



Application

13871 - 2020 Transit Expansion

14173 - Route 54 Service Improvement

Regional Solicitation - Transit and TDM Projects

Status:

Submitted

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Primary Contact

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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 Route 54 Service Improvement
Primary County where the Project is Located Hennepin, Ramsey
Cities or Townships where the Project is Located: Saint Paul, Fort Snelling (MSP airport), Bloomington
Jurisdictional Agency (If Different than the Applicant): No

Route 54 is a Core Urban Local Limited Stop route from the Mall of America in Bloomington to downtown Saint Paul, Saint Paul East Side, Maplewood, and the Maplewood Mall Transit Center. The segment for the proposed service expansion operates on a major transit corridor connecting the Mall of America Transit Center and Airport South development in Bloomington, MSP Terminal 1 Transit Center, West 7th Street, downtown Saint Paul and the Union Depot Transit Center.

The portion of Route 54 proposed for this service expansion has the highest population and job density along the Route 54 corridor and can support a higher level of transit service.

Currently, this portion of the Route 54 runs every 10 minutes during an extended morning and afternoon peak period and every 15 minutes during the weekday midday. A weekday peak period service frequency improvement was funded through an earlier CMAQ grant that began in June 2018 and has resulted in higher ridership along this segment. Furthermore, this service expansion extended weekday and Saturday service to the East Side of Saint Paul and to the Maplewood Mall Transit Center.

The planned improvement during the weekday off-peak will increase service frequencies from every 15 minutes to every 10 minutes. The service improvement will add 24 new trips that will serve significant areas of population/employment densities and concentrations of low-income and communities of color. The grant request is for the additional operating funds required to implement the service improvement. No additional vehicles are required to implement this improvement.

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.

CMAQ: Operating Funds for Route 54 Service Improvement

Project Length (Miles)

13.1

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)

Metropolitan Council Regional Transit Capital or Motor Vehicle Sales Tax revenues or other eligible non-federal funds available to Metro Transit in the program year.

Federal Amount

\$1,762,070.00

Match Amount

\$440,518.00

Minimum of 20% of project total

Project Total

\$2,202,588.00

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

Local

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:

Market Areas 1,2,3

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.

Goals, objectives, strategies, and associated pages:

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 2.02) Objective: Operate regional transportation system to efficiently and cost effectively connect people and freight to destinations

Strategies A1, A2, and A3

Goal C: Access to Destinations (2040 TPP 2.10)

Objectives: Increase availability of multimodal options. Increase travel time reliability and predictability for travel on transit systems. Increase transit ridership and mode share. Improve multimodal options for people of all ages and abilities, particularly for historically underrepresented populations.

Strategies C4, C11, and C17

Goal D: Competitive Economy (2040 TPP 2.26)

Objectives: Improve multimodal access to regional job concentrations. Invest in a multimodal transportation system to attract and retain businesses and residents.

Strategies D3 and D4

Goal E: Healthy Environment (2040 TPP 2.30)

Objectives: Reduce transportation related air emissions. Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles.

Strategies E3 and E7

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.

Metro Transit 2015-2030 Service Improvement Plan, 2017 Update, Appendix E, p. 6

City of Saint Paul 2040 Comprehensive Plan p.69
Transportation

List the applicable documents and pages:

City of Saint Paul 2030 Transportation Plan,
Preferred Transit Network

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

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 (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
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	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

Number of Platform hours	15300.0
Cost Per Platform hour (full loaded Cost)	\$143.96
Subtotal	\$2,202,588.00
Other Costs - Administration, Overhead,etc.	\$0.00

Totals

Total Cost	\$2,202,588.00
Construction Cost Total	\$0.00
Transit Operating Cost Total	\$2,202,588.00

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 94033

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 809

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

1586200816143_Rt 54 Population Employment Summary.pdf

Please upload attachment in PDF form.

Measure B: Transit Ridership

Existing transit routes directly connected to the project

3, 5, 16, 21, 53, 54, 61, 62, 63, 64, 65, 67, 68, 70, 71, 74, 75, 83, 84, 94, 134, 294, 350, 351, 353, 361, 364, 417, 444, 480, 484, 489, 495, 515, 538, 539, 540, 901-METRO Blue Line, 902-METRO Green Line, 903-METRO Red Line, 3, 5, 16, 21, 54, 61, 62, 63, 64, 65, 67, 68, 70, 71, 74, 75, 83, 84, 94, 134, 294, 350, 351, 353, 361, 364, 417, 444, 480, 495, 515, 538, 539, 540, 901-METRO Blue Line, 902-METRO Green Line, 903-METRO Red Line, 3, 5, 16, 21, 46, 54, 61, 62, 63, 64, 65, 67, 68, 70, 71, 74, 75, 83, 94, 134, 294, 353, 361, 444, 480, 495, 515, 538, 539, 540, 901-METRO Blue Line, 902-METRO Green Line, 903-METRO Red Line

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)

METRO Green Line Extension (Southwest LRT), METRO Blue Line Extension (Bottineau LRT), METRO Gold Line (Gateway Dedicated BRT), Rush Line Dedicated BRT, Riverview Streetcar, METRO B Line (Lake St/Marshall Ave Arterial BRT), METRO D Line (Chicago-Emerson-Fremont Arterial BRT)

Select all transitways that apply.

Upload Map

1586201243450_Rt 54 Transit Connectons.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 Urban and Suburban Local Routes

New Annual Ridership (Integer Only) 87715

New rides were calculated using a conservative ridership trend methodology. Added passengers per inservice hour is not following peer route PPISH and recent service improvement experience indicates that added ridership as a result of a service expansion has resulted in a lower added passengers per inserice hour than past experience. Metro Transit's Strategic Initiatives Department has assisting in estimating the net ridership increase for this project and other 2020 Metro Transit CMAQ applications. The methodology for this estimate is described below.

Finding peers for Route 54 is difficult because it is the only bus route in the system to serve the airport, and has other unique characteristics like being limited stop, and serving two other large trip generators in downtown Saint Paul and the Mall of America.

Assumptions Used:

New annual ridership calculation:

Balancing outputs from this three-step approach has resulted in an estimate of 250,813 new rides over the course of the grant used throughout the application:

1st Year: New Rides = 79,560(312/wkdy)

2nd Year: New Rides = 83,538(327.6/wkdy)

3rd Year: New Rides = 87,715(343.98/wkdy)

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

Significant system-wide decreases in bus ridership since 2015 suggest that a simple forward projection of recent route data will likely overestimate future ridership gains. On improvements funded by Regional Solicitation grants implemented in the past five years, the actual new ridership has been lower than expected based on peer routes. Metro Transit has observed that, while some ridership gains were realized, they were smaller than projected and tempered by the overall trending ridership decline. This has resulted in difficult discussions with stakeholders and riders whether to continue service after the end of the grant even though the service has underperformed.

To more accurately project how a route's ridership could change based on specific route improvements, Metro Transit is using a three-step approach that blends forecasts from a regional analysis, a comparison of peer routes and information specific to the route under consideration.

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

- A statistical model of the trend in bus ridership based on service levels and route type, based on observed changes in hours and ridership since 2015, predicts a range of how ridership is expected to change if service levels are changed. The model is still based on the peer routes-based approach from the application but uses all routes in the category as peers instead of a couple of routes. Because the model includes uncertainty about the trends and responses to the proposed changes, the result is a range of ridership estimates with the median as the most likely outcome. For Route 54, it was compared against other routes and a range of 225-450 was predicted, with 342 as the median.

- The productivity of peer routes was also used to predict the future passengers per in-service hour

(PPISH) for the requested improvement.
- Route 54's estimates are based on 2015 ridership because the route was extended to Maplewood Mall during the period under review.

(Limit 2,800 characters;
approximately 400 words)

Measure A: Connection to disadvantaged 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 54 is a urban local route that serves Areas of Concentrated Poverty where 50 percent of the population are people of color. The furthest south west portion of the route in Saint Paul is an ACP50 as well as a portion of the route in downtown Saint Paul. Large other portions of the route have above the regional average share of communities of color or low-income populations. Roughly the whole route from downtown Saint Paul to Otto Ave on West 7th have these populations. The same south western portion of the route in Saint Paul that has the ACP50 also has high concentration of seniors. Concentrations of people with disabilities are along the route from downtown Saint Paul to roughly Randolph Ave.

Response:

The Route 54 improvements proposed in this project are 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 54 is a urban local route that serves Areas of Concentrated Poverty where 50 percent of the population are people of color. The improvement to this route will be a direct benefit to traditionally underserved communities. It will improve access between these areas and suburban job centers for a wider range of shifts at the Minneapolis-Saint Paul International Airport, the Highland Park neighborhood, and downtown Saint Paul. There are also important retail centers served directly by the Route 54.

Significant improvements to weekday off-peak frequencies will benefit riders using transit for purposes other than a traditional 9-5 work shift. This includes people going to non-traditional work shifts, students, shoppers, elderly and retired people, and others. These groups tend to be more reliant on transit for all activities than those using transit for work during peak periods.

Every stop on this segment of Route 54 is sidewalk accessible. 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 27 passenger waiting shelters at stops along the segment of route for this service expansion.

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:

This project will have no negative impacts to the segment of route with expanded service levels.

(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): Yes

Project located in Area of Concentrated Poverty:

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

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 1586809861782_Rt 54 Socio-Economic Conditions.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
Bloomington	0	0	97.0	0
Bloomington	11.0	0.21	97.0	20.13
Bloomington	0	0	97.0	0
Bloomington	0	0	97.0	0
St. Paul	42.0	0.79	100.0	79.25
	0	0	0	0
				99

Total Transit Stops

Total Transit Stops 53.0

Housing Performance Score

Total Housing Score

99.38

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 54 will serve a number of affordable housing developments, including 39 existing affordable housing sites, all located in Saint Paul. Combined, these developments include 3,485 affordable units with types ranging from studios to three-bedroom units with affordability between 30% to 60% AMI. Affordability is guaranteed through LIHTC (21 sites), project-based subsidies (7 sites), and subsidies other than tax credits (24 sites). Additionally, of these affordable housing developments are public housing, all located in Saint Paul).

Response:

Residents living in these affordable housing developments will benefit from enhanced mobility and access provided by the more frequent Route 54 service. Since residents of affordable housing are less likely to own a private vehicle compared to the general population, Route 54 will expand opportunities for travel along the West 7th Street (Fort Road) and Hwy 5 corridor serving jobs at the MSP airport, Airport South offices and hotels and Mall of America. For those who do have access to a private vehicle, stops at the 28th Avenue Park and Ride will provide residents with the option to drive to transit, especially for riders whose limited mobility is a barrier to walking up to a half-mile to access transit.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1588882534336_Route 54 - Project Map 8.5x11.pdf

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	343
Distance from Terminal to Terminal (Miles)	13.1
VMT Reduction	4493.3
CO Reduced	10738.987
NOx Reduced	718.928
CO2e Reduced	1647244.0
PM2.5 Reduced	22.4665
VOCs Reduced	134.799
Total Emissions Reduced	1658859.0

Measure A: Roadway, Bicycle, and Pedestrian Improvements

Response

The full extent of Route 54 is served by sidewalks, and it primarily operates in walkable, pedestrian-friendly neighborhoods. As noted previously, all of the buses used on this route will be both wheelchair accessible and equipped with bike racks, ensuring convenient access to transit for those with mobility challenges and bicyclists. There are 27 passenger waiting shelters at stops along the project segment between downtown Saint Paul and the south terminal at the Mall of America.

The proposed weekday frequency improvement will result in significantly shorter wait times at stops for riders waiting to catch the bus. Route 54 will run every 10 minutes for most of the day on weekdays. 10 minute headways are commonly understood in the transit planning industry to be frequent enough that most riders do not need to consult a schedule and can simply walk to the nearest bus stop when they are ready. This is a major improvement in travel flexibility and makes coordinating multimodal travel in this corridor significantly easier.

Also Metro Transit has recently replace existing shelter pads, and has added new shelters at selected location between downtown Saint Paul to the Saint Paul city limits along West 7th Street. Metro Transit will also consider more significant downtown waiting facility improvements and other operating improvements along 5th and 6th streets in conjunction with the planned Gold Line, B Line, and Rush Line projects.

(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

Total Annual Operating Cost:	\$642,231.00
Total Annual Capital Cost of Project	\$0.00
Total Annual Project Cost	\$642,231.00

Added annual platform hours:5,100

Cost per platform hour: \$143.96

Annual Operating Cost: \$734,196.00

Capital Cost: \$0.

Total Project Cost: \$2,202,588 (\$734,196 X 3 years)

Estimated fare revenue based on new rides * average Route 54 fare of \$1.10

Project Total Estimated Fare Revenue: \$275,894 (250,813 new rides * \$1.10)

Assumption Used:

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

1st Year: New Rides = 79,560 (312/wkday)

2nd Year: New Rides = 83,538 (328/wkdy)

3rd Year: New Rides = 87,715 (344/wkdy)

Annual Net Operating Cost: \$642,231 (\$734,196 ? [\$275,894/3])

Total Net Operating Cost: \$1,926,694 (\$734,196 * 3 years) minus total fare revenue of \$275,894

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness

\$0.00

Other Attachments

File Name	Description	File Size
LIST - Route 54 Affordable housing.pdf	LIST - Route 54 Affordable housing sites	100 KB
Route 54 - Communities of Color and Low-Income Populations 8.5x11.pdf	MAP - Route 54 Communities of Color and Low-Income populations	589 KB
Route 54 - Project Map 8.5x11.pdf	MAP - Route 54 Project Map	550 KB
Route 54 - Seniors Youth and People with disabilities 8.5x11.pdf	MAP - Route 54 Seniors Youth and Peoples with disabilities	598 KB
Route 54 full extent - population employment-merged.pdf	MAPS - Route 54 full extent Make A Maps	15.7 MB
Route 54 Hrs Costs Rides.pdf	TABLES-Route 54 Projections	423 KB
Route 54_LetterOfCommitment-CoverLetter .pdf	Route 54 Cover Letter of commitment - signed	212 KB
Route 54_ProjectSummary.pdf	Route 54 Project Summary	102 KB
Rt 54 Regional Economy.pdf	MAP - Route 54 Regional Economy	3.8 MB

Population/Employment Summary

Transit Expansion Project: Route 54 | Map ID: 1586183995276

Results

Within QTR Mile of project:
Total Population: 33828
Total Employment: 94033
Postsecondary Students: 809

Within HALF Mile of project:
Total Population: 52403
Total Employment: 113587
Postsecondary Students: 7237

Within ONE Mile of project:
Total Population: 101375
Total Employment: 157764



 Project Points  Project Area

 Project



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LandscapeRSA4

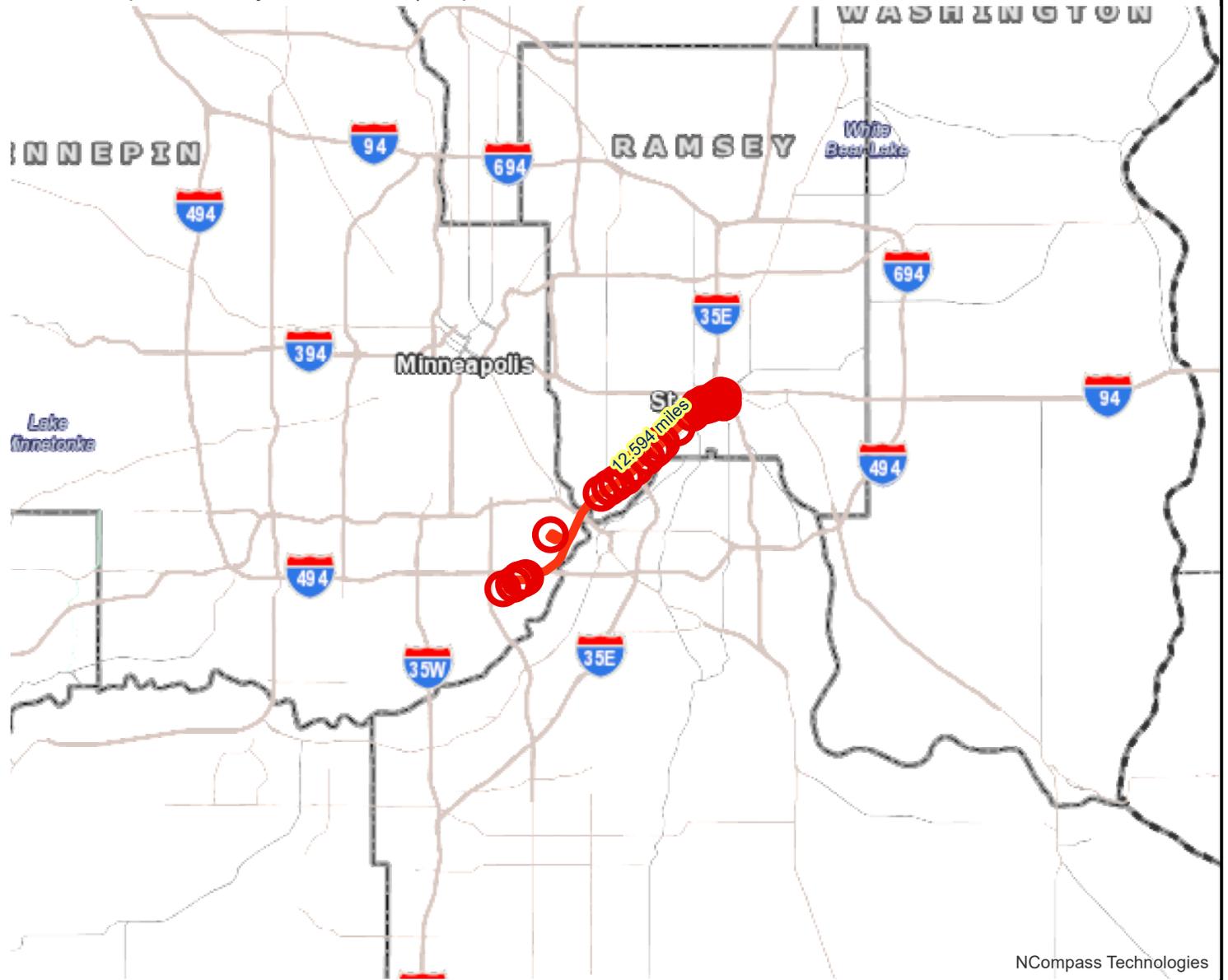


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Transit Connections

Transit Expansion Project: Route 54 | Map ID: 1586183995276



Results

Transit with a Direct Connection to project:

134 16 21 294 3 353 361 444 46 480 495
5 515 538 539 54 540 61 62 63 64 65
67 68 70 71 74 75 83 84 901 902 903
906 94

- *East 7th Street
- *American Boulevard
- *Robert Street
- *Chicago/Emerson-Fremont
- *Red Rock
- *Rush Line
- *Red Line
- *Green Line
- *Blue Line
- *Riverview
- *Gold Line

*indicates Planned Alignments

Transit Market areas: 1, 2, 3

- Project Points
- Project
- Project Area



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NCompass Technologies

Socio-Economic Conditions

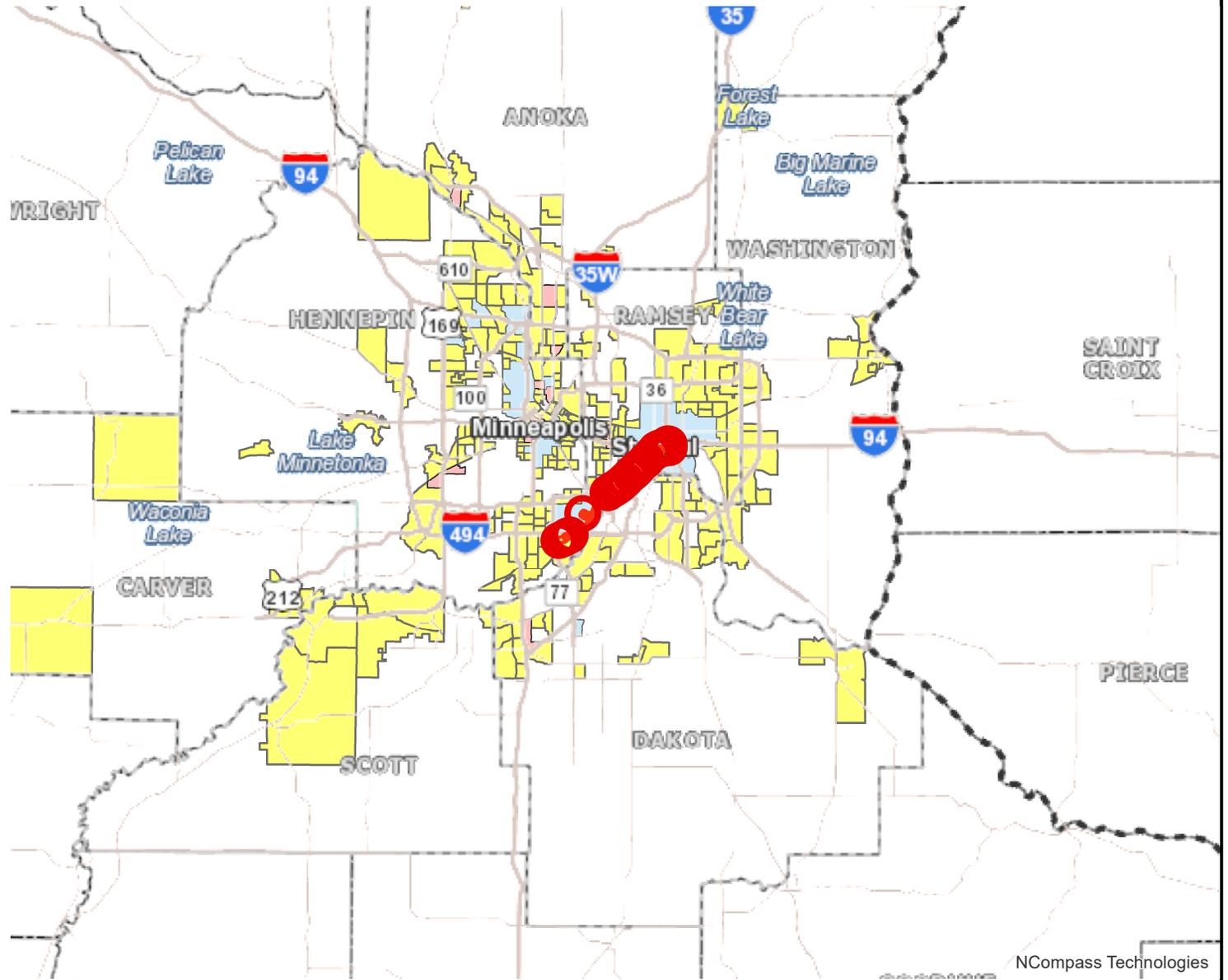
Transit Expansion Project: Route 54 | Map ID: 1586183995276

Results

Project located IN
Area of Concentrated Poverty
with 50% or more of residents
are people of color (ACP50):
(0 to 30 Points)

Tracts within half-mile:

- 25100 25201 33000
- 33700 34000 34201
- 34202 34400 35500
- 35700 35800 35900
- 36000 36100 36600
- 36700 36800 36900
- 37000 37100 37500
- 37601 37602 42800
- 60603 980000



NCompass Technologies

- Points
- Lines
- Area of Concentrated Poverty > 50% residents of color

- Area of Concentrated Poverty
- Above reg'l avg conc of race/poverty

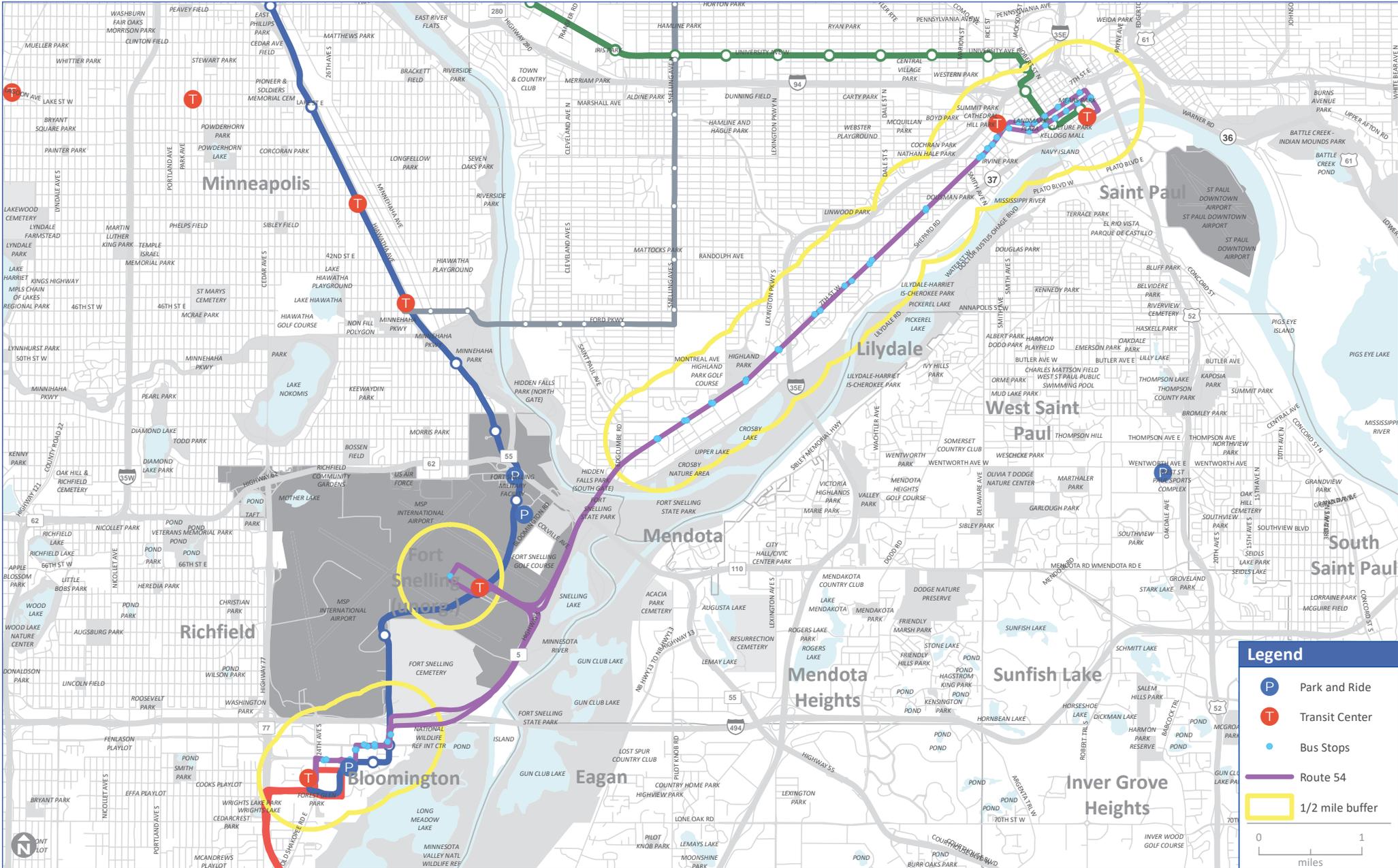


Created: 4/6/2020
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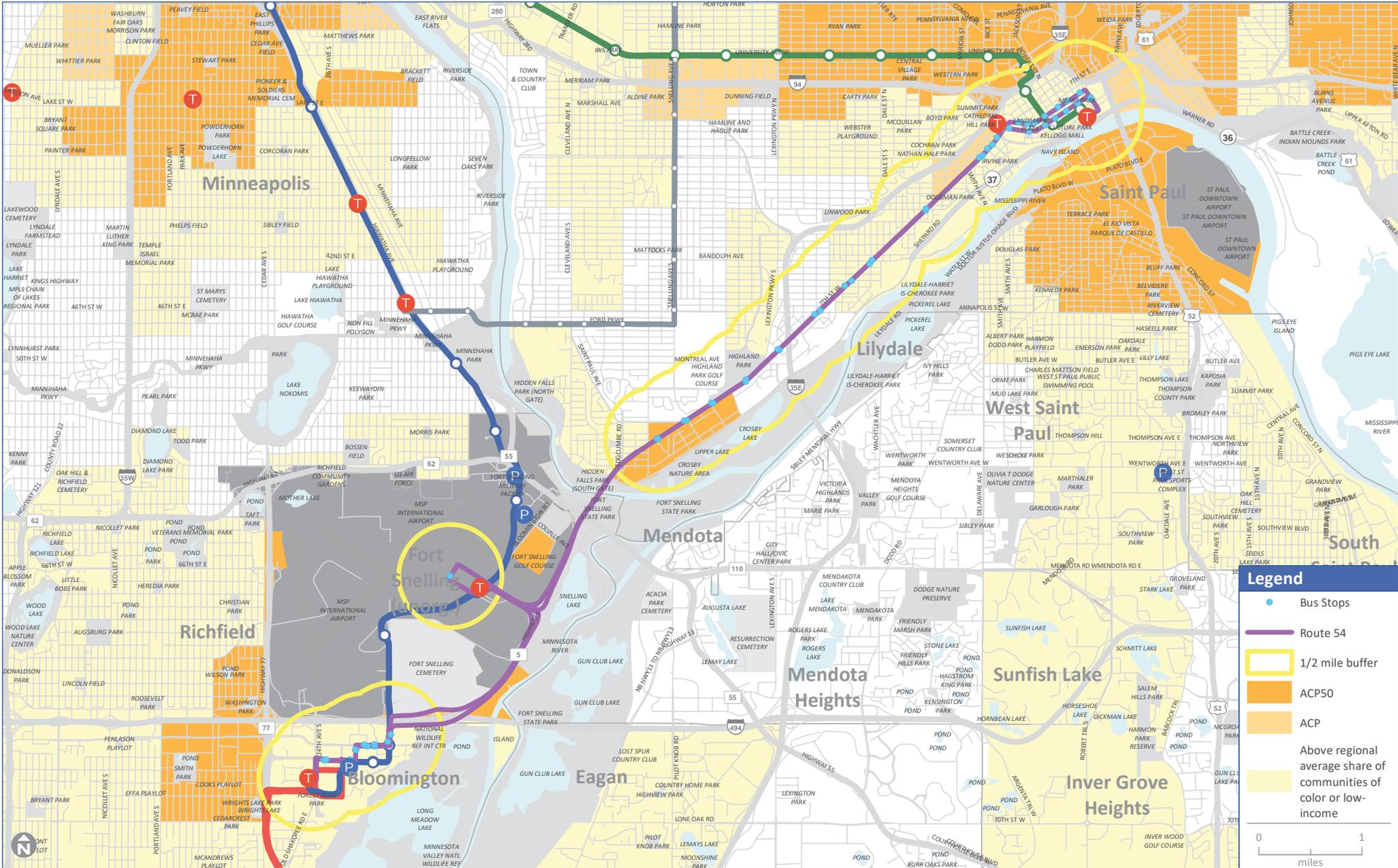
Legend

- P Park and Ride
- T Transit Center
- Bus Stops
- Route 54
- 1/2 mile buffer

0 1
miles

Route 54 Affordable housing sites

FID	Match_addr	Name	Tot_Units	Aff_Units	Unit_BRs	Aff_AMI	Tax_Credit	LIHTC4	LIHTC9	PROJBASE	OTHSUB	PUBHSG			
0	510 Sibley St, Saint Paul, MN, 55101	LYONS COURT	60	60	1-2	50%-60%	Tax Credit	LIHTC 4%							
1	200 10th St E, Saint Paul, MN, 55101	RENAISSANCE BOX	70	70	0-2	60%	Tax Credit		LIHTC 9%		OTHER SUBSIDY				
2	484 Temperance St, Saint Paul, MN, 55101	SIBLEY COURT APARTMENTS	122	51	1-3	60%	Tax Credit		LIHTC 9%		OTHER SUBSIDY				
3	211 7th St E, Saint Paul, MN, 55101	SIBLEY PARK APARTMENTS	114	50	1-3	60%	Tax Credit		LIHTC 9%		OTHER SUBSIDY				
4	218 7th St E, Saint Paul, MN, 55101	HERITAGE HOUSE	58	58	1	30%				PROJECT-BASED SUBSIDY	OTHER SUBSIDY				
5	401 Sibley St, Saint Paul, MN, 55101	MEARS PARK PLACE	298	50	1	30%				PROJECT-BASED SUBSIDY					
6	350 Sibley St, Saint Paul, MN, 55101	STRAUS APARTMENTS	49	34	0-3	60%	Tax Credit	LIHTC 4%			OTHER SUBSIDY				
7	352 Wacouta St, Saint Paul, MN, 55101	AMERICAN HOUSE	70	70	Unknown	60%					OTHER SUBSIDY				
8	281 5th St E, Saint Paul, MN, 55101	CRANE ORDWAY	70	70	Unknown	60%	Tax Credit	LIHTC 4%	LIHTC 9%		OTHER SUBSIDY				
9	300 Broadway St, Saint Paul, MN, 55101	TILSNER BUILDING	65	65	0-3	60%	Tax Credit	LIHTC 4%							
10	545 Wabasha St N, Saint Paul, MN, 55102	WABASHA HI-RISE	71	71	1	30%						PUBLIC HOUSING			
11	10 Exchange St W, Saint Paul, MN, 55102	EXCHANGE HI-RISE	194	194	1	30%						PUBLIC HOUSING			
12	20 Exchange St E, Saint Paul, MN, 55102	CENTRAL TOWERS	197	197	0-2	60%	Tax Credit	LIHTC 4%	LIHTC 9%	PROJECT-BASED SUBSIDY	OTHER SUBSIDY				
13	345 Cedar St, Saint Paul, MN, 55101	PIONEER PRESS BUILDING	143	143	0-2	60%	Tax Credit	LIHTC 4%			OTHER SUBSIDY				
14	46 4th St E, Saint Paul, MN, 55101	MINNESOTA PLACE	137	137	0-2	30%-60%	Tax Credit	LIHTC 4%	LIHTC 9%		OTHER SUBSIDY				
15	10 4th St E, Saint Paul, MN, 55101	COMMERCE APARTMENTS PHASE II	45	45	1-2	30%-60%	Tax Credit	LIHTC 4%	LIHTC 9%		OTHER SUBSIDY				
16	8 4th St E, Saint Paul, MN, 55101	COMMERCE APARTMENTS PHASE I	55	55	1-2	30%-60%	Tax Credit	LIHTC 4%			OTHER SUBSIDY				
17	183 Old 6th St, Saint Paul, MN, 55102	DOROTHY DAY RESIDENCE	177	177	0	30%-50%	Tax Credit	LIHTC 4%			OTHER SUBSIDY				
18	215 Old 6th St, Saint Paul, MN, 55102	DOROTHY DAY PHASE I	193	193	0	30%					OTHER SUBSIDY				
19	309 Exchange St S, Saint Paul, MN, 55102	SHERMAN FORBES HOUSING	104	104	1-2	30%				PROJECT-BASED SUBSIDY					
20	200 Wilkin St, Saint Paul, MN, 55102	JOSEPHS POINTE AT UPPER LANDING	90	90	2-3	30%-60%	Tax Credit	LIHTC 4%			OTHER SUBSIDY				
21	325 Goodrich Ave, Saint Paul, MN, 55102	GOODRICH PROJECT	18	18	Unknown	60%	Tax Credit				OTHER SUBSIDY				
22	160 Western Ave S, Saint Paul, MN, 55102	WINSLOW COMMONS	121	121	1-2	30%				PROJECT-BASED SUBSIDY					
23	487 Grand Ave, Saint Paul, MN, 55102	487 GRAND AVE	18	18	Unknown	80%					OTHER SUBSIDY				
24	237 Dayton Ave, Saint Paul, MN, 55102	CATHEDRAL HILL HOMES	60	60	1-3	60%	Tax Credit	LIHTC 4%	LIHTC 9%		OTHER SUBSIDY				
25	325 Laurel Ave, Saint Paul, MN, 55102	NEILL HIRISE	103	103	1	30%						PUBLIC HOUSING			
26	260 Osceola Ave S, Saint Paul, MN, 55102	OSCEOLA PLACE APARTMENTS	88	88	1-2	30%-60%	Tax Credit	LIHTC 4%							
27	882 7th St W, Saint Paul, MN, 55117	SCHMIDT BREWERY	261	54	0-3	50%-60%					OTHER SUBSIDY				
28	876 7th St W, Saint Paul, MN, 55117	SCHMIDT BREWERY LOFTS	260	260	0-3	50%-60%	Tax Credit	LIHTC 4%			OTHER SUBSIDY				
29	1364 7th St W, Saint Paul, MN, 55102	7TH ST LANDING	13	13	Unknown	60%					OTHER SUBSIDY				
30	760 Perlman St, Saint Paul, MN, 55102	WEINBERG APTS	45	45	1	50%				PROJECT-BASED SUBSIDY					
31	1085 Montreal Ave, Saint Paul, MN, 55116	MONTREAL HI-RISE	183	183	1	30%						PUBLIC HOUSING			
32	2236 7th St W, Saint Paul, MN, 55116	FORT ROAD FLATS	44	44	1-3	30%-60%	Tax Credit		LIHTC 9%						
33	2255 Rockwood Ave, Saint Paul, MN, 55116	ROCKWOOD PLACE APARTMENTS	168	109	1-2	30%				PROJECT-BASED SUBSIDY					
34	1375 Davern St, Saint Paul, MN, 55116	THE POINTE AT RIVER CROSSING	133	29	1-2	30%-50%	Tax Credit	LIHTC 4%							
35	1725 Graham Ave, Saint Paul, MN, 55116	GATEWAY VILLAGE APARTMENTS	325	79	1-3	30%-50%	Tax Credit	LIHTC 4%			OTHER SUBSIDY				
36	1745 Graham Ave, Saint Paul, MN, 55116	GRAHAM PLACE	121	121	1-2	50%-60%	Tax Credit	LIHTC 4%							
37	8421 22nd Ave S, Bloomington, MN, 55425	AEON TOWERS 1 - METROPOLITAN TOWERS	108	108	0-2	60%					OTHER SUBSIDY				
38	8300 Old Cedar Ave S, Bloomington, MN, 55425	AEON TOWERS 1 - CEDAR GATE	48	48	1-2	60%					OTHER SUBSIDY				
			3485										7	24	4



Legend

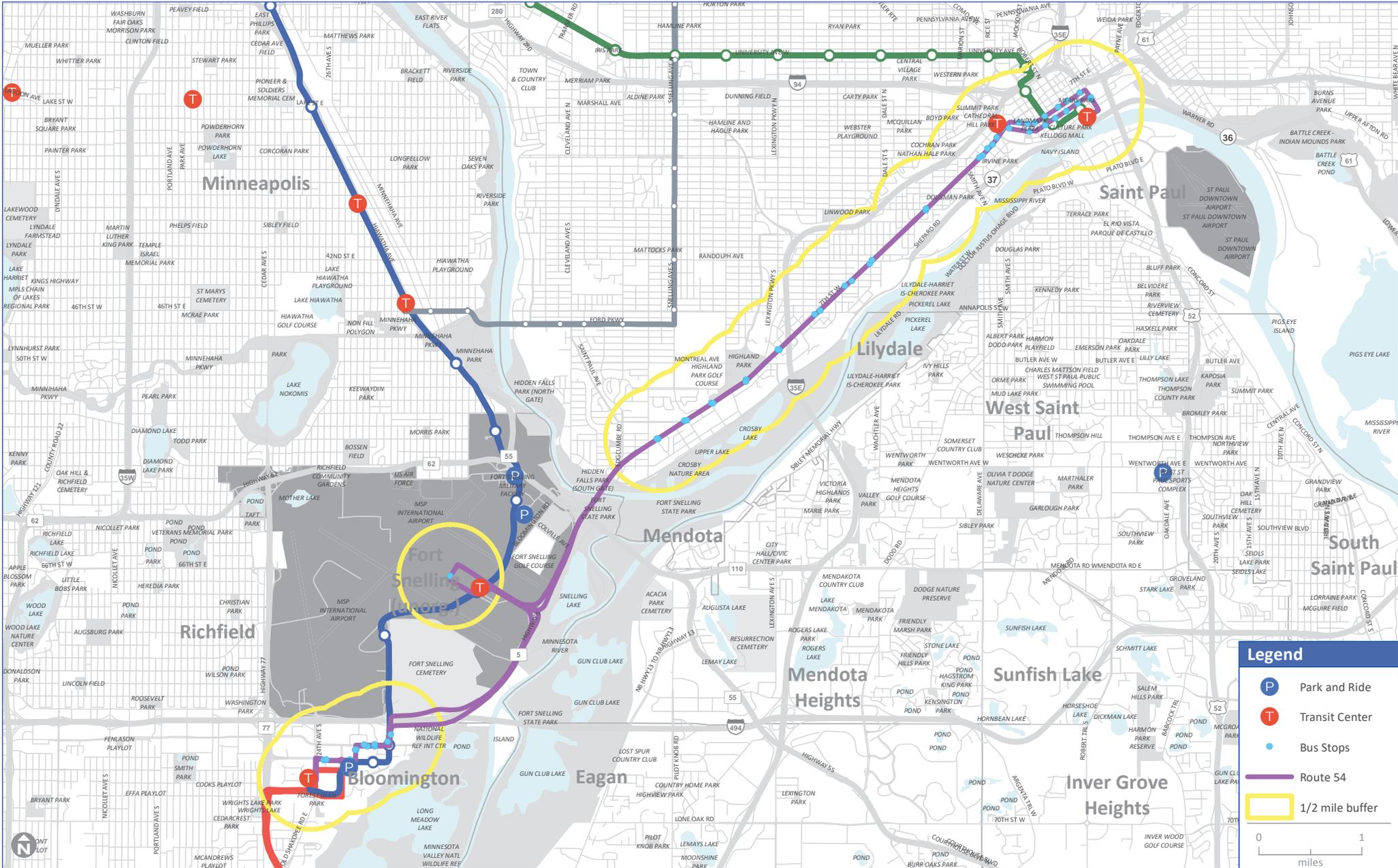
- Bus Stops
- Route 54
- 1/2 mile buffer
- ACP50
- ACP
- Above regional average share of communities of color or low-income

0 1
miles



Route 54 Service Improvement - Communities of Color and Low-Income Populations

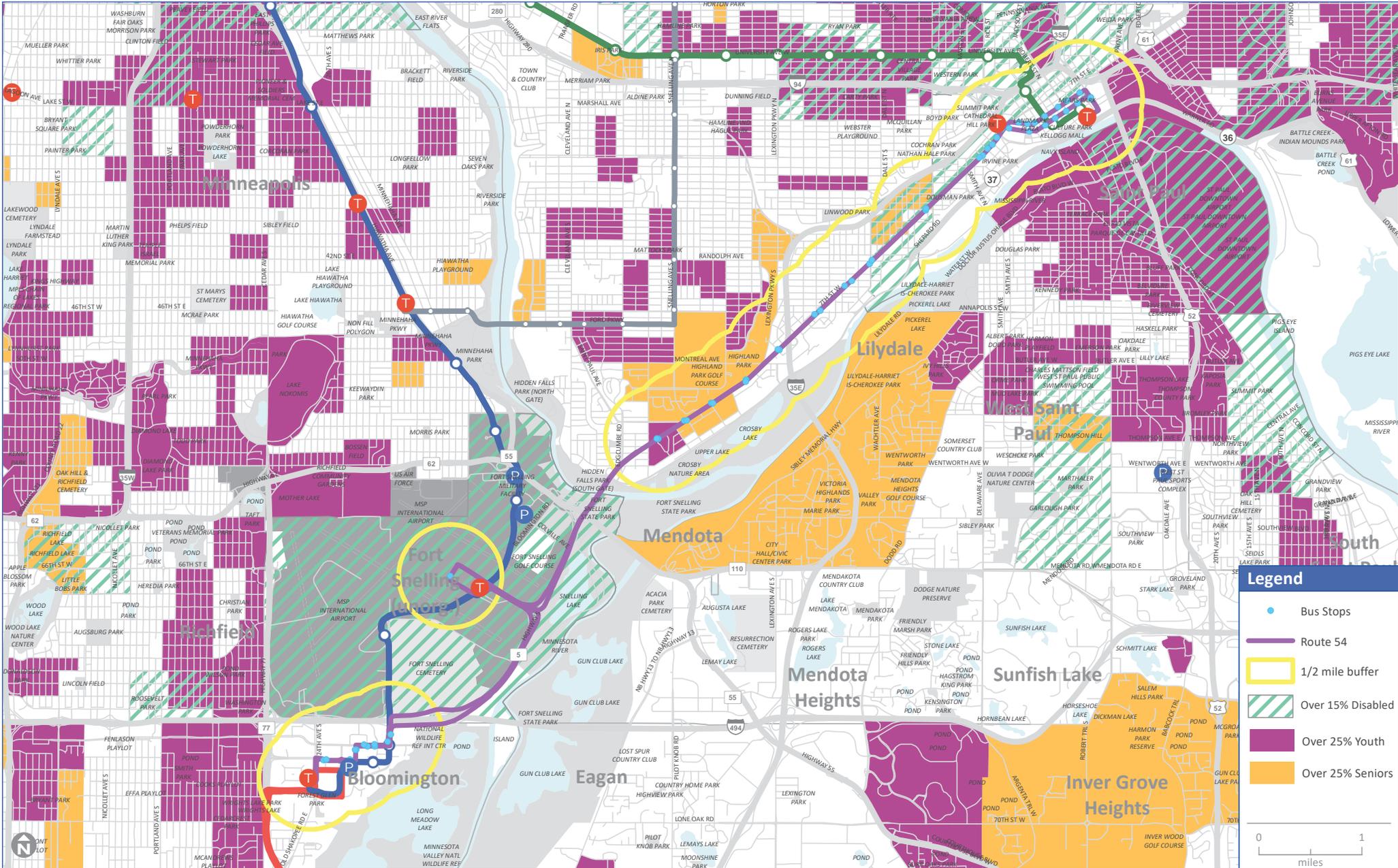
Date: 5/7/2020



Legend

- P Park and Ride
- T Transit Center
- Bus Stops
- Route 54
- 1/2 mile buffer

0 1
miles



Legend

- Bus Stops
- Route 54
- 1/2 mile buffer
- Over 15% Disabled
- Over 25% Youth
- Over 25% Seniors

0 1
miles



Route 54 Service Improvement - Seniors, Youth, and People with disabilities

Date: 5/7/2020

Population/Employment Summary

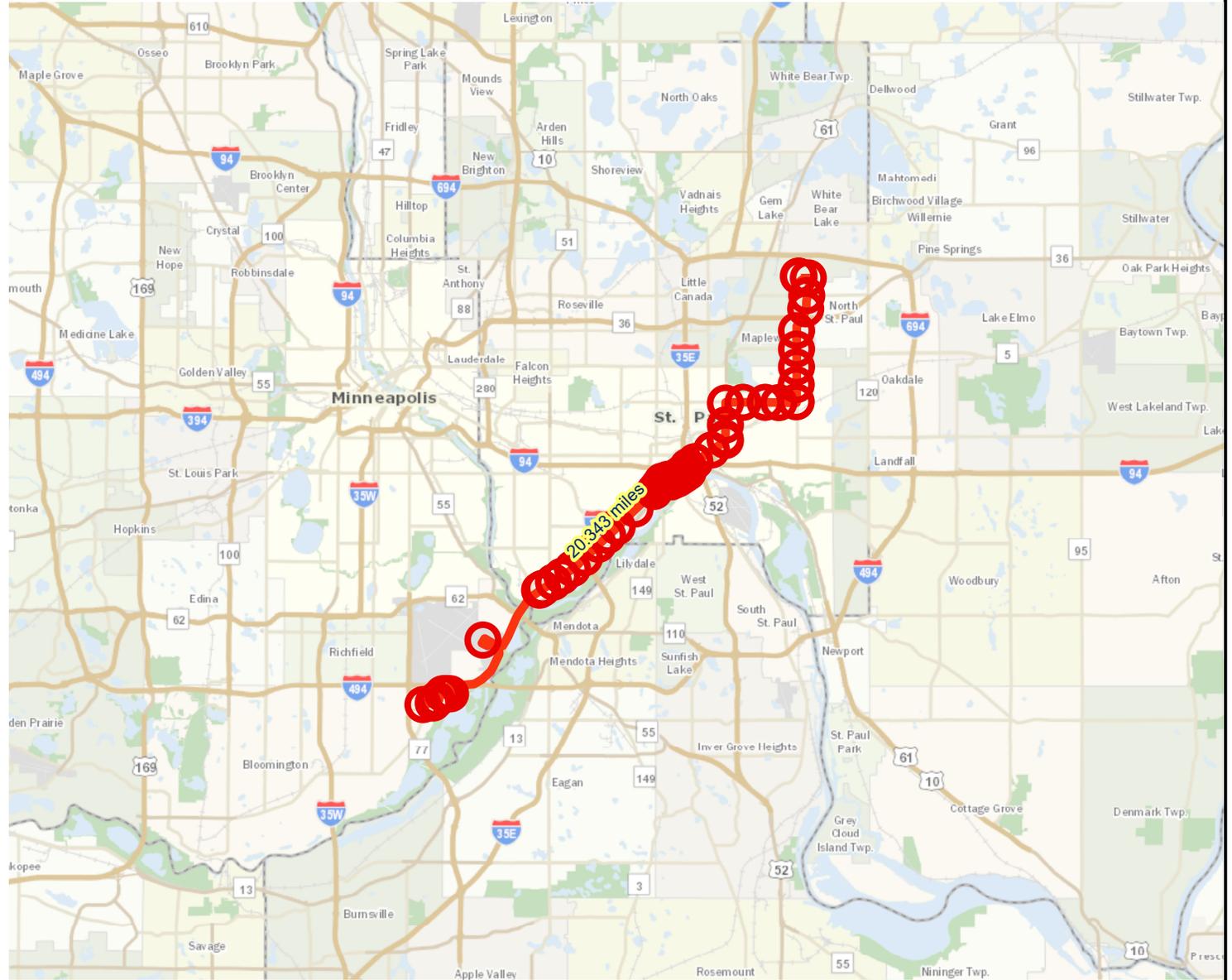
Transit Expansion Project: Route 54 - full extent | Map ID: 1586450240859

Results

Within QTR Mile of project:
Total Population: 87071
Total Employment: 128743
Postsecondary Students: 9233

Within HALF Mile of project:
Total Population: 124053
Total Employment: 152862
Postsecondary Students: 15733

Within ONE Mile of project:
Total Population: 201277
Total Employment: 186483



 Project Points  Project Area

 Project



Created: 4/9/2020
LandscapeRSA4



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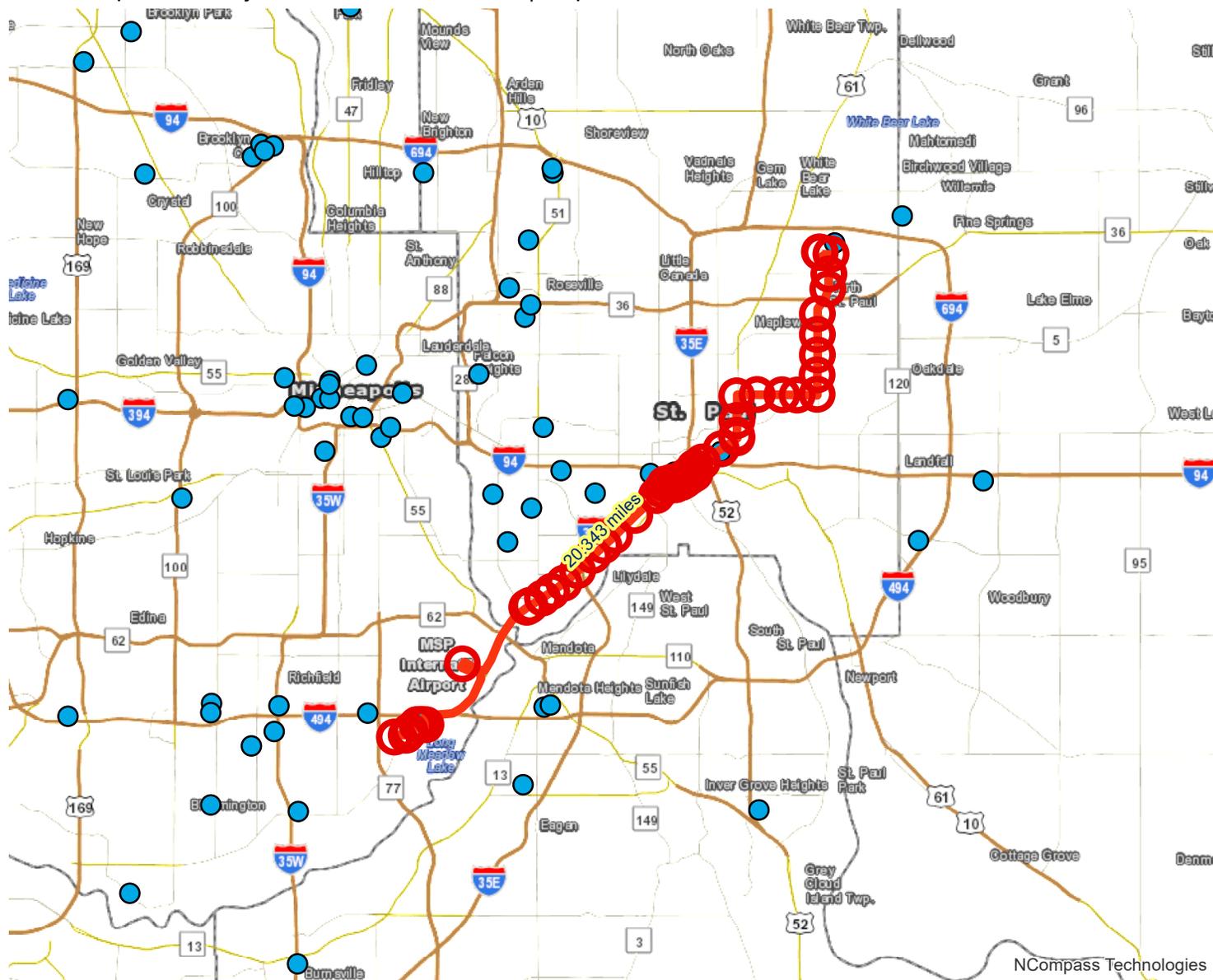


Regional Economy

Transit Expansion Project: Route 54 - full extent | Map ID: 1586450240859

Results

WITHIN ONE MI of project:
Postsecondary Students: 16044
Total Population: 209626
Total Employment: 193363
Mfg and Dist Employment: 16255



○ Project Points ● Postsecondary Education Centers

— Project



Created: 4/9/2020
LandscapeRSA5



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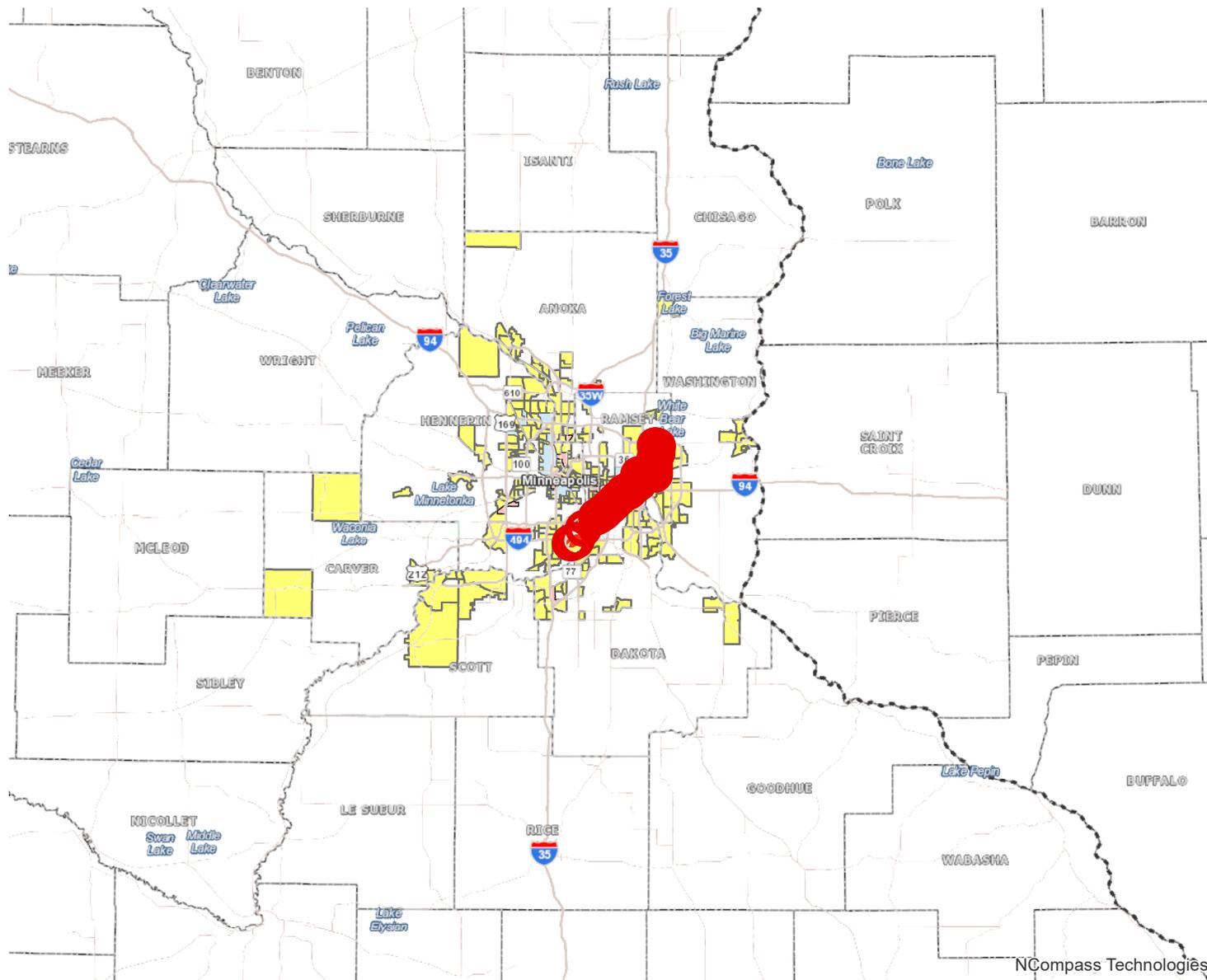
Socio-Economic Conditions

Transit Expansion Project: Route 54 - full extent | Map ID: 1586450240859

Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): (0 to 30 Points)

Tracts within half-mile:

- 25100 25201 30602
- 30702 30703 30704
- 30900 31000 31100
- 31500 31600 31701
- 31702 31801 31802
- 33000 33100 33700
- 34000 34201 34202
- 34400 34500 34601
- 35500 35700 35800
- 35900 36000 36100
- 36600 36700 36800
- 36900 37000 37100
- 37500 37601 37602
- 42302 42401 42402
- 42601 42700 42800
- 60603 980000



- Points
- Lines
- Area of Concentrated Poverty > 50% residents of color

- Area of Concentrated Poverty
- Above reg'l avg conc of race/poverty



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LandscapeRSA2



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Transit Connections

Transit Expansion Project: Route 54 - full extent | Map ID: 1586450240859

Results

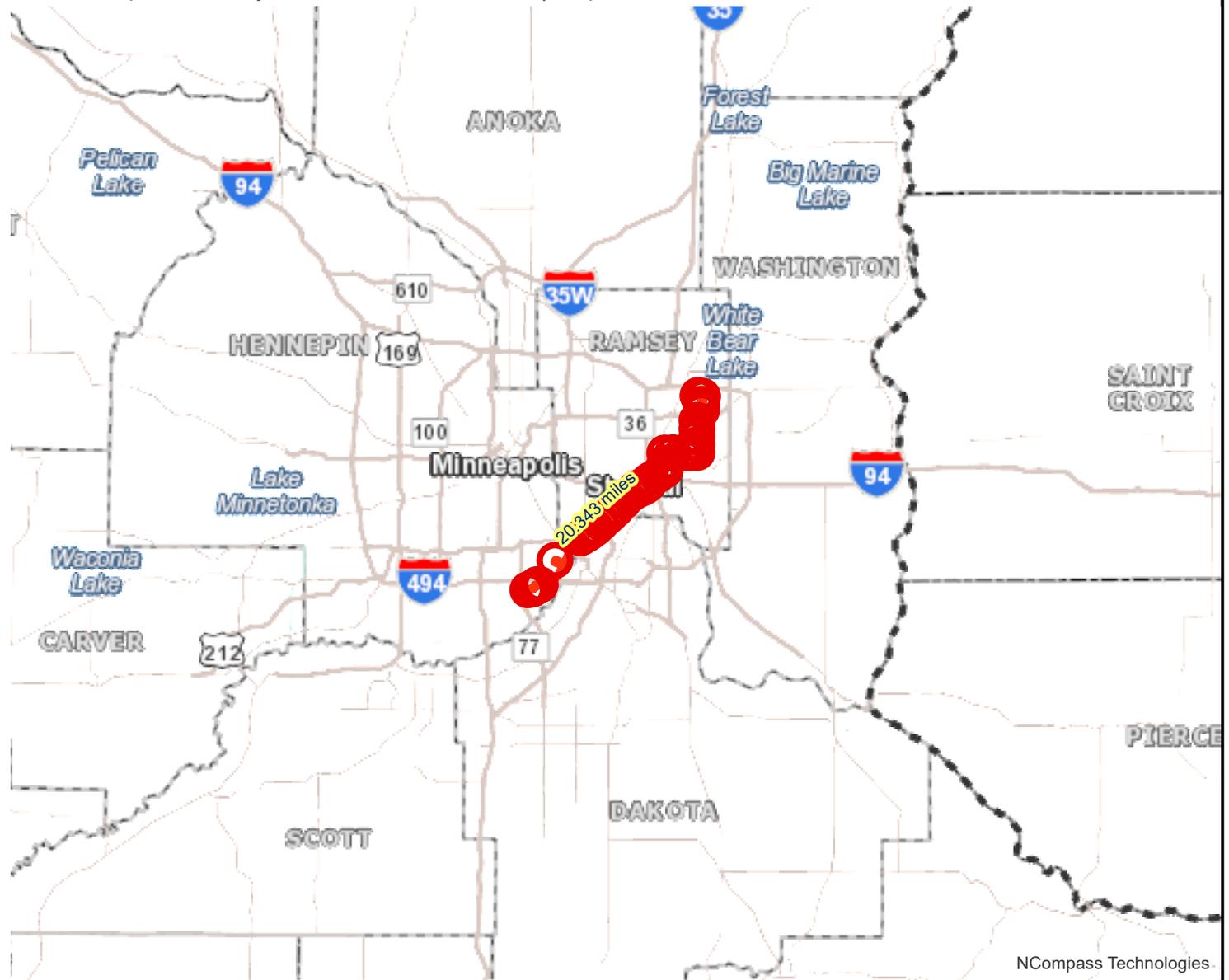
Transit with a Direct Connection to project:

134 16 21 219 270 294 3 353 361 444 46
 480 495 5 515 538 539 54 540 61 62 63
 64 65 67 68 70 71 74 75 80 83 84
 901 902 903 906 94

- *East 7th Street
- *American Boulevard
- *Robert Street
- *Chicago/Emerson-Fremont
- *Rush Line
- *Red Line
- *Green Line
- *Blue Line
- *Riverview
- *Gold Line

**indicates Planned Alignments*

Transit Market areas: 1, 2, 3



NCompass Technologies

-  Project Points
-  Project
-  Project Area



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 LandscapeRSA3



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Route 54 Estimated 10 Minute Frequency West 7th Street Weekday

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	15	20		3	\$ 143.96	\$ 2,879	\$ 734,196	24	13.0	312	20.8	\$ 1.10	\$ 343	79,560	\$ 87,516	\$ 646,680												
2025	15	20		3	\$ 143.96	\$ 2,879	\$ 734,196	24	13.7	327.6	21.8	\$ 1.10	\$ 360	83,538	\$ 91,892	\$ 642,304												
2026	15	20		3	\$ 143.96	\$ 2,879	\$ 734,196	24	14.3	343.98	22.9	\$ 1.10	\$ 378	87,715	\$ 96,486	\$ 637,710												
3 Year Totals																\$ 2,202,588	250,813	\$ 275,894	\$ 1,926,694									

*Route 54 has no peer route in the system being the only 7 day a week 3AM to 1AM Limited Stop bus route that serves downtown Saint Paul, MSP, and the Mall of America.

App Request

Route 54 Transit Service Expansion Summary

Route 54 is a Core Urban Local Limited Stop route from the Mall of America in Bloomington to downtown Saint Paul, Saint Paul East Side, Maplewood, and the Maplewood Mall Transit Center. The segment for the proposed service expansion operates on a major transit corridor connecting the Mall of America Transit Center and Airport South development in Bloomington, MSP Terminal 1 Transit Center, West 7th Street, downtown Saint Paul and the Union Depot Transit Center.

The portion of Route 54 proposed for this service expansion has the highest population and job density along the Route 54 corridor and can support a higher level of transit service. This service improvement will add 24 trips each weekday and serves significant areas of population/employment densities and concentrations of low-income and communities of color.

Currently, this portion of the Route 54 runs every 10 minutes during an extended morning and afternoon peak period and every 15 minutes during the weekday midday. A weekday peak period service expansion was funded through an earlier CMAQ grant that began in June 2018 and has resulted in higher ridership in the segment.

The planned improvement to this route is during the weekday off-peak and will be improved from every 15 minutes to every 10 minutes. The grant request is for the additional operating funds required to implement the service improvement. No additional vehicles are required to implement this improvement.

Total Project Cost: \$2,202,588.00
Requested Federal Amount: \$1,762,070.00
Local Match Amount: \$440,517.00
Local Match Percentage: 20.0%

Regional Economy

Transit Expansion Project: Route 54 | Map ID: 1586183995276

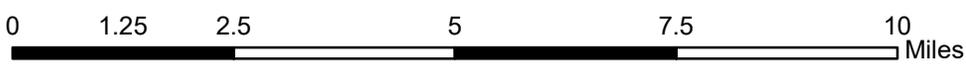


Results

WITHIN ONE MI of project:
Postsecondary Students: 15972
Total Population: 106570
Total Employment: 164197
Mfg and Dist Employment: 14577

 Project Points  Postsecondary Education Centers

 Project



Created: 4/6/2020
LandscapeRSA5



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



NCompass Technologies