



Application

13871 - 2020 Transit Expansion

14146 - New Route 274 Stillwater-Minneapolis Express

Regional Solicitation - Transit and TDM Projects

Status: Submitted  
Submitted Date: 05/15/2020 3:54 PM

---

## Primary Contact

**Name:\*** Mr. Steve Baisden  
Salutation First Name Middle Name Last Name

**Title:** Transit Planner

**Department:** Metro Transit - Service Development

**Email:** stephen.baisden@metrotransit.org

**Address:** Metro Transit - Service Development  
560 North 6th Avenue

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

**Phone:\*** 621-349-7361 6516021454  
Phone Ext.

**Fax:**

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

---

## Organization Information

**Name:** Metro Transit

**Jurisdictional Agency (if different):**

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

---

## Project Information

**Project Name** New Route 274 Stillwater-Minneapolis Express  
**Primary County where the Project is Located** Hennepin, Washington  
**Cities or Townships where the Project is Located:** Minneapolis, Stillwater  
**Jurisdictional Agency (If Different than the Applicant):**



The proposed Route 274 would offer new peak-period commuter/express service along Highway 36 between the existing St. Croix Valley Recreation Center Park & Ride in Stillwater and downtown Minneapolis. The recommended service plan includes 8 daily trips (4 each direction) operating approximately every 30 minutes during weekday peak-periods.

The proposed Route 274 would serve communities in eastern Minnesota and western Wisconsin that are expected to experience increased population and congestion as a result of the St. Croix Crossing that opened in 2017. These communities include Stillwater, Bayport, Oak Park Heights and Stillwater Township in Minnesota and Somerset, Star Prairie, New Richmond and St. Joseph Township in Wisconsin.

The proposed Route 274 would also benefit by serving a strong transit market in downtown Minneapolis. There are 140,000 jobs within the downtown Minneapolis central-business district of 2 miles, creating a high level of employment density. Congestion and the high cost of parking also contribute to workers choosing transit.

The grant request is for the additional operating funds required to implement the proposed Route 274 service.

CMAQ: Operating funds for New Route 274 Stillwater-Minneapolis Express

24.2

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

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

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

**Project Length (Miles)**

*to the nearest one-tenth of a mile*

---

## Project Funding

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

No

If yes, please identify the source(s)

**Federal Amount** \$1,321,552.80

**Match Amount** \$330,388.20

*Minimum of 20% of project total*

**Project Total** \$1,651,941.00

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

**Match Percentage** 20.0%

*Minimum of 20%*

*Compute the match percentage by dividing the match amount by the project total*

**Source of Match Funds** Metropolitan Council Regional Transit Capital or Motor Vehicle Sales Tax revenues or other eligible nonfederal funds available to Metro Transit in the program year

*A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources*

### Preferred Program Year

**Select one:** 2024

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

**Additional Program Years:** 2021, 2022, 2023

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

---

## For All Projects

**Identify the Transit Market Areas that the project serves:** 3

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

---

## For Park-and-Ride and Transit Station Projects Only

**County, City, or Lead Agency**

**Zip Code where Majority of Work is Being Performed**

**(Approximate) Begin Construction Date**

**(Approximate) End Construction Date**

**Name of Park and Ride or Transit Station:**

*e.g., MAPLE GROVE TRANSIT STATION*

**TERMINI: (Termini listed must be within 0.3 miles of any work)**

**From:**

**(Intersection or Address)**

**To:**

**(Intersection or Address)**

*DO NOT INCLUDE LEGAL DESCRIPTION*

**Or At:**

**(Intersection or Address)**

## Primary Types of Work

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

---

## Requirements - All Projects

### All Projects

*1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).*

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

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

Goal A: Transportation System Stewardship (2040 TPP 2.2)

Objective: B. Operate the regional transportation system to efficiently and cost effectively move people and freight.

Strategies A1, A2, and A3

Goal C: Access to Destinations (2040 TPP 2.10)

Objectives: A. Increase the availability of multimodal travel options, especially in congested highway corridors.

B. Increase travel time reliability and predictability for travel on highway and transit systems.

D. Increase the number and share of trips taken using transit, carpools, bicycling, and walking.

E. Improve the availability of and quality of multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations.

Strategies C4, C11, and C17

Goal D: Competitive Economy (2040 TPP 2.26)

Objectives: A. Improve multimodal access to regional job concentrations.

B. Invest in a multimodal transportation system to attract and retain businesses and residents.

Strategies D3 and D4

Goal E: Healthy and Equitable Communities (2040 TPP 2.30)

Objectives: A. Reduce transportation-related air emissions.

C. Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities through the use of active transportation options.

Strategies E3 and E7

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

Limit 2,800 characters; approximately 400 words

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

List the applicable documents and pages:

## Metro Transit 2015-2030 Service Improvement Plan, 2017 Update, Appendix E, p. 11

Limit 2,800 characters, approximately 400 words

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

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

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

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

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

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

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

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

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

**Travel Demand Management (TDM):** \$100,000 to \$500,000

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

8. The project must comply with the Americans with Disabilities Act (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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

Date plan completed: 03/01/2020

Link to plan:

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

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

**Date self-evaluation completed:**

**Link to plan:**

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

*Upload as PDF*

**(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.**

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

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

*11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.*

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

*12. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.*

*Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.*

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

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

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

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

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

---

## **Requirements - Transit and TDM Projects**

### **For Transit Expansion Projects Only**

*1. The project must provide a new or expanded transit facility or service.*

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

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

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

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

*3. The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application. Each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.*

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

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

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

**Travel Demand Management projects only:**

*The applicant must be properly categorized as a subrecipient in accordance with 2CFR200.330.*

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

*The applicant must adhere to Subpart E Cost Principles of 2CFR200 under the proposed subaward.*

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

## Specific Roadway Elements

<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 (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00

Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

---

## 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>

---

## 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	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

---

## Transit Operating Costs



Number of Platform hours	11475.0
Cost Per Platform hour (full loaded Cost)	\$143.96
Subtotal	\$1,651,941.00
Other Costs - Administration, Overhead,etc.	\$0.00

---

## Totals

Total Cost	\$1,651,941.00
Construction Cost Total	\$0.00
Transit Operating Cost Total	\$1,651,941.00

---

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 172608

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 1406

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

Upload the "Letter of Commitment"

*Please upload attachment in PDF form.*

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

Upload the "Letter of Commitment"

*Please upload attachment in PDF form.*

Explanation of last-mile service, if necessary:

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

Upload Map

1587746097163\_MAP\_274\_DtwnMPLS\_PopulationEmploymentSummary.pdf

*Please upload attachment in PDF form.*

---

## Measure B: Transit Ridership

Existing transit routes directly connected to the project 294

*Select all routes that apply.*

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

*Select all transitways that apply.*

Upload Map

1587664353496\_MAP\_274\_StCroixRecCtrP&R\_TransitConnections.pdf

Please upload attachment in PDF form.

---

## Response

*Met Council Staff Data Entry Only*

**Average number of weekday trips** 0

---

## A Measure: Usage

**Service Type** Express Routes

**New Annual Ridership  
(Integer Only)** 30655

**Assumptions Used:**

The estimated mode split was determined by comparing the service plan of the proposed Route 274 to other existing and future downtown Minneapolis-based commuter/express routes originating within the east metro. The utilization rates and locations of these respective park-and-rides was also considered.

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

The Metropolitan Council's park-and-ride demand model was used to estimate the new annual transit ridership of the project in the third year of service. The results were also reviewed for reasonableness.

The model estimated a market demand based on a defined Transportation Analysis Zone (TAZ) travel shed population projection in eastern Minnesota and western Wisconsin. An estimated demand of 212 users for downtown Minneapolis-based commuter/express service is expected in 2030. An estimated demand of 126 users is expected in the third year of service (2026).

**Describe Methodology: How Park-and-Ride and Express Route Projections were calculated, which Urban and Suburban Local Route(s) were selected, and how the third year of service was estimated**

However, the service plans offered on other existing and future downtown Minneapolis-based commuter/express routes originating within the east metro will also attract park-and-ride users. Of the 126 users, 50% (63) are estimated to use other park-and-ride locations and 50% (63) are estimated to be new transit users.

New Annual Ridership Calculations:

Year 1: 29,172 (114.4/Wkdy)

Year 2: 30,631 (120.1/Wkdy)

Year 3: 32,162 (126.1/Wkdy)

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

---

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

*1. **Sub-measure: Equity Population Engagement:** A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.*

Route 274 is a new commuter/express route that will provide non-stop service between Stillwater and downtown Minneapolis. Route 274 will serve Areas of Concentrated Poverty within ½ mile. In downtown Minneapolis, Route 274 will serve areas with proportions of people in poverty, people of color, people with any disability, people under age 18 and people over age 65 above the regional average within ½ mile of bus stops. In Stillwater, Route 274 will serve areas with proportions of people in poverty, people under age 18 and people over age 65 above the regional average within ½ mile of St. Croix Recreation Center Park & Ride.

**Response:**

The proposed Route 274 is included in the Metro Transit 2015-2030 Service Improvement Plan, which identifies priorities for expanded service as additional funding becomes available. The Service Improvement Plan included an extensive public outreach and engagement process to understand and prioritize proposed improvements. A significant component of that process involved targeted outreach to traditionally underrepresented communities by partnering with community organizations to help reach people and oversampling in these communities through in-person outreach and distribution of surveys.

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

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

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

As noted above, Route 274 is a new commuter/express route that will provide non-stop service between Stillwater and downtown Minneapolis. Route 274 will serve Areas of Concentrated Poverty, as well as areas with proportions of people of color, people with any disability, people under age 18 and people over age 65 above the regional average within ½ mile.

The nearest commuter/express transit service to downtown Minneapolis is provided at Maplewood Mall Transit Center and the existing Route 294 commuter/express transit service operates between St. Croix Valley Recreation Center Park & Ride and downtown St. Paul. Riders destined for downtown Minneapolis must either find means of transportation to Maplewood Mall Transit Center or transfer to other connecting transit service in downtown St. Paul. Route 274 will improve direct access and reduce the overall travel time to jobs or post-secondary education opportunities in downtown Minneapolis for eastern Minnesota and western Wisconsin residents originating at or near St. Croix Valley Recreation Center Park & Ride. Expanding transit access is a particular benefit to people with low incomes, persons of color, students and senior populations who may not have regular or reliable access to a vehicle.

Every bus stop on Route 274 is accessible by sidewalks. All the buses used on this route (and all Metro Transit routes) are both wheelchair accessible and equipped with bike racks, ensuring convenient access to transit for those with mobility challenges and bicyclists. There are 14 passenger waiting shelters at stops along this route.

**Response:**

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

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

Below is a list of negative impacts. Note that this is not an exhaustive list.

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

Inclusion of some other barrier to access to jobs and other destinations.

Displacement of residents and businesses.

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

Other

**Response:**

There are no negative impacts associated with this project.

(Limit 2,800 characters; approximately 400 words)

**Select one:**

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

a.25 points to projects within an Area of Concentrated Poverty with 50% or more people of color

b.20 points to projects within an Area of Concentrated Poverty

c.15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent

d.10 points for all other areas

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

**Project located in Area of Concentrated Poverty:**

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

Yes

**Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:**

(up to 40% of maximum score )

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

**Upload Map**

1587746482562\_MAP\_274\_StCroixRecCtrP&R\_SocioEconomicConditions.pdf

---

## Measure B: Part 1: Housing Performance Score

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

Stillwater	1.0	1.0	72.0	72.0
	0	0	0	0
				<b>72</b>

### Total Transit Stops

Total Transit Stops 1.0

### Housing Performance Score

Total Housing Score 72.0

### Housing Performance Score

## Part 2: Affordable Housing Access

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

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



Route 274 will serve four existing affordable housing developments in Stillwater. These developments include 241 affordable units with types ranging from 1- to 3-bedroom units with affordability at 60% of the area median income (AMI). Affordability is guaranteed through low-income housing tax credits (3 sites) and subsidies other than tax credits (1 site). All four affordable housing developments in Stillwater are located within ½ mile of St. Croix Valley Recreation Center Park & Ride with sidewalk access.

**Response:**

Residents living in these affordable housing developments will benefit from enhanced mobility and access provided by Route 274. Since residents of affordable housing are less likely to own a private vehicle compared to the general population, Route 274 will expand opportunities for travel along the TH 36 corridor where there is currently no contiguous transit service between Stillwater and downtown Minneapolis. The bus stop at St. Croix Valley Recreation Center Park & Ride will offer residents the option to drive to transit if they have access to a private vehicle. This would benefit riders with limited mobility who may not be able to walk a ½ mile (at most) to access transit.

*(Limit 2,100 characters; approximately 300 words)*

**Upload map:**

1588870918457\_Route274\_AffordableHousing\_8.5x11.pdf

---

## Measure A: Daily Emissions Reduction

<b>New Daily Transit Riders (Integer Only)</b>	126
<b>Distance from Terminal to Terminal (Miles)</b>	24.2
<b>VMT Reduction</b>	3049.2
<b>CO Reduced</b>	7287.588
<b>NOx Reduced</b>	487.872
<b>CO2e Reduced</b>	1117837.0

PM2.5 Reduced	15.246
VOCs Reduced	91.476
Total Emissions Reduced	1125719.0

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

### Response

Every bus stop on Route 274 is accessible by sidewalks in both downtown Minneapolis and in Stillwater. As noted previously, all buses used on this route (and all Metro Transit routes) are both wheelchair accessible and equipped with bike racks, ensuring convenient access to transit for those with mobility challenges and bicyclists. There are 14 passenger waiting shelters at bus stops along the project segment within downtown Minneapolis and at St. Croix Valley Recreation Center Park & Ride in Stillwater. A bicycle rack is also located at St. Croix Valley Recreation Center Park & Ride.

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

## Transit Projects Not Requiring Construction

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

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

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

## Measure A: Risk Assessment - Construction Projects

### 1)Layout (25 Percent of Points)

*Layout should include proposed geometrics and existing and proposed right-of-way boundaries.*

**Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

100%

#### Attach Layout

*Please upload attachment in PDF form.*

**Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.**

50%

#### **Attach Layout**

*Please upload attachment in PDF form.*

**Layout has not been started**

0%

**Anticipated date or date of completion**

#### **2)Review of Section 106 Historic Resources (15 Percent of Points)**

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

100%

**There are historical/archeological properties present but determination of no historic properties affected is anticipated.**

100%

**Historic/archeological property impacted; determination of no adverse effect anticipated**

80%

**Historic/archeological property impacted; determination of adverse effect anticipated**

40%

**Unsure if there are any historic/archaeological properties in the project area.**

0%

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

#### **3)Right-of-Way (25 Percent of Points)**

**Right-of-way, permanent or temporary easements either not required or all have been acquired**

100%

**Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete**

50%

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

25%

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

0%

**Anticipated date or date of acquisition**

#### **4)Railroad Involvement (15 Percent of Points)**

**No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)**

100%

## Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

**Anticipated date or date of executed Agreement**

## 5) Public Involvement (20 percent of points)

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

**Meeting with general public:**

**Meeting with partner agencies:**

**Targeted online/mail outreach:**

**Number of respondents:**

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

100%

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

75%

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

50%

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

50%

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

25%

**No outreach has led to the selection of this project.**

0%

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

---

## Measure: Cost Effectiveness

<b>Total Annual Operating Cost:</b>	\$489,337.00
<b>Total Annual Capital Cost of Project</b>	\$201,622.00
<b>Total Annual Project Cost</b>	\$690,959.00

Added annual platform hours: 3,825

Cost per platform hour: \$143.96

Annual Operating Cost (prior to reduction of fare revenue): \$550,647

Average fare per ride: \$2.00

Project Three-Year Total Estimated Fare Revenue:  
\$183,930 (91,965 new rides \* \$2.00)

Annual fares: \$61,310

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

1st Year: New Rides = 29,172 (114.4/wkdy)

2nd Year: New Rides = 30,631 (120.1/wkdy)

3rd Year: New Rides = 32,162 (126.1/wkdy)

Annual Capital Cost of Project: \$201,622 (\$604,865 per bus divided by 12 years \* 4 peak buses)

Annual operating costs plus annual capital costs:  
\$752,269

Total Project Cost: \$2,256,807 (\$752,269 \* 3 years)

Total Net Operating Cost: \$1,468,012 (\$550,647 \* 3 years) minus total fare revenue of \$183,929 (\$61,310 \* 3 years)

**Assumption Used:**

Total Net Project Cost: \$2,072,877 (Annual operating and capital cost of \$752,269 minus \$61,310 in fares per year \* 3 years)

*(Limit 1400 Characters; approximately 200 words)*

**Points Awarded in Previous Criteria**

**Cost Effectiveness** \$0.00

---

**Other Attachments**

<b>File Name</b>	<b>Description</b>	<b>File Size</b>
Regional Solicitation_Minneapolis Support_SIGNED.pdf	Minneapolis Support Letter	181 KB
Route 274 Map Packet.pdf	Route 274 Map Packet	31.3 MB
Route274 Hrs Costs Rides Fares.pdf	TABLES-Route 274 Projections	420 KB
Route274_HousingLink_AffordableHousingList_Existing_STLWOnly.pdf	Route 274 Affordable Housing List	61 KB
Route274_LetterOfCommitment-CoverLetter.pdf	Route 274 Letter of Commitment	833 KB
Route274_ProjectSummary.pdf	Route 274 Project Summary	828 KB

# Population/Employment Summary

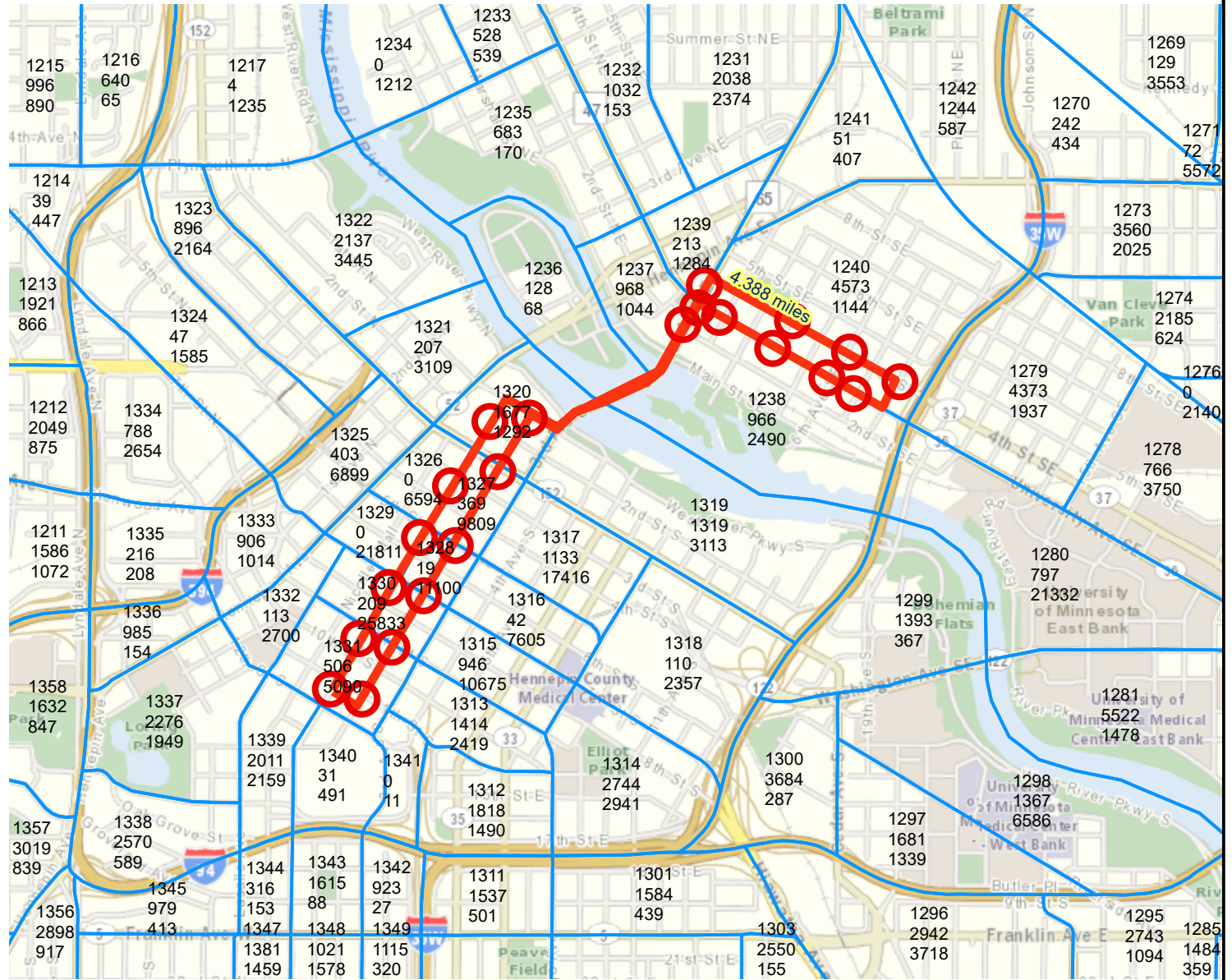
Transit Expansion Project: Route 274 Express Service | Map ID: 1587745027041


## Results

Within QTR Mile of project:  
 Total Population: 29183  
 Total Employment: 172608  
 Postsecondary Students: 1406

Within HALF Mile of project:  
 Total Population: 55466  
 Total Employment: 195864  
 Postsecondary Students: 10259

Within ONE Mile of project:  
 Total Population: 100615  
 Total Employment: 242274



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/24/2020  
 LandscapeRSA4



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






## Results

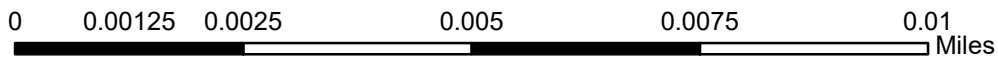
Transit with a Direct Connection to project:  
294

*\*indicates Planned Alignments*

Transit Market areas: 3



-  Project Points
-  Active Stop
-  Project
-  Transit Routes
-  Project Area



Created: 4/20/2020  
LandscapeRSA3



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

NCompass Technologies



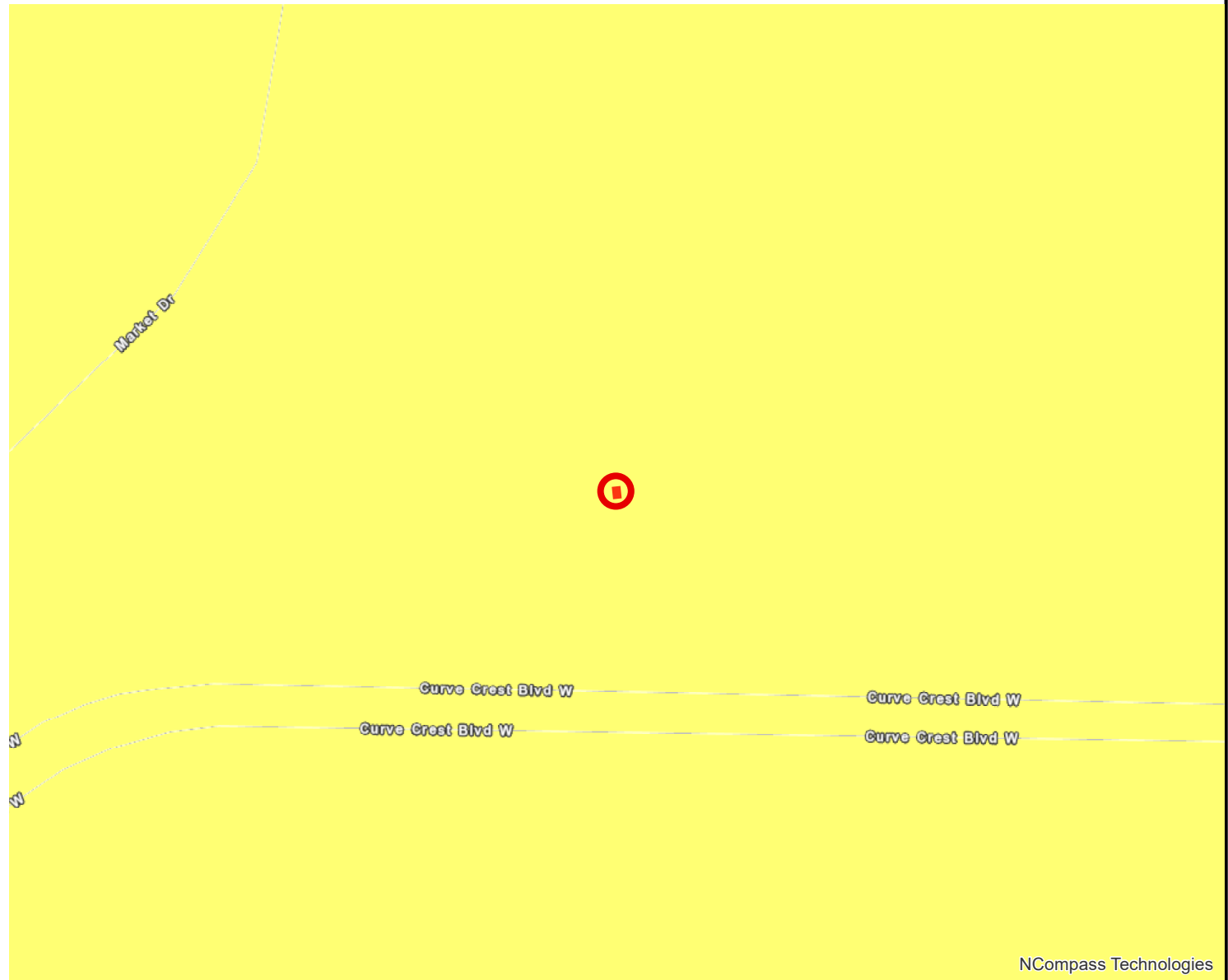
# Socio-Economic Conditions

Transit Expansion Project: Route 274 Express Service | Map ID: 1587429022488

## Results

Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)

Tracts within half-mile: 70601 70701



NCompass Technologies



Points



Lines



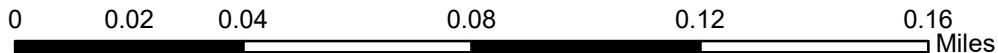
Area of Concentrated Poverty > 50% residents of color



Area of Concentrated Poverty



Above reg'l avg conc of race/poverty

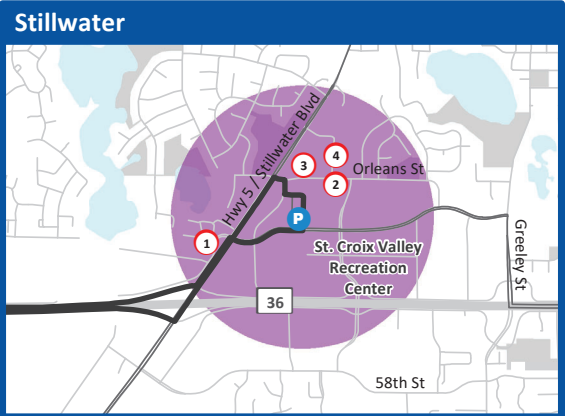
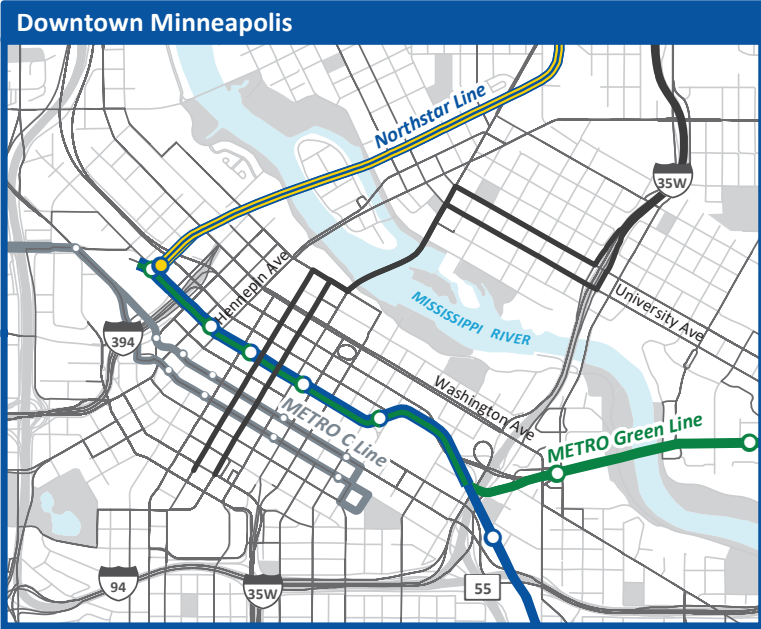
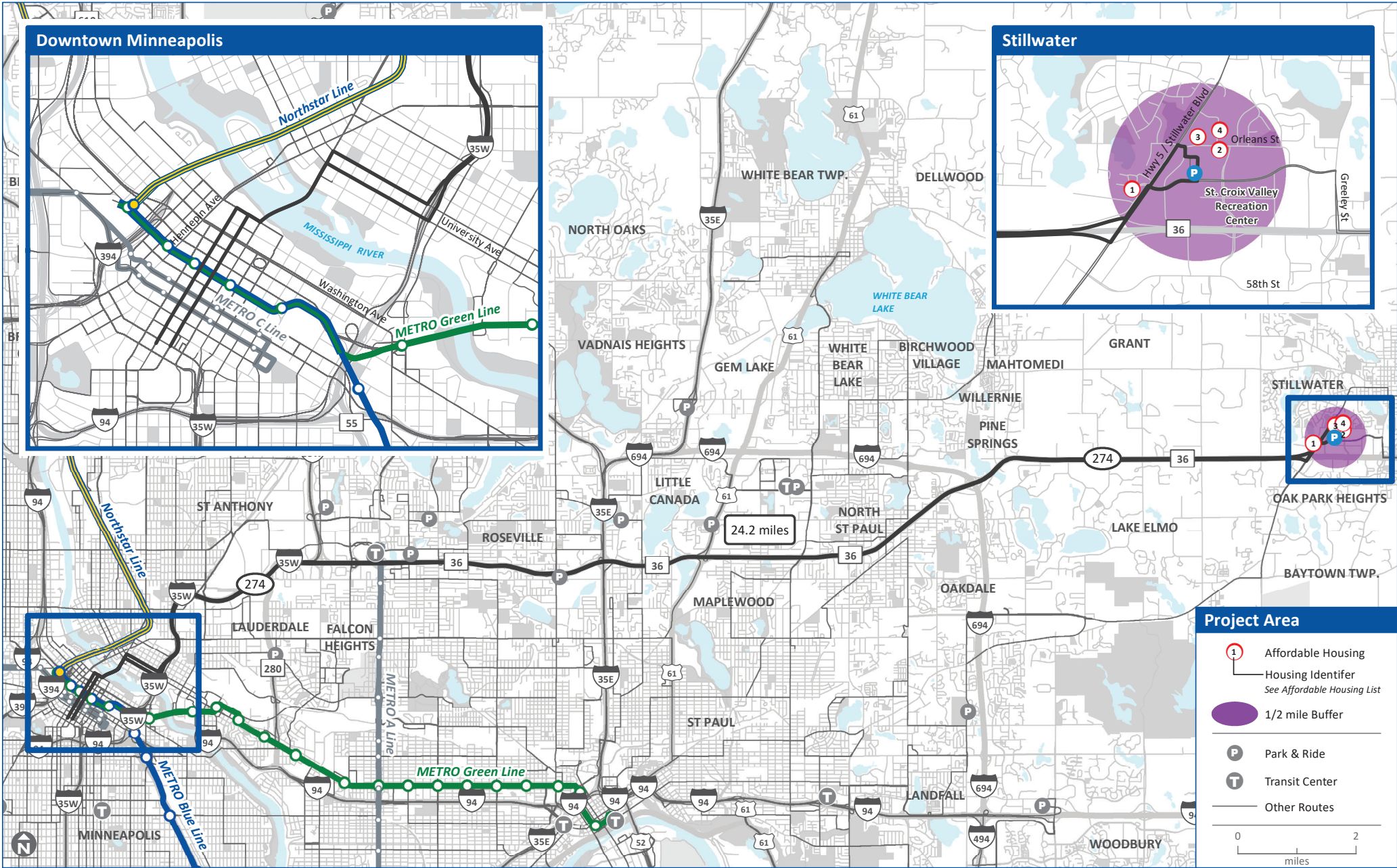


Created: 4/20/2020  
LandscapeRSA2



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





### Project Area

- 1 Affordable Housing  
Housing Identifier  
See Affordable Housing List
- 1/2 mile Buffer
- P Park & Ride
- T Transit Center
- Other Routes

0 2  
miles

## Support for Metro Transit Regional Solicitation Applications

Dear Mr. Harrington,

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

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

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

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

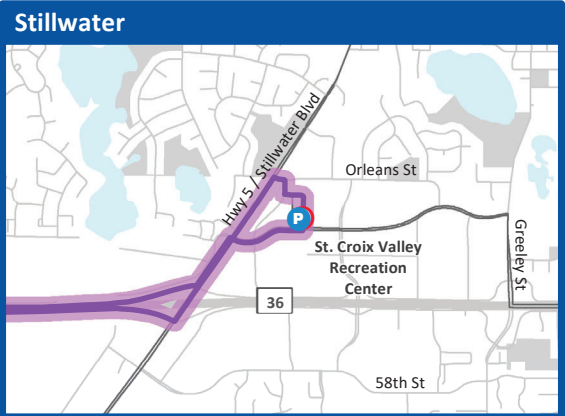
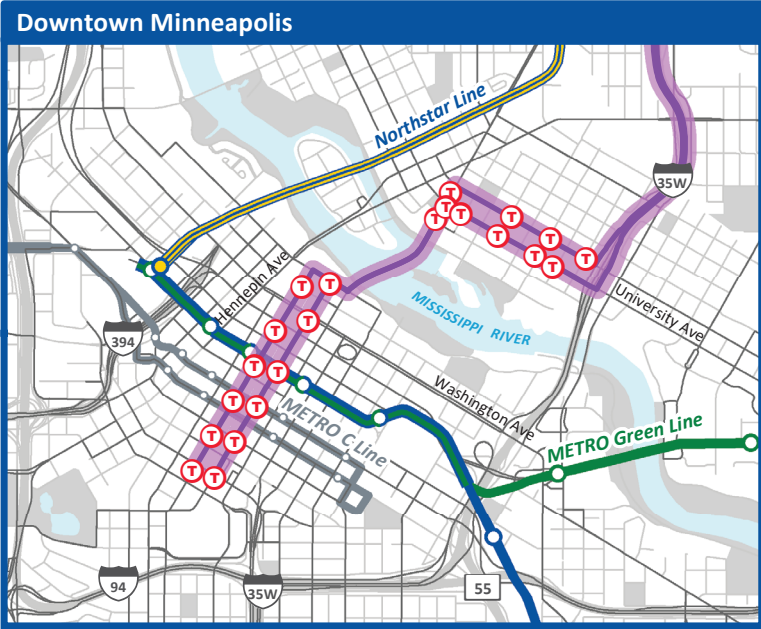
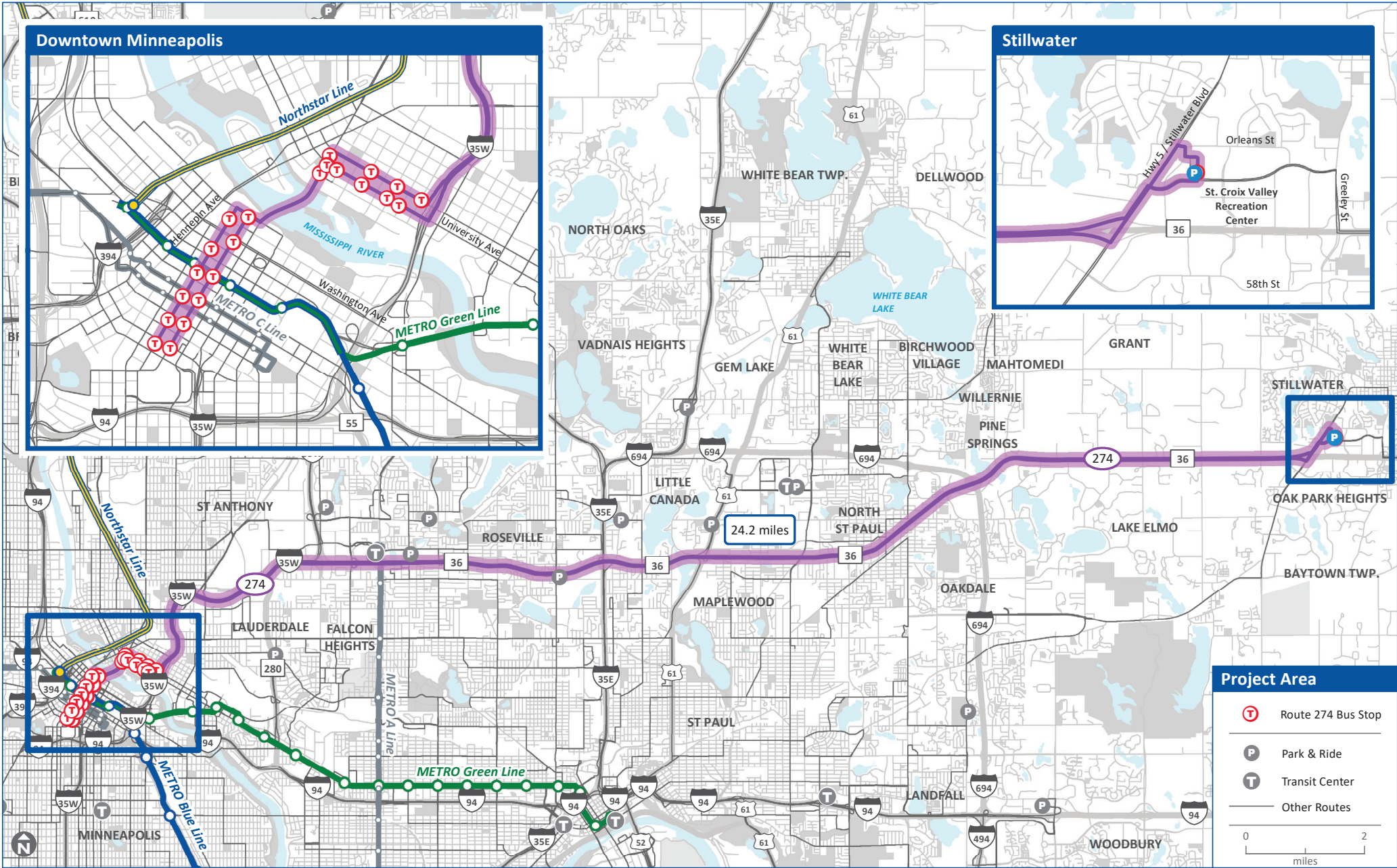
Thank you for making us aware of this application effort and the opportunity to provide support. Minneapolis Public Works looks forward to working with you on these projects.

Sincerely,



Robin Hutcherson  
Director of Public Works  
City of Minneapolis



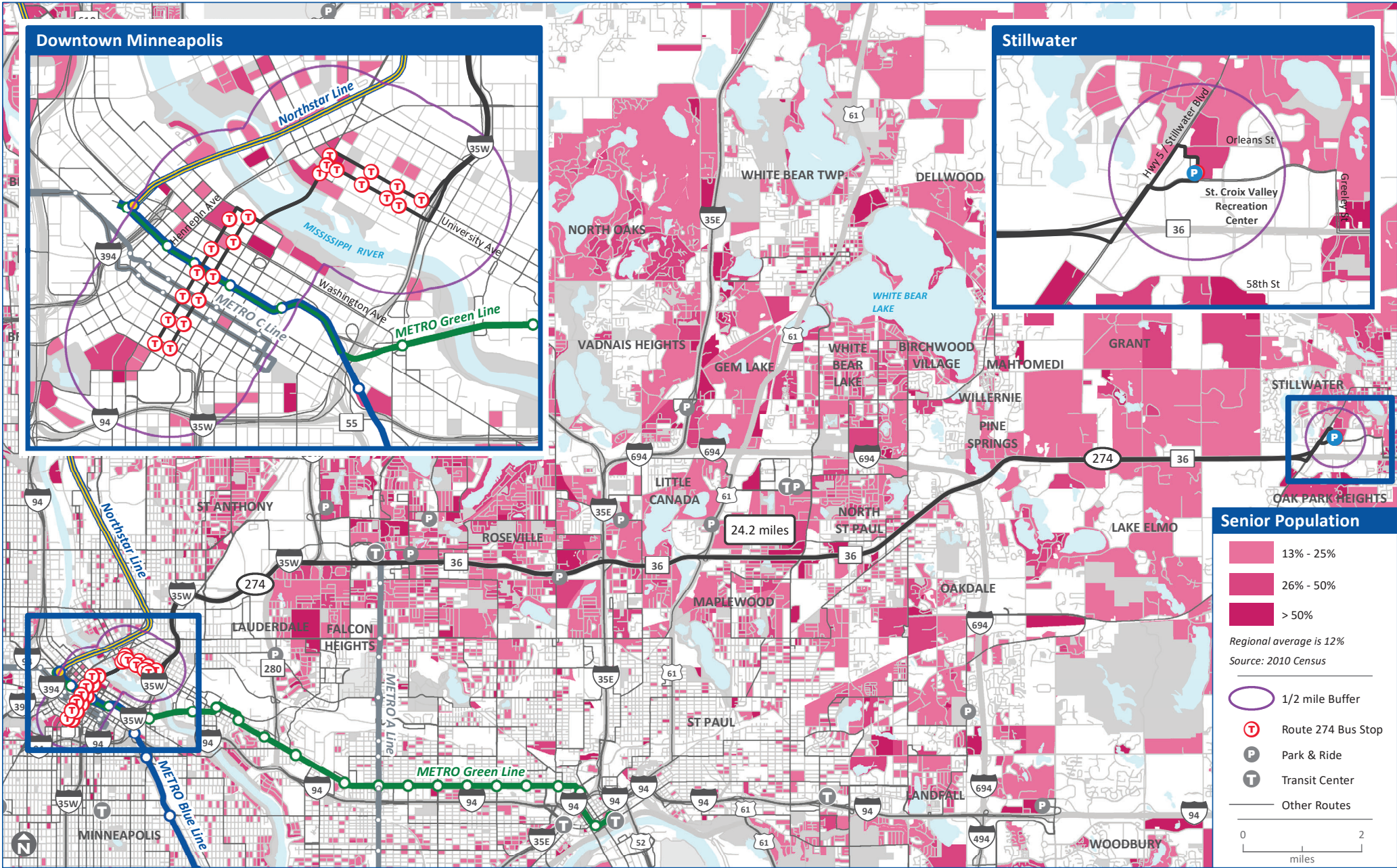


**Project Area**

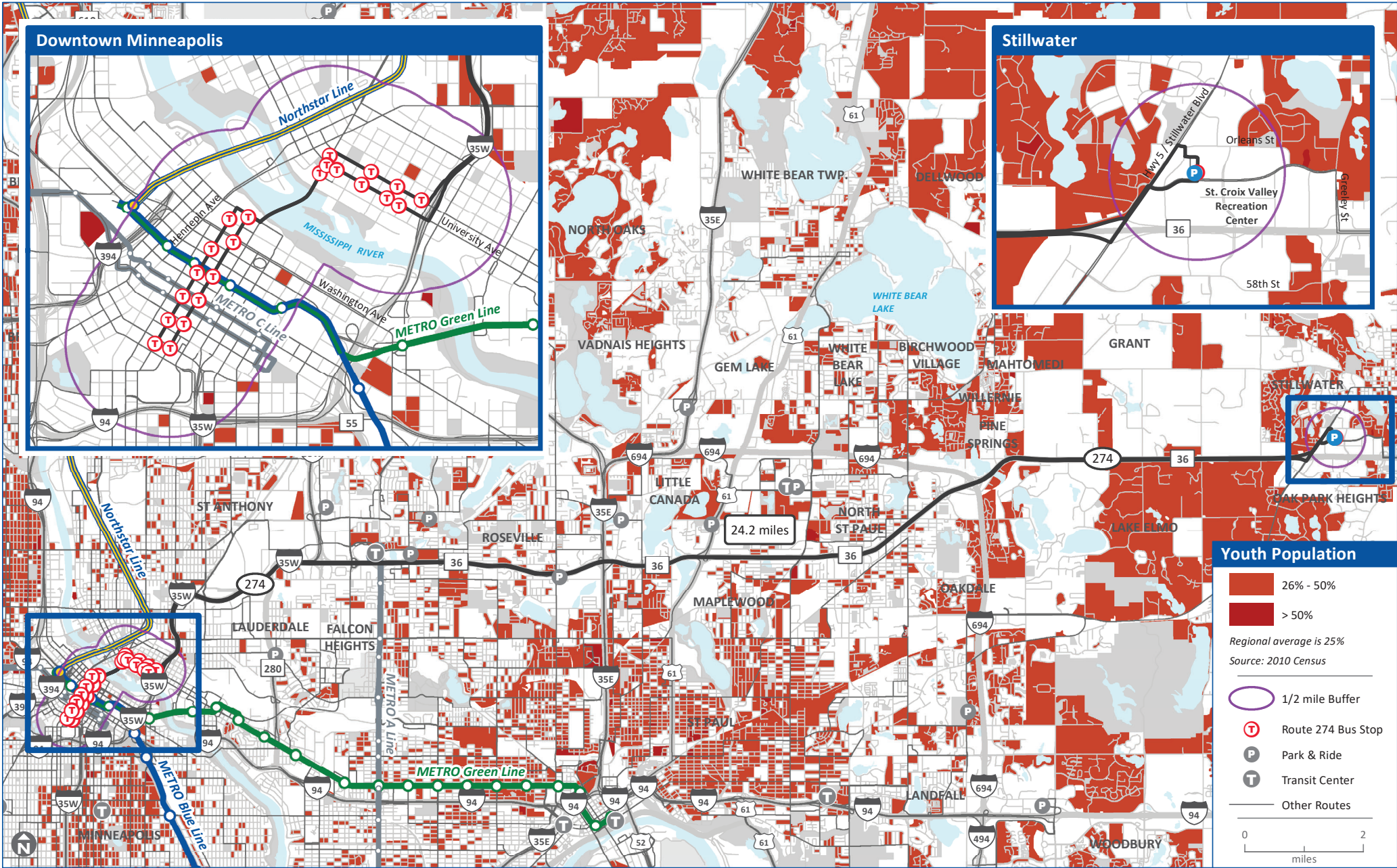
- T Route 274 Bus Stop
- P Park & Ride
- T Transit Center
- Other Routes

0 2  
miles









**Youth Population**

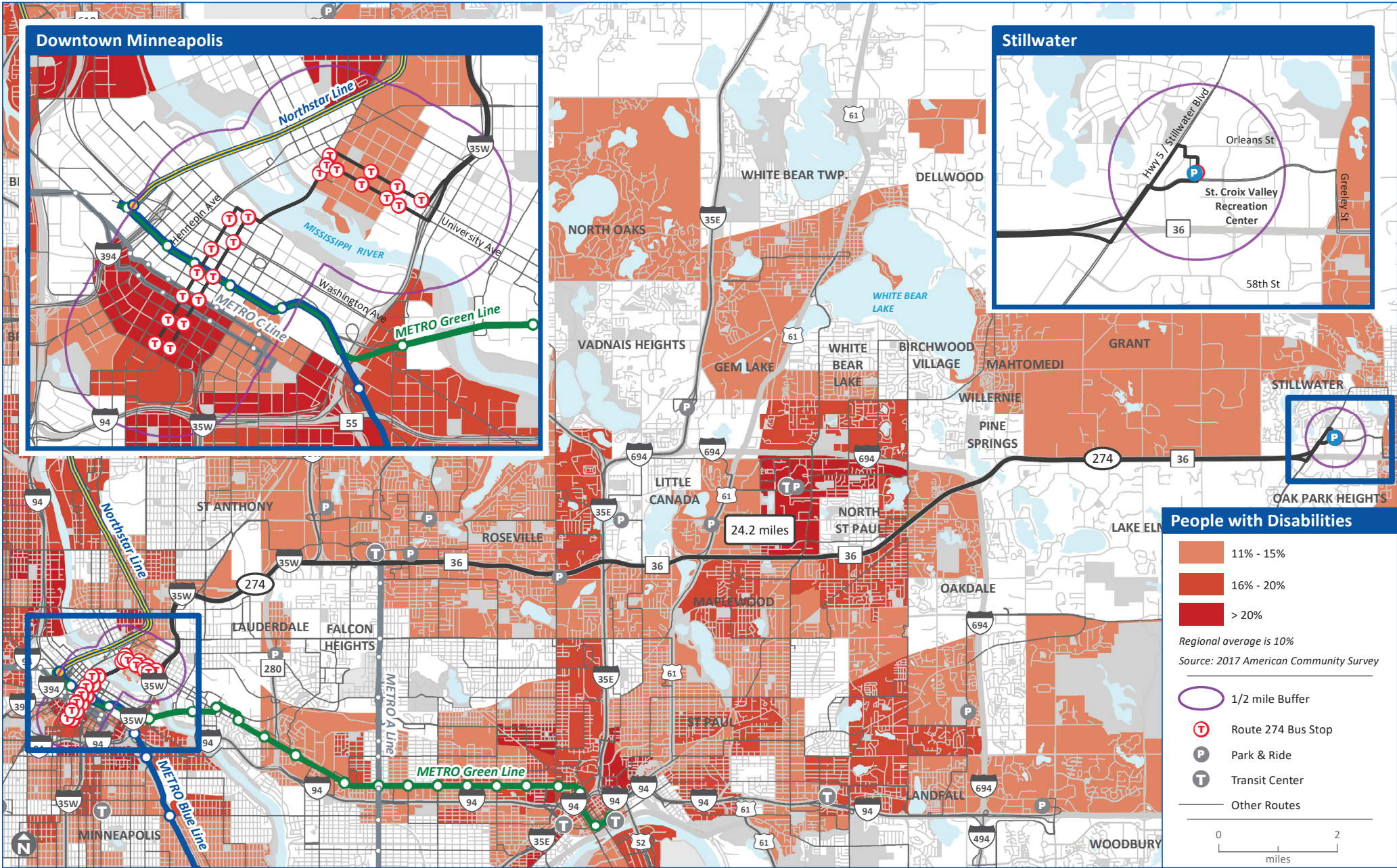
- 26% - 50%
- > 50%

Regional average is 25%  
Source: 2010 Census

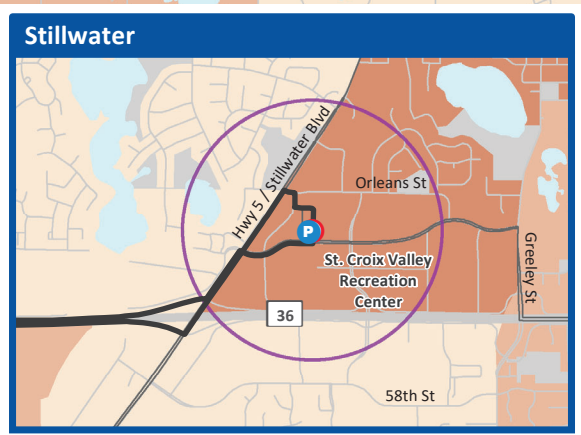
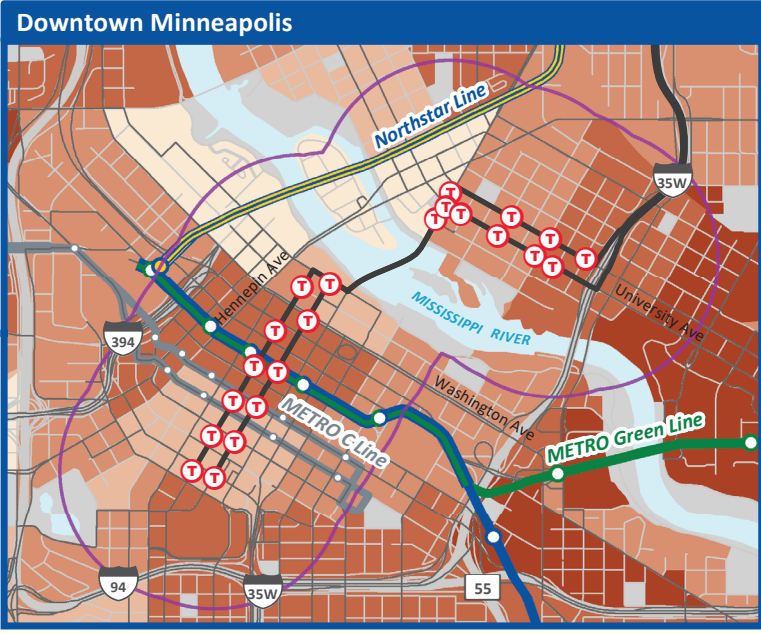
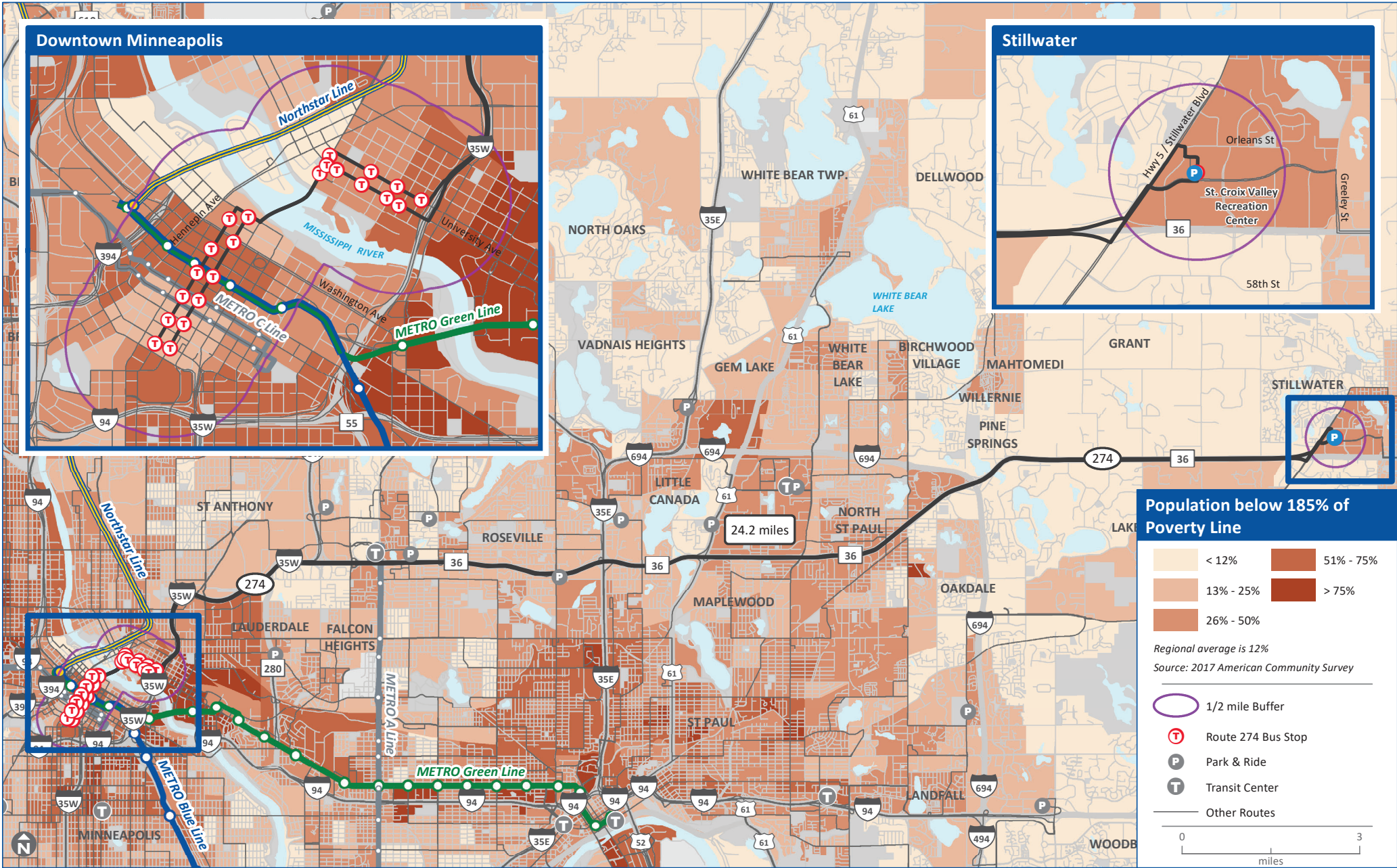
- 1/2 mile Buffer
- Route 274 Bus Stop
- Park & Ride
- Transit Center
- Other Routes

0 2  
miles









#### Population below 185% of Poverty Line

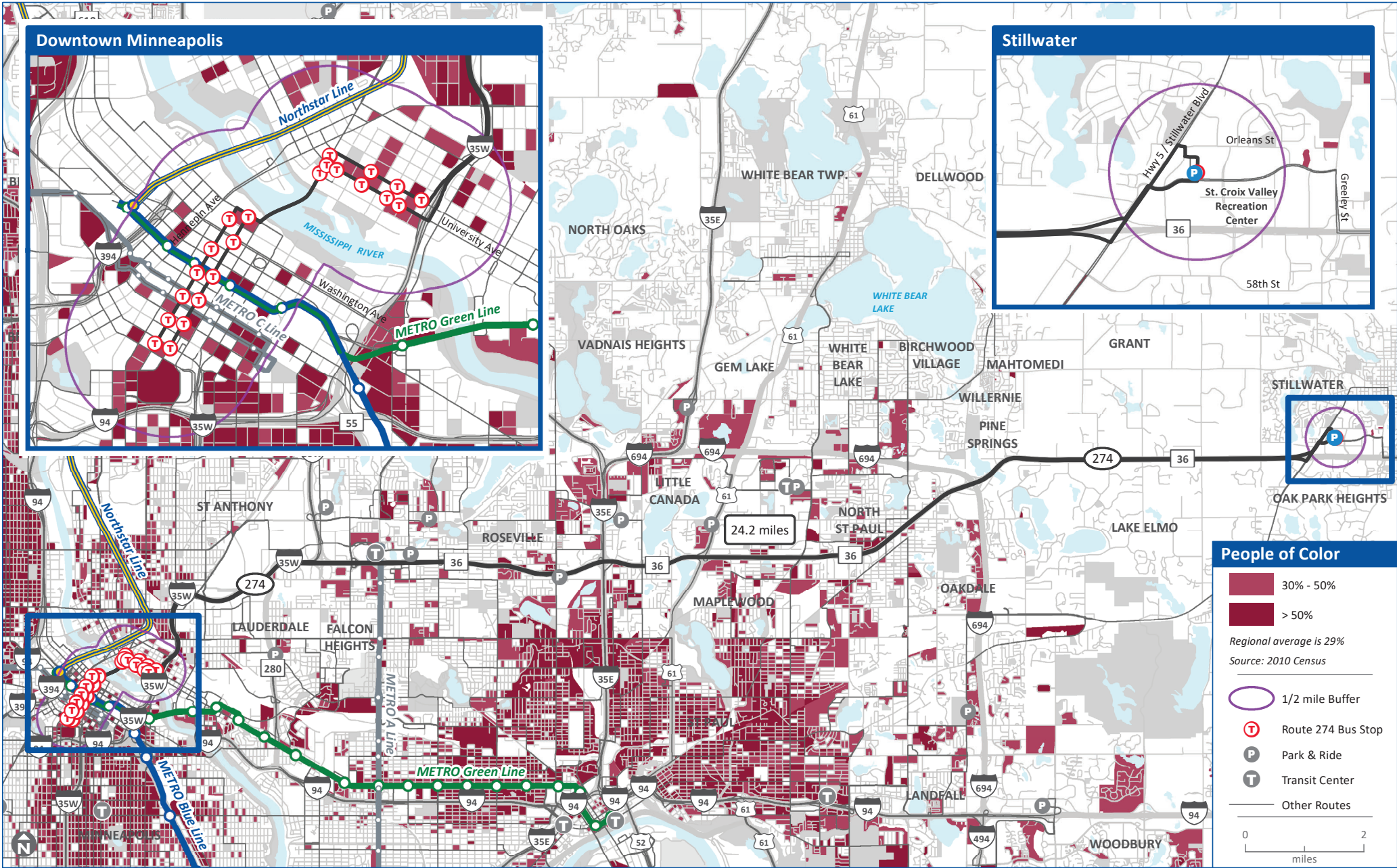
< 12%	51% - 75%
13% - 25%	> 75%
26% - 50%	

Regional average is 12%  
Source: 2017 American Community Survey

- 1/2 mile Buffer
- Route 274 Bus Stop
- Park & Ride
- Transit Center
- Other Routes





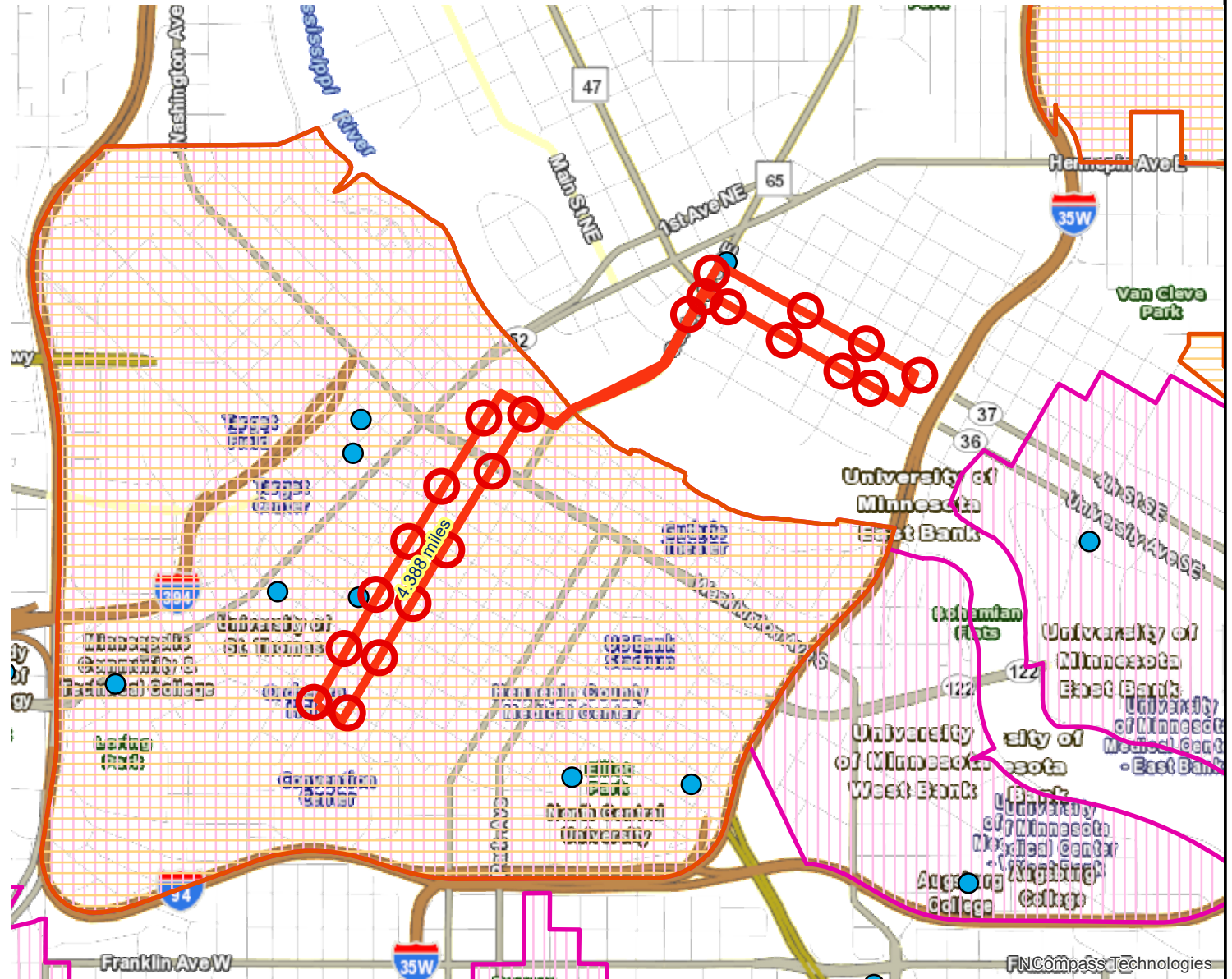


# Regional Economy

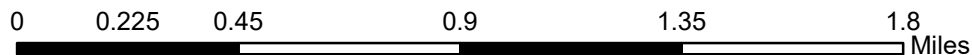
Transit Expansion Project: Route 274 Express Service | Map ID: 1587745027041

## Results

**WITHIN ONE MI of project:**  
 Postsecondary Students: 64230  
 Total Population: 100615  
 Total Employment: 242274  
 Mfg and Dist Employment: 15005



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



Created: 4/24/2020  
 LandscapeRSA5



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





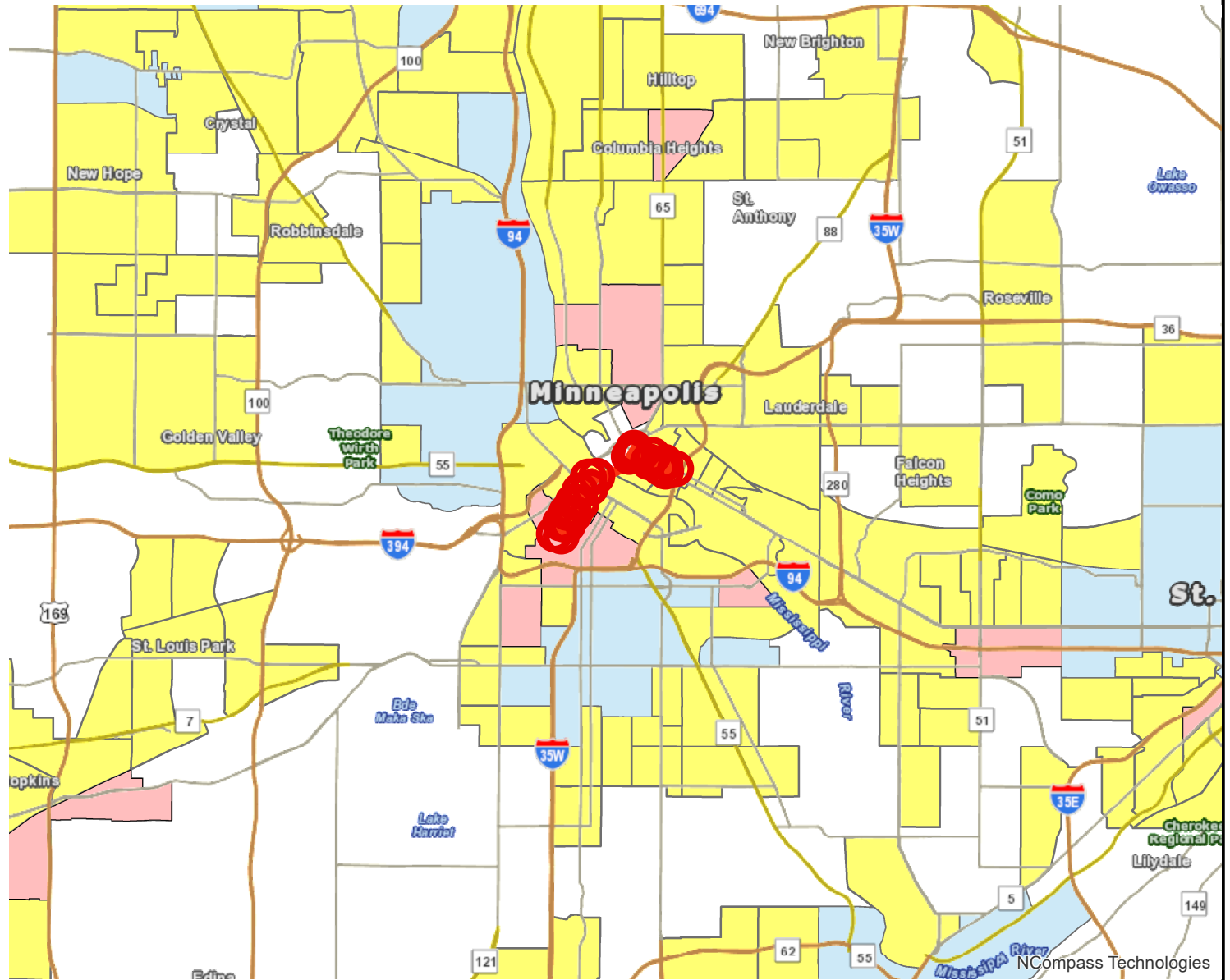
# Socio-Economic Conditions

Transit Expansion Project: Route 274 Express Service | Map ID: 1587745027041

## Results

Project located IN  
Area of Concentrated Poverty:  
(0 to 24 Points)


Tracts within half-mile:  
3800 5901 5902  
102600 103000 103100  
103600 103700 103900  
104000 104400 104800  
104900 105201 105204  
105400 105600 105700  
126100 126200




 Points

 Lines

 Area of Concentrated Poverty > 50% residents of color

 Area of Concentrated Poverty

 Above reg'l avg conc of race/poverty



Created: 4/24/2020  
LandscapeRSA2



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



# Transit Connections

Transit Expansion Project: Route 274 Express Service | Map ID: 1587745027041

## Results

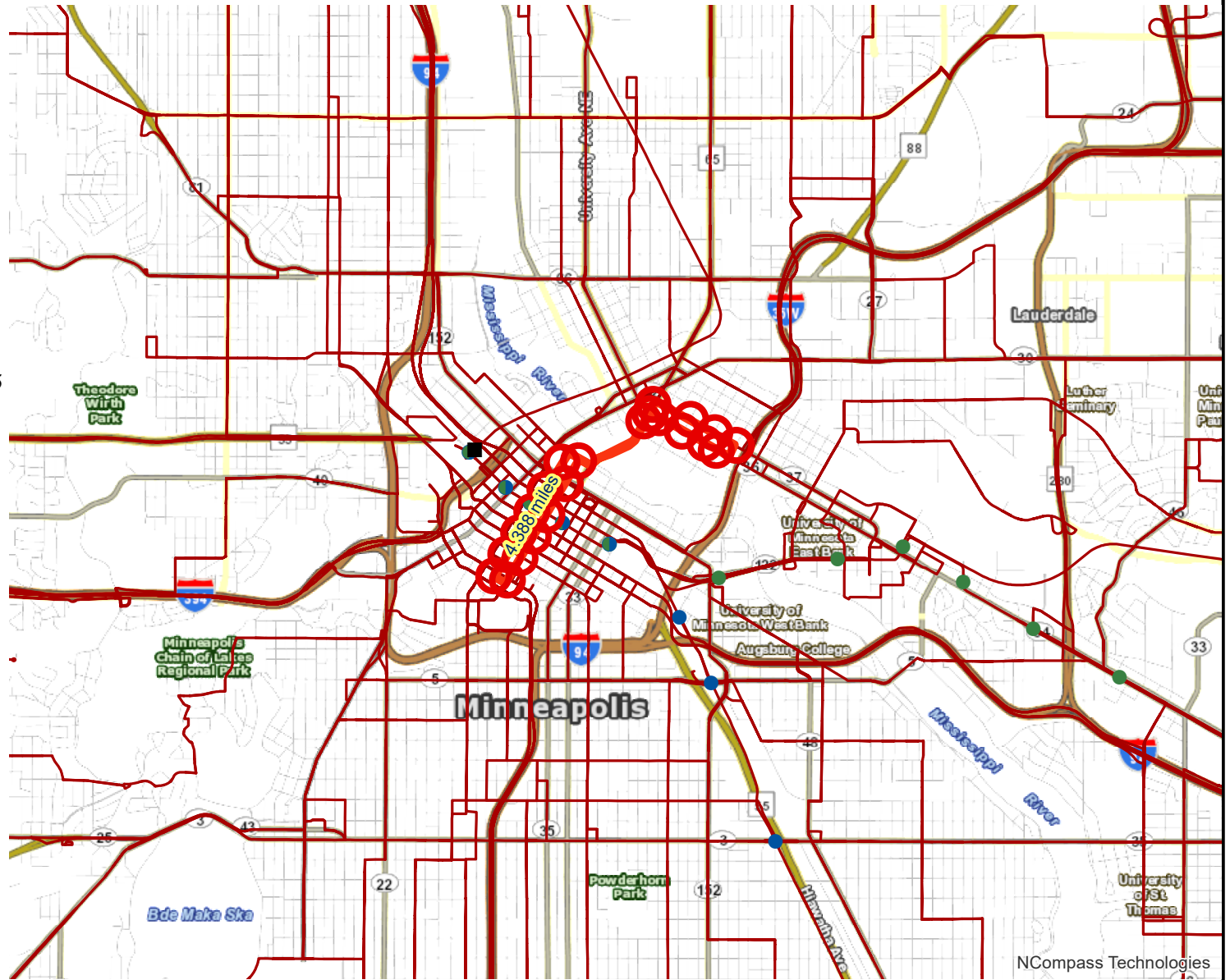
Transit with a Direct Connection to project:

10 11 134 14 141 17 18 19 22 25 250  
 264 270 3 353 4 460 477 490 5 535 553  
 578 597 6 600 61 645 663 664 667 670 690  
 698 7 721 747 755 756 760 761 763 764 765  
 766 768 774 776 781 790 795 824 850 852 865  
 9 901 902 923 94

- \*Penn Avenue
- \*West Broadway Avenue
- \*Central Avenue NE
- \*Hennepin Avenue
- \*Chicago/Emerson-Fremont
- \*West Broadway
- \*Nicollet-Central
- \*Orange Line
- \*Highway 169
- \*Highway 36
- \*I-35 W North
- \*Green Line
- \*Blue Line
- \*Nicollet Ave

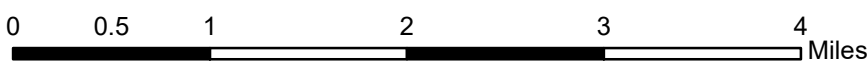
*\*indicates Planned Alignments*

Transit Market areas: 1



NCompass Technologies

	Project Points		Transitway Stations		Blue Line
	Project		Northstar Line		Green Line
	Project Area		Blue/Green Line		Transit Routes



Created: 4/24/2020  
 LandscapeRSA3



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



# Population/Employment Summary

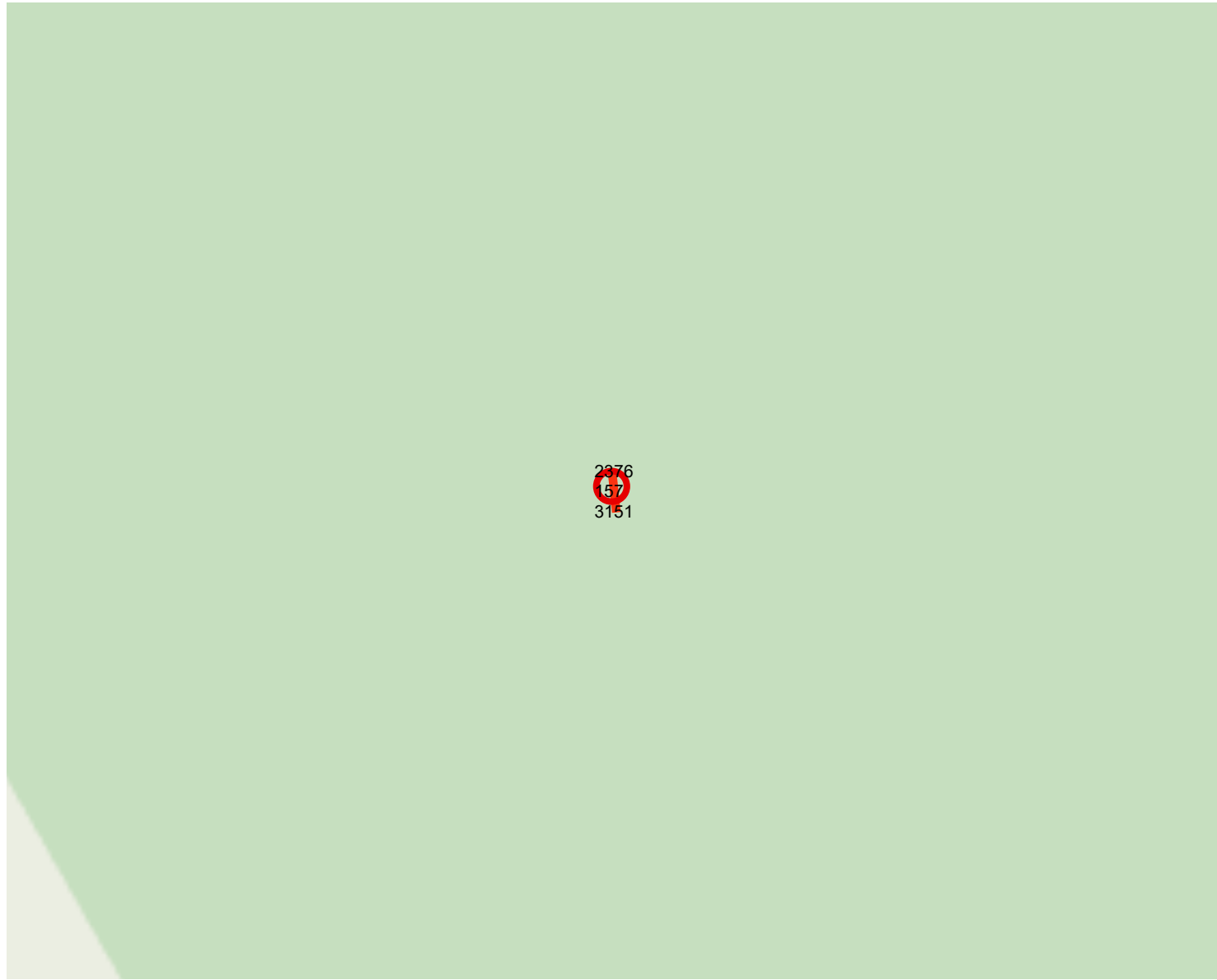
Transit Expansion Project: Route 274 Express Service | Map ID: 1587429022488

## Results

Within QTR Mile of project:  
Total Population: 3686  
Total Employment: 3525  
Postsecondary Students: 0

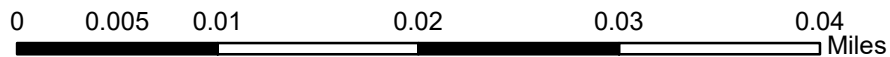
Within HALF Mile of project:  
Total Population: 6229  
Total Employment: 5300  
Postsecondary Students: 0

Within ONE Mile of project:  
Total Population: 11249  
Total Employment: 8965



 Project Points  Project Area

 Project  2016 TAZ



Created: 4/20/2020  
LandscapeRSA4



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



## Results

### WITHIN ONE MI of project:

Postsecondary Students: 0

Total Population: 11249

Total Employment: 8965

Mfg and Dist Employment: 762

0.003 miles

NCompass Technologies



Project Points



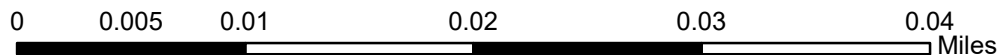
Manufacturing/Distribution Centers



Project



Job Concentration Centers



Created: 4/20/2020  
LandscapeRSA5



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



**Route 274--Estimated Costs of New Stillwater to DT Mpls**

Year	In-Service		Platform		Buses		Per Hour	Cost	Annual	Scheduled	Rides	New Rides	Ave Fare	Fare Rev	Annual	Annual	Annual
	Hours	Hours	Pk	OffPk	Cost	Per Wkdy	Wkdy Costs	Trips	Per Trip	Per Wkdy	PPISH	Per Ride	Per Wkdy	New Rides	Rev	Net Cost	
2024	10	15	4		\$ 143.96	\$ 2,159	\$ 550,647	8	14.3	114.4	11.4	\$ 2.00	\$ 229	29,172	\$ 58,344	\$ 492,303	
2025	10	15	4		\$ 143.96	\$ 2,159	\$ 550,647	8	15.0	120.1	12.0	\$ 2.00	\$ 240	30,631	\$ 61,261	\$ 489,386	
2026	10	15	4		\$ 143.96	\$ 2,159	\$ 550,647	8	15.8	126.1	12.6	\$ 2.00	\$ 252	32,162	\$ 64,324	\$ 486,323	
<b>3 Year Totals</b>													<b>\$ 1,651,941</b>	<b>91,965</b>	<b>\$ 183,929</b>	<b>\$ 1,468,012</b>	

\*A park and ride demand model was used to project the daily estimated ridership in 2024.



OBJECTID	Name	Address	City_1	Dev_Stage	Tot_Units	Aff_Units	Unit_BRs	Aff_AMI	Tax_Credit	LIHTC4	LIHTC9	PROJBASE	OTHSUB
1	LONG LAKE VILLAS	2825 LONG LAKE DR	STILLWATER	Existing	50	29	2-3	60%	Tax Credit		LIHTC 9%		
2	CURVE CREST VILLAS	2225 ORLEANS ST W	STILLWATER	Existing	90	69	1-3	60%	Tax Credit		LIHTC 9%		
3	ANN BODLOVICK APARTMENTS	2400 ORLEANS ST W	STILLWATER	Existing	50	50	1-2	80%					
4	ORLEANS HOMES ONE	1401 COTTAGE DR	STILLWATER	Existing	124	93	1-2	60%	Tax Credit	LIHTC 4%			OTHER SUBSIDY
						<u>241</u>							



May 15, 2020

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 new peak-period Route 274 commuter/express service along Highway 36 between the existing St. Croix Valley Recreation Center Park & Ride in Stillwater and downtown Minneapolis. The recommended service plan includes 8 daily trips (4 each direction) operating approximately every 30 minutes during weekday peak-periods.

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

- 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 Metro Transit's commitment to provide the service.

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

Sincerely,

Wes Kooistra  
General Manager

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

A service of the Metropolitan Council



## **Route 274 Transit Service Expansion Project Description**

The proposed Route 274 would offer new peak-period commuter/express service along Highway 36 between the existing St. Croix Valley Recreation Center Park & Ride in Stillwater and downtown Minneapolis. The recommended service plan includes 8 daily trips (4 each direction) operating approximately every 30 minutes during weekday peak-periods.

The proposed Route 274 would serve communities in eastern Minnesota and western Wisconsin that are expected to experience increased population and congestion as a result of the St. Croix Crossing that opened in 2017. These communities include Stillwater, Bayport, Oak Park Heights and Stillwater Township in Minnesota and Somerset, Star Prairie, New Richmond and St. Joseph Township in Wisconsin.

The proposed Route 274 would also benefit by serving a strong transit market in downtown Minneapolis. There are 140,000 jobs within the downtown Minneapolis central-business district of 2 miles, creating a high level of employment density. Congestion and the high cost of parking also contribute to workers choosing transit.

The grant request is for the additional operating funds required to implement the proposed Route 274 service.

Total Project Cost: \$1,651,941  
Requested Federal Amount: \$1,321,553  
Local Match Amount: \$330,388  
Local Match Percentage: 20.0%

A service of the Metropolitan Council