



Application

13871 - 2020 Transit Expansion

14298 - New Route 757 Plymouth-Minneapolis Limited Stop

Regional Solicitation - Transit and TDM Projects

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Primary Contact

Name:* Ms. Victoria Hasria Dan
Salutation First Name Middle Name Last Name

Title: Transit Planner

Department: Service Development - Metro Transit

Email: victoria.dan@metrotransit.org

Address: 560 Sixth Avenue N

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

Phone:* 612-349-7648
Phone Ext.

Fax:

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 New Route 757 Plymouth-Minneapolis Limited Stop
Primary County where the Project is Located Hennepin
Cities or Townships where the Project is Located: Minneapolis, Golden Valley, Plymouth
Jurisdictional Agency (If Different than the Applicant):

Route 757 is a new Limited Stop route running from Plymouth to Golden Valley to Downtown Minneapolis via Highway 55. It will connect job and activity centers and residential areas in the corridor during peak periods and midday. This route will operate every 30 minutes on weekdays.

Today, there is no direct service along Hwy 55 from Plymouth to Minneapolis. This route will provide commute and reverse commute service, as well as other trip purposes such as accessing education, shopping, and medical appointments. Route 757 will be accessible to communities along the corridor at Dunkirk Lane Park and Ride, Station 73, C Line ABRT stations, and Downtown Minneapolis. In Plymouth and Golden Valley, Route 757 will also serve limited bus stops in the shoulder of Hwy 55. Outside of Downtown Minneapolis, limited stops will be spaced approximately ½ to 1 mile apart.

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

New service in the Hwy 55 corridor will serve communities including Near North Minneapolis neighborhoods and denser suburban neighborhoods in Plymouth along Vicksburg Lane and Medicine Lake Dr. Near North is identified as an Area of Concentrated Poverty where over 50 percent of residents are people of color. Areas above the regional average of population in poverty and people of color also exist within a half-mile of 6 out of 8 suburban stop locations (from Dunkirk Lane to Xenium Lane and from Boone Avenue to Douglas Drive).

In addition to serving commutes to Downtown Minneapolis, Route 757 will connect riders to job centers spanning Hwy 55: suburban industrial jobs concentrated between Dunkirk Lane and Xenium Lane and between Zachary Lane to Winnetka

Avenue, as well as professional jobs at Douglas Drive.

The grant request is for the operating funds required to implement the service expansion.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.

Operating Funds for New Route 757 Plymouth-Minneapolis Limited Stop

Project Length (Miles)

13.5

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

\$4,669,486.40

Match Amount

\$1,167,371.60

Minimum of 20% of project total

Project Total

\$5,836,858.00

For transit projects, the total cost for the application is total cost minus fare revenues.

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:

2024

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

Additional Program Years:

2021, 2022, 2023

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

For All Projects

Identify the Transit Market Areas that the project serves:

1, 2, 3

See the "Transit Connections" map generated at the beginning of the application process.

For Park-and-Ride and Transit Station Projects Only

County, City, or Lead Agency

Zip Code where Majority of Work is Being Performed

(Approximate) Begin Construction Date

(Approximate) End Construction Date

Name of Park and Ride or Transit Station:

e.g., MAPLE GROVE TRANSIT STATION

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)

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 (2018), the 2040 Regional Parks Policy Plan (2018), 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 2.02) 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 2.10) 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

Briefly list the goals, objectives, strategies, and associated pages:

Goal D: Competitive Economy (2040 TPP 2.26) 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 2.30) Objectives: Reduce transportation related air emissions. Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles.
Strategies E3 and E7

Limit 2,800 characters; approximately 400 words

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.

Metropolitan Council, Highway Transitway Corridor Study, Highway 55: Final Report Addendum (2015)

Golden Valley 2040 Comprehensive Plan Ch 4.27

List the applicable documents and pages:

Plymouth 2040 Comprehensive Plan Ch 6.12

Hennepin County 2040 Comprehensive Plan Ch 2.29

Limit 2,800 characters, approximately 400 words

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 State Aid 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: \$500,000 to \$7,000,000

Travel Demand Management (TDM): \$100,000 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 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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

Date plan completed: 03/01/2020

Link to plan:

<https://metro council.org/About-Us/Publications-And-Resources/DIVERSITY-EQUITY/ADA-Transition-Plan.aspx>

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link.

Upload as PDF

(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.

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 to fund the service or facility project beyond the initial three-year funding period for transit operating funds if the applicant continues the project.

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

Transit Operating Costs

Number of Platform hours	40545.0
Cost Per Platform hour (full loaded Cost)	\$143.96
Subtotal	\$5,836,858.20
Other Costs - Administration, Overhead,etc.	\$0.00

Totals

Total Cost	\$5,836,858.20
Construction Cost Total	\$0.00
Transit Operating Cost Total	\$5,836,858.20

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 200134

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 2422

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

1587570112699_MAP_757_PopulationEmploymentSummary.pdf

Please upload attachment in PDF form.

Measure B: Transit Ridership

Existing transit routes directly connected to the project 3, 4, 5, 6, 7, 9, 10, 11, 14, 17, 18, 19, 22, 25, 61, 94, 134, 250, 264, 270, 353, 460, 477, 490, 535, 553, 578, 597, 600, 645, 663, 664, 667, 670, 690, 698, 721, 724, 747, 755, 756, 760, 761, 763, 764, 765, 766, 768, 774, 776, 781, 790, 795, 824, 850, 852, 865, 923-METRO C Line

Select all routes that apply.

Planned Transitways directly connected to the project (mode and alignment determined and identified in the Current Revenue Scenario of the 2040 TPP)

METRO Orange Line (I-35W South Highway BRT), METRO Green Line Extension (Southwest LRT), METRO Blue Line Extension (Bottineau LRT), METRO D Line (Chicago-Emerson-Fremont Arterial BRT), METRO E Line (Hennepin Ave Arterial BRT)

Select all transitways that apply.

Upload Map

1587570553065_MAP_757_TransitConnections.pdf

Please upload attachment in PDF form.

Response

Met Council Staff Data Entry Only

Average number of weekday trips 0

A Measure: Usage

Service Type Express Routes

New Annual Ridership (Integer Only) 90035

Significant system-wide decreases in bus ridership since 2015 suggest that a simple forward projection of recent route data will likely overestimate future ridership gains. On improvements funded by Regional Solicitation grants implemented in the past five years, the actual new ridership has been lower than expected based on peer routes. Metro Transit has observed that, while some ridership gains were realized, they were smaller than projected and tempered by the overall trending ridership decline. This has resulted in difficult discussions with stakeholders and riders whether to continue service after the end of the grant even though the service has underperformed.

Assumptions Used:

To more accurately project how a route's ridership could change based on specific route improvements, Metro Transit is using a three-step approach that blends forecasts from a regional analysis, a comparison of peer routes and information specific to the route under consideration. Informed by these three analyses, this application reports new ridership as estimated by the prorated METRO Red Line approach.

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

1. A statistical model of the trend in bus ridership based on service levels and route type, based on observed changes in hours and ridership since 2015, predicts a range of how ridership is expected to change if service levels are changed. The model is still based on the peer routes-based approach from the application but uses all routes in the category as peers instead of a couple of routes. Because the route classifications group routes by the type of service, their shared performance is broadly reflective of how riders use these types of routes around the region. Thus in addition using particular peer routes to predict ridership, understanding how these routes are changing as a class can give a better prediction of the likely future response to service changes. Given the parameters of this model, no ridership forecast was generated for Route 757 as it has no applicable peer routes within its route classification.

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

2. The productivity of peer routes was also used to predict the future passengers per in-service hour (PPISH) for the requested improvement. Route 757 was compared against the METRO Red Line, Routes 742, 747, and 777 because these routes share similar markets and/or service attributes. METRO Red Line shares wide stop spacing, even headways all day, simple route structure, and similar markets. Routes 742, 747, and 777 all serve peak period express trips between Plymouth and Downtown Minneapolis; Route 777 is peak-direction only, and Routes 742 and 747 serve reverse commute trips only. These peer routes have a combined PPISH of 18.7. Using this approach on Route 757, this level of productivity should result in 495,838 new rides over three years.

3. Given its similar service and market attributes, 2019 METRO Red Line ridership was used to

estimate of ridership on Route 757. Since METRO Red Line operates over twice the number of trips proposed for Route 757, new rides were estimated by prorating METRO Red Line ridership by number of trips. This method estimates 270,106 new rides over three years.

Balancing outputs from this three-step approach has resulted in an estimate of 270,106 new rides over the course of the grant used throughout the application:

Year 1: 85,680 total (336 per weekday)

Year 2: 89,964 total (353 per weekday)

Year 3: 94,462 total (370 per weekday)

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

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

*1. **Sub-measure:** Equity Population Engagement: A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement 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 community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, 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 757 is a new limited stop route that will serve Areas of Concentrated Poverty in north Minneapolis where 50 percent of the population are people of color; in Plymouth and Golden Valley, the route will serve areas with proportions of people in poverty and people of color above the regional average. This route will also serve communities where over 25% of the population is over age 65 or under age 18, and where over 15% of the population has a reported disability.

Response:

The Highway Transitway Corridor Study included a technical working group that convened a stakeholder workshop. Participants included staff from Plymouth, Golden Valley, Minneapolis, Medina, Hennepin County, MnDOT, Metropolitan Council, Metro Transit, and SRF. The workshop provided insight into potential station areas that would enhance access to employment centers, affordable and multifamily housing, and other trip generators.

(Limit 2,800 characters; approximately 400 words)

2. Sub-measure: *Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*

a. Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.

As noted above, Route 757 is a limited stop route that will serve Areas of Concentrated Poverty where 50 percent of the population are people of color, as well as communities with high proportions of seniors, youth, and people with disabilities. This new route will be a direct benefit to traditionally underserved communities.

Bi-directional weekday service during peak periods and midday will benefit riders using transit for commute, reverse-commute, and other trip purposes such as shopping, appointments, and education. Students, seniors, and people with disabilities tend to be more reliant on transit for all activities than the typical peak period commuter.

Response:

Today, no direct service via Hwy 55 exists between Plymouth and downtown Minneapolis, so Route 757 will provide a convenient option for those travelling between residential and commercial destinations in this corridor. Potentially, riders will make trips that previously were not possible for some individuals due to limited mobility options. With service every 30 minutes to a limited number of stops, riders can expect a level of service similar to a local route with faster speeds and more reliable travel times.

(Limit 2,800 characters; approximately 400 words)

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

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.

Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.

Other

Increased pedestrian activity along Hwy 55 due to bus stops in the shoulder (new and existing stops), which may increase conflicts with auto traffic. To mitigate impacts, new bus stops will be sited at crosswalks at signalized intersections where roadway design permits safe bus boarding and alighting. Where possible, stops will be placed where there are existing sidewalk connections.

Response:

(Limit 2,800 characters; approximately 400 words)

Select one:

3.Sub-measure: Bonus Points Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:

- a. 25 points to projects within an Area of Concentrated Poverty with 50% or more people of color
- b. 20 points to projects within an Area of Concentrated Poverty
- c. 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
- d. 10 points for all other areas

Project is located in an Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50): Yes

Project located in Area of Concentrated Poverty:

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

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)

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Upload Map 1587571996901_MAP_757_SocioEconomicConditions.pdf

Measure B: Part 1: Housing Performance Score

City	Number of Stops in City	Number of Stops/Total Number of Stops	Score	Housing Score Multiplied by Segment percent
Minneapolis	14.0	0.48	100.0	48.28
Golden Valley	8.0	0.28	66.0	18.21
Plymouth	7.0	0.24	88.0	21.24

88

Total Transit Stops

Total Transit Stops

29.0

Housing Performance Score

Total Housing Score

87.73

Housing Performance Score

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.

If text box is not showing, click Edit or "Add" in top right of page.

Route 757 will serve a number of affordable housing developments, including 60 existing affordable housing sites. Of these existing sites, 47 are located in Minneapolis, 4 in Golden Valley, and 9 in Plymouth. Combined, these developments include 4,364 affordable units with types ranging from studios to four-bedroom units with affordability between 30% to 80% AMI. Affordability is guaranteed through LIHTC (29 sites), project-based subsidies (9 sites), and subsidies other than tax credits (40 sites). In Plymouth, 2 developments are naturally occurring affordable housing, and 3 developments accept housing choice vouchers. Additionally, 12 of these affordable housing developments are public housing (1 located in Plymouth, 1 located in Golden Valley, and 10 located in Minneapolis).

Response:

Residents living in these affordable housing developments will benefit from enhanced mobility and access provided by Route 757. Since residents of affordable housing are less likely to own a private vehicle compared to the general population, Route 757 will expand opportunities for travel along the Hwy 55 corridor where there is currently no contiguous service between Plymouth and Minneapolis. For those who do have access to a private vehicle, stops at Dunkirk Ln Park and Ride and Station 73 will provide residents with the option to drive to transit, especially for riders whose limited mobility is a barrier to walking up to a half-mile to access transit.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1587682571476_MAP_757_AffordableHousingMap_8x11.pdf

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	370
Distance from Terminal to Terminal (Miles)	13.5

VT Reduction	4995.0
CO Reduced	11938.05
NOx Reduced	799.2
CO2e Reduced	1831167.0
PM2.5 Reduced	24.975
VOCs Reduced	149.85
Total Emissions Reduced	1844079.0

Measure A: Roadway, Bicycle, and Pedestrian Improvements

Response

Within Minneapolis, Route 757 stops will be sidewalk accessible. In Golden Valley, some stops will have direct connections to sidewalks or trails. Most stops along TH 55 in Golden Valley and Plymouth will be in highway shoulders adjacent to crosswalks at signalized intersections, where nearby sidewalks present opportunities to connect to the pedestrian network.

All buses used on this route will be both wheelchair accessible and equipped with bike racks, ensuring vehicle accessibility for those with mobility challenges and bicyclists. Route 757 will share sheltered stops at existing C Line station locations in Minneapolis (which includes 13 stations and a stop at 7th St Transit Center). In Golden Valley, one existing sheltered stop is located along Route 757. In Plymouth, riders boarding at Station 73 can access an indoor climate-controlled waiting area with amenities including restrooms and bike lockers.

(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 (25 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 (15 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 (25 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 (15 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

5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public:

Meeting with partner agencies:

Targeted online/mail outreach:

Number of respondents:

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

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

Measure: Cost Effectiveness

Total Annual Operating Cost:	\$1,765,548.73
Total Annual Capital Cost of Project	\$201,621.67
Total Annual Project Cost	\$1,967,170.40

Added annual platform hours: 13,515

Cost per platform hour: \$143.96

Annual Operating Cost (prior to reduction of fare revenue): $13,515 * \$143.96 = \$1,945,619.40$

Annual capital cost of project: \$201,621.67
(\$604,865 per bus / 12 years * 4 peak buses)

Annual operating costs plus annual capital costs:
\$2,147,241.07

Total project cost: \$6,441,723.21 ($\$2,147,241.07 * 3$ years)

Assumption Used:

Estimated fare revenue based on new rides * anticipated average fare of \$2.00 (based on existing routes serving a similar market)

Project total estimated fare revenue: \$540,212
(270,106 new rides * \$2.00)

Annual new rides increase 5% per year from 1st year

1st Year: New Rides = 85,680 (336.0/wkdy)

2nd Year: New Rides = 89,964 (352.8/wkdy)

3rd Year: New Rides = 94,462 (370.4/wkdy)

Annual net operating cost: \$1,765,548.73
(\$5,296,646.20 / 3 years)

Total net operating cost: \$5,296,646.20
 ((\$1,945,619.40 * 3 years) - total fare revenue
 \$540,212)

Total net project cost: \$5,901,511.20 (annual net
 operating and capital cost \$1,967,170.40 * 3 years)

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
757_LetterOfCommitment-CoverLetter - signed.pdf	Route 757 Cover Letter	211 KB
757_ProjectSummary.pdf	Route 757 Project Summary	181 KB
Golden Valley Letter of Support 05 15 20.pdf	Route 757 Letter of Support - Golden Valley	129 KB
MAP_757_LowIncome_and_CommunitiesOfColor_8x11.pdf	MAP - Route 757 Communities of Color and Low-Income Populations	1.5 MB
MAP_757_ProjectMap_8x11.pdf	MAP - Route 757 Project Area	1.4 MB
MAP_757_RegionalEconomy.pdf	Map - Route 757 Regional Economy	4.7 MB
MAP_757_Seniors-Youth-Disabilities_8x11.pdf	MAP - Route 757 Seniors, Youth, and People with Disabilities	1.5 MB
Minneapolis_Letter_of_Support.pdf	Route 757 Letter of Support - Minneapolis	181 KB
Plymouth Letter of Support.pdf	Route 757 Letter of Support - Plymouth	761 KB
Route 757 - Hours Rides Fares.pdf	TABLE - Route 757 Projections	126 KB
Rt 757 Affordable Housing List.pdf	LIST - Route 757 Affordable Housing Developments	166 KB

Population/Employment Summary

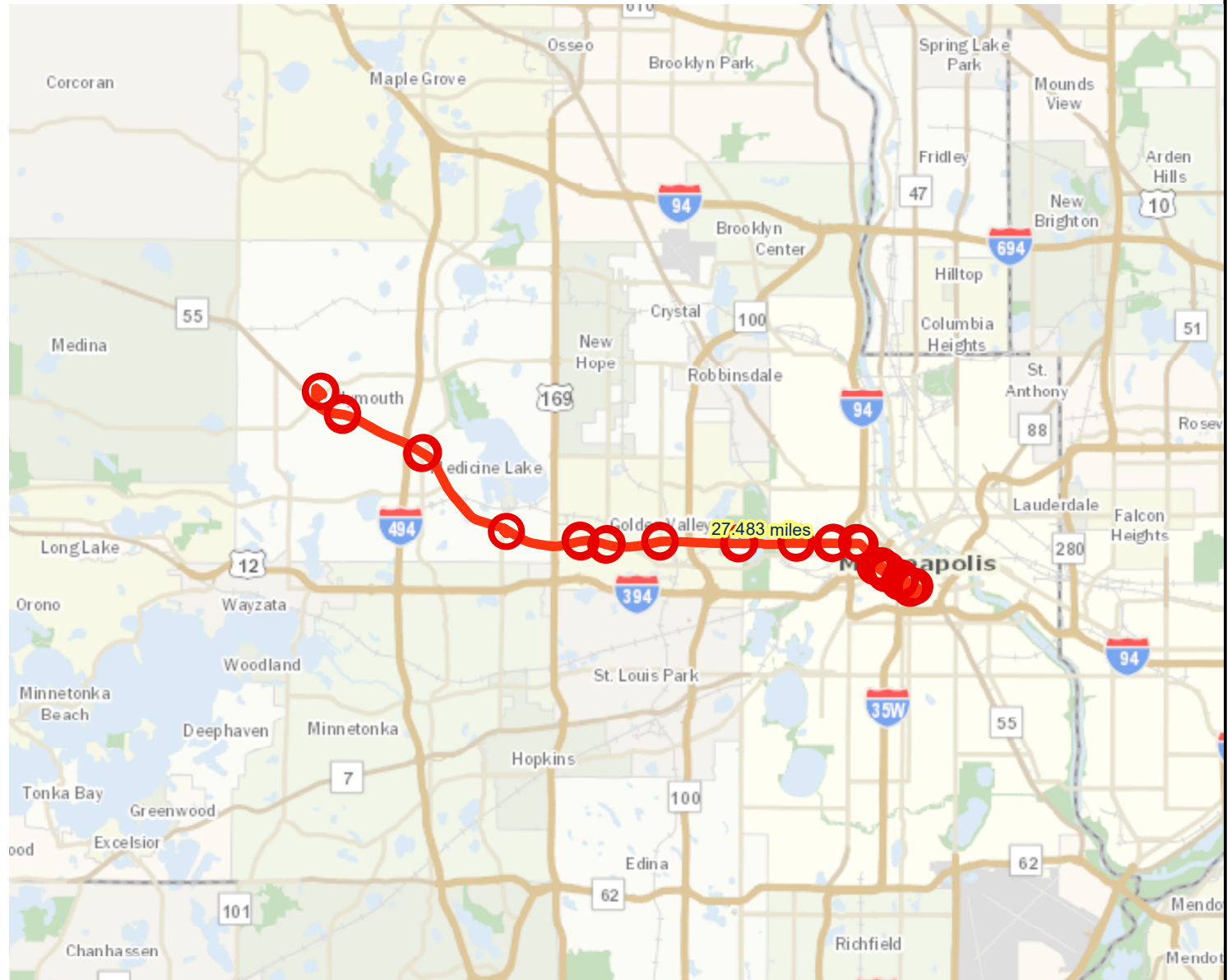
Transit Expansion Project: Route 757 Limited Stop Service | Map ID: 1587401148443

Results

Within QTR Mile of project:
Total Population: 51481
Total Employment: 200134
Postsecondary Students: 2422

Within HALF Mile of project:
Total Population: 85011
Total Employment: 226407
Postsecondary Students: 11466

Within ONE Mile of project:
Total Population: 155100
Total Employment: 311335



 Project Points  Project Area

 Project



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LandscapeRSA4



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Transit Connections

Transit Expansion Project: Route 757 Limited Stop Service | Map ID: 1587401148443

Results

Transit with a Direct Connection to project:

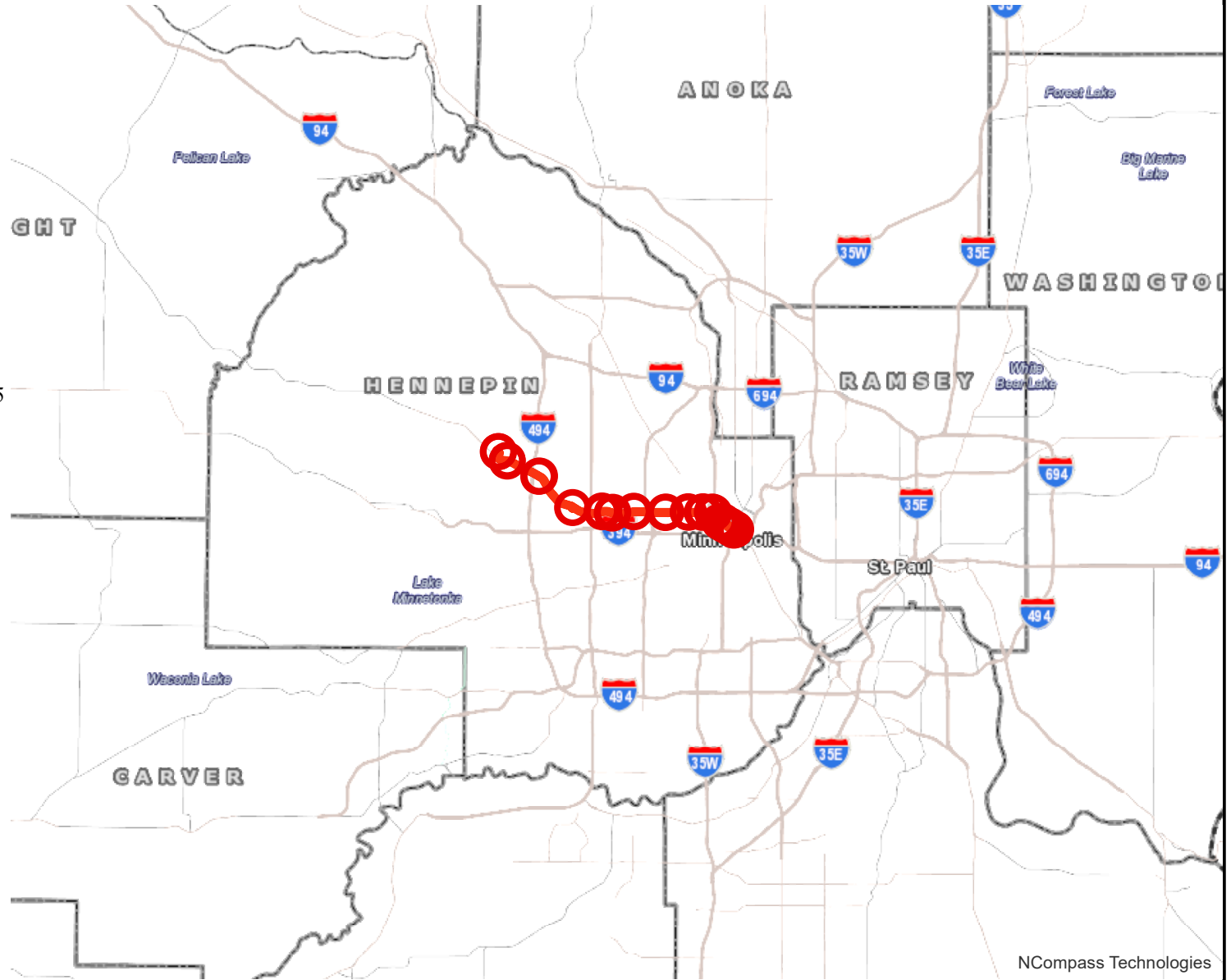
10 11 134 14 141 17 18 19 22 25 250
 264 270 3 353 4 460 477 490 5 535 553
 578 597 6 600 61 645 663 664 667 670 690
 698 7 721 747 755 756 760 761 763 764 765
 766 768 774 776 781 790 795 824 850 852 865
 9 923 94

- *Penn Avenue
- *West Broadway Avenue
- *Central Avenue NE
- *Hennepin Avenue
- *Chicago/Emerson-Fremont
- *West Broadway
- *Nicollet-Central
- *Green Line Extension
- *Orange Line
- *Blue Line Extension
- *Highway 169
- *Nicollet Ave
- *I-394/Hwy 55 (Option A)

**indicates Planned Alignments*

Transit Market areas: 1, 2, 3

-  Project Points
-  Project
-  Project Area



NCompass Technologies



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 LandscapeRSA3



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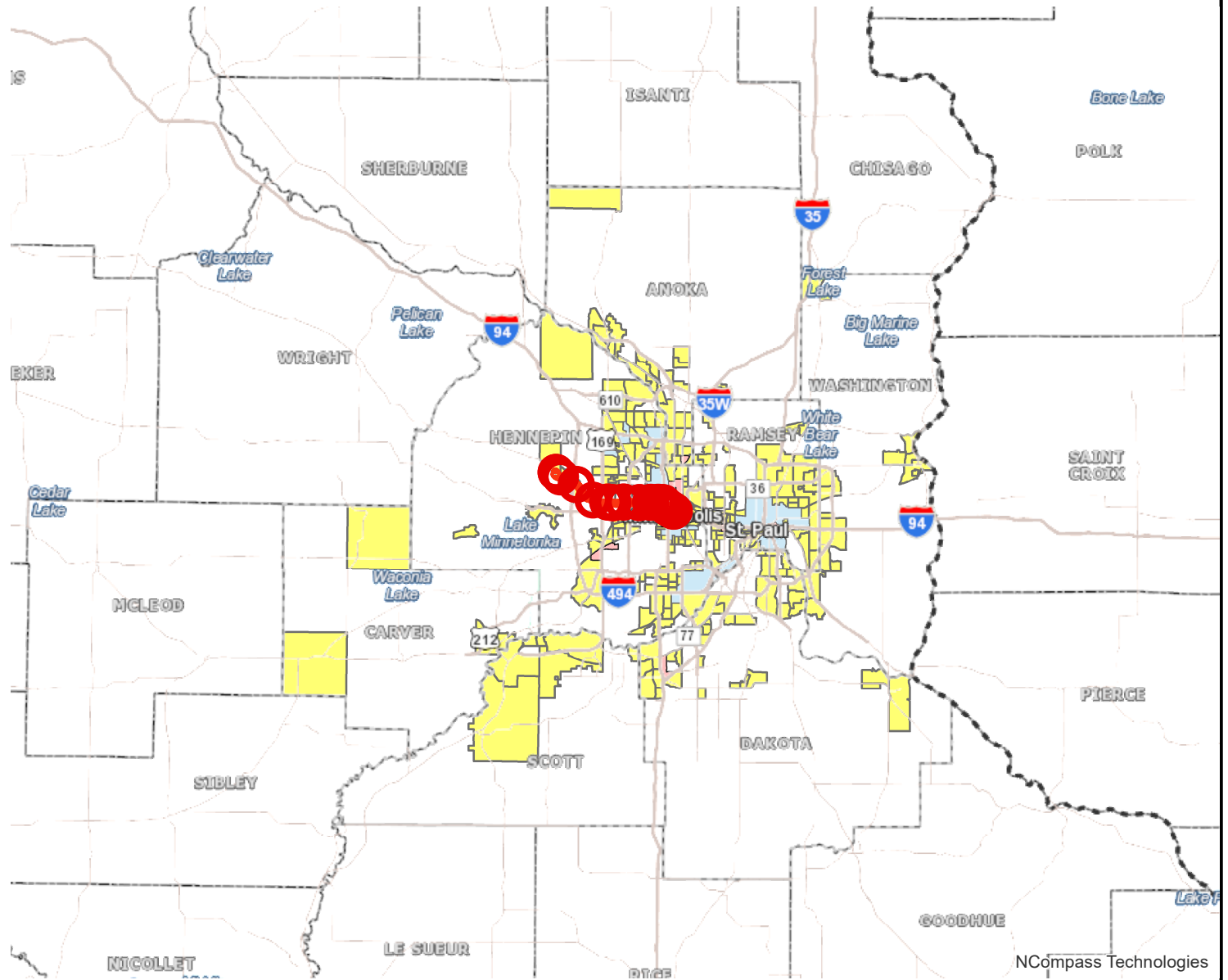
Socio-Economic Conditions




Transit Expansion Project: Route 757 Limited Stop Service | Map ID: 1587401148443



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

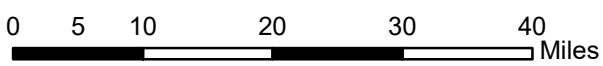
Tracts within half-mile:

- 2700 3200 3300
- 5901 5902 21601
- 21602 21700 21800
- 21900 26505 26507
- 26512 26514 26605
- 26610 26611 26613
- 102800 103400 104100
- 104400 104800 105100
- 105201 105204 105400
- 105500 105700 106000
- 126100 126200



-  Points
-  Lines
-  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

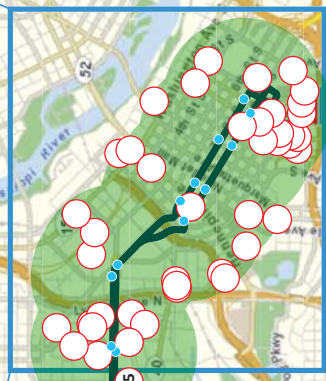
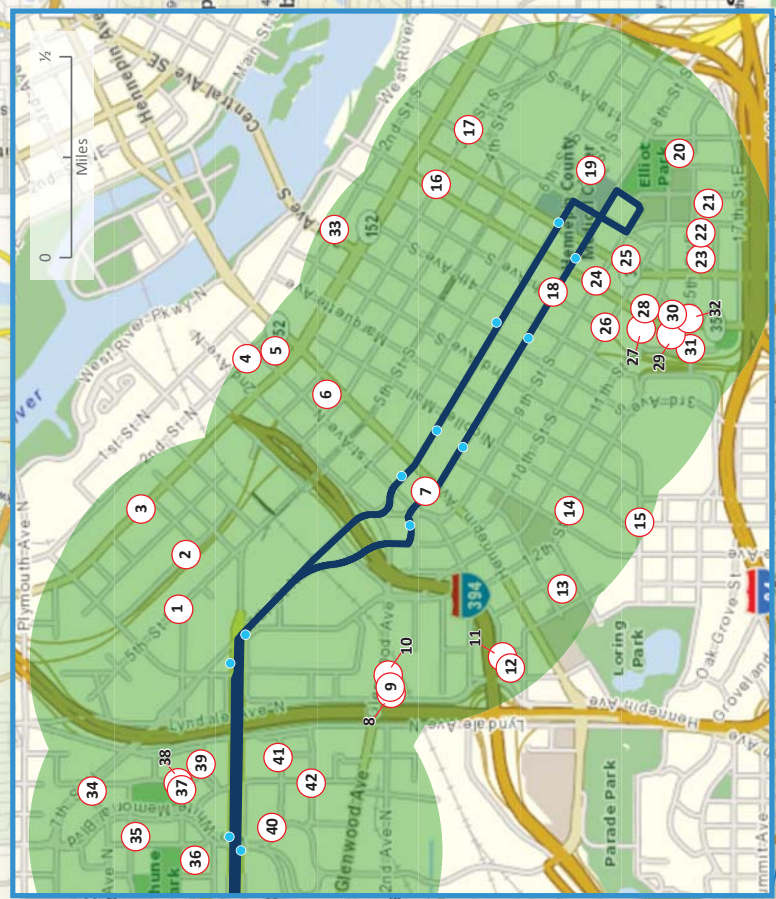
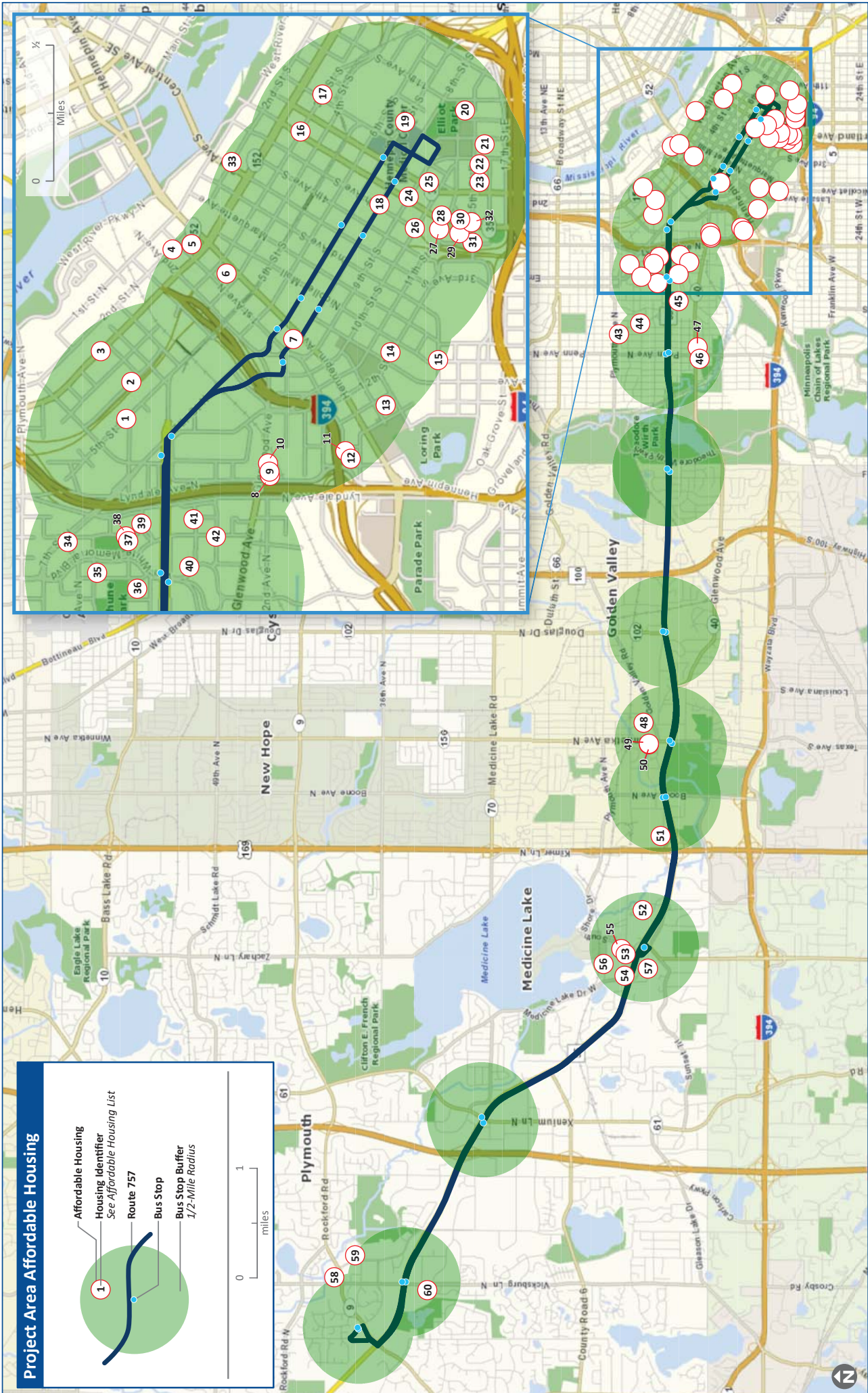
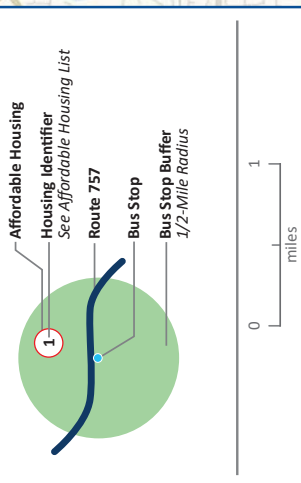


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NCcompass Technologies

Project Area Affordable Housing



Route 757 Transit Service Expansion Summary

Route 757 is a new Limited Stop route running from Plymouth to Golden Valley to Downtown Minneapolis via Highway 55. It will connect job and activity centers and residential areas in the corridor during peak periods and midday. This route will operate every 30 minutes on weekdays.

Today, there is no direct service along Hwy 55 from Plymouth to Minneapolis. This route will provide commute and reverse commute service, as well as other trip purposes such as accessing education, shopping, and medical appointments. Route 757 will be accessible to communities along the corridor at Dunkirk Lane Park and Ride, Station 73, C Line ABRT stations, and Downtown Minneapolis. In Plymouth and Golden Valley, Route 757 will also serve limited bus stops in the shoulder of Hwy 55. Outside of Downtown Minneapolis, limited stops will be spaced approximately ½ to 1 mile apart.

New service in the Hwy 55 corridor will serve communities including Near North Minneapolis neighborhoods and denser suburban neighborhoods in Plymouth along Vicksburg Lane and Medicine Lake Dr. Near North is identified as an Area of Concentrated Poverty where over 50 percent of residents are people of color. Areas above the regional average of population in poverty and people of color also exist within a half-mile of 6 out of 8 suburban stop locations (from Dunkirk Lane to Xenium Lane and from Boone Avenue to Douglas Drive).

In addition to serving commutes to Downtown Minneapolis, Route 757 will connect riders to job centers spanning Hwy 55: suburban industrial jobs concentrated between Dunkirk Lane and Xenium Lane and between Zachary Lane to Winnetka Avenue, as well as professional jobs at Douglas Drive.

The grant request is for the operating funds required to implement the service expansion.

Total Project Cost: \$5,836,858.00
Requested Federal Amount: \$4,669,486.40
Local Match Amount: \$1,167,371.60
Local Match Percentage: 20.0%



7800 Golden Valley Road
Golden Valley, MN 55427

May 15, 2020

Metro Transit
Attn: Adam Harrington
560 Sixth Avenue North
Minneapolis, MN 55411

Dear Mr. Harrington,

On behalf of the City of Golden Valley, I am writing to support Metro Transit's Regional Solicitation application for the proposed Route 757, which would offer Limited Stop Service along TH 55 between Minneapolis and Plymouth through Golden Valley.

Golden Valley has long believed that frequent bus service along Highway 55 could provide a convenient alternative to employees at a number of local workplaces, helping to relieve traffic congestion along a busy corridor. The 2014 Highway Transit Corridor study of Highway 55 found a strong market for express bus service in the corridor. Additionally, the corridor scored high in meeting the five goals for transit investment identified in that study. Potential stops at Boone Avenue/General Mills Boulevard, Winnetka Avenue, and Douglas Drive would complement the existing stop at Meadow Lane and offer options for both commuter and reverse commuter trips.

Ultimately, Golden Valley wishes to see Bus Rapid Transit implemented throughout the corridor. The City Council identified this objective in its 2020 Legislative Priorities and passed a resolution in 2019 supporting such investment. The City has also guided adjacent land at key locations for intensified use in the 2040 Comprehensive Plan, and is pursuing infrastructure investments along the corridor to support multi-modal transportation. The expansion of transit options via a new Route 757 would be an important step in making that transition and would demonstrate demand for future BRT.

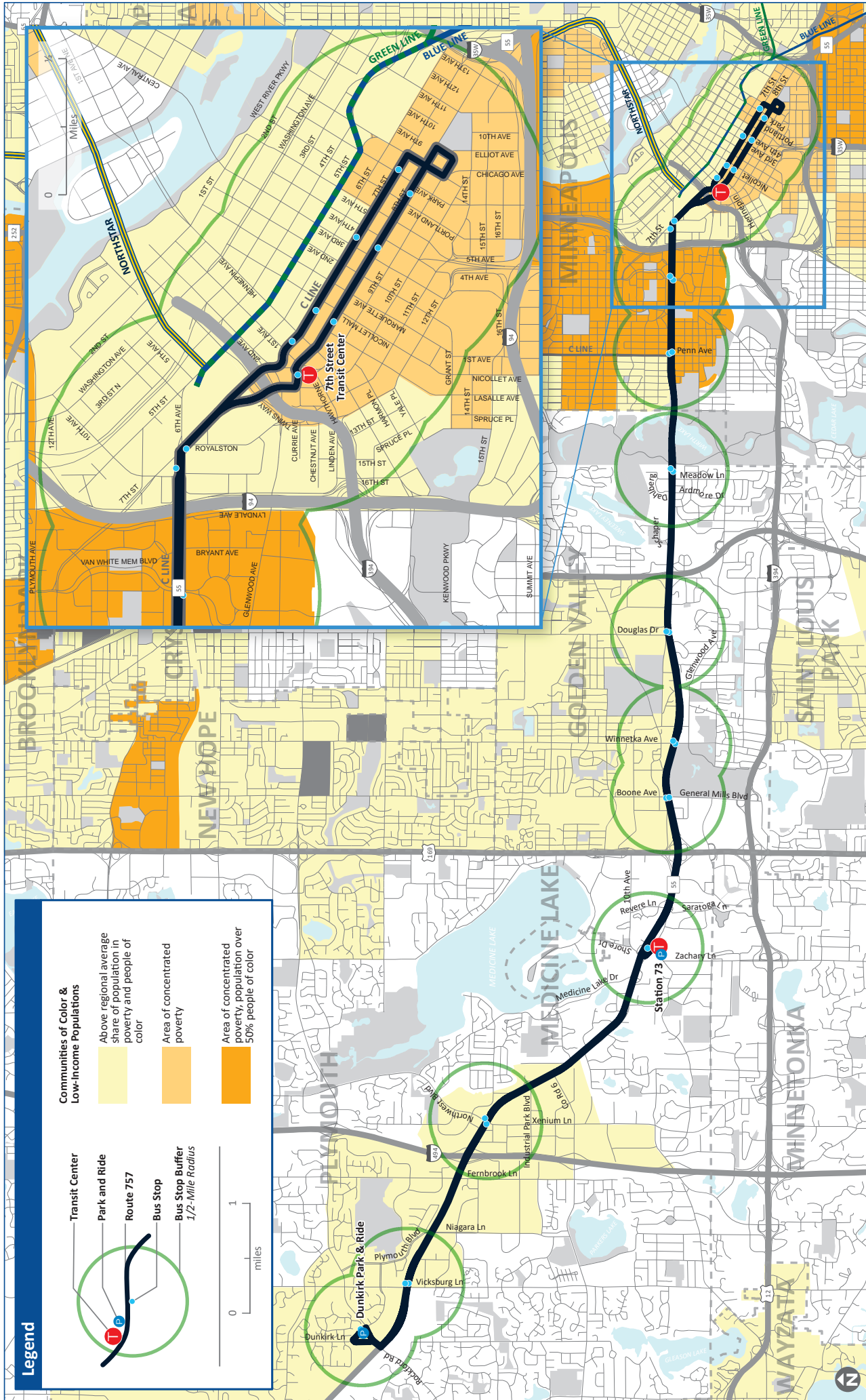
Thank you for involving Golden Valley in your application efforts. We look forward to working with you.

Sincerely,

A handwritten signature in blue ink, appearing to read "Marc Nevinski".

Marc Nevinski
Physical Development Director

Copy Tim Cruikshank, City Manager



Legend

- Transit Center
- Park and Ride
- Route 757
- Bus Stop
- Bus Stop Buffer 1/2-Mile Radius

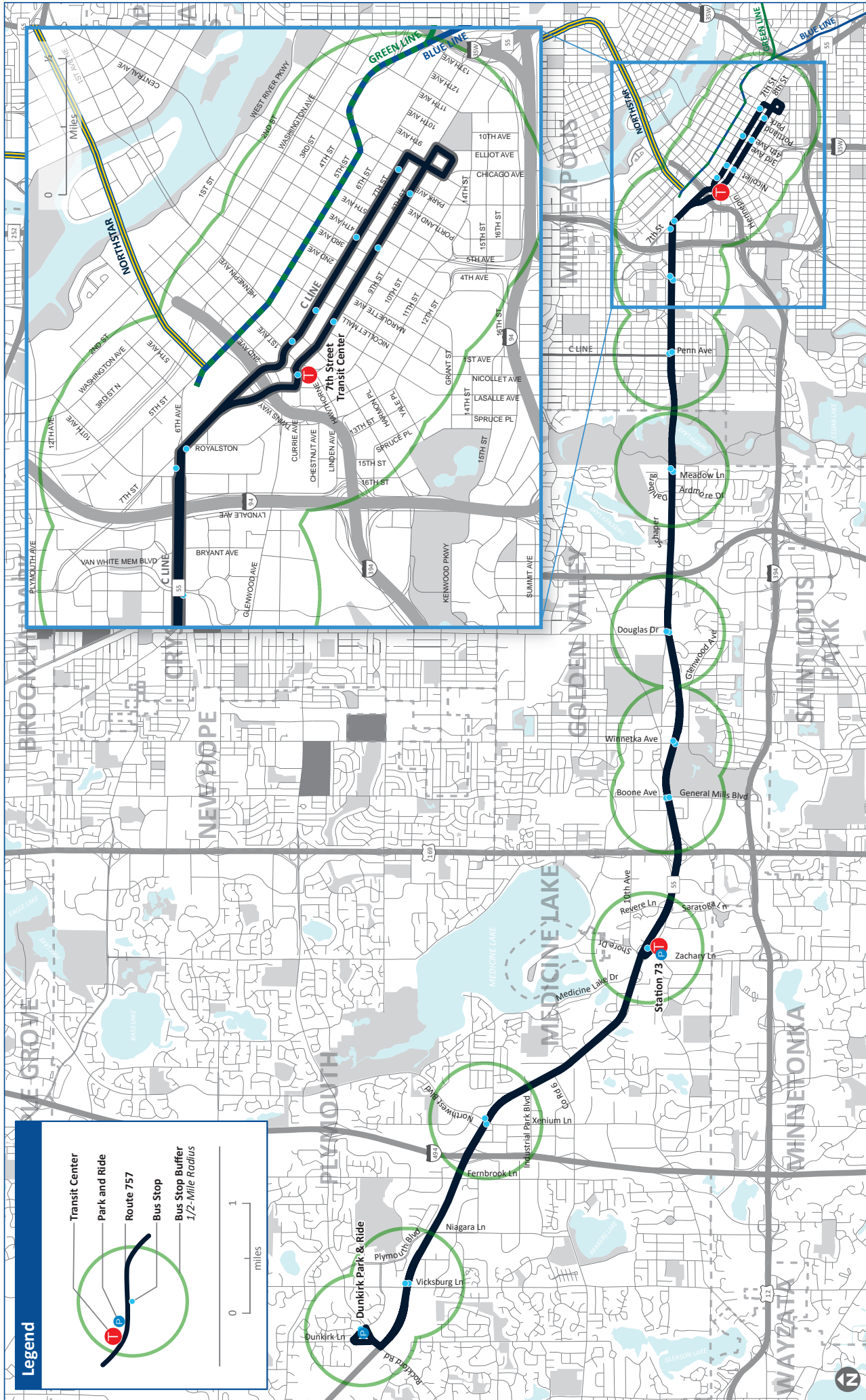
- Communities of Color & Low-Income Populations**
- Above regional average share of population in poverty and people of color
 - Area of concentrated poverty
 - Area of concentrated poverty, population over 50% people of color



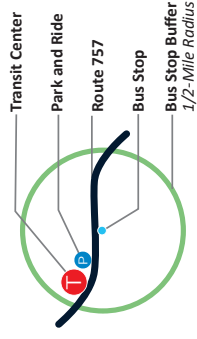
Route 757 Transit Expansion - Communities of Color and Low-Income Populations

Date: 4/10/2020





Legend

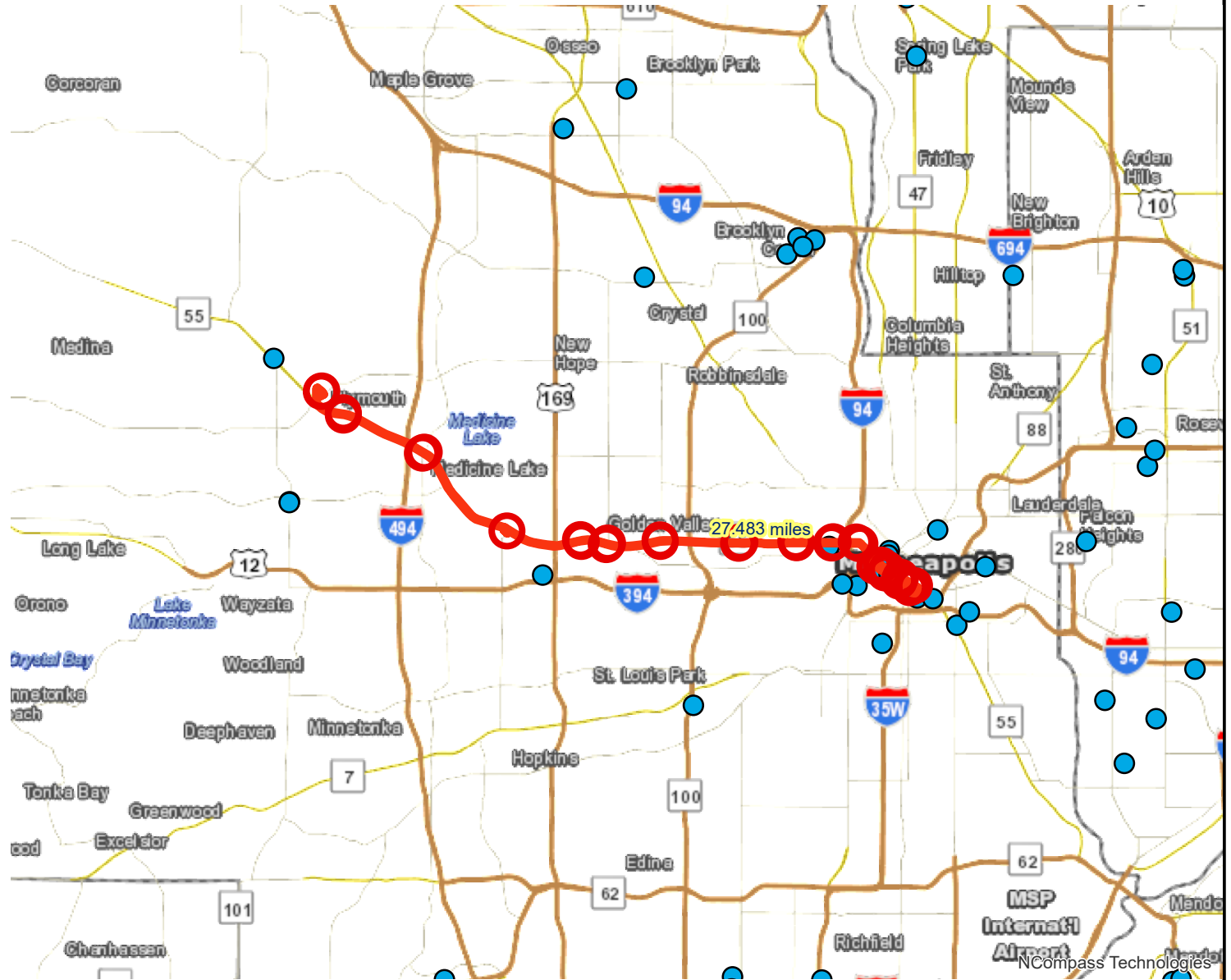


Regional Economy

Transit Expansion Project: Route 757 Limited Stop Service | Map ID: 1587401148443

Results

WITHIN ONE MI of project:
Postsecondary Students: 12753
Total Population: 168758
Total Employment: 328495
Mfg and Dist Employment: 34691



○ Project Points ● Postsecondary Education Centers

— Project

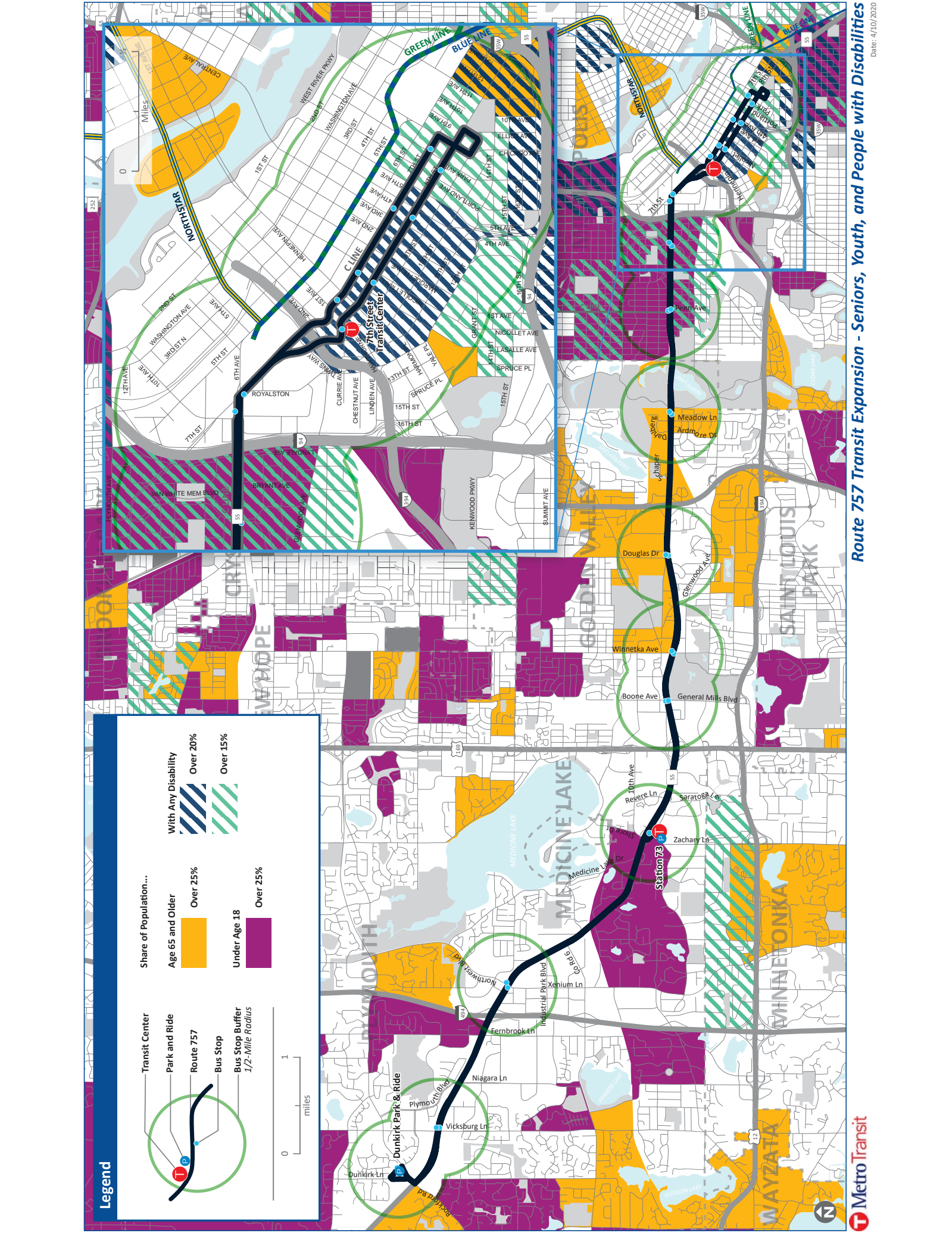
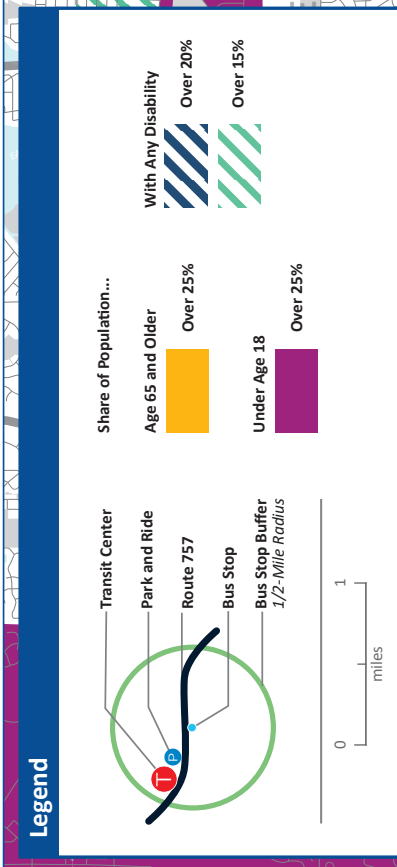


Created: 4/20/2020
LandscapeRSA5



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Route 757 Transit Expansion - Seniors, Youth, and People with Disabilities

Date: 4/10/2020



Support for Metro Transit Regional Solicitation Applications

Dear Mr. Harrington,

Metro Transit has requested a letter of support for four projects in the Transit Expansion category as part of the Regional Solicitation process, by which the Metropolitan Council competitively allocates federal transportation funds. Minneapolis hereby submits the following letter of support for the projects listed below. At this time, Minneapolis understands Metro Transit will be leading the project and is not seeking any financial or maintenance support. Any future responsibilities required of the Minneapolis Public Works shall be discussed with the appropriate city representatives.

- **Route 17:** Increase service frequency at stop locations between Downtown Minneapolis and Minnetonka Boulevard/France Avenue.
- **Route 23:** Increase service frequency along the entirety of the route from the Uptown Transit Station in Minneapolis to the Highland Park Neighborhood in Saint Paul.
- **Route 274:** New proposed route to offer peak-period commuter/express service along Highway 36 between Downtown Minneapolis and Stillwater.
- **Route 757:** New Limited Stop route to offer service from Plymouth to Golden valley to Downtown Minneapolis via Highway 55.

Minneapolis acknowledges the critical role of transit in the regional multi-modal transportation system and as such, is strongly supported by locally adopted City policies as noted below:

- The draft *Minneapolis Transportation Action Plan (TAP)* sets a mode shift goal to nearly double the proportion of trips taken by public transit (Year 2010 Data, 13% of all trips taken by public transit; Year 2030 Goal, 25% of all trips taken by public transit). The TAP is expected to be approved by the Minneapolis City Council in 2020.
- The adopted *Minneapolis Climate Action Plan* sets a goal to reduce greenhouse gas emissions by 30% by the year 2025 and 80% by the year 2050 (based upon 2006 baseline emissions).
- The adopted *Minneapolis 2040 Comprehensive Plan* includes the following transit policy, "Increase the frequency, speed, and reliability of the public transit system in order to increase ridership and support new housing and jobs."
- The adopted *Minneapolis Complete Streets Policy* states, "Transportation investments influence travel choices, such that greater investment in high-quality pedestrian, bicycle, and transit facilities facilitate less reliance upon motor vehicles."

Thank you for making us aware of this application effort and the opportunity to provide support. Minneapolis Public Works looks forward to working with you on these projects.

Sincerely,



Robin Hutcherson
Director of Public Works
City of Minneapolis



Adding Quality to Life

April 21, 2020

Metro Transit
Attn: Adam Harrington
560 Sixth Avenue North
Minneapolis, MN 55411

Dear Mr. Harrington,

On behalf of the City of Plymouth, I write in support of Metro Transit's Regional Solicitation application for new Route 757 – TH 55 Limited Stop Service. Metro Transit's proposed bus route would provide 30-minute service all day weekdays between Dunkirk Lane Park and Ride in Plymouth and Downtown Minneapolis. Plymouth Metrolink, a service of the City of Plymouth, today provides seven express routes and four reverse commute routes connecting riders to Plymouth, Downtown Minneapolis, and the University of Minnesota. However, no existing service runs continuously on TH 55 between the two cities.

In the 2014 Highway Transitway Corridor Study, the Metropolitan Council studied eight highway corridors for potential investment in highway Bus Rapid Transit (BRT). At the request of the cities of Plymouth and Medina, the Council evaluated TH 55 between Minneapolis and Medina as an addendum to the initial study. The analysis revealed that strong commute and reverse commute markets exist in the corridor for accessing jobs in Plymouth and Downtown Minneapolis. Due to existing low-density land uses along the corridor, the study recommended initially implementing transit service at a lower frequency than what is required to meet the Council's definition of BRT (15 minutes or better). Service levels could be improved gradually as land use intensifies and transit demand grows. Route 757 would establish initial transit demand along 12 miles of TH 55 and demonstrate the feasibility of future investments in transit service including potential highway BRT.

In addition to providing more commute and reverse commute service in the peak periods, corridor riders will have improved options for midday trips between Plymouth and Minneapolis. Limited stops along the route would also support suburb-to-suburb service and provide connections to C Line and future D Line arterial BRT. Further, Route 757 would intensify service at existing Plymouth facilities, Station 73 and Dunkirk Ln Park and Ride, improving access for residents and workers in these areas.

As Route 757 terminates in Plymouth Metrolink's service area, the City of Plymouth will work to ensure coordination between the City and Metro Transit. As Plymouth works toward implementing transit-supportive land uses along TH 55, we appreciate this opportunity to potentially expand transit options in the corridor.

Sincerely,

Jeffrey Wosje
Mayor



Route 757--Estimated Costs of New TH 55 Limited Stop 30" All Day Service Mpls - Plymouth

Year	In-Service Hours	Platform Hours	Buses		Per Hour Cost	Cost Per Wkdy	Annual Wkdy Costs	Scheduled Trips	Rides Per Trip	New Rides Per Wkdy	PPISH	Ave Fare Per Ride	Fare Rev Per Wkdy	Annual New Rides	Annual Rev	Annual Net Cost	
			Pk	OffPk													
2024	33	53	4	4	\$ 143.96	\$ 7,630	\$ 1,945,619	48	7.0	336	10.2	\$ 2.00	\$ 672	85,680	\$ 171,360	\$ 1,774,259	
2025	33	53	4	4	\$ 143.96	\$ 7,630	\$ 1,945,619	48	7.4	352.8	10.7	\$ 2.00	\$ 706	89,964	\$ 179,928	\$ 1,765,691	
2026	33	53	4	4	\$ 143.96	\$ 7,630	\$ 1,945,619	48	7.7	370.44	11.2	\$ 2.00	\$ 741	94,462	\$ 188,924	\$ 1,756,695	
3 Year Totals														\$ 5,836,858	270,106	\$ 540,212	\$ 5,296,646
App Request																	

*The Red Line is the only peer route in the system that matches both the market areas served and the proposed operating characteristics of this new route. This estimate is based on Red Line ridership prorated by number of trips.

*Peer routes estimate was 680 new daily rides, and reduced rides estimate was 370 new daily rides.

