



Application

10358 - 2018 Transit Expansion

10928 - Route 32 Transit Service Expansion

Regional Solicitation - Transit and TDM Projects

Status:

Submitted

Submitted Date:

07/13/2018 1:54 PM

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## Primary Contact

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	Phone	Ext.		
<b>Fax:</b>				
<b>What Grant Programs are you most interested in?</b>	Regional Solicitation - Transit and TDM Projects			

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## Organization Information

**Name:** Metro Transit

**Jurisdictional Agency (if different):**

**Organization Type:**

Metropolitan Council

**Organization Website:**

**Address:**

560 Sixth Avenue North

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Minneapolis

Minnesota

55411

City

State/Province

Postal Code/Zip

**County:**

Hennepin

**Phone:\***

651-602-1000

Ext.

**Fax:**

**PeopleSoft Vendor Number**

METROTRANSIT

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## Project Information

**Project Name**

Route 32 Transit Service Expansion

**Primary County where the Project is Located**

Hennepin

**Cities or Townships where the Project is Located:**

Robbinsdale, Minneapolis, Saint Anthony, Roseville

**Jurisdictional Agency (If Different than the Applicant):**

Route 32 is a Supporting Urban Local route running from Robbinsdale Transit Center to Rosedale Transit Center in Roseville, via West Broadway Avenue, Lowry Avenue, Kenzie Terrace/ New Brighton Blvd, and County Road B2. It operates as an important crosstown route connecting to several major Core Urban Local routes as well as significant commercial, residential, and activity centers in the corridor. These include downtown Robbinsdale, North Memorial Hospital, neighborhood commercial nodes in North and Northeast Minneapolis, and Roseville Shopping Center.

Currently, Route 32 operates every 30 minutes on weekdays, Saturdays, and Sundays. This improvement would increase frequency to up to every 20 minutes all days. Service will operate on weekdays from approximately 5:30am to 9:00pm, on Saturdays from approximately 6:30am to 8:30pm, and on Sundays from approximately 7:00am to 8:00pm.

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

This improvement will build on incremental improvements made over the past several years to the Route 32 that have been very successful. Weekday frequency was increased in 2012, Saturday service was added in 2014, followed by new Sunday service in 2015. In 2017 the span of both weekday and Saturday service was widened to better serve evening demand at Rosedale Mall. In all these cases anticipated ridership has met or exceeded our goals. We expect that the proposed frequency improvement will continue the pattern of strong ridership in response to new service.

The grant request is for the additional operating funds required to implement the service as well as

two additional 40? buses needed.

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

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

CMAQ: Purchase two buses and operate service for transit improvement on Route 32.

**Project Length (Miles)**

10.2

*to the nearest one-tenth of a mile*

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## 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**

\$4,312,583.00

**Match Amount**

\$1,078,145.75

*Minimum of 20% of project total*

**Project Total**

\$5,390,728.75

**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.*

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## Project Information-Transit and TDM

**County, City, or Lead Agency**

Metro Transit

**Zip Code where Majority of Work is Being Performed**

55411

**Total Transit Stops**

126

**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.*

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## 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.

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

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

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. 5

**List the applicable documents and pages:**

City of Minneapolis Access Minneapolis Plan, Recommended Primary Transit Network Corridor,

p. 16

*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**

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## 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**

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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
<b>Totals</b>	<b>\$0.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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
<b>Totals</b>	<b>\$0.00</b>

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00

Totals

\$0.00

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## Transit Operating Costs

Number of Platform hours	11815.3
Cost Per Platform hour (full loaded Cost)	\$125.00
Subtotal	\$1,476,912.50
Other Costs - Administration, Overhead,etc.	\$0.00

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## Totals

Total Cost	\$1,476,912.50
Construction Cost Total	\$0.00
Transit Operating Cost Total	\$1,476,912.50

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 35596

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 296

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

1529685131390\_Route32\_PopulationEmploymentSummary.pdf

*Please upload attachment in PDF form.*

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## Measure B: Transit Ridership

Select multiple routes

**Existing transit routes directly connected to the project**

4, 5, 10, 11, 14, 17, 19, 22, 25, 32, 59, 65, 84, 87, 118, 141, 223, 225, 227, 250, 252, 264, 288, 716, 717, 721, 724, 758, 760, 761, 762, 763, 765, 766, 767, 768, 780, 781, 782, 783, 785, 789, 801, 824, 825, 850, 852, 854, 865, 887, 888-  
Northstar Commuter Rail, A Line

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

Bottineau LRT (METRO Blue Line Extension), Central Avenue Arterial BRT, West Broadway Avenue BRT, Emerson/Fremont Aves BRT, Penn Avenue Arterial BRT (C Line)

**Upload Map**

1529685884687\_Route32\_TransitConnections.pdf

*Please upload attachment in PDF form.*

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## Response

*Met Council Staff Data Entry Only*

**Average number of weekday trips**

2716.0

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## A Measure: Usage

**Service Type**

Urban and Suburban Local Routes

**New Annual Ridership  
(Integer Only)**

177404

Peer route PPISH Averages:

Weekday: 29.0

Saturday: 21.3

Sunday: 18.8

Added In-Service Hours:

Weekday: 19.1

Saturday: 16.9

Sunday: 25.7

New daily rides:

Weekday: 653.8

Saturday: 436.9

Sunday: 342.5

Annual Service Days:

Weekday: 255

Saturday: 52

Sunday: 58

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

177,404 if improved in current year.

**Assumptions Used:**

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

#### Peer Routes:

Route 2: East-west crosstown route serving Franklin Ave, Cedar-Riverside, the U of M, Dinkytown and the Marcy Holmes Neighborhood. Route 2 was selected as a peer because, like Route 32, it is also an east-west crosstown operating on a county road that provides important connecting service outside of either downtown Minneapolis or St. Paul.

**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 23: East-west crosstown route serving Uptown Transit Center, the Powerhorn and Longfellow neighborhoods, Minnehaha Park and the Highland Neighborhood in St. Paul. Route 23 was selected as a peer because, like Route 32, it is also an east-west crosstown providing important connecting service outside of either downtown Minneapolis or St. Paul.

Route 30: East-west crosstown route serving Lowry Avenue, commercial nodes in North and Northeast Minneapolis, the Quarry Shopping Center, Minneapolis Industrial Area, and Westgate Station.

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

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## **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):** Yes

*(up to 100% of maximum score)*

**Project located in Area of Concentrated Poverty:**

*(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 32 is a supporting urban local route that travels through Areas of Concentrated Poverty where 50 percent of the population are people of color.

The Route 32 improvements proposed in this project are included in the Metro Transit 2015-2030 Service Improvement Plan, which identifies priorities for expanded service as additional funding becomes available. The Service Improvement Plan included an extensive public outreach and engagement process to understand and prioritize proposed improvements. A significant component of that process involved targeted outreach to traditionally underrepresented communities by partnering with community organizations to help reach people and oversampling in these communities through in-person outreach and distribution of surveys.

**Response:**

*(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.*

Route 32 is a supporting urban local route that travels through Areas of Concentrated Poverty where 50 percent of the population are people of color. This improvement will be a direct benefit to traditionally underserved communities. It makes strong connections from these communities to industrial and retail employment in northwest Minneapolis, Robbinsdale, and Roseville. It also provides important crosstown connections to other transit routes, making the entire transit network more useful and accessible to those who depend on transit for all or most of their travel.

**Response:**

Significant improvements to weekday off-peak and weekend frequencies will benefit riders using transit for purposes other than a traditional 9-5 work shift. This includes people going to non-traditional work shifts, students, shoppers, elderly and retired people, and others. These groups tend to be more reliant on transit for all activities than those using transit for work during 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

1529692667453\_Route32\_SocioEconomicConditions.pdf

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## Measure B: Affordable Housing

City	Number of Stops in City	Number of Stops/Total Number of Stops	Score	Housing Score Multiplied by Segment percent
Robbinsdale	24.0	0.19	90.0	17.42
Minneapolis	59.0	0.48	100.0	47.58
St. Anthony	12.0	0.1	78.0	7.55
Roseville	29.0	0.23	70.0	16.37
				<b>89</b>

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## Total Transit Stops

Total Transit Stops 124.0

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## Affordable Housing Scoring

Total Housing Score 88.92

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## Affordable Housing Scoring

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## Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	696
Distance from Terminal to Terminal (Miles)	10.2
VMT Reduction	7099.2
CO Reduced	16967.088
NOx Reduced	1135.872
CO2e Reduced	2602567.0
PM2.5 Reduced	35.496
VOCs Reduced	212.976
Total Emissions Reduced	2620918.0

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## Measure A: Roadway, Bicycle, and Pedestrian Improvements

Every stop on Route 32 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 16 passenger waiting shelters at stops along this route, including Rosedale Transit Center and Robbinsdale Transit Center.

### Response

Route 32 connects with a number of dedicated on-street bicycle facilities, including Lowry Avenue, the Grand Rounds regional bicycle trail, Emerson/Fremont Avenues, 2nd St N. and Central Ave NE. In concert with the existing bicycle facilities, this project will make it easier to plan multimodal trips in this corridor, as higher frequencies make transit simpler to use.

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

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## 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

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## 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**

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## Measure: Cost Effectiveness

**Total Annual Operating Cost:** \$1,476,909.58

**Total Annual Capital Cost of Project** \$80,000.00

**Total Annual Project Cost** \$1,556,909.58

Added annual platform hours: 11815.3

Cost per platform hour: \$125.00

Total Annual Operating Cost: \$1,476,909.58

### Assumption Used:

Buses purchased: 2

Cost per 40' bus: \$480,000

Bus Years of Useful Life: 12

Annualized Capital Cost: \$80,000

*(Limit 1400 Characters; approximately 200 words)*

### Points Awarded in Previous Criteria

**Cost Effectiveness** \$0.00

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## Other Attachments

<b>File Name</b>	<b>Description</b>	<b>File Size</b>
RegSol_Rt32.pdf	Project Map	736 KB
Route32_LetterOfCommitment_signed.pdf	Metro Transit Letter of Commitment	274 KB
Route32_PopulationEmploymentSummary.pdf	Population and Employment	2.9 MB
Route32_RegionalEconomy.pdf	Regional Economy	4.4 MB
Route32_SocioEconomicConditions.pdf	Socio Economic Conditions	4.6 MB
Route32_TransitConnections.pdf	Transit Connections	7.2 MB
Rt32_Summary.pdf	Summary	103 KB

# Population/Employment Summary

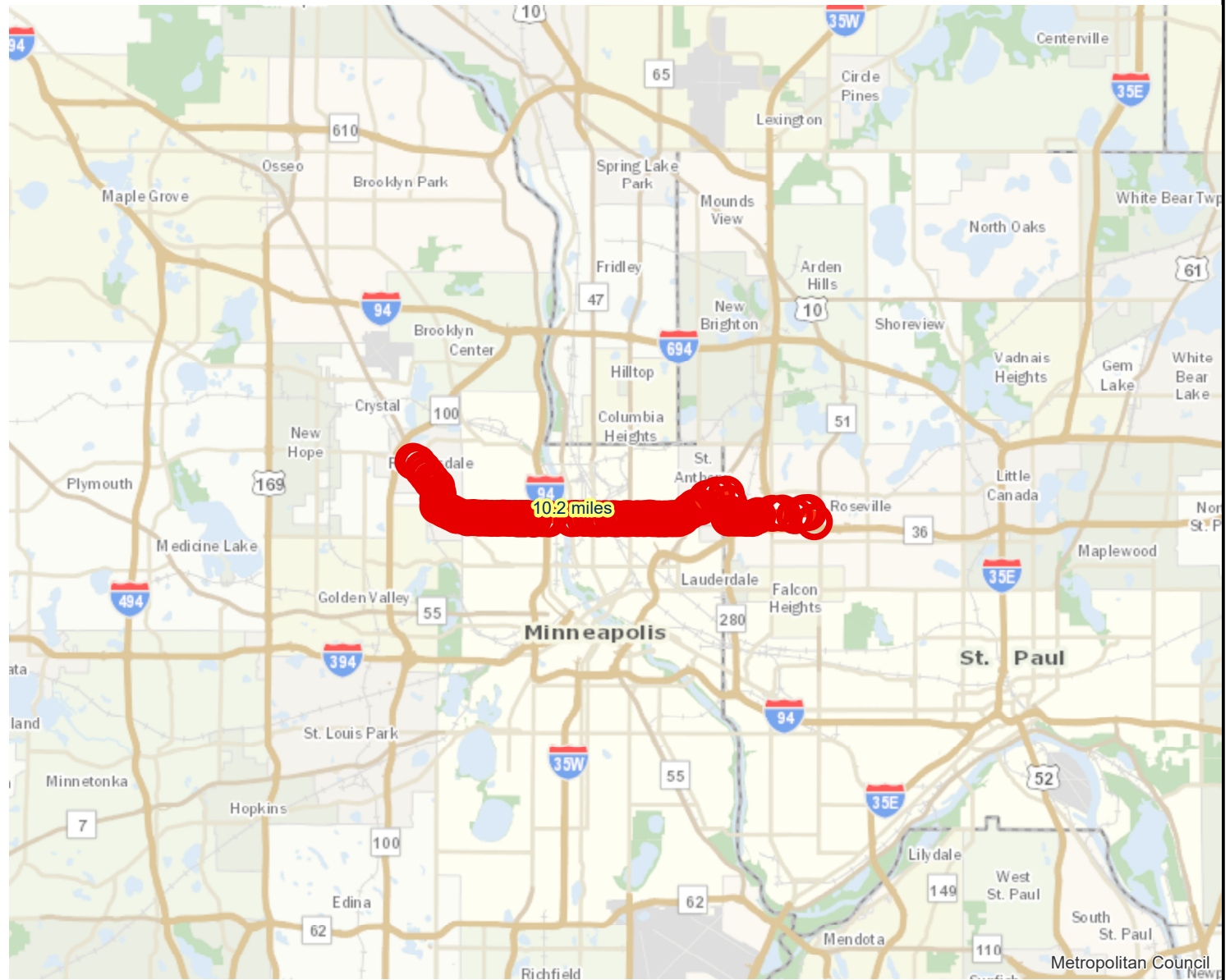
Transit Expansion Project: Route 32 Transit Expansion | Map ID: 1529510939094

## Results

Within QTR Mile of project:  
Total Population: 57476  
Total Employment: 35596  
Postsecondary Students: 296

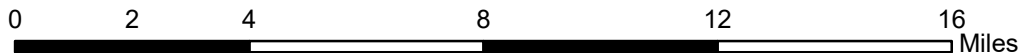
Within HALF Mile of project:  
Total Population: 79252  
Total Employment: 47366  
Postsecondary Students: 296

Within ONE Mile of project:  
Total Population: 124656  
Total Employment: 76832



 Project Points

 Project



Created: 6/20/2018  
LandscapeRSA4



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



# Transit Connections

Transit Expansion Project: Route 32 Transit Expansion | Map ID: 1529510939094



## Results

Transit with a Direct Connection to project:

10 11 118 14 141 17 19 22 223 225 227  
 25 250 252 264 288 32 4 5 59 65 716  
 717 721 724 758 760 761 762 763 765 766 767  
 768 780 781 782 783 785 789 801 824 825 84  
 850 852 854 865 87 887 888 921

- \*Chicago-Fremont
- \*West Broadway
- \*Blue Line Extension
- \*Central
- \*C Line
- \*Blue Line Extension

*\*indicates Planned Alignments*

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



Created: 6/20/2018  
 LandscapeRSA3



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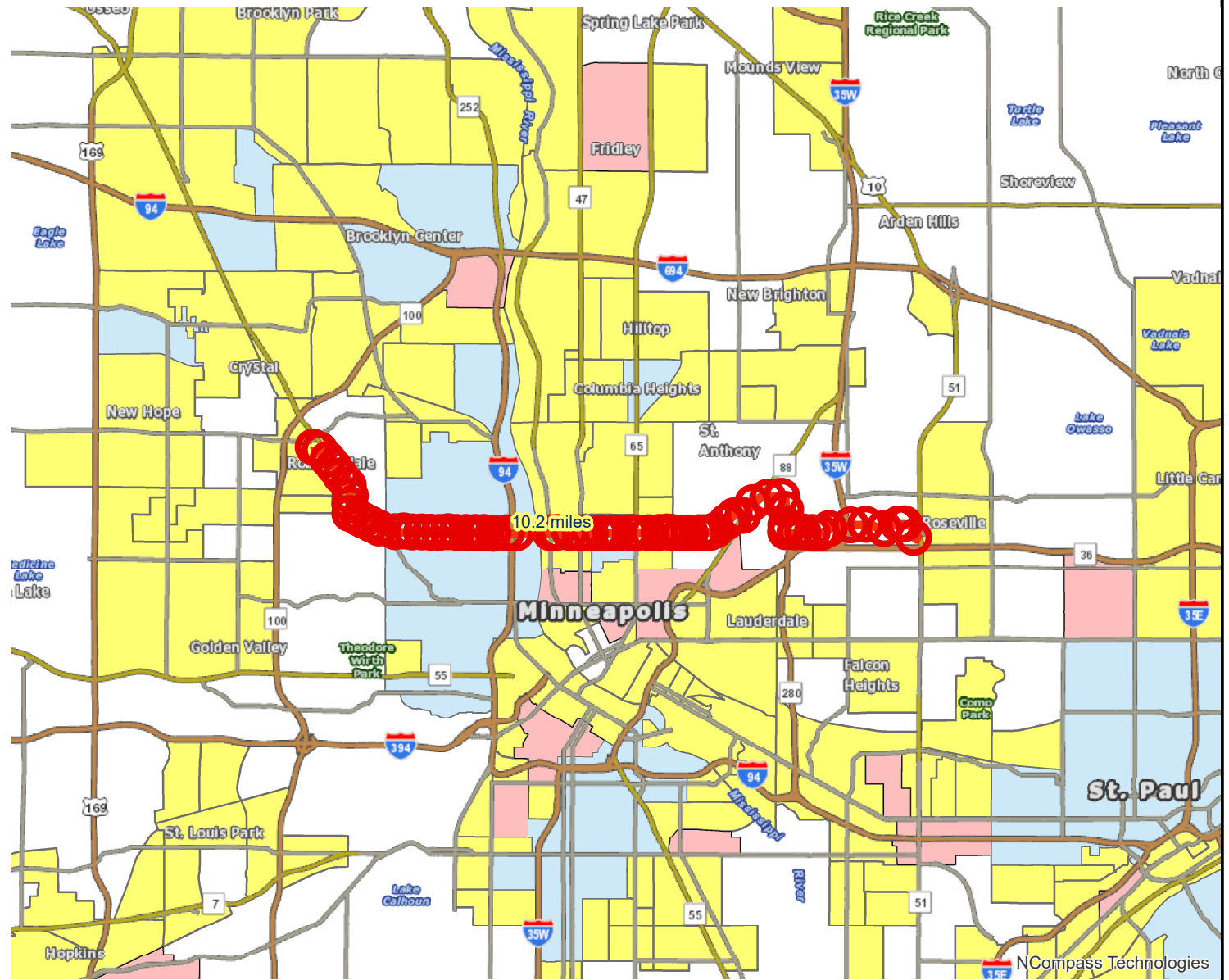





# Socio-Economic Conditions



Transit Expansion Project: Route 32 Transit Expansion | Map ID: 1529510939094

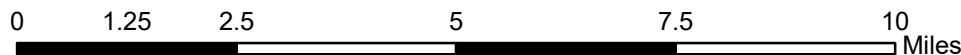
## Results

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



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

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



Created: 6/20/2018  
LandscapeRSA2

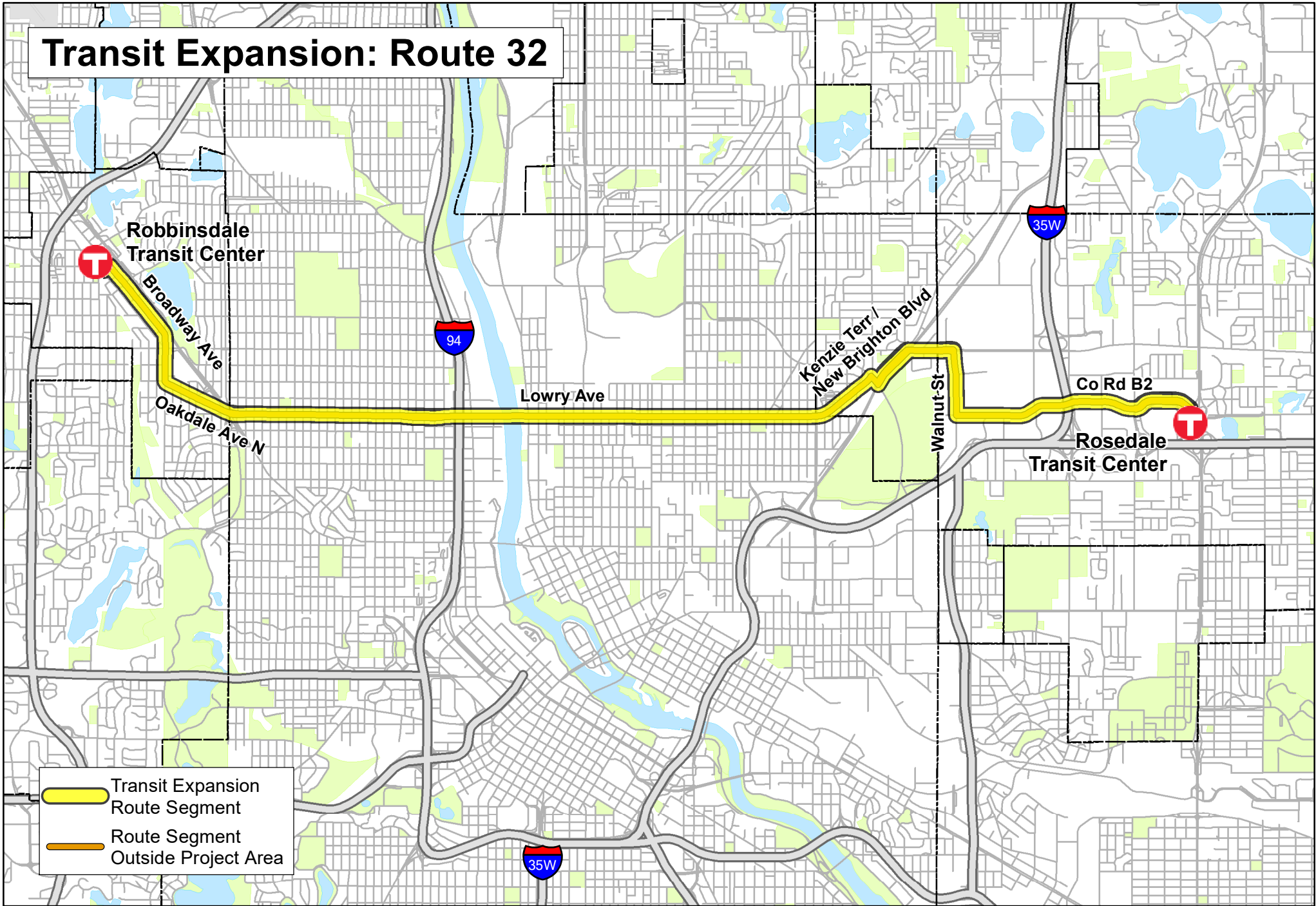




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# Transit Expansion: Route 32



-  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 for Route 32 from Robbinsdale Transit Center in Robbinsdale to Rosedale Transit Center in Roseville via West Broadway Avenue, Lowry Avenue, Kenzie Terrace/ New Brighton Blvd, and County Road B2. The improvement will increase service to every 20 minutes for most of the day on weekdays, Saturdays, and Sundays, and requires two additional peak buses.

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

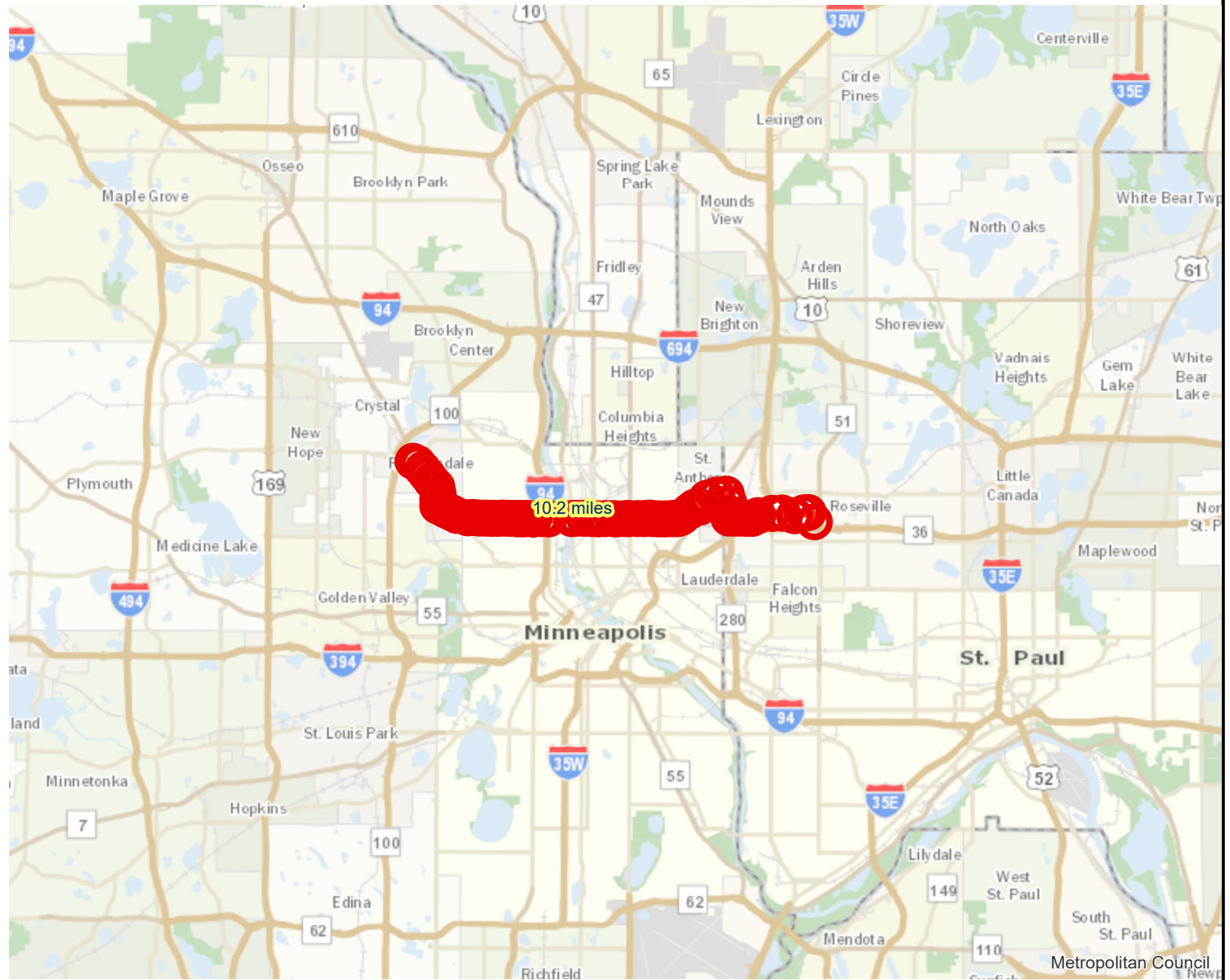
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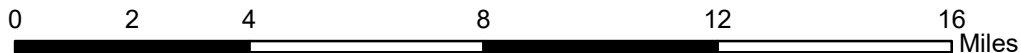
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 Project Points

 Project



Created: 6/20/2018  
LandscapeRSA4



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# Regional Economy

Transit Expansion Project: Route 32 Transit Expansion | Map ID: 1529510939094

## Results

**WITHIN ONE MI of project:**  
Postsecondary Students: 492  
Total Population: 124527  
Total Employment: 79669  
Mfg and Dist Employment: 16086



 Project Points     Postsecondary Education Centers

 Project



Created: 6/20/2018  
LandscapeRSA5



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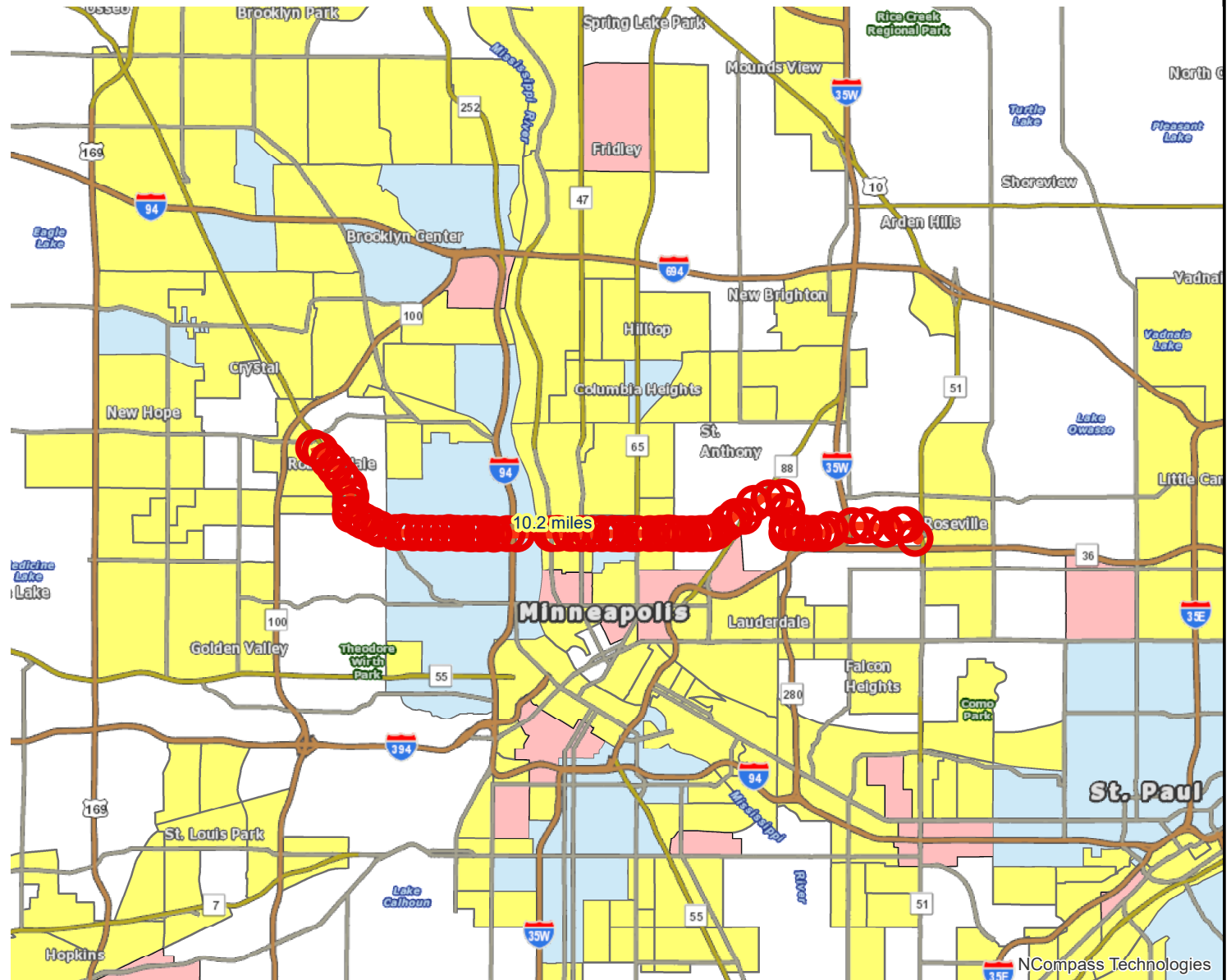


# Socio-Economic Conditions

Transit Expansion Project: Route 32 Transit Expansion | Map ID: 1529510939094

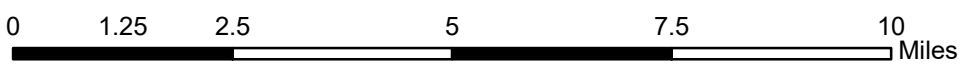
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with 50% or more of residents  
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(0 to 30 Points)



- Project Points
- Project
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- Area of Concentrated Poverty
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Created: 6/20/2018  
LandscapeRSA2



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# Transit Connections

Transit Expansion Project: Route 32 Transit Expansion | Map ID: 1529510939094



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Created: 6/20/2018  
 LandscapeRSA3



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## **Route 32 Transit Service Expansion Summary**

Route 32 is a Supporting Urban Local route running from Robbinsdale Transit Center to Rosedale Transit Center in Roseville, via West Broadway Avenue, Lowry Avenue, Kenzie Terrace/ New Brighton Blvd, and County Road B2. It operates as an important crosstown route connecting to several major Core Urban Local routes as well as significant commercial, residential, and activity centers in the corridor. These include downtown Robbinsdale, North Memorial Hospital, neighborhood commercial nodes in North and Northeast Minneapolis, and Roseville Shopping Center.

Currently, Route 32 operates every 30 minutes on weekdays, Saturdays, and Sundays. This improvement would increase frequency to every 20 minutes all days. Service will operate on weekdays from approximately 5:30am to 9:00pm, on Saturdays from approximately 6:30am to 8:30pm, and on Sundays from approximately 7:00am to 8:00pm.

This improvement will build on incremental improvements made over the past several years to the Route 32 that have been very successful. Weekday frequency was increased in 2012, Saturday service was added in 2014, followed by new Sunday service in 2015. In 2017 the span of both weekday and Saturday service was widened to better serve evening demand at Rosedale Mall. In all these cases anticipated ridership has met or exceeded our goals. We expect that the proposed frequency improvement will continue the pattern of strong ridership in response to new service.

The grant request is for the additional operating funds required to implement the service as well as two additional 40' buses needed.

Total Project Cost: \$5,390,728.75  
Requested Federal Amount: \$4,312,583.00  
Local Match Amount: \$1,078,145.75  
Local Match Percentage: 20.0%