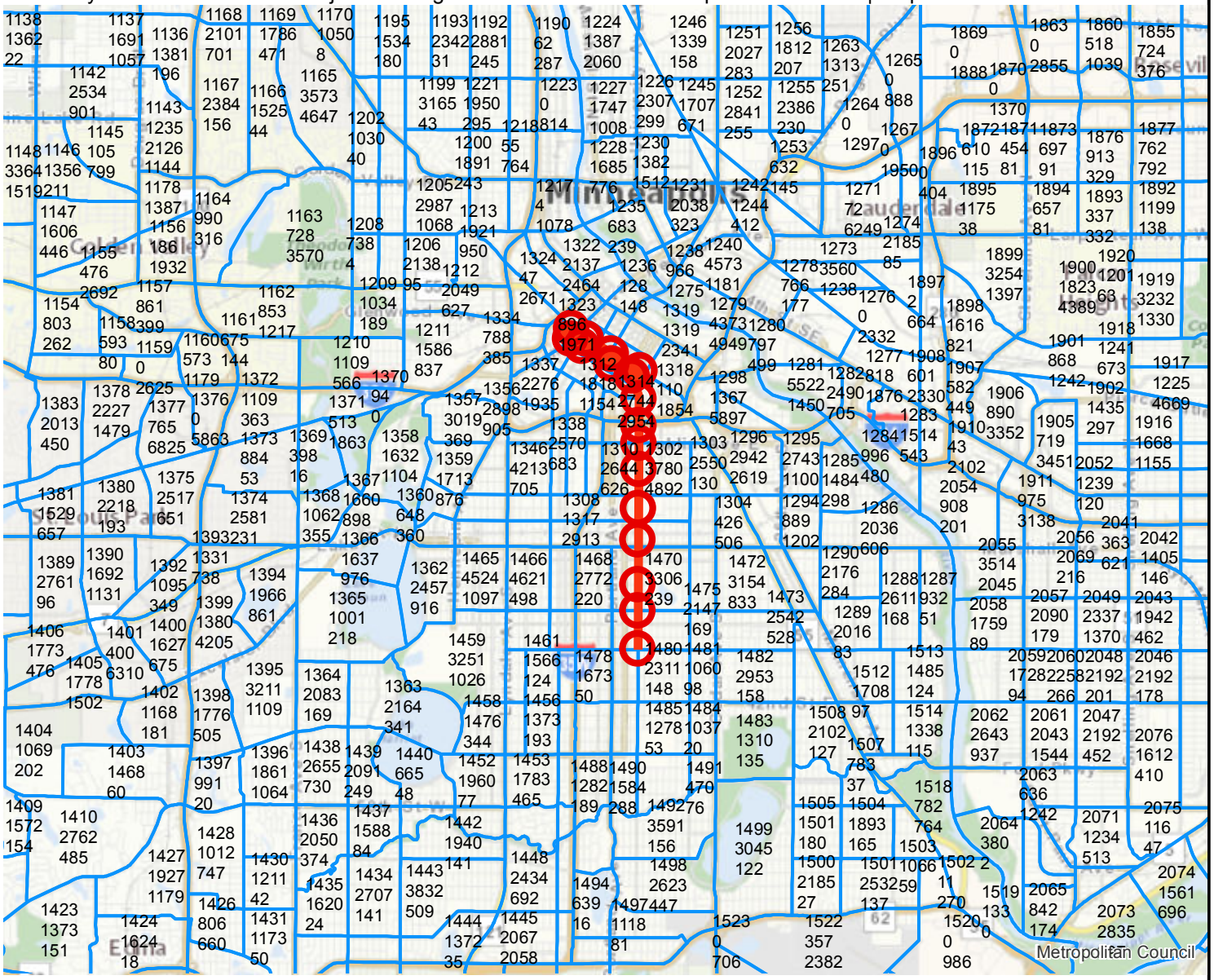
Transit System Modernization Project: Chicago Avenue Corridor Bus Stop Modernization | Map ID: 1467996915689

## Results

Within QTR Mile of project:
Total Population: 45901
Total Employment: 133691

Within HALF Mile of project:
Total Population: 76706
Total Employment: 152811

Within ONE Mile of project:
Total Population: 139589
Total Employment: 183004




Project Points
2010 TAZ
Project

0 0.75 1.5 3 4.5 6 Miles

Created: 7/8/2016
LandscapeRSA4

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

METROPOLITAN COUNCIL

Transit within QTR mile of project:
2 3 4 5 6 7 9 10 11 12 14
17 18 19 20 21 22 23 25 27 39 53
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
490 491 492 493 535 552 553 554 558 578 579
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
824 825 850 852 854 865 887 901 902
*West Broadway
*Central
*Chicago-Fremont
*Hennepin
*Lake
*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 21 22 23 25 27 39 53
59 61 94 111 113 114 133 134 135 141 146
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
579 587 588 589 597 643 649 652 663 664 667
668 670 671 672 673 674 675 677 679 684 690
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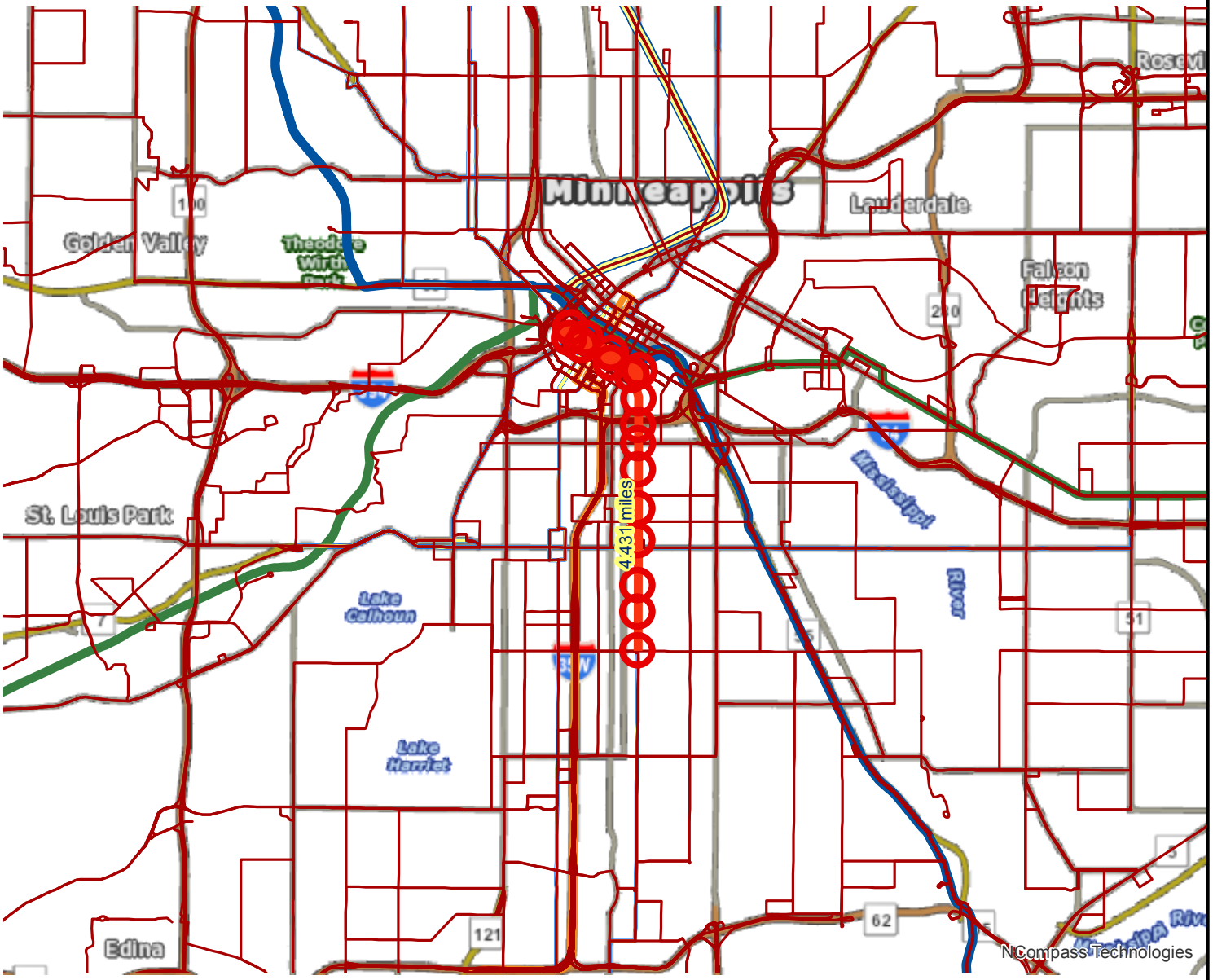
*Orange Line
*Green Line Extension
*Blue Line Extension
*Blue Line Extension
*C Line

*indicates Planned Alignments

# Transit Connections

Transit System Modernization Project: Chicago Avenue Corridor Bus Stop Modernization | Map ID: 1467996915689




Project Points
Project
Transit Routes

**Transitway**
Blue / Green Line
Blue Line
Green Line

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

0 0.75 1.5 3 4.5 6 Miles

Created: 7/8/2016
LandscapeRSA3

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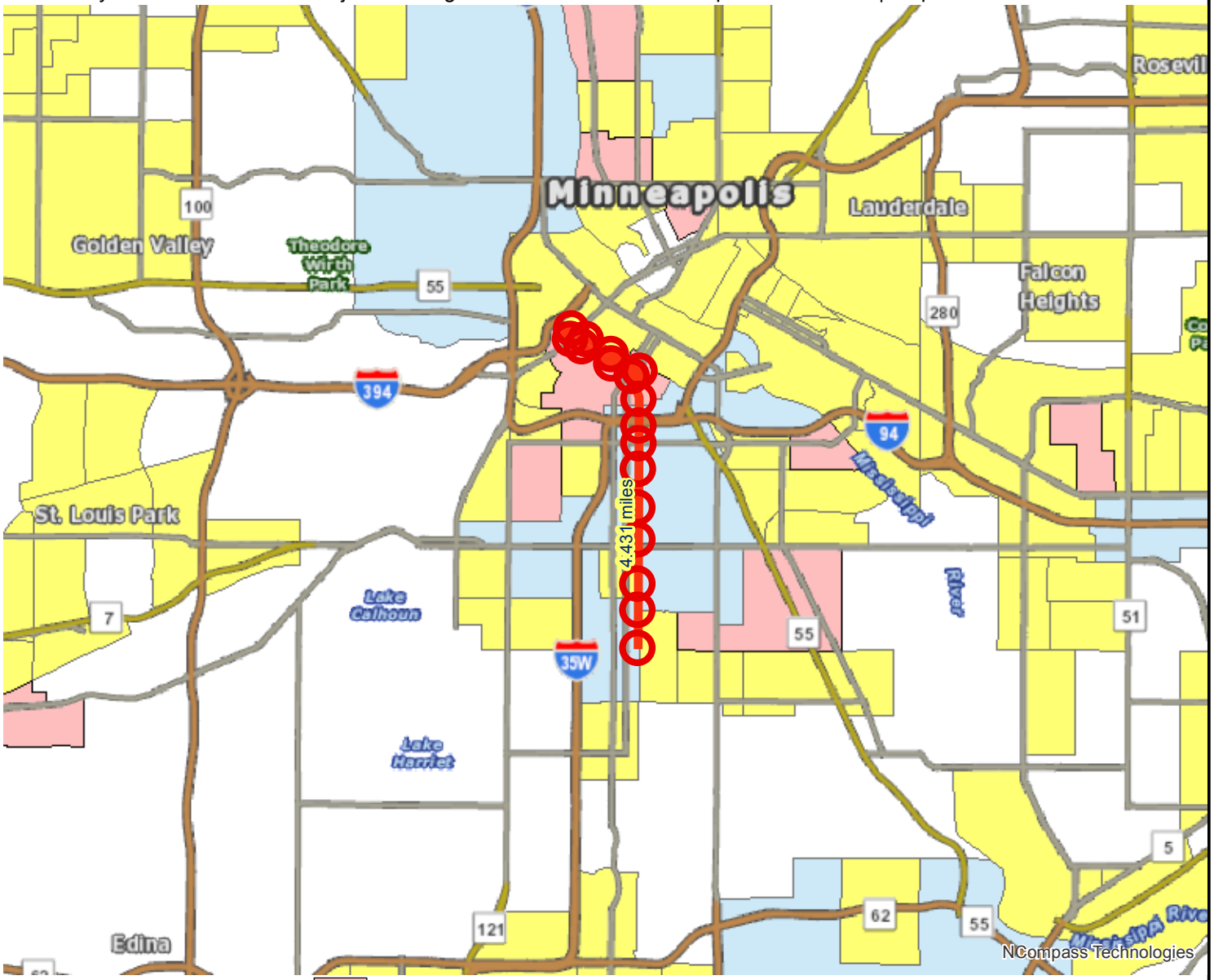
METROPOLITAN COUNCIL

# Socio-Economic Conditions

Transit System Modernization Project: Chicago Avenue Corridor Bus Stop Modernization | Map ID: 1467996915689

Results

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




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

0 0.75 1.5 3 4.5 6 Miles

Created: 7/8/2016
LandscapeRSA2

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METROPOLITAN COUNCIL

Metro Transit

July 15, 2016

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

RE: Regional Solicitation Applications

Dear Ms. Koutsoukos:

Metro Transit is submitting a Transit System Modernization application for Chicago Avenue corridor bus stop modernization. This project improves transit facilities on the Chicago Avenue corridor between the downtown Minneapolis and 38th Street. The project includes the construction of transit stations with customer features like enhanced shelters and real-time information.

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

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

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

Sincerely,

Brian J. Lamb
General Manager

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

# Population Summary

Transit System Modernization Project: Chicago Avenue Corridor Bus Stop Modernization | Map ID: 1467996915689

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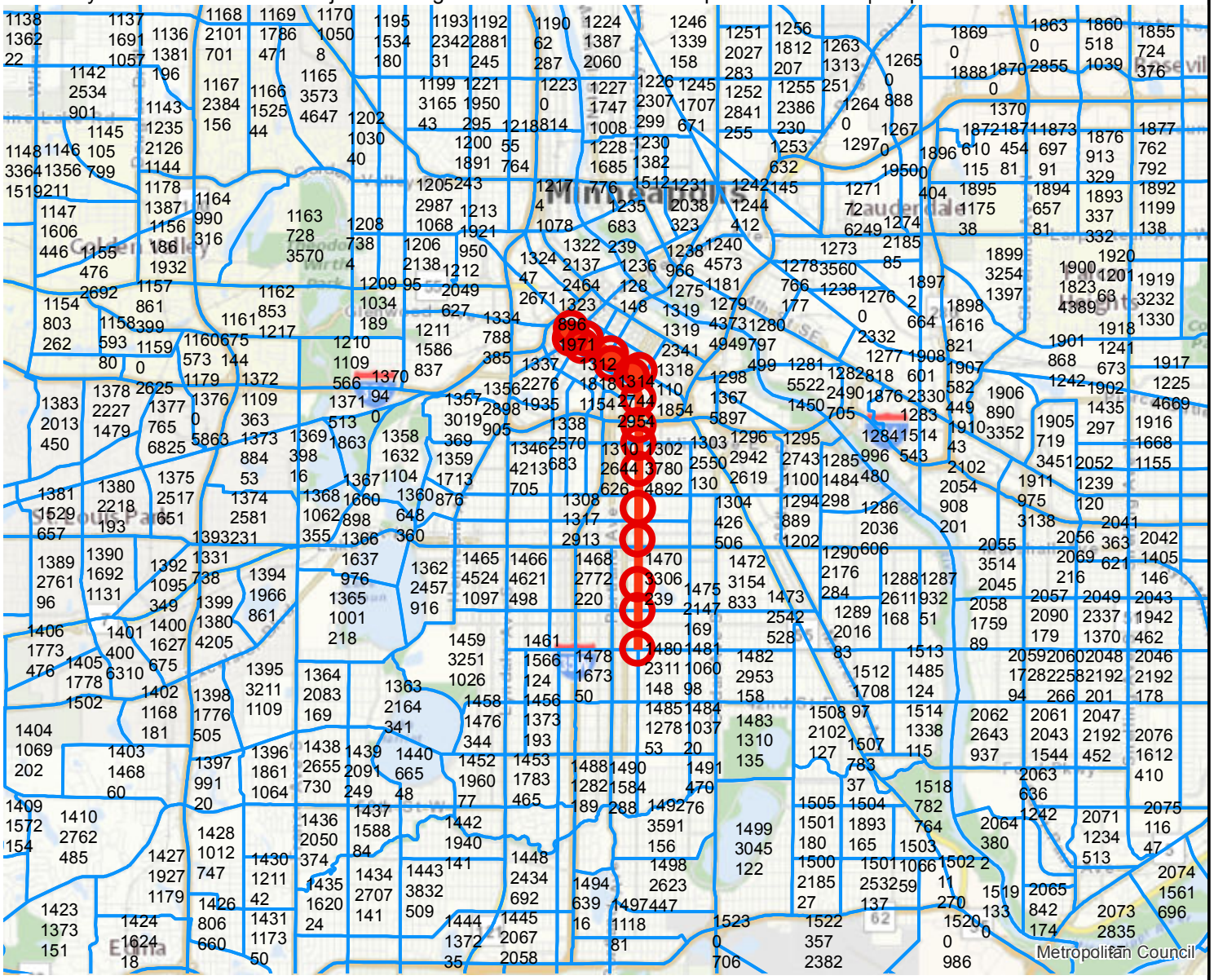


Project Points
2010 TAZ
Project

0 0.75 1.5 3 4.5 6 Miles

Created: 7/8/2016
LandscapeRSA4

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METROPOLITAN COUNCIL

# Regional Economy

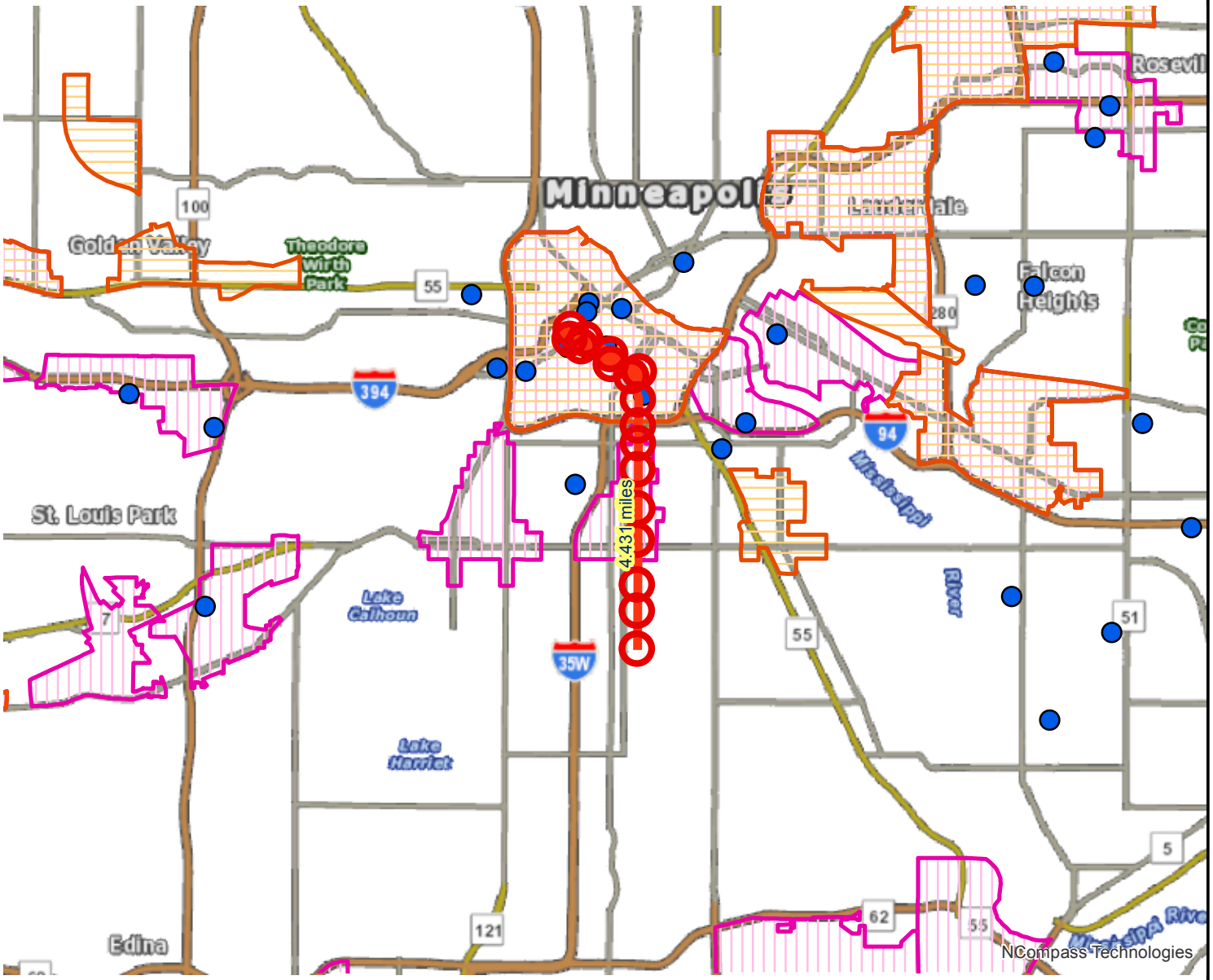
Transit System Modernization Project: Chicago Avenue Corridor Bus Stop Modernization | Map ID: 1467996915689

## Results

**WITHIN ONE MI** of project:

Total Population: 142257
Total Employment: 240766
Mfg and Dist Employment: 11010

Postsecondary Students:
134710




Project Points
PostSecondary Education Centers
Job Concentration Centers
Project
Manfacturing/Distribution Centers

0 0.75 1.5 3 4.5 6 Miles

Created: 7/8/2016
LandscapeRSA5

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METROPOLITAN COUNCIL

# Socio-Economic Conditions

Transit System Modernization Project: Chicago Avenue Corridor Bus Stop Modernization | Map ID: 1467996915689

Results

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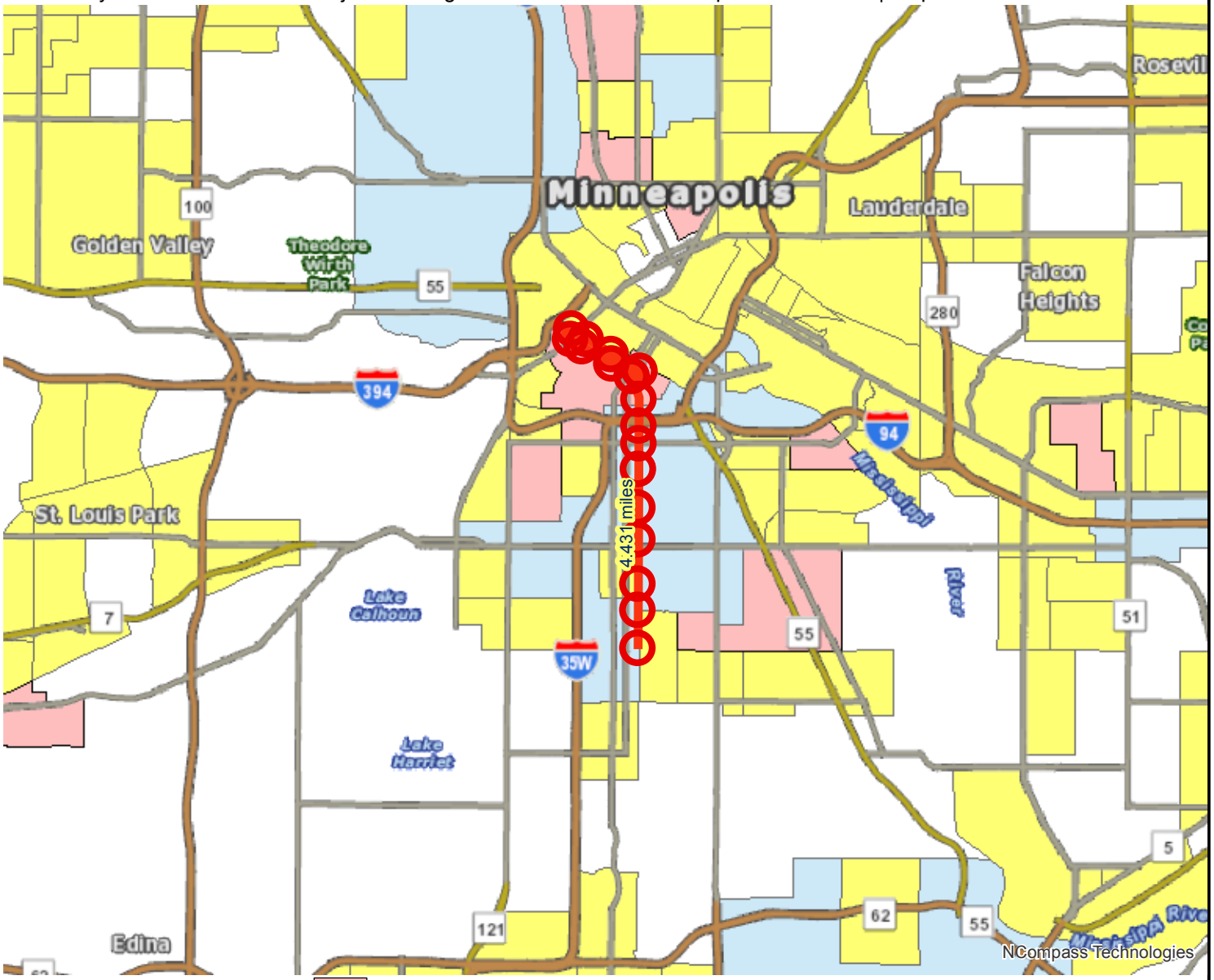


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METROPOLITAN COUNCIL

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156 250 261 263 264 270 288 353 355 365 375
452 460 464 465 467 470 472 475 476 477 478
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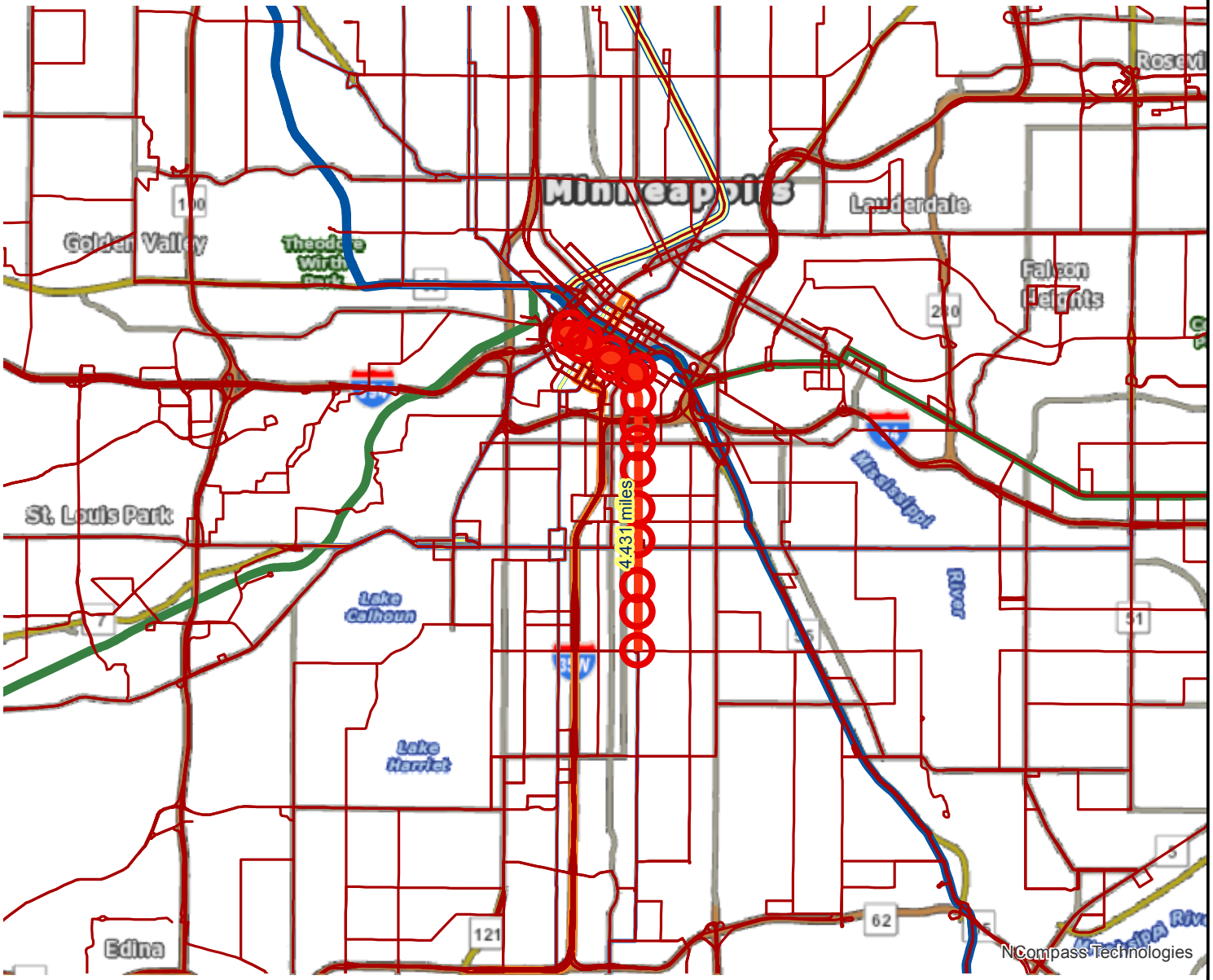


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METROPOLITAN COUNCIL