



Application

10358 - 2018 Transit Expansion

10923 - Route 4 Transit Service Expansion

Regional Solicitation - Transit and TDM Projects

Status:

Submitted

Submitted Date:

07/13/2018 1:42 PM

Primary Contact

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What Grant Programs are you most interested in?	Regional Solicitation - Transit and TDM Projects			

Organization Information

Name: Metro Transit

Jurisdictional Agency (if different):

Organization Type:

Metropolitan Council

Organization Website:

Address:

560 Sixth Avenue North

*

Minneapolis

Minnesota

55411

City

State/Province

Postal Code/Zip

County:

Hennepin

Phone:*

651-602-1000

Ext.

Fax:

PeopleSoft Vendor Number

METROTRANSIT

Project Information

Project Name

Route 4 Transit Service Expansion

Primary County where the Project is Located

Hennepin

Cities or Townships where the Project is Located:

Minneapolis

Jurisdictional Agency (If Different than the Applicant):

Route 4 is a Core Urban Local Route running from New Brighton to Southtown Shopping Center in Bloomington via Old Highway 8, Johnson Street, Hennepin Avenue, Lyndale Avenue, Bryant Avenue, and Penn Avenue. It operates in one of the most important transit corridors in the region, connecting dense urban and mixed-use development to significant commercial centers including Silver Lake Village, Saint Anthony Main, downtown Minneapolis, Lyn-Lake, and Southtown Shopping Center.

The portion of Route 4 included in this project operates from the north end of downtown Minneapolis to Bryant Avenue and 38th Street in south Minneapolis. This segment has the highest population and job density of the corridor and is the most transit supportive.

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

Currently the project segment of the Route 4 operates every 10 minutes on weekdays in the peak period and every 15 minutes in the off-peak. On Saturdays it operates every 15-30 minutes and it operates every 30 minutes on Sundays. This is below the standard of service that should be available given the transit-supportiveness of this segment of the corridor.

This project would increase the weekday off-peak frequency to every 10 minutes, Saturday frequencies to every 15 minutes, and Sunday frequencies to every 15 minutes. It would also explore the installation and implementation of transit signal priority treatments at 8 to 10 intersections along Lyndale Avenue and Bryant Avenue to improve transit speed and reliability in this corridor.

The grant request is for the additional operating funds required to implement the service improvement and install transit signal priority treatments at 8 to 10 intersections in the corridor. No additional vehicles are required to implement this improvement.

(Limit 2,800 characters; approximately 400 words)

TIP Description Guidance (will be used in TIP if the project is selected for funding)

CMAQ: Operate transit service improvement on Hennepin Avenue, Lyndale Avenue, 31st Street, and Bryant Avenue.

Project Length (Miles)

4.1

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$2,090,814.29

Match Amount \$522,703.57

Minimum of 20% of project total

Project Total \$2,613,517.86

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 Regional Transit Capital or Motor Vehicle Sales Tax revenues or other eligible nonfederal funds available to Metro Transit in the program year

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: 2022

Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.

Additional Program Years: 2019, 2020, 2021

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

Project Information-Transit and TDM

County, City, or Lead Agency

Metro Transit

Zip Code where Majority of Work is Being Performed

55408

Total Transit Stops

58

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

From:

(Intersection or Address)

To:

(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:

(Intersection or Address)

Name of Park and Ride or Transit Station:

No work on facilities being done. Service expansion only.

e.g., MAPLE GROVE TRANSIT STATION

(Approximate) Begin Construction Date

(Approximate) End Construction Date

Primary Types of Work

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, PARK AND RIDE, ETC.

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2015), 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 goals, objectives, and strategies that relate to the project.

Goal A: Transportation System Stewardship (2040 TPP 2.17)

Objective: Operate regional transportation system to efficiently and cost effectively connect people and freight to destinations

Strategies A1, A2, and A3

Goal C: Access to Destinations (2040 TPP 2.24)

Objectives: Increase availability of multimodal options. Increase travel time reliability and predictability for travel on transit systems. Increase transit ridership and mode share. Improve multimodal options for people of all ages and abilities, particularly for historically underrepresented populations.

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

Strategies C4, C11, and C17

Goal D: Competitive Economy (2040 TPP 2.38)

Objectives: Improve multimodal access to regional job concentrations. Invest in a multimodal transportation system to attract and retain businesses and residents.

Strategies D3 and D4

Goal E: Healthy Environment (2040 TPP 2.42)

Objectives: Reduce transportation related air emissions. Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active carfree lifestyles.

Strategies E3 and E7

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.

Metro Transit 2015-2030 Service Improvement
Plan, 2017 Update, Appendix E, p.1

List the applicable documents and pages:

City of Minneapolis Access Minneapolis Plan,
Preferred Primary Transit Network Corridor, p. 17

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of 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

Transit Modernization: \$100,000 to \$7,000,000

Travel Demand Management (TDM): \$75,000 to \$500,000

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

8. The project must comply with the Americans with Disabilities Act (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.

Date plan adopted by governing body

The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.

Yes

06/01/2018

06/30/2019

Date process started

Date of anticipated plan completion/adoption

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.

Date self-evaluation completed

The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

12. 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

13. 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

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

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

Requirements - Transit and TDM Projects

For Transit Expansion Projects Only

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

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

2. The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing the service or facility project beyond the initial three-year funding period for transit operating funds.

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

Transit Expansion and Transit Modernization projects only:

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. Each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.

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

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

Travel Demand Management projects only:

The applicant must be properly categorized as a subrecipient in accordance with 2CFR200.330.

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

The applicant must adhere to Subpart E Cost Principles of 2CFR200 under the proposed subaward.

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

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 (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

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

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$100,000.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$100,000.00

Transit Operating Costs

Number of Platform hours	6702.7
Cost Per Platform hour (full loaded Cost)	\$125.00
Subtotal	\$837,837.50

Other Costs - Administration, Overhead,etc. \$0.00

Totals

Total Cost	\$937,837.50
Construction Cost Total	\$100,000.00
Transit Operating Cost Total	\$837,837.50

Measure A: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 111363

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 10866

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

Upload the "Letter of Commitment"

Please upload attachment in PDF form.

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

Upload the "Letter of Commitment"

Please upload attachment in PDF form.

Explanation of last-mile service, if necessary:

(Limit 1,400 characters; approximately 200 words)

Upload Map

1529610265343_Route4_PopulationEmploymentSummary.pdf

Please upload attachment in PDF form.

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, 39, 53, 59, 61, 94, 113, 114, 115, 134, 141, 146, 261, 270, 353, 355, 365, 375, 452, 460, 464, 465, 470, 472, 475, 476, 477, 478, 479, 490, 493, 535, 552, 553, 558, 578, 587, 588, 589, 597, 600, 643, 645, 652, 663, 664, 667, 668, 670, 671, 672, 673, 674, 677, 679, 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, 789, 790, 793, 795, 824, 825, 850, 852, 854, 865, 887, 901-METRO Blue Line, 902-METRO Green Line

Planned Transitways directly connected 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

Please upload attachment in PDF form.

1529610900187_Route4_TransitConnections.pdf

Response

Met Council Staff Data Entry Only

Average number of weekday trips 5232.0

A Measure: Usage

Service Type Urban and Suburban Local Routes

**New Annual Ridership
(Integer Only)** 160040

Peer route PPISH Averages:

Weekday: 36.37

Saturday: 29.93

Sunday: 32.10

Added In-Service Hours:

Weekday: 9.9

Saturday: 11.9

Sunday: 26.7

New daily rides:

Weekday: 360.0

Saturday: 356.2

Sunday: 857.1

Annual Service Days:

Weekday: 255

Saturday: 52

Sunday: 58

New Annual Rides (sum of product of new daily rides and service days):

160,040 if improved in current year.

Assumptions Used:

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

Peer Routes:

Route 6: Core Urban Local Route serving important commercial corridor in South Minneapolis, downtown, University of MN, and southern suburban communities. Currently in High Frequency Network.

Describe Methodology: How Park-and-Ride and Express Route Projections were calculated, which Urban and Suburban Local Route(s) were selected, and how the third year of service was estimated

Route 17: Core Urban Local Route serving South Minneapolis, downtown, NE Minneapolis, and western suburban communities.

Route 10: Core Urban Local Route serving northeast Minneapolis, downtown, and northern suburban communities. Currently in High Frequency Network. Operates on corridor with active Transit Signal Priority.

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

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

Yes

(up to 80% of maximum score)

Projects census tracts are above the regional average for population in poverty or population of color:

(up to 60% of maximum score)

Project located in 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:

(up to 40% of maximum score)

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.

Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Route 4 is a core urban local route that travels through Areas of Concentrated Poverty and within ¼ mile of Areas of Concentrated Poverty where 50 percent of the population are residents of color. There are longstanding requests from nearby community to make service improvements to the route, particularly in the midday and on weekends.

Response:

Improvements to the Route 4 were included in the Metro Transit 2015-2030 Service Improvement Plan, which included an extensive public outreach and engagement process to identify and prioritize proposed improvements. Part of that process involved targeted outreach to traditionally underrepresented communities by partnering with community organizations to help reach people and oversampling underrepresented communities through in-person distribution of surveys.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

As noted above, Route 4 is a core urban local route that travels through Areas of Concentrated Poverty and within ¼ mile of Areas of Concentrated Poverty where 50 percent of the population are residents of color. This improvement will be a direct benefit to traditionally underserved communities.

Response:

Much of the improvement will occur in the weekday midday and on weekends, primarily benefiting riders traveling for purposes other than a traditional 9-5 work day, including those with non-traditional work shift, students, shoppers, elderly and retired population, and others. These groups tend to be more reliant on transit than those traveling for work during the peak periods.

(Limit 2,800 characters; approximately 400 words)

3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

Below is a list of negative impacts. Note that this is not an exhaustive list.

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

Inclusion of some other barrier to access to jobs and other destinations.

Displacement of residents and businesses.

Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.

Other

Response:

There are no negative externalities associated with this project.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1529676214125_Route4_SocioEconomicConditions.pdf

Measure B: Affordable Housing

City	Number of Stops in City	Number of Stops/Total Number of Stops	Score	Housing Score Multiplied by Segment percent
Minneapolis	58.0	1.0	100.0	100.0

Total Transit Stops

Total Transit Stops	58.0
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Affordable Housing Scoring

Total Housing Score	100.0
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Affordable Housing Scoring

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	628
Distance from Terminal to Terminal (Miles)	4.07
VMT Reduction	2555.96
CO Reduced	6108.7444
NOx Reduced	408.9536
CO2e Reduced	937015.0
PM2.5 Reduced	12.7798
VOCs Reduced	76.6788
Total Emissions Reduced	943622.0

Measure A: Roadway, Bicycle, and Pedestrian Improvements

The segment of the Route 4 included in this project operates primarily through walkable, pedestrian-friendly environments. Every stop in this segment is ADA accessible and has good sidewalk access. All the buses used on this route (and all Metro Transit routes) are both wheelchair accessible and equipped with bike racks, ensuring convenient access to transit for those with mobility challenges and bicyclists. There are 39 passenger waiting shelters at stops along this route.

Response

The proposed improvement will result in significantly shorter wait times at stops for riders waiting to catch the bus. When the proposed improvement is implemented, Route 4 will run at least every 10 to 15 minutes for most of the day on weekdays, Saturdays, and Sundays. Headways every 10 to 15 minutes are commonly understood to be frequent enough where most riders do not need to consult a schedule and can simply walk to the nearest bus stop when they are ready. This is a significant improvement in travel flexibility and makes coordinating multimodal travel in this corridor significantly easier.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit 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 Yes

Measure A: Risk Assessment - Construction Projects

1)Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

Attach Layout

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (20 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%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

3)Right-of-Way (30 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

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

25%

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

0%

Anticipated date or date of acquisition

4)Railroad Involvement (20 Percent of Points)

No railroad involvement on project or railroad Right-of-Way
agreement is executed (include signature page, if applicable)

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

Measure: Cost Effectiveness

Total Annual Operating Cost:	\$837,839.29
Total Annual Capital Cost of Project	\$8,333.33
Total Annual Project Cost	\$846,172.62

Added annual platform hours: 6,702.2

Cost per platform hour: \$125.00

Total Annual Operating Cost: \$837,839.29

Transit advantage signal treatments: 10 intersections

Assumption Used:

Cost per signal treatment: \$10,000

Total signal treatment cost: \$100,000

Years of Useful Life: 12

Annualized Cost: \$8,333.33

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
RegSol_Rt4.pdf	Project Map	616 KB
Route4_LetterOfCommitment_signed.pdf	Metro Transit Letter of Commitment	272 KB
Route4_PopulationEmploymentSummary.pdf	Population and Employment Summary	2.1 MB
Route4_RegionalEconomy.pdf	Regional Economy	6.8 MB
Route4_SocioEconomicConditions.pdf	Socio Economic Conditions	6.8 MB
Route4_TransitConnections.pdf	Transit Connections	4.0 MB
Rt4_Summary.pdf	Project Summary	103 KB

Population/Employment Summary

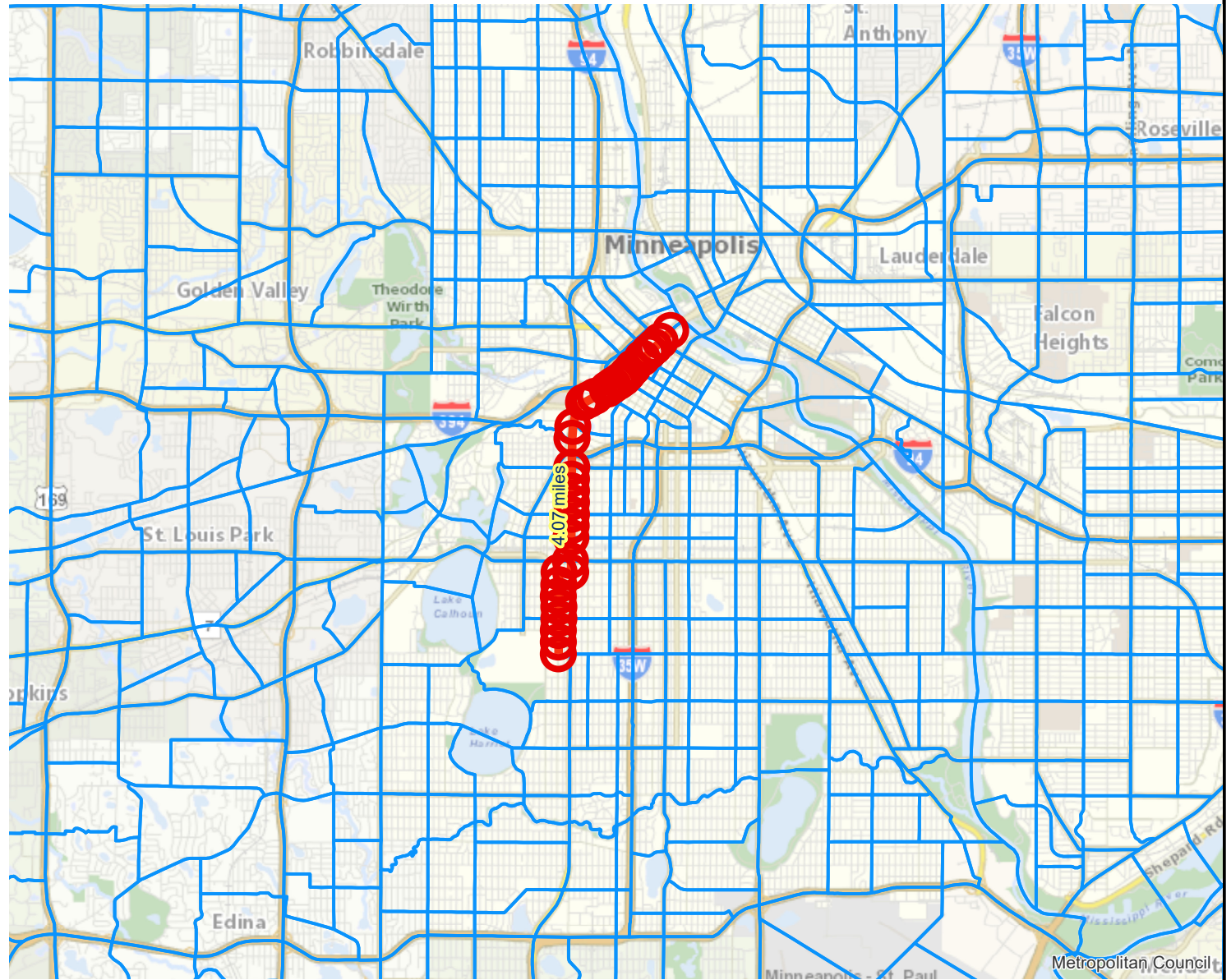
Transit Expansion Project: Route 4 Transit Expansion | Map ID: 1529509828944



Results

Within QTR Mile of project:
Total Population: 56088
Total Employment: 111363
Postsecondary Students: 10866

Within HALF Mile of project:
Total Population: 75849
Total Employment: 145882
Postsecondary Students: 10866

Within ONE Mile of project:
Total Population: 125065
Total Employment: 173185



 Project Points  2010 TAZ

 Project



Created: 6/20/2018
LandscapeRSA4



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



Transit Connections

Transit Expansion Project: Route 4 Transit Expansion | Map ID: 1529509828944

Results

Transit with a Direct Connection to project:

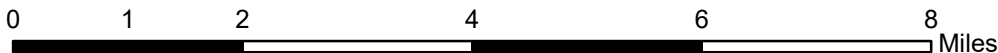
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 19 2 20 21 22 23 25 261 270 3 353
 355 365 375 39 4 452 460 464 465 470 472
 475 476 477 478 479 490 493 5 53 535 552
 553 558 578 587 588 589 59 597 6 600 61
 643 645 652 663 664 667 668 670 671 672 673
 674 677 679 690 691 692 695 697 698 699 7
 721 724 742 747 755 756 758 760 761 762 763
 764 765 766 767 768 772 774 776 777 780 781
 782 783 785 789 790 793 795 824 825 850 852
 854 865 887 9 901 902 94

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

*indicates Planned Alignments



○ Project Points
 Transitway
— Blue / Green Line
— Green Line
— Project
— A Line
— Blue Line
— Northstar Line



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 LandscapeRSA3



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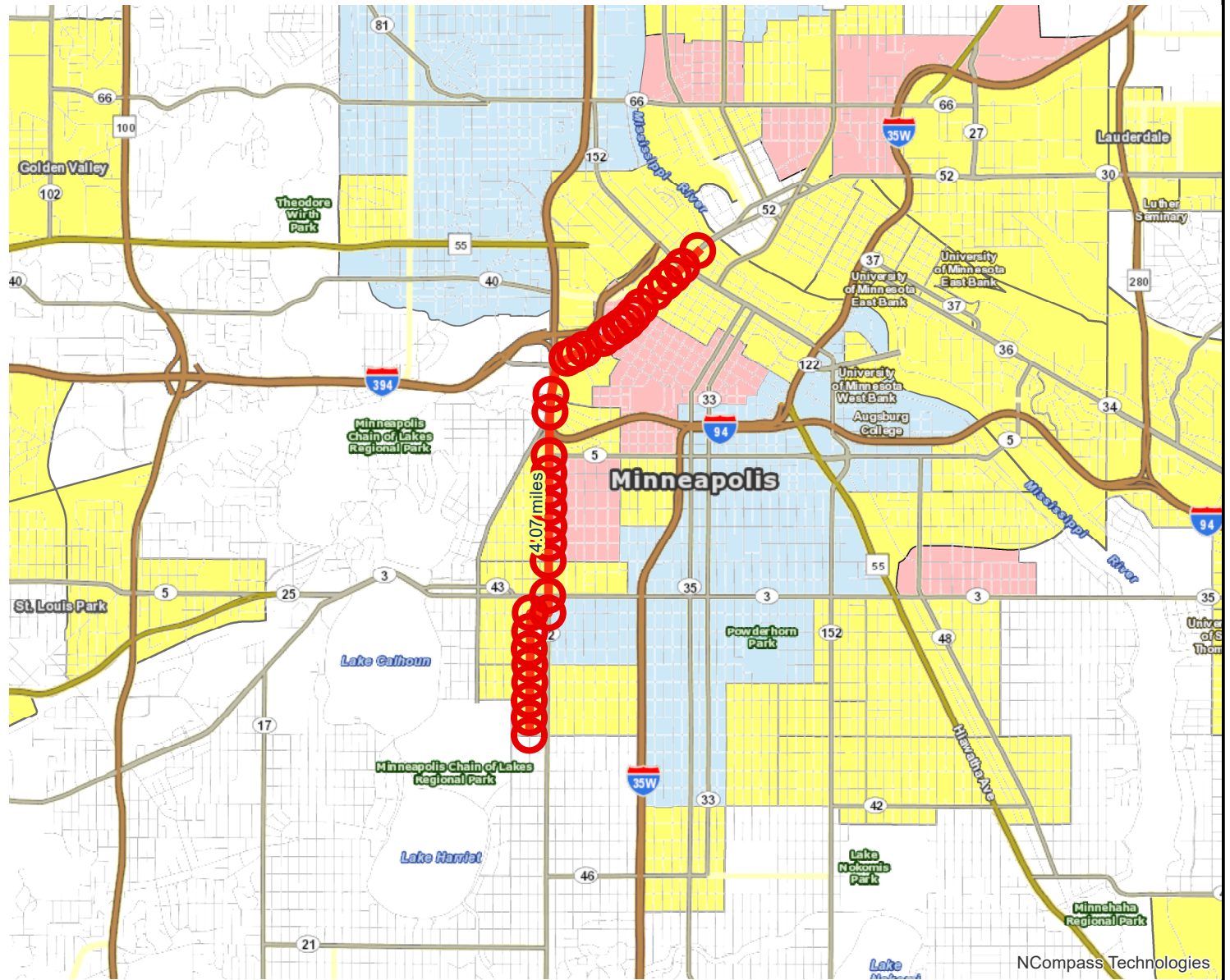


Socio-Economic Conditions

Transit Expansion Project: Route 4 Transit Expansion | Map ID: 1529509828944

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



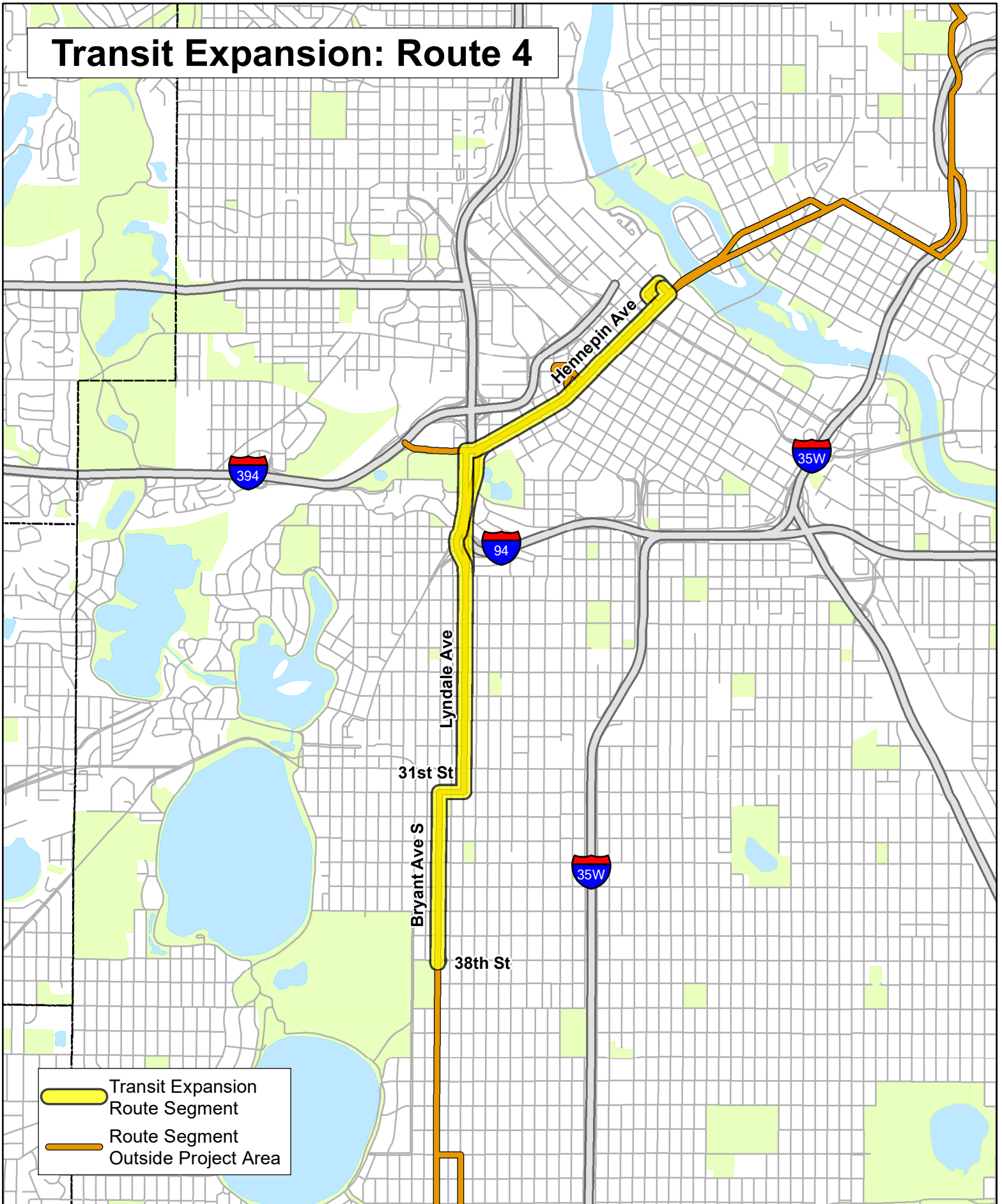
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Transit Expansion: Route 4



-  Transit Expansion Route Segment
-  Route Segment Outside Project Area





July 6, 2018

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

RE: Regional Solicitation Applications

Dear Ms. Koutsoukos;

Metro Transit is submitting a Transit Expansion application for the service improvements and transit signal priority intersection treatments for Route 4 from downtown Minneapolis to Bryant Avenue & 38th Street via Hennepin Avenue, Lyndale Avenue, 31st Street, and Bryant Avenue. Service will be improved to run up to every 10 minutes in the weekday off-peak, and up to every 15 minutes on Saturdays and Sundays.

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

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'Brian J. Lamb'.

Brian J. Lamb
General Manager

CC: Adam Harrington, Director of Service Development
Mary Gustafson, Manager of Grants

A service of the Metropolitan Council

Population/Employment Summary

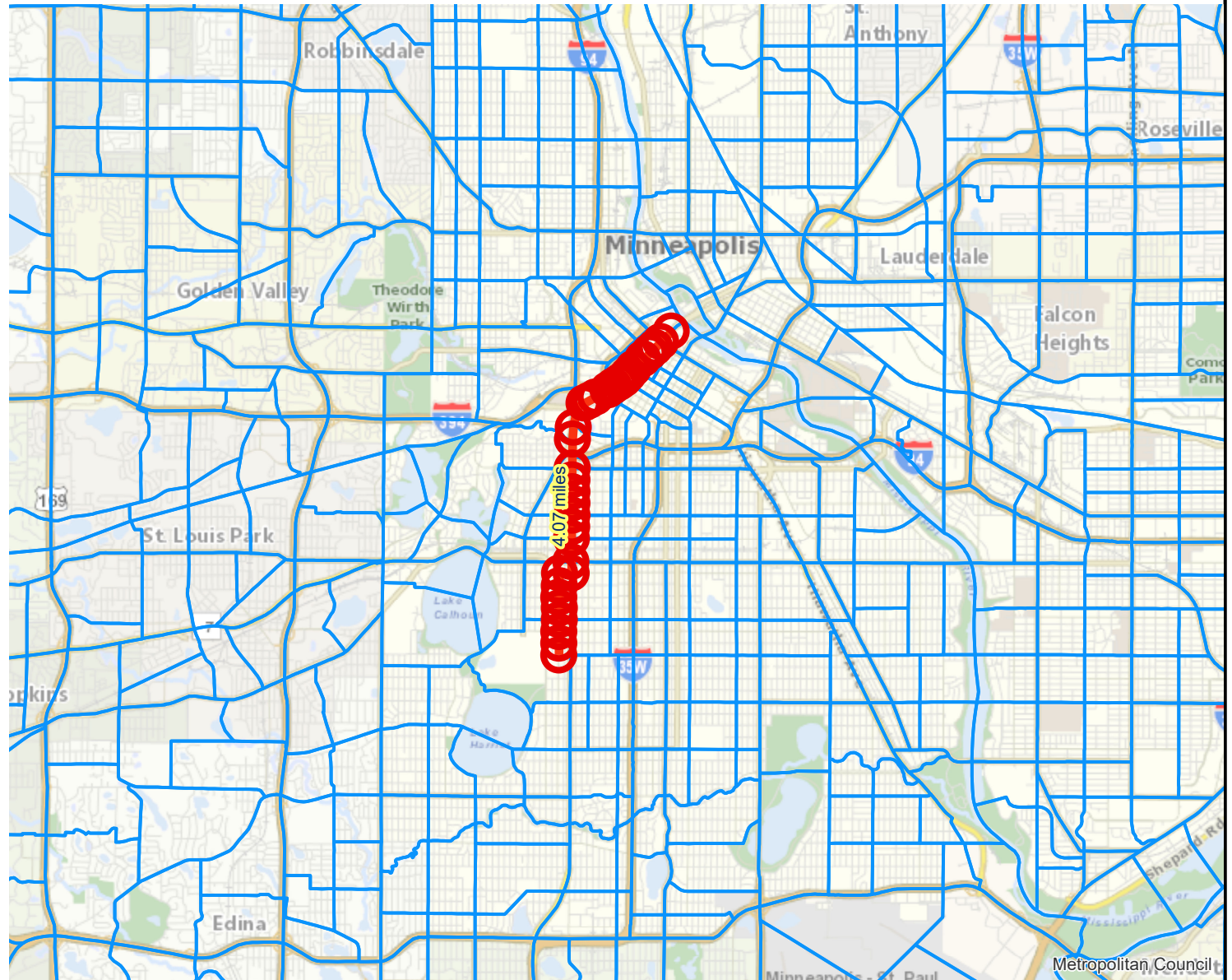
Transit Expansion Project: Route 4 Transit Expansion | Map ID: 1529509828944


Results

Within QTR Mile of project:
Total Population: 56088
Total Employment: 111363
Postsecondary Students: 10866

Within HALF Mile of project:
Total Population: 75849
Total Employment: 145882
Postsecondary Students: 10866

Within ONE Mile of project:
Total Population: 125065
Total Employment: 173185



 Project Points  2010 TAZ

 Project



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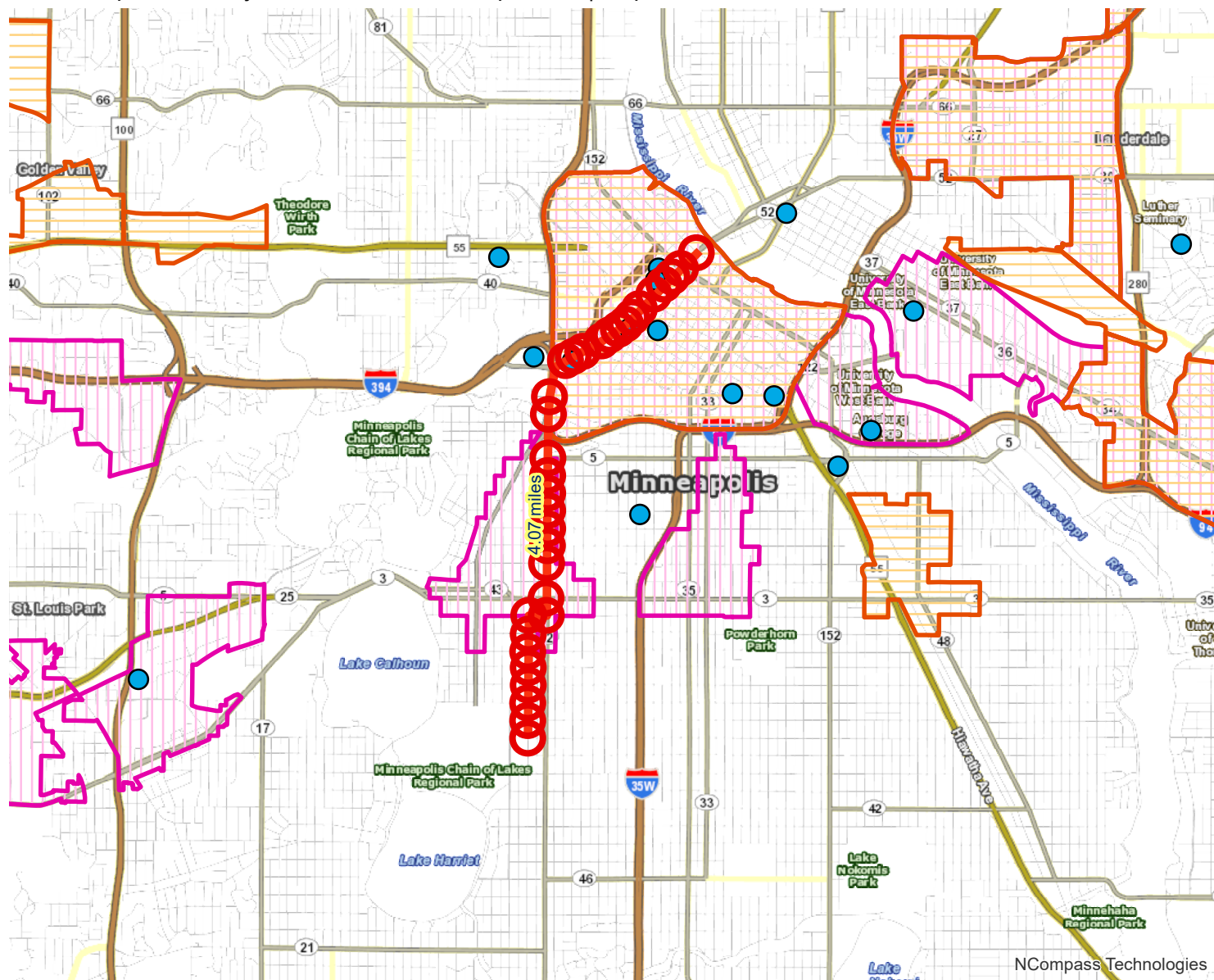
Regional Economy

Transit Expansion Project: Route 4 Transit Expansion | Map ID: 1529509828944

Results

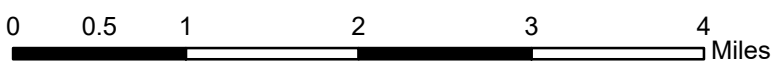
WITHIN ONE MI of project:
Postsecondary Students: 13652

Total Population: 125065
Total Employment: 204486
Mfg and Dist Employment: 10281



NCompass Technologies

- Project Points
- Postsecondary Education Centers
- Job Concentration Centers
- Manufacturing/Distribution Centers
- Project



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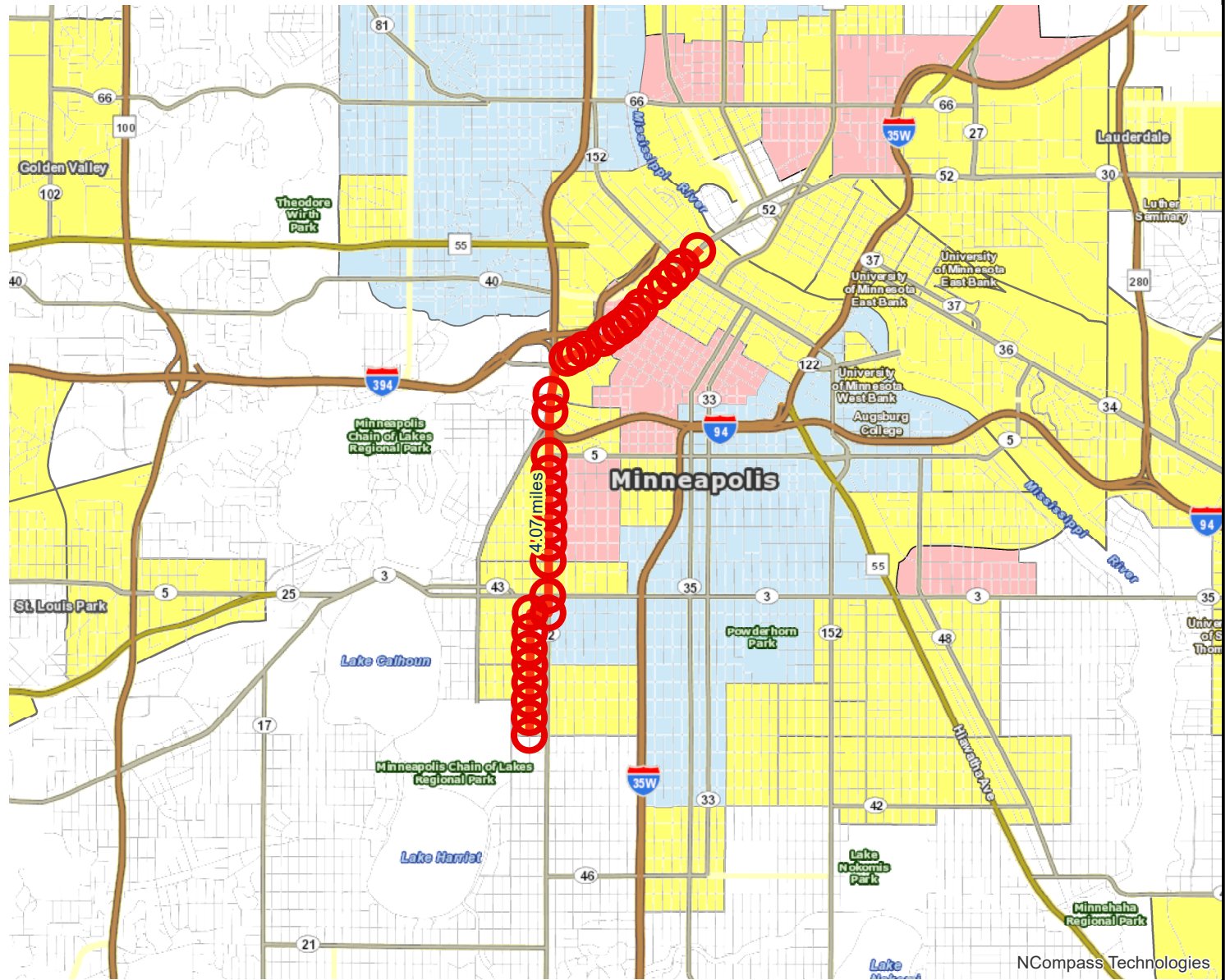


Socio-Economic Conditions

Transit Expansion Project: Route 4 Transit Expansion | Map ID: 1529509828944

Results

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



- Project Points
- Project
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LandscapeRSA2



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Transit Connections

Transit Expansion Project: Route 4 Transit Expansion | Map ID: 1529509828944

Results

Transit with a Direct Connection to project:

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 19 2 20 21 22 23 25 261 270 3 353
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 LandscapeRSA3



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Route 4 Transit Service Expansion Summary

Route 4 is a Core Urban Local Route running from New Brighton to Southtown Shopping Center in Bloomington via Old Highway 8, Johnson Street, Hennepin Avenue, Lyndale Avenue, Bryant Avenue, and Penn Avenue. It operates in one of the most important transit corridors in the region, connecting dense urban and mixed-use development to significant commercial centers including Silver Lake Village, Saint Anthony Main, downtown Minneapolis, Lyn-Lake, and Southtown Shopping Center.

The portion of Route 4 included in this project operates from the north end of downtown Minneapolis to Bryant Avenue and 38th Street in south Minneapolis. This segment has the highest population and job density of the corridor and is the most transit supportive.

Currently the project segment of the Route 4 operates every 10 minutes on weekdays in the peak period and every 15 minutes in the off-peak. On Saturdays it operates every 15-30 minutes and it operates every 30 minutes on Sundays. This is below the standard of service that should be available given the transit-supportiveness of this segment of the corridor.

This project would increase the weekday off-peak frequency to every 10 minutes, Saturday frequencies to every 15 minutes, and Sunday frequencies to every 15 minutes. It would also explore the installation and implementation of transit signal priority treatments at 8 to 10 intersections along Lyndale Avenue and Bryant Avenue to improve transit speed and reliability in this corridor.

The grant request is for the additional operating funds required to implement the service improvement and install transit signal priority treatments at 8 to 10 intersections in the corridor. No additional vehicles are required to implement this improvement.

Total Project Cost: \$2,613,517.86
Requested Federal Amount: \$2,090,814.29
Local Match Amount: \$522,703.57
Local Match Percentage: 20.0%