



Application

04778 - 2016 Transit System Modernization

05426 - 12th Street Transit Ramp

Regional Solicitation - Transit and TDM Projects

Status: Submitted

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

Primary Contact

Name:* Charles Carlson
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*
City State/Province Postal Code/Zip

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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

* **City:** Minneapolis **State/Province:** Minnesota **Postal Code/Zip:** 55411
County: Hennepin
Phone:* 651-602-1000 **Ext.:**
Fax:
PeopleSoft Vendor Number: METROTRANSIT

Project Information

Project Name: 12th Street Transit Ramp
Primary County where the Project is Located: Hennepin
Jurisdictional Agency (If Different than the Applicant): N/A

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

The 12th Street Transit Ramp project would construct a bidirectional transit-only ramp from Highway 65 onto 12th Street in Downtown Minneapolis. In combination with a new contraflow lane on 12th Street, this ramp would provide a seamless, reliable connection between the center of the freeway and the local street network, improving reliability for 90 buses per hour in the peak period. The ramp and 12th Street contraflow lane would be built entirely within existing MnDOT and City of Minneapolis owned right-of-way, and in close coordination with MnDOT's I-35W Transit/Access project. This project would alleviate one of the worst congestion pinch points in Metro Transit's system and bring vast improvements to customer experience in the region's highest ridership commuter corridor, serving 13,000 customers daily.

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)

Construct transit ramp from TH65 to 12th St S

Project Length (Miles)

0.5

Project Funding

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

Yes

If yes, please identify the source(s)

Federal Amount

\$7,000,000.00

Match Amount

\$8,000,000.00

Minimum of 20% of project total

Project Total

\$15,000,000.00

Match Percentage

53.33%

Minimum of 20%

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

Source of Match Funds

Requested and received 35W local funds (State, CTIB, Hennepin County, Dakota County)

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:

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	\$11,373,600.00

Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$926,400.00
Vehicles	\$0.00
Contingencies	\$2,500,000.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$200,000.00
Totals	\$15,000,000.00

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	\$15,000,000.00
Construction Cost Total	\$15,000,000.00
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: 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

Objective: Increase availability of multimodal travel options, especially in congested highway corridors

Objective: Increase travel time reliability for predictability for travel on highway and transit systems

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

Objective: Increase transit ridership and the share of trips taken using transit, bicycling and walking

Objective: Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically under-represented populations

C1 - Multimodal, provide connections between modes

C2 - Interconnectivity, Complete Streets

C4 - Alternatives to SOV; focus on major activity concentrations

C5 - Implement a system of MnPASS lanes and transit advantages, SOV alternatives in congested highway corridors

C11 - Expand and modernize transit service

C12 - Expanded network of transitways, including bus rapid transit

C 17 - Transportation choices

Goal: D - Competitive Economy

Objective: Improve multimodal access to regional job concentrations identified in Thrive 2040

Objective: Invest in a multimodal transportation system to attract and retain businesses and residents

D3 - Improve connections, business attraction/retention

D4 - Compete with peer metropolitan areas

Goal: E - Healthy Environment

Objective: Reduce transportation-related air emissions

Objective: 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.

I-35W BRT Study (2005).

Because of a long-held regional interest in improving public transit in this corridor, the State Legislature passed a bill in 2003 requiring MnDOT to study the feasibility of BRT in the corridor and make recommendations for its implementation. The 12th Street ramp is consistent with this 2005 MnDOT vision of completing a seamless connection for transit into Downtown Minneapolis.

Access Minneapolis: Downtown Transportation Action Plan (2007).

"Transit Action 6: Provide direct connection between I-35W BRT lanes and North-South Spine" (p.50).

Minnesota Go (2012).

In 2012, MnDOT's "Minnesota Go" Statewide Multimodal Transportation Plan visioning process recommended use of multimodal solutions that ensure a high return-on-investment, given constrained state resources. In the Twin Cities, examples include the development of a managed lane system in coordination with expanded transit service. Highway BRT on I-35W is highlighted.

Orange Line Project Plan Update (2014).

The Project Plan Update summarizes all the locally-preferred components of the METRO Orange Line BRT project to date, detailing preferred station locations, routing and right of way needs, frequency of service, and technology recommendations. The report identifies the need for a more seamless, reliable connection between the freeway and the local street network, linking to MARQ2 as directly as possible.

List the applicable documents and pages:

2040 Transportation Policy Plan (2015).
The Metropolitan Council's 2040 Transportation Policy Plan (TPP) calls for expansion of highway transit advantages, including dedicated bus lanes, MnPASS lanes, and ramp meter bypasses.

Transportation Improvement Plan (2015).
The Orange Line project is included in the 2016-2019 Transportation Improvement Plan (TIP) amendment. At the time of adoption, the project scope included construction of the 12th Street Transit Ramp.

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 118438

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 26485

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):

The 12th Street Transit Ramp will provide a seamless connection for I-35W corridor bus routes from the interstate into Downtown Minneapolis. Once Downtown these bus routes operate along Marquette & 2nd Avenues, a densely populated urban corridor with a high concentration of both bus and light rail service connections. Existing bus stop locations along Marquette & 2nd Avenues are influenced, in part, by proximity to transit connections and major destinations. This minimizes problematic "last-mile" inadequacies and increases overall network efficiency.

Upload Map

1468514246015_Map_Population.pdf

Measure B: Transit Ridership

Select multiple routes

Existing transit routes directly connected to the project

9, 10, 11, 17, 18, 20, 25, 39, 59, 113, 114, 133, 135, 146, 156, 250, 261, 263, 264, 270, 288, 460, 464, 465, 467, 470, 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, 684, 690, 691, 692, 695, 697, 698, 699, 742, 747, 756, 760, 761, 762, 763, 765, 766, 767, 768, 772, 774, 776, 777, 780, 781, 782, 783, 785, 790, 793, 795, 824, 825, 850, 852, 854, 865

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

Upload Map

1468515925734_Transit Connections.pdf

Response

Met Council Staff Data Entry Only

Average number of weekday trips

0

Measure: Usage

Existing Transit Routes on the Project

133, 135, 146, 156, 460, 464, 465, 467, 470, 472, 475, 476, 477, 478, 479, 491, 492, 535, 552, 553, 554, 558, 578, 597, 684

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).

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

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 12th Street Transit Ramp project will provide a direct link to the Marq2 transit corridor from I-35W for 24 existing bus routes. The project is located entirely within an area of concentrated poverty and is adjacent to an ACP50, an area of concentrated poverty where 50% or more of residents are people of color. According to American Community Survey 2013 data, the average median household income for the neighborhoods surrounding this project is \$26,396, compared to the City of Minneapolis' median household income of \$69,111.

This project will better serve nearby high-density, low-income, minority, and transit-dependent communities by providing efficient, fast, and reliable transit service. This improvement in service will facilitate access to growing job centers, housing options, transit stations, and key destinations in the I-35W corridor and METRO system. Today, this corridor contains 56,000 jobs outside of Downtown Minneapolis.

In addition to the benefits to directly adjacent communities, this project will provide better access to opportunities in Downtown Minneapolis for residents of ACPs in South Minneapolis and across the southern metro area. A substantial number of residents throughout these ACPs are transit-reliant, without access to a personal vehicle. This project will provide an even more substantial benefit to transit-dependent residents in reaching their everyday destinations in a reliable and efficient manner.

Upload Map

1468519403484_Socio-Economic Conditions.pdf

Measure B: Affordable Housing

City/Township	Number of Stops in City/Township
Minneapolis	1.0

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	1.0
Total Housing Score	0

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

The 12th Street Transit Ramp project will positively impact air quality through a variety of means. First, shorter trip times will reduce total emissions from the 24 routes that will utilize and benefit from this project. Furthermore, travel time reduction and the alleviation of customer frustration due to unreliability and delay will maintain existing ridership and attract new riders to I-35W corridor routes. I-35W is the region's highest ridership express bus corridor and is Minnesota's most congested commuter corridor, with an existing AADT of 211,000. It is critical to retain and attract riders in this corridor and to discourage the use of single-occupancy vehicles. By providing reliable travel times through the maximum load segment of I-35W, transit improvements in this corridor have strong implications for reduction in VMT that translate to emissions reduction.

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

Another improvement to air quality would come from reduction in bus idle time. Today, during peak period and direction trips, I-35W bus routes are often queued up for hundreds of feet in standstill traffic, waiting to exit or enter Highway 65. This stagnation results in long periods of bus idling and increased vehicle emissions. The elimination of these lengthy idle times on the majority of I-35W trips will result in an overall reduction in emissions. The removal of congestion will also provide a reduction in acceleration and deceleration cycles, improving fuel economy. Finally, the increased efficiency of trips will allow vehicles to make multiple trips in the peak period and decrease the mobilization of additional fleet to meet peak period need. This would reduce the number of cold engine starts for diesel buses.

Measure A: Travel Time

Current Passenger Travel Time (Minutes)	7.0
Proposed Passenger Travel Time (Minutes)	3.0
Reduction in Travel Time	57.0%

Measure B: Operating Costs

Current Annual Transit Operating Costs	604419.0
Proposed Annual Transit Operating Costs	388555.0
Reduction in Operating Cost	36.0%

This calculation is based on operational savings during the directional peak period, because the maximum amount of passenger trips and delay occur during the AM and PM peak hours and drive the number of buses needed to meet peak service needs.

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

We have calculated current annual transit operating costs in this geography per AM & PM peak hour for the 24 routes that utilize this connection into Downtown. This results in an annual operation cost savings of 36% during the peak period.

$(90 \text{ trips in directional peak hour}) \times (\text{average trip time in minutes}) \times (\text{cost per minute}) \times (255 \text{ day annualization factor})$

Measure C: Improvements and Amenities

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

This project will make transit service in the corridor more attractive to the existing 13,000 daily riders by providing a shorter trip time for the 24 routes that will use this ramp. This improvement will provide a more efficient and comfortable transit experience and eliminate customer frustration due to the delay, unreliability, and inconvenience caused by congestion.

Measure A: Roadway, Bicycle, and Pedestrian Improvements

This project will not directly include any bicycle or pedestrian elements, but will contribute to creating an efficient, multimodal network in the Twin Cities. Transit-only access from I-35W onto the Marq2 corridor will make transit a desirable travel mode on Minnesota's most congested commuter highway, and provide incentives for regional SOV reduction. As transit is improved in this corridor, opportunities will increase for multimodal travel. All buses in the corridor are equipped with bicycle racks and many bus stops and transit centers in the southern metro and Minneapolis provide bicycle parking.

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

The design of this project's contraflow lane maintains and preserves an existing protected bike lane on 12th Street to avoid any impacts to bicyclist safety. Continuing coordination on design with MnDOT, the City of Minneapolis, Hennepin County, and MVTA will ensure that the proposed project is safely integrated into the existing roadway network on Highway 65 and 12th Street, and does not conflict with existing or future pedestrian, bicycle, transit or automobile traffic.

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 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

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

Yes

50%

Document not started

0%

Anticipated date or date of completion/approval

07/31/2016

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

Yes

80%

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

40%

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

0%

Anticipated date or date of completion of historic/archeological review: 07/25/2016

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

25%

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

0%

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

0%

Anticipated date or date of acquisition

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	12/05/2016
10) Letting	
Anticipated Letting Date	06/07/2017

Measure: Cost Effectiveness of Emissions Reduction

Total Annual Operating Cost:	\$0.00
Total Annual Capital Cost of Project	\$187,500.00
Total Annual Project Cost	\$187,500.00

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

An annual capital cost of \$187,500 was generated from the assumption of 80 years of useful life for the project. This 80 years is based on FTA Small Starts guidance for aerial structure and guideway years of useful life.

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness	\$0.00
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Other Attachments

File Name	Description	File Size
2016 07 15 12th Street Transit Ramp Cover Letter.pdf	Cover Letter	355 KB
Population.pdf	Population & Employment Map	213 KB
Regional Economy.pdf	Regional Economy Map	282 KB
Socio-Economic Conditions.pdf	Socio-Economic Conditions Map	283 KB
Transit Connections.pdf	Transit Connections Map	332 KB

Population Summary

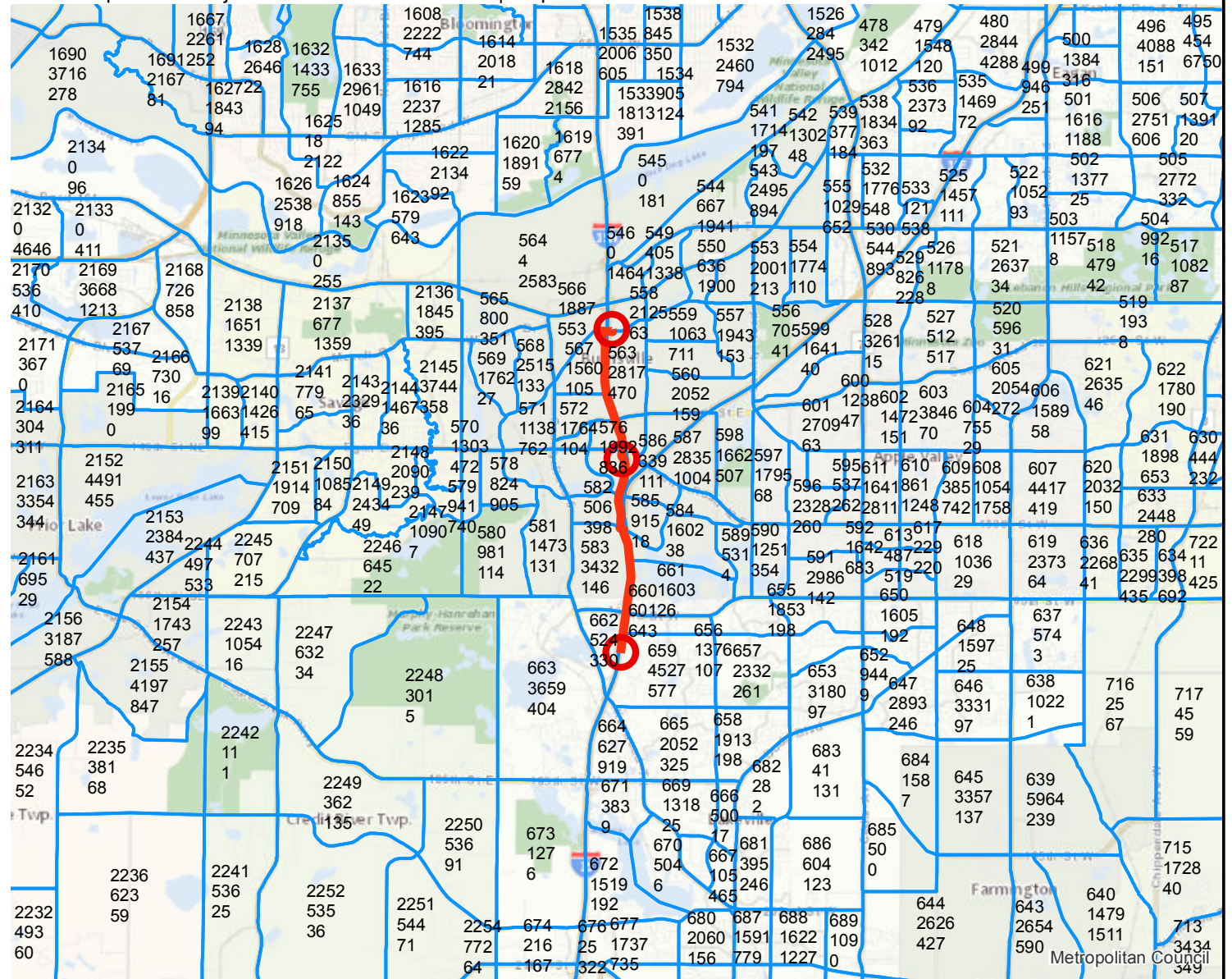
Transit Expansion Project: 35W Transit Extension | Map ID: 1467985213862

Results

Within QTR Mile of project:
 Total Population: 12972
 Total Employment: 10465

Within HALF Mile of project:
 Total Population: 27277
 Total Employment: 19684

Within ONE Mile of project:
 Total Population: 50203
 Total Employment: 28907



 Project Points  2010 TAZ

 Project



Created: 7/8/2016
 LandscapeRSA4



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



Results

Transit within QTR mile of project:

9 10 11 17 18 20 25 39 59 113 114
 133 135 146 156 250 261 263 264 270 288 460
 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
 671 672 673 674 675 677 684 690 691 692 695
 697 698 699 742 747 756 760 761 762 763 765
 766 767 768 772 774 776 777 780 781 782 783
 785 790 793 795 824 825 850 852 854 865

- *Central
- *Nicollet
- *Orange Line
- *Orange 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
 114 133 134 135 141 146 156 250 261 263 264
 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
 854 865 901 902

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



Project Points	School	Transit Routes	Planned Alignments
<i>* indicates Planned Alignments</i>	Light Rail, Blue / Green Line	Project	Arterial BRT
Active Stop	Arterial BRT	Blue / Green Line	BRT, Orange Line



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 LandscapeRSA3



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NCompass Technologies

Results

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



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



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NCompass Technologies



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 the 12th Street transit ramp project. This project improves one of the most severe congestion points in Metro Transit's system. The project will construct a bi-directional transit-only ramp from Highway 65 onto 12th Street in downtown Minneapolis.

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

- Metro Transit will have jurisdiction over the improvements in the project. Metro Transit commits to operate and maintain vehicles for their useful life.
- Metro Transit will provide the required minimum 20% local match through anticipated and secured funds including county, state, and regional funds for I-35W corridor project improvements, or other eligible non-federal funds available to Metro Transit in the program year.
- Metro Transit commits to provide its existing transit service and operate related equipment on the proposed improvement including through related contracts with project partners. Other transit agencies may operate service on the ramp as well.

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

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

A service of the Metropolitan Council

Population Summary

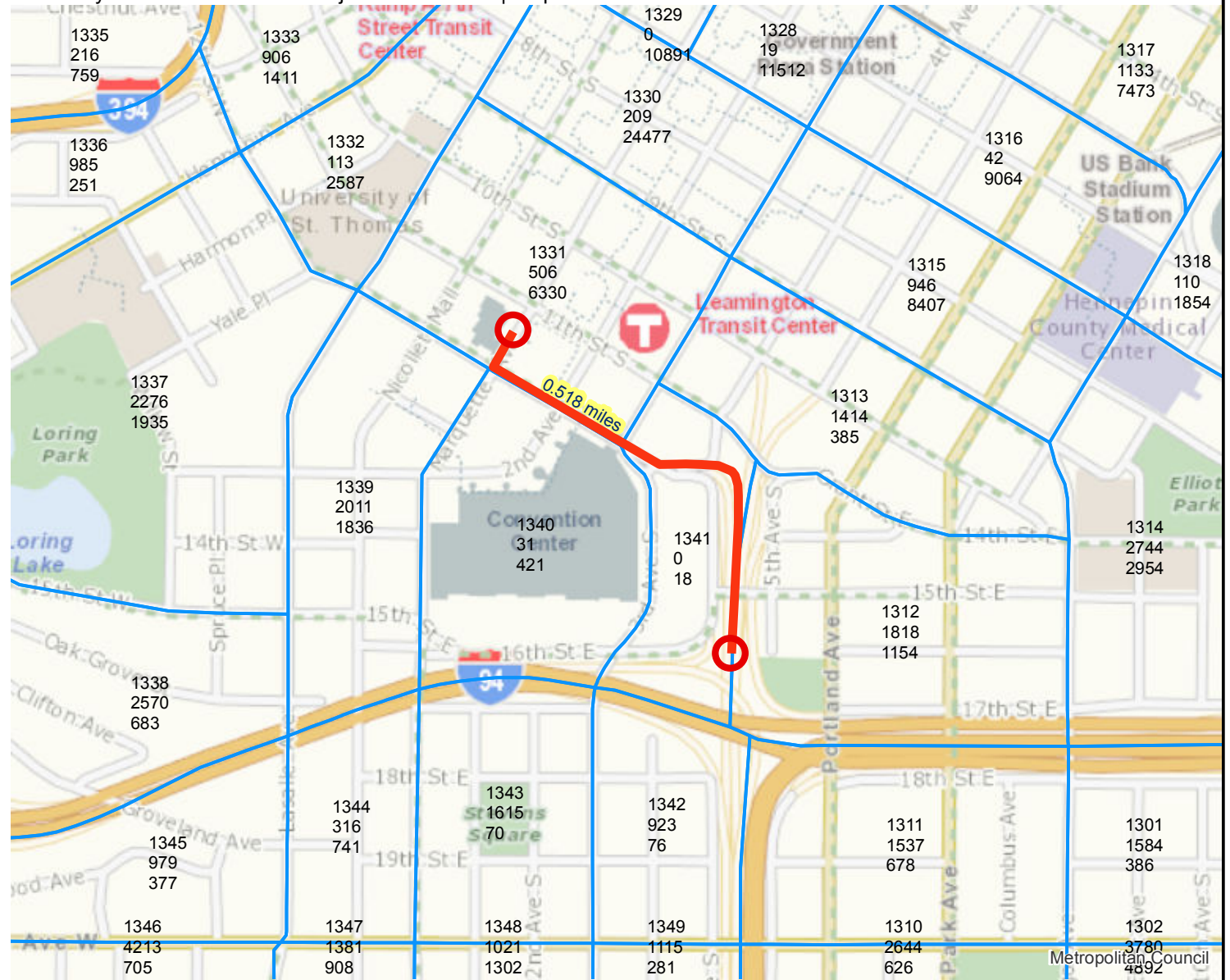
Results

Within QTR Mile of project:
 Total Population: 13399
 Total Employment: 48374

Within HALF Mile of project:
 Total Population: 34473
 Total Employment: 118438

Within ONE Mile of project:
 Total Population: 75995
 Total Employment: 158080

Transit System Modernization Project: 12th Street | Map ID: 1468512795244



Project Points 2010 TAZ

Project



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 LandscapeRSA4



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Regional Economy

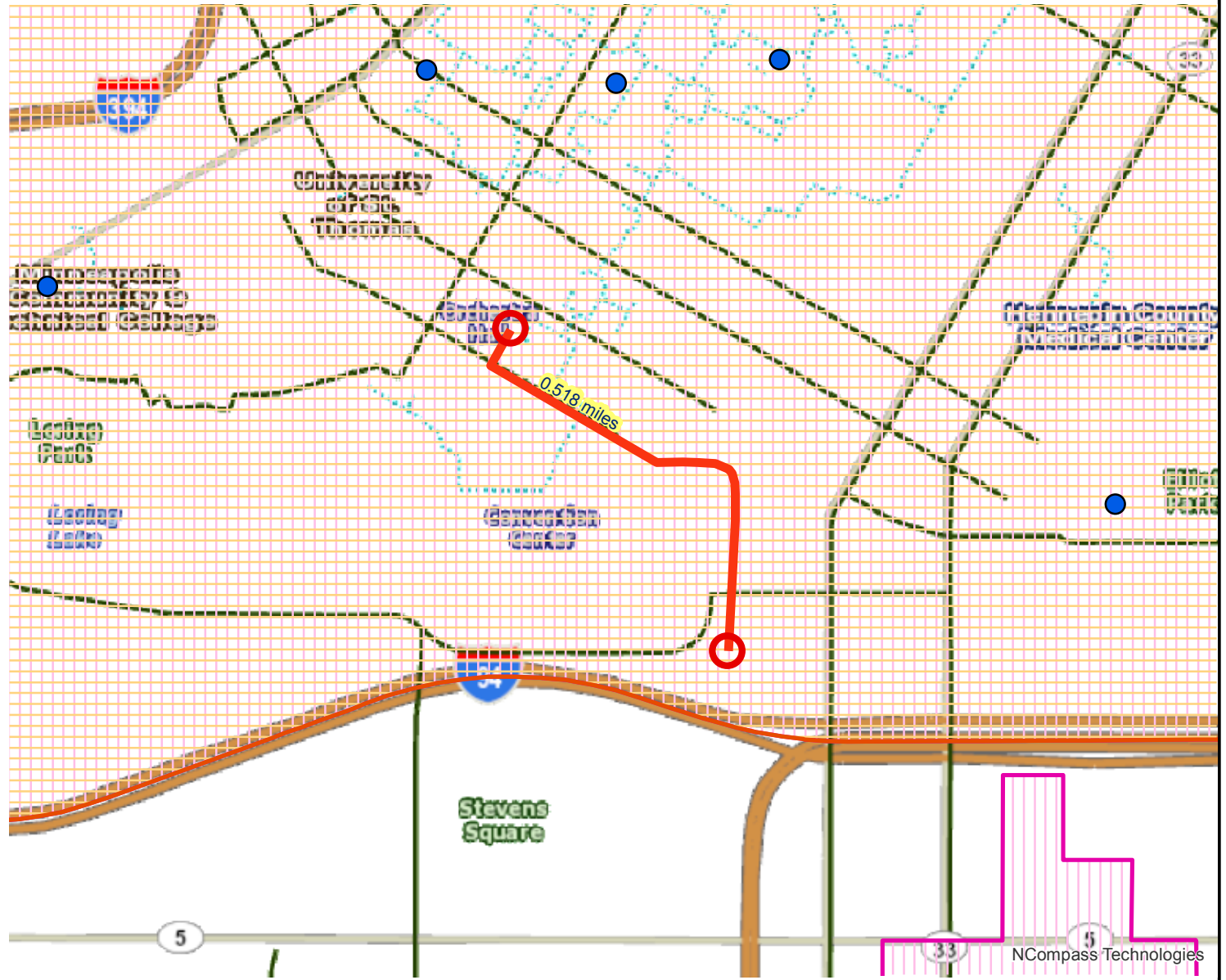
Transit System Modernization Project: 12th Street | Map ID: 1468512795244

Results

WITHIN ONE MI of project:

Total Population: 75995
Total Employment: 191020
Mfg and Dist Employment: 6683

Postsecondary Students:
26485



- Project Points
- PostSecondary Education Centers
- ▨ Job Concentration Centers
- Project
- ▨ Manufacturing/Distribution Centers



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



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

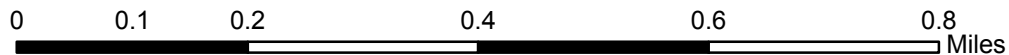


Results

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



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



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NCompass Technologies

Results

Transit within QTR mile of project:

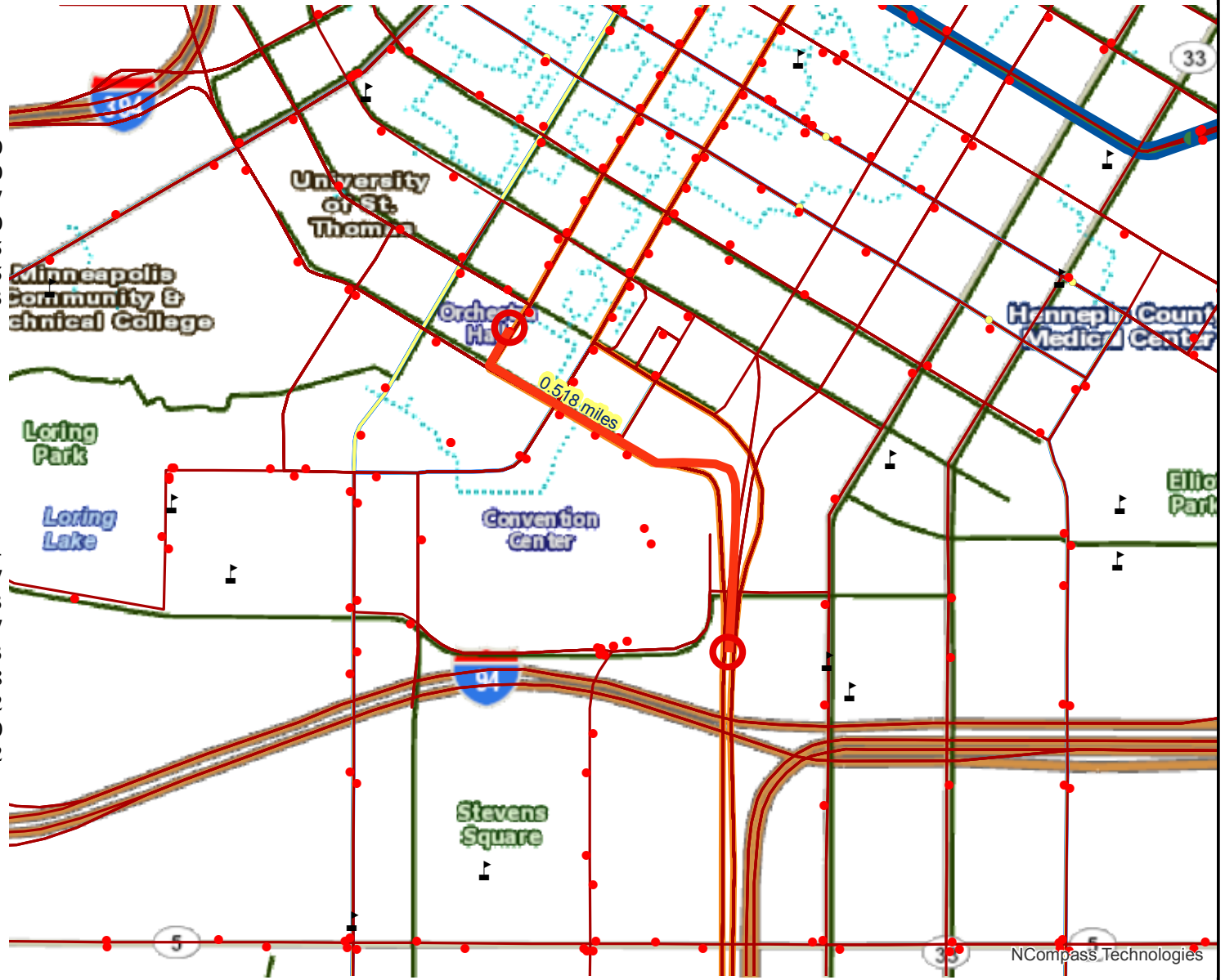
9 10 11 17 18 20 25 39 59 113 114
 133 135 146 156 250 261 263 264 270 288 460
 464 465 467 470 472 475 476 477 478 479 490
 491 492 493 535 552 553 554 558 578 579 587
 588 589 597 643 649 652 663 664 667 668 670
 671 672 673 674 675 677 684 690 691 692 695
 697 698 699 742 747 756 760 761 762 763 765
 766 767 768 772 774 776 777 780 781 782 783
 785 790 793 795 824 825 850 852 854 865

- *Central
- *Nicollet
- *Orange Line
- *Orange 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
 114 133 134 135 141 146 156 250 261 263 264
 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
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Project Points	School	Transit Routes	Planned Alignments
<i>* indicates Planned Alignments</i>	Light Rail, Blue / Green Line	BRT, Orange Line	Arterial BRT
Project	Arterial BRT	Blue / Green Line	
Active Stop			



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