



Application

13871 - 2020 Transit Expansion

14176 - Route 17 Service Improvement

Regional Solicitation - Transit and TDM Projects

Status:

Submitted

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Primary Contact

Name:*

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City

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Ext.

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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 17 Service Improvement
Primary County where the Project is Located Hennepin
Cities or Townships where the Project is Located: Minneapolis, St. Louis Park, Hopkins
Jurisdictional Agency (If Different than the Applicant):

Route 17 is an Urban Local route serving Northeast Minneapolis, downtown Minneapolis, Uptown and the Knollwood Mall area of St. Louis Park/Hopkins.

From northeast Route 17 uses Washington Street and Central Avenue to downtown. Using Nicollet Avenue, 24th Street and Hennepin Avenue to Uptown it proceeds west to Minnetonka Boulevard in St. Louis Park and Blake Road in Hopkins.

The core of the route from downtown Minneapolis and Uptown area is a few trips short of being a High Frequency route. High Frequency routes operate every 15 minutes, or better, on weekdays 6 am-7 pm and on Saturdays 9 am-6 pm. The northeast segment as well as the segment west of Lake Street France Avenue in St. Louis Park and Hopkins runs every 30 minutes off-peak and weekends.

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

The planned improvement brings the segment in St. Louis Park and Hopkins up to the High Frequency standard of 15 minutes service, adding over 40 additional trips per weekday and 36 additional Saturday trips. This includes 3 weekday and 14 Saturday trips between downtown and France Avenue to bring the downtown to Uptown segment up to High Frequency standards.

A key component of the planned improvement will be the extension of all trips west of France Avenue to the Green Line's future Blake Road Station immediately north of Excelsior Boulevard. This Blake Road/Knollwood area of Hopkins and St. Louis Park includes census tracts and TAZs with densities over 20,000 residents and 7,500 jobs per square mile.

The extension of High Frequency service to the Blake Station will increase regional access and connectivity to significant job and commercial concentrations for ACP populations. Connecting Route 17 High Frequency service at Blake Station improves the ability of St. Louis Park and Hopkins residents to access employment in the job rich nodes of downtown Hopkins, Opus, Golden Triangle and Eden Prairie Mall and likewise for Eden Prairie, Minnetonka and Hopkins residents to access opportunities in the Knollwood area of St. Louis Park.

For example, the Dominion project in Minnetonka across the street from the Green Line's future Opus Station will have a density of 48 units per acre for a total of 454 residential units of which 198 will be affordable workforce housing. The future residents of this Minnetonka complex will, with the High Frequency Route 17 connection at the Blake Road Station, see considerably improved transit access to the Knollwood area.

The Route 17 Service Improvement Project is designed to fulfill the regional goals and strategies of the Metropolitan Council's 2040 TPP as well as those listed in 2040 Comprehensive plans of Minneapolis, St. Louis Park and Hopkins.

(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

CMAQ: Operating Funds for Route 17 Service Improvement

10.2

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 \$2,511,123.00

Match Amount \$627,781.00

Minimum of 20% of project total

Project Total \$3,138,904.00

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 non-federal 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:

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: Transit Market Areas I and II

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 2.02) 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

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

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

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. 3

City of Minneapolis 2040 Comprehensive Plan, Policy 20.h

List the applicable documents and pages:

City of St. Louis Park 2040 Comprehensive Plan

City of Hopkins 2040 Comprehensive Plan

Metro Green Line LRT Extension (SWLRT)'s Bus Transit Operations Plan August 2018 p. 15 & p. 19

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	21804.0
Cost Per Platform hour (full loaded Cost)	\$143.96
Subtotal	\$3,138,903.84
Other Costs - Administration, Overhead,etc.	\$0.00

Totals

Total Cost	\$3,138,903.84
Construction Cost Total	\$0.00
Transit Operating Cost Total	\$3,138,903.84

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 178111

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 1947

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

1588877510571_Rt 17 Population Employment Summary.pdf

Please upload attachment in PDF form.

Measure B: Transit Ridership

Existing transit routes directly connected to the project

2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 14, 17, 18, 19, 21, 22, 23, 25, 39, 53, 59, 61, 94, 133, 134, 135, 141, 146, 156, 250, 261, 263, 264, 270, 288, 353, 355, 365, 375, 452, 460, 464, 465, 467, 470, 472, 475, 476, 477, 478, 479, 490, 491, 492, 493, 535, 552, 553, 554, 558, 578, 587, 588, 589, 597, 604, 612, 615, 643, 645, 663, 664, 667, 668, 670, 671, 672, 673, 677, 679, 690, 695, 697, 698, 699, 721, 724, 742, 747, 755, 756, 758, 760, 761, 762, 763, 764, 765, 766, 767, 768, 772, 774, 776, 777, 780, 781, 782, 783, 785, 790, 793, 795, 824, 825, 850, 852, 854, 901-METRO Blue Line, 902-METRO Green Line, 923-METRO C 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 Orange Line (I-35W South Highway BRT), METRO Green Line Extension (Southwest LRT), METRO Blue Line Extension (Bottineau LRT), METRO B Line (Lake St/Marshall Ave Arterial BRT), METRO D Line (Chicago-Emerson-Fremont Arterial BRT), METRO E Line (Hennepin Ave Arterial BRT)

Select all transitways that apply.

Upload Map

1586271068856_Rt 17 Transit Connections.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) 103492

Our experience with recent ridership decline indicates that the number of new rides gained from added service hours results in a lower PPISH and number of new rides than would be expected from a straight peer route comparison.

Thus, the first assumption is that a straight peer route analysis to determine new rides needs to be balanced with the additional methods outlined in the methodology section.

A second assumption is that while service hours are added in Market Area I of Uptown, most of the new hours added are in Market Area II on the segment of Route 17 in St. Louis Park and Hopkins-suburban areas that traditionally have lower ridership. Thus, the selection of peer routes was focused entirely on those in operating in suburban areas that are mostly in Market Area II.

Assumptions Used:

A third assumption is that bringing the route up to High-Frequency standards and extending all Route 17 trips to the Green Line's future light rail station at Blake Road will significantly increase connectivity and access to employment sites in St. Louis Park, Hopkins, Minnetonka and Eden Prairie resulting in new rides not anticipated by the statistical model discussed in the methodology section.

The final assumption is that there is no perfect method for estimating new rides or selecting peer comparison routes. As a result, this application attempts to err on the side of not over-estimating new rides.

Regarding the peer routes selected (717, 721 and

722), it should be noted that 721 has peak period trips to/from downtown Minneapolis and the PPISH on these trips is actually a bit lower than that of the route as a whole.

*(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

First, 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 17, it was compared against other Urban Local routes and a weekday range of 200 to 400 was predicted, with 307 as the median. For Saturday, a range of 150 to 300 was predicted with 232 as the median.

Second, passengers per in-service hour (PPISH) of peer routes was also reviewed. Route 17 was compared against Routes 717, 721 and 722 because the land uses, destinations, route structure of these suburban local routes better matches the suburban segment of Route 17 where most new service hours are being invested. These peer routes have a combined weekday PPISH of 31.3 and Saturday PPISH of 25.2. This approach on Route 17 would result in 510 new rides per weekday and 454 new rides per Saturday.

Third, as noted in the 'assumptions used' section, connecting Route 17 to the Blake Road LRT station significantly improves access to employment sites. This factor was not accounted for in the statistical model but is accounted for in the estimate of new rides shown below.

Balancing outputs from this three-step approach has resulted in an estimate of 295,927 new rides:

Year 1: 93,871 total (81,141 Wkdy, 12,730 Saturday)

Year 2: 98,564 total (85,198 Wkdy, 13,366 Saturday)

Year 3: 103,492 total (89,458 Wkdy, 14,034 Saturday)

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 17 is an urban local route that serves three Areas of Concentrated Poverty. Starting downtown and working to the west terminal at Green Line's future Blake Road Station, the first area is just south of downtown running along Nicollet Avenue south to Franklin Avenue. This area is principally east of Nicollet Avenue. The second area covers the area along 24th Street between Nicollet and Lyndale Avenues. It stretches a 1/4 mile either side of 24th Street. The third area is in Hopkins centered around the future Blake Road Station. The project area also includes the APC50 area west of I-35W between 26th and 28th Streets. There are above the regional average communities of color or low-income populations all along the route from downtown Minneapolis, south on Nicollet and to Hennepin Avenue. Areas along the route in St. Louis Park also have these characteristics. In Hopkins and St. Louis Park along the route there are concentrations of seniors and youth. There are concentrations of people with disabilities in downtown and just south of downtown along the route.

Response:

The Route 17 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.

The Route 17 improvements will be a direct benefit to traditionally underserved communities. There are no negative impacts to traditionally underserved communities. As a High Frequency route it will significantly improve connections and access to employment sites, education institutions and service centers.

In addition to providing a High Frequency connection to the future LRT Blake Station, it will also connect with the future West Lake and existing Nicollet Mall LRT stations. The improved Route 17 will also provide connections to well over 100 bus routes including the future B and E Lines.

Connecting Route 17 High Frequency service at Blake Station improves the ability of St. Louis Park and Hopkins residents to access employment in the job rich nodes of downtown Hopkins, Opus, Golden Triangle and Eden Prairie Mall and likewise for Eden Prairie, Minnetonka and Hopkins residents to access opportunities in the Knollwood area of St. Louis Park.

For example, the Dominion project in Minnetonka across the street from the Green Line's future Opus Station will have a density of 48 units per acre for a total of 454 residential units of which 198 will be affordable workforce housing. The future residents of this Minnetonka complex will, with the High Frequency Route 17 connection at the Blake Road Station, see considerably improved transit access to the Knollwood area.

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

Significant improvements to weekday and Saturday 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.

Response:

The Route 17 is sidewalk accessible through all three communities it serves directly. 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 49 passenger waiting shelters at stops along this route.

There are no negative impacts to traditionally underserved communities.

(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 158835777726_Rt 17 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
Minneapolis	121.0	0.59	100.0	58.74
St. Louis Park	68.0	0.33	97.0	32.02
Hopkins	17.0	0.08	100.0	8.25
				99

Total Transit Stops

Total Transit Stops 206.0

Housing Performance Score

Total Housing Score 99.01

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.

Response:

Route 17 will serve a number of affordable housing developments, including 82 existing affordable housing sites. Of these existing sites, 70 are located in Minneapolis, 9 are in St. Louis Park, and 3 are located in Hopkins. Combined, these developments include 5,141 affordable units with types ranging from studios to four-bedroom units with affordability between 30% to 80% AMI. Affordability is guaranteed through LIHTC (34 sites), project-based subsidies (14 sites), and subsidies other than tax credits (56 sites). Additionally, 7 of these affordable housing developments are public housing (all in Minneapolis).

Residents living in these affordable housing developments will benefit from enhanced mobility provided by Route 17. Since residents of affordable housing are less likely to own a private vehicle compared to the general population, Route 17 will expand opportunities for travel through more frequent service during off-peak periods on weekdays and Saturdays.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1588876995197_Route 17 - Affordable Housing.pdf

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	351
Distance from Terminal to Terminal (Miles)	10.2
VMT Reduction	3580.2
CO Reduced	8556.678
NOx Reduced	572.832
CO2e Reduced	1312501.0

PM2.5 Reduced	17.901
VOCs Reduced	107.406
Total Emissions Reduced	1321756.0

Measure A: Roadway, Bicycle, and Pedestrian Improvements

The full extent of Route 17 is served by sidewalks, and it operates in walkable, pedestrian-friendly neighborhoods. All 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 49 passenger waiting shelters at stops along the project segment from downtown Minneapolis to the future Blake Road Station in Hopkins.

Response

The Blake Road segment in Hopkins was recently reconstructed with an emphasis on improving the pedestrian environment and access.

The proposed service improvement will result in significantly shorter wait times at stops for riders waiting to catch the bus during off-peak hours. Route 17 will run every 15 minutes for most of the day on weekdays and Saturdays. This is a major improvement in travel flexibility and makes coordinating multimodal travel in this corridor significantly easier with High Frequency service connecting to LRT at the Green Line's future Blake Station.

(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.

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:	\$937,794.00
Total Annual Capital Cost of Project	\$151,216.00
Total Annual Project Cost	\$1,089,010.00

Added annual platform hours: 7,268

Cost per platform hour: \$143.96

Annual Operating Cost (prior to reduction of fare revenue): \$1,046,301

Annual Capital Cost of Project: \$151,216 (\$604,865 per bus divided by 12 years * 3 peak buses)

Annual operating costs plus annual capital costs: \$1,197,517

Total Project Cost: \$3,592,551 (\$1,197,517 * 3 years)

Assumption Used:

Estimated fare revenue based on new rides * average Route 17 fare of \$1.10

Project Total Estimated Fare Revenue: \$325,521 (295,927 new rides * \$1.10)

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

1st Year: New Rides = 93,871(318/wkdy and 245/Sat)

2nd Year: New Rides = 98,564(334/wkdy and 257/Sat)

3rd Year: New Rides = 103,492(351/wkdy and 270/Sat)

Total Net Operating Cost: \$2,813,384 (\$1,046,301 * 3 years) minus total fare revenue of \$325,521

Annual Net Operating Cost: \$937,794 (\$1,046,301 - [\$325,521/3 years])

Total Net Project Cost: \$3,267,030 (Annual net operating + capital cost = \$1,089,010 * 3 years)

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
LIST - Route 17 Affordable housing sites (2 pages).pdf	LIST - Routes 17 Affordable housing sites	68 KB
MAP - Route 17 full extent Make a Maps.pdf	MAP - Route 17 full extent Make a Maps	14.4 MB
ProjectSummary - Rt 17 Final.pdf	Route 17 Project Summary	105 KB
Regional Solicitation_Minneapolis Support_SIGNED.pdf	Route 17 - Minneapolis Letter of Support	181 KB
Route 17 - Communities of Color and Low-Income Populations.pdf	MAP - Route 17 Communities of Color and Low-Income populations	551 KB
Route 17 - Seniors Youth and People with disabilities.pdf	MAP - Route 17 Seniors Youth and People with disabilities	565 KB
Route 17 Project Map.pdf	MAP - Route 17 Project Map	526 KB
Rt 17 Hrs Costs Rides Fares.pdf	TABLES-Route 17 Projections	469 KB
Rt 17 LetterOfCommitment-CoverLetter .pdf	Letter of Commitment signed - Route 17	212 KB
Rt 17 Regional Economy.pdf	MAP - Route 17 Regional Economy	3.1 MB

Population/Employment Summary

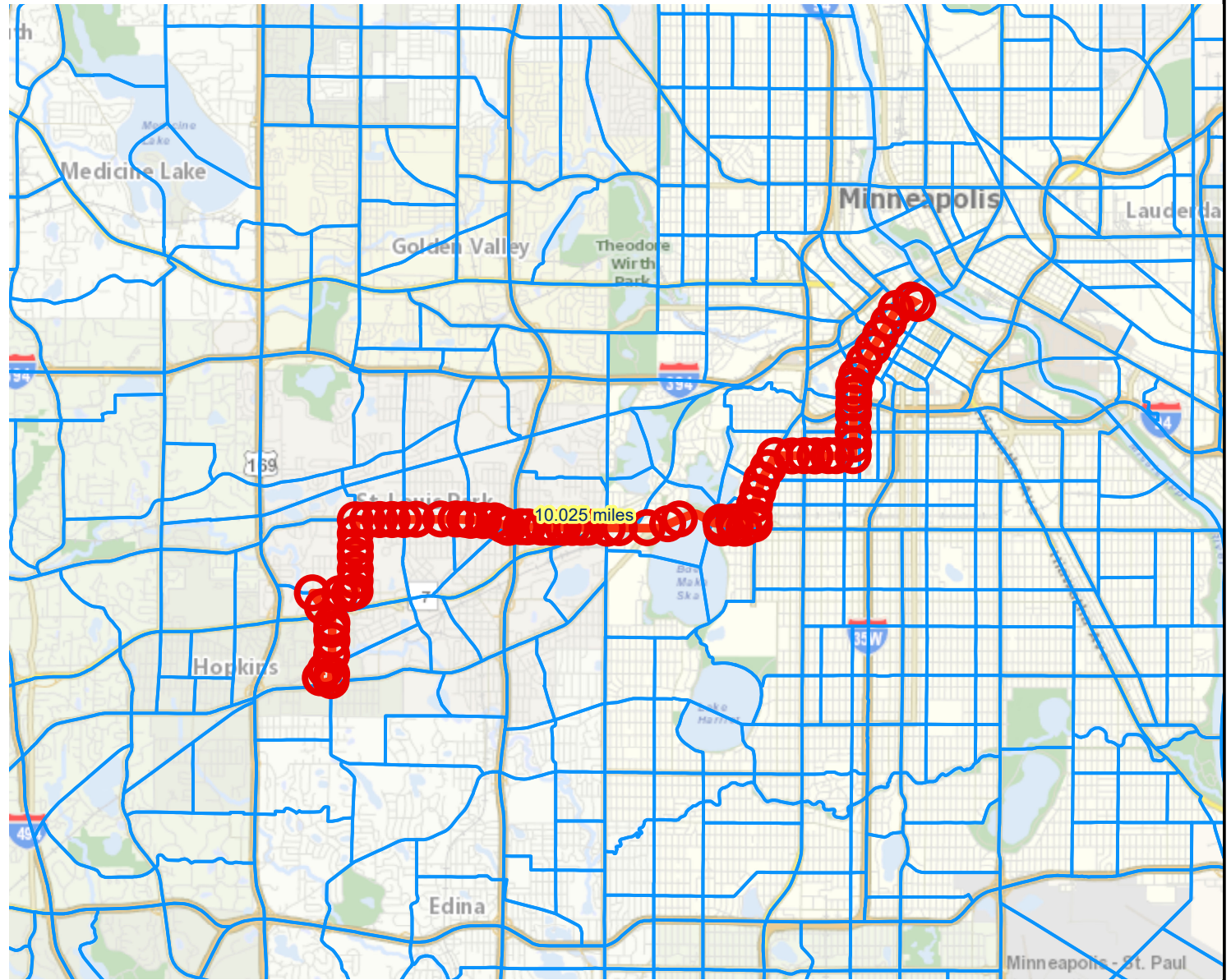
Transit Expansion Project: Route 17 | Map ID: 1586266400961

Results

Within QTR Mile of project:
Total Population: 91149
Total Employment: 178111
Postsecondary Students: 1947

Within HALF Mile of project:
Total Population: 113493
Total Employment: 202736
Postsecondary Students: 10568

Within ONE Mile of project:
Total Population: 191824
Total Employment: 290172



- Project Points
- Project Area
- Project
- 2016 TAZ



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<https://giswebsite.metc.state.mn.us/gissite/notice.aspx>



Transit Connections

Transit Expansion Project: Route 17 | Map ID: 1586266400961

Results

Transit with a Direct Connection to project:

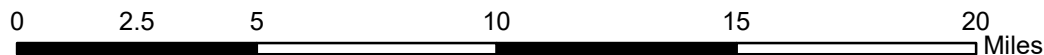
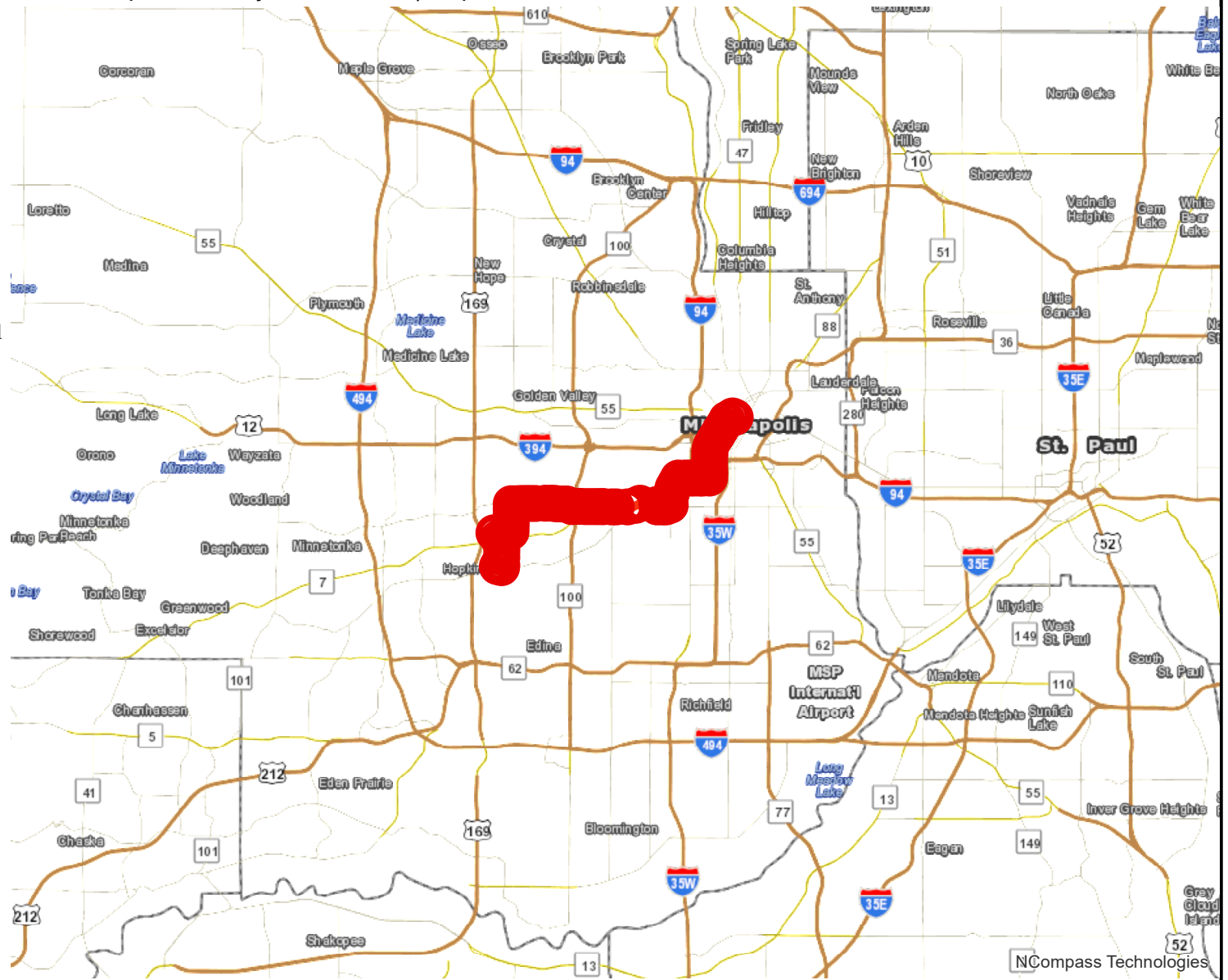
10 11 134 14 141 17 18 19 2 21 22
 23 25 250 264 270 3 353 4 460 477 490
 5 535 553 578 597 6 600 604 61 612 615
 645 663 664 667 670 690 698 7 721 747 755
 756 760 761 763 764 765 766 768 774 776 781
 790 795 824 850 852 865 9 901 902 923 94

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

*indicates Planned Alignments

Transit Market areas: 1, 2

-  Project Points
-  Project
-  Project Area



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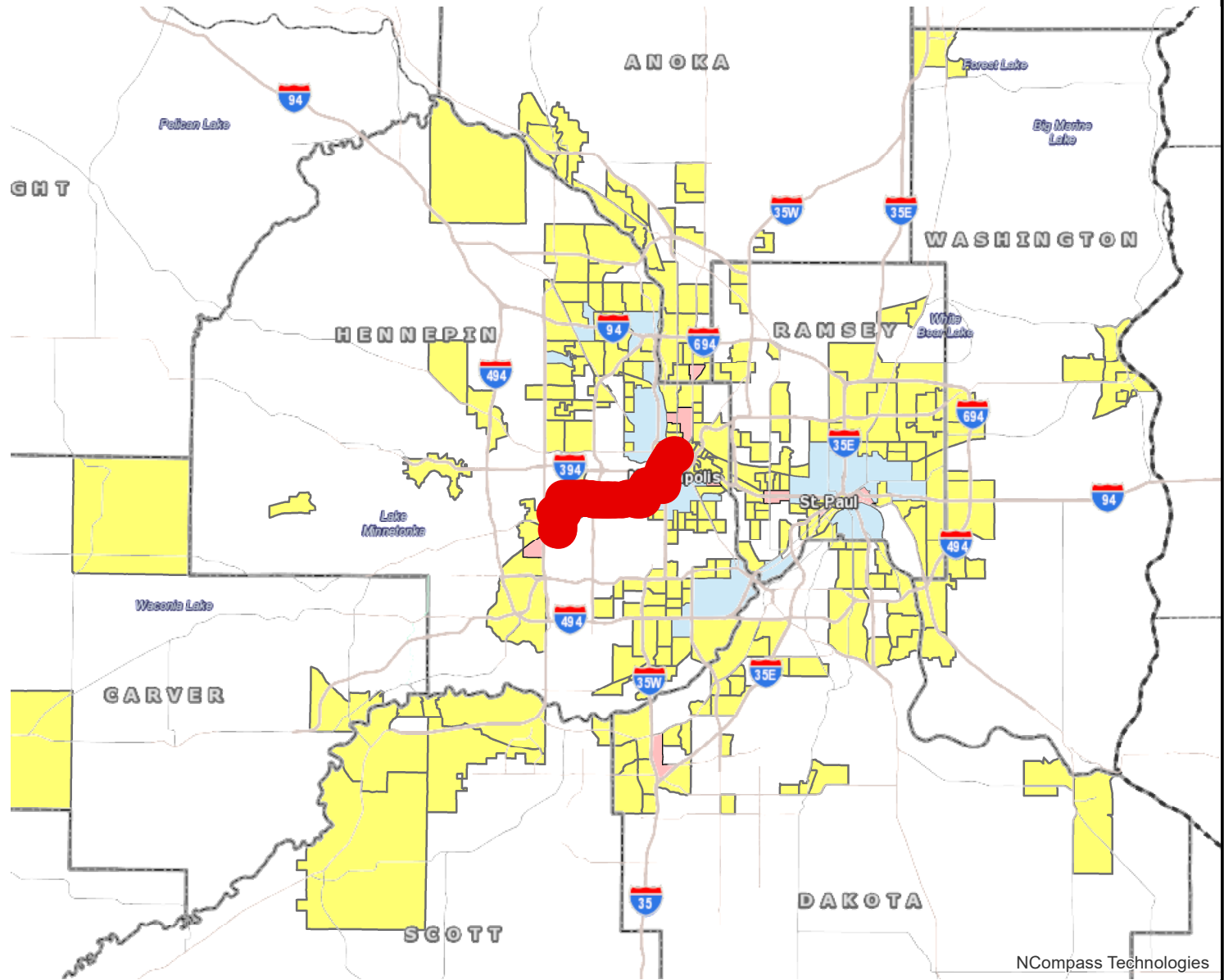


Results Socio-Economic Conditions




Transit Expansion Project: Route 17 | Map ID: 1586266400961



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

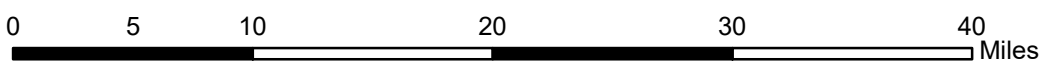
Tracts within half-mile:
5901 5902 6800
7700 7801 8100
22102 22200 22301
22302 22400 22700
22801 22802 22901
23000 23200 23400
23501 26402 103000
103600 103700 104400
105201 105204 105400
105500 105600 105700
106500 106600 106700
106900 107000 108000
109100 122500 122600
126000 126100 126200



NCompass Technologies

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

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

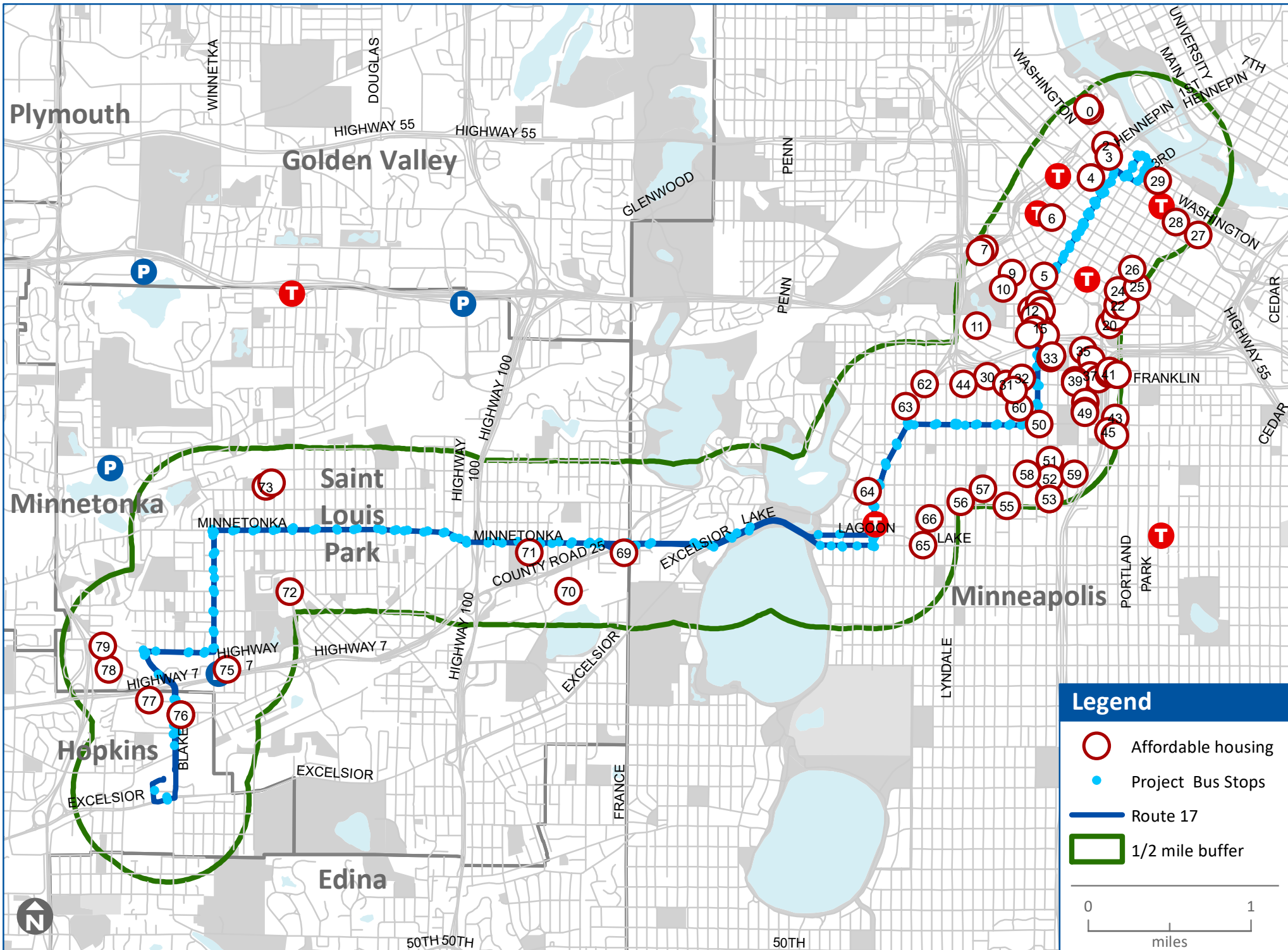


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Legend

- Affordable housing
- Project Bus Stops
- Route 17
- 1/2 mile buffer

0 1

miles

Path: H:\ServDev\WP\OJECTS\CM\AQ\2024-2025 Solicitation\Applications\Expansion\Route 17\Maps\Route 17 - Affordable Housing.mxd

FID	Match_addr	Name	Tot_Units	Aff_Units	Unit_BRs	Aff_AMI	Tax_Credit	LIHTC4	LIHTC9	PROJBASE	OTHSUB	PUBHSG
0	401 1st St N, Minneapolis, MN, 55401	HERITAGE LANDING APTS	229	46	1	50%	Tax Credit					
1	432 1st St N, Minneapolis, MN, 55401	CREAMETTE HISTORIC LOFTS	96	48	1-2	50%-60%	Tax Credit	LIHTC 4%	LIHTC 9%			
2	129 2nd St N, Minneapolis, MN, 55401	SECOND STREET LOFTS	39	16	Unknown	60%	Tax Credit					
3	222 Hennepin Ave, Minneapolis, MN, 55401	222 HENNEPIN	286	3	1-2	60%					OTHER SUBSIDY	
4	314 Hennepin Ave, Minneapolis, MN, 55401	THE ATRIUM	299	299	1-2	30%						PUBLIC HOUSING
5	66 12Th St S, Minneapolis, MN, 55403	OPPORTUNITY HSG - LAMOREAUX	116	116	0-1	30%-50%	Tax Credit	LIHTC 4%	LIHTC 9%		OTHER SUBSIDY	
6	730 Hennepin Ave, Minneapolis, MN, 55403	CITY PLACE LOFTS	55	55	0-2	60%	Tax Credit	LIHTC 4%			OTHER SUBSIDY	
7	1501 Hawthorne Ave, Minneapolis, MN, 55403	HAWTHORNE AVENUE APARTMENTS	35	35	0-1	30%-50%					OTHER SUBSIDY	
8	1510 Laurel Ave, Minneapolis, MN, 55403	JEREMIAH PROJECT ADDITION	21	21	2	30%					OTHER SUBSIDY	
9	1300 Yale Pl, Minneapolis, MN, 55403	CITY APARTMENTS AT LORING PARK	162	33	0-1	50%	Tax Credit				OTHER SUBSIDY	
10	1421 Yale Pl, Minneapolis, MN, 55403	BOOTH MANOR/SALVATION ARMY	157	100	1	30%				PROJECT-BASED SUBSIDY		
11	430 Oak Grove St, Minneapolis, MN, 55403	430 OAK GROVE	75	1	1	60%					OTHER SUBSIDY	
12	1350 Nicollet Mall, Minneapolis, MN, 55403	NICOLLET TOWERS	306	306	1-3	60%	Tax Credit	LIHTC 4%		PROJECT-B	OTHER SUBSIDY	
13	15 Grant St E, Minneapolis, MN, 55403	LORING TOWERS	230	230	0-1	60%	Tax Credit	LIHTC 4%		PROJECT-B	OTHER SUBSIDY	
14	1355 Nicollet Ave, Minneapolis, MN, 55403	LORING 100 APARTMENTS	107	107	1	30%				PROJECT-BASED SUBSIDY		
15	16 15th St E, Minneapolis, MN, 55403	STRADFORD FLATS	62	62	0-2	30%-60%	Tax Credit		LIHTC 9%		OTHER SUBSIDY	
16	27 14th St W, Minneapolis, MN, 55403	KENSINGTON APARTMENTS	34	34	0-1	60%	Tax Credit		LIHTC 9%			
17	1500 Nicollet Ave, Minneapolis, MN, 55403	1500 NICOLLET	183	183	0-3	50%-60%	Tax Credit	LIHTC 4%			OTHER SUBSIDY	
18	1600 1st Ave S, Minneapolis, MN, 55403	ARCHDALE APTS	30	30	1	60%	Tax Credit	LIHTC 4%	LIHTC 9%		OTHER SUBSIDY	
19	1521 Lasalle Ave, Minneapolis, MN, 55403	LASALLE COMMONS	64	64	0-2	60%	Tax Credit	LIHTC 4%				
20	501 15th St E, Minneapolis, MN, 55404	MADISON APARTMENTS	51	51	2-4	60%	Tax Credit	LIHTC 4%		PROJECT-B	OTHER SUBSIDY	
21	1400 Portland Ave, Minneapolis, MN, 55404	ELLIOT PARK II	162	162	0-2	50%-80%	Tax Credit	LIHTC 4%			OTHER SUBSIDY	
22	515 Grant St E, Minneapolis, MN, 55404	GRANT STREET COMMONS	84	59	0-2	50%-80%					OTHER SUBSIDY	
23	1025 Portland Ave, Minneapolis, MN, 55404	EDEN HOUSE	59	59	Unknown	60%					OTHER SUBSIDY	
24	500 10th St S, Minneapolis, MN, 55404	THE ADAMS	75	30	Unknown	60%	Tax Credit	LIHTC 4%				
25	614 9th St S, Minneapolis, MN, 55404	614 S 9TH ST	15	15	Unknown	60%	Tax Credit					
26	510 8th St S, Minneapolis, MN, 55404	HOUSE OF CHARITY	119	119	Unknown	60%					OTHER SUBSIDY	
27	818 3rd St S, Minneapolis, MN, 55415	EMANUEL HOUSING	101	101	0-1	30%-50%	Tax Credit		LIHTC 9%		OTHER SUBSIDY	
28	614 3rd St S, Minneapolis, MN, 55415	614 S 3RD ST	109	10	2	30%					OTHER SUBSIDY	
29	322 2nd St S, Minneapolis, MN, 55401	MILL CITY QUARTER	150	150	1-2	50%-60%	Tax Credit	LIHTC 4%			OTHER SUBSIDY	
30	335 Ridgewood Ave, Minneapolis, MN, 55403	RIDGEWOOD HOME	12	12	0	50%-60%					OTHER SUBSIDY	
31	214 Franklin Ave W, Minneapolis, MN, 55404	PARK VILLAGE	12	6	1	60%				PROJECT-BASED SUBSIDY		
32	1920 Lasalle Ave, Minneapolis, MN, 55403	LYDIA APARTMENTS	40	40	0	30%	Tax Credit		LIHTC 9%		OTHER SUBSIDY	
33	1801 1st Ave S, Minneapolis, MN, 55403	ABBOTT VIEW	20	20	1-2	30%				PROJECT-B	OTHER SUBSIDY	
34	110 18th St E, Minneapolis, MN, 55403	ABBOTT APTS	123	25	0-1	50%	Tax Credit				OTHER SUBSIDY	
35	1707 3rd Ave S, Minneapolis, MN, 55404	THIRD AVENUE TOWERS	198	198	1	30%						PUBLIC HOUSING
36	1807 Clinton Ave, Minneapolis, MN, 55404	CLINTON AVENUE TOWNHOMES	8	8	2-4	30%				PROJECT-B	OTHER SUBSIDY	
37	1915 Clinton Ave, Minneapolis, MN, 55404	STEVENS COMMUNITY	59	59	1-2	30%				PROJECT-BASED SUBSIDY		
38	1920 4th Ave S, Minneapolis, MN, 55404	FRANKLIN TOWERS	110	110	1-2	30%						PUBLIC HOUSING
39	1920 3rd Ave S, Minneapolis, MN, 55404	NOKOMA COOPERATIVE	19	19	1	60%					OTHER SUBSIDY	
40	1926 3rd Ave S, Minneapolis, MN, 55404	THE LONOKE	19	19	1	30%-50%	Tax Credit	LIHTC 4%	LIHTC 9%		OTHER SUBSIDY	
41	1919 5th Ave S, Minneapolis, MN, 55404	FRANKLIN GATEWAY	120	77	0-3	30%-50%	Tax Credit		LIHTC 9%		OTHER SUBSIDY	
42	501 19th St E, Minneapolis, MN, 55404	PINECLIFF APARTMENTS	30	30	1-2	30%-50%					OTHER SUBSIDY	
43	2310 Portland Ave, Minneapolis, MN, 55404	THE LORRAINE	16	16	Unknown	50%					OTHER SUE	PUBLIC HOUSING
44	620 Franklin Ave W, Minneapolis, MN, 55405	THE WELLSTONE	49	37	1-3	50%	Tax Credit		LIHTC 9%		OTHER SUBSIDY	
45	2433 5th Ave S, Minneapolis, MN, 55404	5TH AVENUE HIGHRISES	253	253	1	30%						PUBLIC HOUSING
46	2430 Portland Ave, Minneapolis, MN, 55404	PORTLAND PLACE COOPERATIVE	17	17	1-4	60%	Tax Credit	LIHTC 4%			OTHER SUBSIDY	
47	2120 Clinton Ave, Minneapolis, MN, 55404	INCARNATION HOUSE	15	15	1-2	30%					OTHER SUBSIDY	

48	2216 Clinton Ave, Minneapolis, MN, 55404	NORTH HAVEN APARTMENTS	4	4	3-5	30%-50%				OTHER SUBSIDY	
49	2220 Clinton Ave, Minneapolis, MN, 55404	NORTH HAVEN PHASE II	5	5	1-3	50%				OTHER SUBSIDY	
50	17 24th St E, Minneapolis, MN, 55404	PASSAGES	17	17	1-3	30%				OTHER SUBSIDY	
51	2533 1st Ave S, Minneapolis, MN, 55404	HIAWATHA 2533 1ST AVE	42	42	1	30%				PUBLIC HOUSING	
52	2633 1st Ave S, Minneapolis, MN, 55408	CITY FLATS APARTMENTS	27	27	3	60% Tax Credit	LIHTC 9%	PROJECT-B		OTHER SUBSIDY	
53	2727 1st Ave S, Minneapolis, MN, 55408	ARMADILLO FLATS I	19	19	Unknown	80%				OTHER SUBSIDY	
54	2743 1st Ave S, Minneapolis, MN, 55408	ARMADILLO FLATS II	19	19	Unknown	60%				OTHER SUBSIDY	
55	211 28th St W, Minneapolis, MN, 55408	DOUBLE FLATS	11	11	1-3	50% Tax Credit				OTHER SUBSIDY	
56	2743 Lyndale Ave S, Minneapolis, MN, 55408	LYNDALE GREEN	63	63	1-2	50%-60% Tax Credit	LIHTC 4%			OTHER SUBSIDY	
57	2708 Grand Ave S, Minneapolis, MN, 55408	MORRISON VILLAGE APTS	57	55	0-3	30%-80% Tax Credit	LIHTC 4%	LIHTC 9%		OTHER SUBSIDY	
58	2609 Blaisdell Ave, Minneapolis, MN, 55408	WHITTIER COMMUNITY HOUSING	45	45	0-3	30%			PROJECT-B	OTHER SUBSIDY	
59	2616 3rd Ave S, Minneapolis, MN, 55408	ECHO FLATS	20	20	2-4	50%-60% Tax Credit	LIHTC 9%			OTHER SUBSIDY	
60	2200 Blaisdell Ave, Minneapolis, MN, 55404	BLAISDELL HOUSING	151	150	0-2	60% Tax Credit	LIHTC 4%				
61	2011 Pillsbury Ave, Minneapolis, MN, 55404	2011 PILLSBURY ALLIANCE	27	27	0	30%				OTHER SUBSIDY	
62	1000 Franklin Ave W, Minneapolis, MN, 55405	BELMONT APARTMENTS	87	87	0-2	60% Tax Credit	LIHTC 4%				
63	2209 Emerson Ave S, Minneapolis, MN, 55405	BRIDGE CENTER FOR YOUTH	18	18	0	30%				OTHER SUBSIDY	
64	2715 Humboldt Ave S, Minneapolis, MN, 55408	27XX HUMBOLDT AVENUE SOUTH	11	11	1-2	60% Tax Credit					
65	1006 Lake St W, Minneapolis, MN, 55408	BUZZA HISTORIC LOFTS	136	136	0-2	60% Tax Credit	LIHTC 4%				
66	2824 Bryant Ave S, Minneapolis, MN, 55408	URBAN VILLAGE	72	12	1	60%-80% Tax Credit				OTHER SUBSIDY	
67	Minneapolis, MN	VETERANS EAST	100	100	0	30%-50% Tax Credit	LIHTC 4%			OTHER SUBSIDY	
68	Minneapolis, MN	VETERANS & COMMUNITY HOUSING	140	140	Unknown	50% Tax Credit				OTHER SUE PUBLIC HOUSING	
69	3030 France Ave S, Saint Louis Park, MN, 55416	THE SHOREHAM	148	30	0-2	50% Tax Credit	LIHTC 4%			OTHER SUBSIDY	
70	4440 Park Glen Rd, Saint Louis Park, MN, 55416	PARK GLEN TOWNHOMES	34	34	3	60% Tax Credit	LIHTC 9%				
71	4925 Minnetonka Blvd, Saint Louis Park, MN, 55416	MENORAH PLAZA	155	155	0-2	30%				PROJECT-BASED SUBSIDY	
72	3250 Louisiana Ave S, Saint Louis Park, MN, 55426	OAK PARK VILLAGE APARTMENTS	100	100	1-3	30%				PROJECT-BASED SUBSIDY	
73	2759 Louisiana Ct, Saint Louis Park, MN, 55426	PERSPECTIVES INC	32	30	1-3	30%				OTHER SUBSIDY	
74	2760 Louisiana Ct S, Saint Louis Park, MN, 55426	PERSPECTIVES EAST	36	36	Unknown	60%				OTHER SUBSIDY	
75	3647 Sumter Ave S, Saint Louis Park, MN, 55426	VAIL IN THE PARK	7	7	Unknown	60%				OTHER SUBSIDY	
76	439 Blake Rd N, Hopkins, MN, 55343	OXFORD VILLAGE	51	50	0-3	30%-50% Tax Credit	LIHTC 9%			OTHER SUBSIDY	
77	870 Cambridge St, Hopkins, MN, 55343	TOWN TERRACE TOWNHOMES	32	32	2-3	60% Tax Credit	LIHTC 9%				
78	3601 Phillips Pkwy, Saint Louis Park, MN, 55426	URBAN PARK APARTMENTS	90	23	1-2	50% Tax Credit	LIHTC 4%				
79	3600 Phillips Pkwy, Saint Louis Park, MN, 55426	MENORAH WEST APARTMENTS	45	45	1	30%				PROJECT-BASED SUBSIDY	
80	439 Blake Rd N, Hopkins, MN, 55343	OXFORD VILLAGE	51	50	0-3	30%-50% Tax Credit	LIHTC 9%			OTHER SUBSIDY	
81	Minneapolis, MN	ARTSPACE JACKSON FLATS	35	35	1-3	30%-60% Tax Credit				OTHER SUBSIDY	
				5141			44		14	56	7

Population/Employment Summary

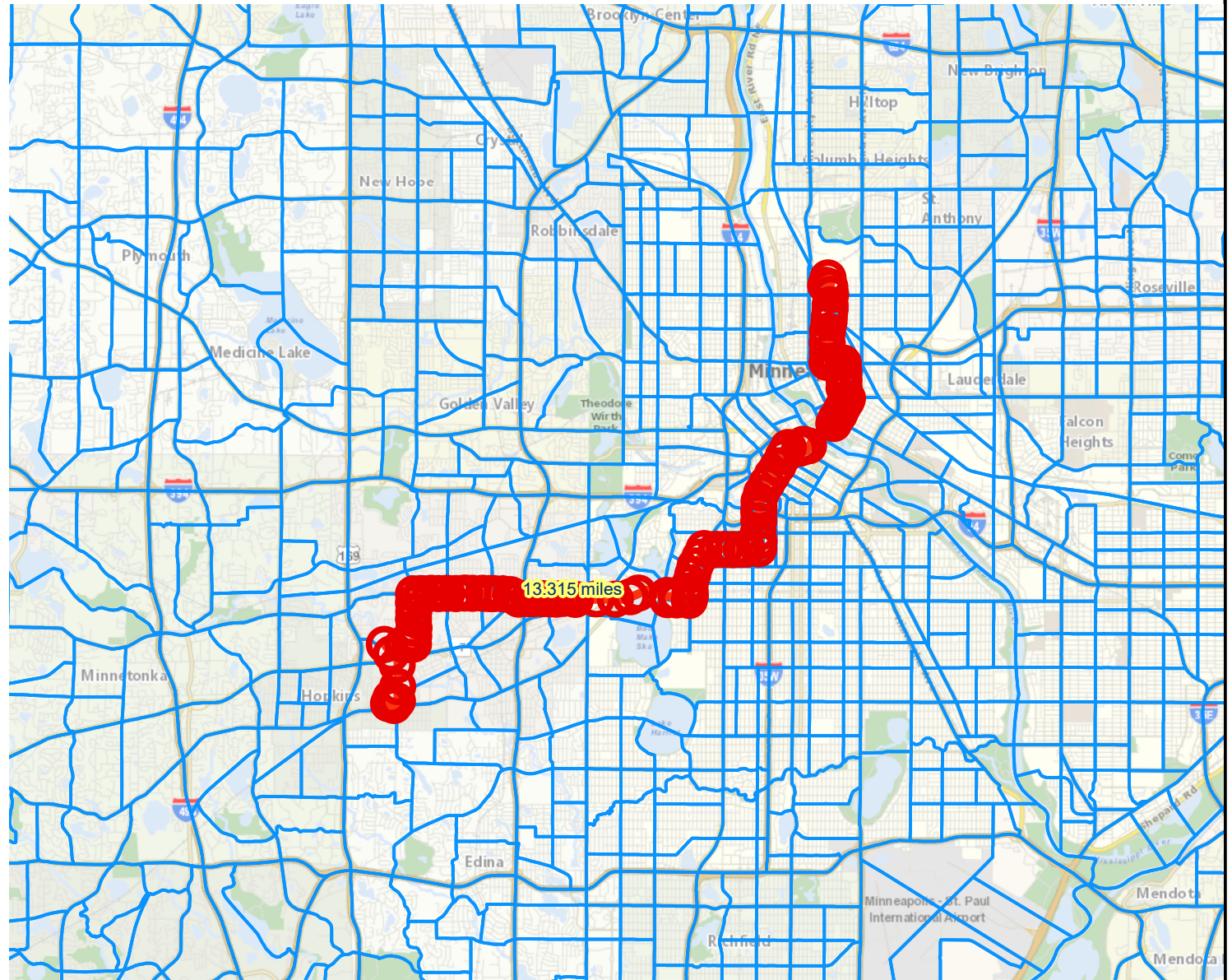
Transit Expansion Project: Route 17 - full extent | Map ID: 1586451197926

Results

Within QTR Mile of project:
Total Population: 109959
Total Employment: 189042
Postsecondary Students: 2434

Within HALF Mile of project:
Total Population: 147936
Total Employment: 218215
Postsecondary Students: 11055

Within ONE Mile of project:
Total Population: 231200
Total Employment: 312823



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/9/2020
LandscapeRSA4



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

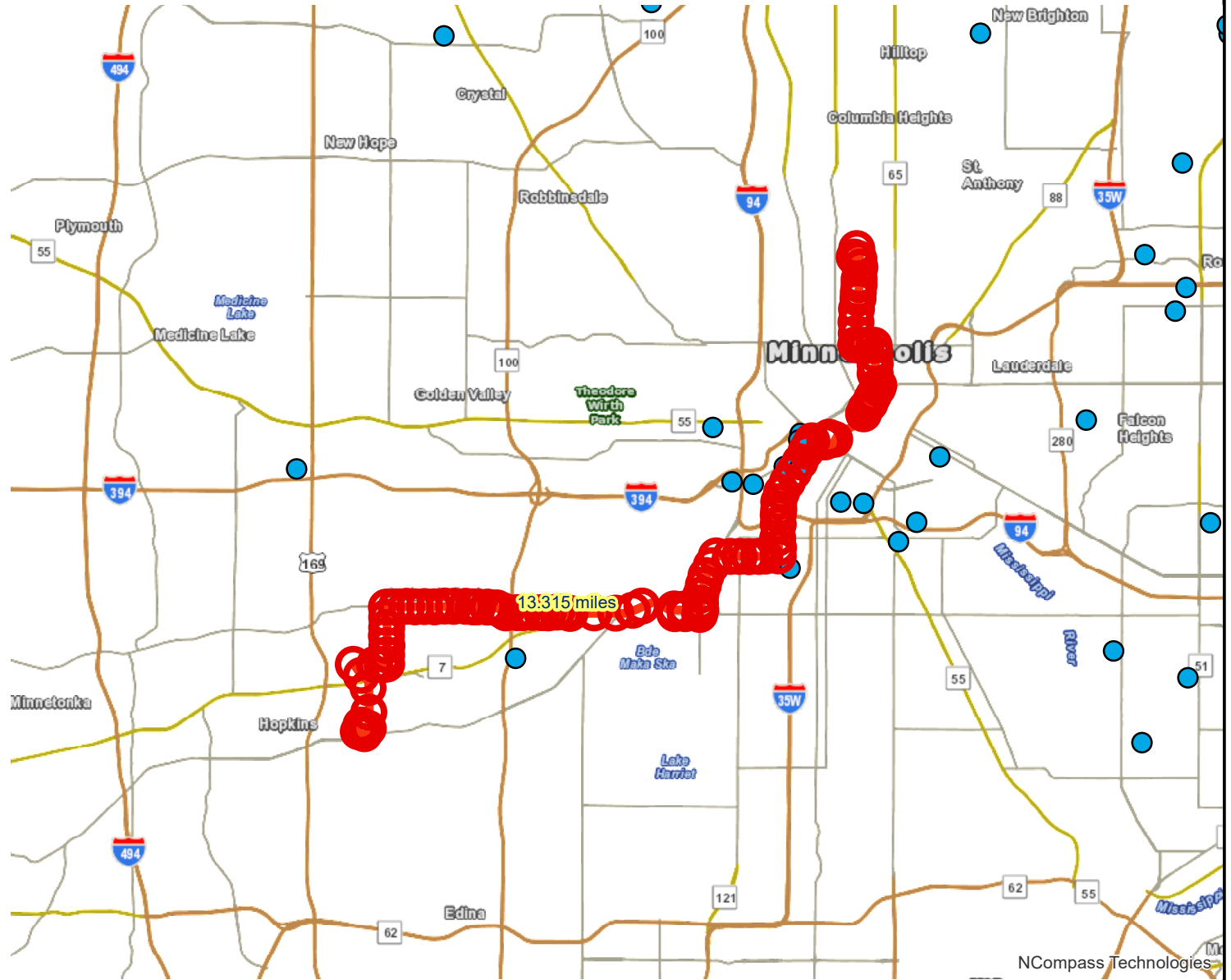


Regional Economy

Transit Expansion Project: Route 17 - full extent | Map ID: 1586451197926

Results

WITHIN ONE MI of project:
Postsecondary Students: 13634
Total Population: 232567
Total Employment: 319409
Mfg and Dist Employment: 23819



 Project Points  Postsecondary Education Centers

 Project



Created: 4/9/2020
LandscapeRSA5



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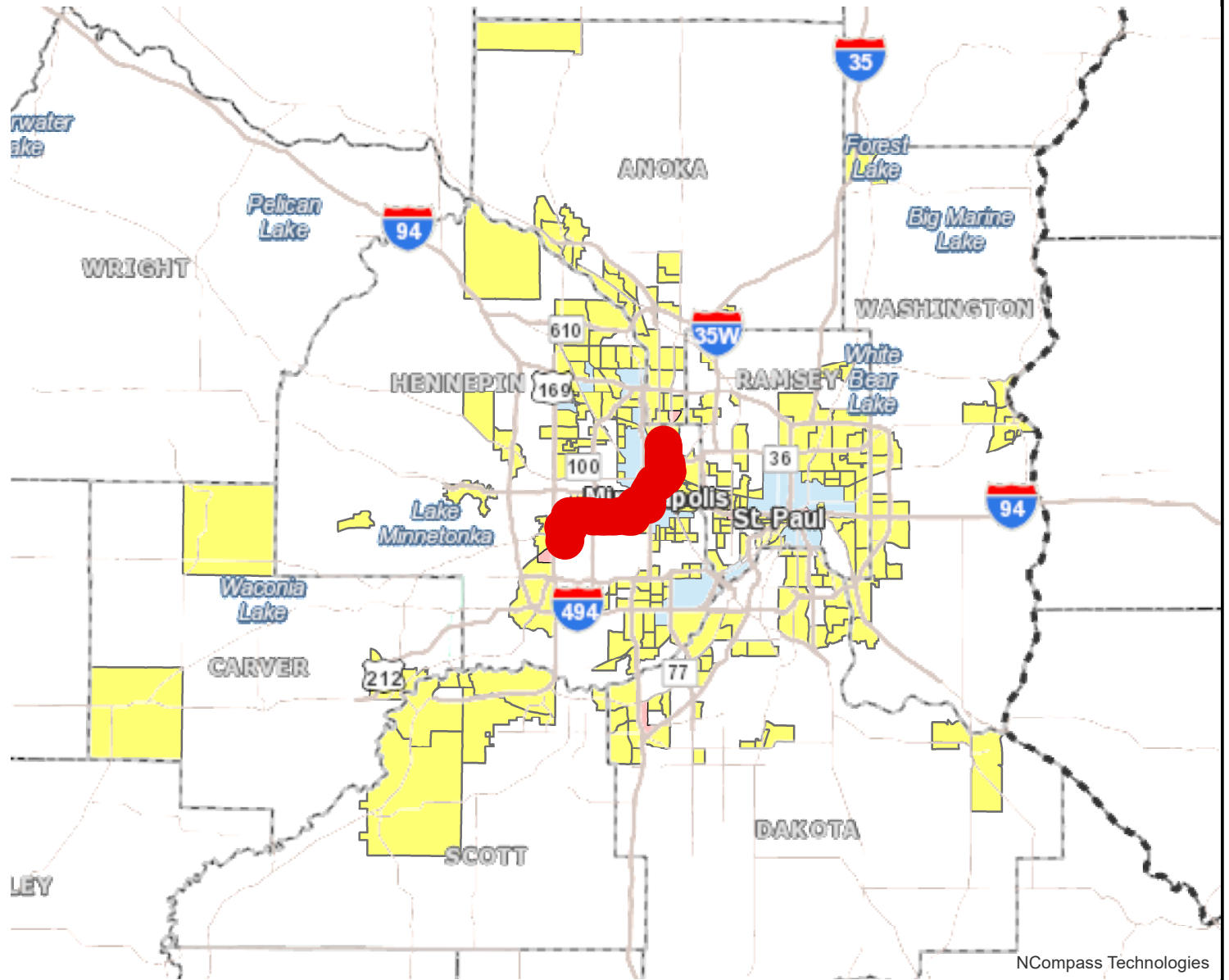
Project located IN
Socio-Economic Conditions
 Area of Concentrated Poverty:

Transit Expansion Project: Route 17 - full extent | Map ID: 1586451197926




(0 to 24 Points)



Tracts within half-mile:

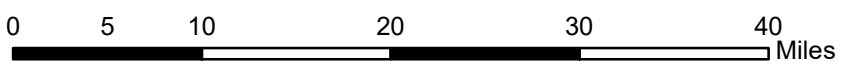
- 601 1100 1700
- 2400 3800 5901
- 5902 6800 7700
- 7801 8100 8200
- 22102 22200 22301
- 22302 22400 22700
- 22801 22802 22901
- 23000 23200 23400
- 23501 26402 100500
- 101800 101900 102500
- 102600 103000 103100
- 103600 103700 104000
- 104400 105201 105204
- 105400 105500 105600
- 105700 106500 106600
- 106700 106900 107000
- 108000 109100 109200
- 122500 122600 126000
- 126100 126200



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: 4/9/2020
 LandscapeRSA2



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



Transit Connections

Transit Expansion Project: Route 17 - full extent | Map ID: 1586451197926

Results

Transit with a Direct Connection to project:

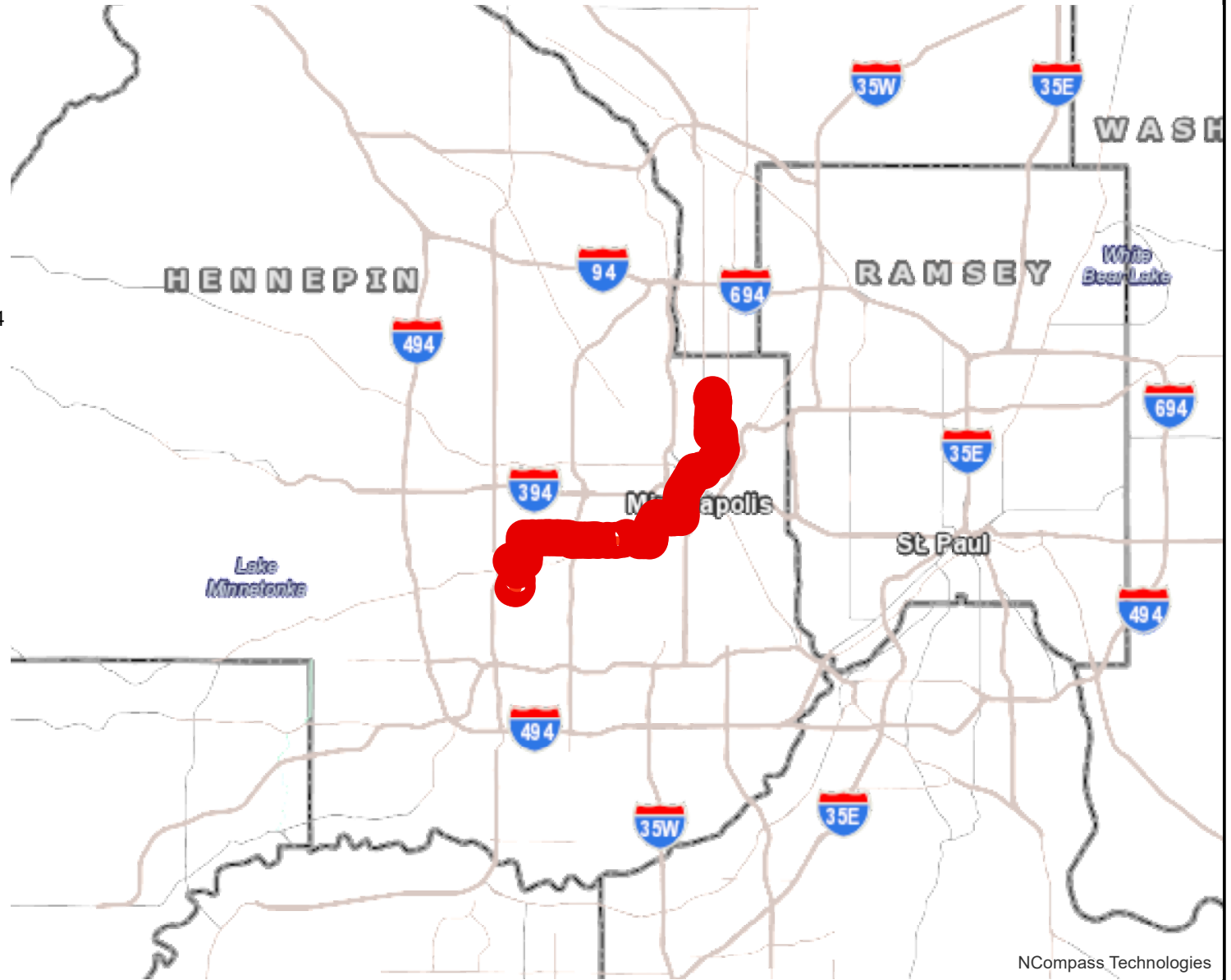
10 11 134 14 141 17 18 19 2 21 22
 23 25 250 264 270 3 30 32 353 4 460
 477 490 5 535 553 578 597 6 600 604 61
 612 615 645 663 664 667 670 690 698 7 721
 747 755 756 760 761 763 764 765 766 768 774
 776 781 790 795 824 850 852 865 888 9 901
 902 923 94

- *Penn Avenue
- *West Broadway Avenue
- *Central Avenue NE
- *Hennepin Avenue
- *Lake Street/Marshall Avenue
- *Chicago/Emerson-Fremont
- *West Broadway
- *Midtown
- *Nicollet-Central
- *Northstar
- *Green Line Extension
- *Orange Line
- *Highway 169
- *Highway 36
- *I-35 W North
- *Green Line
- *Blue Line
- *Nicollet Ave

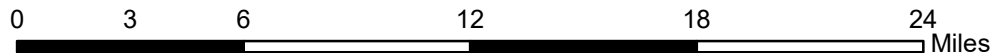
**indicates Planned Alignments*

Transit Market areas: 1, 2

-  Project Points
-  Project
-  Project Area



NCompass Technologies



Created: 4/9/2020
 LandscapeRSA3



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Route 17 Transit Service Expansion Summary

Route 17 is an Urban Local route serving Northeast Minneapolis, downtown Minneapolis, Uptown and the Knollwood Mall area of St. Louis Park/Hopkins.

From northeast Route 17 uses Washington Street and Central Avenue to downtown. Using Nicollet Avenue, 24th Street and Hennepin Avenue to Uptown it proceeds west to Minnetonka Boulevard in St. Louis Park and Blake Road in Hopkins.

The core of the route from downtown Minneapolis and Uptown area is a few trips short of being a Hi-Frequency route. Hi-Frequency routes operate every 15 minutes, or better, on weekdays 6 am-7 pm and on Saturdays 9 am-6 pm. The northeast segment as well as the segment west of Lake Street France Avenue in St. Louis Park and Hopkins runs every 30 minutes off-peak and weekends.

The planned improvement brings the segment in St. Louis Park and Hopkins up to the Hi-Frequency standard of 15 minutes service, adding over 40 additional trips per weekday and 36 additional Saturday trips. This includes 3 weekday and 14 Saturday trips between downtown and France Avenue to bring the downtown to Uptown segment up to Hi-Frequency standards.

A key component of the planned improvement will be the extension of all trips west of France Avenue to the Green Line's future Blake Road Station immediately north of Excelsior Boulevard. This Blake Road/Knollwood area of Hopkins and St. Louis Park includes census tracts and TAZs with densities over 20,000 residents and 7,500 jobs per square mile.

The extension of Hi-Frequency service to the Blake Station will be increased regional access and connectively to significant job and commercial concentrations for ACP populations. Connecting Route 17 Hi-Frequency service at Blake Station improves the ability of St. Louis Park and Hopkins residents to access employment in the job rich nodes of downtown Hopkins, Opus, Golden Triangle and Eden Prairie Mall and likewise for Eden Prairie, Minnetonka and Hopkins residents to access opportunities in the Knollwood area of St. Louis Park.

For example, the Dominion project in Minnetonka across the street from the Green Line's future Opus Station will have a density of 48 units per acre for a total of 454 residential units of which 198 will be affordable workforce housing. The future residents of this Minnetonka complex will, with the Hi-Frequency Route 17 connection at the Blake Road Station, see considerably improved transit access to the Knollwood area.

The Route 17 Service Improvement Project is designed to fulfill the regional goals and strategies of the Metropolitan Council's 2040 TPP as well as those listed in 2040 Comprehensive plans of Minneapolis, St. Louis Park and Hopkins.

Total Project Cost: \$3,138,904.00
Requested Federal Amount: \$2,511,123.00
Local Match Amount: \$627,781.00
Local Match Percentage: 20.0%

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:

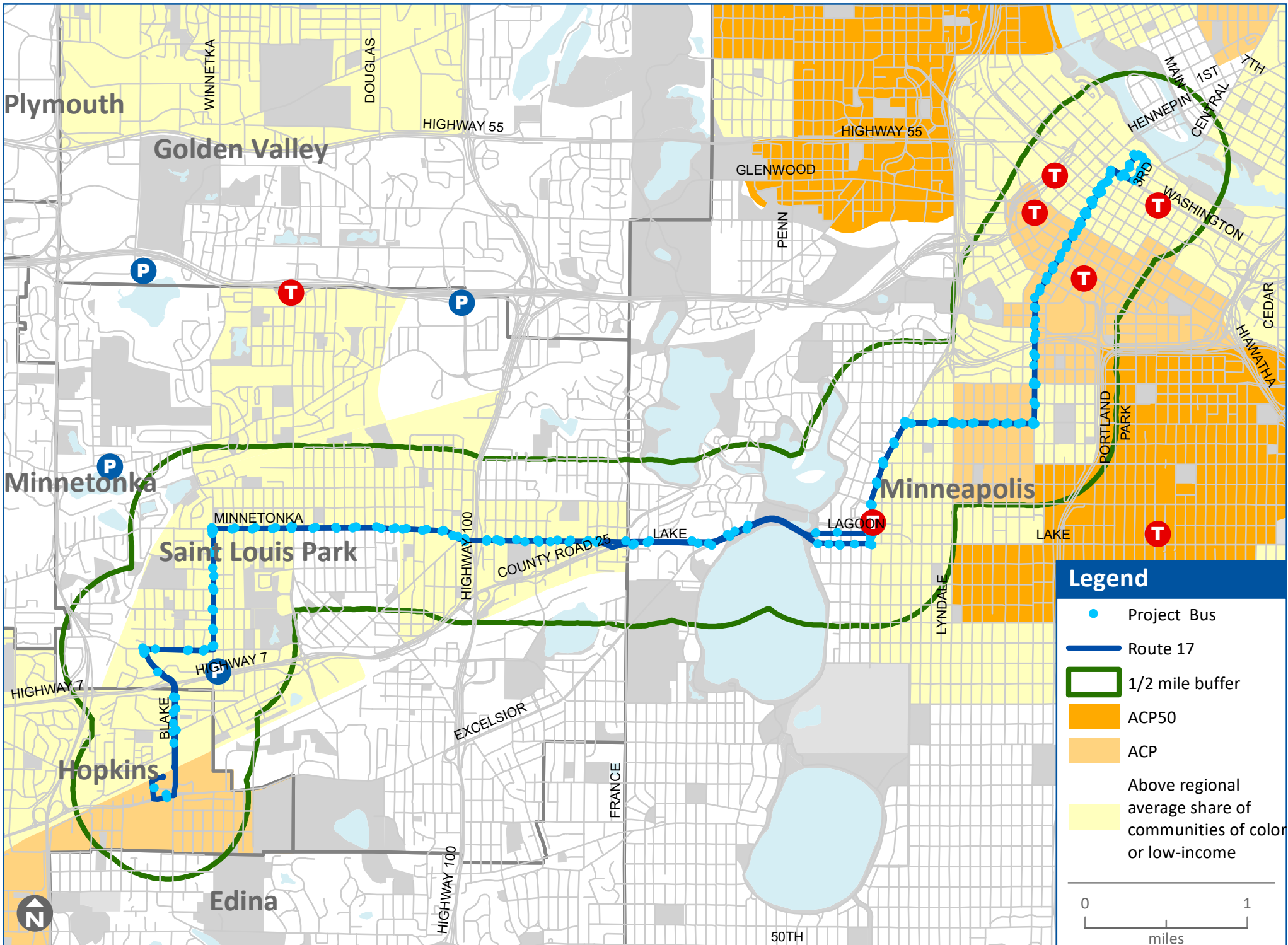
- The draft *Minneapolis Transportation Action Plan (TAP)* sets a mode shift goal to nearly double the proportion of trips taken by public transit (Year 2010 Data, 13% of all trips taken by public transit; Year 2030 Goal, 25% of all trips taken by public transit). The TAP is expected to be approved by 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."

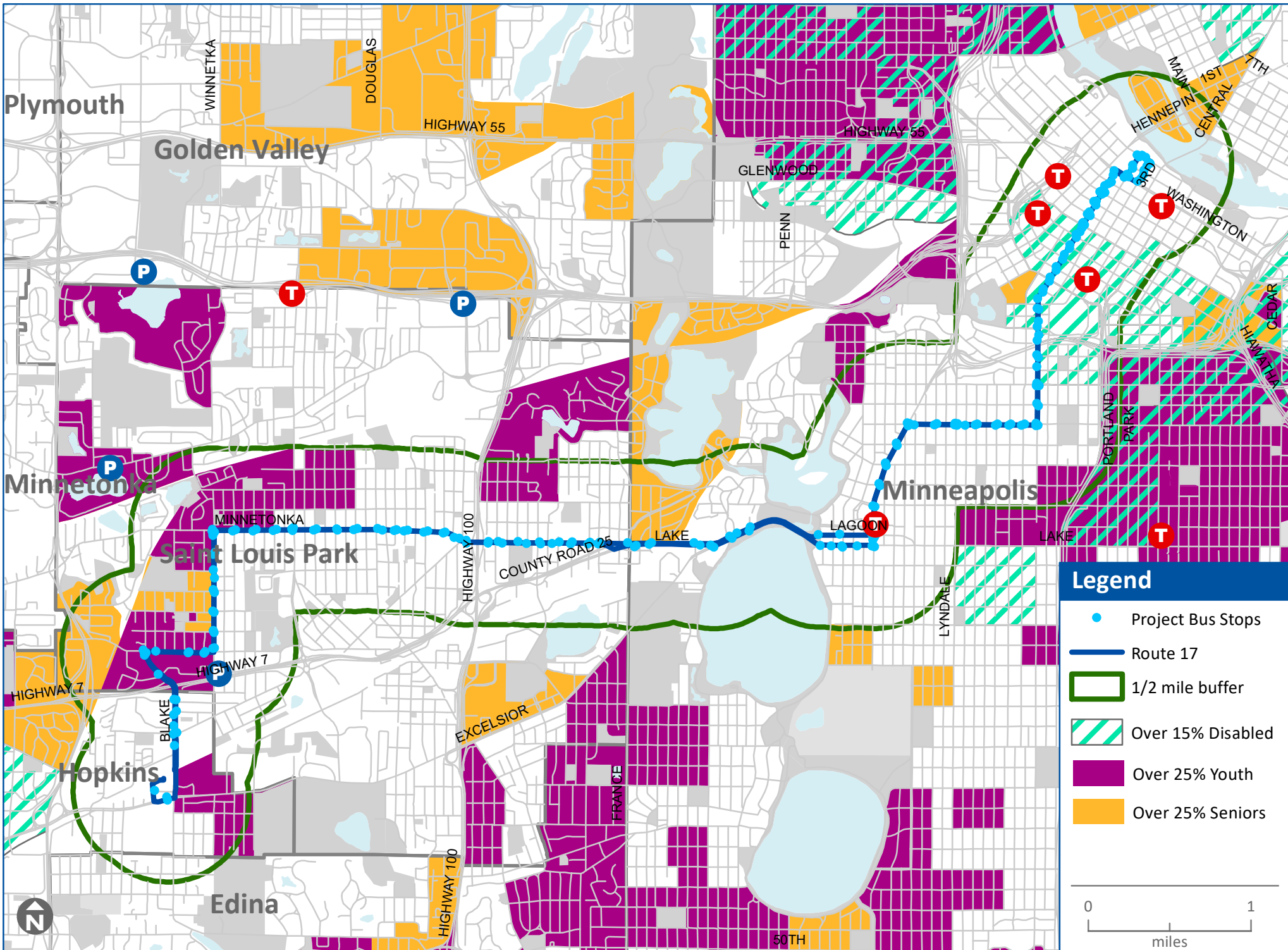
Thank you for making us aware of this application effort and the opportunity to provide support. Minneapolis Public Works looks forward to working with you on these projects.

Sincerely,

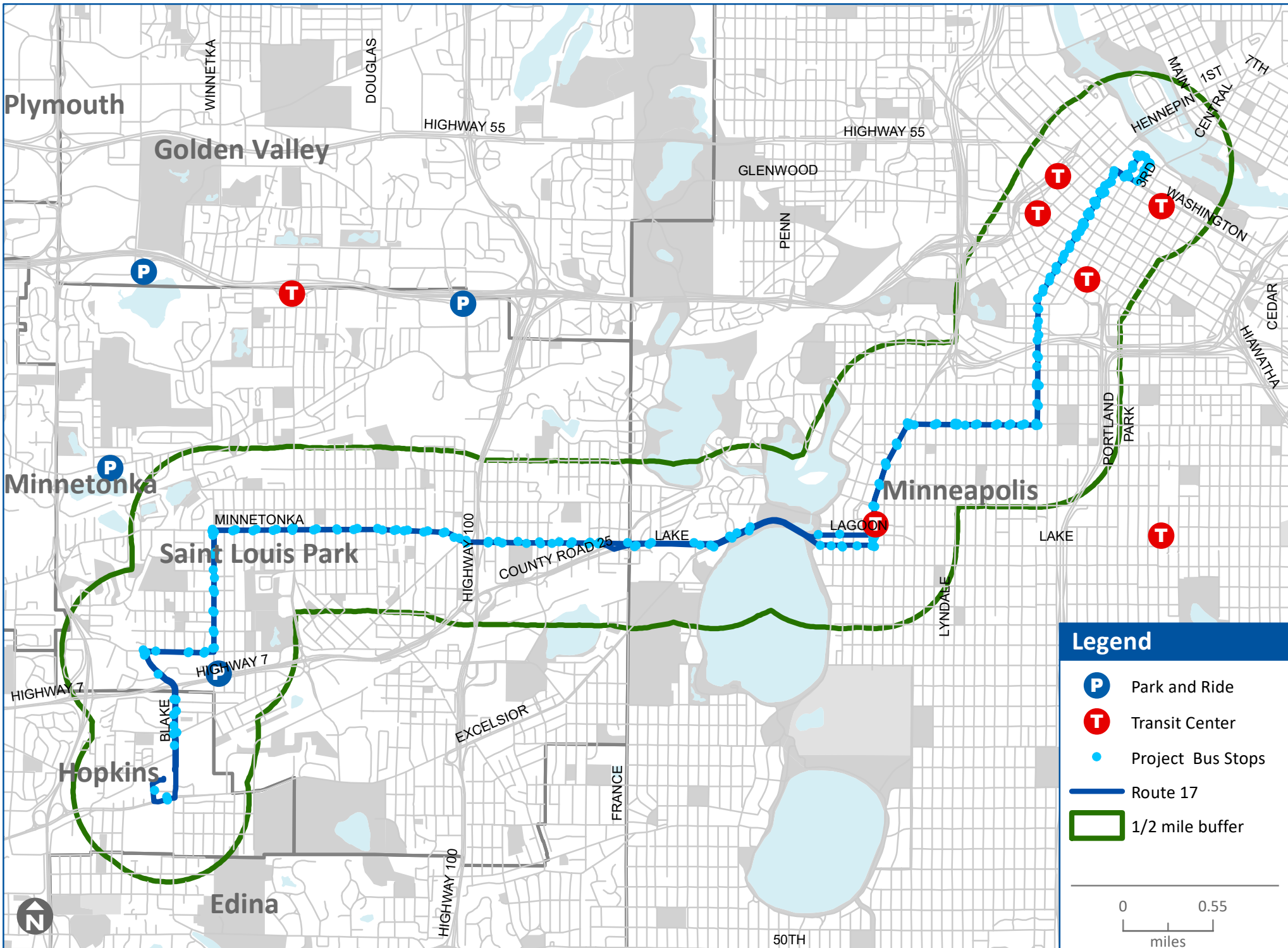


Robin Hutcherson
Director of Public Works
City of Minneapolis



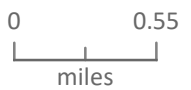


Path: H:\ServDev\WP\OIECT\5\CM\AQ\2024-2025 Solicitation\Applications\Expansion\Route 17\Maps\Route 17 - Seniors, Youth, and People with disabilities.mxd



Legend

- P Park and Ride
- T Transit Center
- Project Bus Stops
- Route 17
- 1/2 mile buffer



Metro Transit Combined Regional Solicitation Projects 2020

Wkdy Route 17--Estimated Costs of Bringing Route to Hi-Frequency Service Between Dwtm and Green Line's Blake Station (SI Estimate Scenario)*

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	16.3	23.2	3	2	\$ 143.96	\$ 3,340	\$ 851,667	43	7.4	318	19.5	\$ 1.10	\$ 350	81,141	\$ 89,255	\$ 762,412
2025	16.3	23.2	3	2	\$ 143.96	\$ 3,340	\$ 851,667	43	7.8	334	20.5	\$ 1.10	\$ 368	85,198	\$ 93,718	\$ 757,950
2026	16.3	23.2	3	2	\$ 143.96	\$ 3,340	\$ 851,667	43	8.2	351	21.5	\$ 1.10	\$ 386	89,458	\$ 98,404	\$ 753,264
3 Year Totals													\$ 2,555,002	\$ 255,797	\$ 281,377	\$ 2,273,625

*Peer routes estimate was 455 new weekday rides and and reduced ride estimate was 403 new weekday rides.

* 16% higher than SI's estimate of 301 new rides per weekday in the 3rd year. Factored upward to account for extension of route to connect with new Blake Rd LRT station

App Request

Saturday Route 17--Estimated Costs of Bringing Route to Hi-Frequency Service Between Dwtm and Green Line's Blake Station (SI Estimate Scenario)*

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 Sat	Sat Costs	Trips	Per Trip	Per Sat	PPISH	Per Ride	Per Sat	New Rides	Rev	Net Cost
2024	18	26	0	4	\$ 143.96	\$ 3,743	\$ 194,634	36	6.8	245	13.6	\$ 1.10	\$ 269	12,730	\$ 14,003	\$ 180,631
2025	18	26	0	4	\$ 143.96	\$ 3,743	\$ 194,634	36	7.1	257	14.3	\$ 1.10	\$ 283	13,366	\$ 14,703	\$ 179,931
2026	18	26	0	4	\$ 143.96	\$ 3,743	\$ 194,634	36	7.5	270	15.0	\$ 1.10	\$ 297	14,034	\$ 15,438	\$ 179,196
3 Year Totals													\$ 583,902	\$ 40,130	\$ 44,143	\$ 539,759

*Peer routes estimate was 349 new Saturday rides and and reduced ride estimate was 310 new Saturday rides.

* 16% higher than SI's estimate of 233 new rides per weekday in the 3rd year. Factored upward to account for extension of route to connect with new Blake Rd LRT station

App Request

Route 23 Estimates: 20-Minute Frequency Midday on Weekdays

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	7	31	0	2	\$ 143.96	\$ 4,463	\$ 1,138,004	16	5.4	86.4	12.3	\$ 1.10	\$ 95	22,032	\$ 24,235	\$ 1,113,769
2025	7	31	0	2	\$ 143.96	\$ 4,463	\$ 1,138,004	16	5.9	94.4	13.5	\$ 1.10	\$ 104	24,072	\$ 26,479	\$ 1,111,525
2026	7	31	0	2	\$ 143.96	\$ 4,463	\$ 1,138,004	16	6.4	102.4	14.6	\$ 1.10	\$ 113	26,112	\$ 28,723	\$ 1,109,281
3 Year Weekday Totals													\$ 3,414,011	\$ 72,216	\$ 79,438	\$ 3,334,574

*Peer routes estimate was 183 new weekday rides and and reduced ride estimate was 53 new weekday rides.

App Request

Route 23 Estimates: 20-Minute Frequency Midday on Saturdays

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 Sat	Sat Costs	Trips	Per Trip	Per Sat	PPISH	Per Ride	Per Sat	New Rides	Rev	Net Cost
2024	5	16		2	\$ 143.96	\$ 2,303	\$ 119,775	10	3.7	37.0	7.4	\$ 1.00	\$ 37	1,924	\$ 1,924	\$ 117,851

2025	5	16		2	\$ 143.96	\$ 2,303	\$ 119,775	10	4.2	42.0	8.4	\$ 1.00	\$ 42	2,184	\$ 2,184	\$ 117,591
2026	5	16		2	\$ 143.96	\$ 2,303	\$ 119,775	10	4.7	47.0	9.4	\$ 1.00	\$ 47	2,444	\$ 2,444	\$ 117,331
3 Year Saturday Totals \$ 359,324														6,552	\$ 6,552	\$ 352,772

*Peer routes estimate was 100 new Saturday rides and and reduced ride estimate was 33 new Saturday rides. **App Request**

Route 54 Estimated 10 Minute Frequency West 7th Street Weekday

Year	In-Service Hours	Platform Hours	Buses		Per Hour Cost	Cost Per Wkdy	Annual Wkdy Costs	Scheduled Trips	Rides Per Trip	New Rides Per Wkdy	PPISH	Ave Fare Per Ride	Fare Rev Per Wkdy	Annual New Rides	Annual Rev	Annual 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 219 Estimated Costs 20" Frequency Service Weekday

Year	In-Service Hours	Platform Hours	Buses		Per Hour Cost	Cost Per Wkdy	Annual Wkdy Costs	Scheduled Trips	Rides Per Trip	New Rides Per Wkdy	PPISH	Ave Fare Per Ride	Fare Rev Per Wkdy	Annual New Rides	Annual Rev	Annual Net Cost
2024	25	44	2	2	\$ 65.00	\$ 2,860	\$ 729,300	34	3.0	102	4.1	\$ 1.10	\$ 112	26,010	\$ 28,611	\$ 700,689
2025	25	44	2	2	\$ 65.00	\$ 2,860	\$ 729,300	34	3.2	107.1	4.3	\$ 1.10	\$ 118	27,311	\$ 30,042	\$ 699,258
2026	25	44	2	2	\$ 65.00	\$ 2,860	\$ 729,300	34	3.3	112.455	4.5	\$ 1.10	\$ 124	28,676	\$ 31,544	\$ 697,756
3 Year Totals \$ 2,187,900														81,997	\$ 90,196	\$ 2,097,704

*Peer routes estimate was 397 new weekday rides and and reduced ride estimate was 75 new weekday rides. **App Request**

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

Year	In-Service Hours	Platform Hours	Buses		Per Hour Cost	Cost Per Wkdy	Annual Wkdy Costs	Scheduled Trips	Rides Per Trip	New Rides Per Wkdy	PPISH	Ave Fare Per Ride	Fare Rev Per Wkdy	Annual New Rides	Annual Rev	Annual 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
3 Year Totals \$ 1,651,941														91,965	\$ 183,929	\$ 1,468,012

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

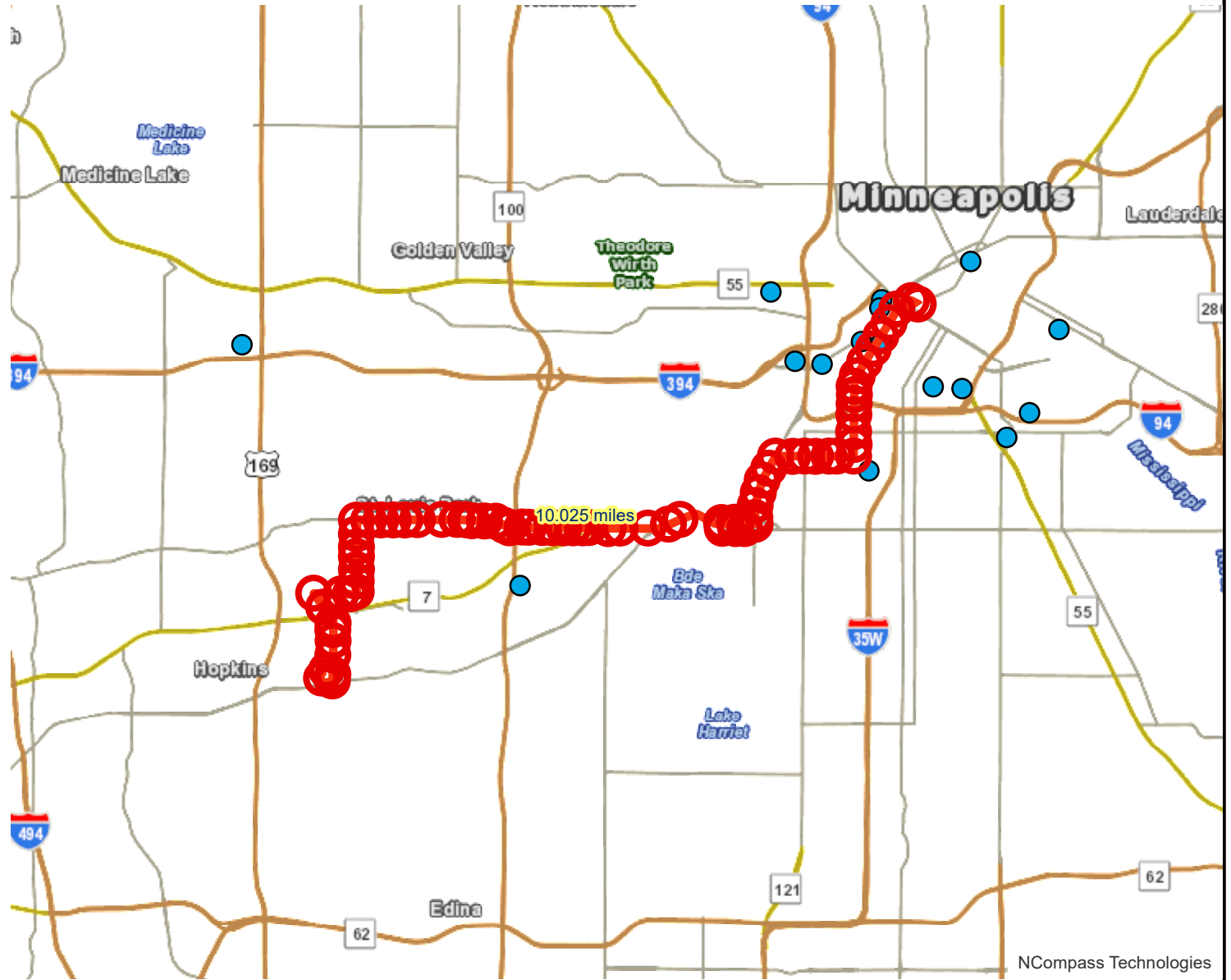
Route 757--Estimated Costs of New TH 55 Limited Stop 30" All Day Service Mpls - Plymouth

Year	In-Service Hours	Platform Hours	Buses		Per Hour Cost	Cost Per Wkdy	Annual Wkdy Costs	Scheduled Trips	Rides Per Trip	New Rides Per Wkdy	PPISH	Ave Fare Per Ride	Fare Rev Per Wkdy	Annual New Rides	Annual Rev	Annual Net Cost
			Pk	OffPk												
2024	33	53	4	4	\$ 143.96	\$ 7,630	\$ 1,945,619	48	7.0	336	10.2	\$ 2.00	\$ 672	85,680	\$ 171,360	\$ 1,774,259
2025	33	53	4	4	\$ 143.96	\$ 7,630	\$ 1,945,619	48	7.4	352.8	10.7	\$ 2.00	\$ 706	89,964	\$ 179,928	\$ 1,765,691
2026	33	53	4	4	\$ 143.96	\$ 7,630	\$ 1,945,619	48	7.7	370.44	11.2	\$ 2.00	\$ 741	94,462	\$ 188,924	\$ 1,756,695
3 Year Totals							\$ 5,836,858							270,106	\$ 540,212	\$ 5,296,646
															App Request	

*The Red Line was used as the only peer route in the system that matches both the market areas served and the proposed operating characteristics of this new route.

Regional Economy

Transit Expansion Project: Route 17 | Map ID: 1586266400961



Results

WITHIN ONE MI of project:
Postsecondary Students: 13634
Total Population: 191824
Total Employment: 290172
Mfg and Dist Employment: 16869

○ Project Points ● Postsecondary Education Centers

— Project



Created: 4/7/2020
LandscapeRSA5



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