



B Line Bus Rapid Transit

2017 Congestion Mitigation/Air Quality
(CMAQ) Transit Capital Application

INSTRUCTIONS: Complete and return completed application to the Metropolitan Council. Applications must be received by 12:00 PM at the Metropolitan Council on April 11, 2014.	Office Use Only
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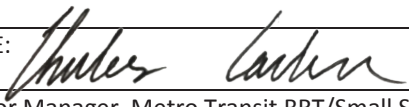
I. GENERAL INFORMATION

1. APPLICANT: Metro Transit			
2. JURISDICTIONAL AGENCY (IF DIFFERENT):			
3. MAILING ADDRESS: 560 Sixth Avenue North			
CITY: Minneapolis	STATE: MN	ZIP CODE: 55411	4. COUNTY: Hennepin
5. CONTACT PERSON: Mary Gustafson	TITLE: Grants Manager	PHONE NO.(612) 349-7603	
6. CONTACT E-MAIL ADDRESS: mary.gustafson@metrotransit.org			

II. PROJECT INFORMATION

7. PROJECT NAME: B Line (West 7th Street) Bus Rapid Transit
8 .BRIEF PROJECT DESCRIPTION (Include location, type of improvement, etc.). Include what you will be doing with the funds, (limit description to project scope): CMAQ funds will be used toward construction of substantial, neighborhood-scale transitway stations with rail-like features and enhanced technology along West 7th Street corridor in St. Paul and Bloomington, with major anchors at the Union Depot, MSP Airport, and Mall of America.
9. INDICATE PROJECT OR PROGRAM CONSTRUCTION LETTING, COMPLETION, OR FULLY OPERATION DATES: Construction letting in spring 2016; open for revenue operations end of 2016.

III. PROJECT FUNDING

10. Are you applying for funds from another source(s) to implement this project? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
If yes, please identify the source(s):USDOT TIGER VI, State	
11. FEDERAL CMAQ AMOUNT REQUESTED: \$7,000,000	15. MATCH % OF PROJECT TOTAL: 35% (Minimum of 20%)
12. MATCH AMOUNT: \$5,000,000	16. PROGRAM YEAR: <input checked="" type="checkbox"/> 2017 ONLY
13. PROJECT TOTAL: \$14,164,000	17. SIGNATURE: 
14. SOURCE OF MATCH FUNDS: State Trunk Highway Bonds	18. TITLE: Senior Manager, Metro Transit BRT/Small Starts

For application questions, please contact Katie Roth at 612-349-7772 or katie.roth@metrotransit.org.

1. Project Description

The B Line arterial bus rapid transit (BRT) project consists of improving bus service and facilities along the West 7th Street corridor in St. Paul and Bloomington, with major connections at the Union Depot, Minneapolis-St. Paul International Airport, and the Mall of America Transit Station (see Appendix A). The project will construct neighborhood-scale transitway stations with rail-like features and amenities, implement off-board fare collection, purchase specialized vehicles for mixed-traffic BRT operation, and increase transit speed and frequency in peak periods, all day, and on weekends. The project will greatly increase the attractiveness and utility of existing transit service, positioning the corridor for potential future fixed guideway transit implementation.

The B Line, with substantial stations, enhanced technology, and faster and more frequent service, is expected to grow ridership in this corridor. In its opening year, the project will grow transit ridership in this corridor by 845 new rides per day, an 18 percent increase over existing Route 54 ridership. Proposed improvements will yield 280,413 new annual rides in the opening year of 2016.

Benefits and Opportunities

- Provides faster service and improved frequency along the East Metro's most productive bus route.
- Doubles capacity of current transit service, improving service speed, reliability, customer information, and amenities for 4,700 existing average weekday customers, growing to over 7,100 passengers by 2030.
- Achieves time savings through use of transit technology, such as ticket vending machines and transit signal priority (TSP).
- Upgrades bus stops to neighborhood-scale stations with real-time information, heated shelters, and security features.
- Uses specialized vehicles to convey higher service quality and facilitate pay-ahead, all-door boarding.
- Provides permanent and visible transit infrastructure to support economic development activities along St. Paul's West 7th Street and in Bloomington's South Loop
- Increases awareness of fast, frequent, and reliable corridor transit service

The B Line project will strengthen crucial connections between the METRO Green Line (Central Corridor LRT), METRO Blue Line (Hiawatha LRT), and METRO Red Line (Cedar Avenue BRT) with B Line service scheduled to meet every train running every 10 minutes. Metro Transit is collaborating with MnDOT, the City of St. Paul, the City of Bloomington, Ramsey County, and Hennepin County to coordinate planning, design, and outreach for the broader arterial BRT project.

Existing West 7th Street Bus Stop



Concept Design for B Line BRT Station

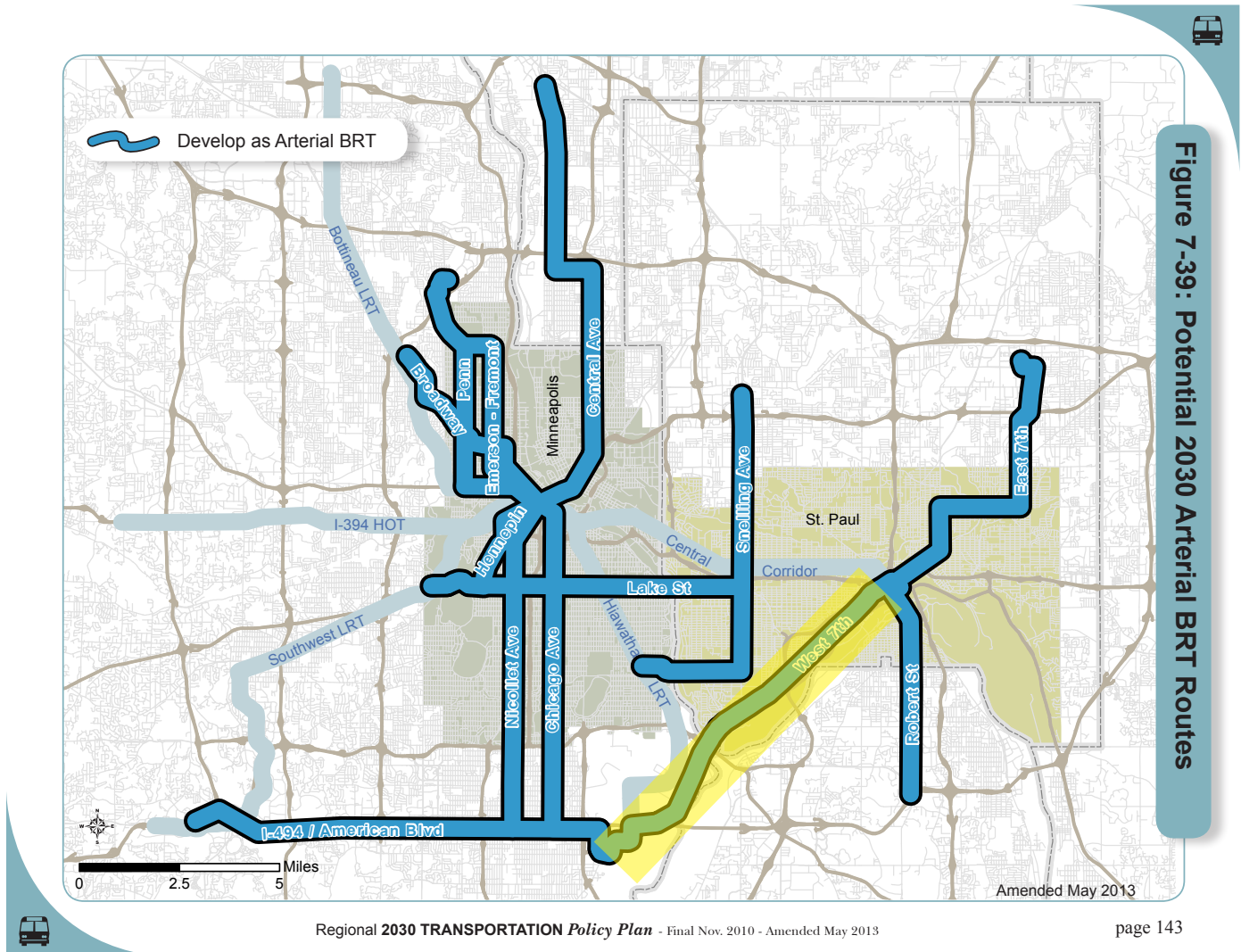


2. Regional Significance

A. Background & Vision

The B Line project is strongly integrated with the region's future transit vision, and as such, is specifically included in the Transportation Policy Plan (TPP). West 7th Street is identified in Figure 7-39 in Chapter 7 as one of the corridors to be implemented for arterial BRT before 2030, as shown in Figure 1.

Figure 1. Potential 2030 Arterial BRT Routes (2030 Transportation Policy Plan)



The project is also consistent with the policy directions of the Regional Development Framework, and is strongly aligned with the following TPP policies and strategies:

- Policy 2: Prioritizing for Regional Transportation Investments
 - » Strategy 2c. Transit Capital and Operating Investments
 - » Strategy 2e. Multimodal Investments
- Policy 3: Investments in Regional Mobility
 - » Strategy 3b. Person Throughput

- » Strategy 3f. Promoting Alternatives
- Policy 4: Coordination of Transportation Investments and Land Use
 - » Strategy 4a. Accessibility
 - » Strategy 4b. Alternative Modes
 - » Strategy 4c. Increased Jobs and Housing Concentrations
 - » Strategy 4d. Transit as Catalyst for Development
- Policy 9: Highway Planning
 - » Strategy 9b. Multimodal System
- Policy 12: Transit System Planning
 - » Strategy 12a. Transit Services Tailored to Diverse Markets
 - » Strategy 12b. Transit Service Options
- Policy 13: A Cost-Effective and Attractive Regional Transit Network
- Policy 15: Transitway Development and Implementation

The B Line project also addresses an existing transportation need in this corridor: slow transit service and a low-amenity customer experience in a high-demand transit corridor. Today, Route 54 runs between the Union Depot and Mall of America along West 7th Street/Highway 5. This route is a part of Metro Transit's Hi-Frequency Network, which promises customers service every fifteen minutes or better for much of the day. Maintaining travel times that are competitive with autos is difficult in this and other Hi-Frequency corridors, due to frequent stops, dwell time from fare payment, and red lights. These factors add delay to the transit trip, and reduce service reliability. To add, customer waiting facilities in the West 7th Street corridor are limited and do not convey a high-quality experience to potential customers. As a result, most of the traveling public is unaware that the route connects Downtown St. Paul to the airport in a trip comparable to that available from Downtown Minneapolis to the airport on the METRO Blue Line.

Despite these limitations, Route 54 is the region's most productive East Metro transit route as measured by passengers carried per service hour. In fall 2013, Route 54 carried about 4,700 riders each weekday. With the increased frequency and station improvements provided by the B Line project, this strong transit corridor can expect even higher ridership. When the project is completed in 2016, the B Line will replace Route 54. This replacement means that 100 percent of today's riders will benefit from the B Line's enhanced facilities and service. Moreover, because the B Line will entirely replace Route 54, operating resources currently dedicated to running Route 54 service will pay for much of the cost of operating B Line transitway service, increasing the cost-effectiveness of this regional investment.

The B Line will strongly integrate with existing regional transit infrastructure, strengthening connections between the METRO Blue Line, Green Line, and Red Line. The high-quality station facilities and rail-like experience of arterial BRT will attract people who would otherwise not use the bus, extending the reach of the \$715 million and \$957 million investments in the METRO Blue and Green Lines, respectively. The B Line will also connect St. Paul residents along the corridor to regional destinations at the Minneapolis-St. Paul (MSP) International Airport and Mall of America. Finally, in addition to its connections, the B Line will maximize use of the existing regional transit facilities at Mall of America and Union Depot.

B. Population and Jobs within a Half Mile

The B Line will serve major population and employment concentrations in the West 7th Street corridor, which is home to many people and jobs. In 2010, there were about 38,500 persons¹ living within ½ mile of planned B Line stations and about 82,500 jobs².

C. Regional Job and Activity Centers

The B Line will serve the following four employment and activity centers, as illustrated in Appendix B. The corridor serves 82,500 jobs within a ½ mile.

Table 1. Regional Job and Activity Centers Served

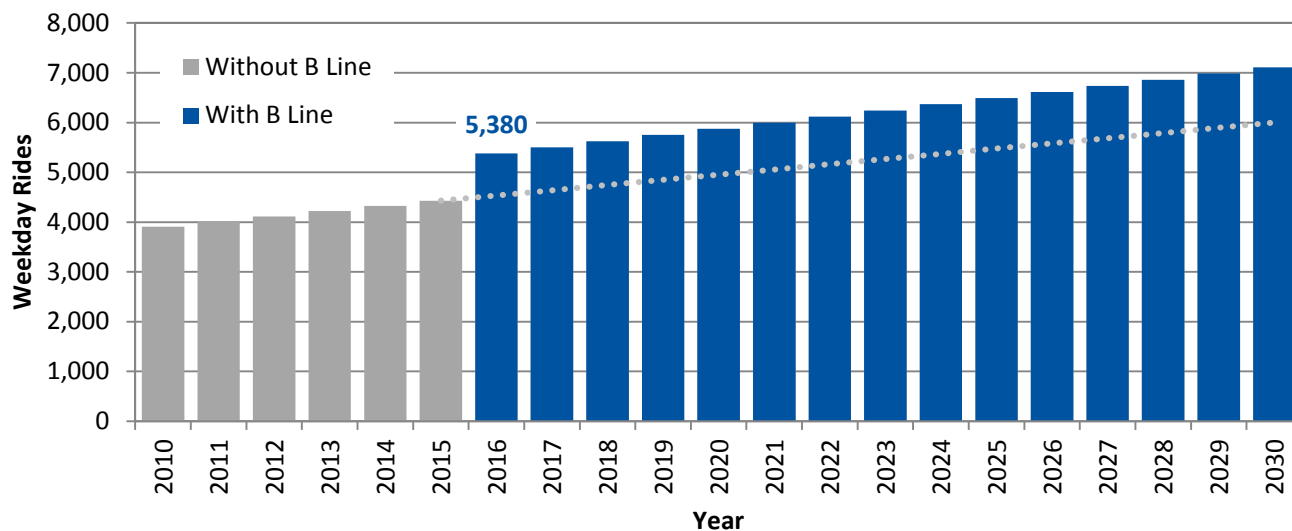
Type of Regional Job and Activity Center	Center Served by the B Line Project
Subregional	Fort Snelling
Regional	Mall of America
Major	Minneapolis-St. Paul International Airport, Downtown St. Paul

3. Usage and Impacts of the Project

A. Total Estimated Ridership in Opening Year

Projected year-of-opening ridership was calculated by interpolating 2010 and 2030 ridership forecasts developed using the Regional Travel Demand Model for the 2012 [Arterial Transitway Corridor Study](#) (ATCS). In the opening year of 2016, the B Line is projected to carry 5,380 rides each weekday (see Figure 2). Based on observed ridership patterns, weekday ridership forecasts can be converted to an annual forecast on a basis of 332 weekday equivalent service days. In its first year of operation (2016), the B Line is forecast to carry 1.78 million rides.

Figure 2. Ridership Forecasts for Build vs. No-Build Scenarios



B. New Ridership in Opening Year

New rides are calculated by subtracting no-build rides that from the interpolated 2016 arterial BRT build forecasts. Estimated new ridership for 2016 is 845 average weekday riders (see Table 2).

1 Source: 2010 Census

2 Source: Longitudinal Employer-Household Dynamics

Table 2. Estimated 2016 Ridership and New Rides for the B Line

Scenario	Weekday Total	Annual Total
2016 No-Build	4,535	1,505,620
2016 B Line Build	5,380	1,786,160
NET NEW RIDES (Build less No-Build)	845	280,540

C. Expected Operating Cost Savings and Increases

The B Line will replace Route 54 in 2016. Existing Route 54 service hours will pay for nearly 95 percent of the resources needed to operate B Line service. Faster service allows additional trips within current resources. Reinvesting current resources allows significant additional trips at low increased cost. As a result of B Line improvements, corridor bus trips increase nearly 20 percent while service costs increase only 7 percent.

The operating costs associated with providing improved frequency on the B Line project are estimated at \$323,000 over current (2014) expenditures for Route 54, as shown in Table 3. Additional station maintenance costs are estimated at \$516,000. B Line requires an added annual operating cost of \$839,000. Operating costs for expanded service on the B Line will be offset during the first three years of operation by a CMAQ grant awarded in 2015.

Table 3. Operation Costs of B Line Over Current Route 54 Service

	Annual Bus Trips	Platform Hours	Hourly Rate	Annual Cost	Incremental Increase
Cost to operate Route 54 service (as of March 2014)	52,890	46,855	\$113	\$5,295,000	--
Cost to operate B Line service (2016)	62,919	49,716	\$113	\$5,618,000	+ \$323,000
Additional maintenance of B Line stations & technology				\$516,200	+ \$516,200
Total annual increase in operating cost					+ \$839,000

4. Equity

A. Serving Low-Income and Minority Populations

Low-income and minority populations will benefit from the B Line's faster, more frequent, and reliable service, improved station amenities, and increased access to destinations.

First, the B Line will provide faster, more frequent service to the West 7th Street corridor. By reducing the time spent waiting for traffic signals and customer boarding, this project is projected to reduce end to end peak-of-the-peak travel time on the corridor by five percent, from 44 to 39 minutes, with time savings throughout off-peak periods as well. In addition to travel time savings, these improvements will result in greater reliability of the service as the primary sources of unpredictable delays are minimized. Frequency is also increased from 12 minutes to 10 minutes during peak travel times and from 30 to 15 minutes during late night travel times. Fifteen-minute frequency will continue during midday and evening periods, and weekend service will also see increased frequency.

Second, new station amenities and upgrades will create a safer and more comfortable experience for all customers. A substantial shelter will protect customers from the elements and provide radiant heat in the winter. Real-time information, along with wayfinding signage, will provide customers with all the information they need for their trip. Security cameras and emergency call boxes will enhance station security.

Lastly, the B Line will also improve access to four employment centers and to various transit connections, such as the METRO Blue, Green, and Red Lines, allowing riders greater access to jobs in addition to schools, services, medical centers, and other destinations. This project will also support economic development activities in Bloomington's South Loop and along West 7th Street.

B. Existing Populations

Compared to the seven-county metro area, the West 7th Street corridor has a similar percentage of low-income³ individuals but a higher percentage of minority⁴ individuals (see Table 4).

Table 4. Summary of Low-Income and Minority Populations within ½ Mile of B Line

	Number in Corridor	Percent of Corridor Population	Overall 7-County Percentage
Low-Income Individuals	3,281	8%	7%
Minority Individuals	11,258	29%	24%

C. Racially Concentrated Areas of Poverty (RCAP)

Within a half-mile radius from planned stations, the B Line will serve two racially concentrated areas of poverty (RCAP). The first is located near Fort Snelling/MSP International Airport. The second is the St. Paul RCAP, which is the region's largest contiguous RCAP. Stations at Union Depot and along 5th and 6th streets in downtown St. Paul will serve the surrounding low-income and minority populations in this RCAP. For a map of the B Line and racially concentrated areas of poverty, see Appendix C.

5. Project Readiness

The B Line project is ready to implement within the specified timeframe based on several completed and underway planning, engineering, and design activities. Metro Transit has the technical capacity to implement this project and has recent experience with other transitway projects, including the METRO Blue Line and Green Line. Technical capacity with this project type will be proven as Metro Transit implements the region's first arterial BRT line, the A Line on Snelling Avenue/Ford Parkway, set to open at the end of 2015.

Beyond the technical work already completed for this specific project and arterial BRT improvements, Metro Transit has a well-developed, proven capacity to implement effective bus service improvements and significant capital projects. Metro Transit has successful experience with the majority of capital elements intended for this project. Custom transit stations and shelters, ticket vending machines, real-time information signs, and streetscape amenities are all components that Metro Transit has deployed previously in other areas of the transit system and are well

³ Low income is defined as individuals with income that is less than 150 percent of the poverty level. Source: American Community Survey 5-Year Estimates at the Census block group level.

⁴ Minority is defined as individuals that identify as any other group than non-Hispanic white. Source: 2010 Census block groups.

understood by agency staff.

- Project Concept Design: 2014
- NEPA Clearance: Spring 2015
- Project Construction Agreement/Final Design: Fall 2015
- Advertise/Select Bids: September 2015 – March 2016
- Construction Phase: March – September 2016
- Pre-Revenue Testing: Fall 2016
- Finish Construction/Open for Revenue Service: 4th Quarter 2016

For the completed checklist, see Appendix D.

6. Project Costs

A. Detailed Project Budget

The total cost to construct the B Line project is \$14,164,000 (in 2014 dollars). Metro Transit is seeking \$7 million in 2017 CMAQ funds to be used for platforms and roadway modifications, enhanced passenger shelters, and station technology. Table 5 summarizes eligible CMAQ project costs included in this request.

Table 5. Summary of Project Costs and Requested CMAQ Funds

Construction Budget Item	Amount	CMAQ Request
Station Platforms & Passenger Shelters	\$7,885,000	\$2,885,000
Enhanced passenger shelters	\$4,775,000	
Platforms & roadway modification	\$3,110,000	
Demolition	\$559,000	
Street improvements	\$1,199,000	
Platform & sidewalk improvements	\$1,025,000	
Sitework, utilities & drainage	\$327,000	
Station Technology	\$4,991,000	\$3,345,000
Fare collection equipment	\$1,612,000	
Station security (phone & cameras)	\$1,163,000	
Readerboards	\$1,385,000	
Communications & electrical	\$831,000	
Unallocated Contingency (10%)	\$1,288,000	\$770,000
TOTAL CONSTRUCTION PROJECT COSTS	\$14,164,000	\$7,000,000

Platform and roadway modification includes construction of station platforms and foundations for passenger shelters. Enhanced passenger shelters are substantial shelters with protection from elements, including street furnishings and station signage. Technology elements include real-time bus departure signs, ticket vending machines, security cameras, emergency call boxes, and technology equipment to support these customer-facing elements.

In addition to project construction budget shown above, the B Line project includes \$6.2 to \$11.5 million for BRT vehicles, \$1.1 million for signal improvements, and \$4.76 million for project soft costs.

B. Sources & Distribution

Table 6 identifies the secured and future funding sources for B Line project construction.

Table 6. Secured and Future Funding Sources for B Line Construction

Construction Budget	Amount	CMAQ Request	Other Funding Source
Station Platforms & Passenger Shelters	\$7,885,000	\$2,885,000	\$5,000,000 (Secured MnDOT Trunk Highway Bonds) CMAQ Match provided by Trunk Highway Bonds \$2,164,000 Other Funds
Station Technology	\$4,991,000	\$3,345,000	
Unallocated Contingency (10%)	\$1,288,000	\$770,000	
TOTAL CONSTRUCTION PROJECT COSTS	\$14,164,000	\$7,000,000	\$7,164,000

The proposed project will leverage \$2.8 million of awarded federal grants (plus \$0.7 million local match) for the West 7th Street corridor, \$4 million in Federal formula funds (plus \$1 million local match), and \$5 million in Minnesota Department of Transportation (MnDOT) Chapter 152 funds for total leveraged funds of \$13.5 million beyond the \$7 million CMAQ grant. The federal awards must be used by spring 2015 or Metro Transit forfeits the funds. Receiving this CMAQ award in 2014 will keep the project on track and prevent the loss of federal funds.

A \$7 million Federal Congestion Mitigation Air Quality (CMAQ) grant will help to close the B Line's construction funding gap. These funds will be supplemented by the MnDOT Chapter 152 funds and TIGER VI funds, if awarded in 2014. TIGER VI would also be used to close the remaining funding gap for the B Line. Metro Transit is committed to closing the project's funding gap and is open to adjusting its current budget to do this. This could be achieved by procuring 40-foot buses instead of 60-foot buses.

The B Line will also leverage improvements that extend into downtown St. Paul, where facility improvements through a separate project will leverage \$2.6 million federal competitive funds and \$650,000 of local match to bring major improvements to major St. Paul bus stop facilities on Fifth and Sixth Streets.

Taken together, nearly \$32 million can be leveraged by the combination of requested funding and leveraged funds in current and related concurrent transitway investment on the B Line.

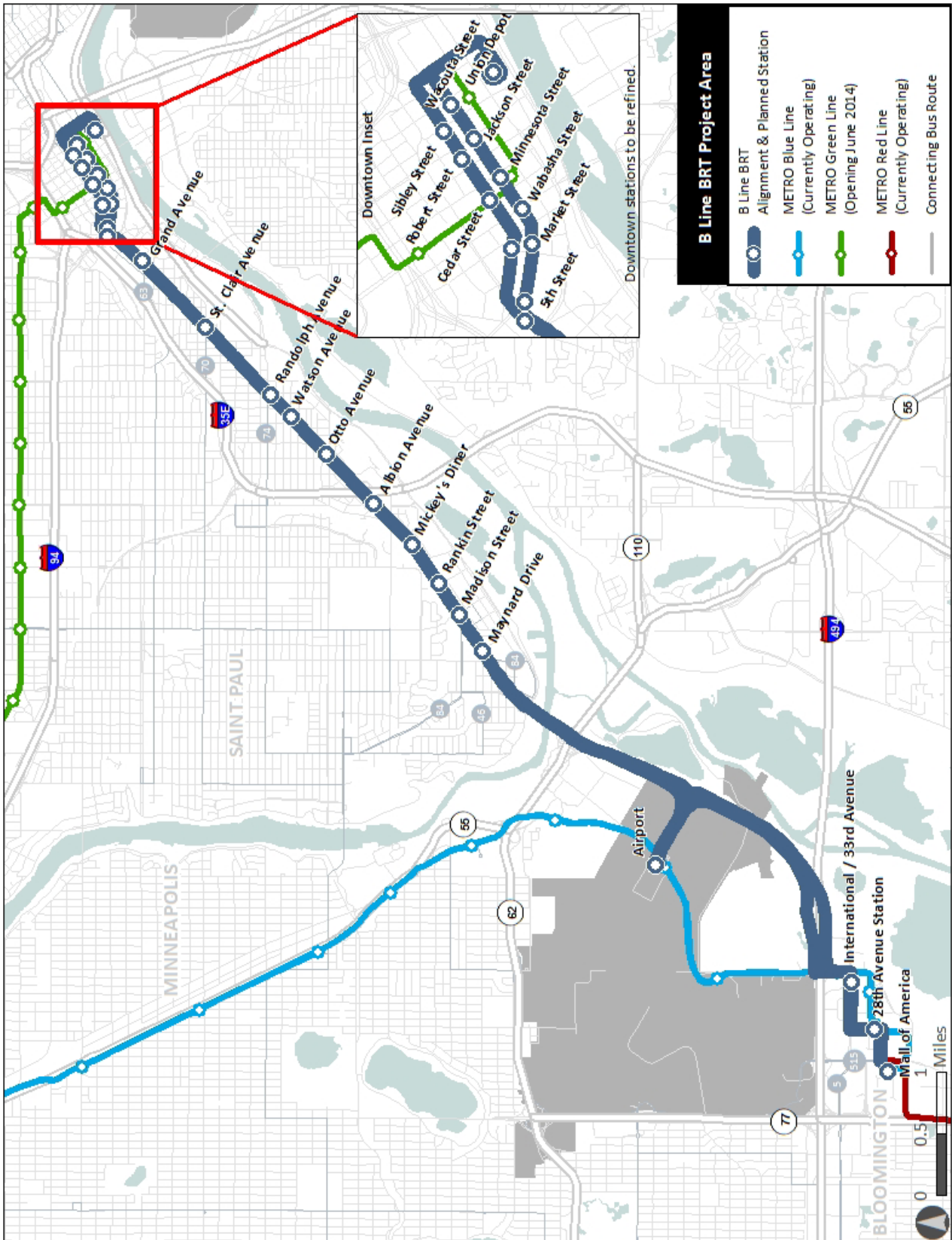
7. Emissions Reduction

Through increased service and facility improvements, the B Line will attract new riders to transit. This will result in fewer drivers on the West 7th Street corridor, avoiding an estimated 1,744,169 annual vehicle miles traveled (VMT). This was calculated by multiplying the average corridor transit trip length⁵ by the number of new transit trips generated by the B Line project.

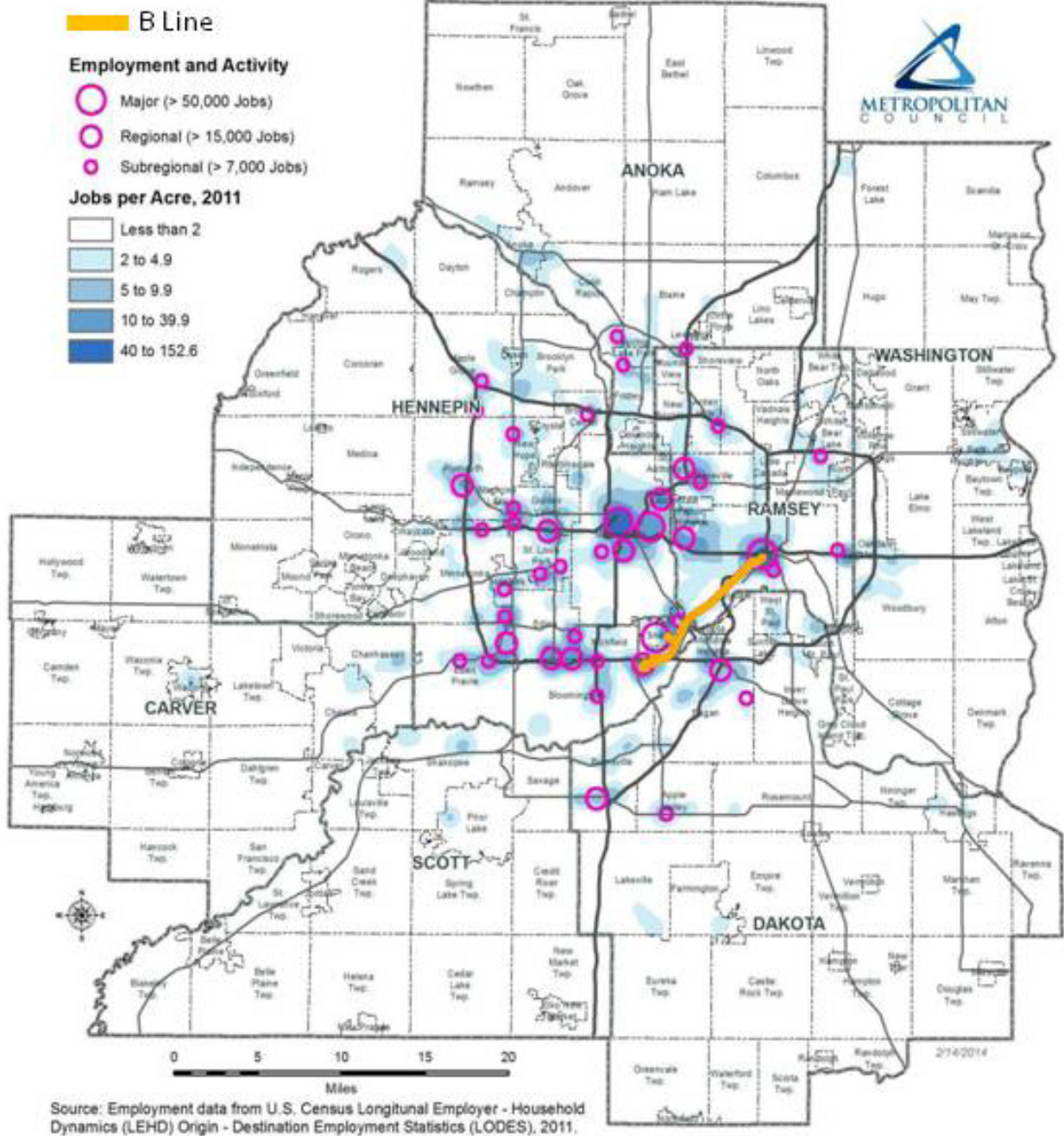
Average Trip Length x Annual New Trips = Annual VMT Reduced by B Line

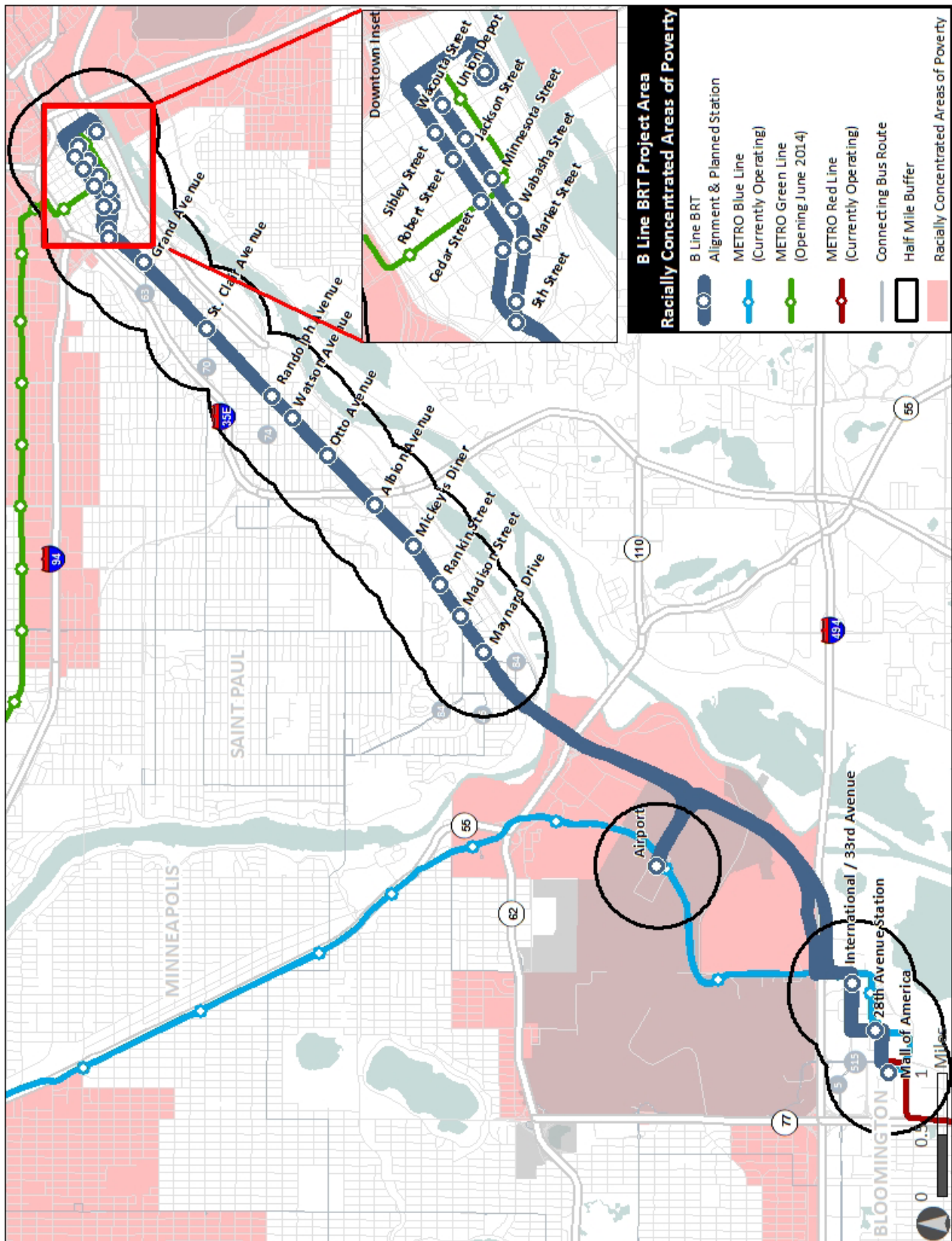
6.2 miles x 280,413 trips = 1,744,169 miles

⁵ Based on Route 54 records from the travel behavior inventory (TBI).



Regional Job and Activity Centers





Project Implementation Schedule
1) Project Scope

- Stakeholders have been identified
- Meetings or contacts with Stakeholders have occurred

2) Layout or Preliminary Plan

- Layout or Preliminary Plan started
- Layout or Preliminary Plan completed

Anticipated date or date of completion: January 2015

3) Environmental Documentation

- EIS EA PM Other – Documented Categorical Exclusion

Document Status

- Document not started
- Document in progress; environmental impacts identified
- Document submitted to State Aid for review
- Document approved (include copy of signed cover sheet)

Anticipated date or date of completion/approval: January 2015

4) Right-of-Way

- No right-of-way or easements required
- Right-of-way or easements required, parcels not identified
- Right-of-way or easements required, parcels identified
- Right-of-way or easements required, appraisals made
- Right-of-way or easements required, offers made
- Right-of-way or easements has/have been acquired

Anticipated date or date of acquisition

5) Railroad Involvement

- No railroad involvement on project
- Railroad Right-of-Way Agreement required; negotiations not begun
- Railroad Right-of-Way Agreement required; negotiations have begun
- Railroad Right-of-Way Agreement required; Agreement has been initiated
- Railroad Right-of-Way Agreement is executed (include signature page)

Anticipated date or date of executed Agreement

6) Construction Documents/Plan

- Construction plans have not been started
- Construction plans in progress; at least 30% completion
- Construction plans submitted to State Aid for review
- Construction plans completed/approved (include signed title sheet)

Anticipated date or date of completion:

7) Letting

Anticipated Letting Date: March 2016



Minnesota Department of Transportation

Metro District
Team Transit
1500 West County Road B2
Roseville, MN 55113-3174

Office Tel: 651-234-7711
Office Fax: 651-234-7610
carl.jensen@state.mn.us

February 27, 2013

Ms. Mary Gustafson
Grants Manager
Metropolitan Council/Metro Transit
560 Sixth Avenue North
St Paul, MN 55411

RE: Request for Chapter 152 – Trunk Highway Transit Facility Improvements Program
Funding Second Solicitation for:
Snelling Avenue Arterial Bus Rapid Transit Stations
West 7th Street Arterial Bus Rapid Transit Stations

Dear Ms. Gustafson

I am writing to inform you of the decision reached on February 21, 2013 by the MnDOT Transportation Program Investment Committee (TPIC) about the allocation of Chapter 152 – Trunk Highway Transit Facility Improvements Program Funds, Second Solicitation, regarding the above referenced projects.

After considering 6 candidates submitted for inclusion in the Chapter 152 Program, TPIC has decided to offer a contribution, including inflation, by MnDOT for construction of Snelling Avenue Arterial Bus Rapid Transit Stations in the amount of \$6,000,000.00 and for West 7th Street Arterial Bus Rapid Transit Stations in the approximate amount of \$5,000,000.00. The amount for West 7th Street will be the remaining funds available from the Chapter 152 Program which cannot be determined at this time. The proposals were evaluated by a scoring committee who reviewed eligibility and benefit of the projects and 2 of the 6 projects were selected for funding at this time.

If this funding is accepted by your agency you will be expected to provide project plans and specifications to Metro District that conforms to a MnDOT format. They will be reviewed and commented on by MnDOT functional groups as applicable. During project development and design, please contact the Metro functional groups directly for specific questions relating to their area and copy the Team Transit and State Aid Project Managers on correspondence. The projects will be developed/reviewed using the

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Metro Municipal Agreement Program/Cooperative Process as applicable. This includes assignment of a State Aid Project Manager to manage plan review/approval. All Engineering, including preliminary and design, and Construction Administration costs are your responsibility. Preliminary and design engineering includes responsibility for satisfying all environmental laws, rules and regulations pertaining to the projects impacts. An agreement for each facility will be written by MnDOT's Office of Technical Support and must be fully executed prior to award of the project. Projects funded under this program must use the awarded funds between state fiscal years 2013 and 2018. There is an expectation that the submitted projects will be delivered within the identified budget amount and within the year(s) requested.

Please reply in writing by March 13, 2013 if Metro Transit would like to accept this funding. The written confirmation should include acceptance of the conditions noted above along with the funding level proposed. If funding is accepted by Metro Transit a State Aid Project Manager will be assigned for plan review/approval and we will contact you to set up a project kickoff meeting.

If you have questions about the selection process or funding situation please feel free to contact me.

Sincerely,



Carl Jensen P.E.

Team Transit Project Manager

cc: Wayne Norris, MnDOT North Area Manager*
Scott Pederson, MnDOT West Area Manager*
Mark Lindeberg, MnDOT North Area Engineer*
Ron Rauchle, MnDOT West Area Engineer*
Lynne Bly, MnDOT Multi Modal Director*
Ted Schoenecker, MnDOT Metro State Aid*
Phillip Bergem, MnDOT Metro Municipal Aid*
Charles Carlson, Metro Transit Senior Manager, BRT/Small Starts*
Maurice Roers, Metro Transit Facility Planning Manager*
Katie Roth, Metro Transit Senior Planner*
File

*Electronic Copy Only

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CITY OF SAINT PAUL

Mayor Christopher B. Coleman

*390 City Hall
15 West Kellogg Boulevard*

*Telephone: 651-266-8510
Facsimile: 651-228-8521*

February 13, 2014

Susan Haigh
Chair
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101

Re: *West 7th Street Arterial Bus Rapid Transit*

Dear Chair Haigh:

I'd like to take this opportunity to indicate the City's support of the Council's designation of the West 7th Arterial Bus Rapid Transit (Arterial BRT) project as a candidate for 2017 Congestion Mitigation and Air Quality (CMAQ) funds.

We are grateful for the Council's work on the *Arterial Transitways Corridor Study* and its identification of corridors in Saint Paul that will build on the strengths of our existing high-ridership bus lines. I support the West 7th Street project because of its importance to Saint Paul, the East Metro and the region, as a transit investment with long term benefits for residents as well as businesses. It would be an important addition to the transit options for the Riverview Corridor, as analysis of other potential transit alternatives in that Corridor moves forward.

I look forward to continuing our work with our partners at the Metropolitan Council on the implementation of West 7th Street Arterial BRT and future analysis and implementation of transit improvements in the Riverview Corridor.

Sincerely,

A handwritten signature in black ink that reads "Christopher B. Coleman".

Christopher B. Coleman
Mayor