



Application

01974 - 2014 Transit Expansion

02185 - Route 2 service expansion

Regional Solicitation - Transit and TDM Projects

Status: Submitted

Submitted Date: 12/01/2014 2:11 PM

Primary Contact

Name:* Michael Mechtenberg
Salutation First Name Middle Name Last Name

Title: Senior Planner

Department:

Email: michael.mechtenberg@metrotransit.org

Address: 560 Sixth Ave N

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

Phone:* 612-349-7793
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: 600 7th Street North

* Minneapolis Minnesota 55406
City State/Province Postal Code/Zip
County: Outside MN
Phone:* 651-602-1000
Ext.
Fax:
PeopleSoft Vendor Number METROTRANSIT

Project Information

Project Name Route 2 service expansion
Primary County where the Project is Located Hennepin
Jurisdictional Agency (If Different than the Applicant):

Improve service on Route 2 by increasing frequency to every 10 minutes on weekdays from 5:30 a.m. - 7 p.m., on Saturdays from 9 a.m. - 6:30 p.m., and on Sundays from 10 a.m. - 5 p.m. These changes will raise service levels as appropriate for the high level of demand in the corridor. This change requires two additional buses.

Brief Project Description (Limit 2,800 characters; approximately 400 words)
Route 2 runs between Hennepin Avenue and the U of M, largely along Franklin Avenue. Traveling east, buses run from Hennepin and Franklin avenues to the METRO Blue Lines Franklin Avenue Station. The route continues northbound at Riverside Avenue and crosses the Mississippi River on the Washington Avenue Bridge, running through the heart of the U of Ms East Bank campus on the Washington Avenue Transit Pedestrian Mall. Here it connects with the METRO Green Line at East Bank Station.

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

Project Length (Miles) 4.75

Connection to Local Planning:

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 MnDOT and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages.

Metropolitan Council's 2012-2014 Regional Service Improvement Plan, page B-1.

<http://metro council.org/METC/files/68/68d373e3-d886-4f86-afd9-37fcad57cc39.pdf>

Connection to Local Planning

ACCESS Minneapolis Citywide Transportation Action Plan, page 46.

http://www.minneapolismn.gov/www/groups/public/@publicworks/documents/webcontent/convert_279031.pdf

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 \$4,789,025.00

Match Amount \$1,197,256.00

Minimum of 20% of project total

Project Total \$5,986,281.00

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, Motor Vehicle Sales Tax revenues or other eligible non-federal funds

Preferred Program Year

Select one: 2018

MnDOT State Aid Project Information: Transit and TDM Projects

County, City, or Lead Agency N/A

Zip Code where Majority of Work is Being Performed	0
(Approximate) Begin Construction Date	12/31/2014
(Approximate) End Construction Date	01/01/2015

LOCATION

From: (Intersection or Address)	N/A
--	-----

*Do not include legal description;
Include name of roadway if majority of facility
runs adjacent to a single corridor.*

To: (Intersection or Address)	N/A
--	-----

Type of Work

*Examples: grading, aggregate base, bituminous base, bituminous surface,
sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge,
Park & Ride, etc.)*

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	\$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	\$1,304,406.00
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$1,304,406.00

Transit Operating Costs

OPERATING COSTS

Transit Operating Costs

Totals

Cost

\$4,681,875.00

\$4,681,875.00

Totals

Total Cost \$5,986,281.00

Construction Cost Total \$1,304,406.00

Transit Operating Cost Total \$4,681,875.00

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 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

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

2. 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

3. Applicants must not submit an application for the same project in more than one funding sub-category.

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

4. 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. Transit expansion applications must be between \$500,000 and \$7,000,000. Transit System Modernization applications must be between \$100,000 and \$7,000,000.

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

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

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

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

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

7. 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

8. 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

9. 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

10. The project applicant must send written notification regarding the proposed project to all affected communities and other levels and 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

Transit and TDM Projects Only

1. The project must exclude costs for studies, preliminary engineering, design, or construction engineering (except if the project does not involve construction such as signal re-timing). Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding unless included as part of a larger project, which is otherwise eligible. Right-of-way costs are not eligible as a stand-alone proposal, but are eligible when included in a proposal to build or expand transit hubs, transit terminals, park-and-ride facilities, or park-and-pool lots).

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

For Transit Expansion Projects Only

2. 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

3. 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 funding period.

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

4. 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. A previously selected project is not eligible unless it has been withdrawn or sunset prior to the deadline for proposals in this solicitation.

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

Other Attachments

File Name	Description	File Size
Route 2 application form.pdf	Agency letter of support	308 KB
Route 2 Project Area.pdf	Project area map	167 KB

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

Select all that apply:

Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of a Job Concentration Yes

Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of a Manufacturing/Distribution Location Yes

Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of an Educational Institution Yes

Project provides a direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of an existing local activity center identified in an adopted county or city plan

City or County Plan Reference

Note: Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the 2030 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the 2030 Transportation Policy Plan.

Response (Limit 700 characters; approximately 100 words)

Upload Map Route 2 - Regional Economy.pdf

Measure B: Project Location Relative to Population

Completed by Metropolitan Council Staff

Existing Population (Integer Only) 66063

Upload Map Route 2 - Population Summary.pdf

Measure C: Transit Ridership

Existing transit routes directly connected to the project

3, 4, 5, 6, 7, 9, 11, 12, 14, 17, 18, 22, 39, 67, 94, 111, 113, 114, 115, 118, 129, 133, 134, 135, 146, 156, 252, 272, 353, 355, 365, 375, 452, 460, 464, 465, 467, 470, 472, 475, 476, 477, 478, 479, 491, 492, 535, 552, 553, 554, 558, 568, 578, 579, 597, 652, 684, 695, 698, 789, METRO Blue Line, METRO Green Line

Planned Transitways directly connect to the project (mode and alignment determined and identified in the 2030 TPP)

I-35W BRT (METRO Orange Line Extension), Nicollet Avenue Arterial BRT, Chicago Ave BRT

Upload Map Route 2 - Transit Connections.pdf

Response

Met Council Staff Data Entry Only

Route Ridership 5.7246347E7

Transitway Ridership 1.67904E7

Measure A: Total Annual Project Cost per Rider

Total Annual Operating Cost \$1,560,625.00

Total Annual Capital Cost of Project \$108,701.00

Total Annual Project Cost	\$1,669,326.00
Cost Effectiveness	\$0.68

Service Type, Methodology, and Annual Ridership

Service Type	Urban and Suburban Local Routes
Annual Ridership (Integer Only)	2472191
	Existing annualized ridership of Route 2 PLUS new weekday and weekend service. Applied existing rides per weekday or weekend trip to respective new service.
	Rationale:
	When adding new trips we would typically assume ridership to be slightly lower than existing service. However with estimates for 2020 (third year of service following 2018 implementation) I feel very confident that market will strengthen to achieve existing productivity on these added trips.
Urban and Suburban Local Routes Peer Route Selection (Limit 1,400 characters; approximately 200 words)	Math:
	43 new weekday trips x 30 pass/trip = 1,290
	60 new Saturday trips x 23 pass/trip = 1,380
	46 new Sunday trips x 19 pass/trip = 874
	Annualized NEW service = 451,402
	Annualized EXISTING service = 2,020,789
	TOTAL = 2,472,191

Measure B: Total Annual Project Operating Cost per New Rider

New Annual Operating Cost	\$1,560,625.00
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Cost Effectiveness

\$3.46

Service Type, Methodology, and New Annual Ridership

Service Type

Urban and Suburban Local Routes

New Annual Ridership
(Integer Only)

451402

Annualized ridership of new weekday and weekend service. Applied existing Route 2 rides per weekday or weekend trip to respective new service.

Rationale:

When adding new trips we would typically assume ridership to be slightly lower than existing service. However with estimates for 2020 (third year of service following 2018 implementation) I feel very confident that market will strengthen to achieve existing productivity on these added trips.

Urban and Suburban Local Routes
Peer Route Selection
(Limit 1,400 characters;
approximately 200 words)

Math:

43 new weekday trips x 30 pass/trip = 1,290

60 new Saturday trips x 23 pass/trip = 1,380

46 new Sunday trips x 19 pass/trip = 874

Annualized NEW service = 451,402

Measure C: Total Annual Project Cost per New Rider

Total Annual Operating Cost

\$1,560,625.00

Total Annual Capital Cost of Project

\$108,701.00

Total Annual Project Costs

\$1,669,326.00

Cost Effectiveness

\$3.70

Service Type, Methodology, and New Annual Ridership

Service Type

Urban and Suburban Local Routes

New Annual Ridership
(Integer Only)

451402

Annualized ridership of new weekday and weekend service. Applied existing Route 2 rides per weekday or weekend trip to respective new service.

Rationale:

When adding new trips we would typically assume ridership to be slightly lower than existing service. However with estimates for 2020 (third year of service following 2018 implementation) I feel very confident that market will strengthen to achieve existing productivity on these added trips.

Urban and Suburban Local Routes
Peer Route Selection
(Limit 1,400 characters;
approximately 200 words)

Math:

43 new weekday trips x 30 pass/trip = 1,290

60 new Saturday trips x 23 pass/trip = 1,380

46 new Sunday trips x 19 pass/trip = 874

Annualized NEW service = 451,402

Measure A: Project Location and Impact to Disadvantaged Populations

Select One:

Projects service directly connects to Racially Concentrated Area of Poverty Yes

Projects service directly connects to Concentrated Area of 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

Response (Limit 1,400 characters; approximately 200 words)

Route 2 offers crosstown service that connects diverse populations. The service expansion of Route 2 along Franklin Avenue is entirely inclusive of areas that are either racially concentrated areas of poverty, concentrated areas of poverty or above the regional average for concentrations of race and poverty. These populations will benefit from better direct access to educational and employment opportunities, as well as easier transfers to many of the region's busiest bus and rail lines.

Upload Map

Route 2 - Socio-Economic Conditions.pdf

Measure B: Affordable Housing

City/Township	Number of Stops in City/Township
Minneapolis	68.0
	68

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
Minneapolis	68.0	68.0	97.0	1.0	97.0
		68	97	1	97

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Number of Stops in City	68.0
Total Housing Score	97.0

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	1237
Distance from Terminal to Terminal (Miles)	4.75
VMT Reduction	5875.75
CO Reduced	14043.0425

NOx Reduced	940.12
CO2e Reduced	2154050.0
PM2.5 Reduced	29.3788
VOCs Reduced	176.2725
Total Emissions Reduced	2169239.0

Measure B: Total Project Cost per Daily KG of Emissions Reduced

This measure will calculate the cost effectiveness of the project as it relates to emissions reduction.

• *Cost Effectiveness = Total annual project cost / kilograms of emissions reduced per day*

*The total annual project cost is calculated by adding the annualized capital cost and the annual operating costs for the third year of service. The applicant **must** complete the forms listed below in order to calculate the Cost Effectiveness, save, and submit this form.*

Are the forms listed above complete?	Yes
Total Project Cost	\$1,669,326.00
Total Emissions Reduced	2169239.0
Cost Effectiveness	\$0.77

Measure A: Bicycle and Pedestrian Connections

Response (Limit 1,400 characters; approximately 200 words)

Streets being served by the Route 2 expansion, primarily Franklin, Riverside and Washington avenues, all have sidewalk access on both sides. Along Franklin Avenue it crosses nine designated bicycle lanes, including the Hiawatha LRT trail, before Franklin itself adds a designated bicycle lane east of Hiawatha Ave. Both Riverside and Washington avenues are designated bicycle lanes, each with several more cross-street bicycle connections. Finally, the Route 2 improvement would end at the Washington Avenue Pedestrian Mall at the heart of the U of M East Bank Campus, one of the most active pedestrian spaces in the region.

Measure B: Roadway, Bicycle, and Pedestrian Improvements

Response (Limit 1,400 characters; approximately 200 words)

As mentioned in question 5A, the project area is fully accessible to bicycles and pedestrians. Though this project is solely service-related, we believe that increased transit ridership also corresponds to increased pedestrian activity.

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Check Here if Your Transit Project Does Not Require Construction Yes

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 (10 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%

Document in progress; environmental impacts identified

50%

Document not started

0%

Anticipated date or date of completion/approval

4)Review of Section 106 Historic Resources (15 Percent of Points)

No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places 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%

Unknown impacts to historic/archaeological resources

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 (15 Percent of Points)

(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)

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

100%

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%

Adverse effects (land conversion) to Section 4f/6f resources likely

30%

Unknown impacts to Section 4f/6f resources in the project area

0%

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

Right-of-way or easements not required

100%

Right-of-way or easements has/have been acquired

100%

Right-of-way or easements required, offers made

75%

Right-of-way or easements required, appraisals made

50%

Right-of-way or easements required, parcels identified

25%

Right-of-way or easements required, parcels not identified

0%

Right-of-way or 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)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

9)Letting

Anticipated Letting Date



December 1, 2014

Elaine Koutsoukos
TAB Coordinator
390 N. Robert St
St Paul, MN 55101

RE: Regional Solicitation Applications

Dear Ms. Koutsoukos:

Metro Transit is submitting a Transit Expansion application for the Route 2 in Minneapolis that will improve service to every 10 minutes during the Hi-Frequency Network standards weekdays 6:00am to 9:00pm, and Saturdays 9:00am to 7:00pm. This service requires three additional buses to operate.

This letter corresponds to general solicitation requirements in Section IV, required attachments:

- Metro Transit will have jurisdiction over the buses in the project. Metro Transit commits to operate and maintain these vehicles for their useful life.
- Metro Transit will provide the required minimum 20% local match through Metropolitan Council Regional Transit Capital, Motor Vehicle Sales Tax revenues or other eligible non-federal funds available to Metro Transit in the program year.
- The project includes transit service expansion. Metro Transit commits to provide the service and operate related equipment and any related contracts.

We look forward to developing the project. Please contact me with any questions or clarifications.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Brian Lamb'.

Brian Lamb
General Manager

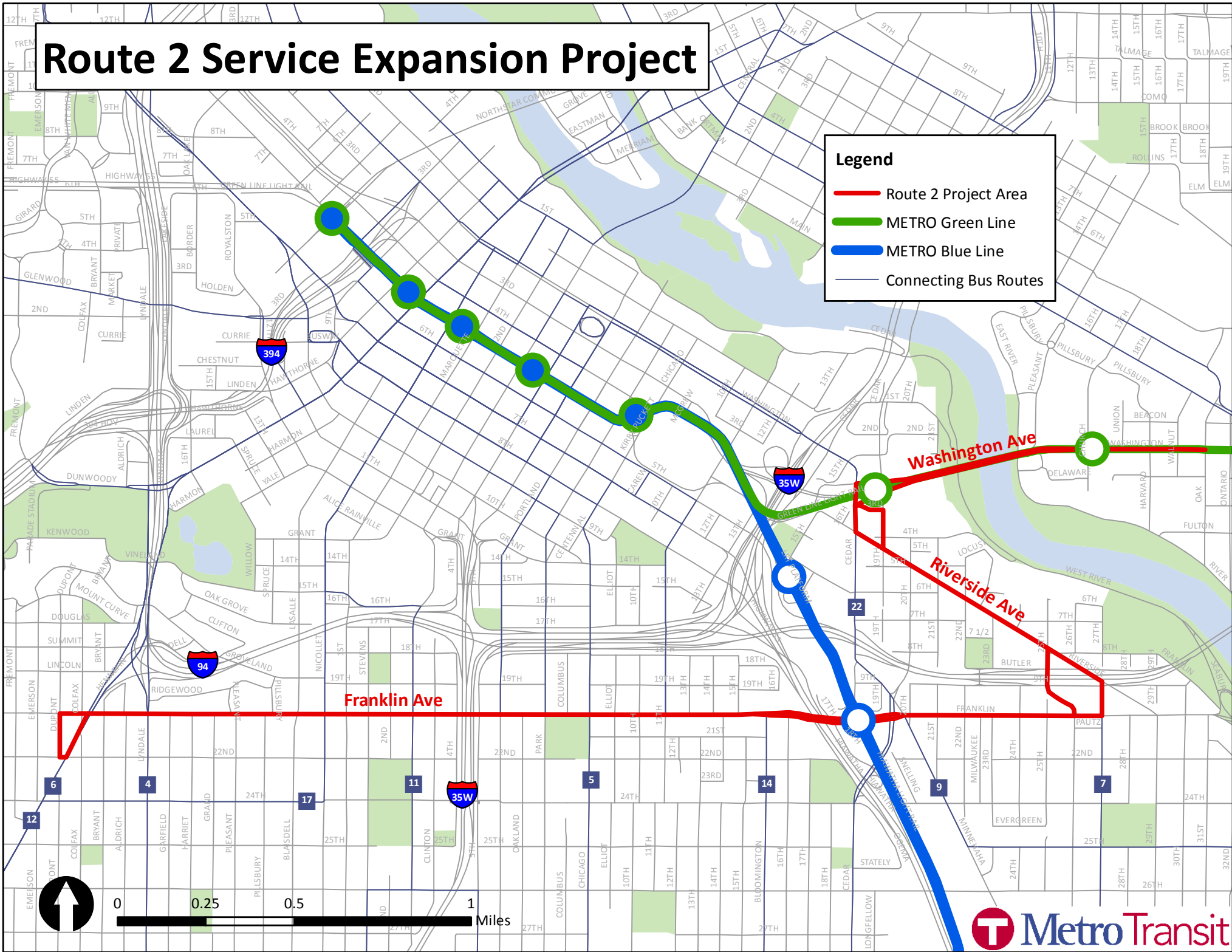
CC: Adam Harrington, Director of Service Development
Mary Gustafson, Manager of Grants

A service of the Metropolitan Council

Route 2 Service Expansion Project

Legend

- Route 2 Project Area
- METRO Green Line
- METRO Blue Line
- Connecting Bus Routes



0 0.25 0.5 1 Miles

Regional Economy

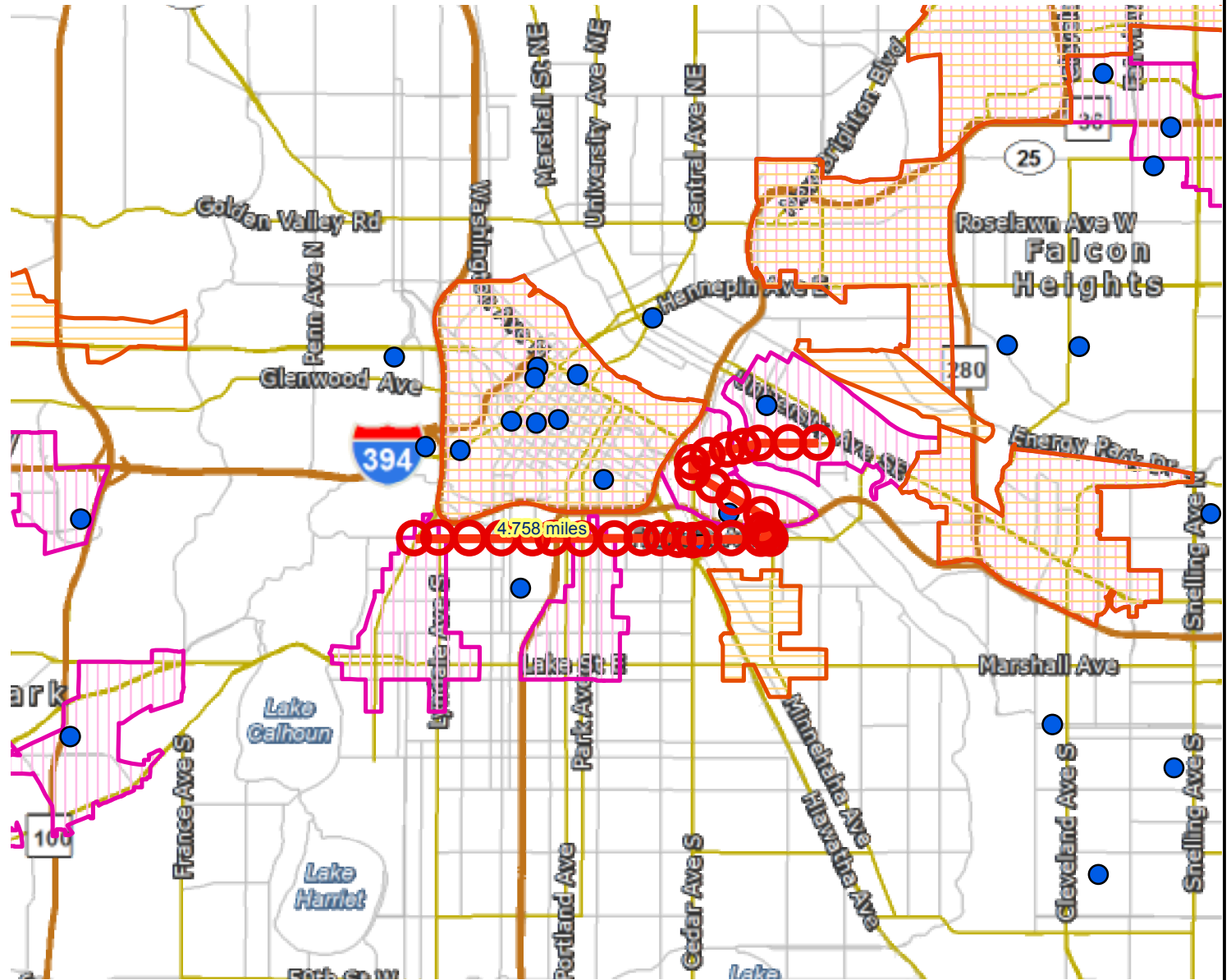
Transit Expansion Project: Route 2 | Map ID: 1415825852212

Results

Project **IN** area of Job Concentration.

Project **WITHIN QTR MI** of area of Manufacturing and Distribution.

Project **CONNECTED** to area of Education Institutions.



- Project Points
- PostSecondary Education Centers
- Job Concentration Centers
- Manufacturing/Distribution Centers
- Project



Created: 11/12/2014
LandscapeRSA5



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



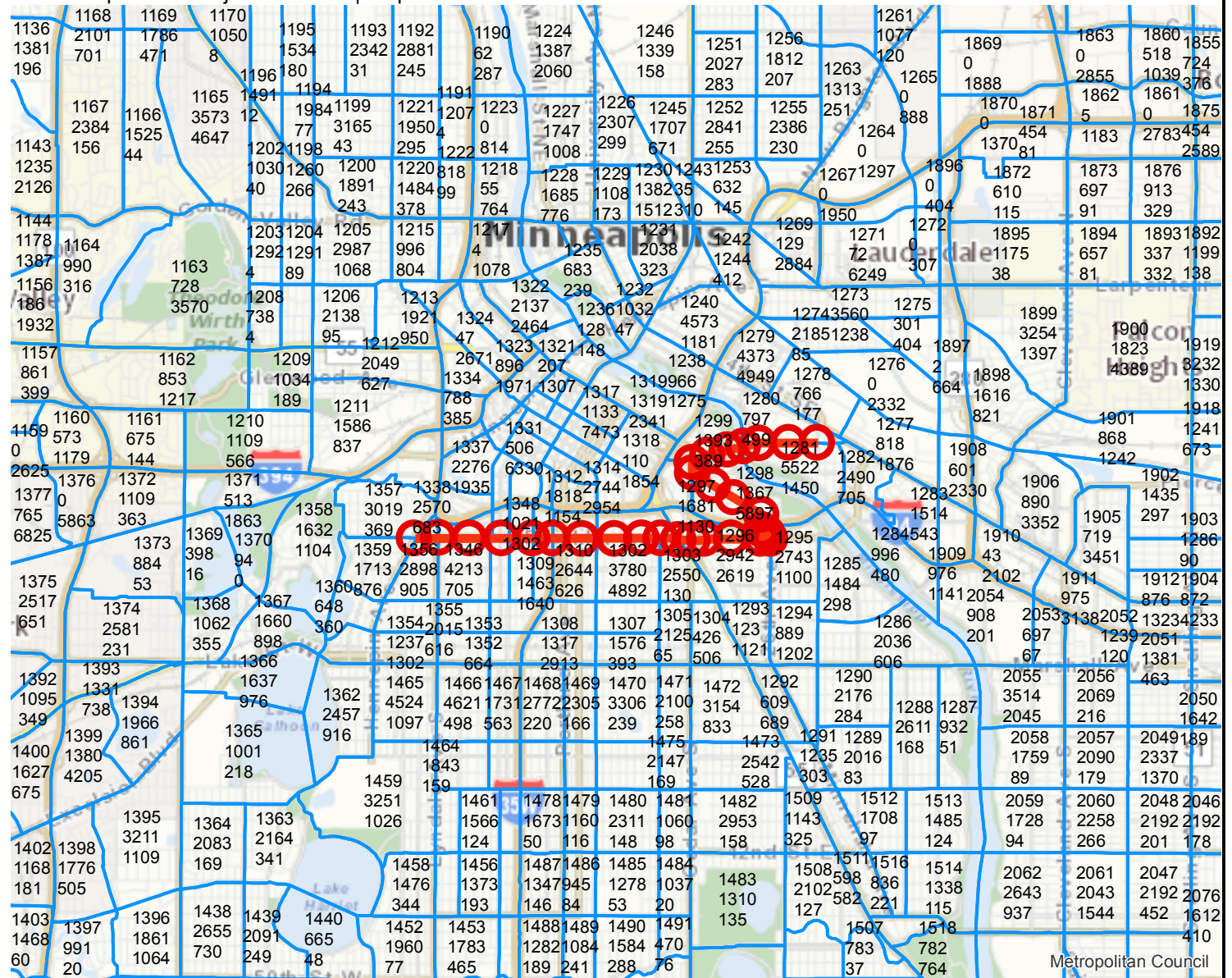
Population Summary


Transit Expansion Project: Route 2 | Map ID: 1415825852212

Results

Within QTR Mile of project:
 Total Population: 66063
 Total Employment: 40375

Within HALF Mile of project:
 Total Population: 92055
 Total Employment: 64588



 Project Points  2010 TAZ

 Project



Created: 11/12/2014

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:

- 2 3 4 5 6 7 9 11 12 14 17
- 18 22 39 67 94 111 113 114 115 118 129
- 133 134 135 146 156 252 272 353 355 365 375
- 452 460 464 465 467 470 472 475 476 477 478
- 479 491 492 535 552 553 554 558 568 578 579
- 597 652 684 695 698 789 901 902

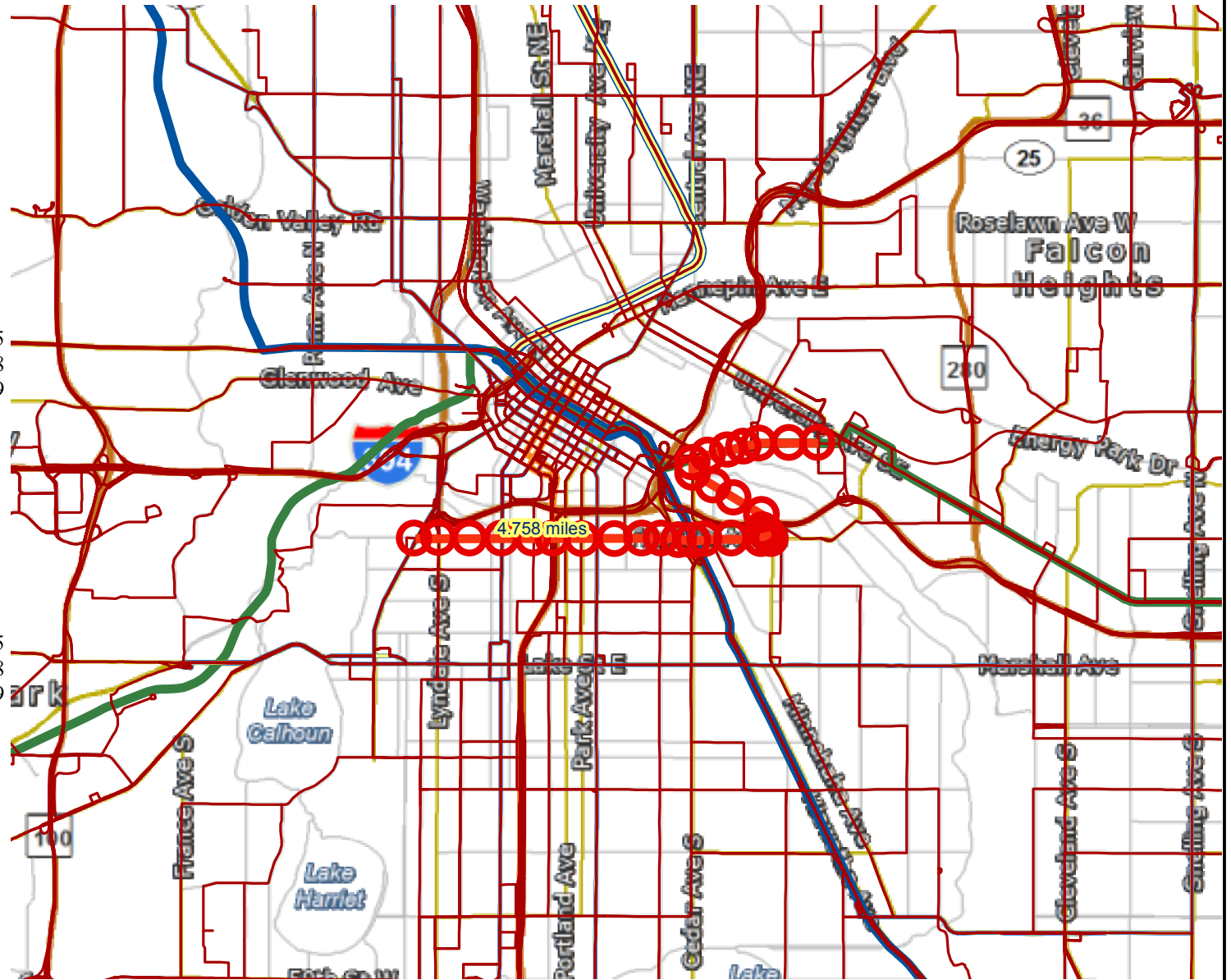
- *Orange Line
- *Chicago-Fremont
- *Hennepin
- *Nicollet

Transit within QTR mile of project:

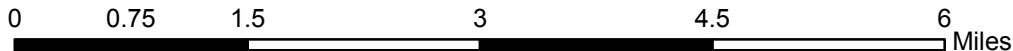
- 2 3 4 5 6 7 9 11 12 14 17
- 18 22 39 67 94 111 113 114 115 118 129
- 133 134 135 146 156 252 272 353 355 365 375
- 452 460 464 465 467 470 472 475 476 477 478
- 479 491 492 535 552 553 554 558 568 578 579
- 597 652 684 695 698 789 901 902

- *Orange Line
- *Chicago-Fremont
- *Hennepin
- *Nicollet

*indicates Planned Alignments



Project Points	Transitway	Northstar Line	Light Rail, Blue Line Extension
Project	Blue / Green Line	Planned Alignments	Light Rail, Green Line Extension
Transit Routes	Blue Line	Arterial BRT	BRT, Orange Line
	Green Line		



Created: 11/12/2014
LandscapeRSA3

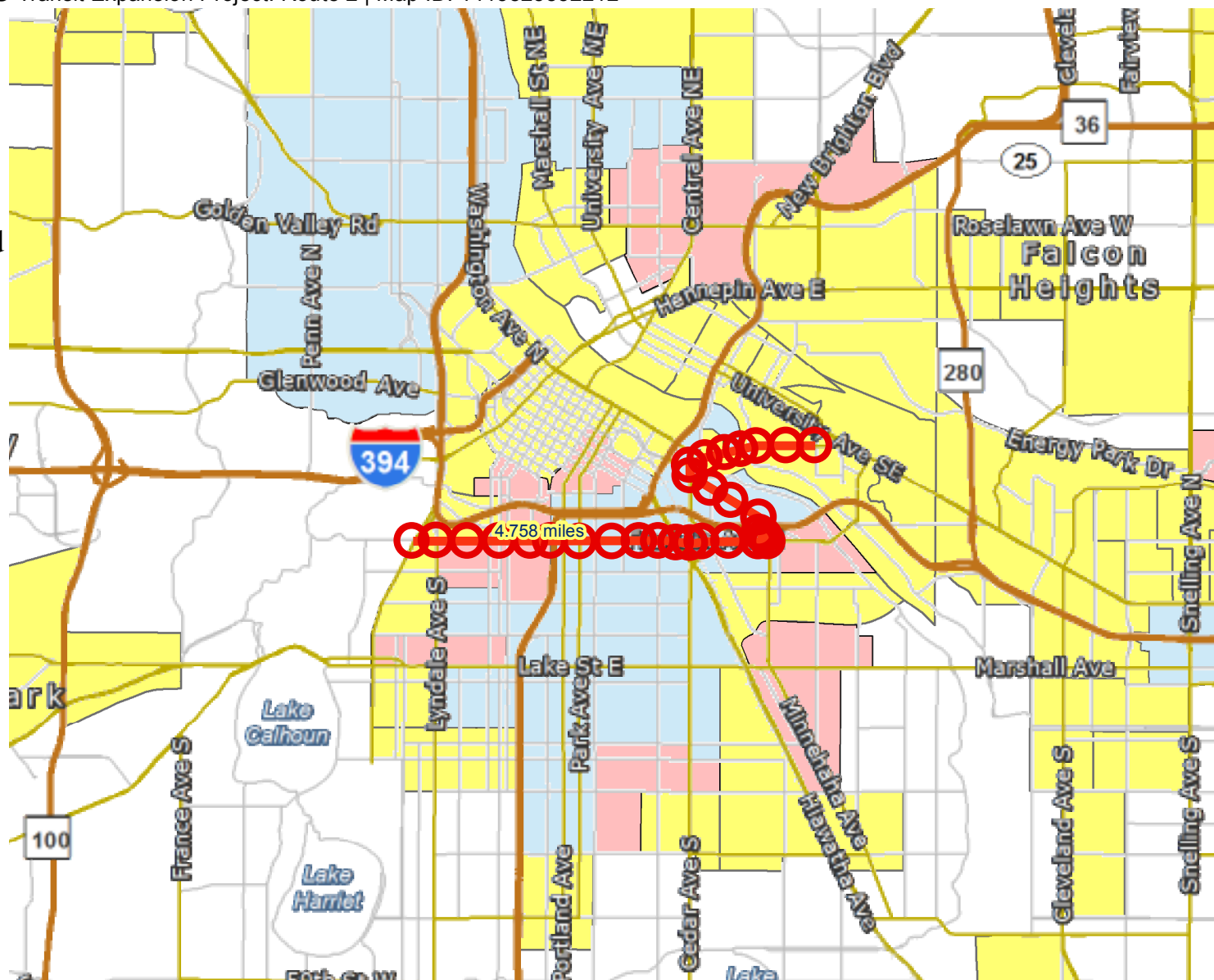


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Results

Project **IN** a racially concentrated area of poverty.



- Project Points
- Project
- Racially concentrated area of poverty
- Concentrated area of poverty
- Above reg'l avg conc of race/poverty



Created: 11/12/2014
LandscapeRSA2



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

