



Application

01974 - 2014 Transit Expansion

02300 - Route 62 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 62 service expansion
Primary County where the Project is Located Dakota, Ramsey
Jurisdictional Agency (If Different than the Applicant):

Related improvements benefiting two different segments of the route:

1.) Improve frequency on Rice St between downtown St. Paul and Larpenteur Ave to every 15 minutes on weekdays from 6 a.m. - 7 p.m., and on Saturdays from 9 a.m. - 6 p.m., and to every 20 minutes on Sundays from 9 a.m. and 6 p.m.

2.) Improve frequency from downtown St. Paul to Signal Hills on Saturdays from once an hour (today) to every 30 minutes between 9 a.m. - 6 p.m. These changes require two additional buses.

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

Route 62 buses run primarily along Rice St through the North End and Thomas Dale/Frogtown neighborhoods. They enter downtown St. Paul by traveling west of the State Capitol on Rice and 12th streets. South of downtown, Route 62 crosses the Mississippi River into the West Side neighborhood, then serves West St. Paul along Smith Ave, Thompson Ave and Robert St. Buses run from approximately 5 a.m. to 1 a.m. seven days a week, and generally run every half hour throughout the service day.

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

Project Length (Miles)

10.2

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 2012-2016 Regional Service Improvement Plan, B-1.

Connection to Local Planning

<http://metro council.org/METC/files/68/68d373e3-d886-4f86-afd9-37fcad57cc39.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 \$3,132,818.00

Match Amount \$783,205.00

Minimum of 20% of project total

Project Total \$3,916,023.00

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

(Approximate) End Construction Date

LOCATION

From: n/a
(Intersection or Address)

Do not include legal description;

Include name of roadway if majority of facility runs adjacent to a single corridor.

To: n/a
(Intersection or Address)

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	\$869,604.00
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$869,604.00

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$3,046,419.00
Totals	\$3,046,419.00

Totals

Total Cost	\$3,916,023.00
Construction Cost Total	\$869,604.00
Transit Operating Cost Total	\$3,046,419.00

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 62 application form.pdf	Agency letter of support	318 KB
Route 62 map of existing service.pdf	Route 62 - map of existing service	1.1 MB
Route 62 project area.pdf	Map of project area	442 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

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 62 - Regional Economy.pdf

Measure B: Project Location Relative to Population

Completed by Metropolitan Council Staff

Existing Population (Integer Only) 61652

Upload Map Route 62 - Population Summary.pdf

Measure C: Transit Ridership

Existing transit routes directly connected to the project	3, 16, 21, 53, 54, 61, 62, 63, 64, 67, 68, 70, 71, 74, 75, 94, 262, 265, 275, 285, 294, 350, 351, 353, 355, 361, 364, 365, 375, 417, 452, 480, 484, 489, 860, METRO Green Line
Planned Transitways directly connect to the project (mode and alignment determined and identified in the 2030 TPP)	Robert Street BRT, East 7th Street BRT, West 7th Street BRT
Upload Map	Route 62 - Transit Connections.pdf

Response

Met Council Staff Data Entry Only

Route Ridership	3.7901363E7
Transitway Ridership	4684800.0

Measure A: Total Annual Project Cost per Rider

Total Annual Operating Cost	\$1,015,473.00
Total Annual Capital Cost of Project	\$72,467.00
Total Annual Project Cost	\$1,087,940.00
Cost Effectiveness	\$0.99

Service Type, Methodology, and Annual Ridership

Service Type	Urban and Suburban Local Routes
Annual Ridership (Integer Only)	1102322

Existing annualized ridership of Route 62 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.

Math:

51 new weekday trips (north end of route) x 17 pass/trip = 867

36 new Saturday trips (north end of route) x 14 pass/trip = 504

18 new Saturday trips (south end of route) x 13 pass/trip = 234

18 new Sunday trips (north end of route) x 16 pass/trip = 288

Annualized NEW service = 276,165

Annualized EXISTING service = 826,157

TOTAL = 1,102,322

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

Measure B: Total Annual Project Operating Cost per New Rider

New Annual Operating Cost	\$1,015,473.00
Cost Effectiveness	\$3.68

Service Type, Methodology, and New Annual Ridership

Service Type	Urban and Suburban Local Routes
New Annual Ridership (Integer Only)	276165

Annualized ridership of 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:

51 new weekday trips (north end of route) x 17
pass/trip = 867

36 new Saturday trips (north end of route) x 14
pass/trip = 504

18 new Saturday trips (south end of route) x 13
pass/trip = 234

18 new Sunday trips (north end of route) x 16
pass/trip = 288

Annualized NEW service = 276,165

Measure C: Total Annual Project Cost per New Rider

Total Annual Operating Cost	\$1,015,473.00
Total Annual Capital Cost of Project	\$72,467.00
Total Annual Project Costs	\$1,087,940.00

Cost Effectiveness

\$3.94

Service Type, Methodology, and New Annual Ridership

Service Type

Urban and Suburban Local Routes

New Annual Ridership
(Integer Only)

276165

Annualized ridership of 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:

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18 new Sunday trips (north end of route) x 16
pass/trip = 288

Annualized NEW service = 276,165

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)

From the Asian and African American communities in Frogtown and the North End to the growing Hispanic population in the West Side, neighborhoods served by Route 62 are among the most diverse in the region. They are also among the most transit-reliant. Route 62 connects these residents to jobs in downtown St. Paul and to the regional transitway network at the METRO Green Line Rice Street Station. Local bus service is very accessible and affordable, and provides a wide span of service. The recommended route improvements will benefit these communities by providing more transportation options.

Upload Map

Route 62 - Socio Economic.pdf

Measure B: Affordable Housing

City/Township	Number of Stops in City/Township
Saint Paul	92.0
West Saint Paul	57.0
	149

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
Saint Paul	92.0	149.0	98.0	0.617	60.51
West Saint Paul	57.0	149.0	61.0	0.383	23.336
		298	159	1	84

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Number of Stops in City	149.0
Total Housing Score	83.846

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	757
Distance from Terminal to Terminal (Miles)	10.2
VMT Reduction	7721.4
CO Reduced	18454.146
NOx Reduced	1235.424
CO2e Reduced	2830665.0
PM2.5 Reduced	38.607
VOCs Reduced	231.642
Total Emissions Reduced	2850625.0

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	\$1,087,940.00
Total Emissions Reduced	2850625.0
Cost Effectiveness	\$0.38

Measure A: Bicycle and Pedestrian Connections

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

The majority of the Route 62 study area is fully accessible to pedestrians with sidewalks on both sides of the street. Unfortunately there are segments of the route in West Saint Paul where sidewalk access is more limited, particularly areas south of Moreland Ave. The route does serve the State Capitol and downtown St. Paul, both high pedestrian traffic areas.

Measure B: Roadway, Bicycle, and Pedestrian Improvements

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

As mentioned in question 5A, the project area is largely accessible to bicycles and pedestrians. Though the 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 service improvements for Route 62 on Rice Street between downtown St. Paul and Larpenteur Avenue to every 15 minutes weekdays and Saturdays, Sundays every 20 minutes; and between downtown St. Paul and West St. Paul to every 30 minutes on Saturdays. This service requires two 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.

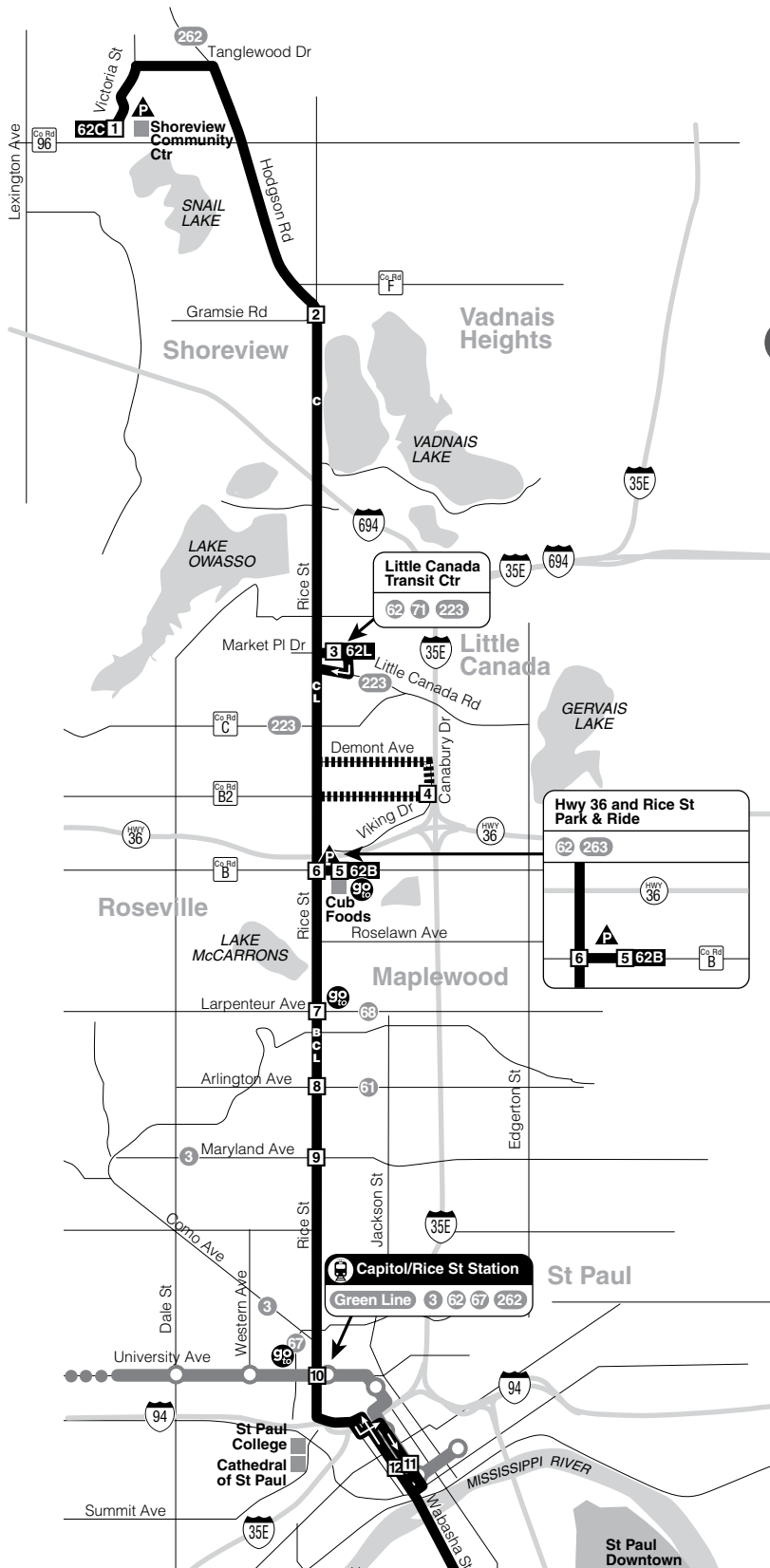
Sincerely,

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

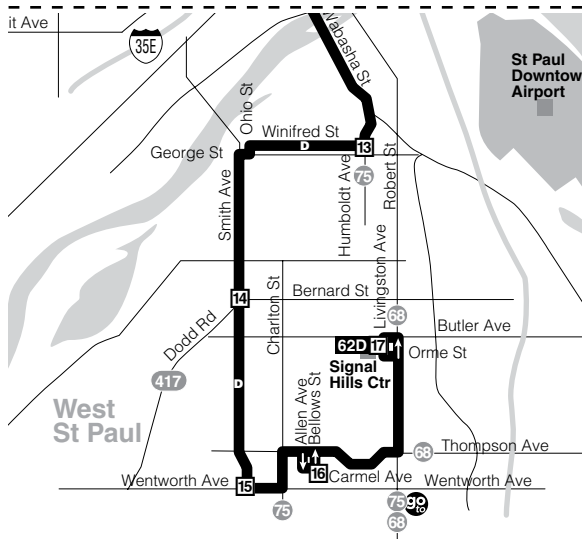


- 3** **Timepoint on schedule**
Find the timepoint nearest your stop, and use that column of the schedule. Your stop may be between timepoints.
- Regular Route**
Bus will pick up or drop off customers at any bus stop along this route.
- METRO Line(s)**
METRO trains will pick up or drop off.
- Limited Service**
Only certain trips take this route.
- 49S** **Route Ending Point**
Trips with the indicated number/letter end at this point. Number/letter is found in schedules and on bus destination signs.
- B** **Route Letter**
Indicates which trips travel on this section of the route. Letter is found in schedules and on bus destination signs.
- 324 11** **Connecting Routes to transfer to/from**
See those route schedules for details.
- Bike Locker**
These sites have weatherproof bike storage for rent.
- P** **Park & Ride Lot**
Park free at these lots while you commute.
- 99** **Go-To Card Retail Location**
Buy a Go-To Card or add value to an existing card at these locations.
- Trans 104** **Transfer Point**
Several routes serve this stop.
- Metro 2 8** **Rail Station**
Customers get on and off trains here. Buses connect with trains at stations.

St Paul Downtown Zone
Ride in the Downtown Zone for 50¢

Map continued on page 2

Map continued on page 1



▲ Park & Ride Locations
 Park free at these lots while you commute. No overnight parking.

Shoreview
 Shoreview Community Ctr -
 Co Rd 96 and Victoria St

Little Canada
 Hwy 36 and Rice St Park & Ride -
 SE corner, enter from Co Rd B.

Buses and trains have free storage racks so you can bring your bicycle along.

Look for instructions on the rack or visit metrotransit.org/bike

🏪 Retail Locations
 Buy a Go-To Card or add value to an existing card at these locations.

Maplewood
 Cub Foods, 100 Co Rd B W
 SuperCash, 1700 Rice St

St Paul
 Community Financial Ctr,
 259 University Ave W, Suite C

Downtown St Paul
 Charlie's Chocolates & Cravings,
 30 E 7th St, Suite 159
 Charlie's Chocolates & Cravings,
 Town Square (skyway)
 Metro Transit Store, 101 5th St E,
 US Bank Ctr (skyway)
 Unbank, 467 St Peter St

West St Paul
 Rainbow Foods, 1660 Robert St

Holiday service operates on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

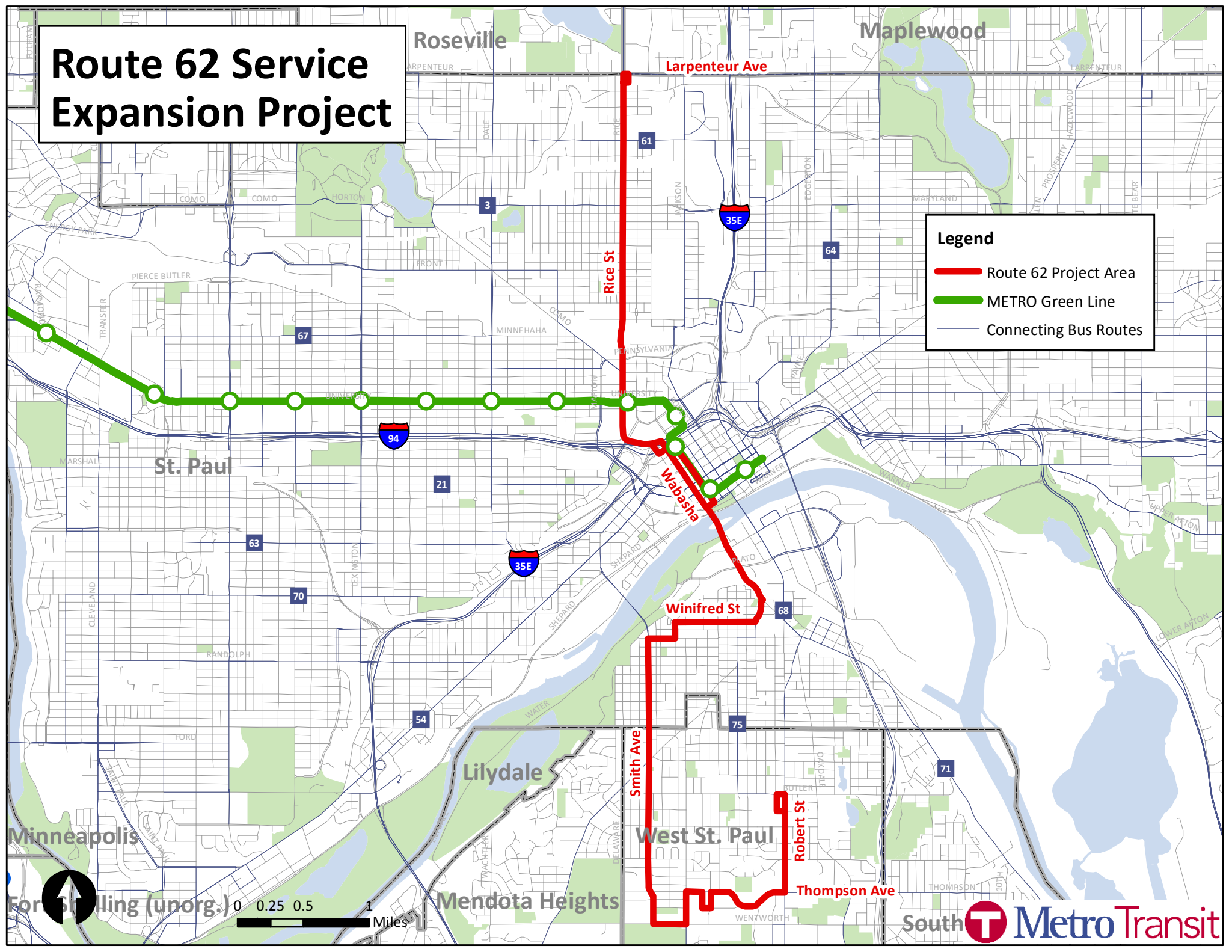
Metro Transit may operate reduced service on days before or after Independence Day, Thanksgiving, Christmas or New Year's Day. Look for details at metrotransit.org or in Connect on buses and trains prior to these holidays..

Schedule subject to change. Traffic and weather conditions may delay buses. Please have exact fare ready. Bus fareboxes and drivers do not make change. This document is available in alternate formats to individuals with disabilities by calling 612-349-7365 (TTY 612-341-0140).

Route 62 Service Expansion Project

Legend

- Route 62 Project Area
- METRO Green Line
- Connecting Bus Routes



Regional Economy

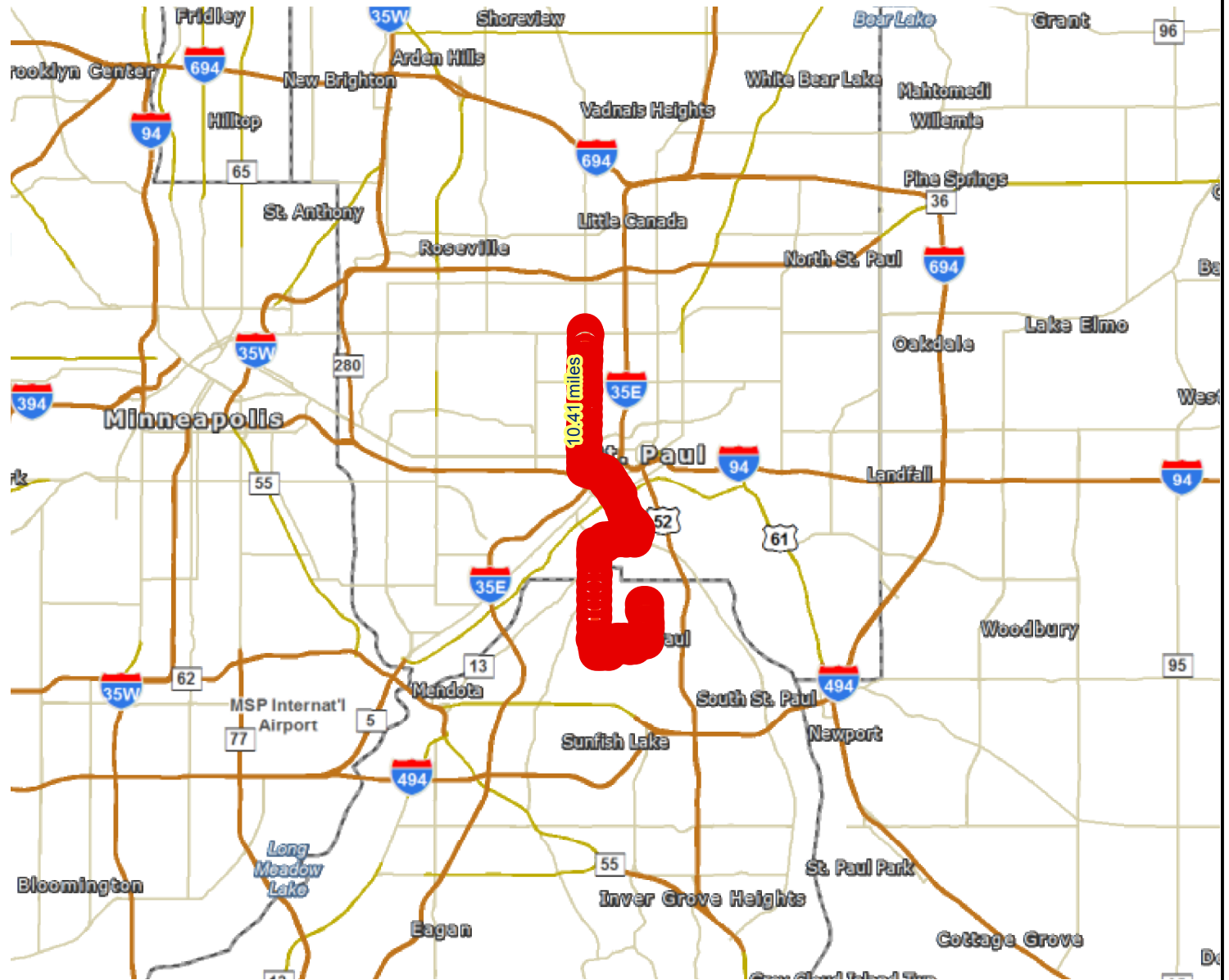
Transit Expansion Project: Route 62 service expansion | Map ID: 1416930778336

Results

Project **IN** area of Job Concentration.

Project **NOT IN** to area of Manufacturing and Distribution.

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



○ Project Points

— Project



Created: 11/25/2014
LandscapeRSA5



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



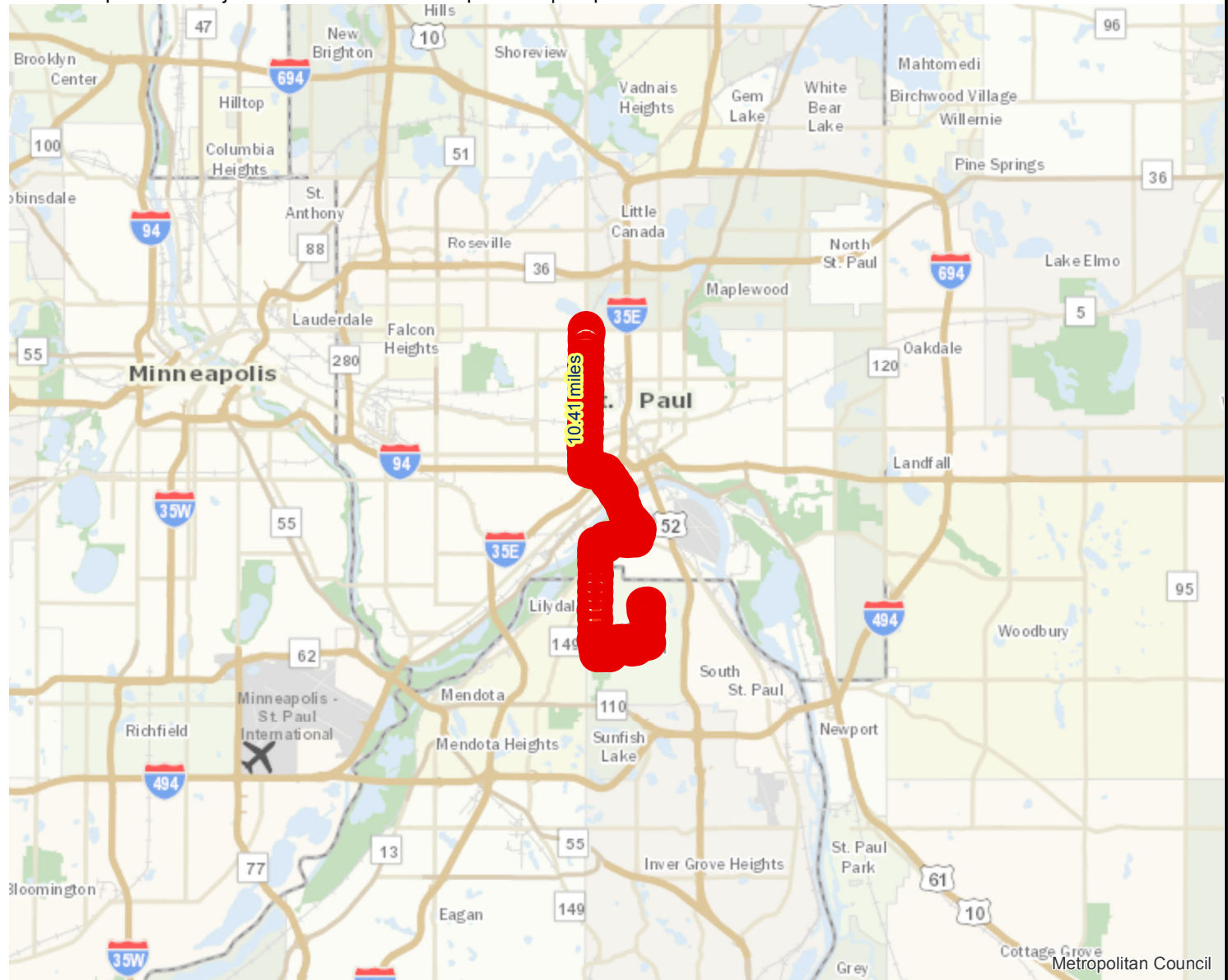
Population Summary

Transit Expansion Project: Route 62 service expansion | Map ID: 1416930778336

Results

Within QTR Mile of project:
Total Population: 61652
Total Employment: 76849

Within HALF Mile of project:
Total Population: 83021
Total Employment: 91688



○ Project Points

— Project



Created: 11/25/2014
LandscapeRSA4



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

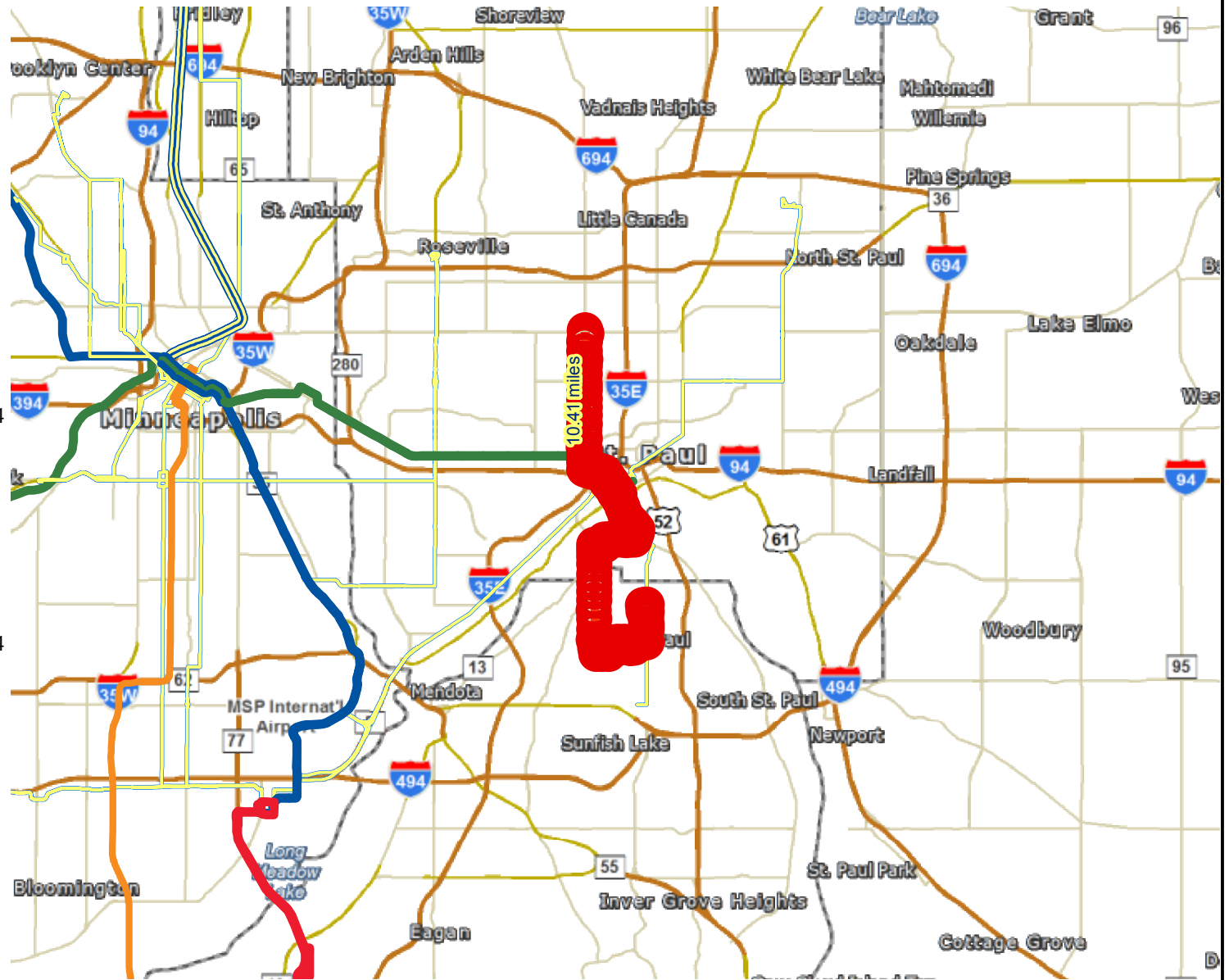


Results

Transit with a Direct Connection to project:
 3 16 21 53 54 61 62 63 64 67 68
 70 71 74 75 94 262 265 275 285 294 350
 351 353 355 361 364 365 375 417 452 480 484
 489 860 902
 *East 7th
 *Robert
 *B Line

Transit within QTR mile of project:
 3 16 21 53 54 61 62 63 64 67 68
 70 71 74 75 94 262 265 275 285 294 350
 351 353 355 361 364 365 375 417 452 480 484
 489 860 902
 *East 7th
 *Robert
 *B Line

*indicates Planned Alignments



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



Created: 11/25/2014
 LandscapeRSA3



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

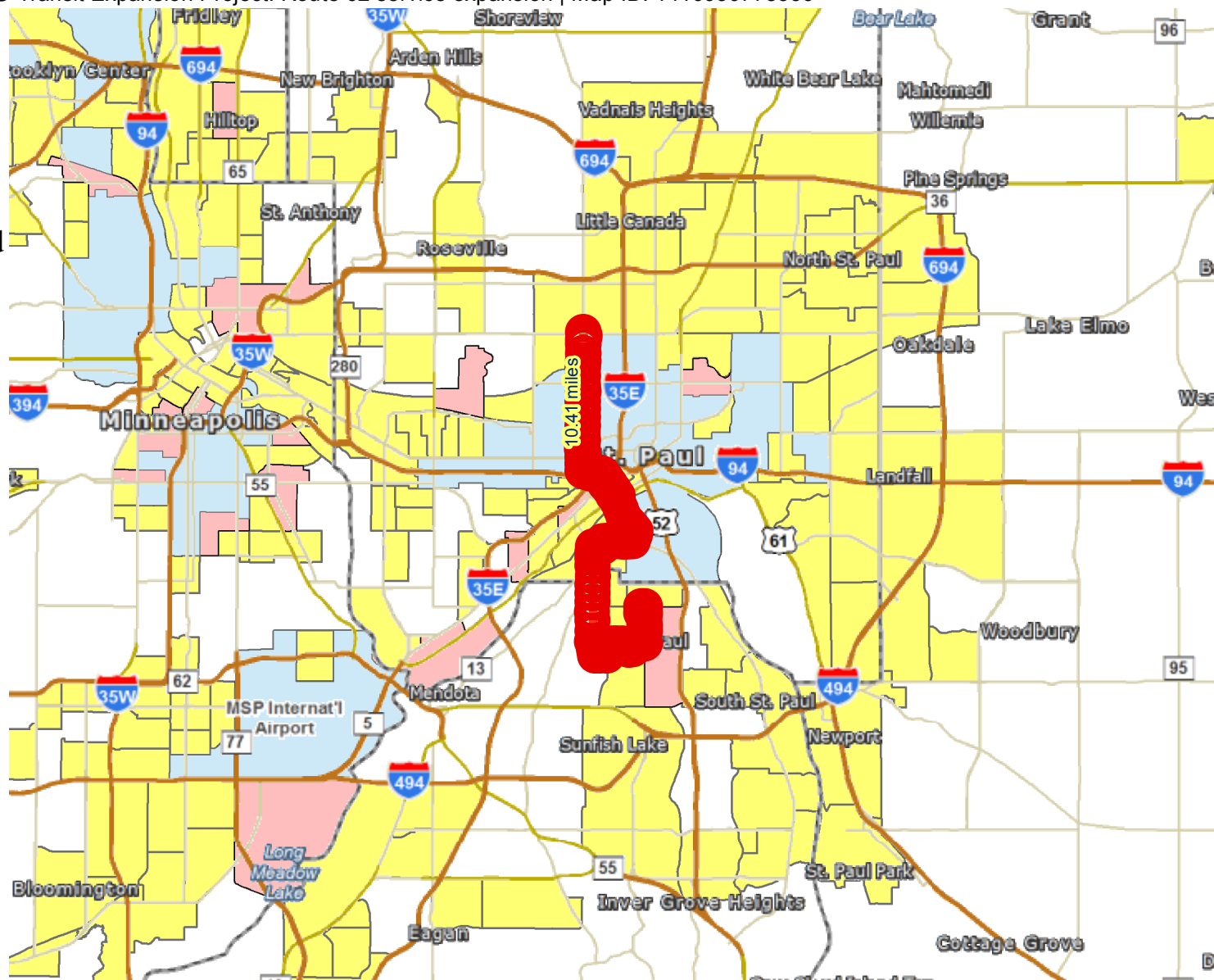


Socio-Economic Conditions

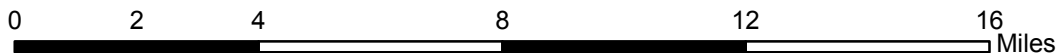
Transit Expansion Project: Route 62 service expansion | Map ID: 1416930778336

Results

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



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



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LandscapeRSA2



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