



Application

10358 - 2018 Transit Expansion

10932 - Route 724 Transit Service Expansion

Regional Solicitation - Transit and TDM Projects

Status: Submitted
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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 724 Transit Service Expansion

Primary County where the Project is Located

Hennepin

Cities or Townships where the Project is Located:

Brooklyn Center, Brooklyn Park

Jurisdictional Agency (If Different than the Applicant):

Route 724 is a Suburban Local Route serving Brooklyn Park and Brooklyn Center, with peak period service to downtown Minneapolis. It connects the Target North Campus, Starlite Transit Center, Brooklyn Center Transit Center, and downtown Minneapolis, with local pick up in Brooklyn Center, Brooklyn Park, and north Minneapolis.

The portion of Route 724 included in this project operates from Starlite Transit Center in Brooklyn Park to Brooklyn Center Transit Center in Brooklyn Center via Brooklyn Blvd, Zane Ave N, 63rd Ave N, and Xerxes Ave N. This segment of the route plays an important role in connecting to other core local and suburban local routes at the two transit centers, significantly expanding the footprint of convenient transit service in this suburban area. This segment of the route also has the highest level of local ridership on the route.

Currently this segment of Route 724 runs every 30 minutes on weekdays and every 30 to 60 minutes on Saturdays and Sundays. This improvement would increase frequency on this segment to up to every 15 minutes from 6am to 8pm on weekdays and 6am to 7pm on Saturdays. Sunday service will be improved to up to every 20-30 minutes for most of the day.

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

(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 724

Project Length (Miles)

6.2

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 \$4,169,408.40

Match Amount \$1,042,352.10

Minimum of 20% of project total

Project Total \$5,211,760.50

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 55429

Total Transit Stops 72

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:

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.

List the applicable documents and pages:

Metro Transit 2015-2030 Service Improvement Plan, 2017 Update, Appendix E p. 20

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
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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.)	\$0.00
Vehicles	\$960,000.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$960,000.00

Transit Operating Costs

Number of Platform hours	11338.0
Cost Per Platform hour (full loaded Cost)	\$125.00
Subtotal	\$1,417,250.00
Other Costs - Administration, Overhead,etc.	\$0.00

Totals

Total Cost	\$2,377,250.00
Construction Cost Total	\$960,000.00
Transit Operating Cost Total	\$1,417,250.00

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 16447

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 0

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 1529954276046_Route724_PopulationEmploymentSummary.pdf

Please upload attachment in PDF form.

Measure B: Transit Ridership

Select multiple routes

Existing transit routes directly connected to the project 5, 19, 22, 705, 716, 717, 721, 722, 723, 724, 760, 761, 762, 764, 767, 801

Planned Transitways directly connected to the project (mode and alignment determined and identified in the 2040 TPP) Bottineau LRT (METRO Blue Line Extension), Emerson/Fremont Aves BRT, Penn Avenue Arterial BRT (C Line)

Upload Map 1529954533968_Route724_TransitConnections.pdf

Please upload attachment in PDF form.

Response

Met Council Staff Data Entry Only

Average number of weekday trips 979.0

A Measure: Usage

Service Type

Urban and Suburban Local Routes

New Annual Ridership
(Integer Only)

297566

Peer route PPISH Averages:

Weekday: 39.6

Saturday: 31.4

Sunday: 25.4

Added In-Service Hours:

Weekday: 24.0

Saturday: 22.4

Sunday: 12.8

New daily rides:

Weekday: 949.6

Saturday: 702.6

Sunday: 325.5

Annual Service Days:

Weekday: 255

Saturday: 52

Sunday: 58

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

297,566 if improved in current year.

Assumptions Used:

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

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

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

Peer Routes:

Route 721: Suburban Local Route based out of Brooklyn Center Transit Center serving Brooklyn Center and New Hope (Hennepin Technical College), with peak period service to downtown Minneapolis.

Route 722: Suburban Local Route based out of Brooklyn Center Transit Center serving Brooklyn Center and Brooklyn Park (Target North Campus).

Route 723: Suburban Local Route based out of Brooklyn Center Transit Center serving Brooklyn Center and Brooklyn Park to Starlite Transit Center.

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.

Response:

The Route 724 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.

(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 724 is a suburban local route that serves 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 connections to important retail, commercial, and industrial job centers in Brooklyn Park and Brooklyn Center. Route 724 serves both Brooklyn Center Transit Center and Starlite Transit Center, making it a critical piece of the suburban local transit network in this part of the region. These connections significantly expand the geography accessible by convenient transit service.

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

1529960702218_Route724_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
Brooklyn Park	44.0	0.61	100.0	61.11
Brooklyn Center	28.0	0.39	100.0	38.89
				100

Total Transit Stops

Total Transit Stops 72.0

Affordable Housing Scoring

Total Housing Score 100.0

Affordable Housing Scoring

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	1167
Distance from Terminal to Terminal (Miles)	6.2
VMT Reduction	7235.4
CO Reduced	17292.606
NOx Reduced	1157.664
CO2e Reduced	2652498.0
PM2.5 Reduced	36.177
VOCs Reduced	217.062
Total Emissions Reduced	2671201.0

Measure A: Roadway, Bicycle, and Pedestrian Improvements

All bus stops on this segment of Route 724 are accessible by sidewalk and 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 14 passenger waiting shelters at stops along this route, including Starlite Transit Center and Brooklyn Center Transit Center.

Response

The proposed improvement will result in significantly shorter wait times at stops for riders waiting to catch the bus. Route 724 will run up to every 15 minutes for most of the day on weekdays and Saturdays. 15 minute headways are commonly understood in the transit planning industry to be frequent enough that 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 major 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: \$1,417,253.50

Total Annual Capital Cost of Project \$80,000.00

Total Annual Project Cost \$1,497,253.50

Added annual platform hours: 11338

Cost per platform hour: \$125.00

Total Annual Operating Cost: \$1,417,253.50

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

Other Attachments

File Name	Description	File Size
RegSol_Rt724.pdf	Project Map	734 KB
Route724_LetterOfCommitment_signed.pdf	Metro Transit Letter of Commitment	265 KB
Route724_PopulationEmploymentSummary.pdf	Population and Employment	1.8 MB
Route724_RegionalEconomy.pdf	Regional Economy	5.1 MB
Route724_SocioEconomicConditions.pdf	Socio Economic Conditions	6.0 MB
Route724_TransitConnections.pdf	Transit Connections	5.9 MB
Rt724_Summary.pdf	Summary	102 KB

Population/Employment Summary

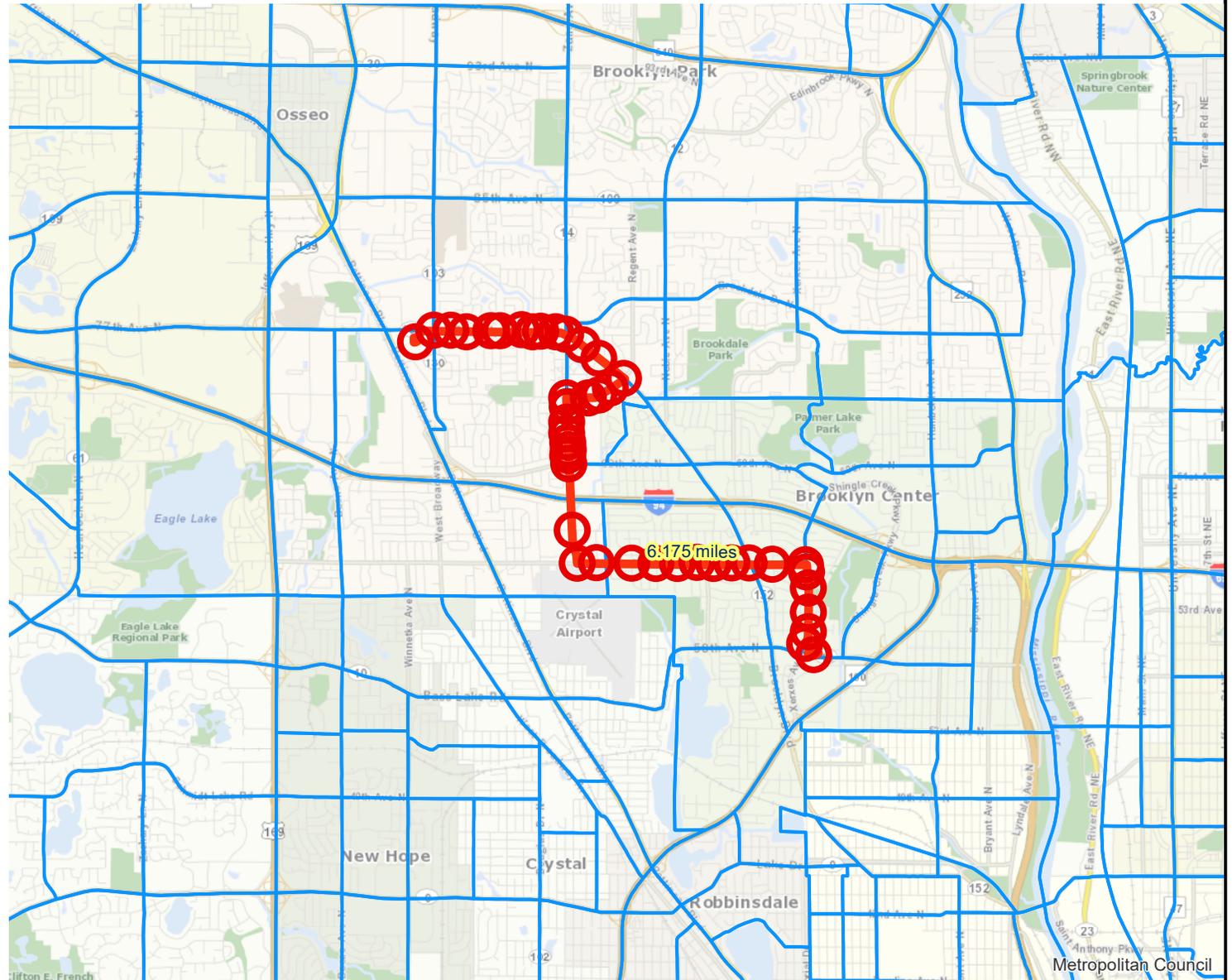
Transit System Modernization Project: Route 724 Transit Expansion | Map ID: 1529512975638

Results

Within QTR Mile of project:
Total Population: 41089
Total Employment: 16447
Postsecondary Students: 0

Within HALF Mile of project:
Total Population: 51973
Total Employment: 20789
Postsecondary Students: 80

Within ONE Mile of project:
Total Population: 76600
Total Employment: 30352



 Project Points  2010 TAZ

 Project



Created: 6/20/2018
LandscapeRSA4

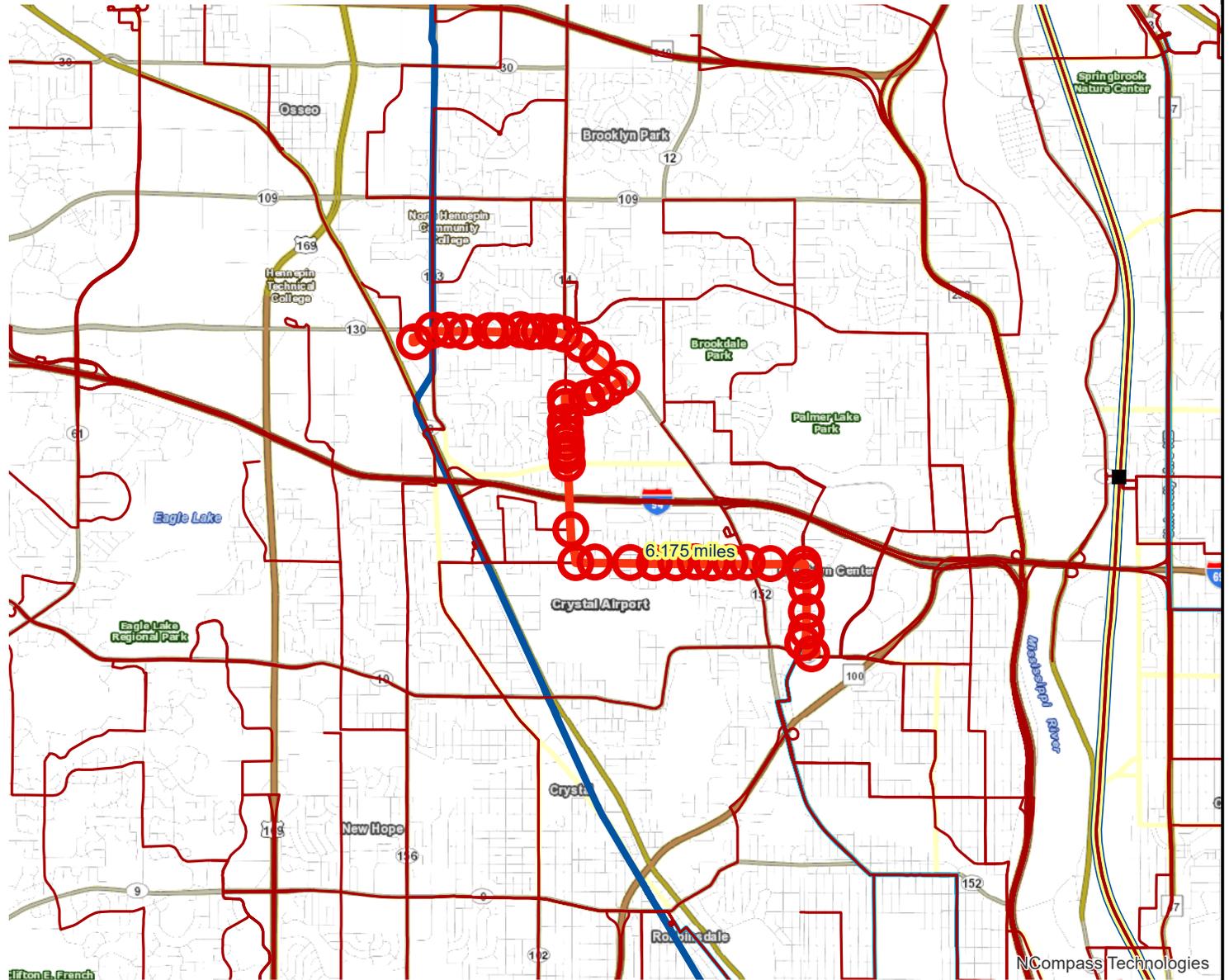


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Transit Connections

Transit System Modernization Project: Route 724 Transit Expansion | Map ID: 1529512975638



Results

Transit with a Direct Connection to project:
 19 22 5 705 716 717 721 722 723 724 760
 761 762 764 767 801

- *Chicago-Fremont
- *Blue Line Extension
- *C Line
- *Blue Line Extension

**indicates Planned Alignments*

	Project Points		Transit Routes	Planned Transitway Alignments	
	Project		Transitway		Blue Line Extension
Transitway Stations			Northstar Line		Arterial BRT
	Northstar Line				



Created: 6/20/2018
 LandscapeRSA3



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



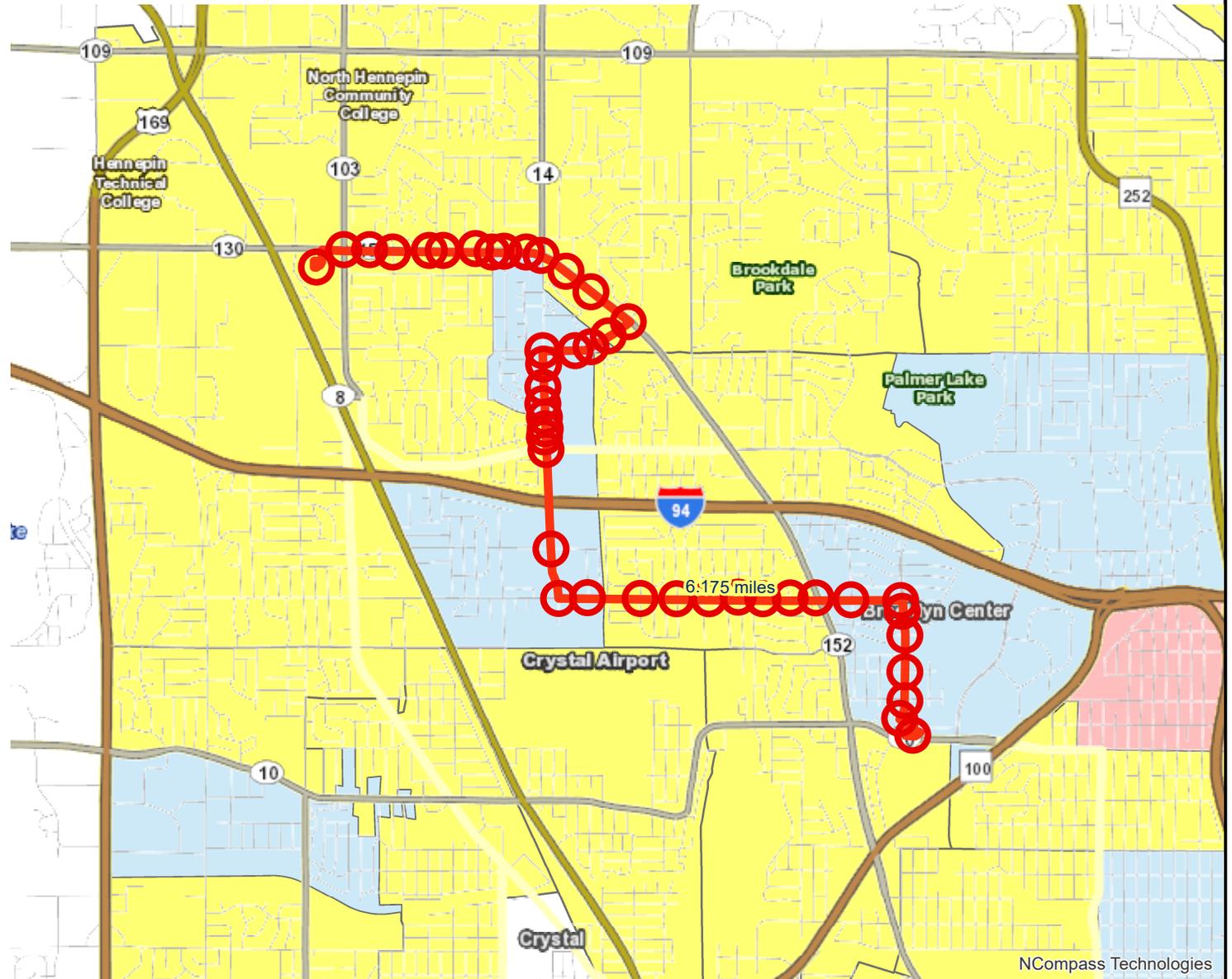
NCompass Technologies

Socio-Economic Conditions

Transit System Modernization Project: Route 724 Transit Expansion | Map ID: 1529512975638

Results

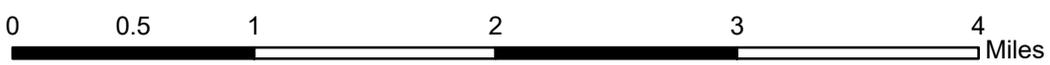
Project located **IN**
Area of Concentrated Poverty
with 50% or more of residents
are people of color (ACP50):
(0 to 30 Points)



NCompass Technologies

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

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



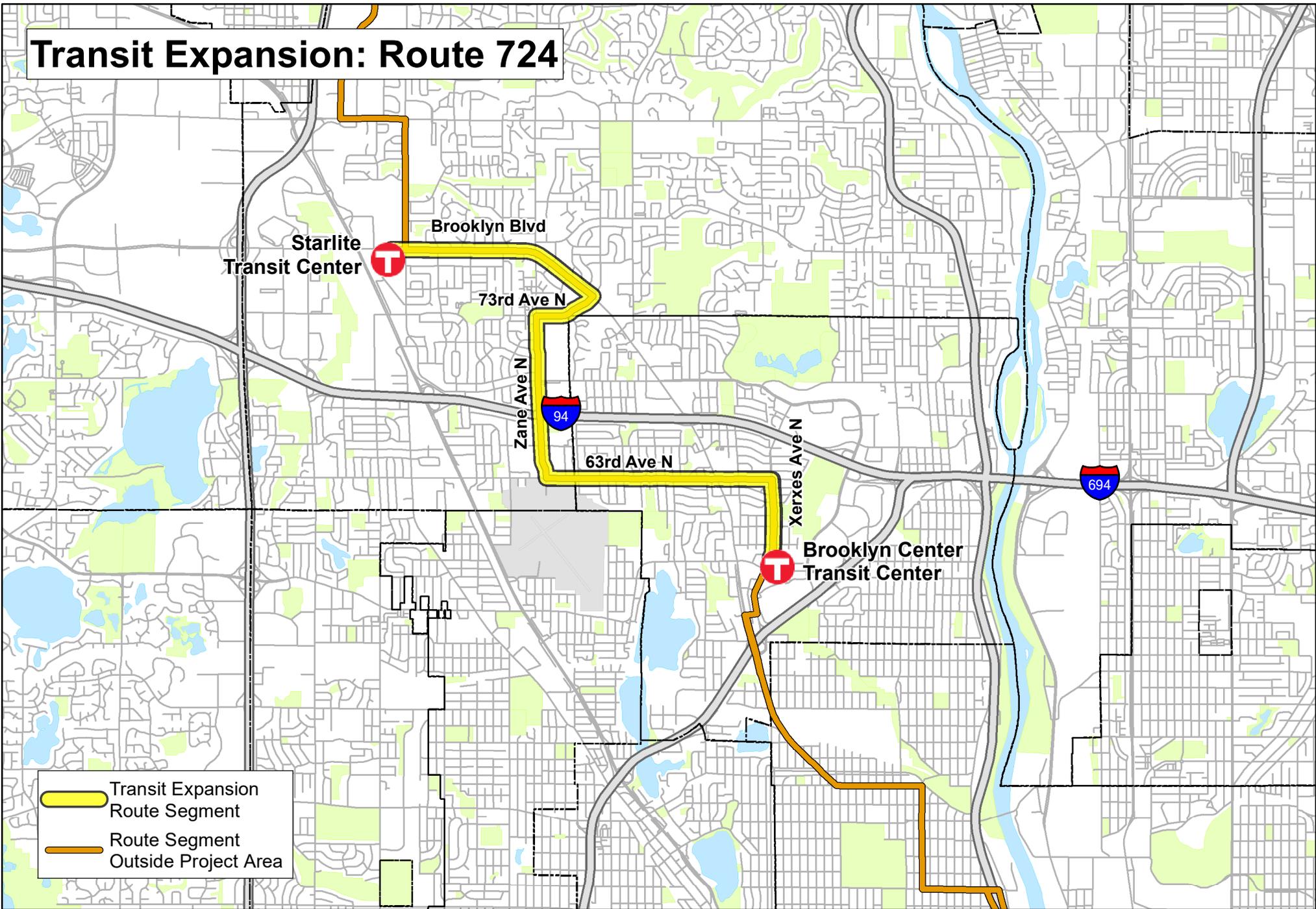
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LandscapeRSA2



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Transit Expansion: Route 724





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 724 from Starlite Transit Center in Brooklyn Park to Brooklyn Park Transit Center. Frequency will be increased to up to every 15 minutes for most of the day on weekdays and Saturdays, and up to every 20 to 30 minutes on Sundays. The improvement will require 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

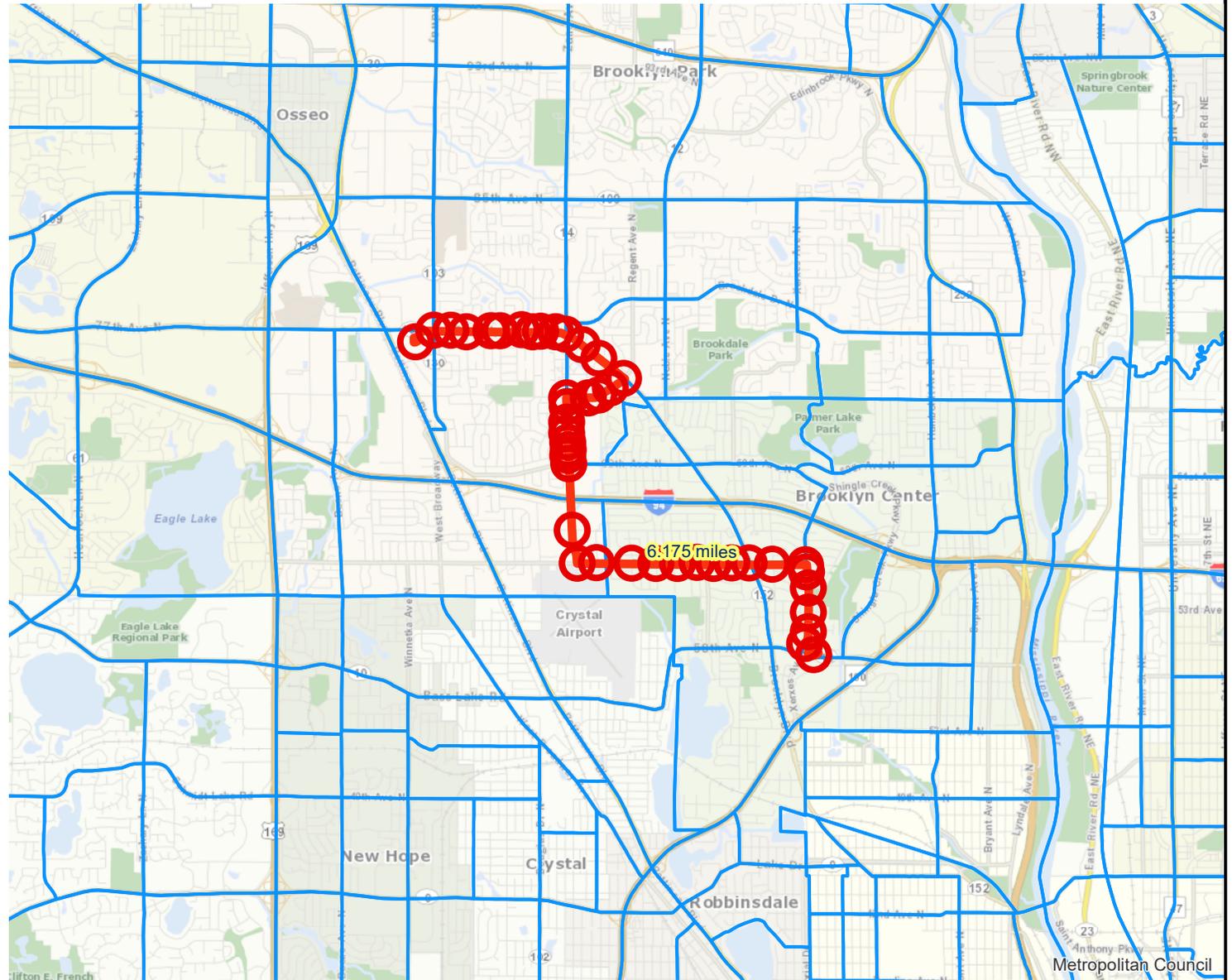
Transit System Modernization Project: Route 724 Transit Expansion | Map ID: 1529512975638

Results

Within QTR Mile of project:
Total Population: 41089
Total Employment: 16447
Postsecondary Students: 0

Within HALF Mile of project:
Total Population: 51973
Total Employment: 20789
Postsecondary Students: 80

Within ONE Mile of project:
Total Population: 76600
Total Employment: 30352



 Project Points  2010 TAZ

 Project



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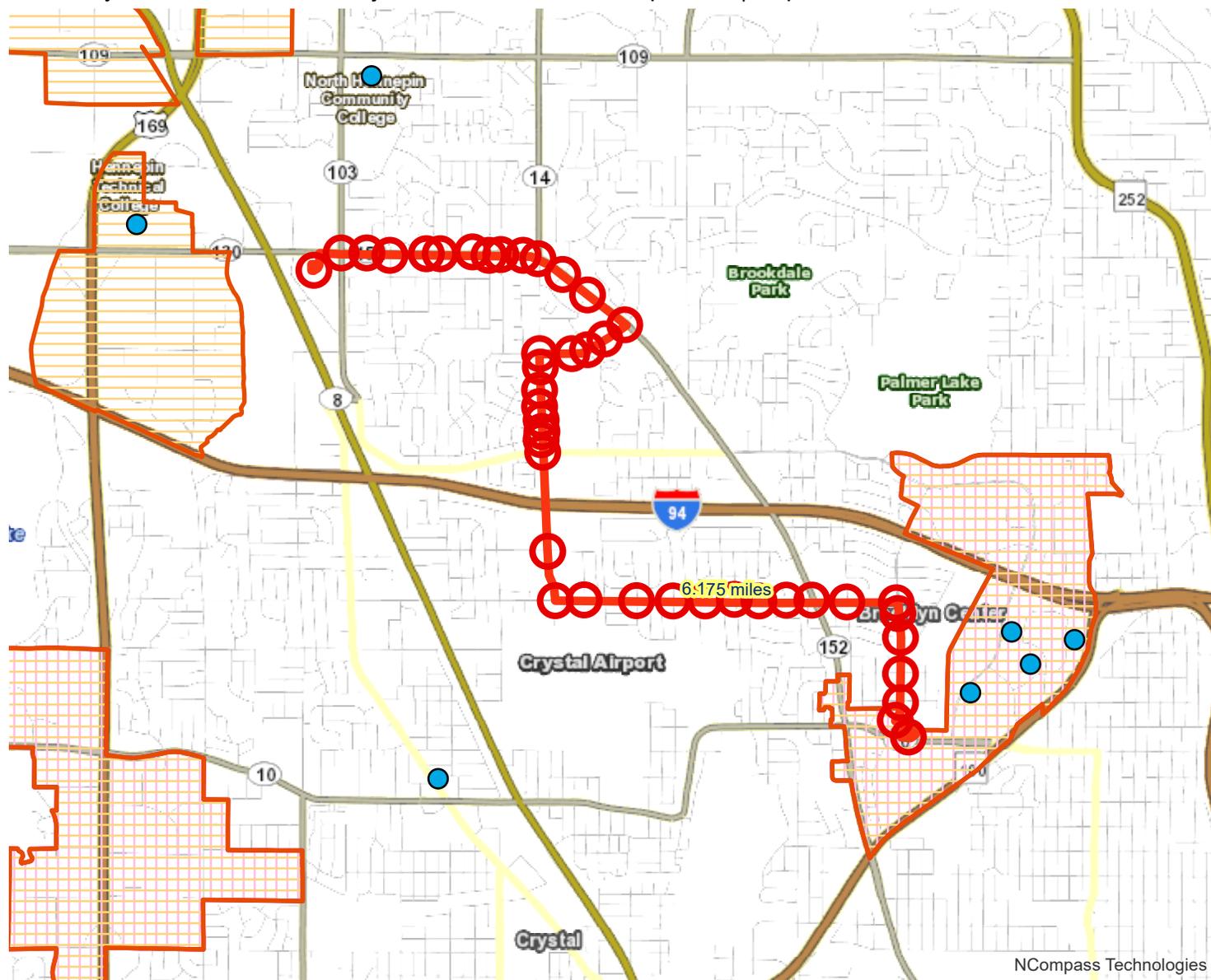


Regional Economy

Transit System Modernization Project: Route 724 Transit Expansion | Map ID: 1529512975638

Results

WITHIN ONE MI of project:
Postsecondary Students: 13719
Total Population: 73354
Total Employment: 28477
Mfg and Dist Employment: 9218



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



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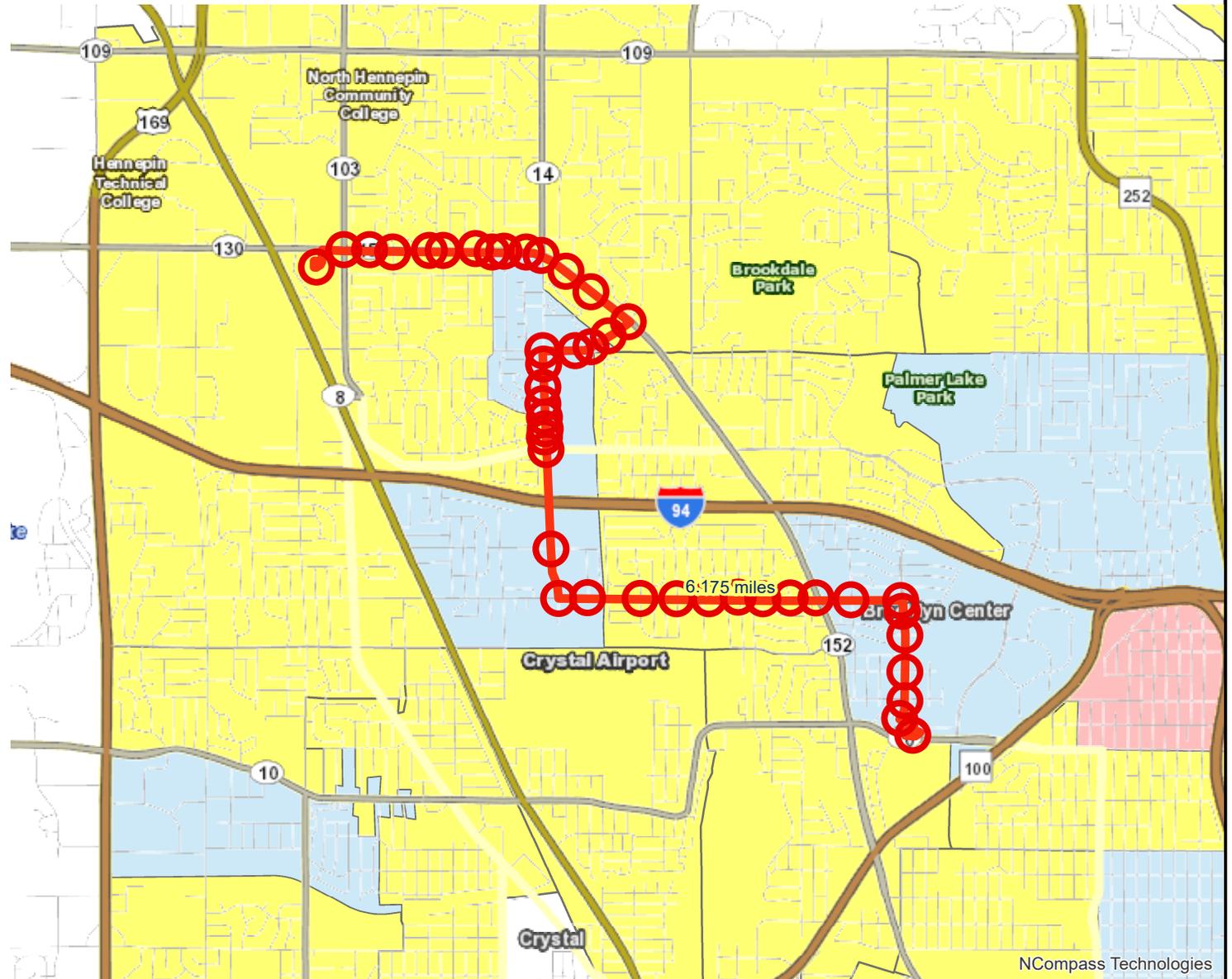


Socio-Economic Conditions

Transit System Modernization Project: Route 724 Transit Expansion | Map ID: 1529512975638

Results

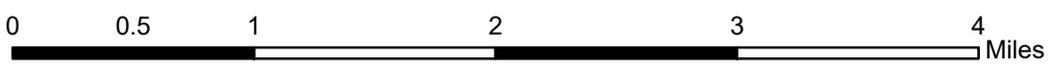
Project located **IN**
Area of Concentrated Poverty
with 50% or more of residents
are people of color (ACP50):
(0 to 30 Points)



NCompass Technologies

-  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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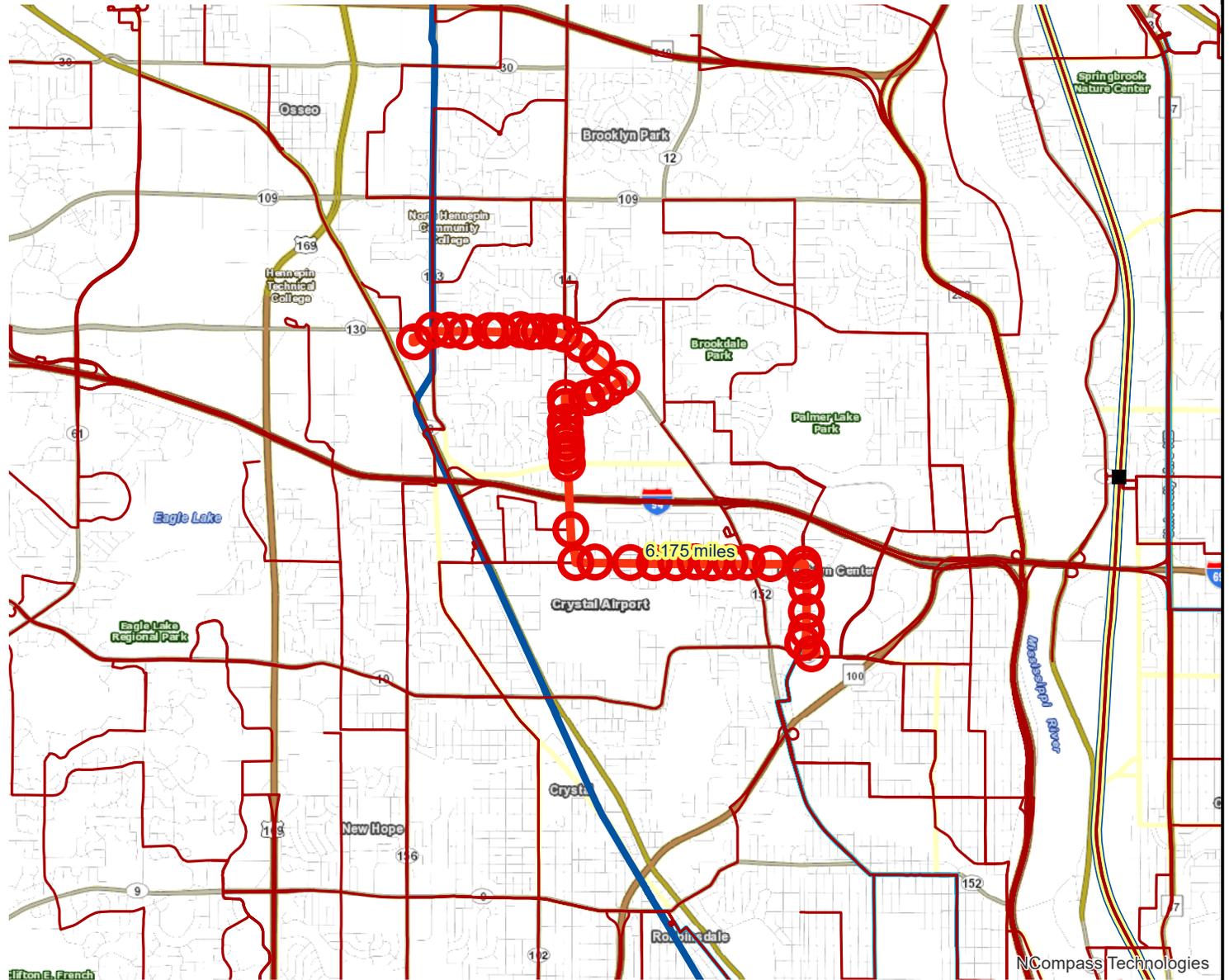


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Transit Connections

Transit System Modernization Project: Route 724 Transit Expansion | Map ID: 1529512975638



Results

Transit with a Direct Connection to project:
 19 22 5 705 716 717 721 722 723 724 760
 761 762 764 767 801

- *Chicago-Fremont
- *Blue Line Extension
- *C Line
- *Blue Line Extension

**indicates Planned Alignments*

	Project Points		Transit Routes	Planned Transitway Alignments	
	Project		Transitway		Blue Line Extension
Transitway Stations			Northstar Line		Arterial BRT
	Northstar Line				



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 LandscapeRSA3



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Route 724 Transit Service Expansion Summary

Route 724 is a Suburban Local Route serving Brooklyn Park and Brooklyn Center, with peak period service to downtown Minneapolis. It connects the Target North Campus, Starlite Transit Center, Brooklyn Center Transit Center, and downtown Minneapolis, with local pick up in Brooklyn Center, Brooklyn Park, and north Minneapolis.

The portion of Route 724 included in this project operates from Starlite Transit Center in Brooklyn Park to Brooklyn Center Transit Center in Brooklyn Center via Brooklyn Blvd, Zane Ave N, 63rd Ave N, and Xerxes Ave N. This segment of the route plays an important role in connecting to other core local and suburban local routes at the two transit centers, significantly expanding the footprint of convenient transit service in this suburban area. This segment of the route also has the highest level of local ridership on the route.

Currently this segment of Route 724 runs every 30 minutes on weekdays and every 30 to 60 minutes on Saturdays and Sundays. This improvement would increase frequency on this segment to every 15 minutes from 6am to 8pm on weekdays and 6am to 7pm on Saturdays. Sunday service will be improved to every 20-30 minutes for most of the day.

Total Project Cost: \$5,211,760.50
Requested Federal Amount: \$4,169,408.40
Local Match Amount: \$1,042,352.10
Local Match Percentage: 20.0%

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