



Application

13871 - 2020 Transit Expansion

14178 - Route 219 Service Improvement

Regional Solicitation - Transit and TDM Projects

Status:

Submitted

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Primary Contact

Name:*

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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 219 Service Improvement
Primary County where the Project is Located Ramsey, Washington
Cities or Townships where the Project is Located: Maplewood, White Bear Lake, Mahtomedi, North Saint Paul, Oakdale, Lauderdale, Saint Paul
Jurisdictional Agency (If Different than the Applicant):

Route 219 is a suburban supporting local crosstown route running from the Maplewood Mall Transit Center to the Sunray Shopping Center in Saint Paul. The majority of the route runs on McKnight Rd, Co Rd E, Century Avenue, Hadley Avenue and Conway Avenue. It operates as a crosstown service that connects many Maplewood, White Bear Lake, North Saint Paul, Oakdale, Lauderdale and Saint Paul destinations in the east metro with significant commercial, and job centers, Century College, mixed-use neighborhoods, and residential areas.

Route 219 was introduced as a new crosstown route in 2001. Route 219 ridership has grown and service hours increased, including the addition of Saturday service. Recent Route Trends data shows the route ridership is growing modestly, which is noteworthy compared to system route ridership downward trends at this time.

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

The recommended service expansion is consistent with serving the planned development that is described in the above communities in recent comprehensive plan updates. Furthermore, this service expansion will support the planned Gold Line service that is expected to be operating in 2025.

Currently, Route 219 runs every 30 minutes on weekdays peak and every 60 minutes on Saturdays. No Sunday service is offered.

The planned improvement would increase the weekday service frequency to High Frequency standards from every 30 minute to every 20 minutes all day. No change is planned for Saturday service levels. The grant request is for the

additional operating funds required to implement the service improvement and additional vehicles are also required to implement this improvement.

(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 219 Service Improvement

Project Length (Miles) 16.5

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$1,750,320.00

Match Amount \$437,580.00

Minimum of 20% of project total

Project Total \$2,187,900.00

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: 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: 2, 3, 4

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.

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

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

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. 10
City of Saint Paul 2040 Comprehensive Plan

List the applicable documents and pages:

City of Saint Paul 2030 Transportation Plan,
Preferred Transit Network
Gold Line Connecting Service Plan

Rush Line Plan

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	33660.0
Cost Per Platform hour (full loaded Cost)	\$65.00
Subtotal	\$2,187,900.00
Other Costs - Administration, Overhead,etc.	\$0.00

Totals

Total Cost	\$2,187,900.00
Construction Cost Total	\$0.00
Transit Operating Cost Total	\$2,187,900.00

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 23478

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 9068

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

1586271402910_Rt 219 Population Employment Summary.pdf

Please upload attachment in PDF form.

Measure B: Transit Ridership

Existing transit routes directly connected to the project 54, 63, 64, 70, 74, 80, 219, 270, 294, 353

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 Gold Line (Gateway Dedicated BRT), Rush Line Dedicated BRT

Select all transitways that apply.

Upload Map

1586271512842_Rt 219 Transit Connections.pdf

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) 28676

New rides were calculated using a conservative ridership trend methodology. Added passengers per in-service hour is not entirely based on peer route PPISH. Recent ridership decline experience indicates that added ridership as a result of a service expansion results in a low added passengers per in-service hour. Metro Transit's Strategic Initiatives Department has assisting in estimating the net ridership increase for this project and other Metro Transit 2020 CMAQ applications. The methodology for this estimate is described below.

Assumptions Used:

Balancing outputs from this three-step approach has resulted in an estimate of 81,997 new rides over the course of the grant used throughout the application:

New Annual Ridership Calculations:

Year 1: 26,010 (102/Wkdy)

Year 2: 27,311 (107.1/Wkdy)

Year 3: 28,676 (112.5/Wkdy)

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 219, it was compared against Suburban Local routes and a range of 50-175 was predicted, with 110 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 219 has outperformed other suburban local routes.

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

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

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

Route 219 is a suburban local route that serves Areas of Concentrated Poverty where 50 percent of the population are people of color near Sunray Transit Center. This area also has a high concentration of people with disabilities. The furthest north portion of the route has high concentrations of youth, seniors, and people with disabilities. The area around Maplewood Mall to White Bear Lake also has a high concentration of people with disabilities. Areas of Oakdale and Woodbury served by the route have high concentrations of seniors.

The area to the west of the route has higher than regional average share of communities of color or low-income population. The land to the east of the route also has these characteristics roughly from I-694 south to Larpenteur, as well as the furthest south portion of the route near Landfall and Woodbury.

Response:

The Route 219 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.

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 219 is a suburban 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, via connections, access between these areas and suburban job centers for second shifts in Saint Paul, Lauderdale, Oakdale, North Saint Paul, Mahtomedi, White Bear Lake, and Maplewood.

Significant improvements to weekday service 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.

Some route segments of Century Avenue (Co Rd 120) do not have bus stops that are sidewalk accessible. All the buses used on this MTS contracted Route 219 service (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. Route 219 has 5 Metro Transit passenger waiting shelters along the route.

Response:

(Limit 2,800 characters; approximately 400 words)

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

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

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

Increased noise.

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

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

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

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

Displacement of residents and businesses.

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

Other

Response:

This service expansion will have no negative impacts.

(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

1586892442604_Rt 219 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
Landfall	3.0	0.02	30.0	0.54

Mahtomedi	2.0	0.01	46.0	0.55
Maplewood	38.0	0.23	88.0	20.14
North St. Paul	26.0	0.16	42.0	6.58
Oakdale	50.0	0.3	98.0	29.52
	0	0	0	0
St. Paul	17.0	0.1	100.0	10.24
White Bear Lake	30.0	0.18	100.0	18.07
				86

Total Transit Stops

Total Transit Stops 166.0

Housing Performance Score

Total Housing Score 85.64

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 219 will serve a number of affordable housing developments, including 24 existing affordable housing sites. Of these existing sites, 6 are located in Maplewood, 3 in White Bear Lake, 1 in North Saint Paul, 11 in Oakdale, 1 in Woodbury, and 2 in Mahotmedi. Combined, these developments include 1849 affordable units with types ranging from studios to four-bedroom units with affordability between 30% to 80% AMI. Affordability is guaranteed through LIHTC (15 sites), project-based subsidies (9 sites), and subsidies other than tax credits (10 sites).

Residents living in these affordable housing developments will benefit from enhanced mobility and access provided by Route 219. Since residents of affordable housing are less likely to own a private vehicle compared to the general population, Route 219 will expand opportunities for travel along the Century Avenue (Co Rd 120) corridor.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1588865001923_Route 219 Affordable Housing 8.5x11.pdf

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	112
Distance from Terminal to Terminal (Miles)	16.5
VMT Reduction	1848.0
CO Reduced	4416.72
NOx Reduced	295.68
CO2e Reduced	677477.0
PM2.5 Reduced	9.24
VOCs Reduced	55.44
Total Emissions Reduced	682254.0

Measure A: Roadway, Bicycle, and Pedestrian Improvements

Response

Much of Route 219 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 5 passenger waiting shelters at stops along the project segment between the Saint Paul Sun Ray Transit Center and the north terminal at the Maplewood Mall Transit Center.

The proposed improvement will result in significantly shorter wait times at stops for riders waiting to catch the bus. Route 219 will run every 20 minutes for most of the day on weekdays. although not considered to be high frequency 20 minute headways are commonly understood in the transit planning industry to be far more convenient than every 30 minutes. This is a major improvement in travel flexibility. The roadway is planned for reconstruction by Washington County in 2021 that will include pedestrian safety improvements on Century Avenue (Co Rd 120).

(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:	\$699,235.00
Total Annual Capital Cost of Project	\$84,166.67
Total Annual Project Cost	\$783,401.67

Added annual platform hours: 11,220

Cost per platform hour: \$65

Annual Operating Cost: \$729,300.00

Annual Capital Cost of Project: \$84,167 (\$505,000 per bus divided by 12 years * 2 peak buses)

Annual operating costs plus annual capital costs: \$813,466.67

Total Project Cost: \$2,440,400 (\$813,466.67 X 3 years)

Estimated fare revenue based on new rides * average Route 219 fare of \$1.10

Assumption Used:

Project Total Estimated Fare Revenue: \$90,196 (81,997 new rides * \$1.10)

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

1st Year: New Rides = 26,010 (102/wkday)

2nd Year: New Rides = 27,311 (107.1/wkdy)

3rd Year: New Rides = 28,676 (112.5/wkdy)

Annual Net Operating Cost: \$699,235 (\$729,300 minus total fare revenue of \$90,196/3)

Total Net Operating Cost: \$2,097,704 (Annual Net Operating Cost * 3 years)

Total Net Project Cost: \$2,350,204 (Total Net

Operating Cost + Total Capital Costs)

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
LIST - Route 219 Affordable housing sites.pdf	LIST - Route 219 Affordable housing sites	99 KB
Route 219 Communities of Color and Low-Income Populations.pdf	MAP - Route 219 Communities of Color and Low-Income Populations	527 KB
Route 219 Project Map 8.5x11.pdf	MAP - Route 219 Project Area	271 KB
Route 219 Seniors Youth and Persons with disabilities.pdf	MAP - Route 219 Seniors, Youth, and Persons with disabilities	532 KB
Route 219_LetterOfCommitment-CoverLetter2 (part 1) - signed.pdf	Route 219 Cover Letter commitment - signed	210 KB
Route 219_ProjectDescription.pdf	Route 219 Project Description	102 KB
Route 54 Hrs Costs Rides.pdf	TABLES-Route 219 Projections	423 KB
Rt 219 Regional Economy.pdf	MAP - Route 219 Regional Economy	2.9 MB

Population/Employment Summary

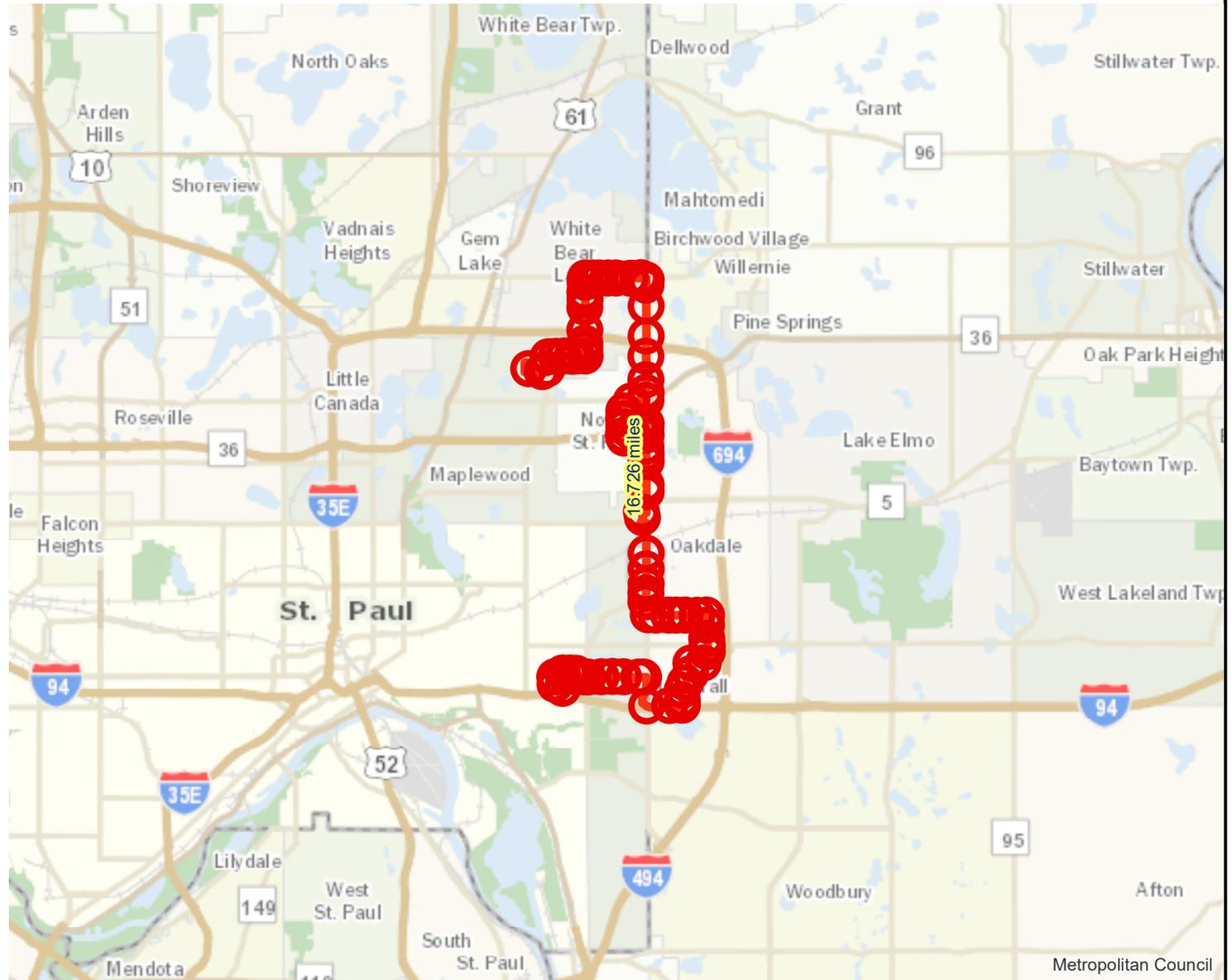
Transit Expansion Project: Route 219 | Map ID: 1586185396543

Results

Within QTR Mile of project:
Total Population: 58459
Total Employment: 23478
Postsecondary Students: 9068

Within HALF Mile of project:
Total Population: 78794
Total Employment: 28424
Postsecondary Students: 9068

Within ONE Mile of project:
Total Population: 114738
Total Employment: 41803



 Project Points  Project Area

 Project



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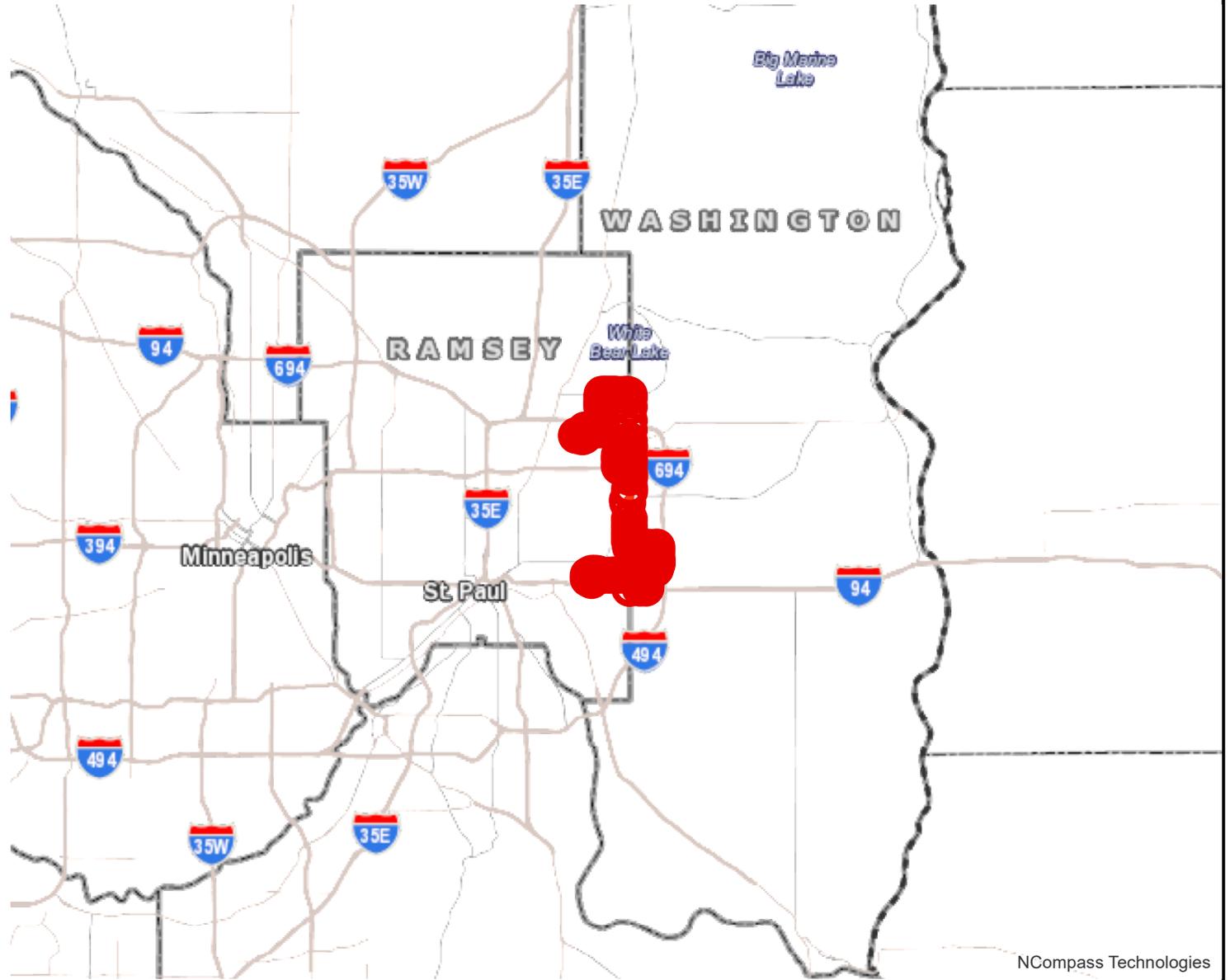


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Transit Connections

Transit Expansion Project: Route 219 | Map ID: 1586185396543



Results

Transit with a Direct Connection to project:

219 270 294 353 54 63 64 70 74 80

*East 7th Street

*Rush Line

*Highway 36

*Gold Line

**indicates Planned Alignments*

Transit Market areas: 2, 3, 4, 8

 Project Points

 Project

 Project Area



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NCompass Technologies



Socio-Economic Conditions

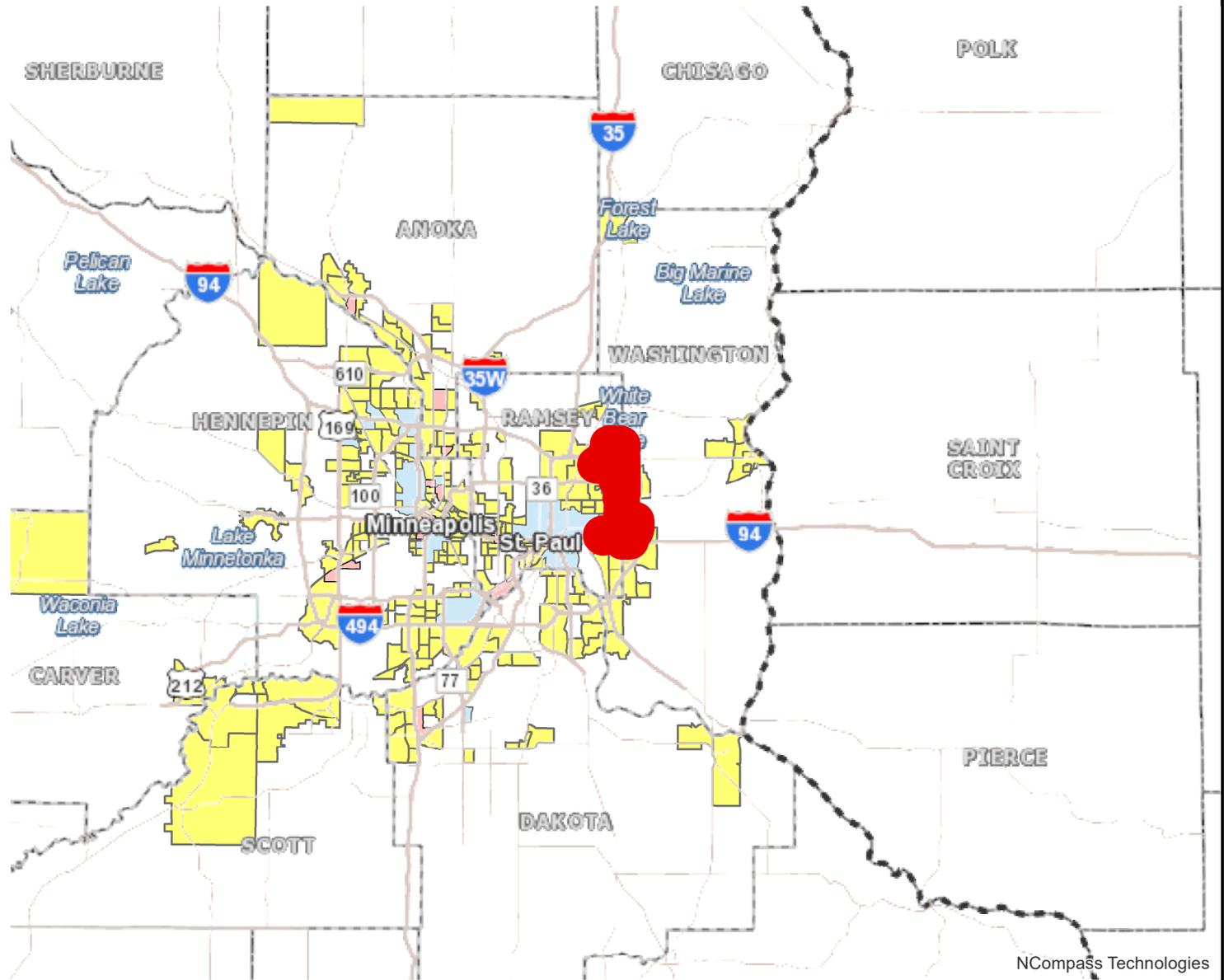
Transit Expansion Project: Route 219 | Map ID: 1586185396543

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:

- 31802 34701 34702
- 37402 40302 40401
- 40402 42401 42402
- 42501 42504 42601
- 42602 42700 70303
- 70906 70907 70909
- 70910 70911 70912
- 71001



NCompass Technologies

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

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

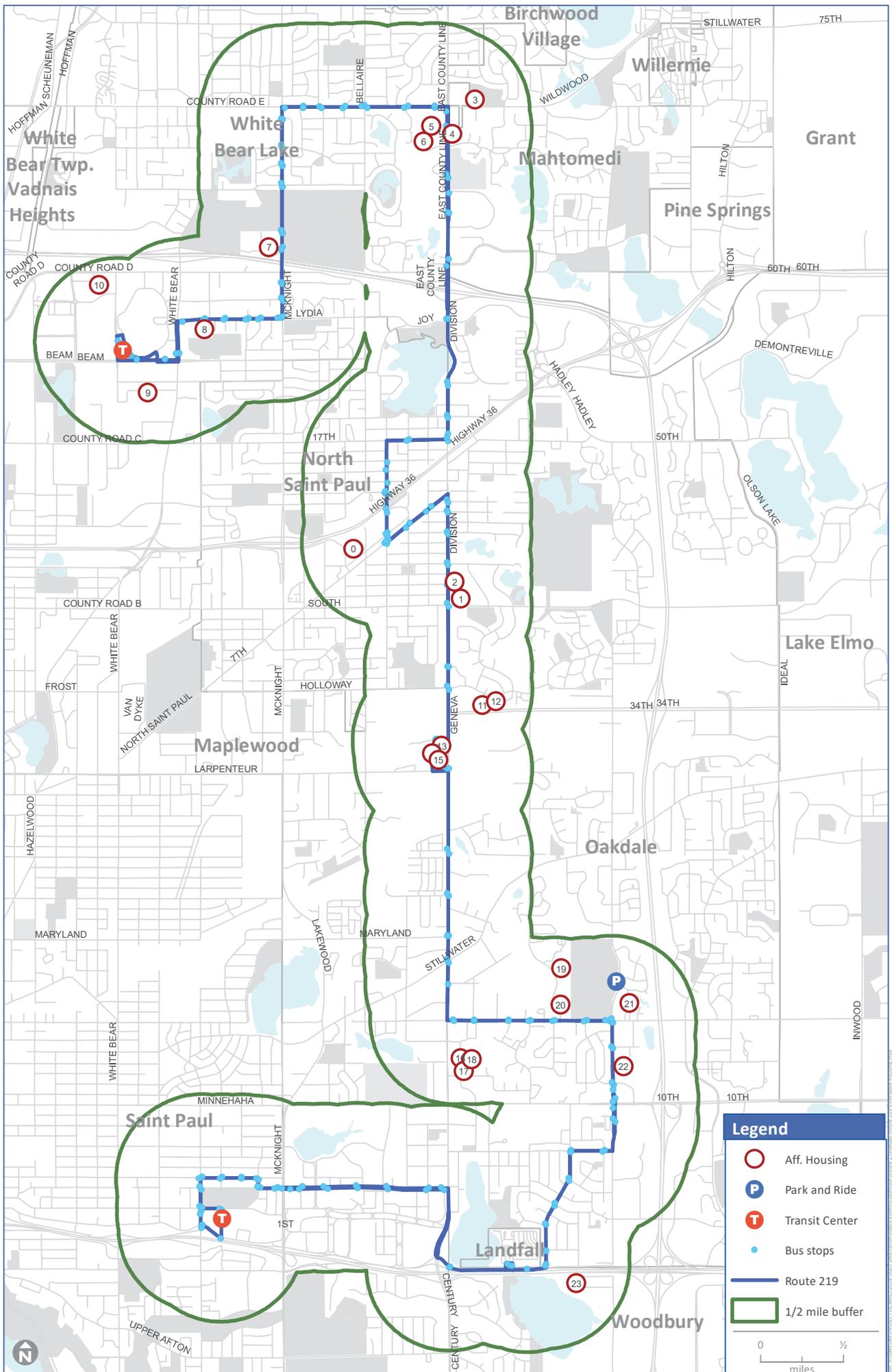


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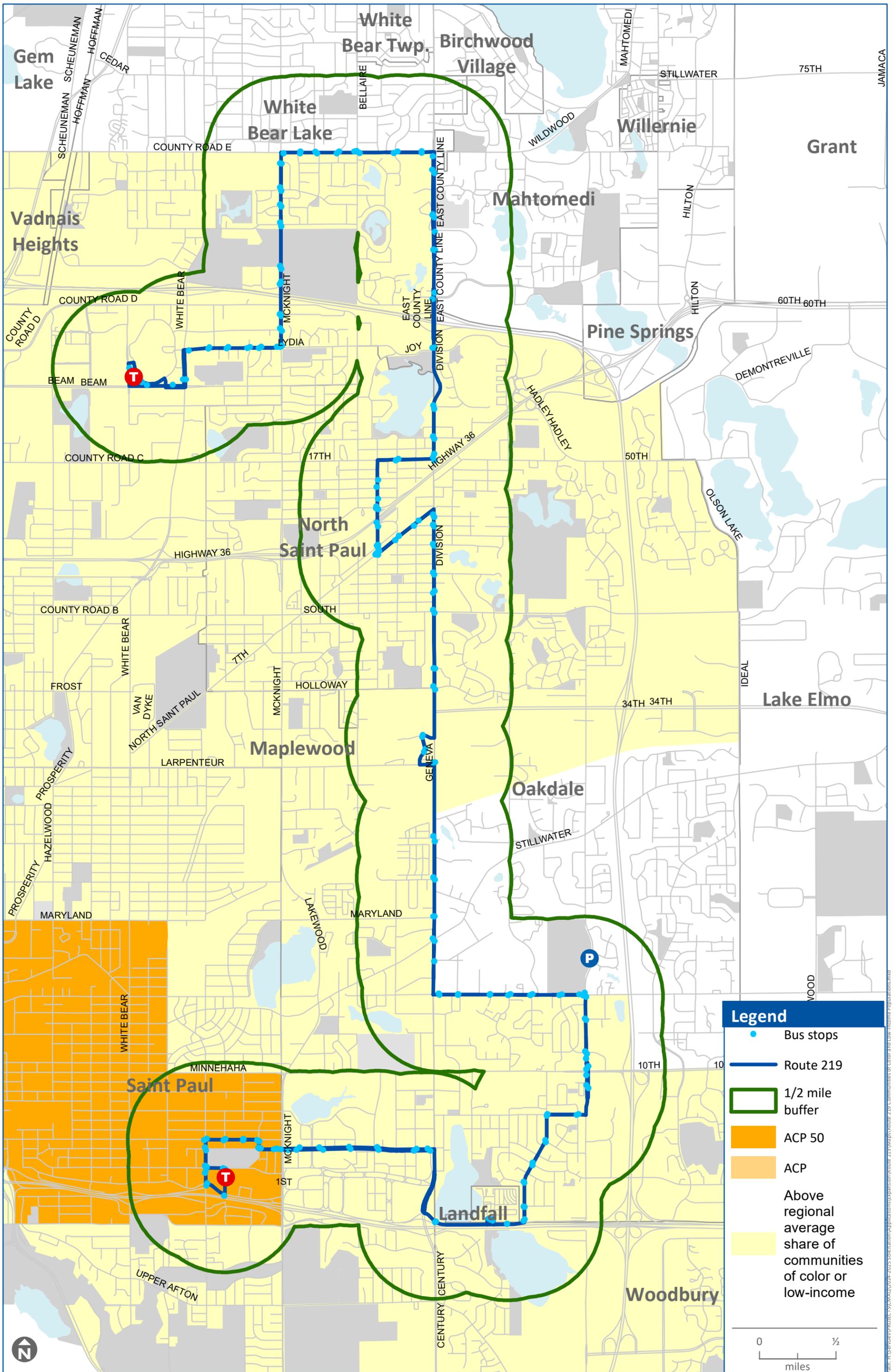
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<http://giswebsite.metc.state.mn.us/gis/site/notice.aspx>

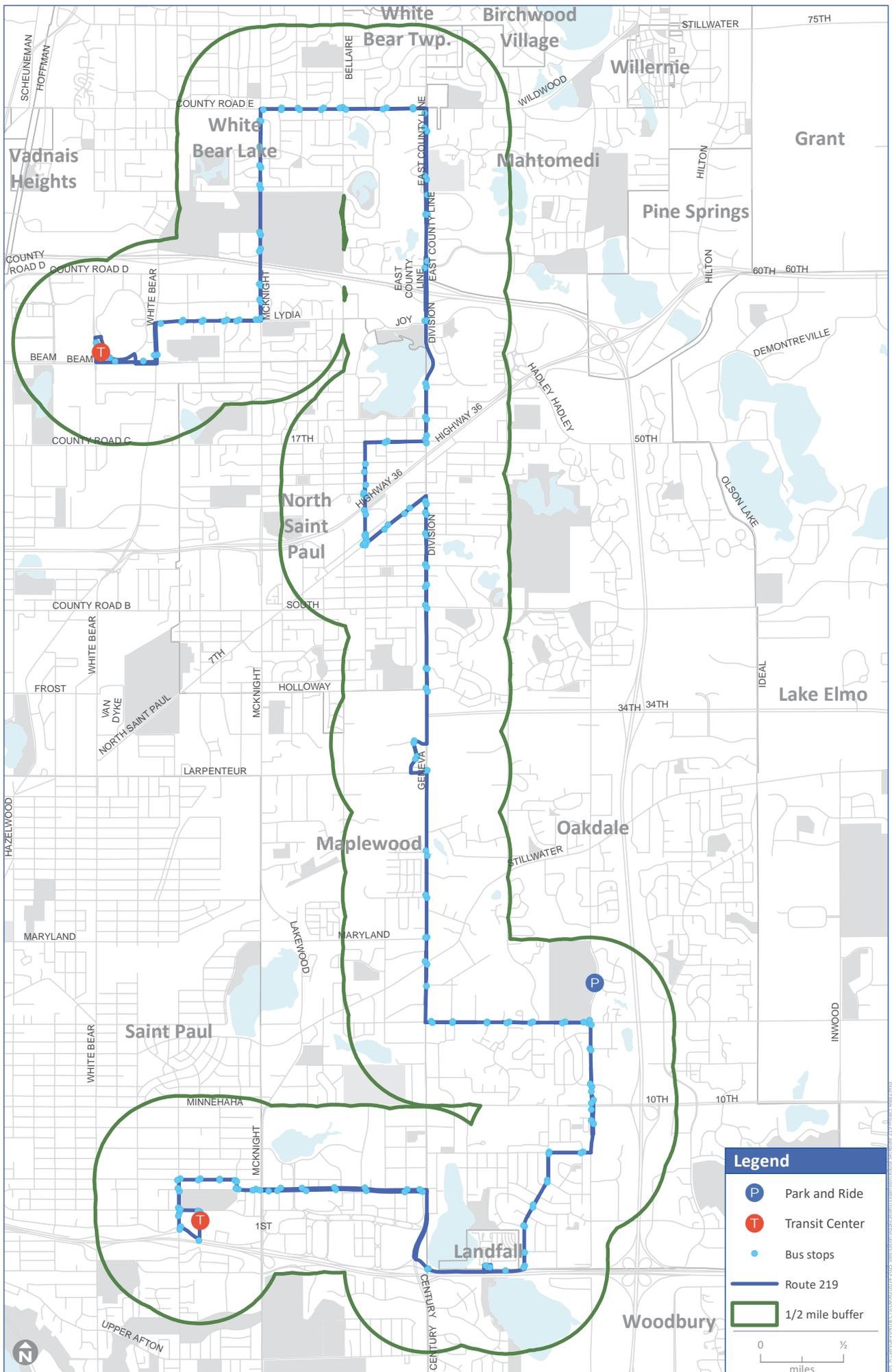


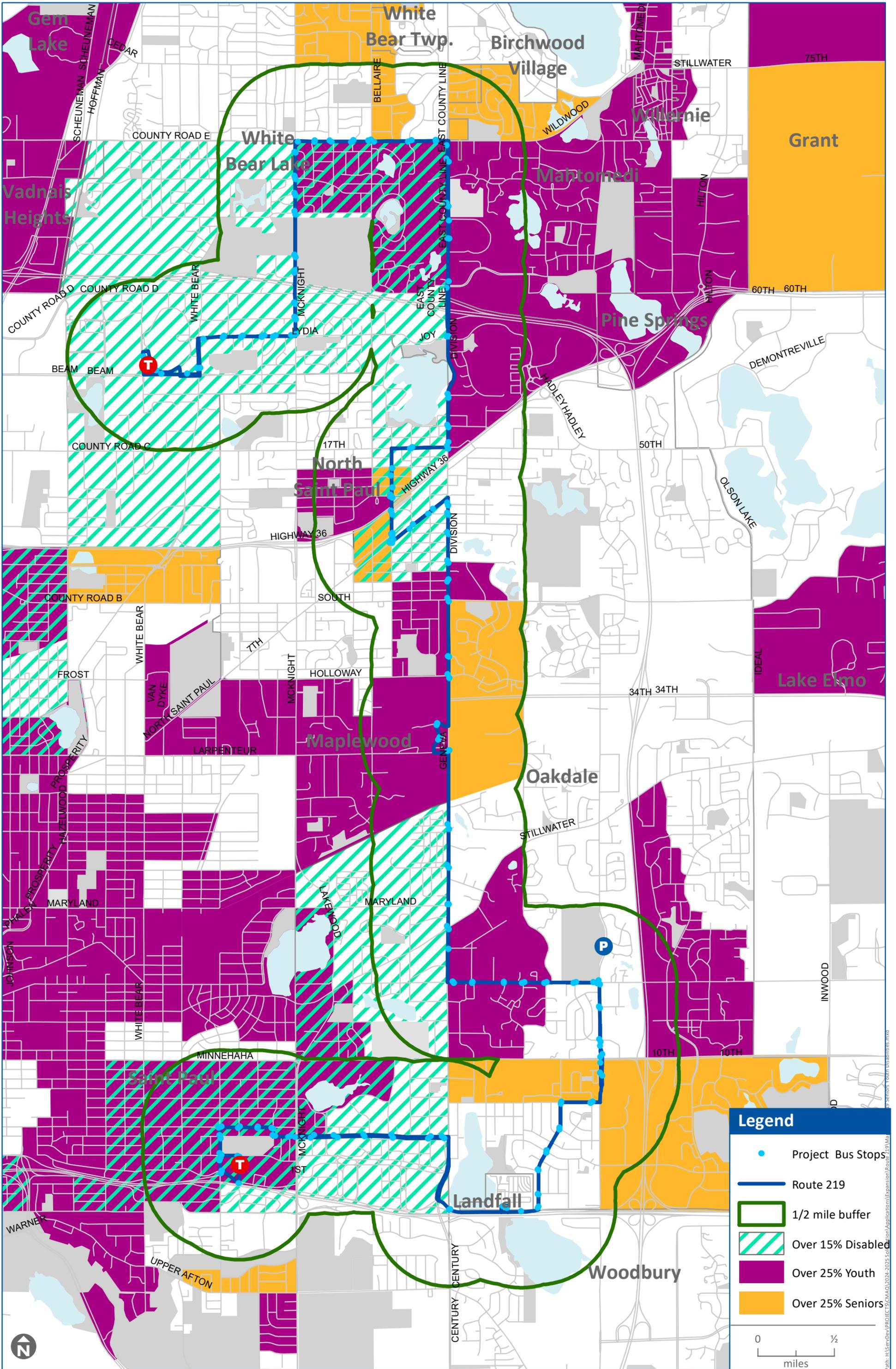


Route 219 Affordable housing locations

Site #	Match_addr	Name	City_1	Tot_Units	Aff_Units	Unit_BRs	Aff_AMI	Tax_Credit	LIHTC4	LIHTC9	PROJBASE	OTHSUB
0	2485 Seppala Blvd, North Saint Paul, MN, 55109	FRANKLYN PARK APARTMENTS	NORTH ST PAUL	117	117	1-2		30%				PROJECT-BASED SUBSIDY
1	6040 40th St N, Oakdale, MN, 55128	GENEVA VILLAGE	OAKDALE	175	175	1-2		60% Tax Credit	LIHTC 4%			OTHER SUBSIDY
2	4131 Geneva Ave N, Oakdale, MN, 55128	CENTURY NORTH APARTMENTS	OAKDALE	177	168	1-2		60% Tax Credit	LIHTC 4%			
3	805 Wildwood Rd, Mahtomedi, MN, 55115	EAST SHORE PLACE	MAHTOMEDI	61	61	1		30% Tax Credit	LIHTC 4%			PROJECT-BASED SUBSIDY
4	995 Woodland Dr, Mahtomedi, MN, 55115	WOODLAND TOWNHOMES	MAHTOMEDI	30	30	3		60% Tax Credit		LIHTC 9%		OTHER SUBSIDY
5	3525 Century Ave N, White Bear Lake, MN, 55110	CENTURY HILLS	WHITE BEAR LAKE	55	55	2-4		30% Tax Credit				PROJECT-BASED SUBSIDY
6	3521 Century Ave N, White Bear Lake, MN, 55110	EAST METRO PLACE II	WHITE BEAR LAKE	35	35	1-4		60% Tax Credit				OTHER SUBSIDY
7	3139 Mcknight Rd N, White Bear Lake, MN, 55110	MANITOU RIDGE	WHITE BEAR LAKE	118	91	1-2		60% Tax Credit	LIHTC 4%			OTHER SUBSIDY
8	2030 Lydia Ave E, Maplewood, MN, 55109	CONCORDIA ARMS	MAPLEWOOD	125	125	1-2		60% Tax Credit	LIHTC 4%			PROJECT-B OTHER SUBSIDY
9	1880 Mesabi Ave E, Maplewood, MN, 55109	MAPLE KNOLL	MAPLEWOOD	57	57	1-3		30% Tax Credit		LIHTC 9%		PROJECT-B OTHER SUBSIDY
10	1750 Village Trl E, Maplewood, MN, 55109	WYNGATE TOWNHOMES AT MAPLEWOOD	MAPLEWOOD	50	50			50% Tax Credit		LIHTC 9%		OTHER SUBSIDY
11	6181 Upper 35th St N, Oakdale, MN, 55128	EASTWOOD VILLAGE II	OAKDALE	26	17	1-3		60% Tax Credit		LIHTC 9%		
12	6297 Upper 35th St N, Oakdale, MN, 55128	EASTWOOD VILLAGE OF OAKDALE	OAKDALE	52	51	1-3		60% Tax Credit		LIHTC 9%		
13	1730 Monastery Way, Maplewood, MN, 55109	CENTURY TRAILS	MAPLEWOOD	40	40	1		50%				PROJECT-BASED SUBSIDY
14	1725 Monastery Way, Maplewood, MN, 55109	HARRIET TUBMAN CENTER - EAST	MAPLEWOOD	64	64	Unknown		60%				OTHER SUBSIDY
15	2710 Rustic Ct, Maplewood, MN, 55109	TRAILS EDGE TOWNHOMES	MAPLEWOOD	48	48	2-3		50% Tax Credit		LIHTC 9%		OTHER SUBSIDY
16	1303 Gentry Ave N, Oakdale, MN, 55128	GENTRY PLACE	OAKDALE	90	48	3		30%				PROJECT-BASED SUBSIDY
17	1225 Gentry Ave N, Oakdale, MN, 55128	OAKDALE TERRACE	OAKDALE	17	17	3		60% Tax Credit		LIHTC 9%		
18	6276 12Th St N, Oakdale, MN, 55128	OAKDALE VILLAGE APARTMENTS	OAKDALE	175	175	1-2		60% Tax Credit	LIHTC 4%			
19	1745 Granada Ave N, Oakdale, MN, 55128	COTTAGES OF ASPEN	OAKDALE	114	113	1-2		60% Tax Credit	LIHTC 4%			
20	1591 Granada Ave N, Oakdale, MN, 55128	BRIAR POND	OAKDALE	196	196	1-3		80%				OTHER SUBSIDY
21	1584 Hallmark Cir N, Oakdale, MN, 55128	WATERFORD TOWNHOUSES	OAKDALE	31	31	2-3		30%				PROJECT-BASED SUBSIDY
22	1171 Hadley Ave N, Oakdale, MN, 55128	OAK TERRACE	OAKDALE	50	49	1		50%				PROJECT-BASED SUBSIDY
23	6725 Ashwood Rd, Woodbury, MN, 55125	ASHWOOD PONDS	WOODBURY	36	36	1-3		60% Tax Credit		LIHTC 9%		
					1849				17	7	8	9 10







Legend

- Project Bus Stops
- Route 219
- 1/2 mile buffer
- Over 15% Disabled
- Over 25% Youth
- Over 25% Seniors

0 1/2
miles

Route 219 Transit Service Improvement

Route 219 is a suburban local route running from the Maplewood Mall Transit Center and the Sunray Shopping Center in Saint Paul. Most of the route travels on McKnight Rd, Co Rd E, Century Avenue, Hadley Avenue and Conway Avenue. It operates as a crosstown service that connects many Maplewood, White Bear Lake, Oakdale, Lauderdale and Saint Paul destinations in the east metro with significant commercial, and job centers, Century College, mixed-use neighborhoods, and residential areas.

Since its implementation in 2001 the route's ridership has continued to grow and service hours increased, including the addition of Saturday service. Recent data shows the route ridership is growing modestly, which is noteworthy compared to overall system route ridership trends.

The recommended service expansion is consistent with serving the planned development that is described in the above communities in recent comprehensive plan updates. Furthermore, this service expansion will support the planned Gold Line service that is expected to be operating in 2025.

Currently, Route 219 runs every 30 minutes on weekdays peak and every 60 minutes on Saturdays. No Sunday service is offered.

The planned improvement would increase the weekday service frequency from every 30 minute to every 20 minutes all day. No change is planned for Saturday service levels. The grant request is for the additional operating funds required to implement the service improvement.

Total Project Cost: \$2,187,900.00
Requested Federal Amount: \$1,750,320
Local Match Amount: \$437,580
Local Match Percentage: 20.0%

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.

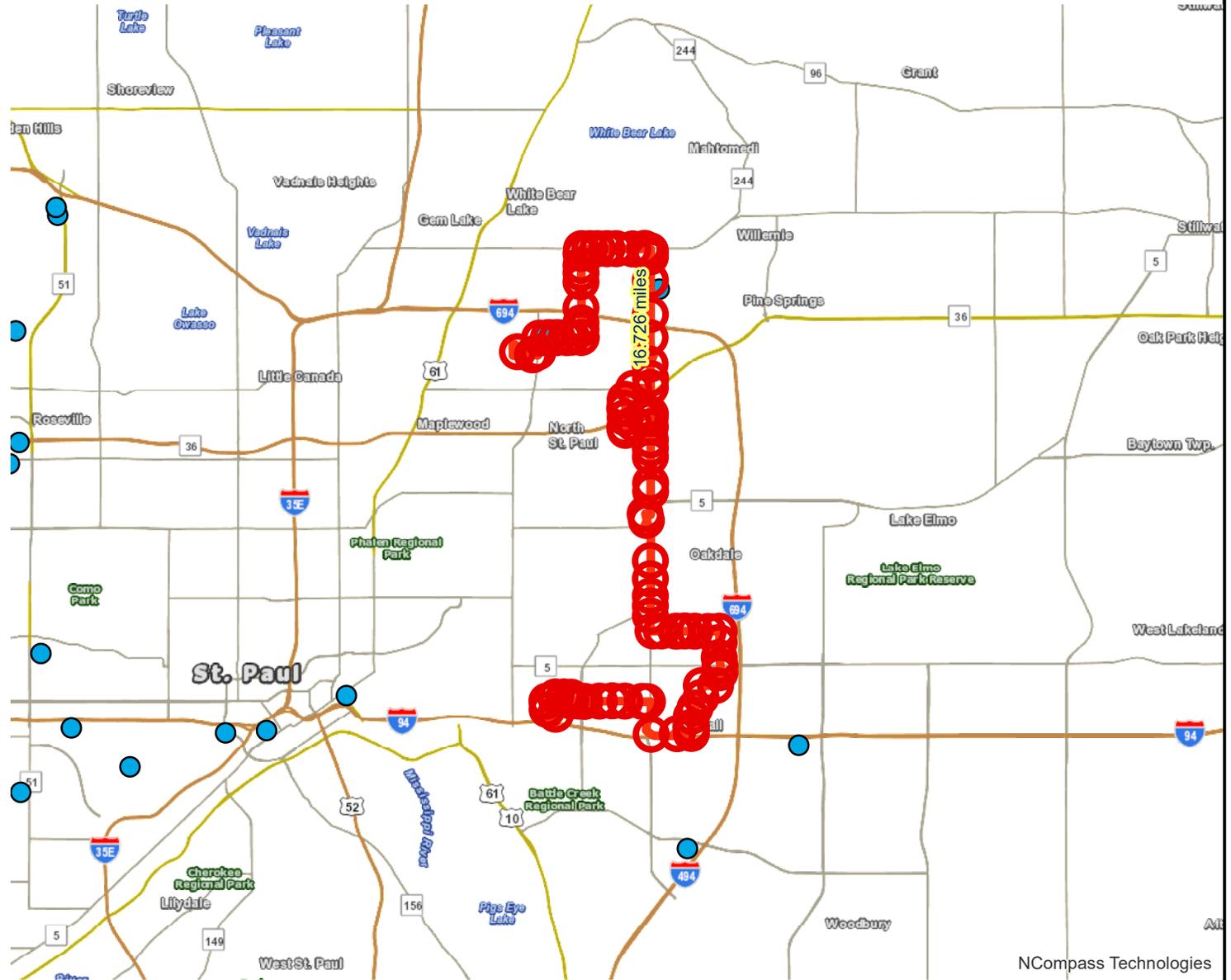
App Request

Regional Economy

Transit Expansion Project: Route 219 | Map ID: 1586185396543

Results

WITHIN ONE MI of project:
Postsecondary Students: 9068
Total Population: 116882
Total Employment: 46207
Mfg and Dist Employment: 5904



○ Project Points ● Postsecondary Education Centers

— Project



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