



Application

04777 - 2016 Transit Expansion

05190 - Route 63 Service Improvement

Regional Solicitation - Transit and TDM Projects

Status:

Submitted

Submitted Date:

07/14/2016 4:22 PM

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## Primary Contact

**Name:\*** Kyle Anthony Burrows  
Salutation First Name Middle Name Last Name

**Title:** Associate Transit Planner

**Department:** Metro Transit Service Development

**Email:** kyle.burrows@metrotransit.org

**Address:** Metro Transit Service Development  
560 6th Avenue N

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

**Phone:\*** 612-349-7749  
Phone Ext.

**Fax:**

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

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## Organization Information

**Name:** Metro Transit

**Jurisdictional Agency (if different):**

**Organization Type:** Metropolitan Council  
**Organization Website:**  
**Address:** 560 Sixth Avenue North  
  
\* Minneapolis Minnesota 55411  
City State/Province Postal Code/Zip  
**County:** Hennepin  
**Phone:\*** 651-602-1000  
Ext.  
**Fax:**  
**PeopleSoft Vendor Number** METROTRANSIT

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## Project Information

**Project Name** Route 63 Service Improvement  
**Primary County where the Project is Located** Ramsey  
**Jurisdictional Agency (If Different than the Applicant):**

Route 63 is an urban core route running from Westgate Station on the Green Line to the East Side of Saint Paul via Grand Avenue, downtown St. Paul, 3rd Street East, and McKnight Road. It serves an important cross-town and radial function throughout Saint Paul, connecting to major commercial and residential nodes, downtown St. Paul, the Green Line, and SunRay Transit Center.

Route 63 currently operates approximately every 20 minutes for most of the day on weekdays, and every 20-30 minutes on Saturdays and Sundays.

The proposed improvement is to upgrade frequency up to every 15 minutes for most of the day on weekdays and Saturdays. This will improve an important link in the transit network that provides service into downtown St. Paul and important cross-town access to important nodes and connecting service.

The grant request is for the additional operating funds and vehicle purchases required to implement the service expansion.

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

*Include location, road name/functional class, type of improvement, etc.*

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

**Project Length (Miles)**

CMAQ: Purchase five buses and operate service for transit improvement on University Ave, Cretin Ave, Grand Ave, 5th/6th St, 3rd St East, and McKnight Rd in St. Paul

15.63

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## Project Funding

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

No

**If yes, please identify the source(s)**

**Federal Amount**

\$6,122,443.91

**Match Amount**

\$1,530,610.98

Minimum of 20% of project total

**Project Total** \$7,653,055.00

**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:** 2020

For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.

### Additional Program Years:

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

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## Specific Roadway Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (do not include in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00

Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## Specific Bicycle and Pedestrian Elements

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

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$3,489,595.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$3,489,595.00</b>

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## Transit Operating Costs

Number of Platform hours	34557.27
Cost Per Platform hour (full loaded Cost)	\$120.48
Subtotal	\$4,163,459.89
Other Costs - Administration, Overhead,etc.	\$0.00

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## Totals

Total Cost	\$7,653,055.00
Construction Cost Total	\$3,489,595.00
Transit Operating Cost Total	\$4,163,460.00

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## Project Information-Transit and TDM

County, City, or Lead Agency	Metro Transit
Zip Code where Majority of Work is Being Performed	55119
(Approximate) Begin Construction Date	
(Approximate) End Construction Date	
Name of Park and Ride or Transit Station:	No work on facilities being done. Service expansion only.

*i.e., 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:

### Primary Types of Work

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

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## Requirements - All Projects

### All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

*2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan objectives and strategies that relate to the project.*

Goal A: Transportation System Stewardship (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 under-represented 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 car-free lifestyles.



## Strategies E3 and E7

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

### Metro Transit 2015-2030 Service Improvement Plan Appendix F, p.6

List the applicable documents and pages:

### City of Saint Paul 2030 Transportation Plan, Preferred Transit Network, p.T-11

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

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

5. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

6. Applicants must not submit an application for the same project elements in more than one funding application category.

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

**Transit Expansion:** \$500,000 to \$7,000,000

**Travel Demand Management (TDM):** \$75,000 to \$300,000

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

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

8. The project must comply with the Americans with Disabilities Act.

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

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

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

10. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

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

11. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

12. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

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

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

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

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## Requirements - Transit and TDM Projects

### For Transit Expansion Projects Only

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

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

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

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

3. The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application.

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

### Transit Expansion and Transit System Modernization projects only:

4. The applicant must affirm that they are able to implement a Federal Transit Administration (FTA) funded project in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices. Furthermore, the applicant must certify that they have the technical capacity to carry out the proposed project and manage FTA grants in accordance with the grant agreement, sub recipient grant agreement (if applicable), and with all applicable laws. The applicant must certify that they have adequate staffing levels, staff training and experience, documented procedures, ability to submit required reports correctly and on time, ability to maintain project equipment, and ability to comply with FTA and grantee requirements.

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

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 110638

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 55163

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

Upload the "Letter of Commitment" on the 'Other Attachments' Form.

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

Upload the "Letter of Commitment" on the 'Other Attachments' Form.

Explanation of last-mile service, if necessary (Limit 1,400 characters; approximately 200 words):

Upload Map

1468531113375\_Rt 63 population summary.pdf

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## Measure B: Transit Ridership

*Select multiple routes*

Existing transit routes directly connected to the project

3, 16, 21, 30, 53, 54, 61, 62, 63, 64, 65, 67, 68, 70, 71, 74, 75, 80, 83, 84, 87, 94, 134, 219, 262, 265, 275, 294, 350, 351, 353, 355, 361, 364, 365, 375, 417, 452, 480, 484, 489, 860, 902-METRO Green Line

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

Robert Street BRT, East 7th Street BRT, Gateway BRT (METRO Gold Line )

Upload Map

1467216482231\_Rt 63 transit connections.pdf

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## Response

*Met Council Staff Data Entry Only*

Average number of weekday trips

0

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## A Measure:

Service Type

Urban and Suburban Local Routes

New Annual Ridership  
(Integer Only)

361642

New annual ridership calculation:

2015 Route 63 passengers per in service hour:

weekday PPISH 34.5

Saturday PPISH: 28.1

2022 (year 3 of service) planned in service hours:

Weekday: 40,321

Saturday 6,960

Total annual rides holding PPISH constant at 2015 value:

Weekday:  $40,321 * 34.5 = 1,391,075$

Saturday:  $6,960 * 28.1 = 195,576$

Adjusted 2022 PPISH (reflecting peer route PPISH and increase in utility from improvement)

Weekday: 36.0

Saturday: 30.0

Total annual rides with estimated 2022 PPISH:

Weekday:  $40,321 * 36.0 = 1,451,556$

Saturday:  $6,960 * 30.0 = 208,800$

Existing annual rides in 2015:

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

Weekday: 1,138,602

Saturday: 160,112

New annual rides in 2022:

Weekday:  $1,451,556 - 1,138,602 = 312,954$

Saturday:  $208,800 - 160,112 = 48,688$

Total:  $312,954 + 48,688 = 361,642$

Selected peer routes:

Route 62: urban local route serving important commercial corridor in St. Paul and downtown St. Paul.

Route 64: Urban local route serving downtown St. Paul and east side of St. Paul. Currently in High Frequency network.

Route 74: urban local route serving downtown St. Paul and east side and Mac-Groveland area of St. Paul.

**Describe Methodology: How Park-and-Ride and Express Route Projections were calculated and which Urban and Suburban Local Route(s) were selected**  
(Limit 2,800 characters; approximately 400 words)

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## Measure A: Project Location and Impact to Disadvantaged Populations

Select One:

Projects service directly connects to Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50) Yes

Projects service directly connects to Area of Concentrated Poverty Yes

Projects service directly connects to census tracts that are above the regional average for population in poverty or population of color Yes

Project's service directly connects to a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly

Route 63 is an urban local route that operates primarily in areas of concentrated poverty where greater than 50 percent of the population are people of color. It connects to the Green Line at Westgate Station, the Grand Avenue commercial/retail corridor, downtown St. Paul, SunRay shopping center, and the east side of St. Paul, all of which represent significant employment opportunities for those without advanced education and training. Additionally, Route 63 provides access to the University of St. Thomas and Macalaster College, offering both employment and educational opportunities.

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

The planned improvement to this route, while adding service all day, is most significant in the weekday off-peak and Saturdays where the headway will be improved from every 20 minutes to up to every 15. This will primarily benefit riders traveling for purposes other than a traditional 9-5 work day, including those with non-traditional work shifts, students, shoppers, elderly and retired population, among others. These groups tend to be more reliant on transit than those traveling for work during the peak periods.

There are sidewalks along the entire route for pedestrian access and like all buses in Metro Transit's fleet, the buses used for this improvement will be wheelchair/mobility device accessible and be equipped with front bike racks.

[Upload Map](#)

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## Measure B: Affordable Housing

City/Township	Number of Stops in City/Township
Saint Paul	199.0
	199

### Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Number of Stops in City/Township	Total Number of Stops	Score	Number of Stops/Total Number of Stops	Housing Score Multiplied by Segment percent
		0	0	0	0

### Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Number of Stops in City	199.0
Total Housing Score	0

### Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	1418
Distance from Terminal to Terminal (Miles)	15.63
VMT Reduction	22163.34
CO Reduced	52970.3826
NOx Reduced	3546.1344
CO2e Reduced	8125080.0
PM2.5 Reduced	110.8167
VOCs Reduced	664.9002
Total Emissions Reduced	8182373.0

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

The full extent of Route 63 is served by sidewalks, and it primarily operates in walkable, pedestrian-friendly neighborhoods. As noted previously, all of the buses used on this route will be both wheelchair accessible and equipped with bike racks, ensuring convenient access to transit for those with mobility challenges and bicyclists. There are 33 passenger waiting shelters at stops along this route, including Sun Ray Transit Center.

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

The proposed improvement will result in significantly shorter wait times at stops for riders waiting to catch the bus. Route 63 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.

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## Transit Projects Not Requiring Construction

*If the applicant is completing a transit or TDM application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.*

*Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.*

**Check Here if Your Transit Project Does Not Require Construction**  Yes

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## Measure A: Risk Assessment

### 1) Project Scope (5 Percent of Points)

**Meetings or contacts with stakeholders have occurred**

100%

**Stakeholders have been identified**

40%

**Stakeholders have not been identified or contacted**



0%

## 2)Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

## 3)Environmental Documentation (5 Percent of Points)

EIS

EA

PM

Document Status:

Document approved (include copy of signed cover sheet)

100%

Document submitted to State Aid for review

75%

date submitted

Document in progress; environmental impacts identified; review request letters sent

50%

Document not started

0%

Anticipated date or date of completion/approval

## 4)Review of Section 106 Historic Resources (10 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated

80%

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

40%

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

0%

Anticipated date or date of completion of historic/archeological review:

**Project is located on an identified historic bridge**

**5)Review of Section 4f/6f Resources (10 Percent of Points)**

*4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?*

*6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?*

**No Section 4f/6f resources located in the project area**

100%

**No impact to 4f property. The project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received**

100%

**Section 4f resources present within the project area, but no known adverse effects**

80%

**Project impacts to Section 4f/6f resources likely coordination/documentation has begun**

50%

**Project impacts to Section 4f/6f resources likely coordination/documentation has not begun**

30%

**Unsure if there are any impacts to Section 4f/6f resources in the project area**

0%

**6)Right-of-Way (15 Percent of Points)**

**Right-of-way, permanent or temporary easements not required**

100%

**Right-of-way, permanent or temporary easements has/have been acquired**

100%

**Right-of-way, permanent or temporary easements required, offers made**

75%

**Right-of-way, permanent or temporary easements required, appraisals made**

50%

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

25%

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

0%

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

0%

**Anticipated date or date of acquisition**

### **7)Railroad Involvement (25 Percent of Points)**

**No railroad involvement on project**

100%

**Railroad Right-of-Way Agreement is executed (include signature page)**

100%

**Railroad Right-of-Way Agreement required; Agreement has been initiated**

60%

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

40%

**Railroad Right-of-Way Agreement required; negotiations not begun**

0%

**Anticipated date or date of executed Agreement**

### **8)Interchange Approval (15 Percent of Points)\***

*\*Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

**Project does not involve construction of a new/expanded interchange or new interchange ramps**

100%

**Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee**

100%

**Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee**

0%

### **9)Construction Documents/Plan (10 Percent of Points)**

**Construction plans completed/approved (include signed title sheet)**

100%

**Construction plans submitted to State Aid for review**

75%

**Construction plans in progress; at least 30% completion**

50%

**Construction plans have not been started**

0%

Anticipated date or date of completion

### 10) Letting

Anticipated Letting Date

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## Measure: Cost Effectiveness of Emissions Reduction

Total Annual Operating Cost: \$1,387,819.96

Total Annual Capital Cost of Project \$290,799.58

Total Annual Project Cost \$1,678,619.60

added annual platform hours: 11,519.10

cost per platform hour: \$120.48

annual operating cost:  $11,519.10 * \$120.48 =$   
\$1,387,819.96

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

2016 unit cost for new hybrid electric bus:  
\$697,919.00

new buses: 5

total capital cost:  $\$697,919.00 * 5 = \$3,489,595.00$

annual capital cost:  $\$3,489,595.00 / 12 =$   
\$290,799.58

*(Limit 1400 Characters; approximately 200 words)*

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

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## Other Attachments

File Name	Description	File Size
Route63_ProjectArea.pdf	Project Area Map	599 KB

# Population Summary

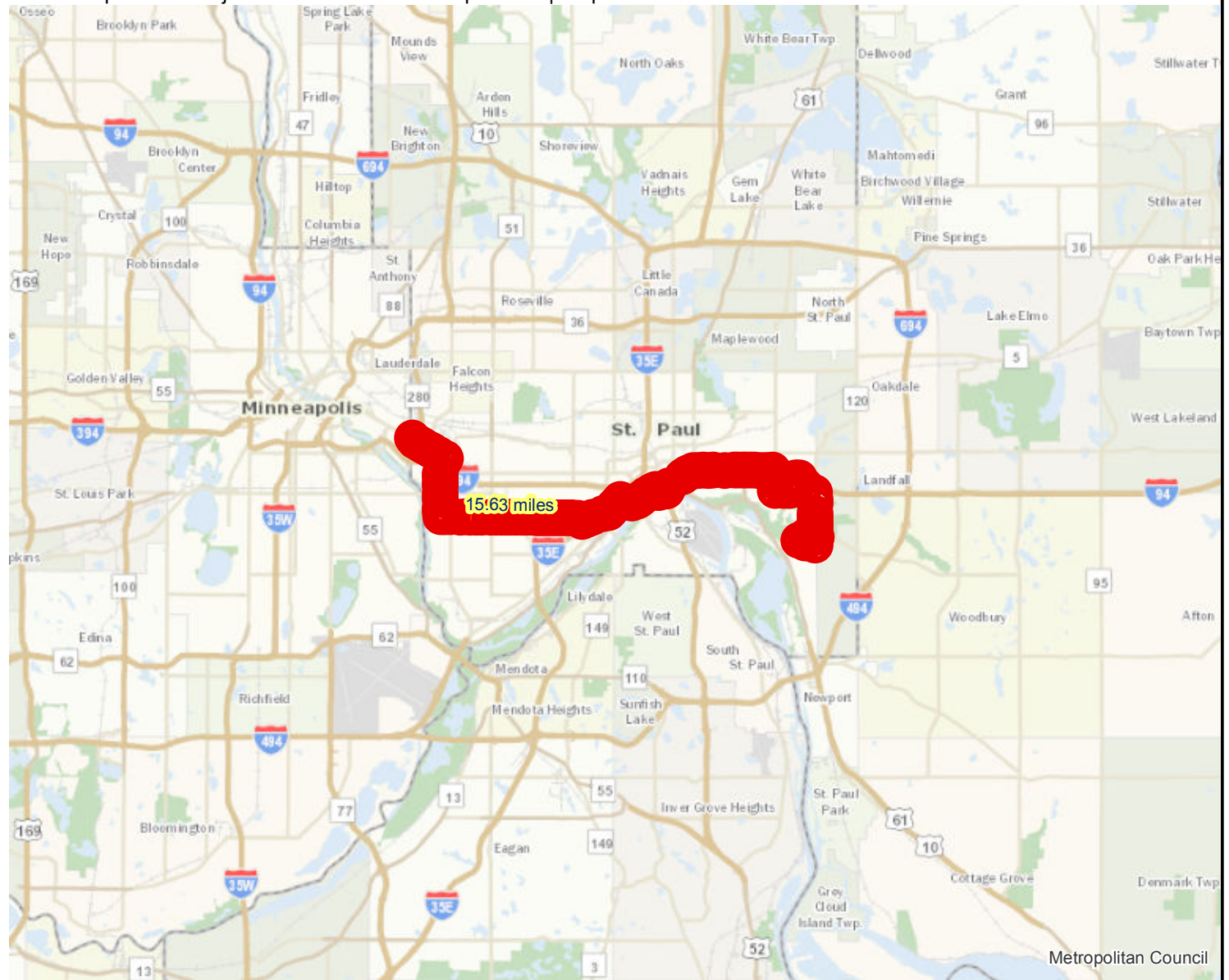
Transit Expansion Project: Route 63 service expansion | Map ID: 1465847312117

## Results

Within QTR Mile of project:  
Total Population: 89046  
Total Employment: 110638

Within HALF Mile of project:  
Total Population: 133226  
Total Employment: 133801

Within ONE Mile of project:  
Total Population: 217352  
Total Employment: 177112



 Project Points

 Project



Created: 6/13/2016  
LandscapeRSA4



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



Results

Transit with a Direct Connection to project:  
 3 16 21 30 53 54 61 62 63 64 65  
 67 68 70 71 74 75 80 83 84 87 94  
 134 219 262 265 275 294 350 351 353 355 361  
 364 365 375 417 452 480 484 489 860 902 921

- \*East 7th
- \*Lake
- \*Robert
- \*Gold Line



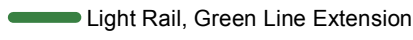



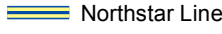
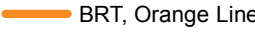
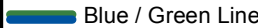


Transit within QTR mile of project:  
 3 16 21 30 53 54 61 62 63 64 65  
 67 68 70 71 74 75 80 83 84 87 94  
 121 134 219 262 265 272 275 294 350 351 353  
 355 361 364 365 375 417 452 480 484 489 860  
 902 921

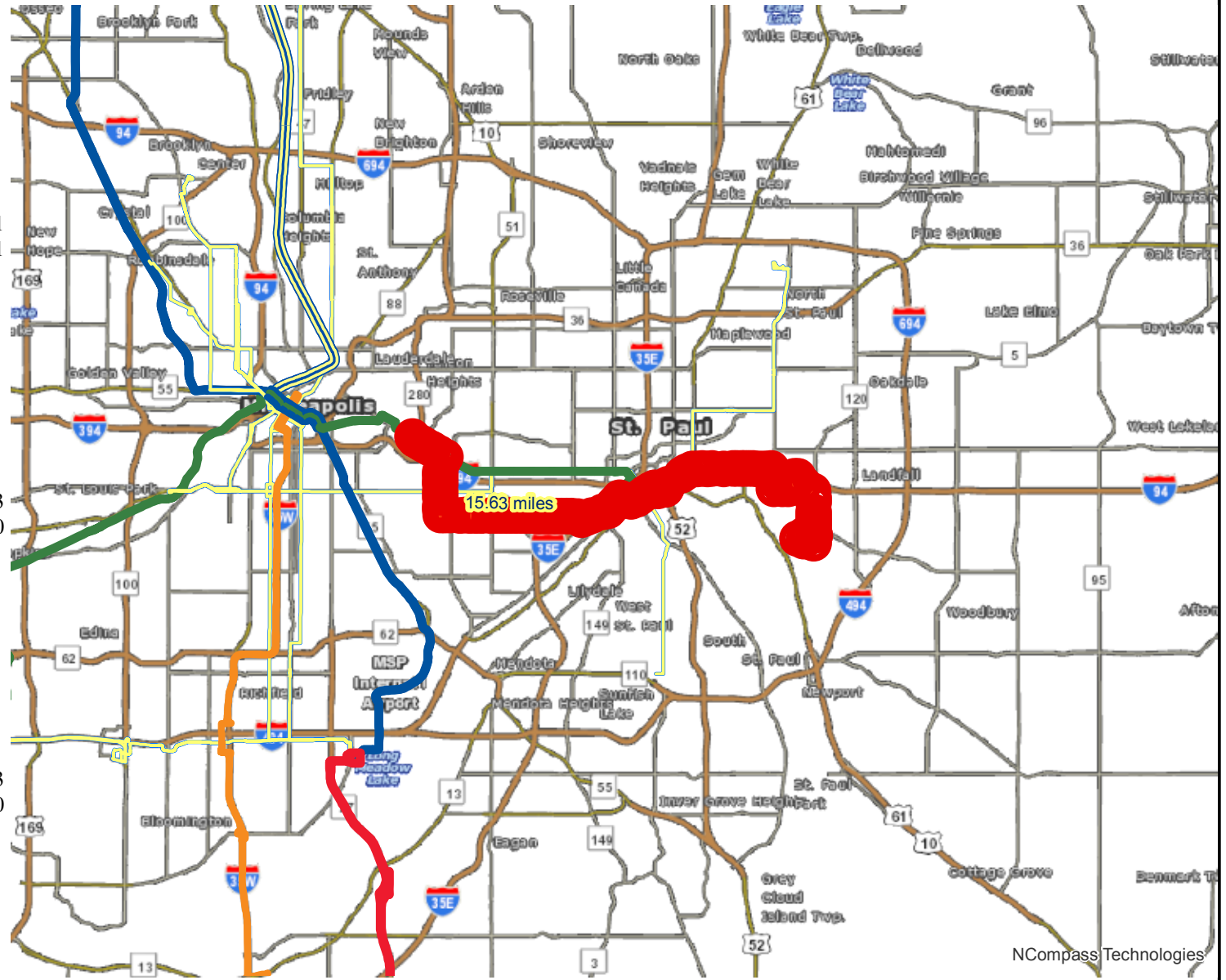
- \*East 7th
- \*Lake
- \*Robert
- \*Gold Line

Transit within HALF mile of project:  
 3 16 21 30 53 54 61 62 63 64 65  
 67 68 70 71 74 75 80 83 84 87 94  
 121 134 219 262 265 272 275 294 350 351 353  
 355 361 364 365 375 417 452 480 484 489 860  
 902 921

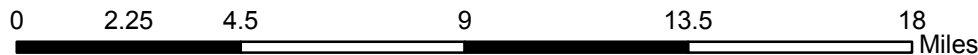
- \*East 7th
- \*Lake
- \*Robert
- \*Gold Line

\*indicates Planned Alignments

 Project Points	 Blue Line	<b>Planned Alignments</b>	 Light Rail, Green Line Extension
 Project	 Green Line	 Arterial BRT	
<b>Transitway</b>	 Northstar Line	 BRT, Orange Line	
 Blue / Green Line	 Red Line	 Light Rail, Blue Line Extension	



NCompass Technologies



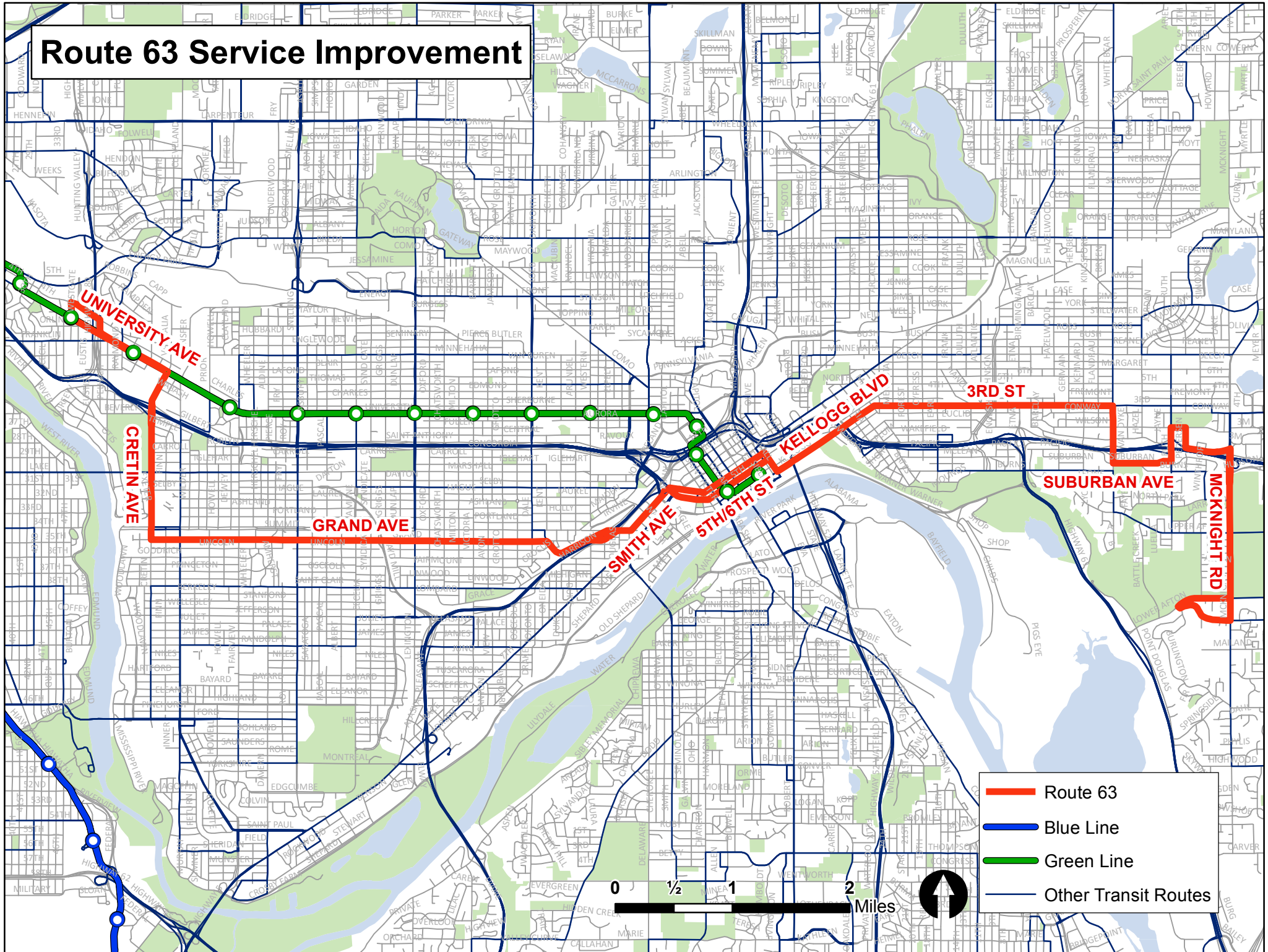
Created: 6/13/2016  
 LandscapeRSA3



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



# Route 63 Service Improvement



- Route 63
- Blue Line
- Green Line
- Other Transit Routes

0 1/2 1 2 Miles

