



Application

13871 - 2020 Transit Expansion

14296 - Route 23 Service Improvements

Regional Solicitation - Transit and TDM Projects

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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 23 Service Improvement
Primary County where the Project is Located Hennepin, Ramsey
Cities or Townships where the Project is Located: Minneapolis, St. Paul
Jurisdictional Agency (If Different than the Applicant):

Route 23 is a Supporting Local route running through the south side of Minneapolis from the Uptown Transit Station to the Highland Park Neighborhood of Saint Paul. It operates on the 38th Street transit corridor in Minneapolis and on Ford Parkway in Saint Paul, with several significant commercial and job centers, mixed-use neighborhoods, and residential areas. It is the unique route to the Minneapolis Minnesota Veterans' Home. In Saint Paul, route could be diverted to serve the future Ford site development directly.

Transitway connections today include the METRO Blue Line at 38th Street and Hiawatha Avenue Station and the METRO A Line at 46th Street and 46th Avenue Station. Route 23 will connect with the planned METRO B, D, and E lines.

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

The entirety of Route 23 is included in this project. The unique route segment between Hennepin Avenue in Uptown and S 46th Avenue at E 46th Street has high population and job density, can support a higher level of transit service.

Currently, this segment of Route 23 runs every 20 minutes during the weekday peak period and every 30 minutes in the midday and evenings. On Saturdays and Sundays, it runs every 30 minutes for most of the day.

The planned improvement to this route is most significant in the weekday off-peak, and Saturdays where the trunk headway will be improved from every 30 to every 20 minutes. The grant request is for the additional operating funds required to implement the service 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 23 Service Improvement

Project Length (Miles) 7.7

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 \$3,018,668.45

Match Amount \$754,667.11

Minimum of 20% of project total

Project Total \$3,773,335.56

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

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds

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

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

Preferred Program Year

Select one: 2024

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

Additional Program Years: 2021, 2022, 2023

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

For All Projects

Identify the Transit Market Areas that the project serves: 1, 2

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 N/A

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: N/A

e.g., MAPLE GROVE TRANSIT STATION

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

From: N/A
(Intersection or Address)

To: N/A
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At: N/A
(Intersection or Address)

Primary Types of Work N/A

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

Goal D: Competitive Economy (2040 TPP 2.26) Objectives: Improve multimodal access to regional job concentrations. Invest in a multimodal transportation system to attract and retain businesses and residents.
Strategies D3 and D4

Goal E: Healthy Environment (2040 TPP 2.30) Objectives: Reduce transportation related air emissions. Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles.
Strategies E3 and E7

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

Limit 2,800 characters; approximately 400 words

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

Metro Transit 2015-2030 Service Improvement Plan, 2017 Update, Appendix E, p. 7

City of Saint Paul 2030 Transportation Plan, Preferred Transit Network

List the applicable documents and pages:

City of Minneapolis 2030 Transportation Plan, Preferred Transit Network

Limit 2,800 characters, approximately 400 words

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Date plan completed: 03/01/2020

Link to plan:

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

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

Date self-evaluation completed:

Link to plan:

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

Upload as PDF

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

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

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

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

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

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

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

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

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

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

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

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

Requirements - Transit and TDM Projects

For Transit Expansion Projects Only

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

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

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

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

Transit Expansion and Transit Modernization projects only:

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

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

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

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

Travel Demand Management projects only:

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

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

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

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00

Other Roadway Elements	\$0.00
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$0.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

Number of Platform hours	26211.0
Cost Per Platform hour (full loaded Cost)	\$143.96
Subtotal	\$3,773,335.56
Other Costs - Administration, Overhead,etc.	\$0.00

Totals

Total Cost	\$3,773,335.56
Construction Cost Total	\$0.00
Transit Operating Cost Total	\$3,773,335.56

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 16569

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 0

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

1587513934731_MAP_23_PopulationEmploymentSummary.pdf

Please upload attachment in PDF form.

Measure B: Transit Ridership

Existing transit routes directly connected to the project 4, 5, 6, 7, 9, 11, 14, 17, 18, 21, 22, 23, 46, 70, 74, 84, 87, 134, 612, 901-METRO Blue Line, 921-METRO A 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 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

1587514344057_MAP_23_TransitConnections.pdf

Please upload attachment in PDF form.

Response

Met Council Staff Data Entry Only

Average number of weekday trips 0

A Measure: Usage

Service Type Urban and Suburban Local Routes

**New Annual Ridership
(Integer Only)** 26252

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.

Assumptions Used:

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. Informed by these three analyses, this application reports new ridership as estimated by the forecasting model.

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

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

1. A statistical model of the trend in bus ridership based on service levels and route type, using observed changes in hours and ridership since 2015, predicts a range of how ridership is expected to change as service levels change. 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 route classifications group routes by the type of service, their shared performance is broadly reflective of how riders use these types of routes around the region. Thus in addition using particular peer routes to predict ridership, understanding how these routes are changing as a class can give a better prediction of the likely future response to service changes. 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. Route 23 was compared against other supporting local routes. The model predicted a range of 52-152 and median of 102 new daily rides on weekdays; and it predicted a range of 27-67 and median of 47 new daily rides on Saturdays.

2. The productivity of peer routes was also used to predict the future passengers per in-service hour (PPISH) for the requested improvement. Route 23 was compared against Routes 30, 32, and 46 because these are all supporting local crosstown routes in Transit Market Areas I and II. These peer routes have a combined PPISH of 22.9 weekdays and 18.6 Saturdays. Using this approach on Route 23, this level of productivity should result in 160 new daily rides weekdays and 93 new daily rides Saturdays.

--Rt 46: 16.9 Weekday PPISH / 15.0 Saturday PPISH

--Rt 30: 16.4 Weekday / 15.9 Sat

--Rt 32: 35.5 Weekday / 24.8 Sat

3. This route is predicted to carry the new ridership shown in the statistical model instead of the peer route average. Unlike Route 32, which serves Rosedale Center, Route 23 does not serve a regional shopping center. Further, Route 23 likely does not serve as many school trips as Route 32. We can speculate that new connections with planned transitways METRO B, D, and E Lines will increase ridership on Route 23, but we have not assumed that here.

Balancing outputs from this three-step approach has resulted in an estimate of 78,768 new rides over the course of the grant used throughout the application:

Year 1: 23, 956 total (22,032 Weekday, 1,924 Saturday)

Year 2: 26,256 total (24,072 Weekday, 2,184 Saturday)

Year 3: 28,556 total (26,112 Weekday, 2,444 Saturday)

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

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

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

Route 23 is a supporting local route that serves one notable area of Concentrated Poverty along 38th Street between 2nd and Portland avenues where 50 percent of the population are people of color. Most of the route in Minneapolis and about half the area near the bus stops in Saint Paul have above regional average share of population in poverty and people of color. The Route 23 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.

Response:

The Service Improvement Plan included an extensive public outreach and engagement process to understand and prioritize proposed improvements. A significant component of that process involved targeted outreach to traditionally underrepresented communities by partnering with community organizations to help reach people and oversampling in these communities through in-person outreach and distribution of surveys.

(Limit 2,800 characters; approximately 400 words)

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

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

As noted above, Route 23 is a supporting local route that serves an area of Concentrated Poverty at 38th Street between 2nd and Portland avenues 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 the Minneapolis-Saint Paul International Airport, the Highland Park neighborhood of Saint Paul, Edina, Richfield, and Bloomington.

Between a quarter and half the population living along the segment of route on Bryant Ave, on the south end of Hennepin Ave and where the route enters Saint Paul on Ford Pkwy is aged 65 or older and likely to appreciate frequent transit service as an alternative to driving. The route also serves Becketwood Apartments on 46th Avenue S and the Minnesota Veterans' Home where over half the population is age 65 or over. Over a quarter of people living along much of 38th Street between Nicollet and 42nd avenues are age 18 or under, indicating many young families and students are served. This is also true in the area around the route terminal in Saint Paul. These people will have better access to the important retail centers served directly by Route 23.

Response:

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.

Every stop on this segment of Route 23 is sidewalk accessible. All the buses used on this route (and all Metro Transit routes) are both wheelchair

accessible and equipped with bike racks, ensuring convenient access to transit for those with mobility challenges and bicyclists. There are 35 passenger waiting shelters at stops along this route.

(Limit 2,800 characters; approximately 400 words)

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

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

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

Increased noise.

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

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

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

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

Displacement of residents and businesses.

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

Other

Response:

There are no negative externalities associated with this project.

(Limit 2,800 characters; approximately 400 words)

Select one:

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

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

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

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

d. 10 points for all other areas

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

1587514816654_MAP_23_SocioEconomicConditions.pdf

Measure B: Part 1: Housing Performance Score

City	Number of Stops in City	Number of Stops/Total Number of Stops	Score	Housing Score Multiplied by Segment percent
Minneapolis	111.0	0.92	100.0	91.74
St. Paul	10.0	0.08	100.0	8.26
				100

Total Transit Stops

Total Transit Stops 121.0

Housing Performance Score

Total Housing Score 100.0

Housing Performance Score

Part 2: Affordable Housing Access

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

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

Response:

Route 23 will serve a number of affordable housing developments, including 28 existing affordable housing sites. Of these existing sites, 26 are located in Minneapolis and 2 are located in St. Paul. Combined, these developments include 955 affordable units with types ranging from studios to four-bedroom units with affordability between 30% to 80% AMI. Affordability is guaranteed through LIHTC (8 sites), project-based subsidies (1 site), and subsidies other than tax credits (17 sites). Additionally, 5 of these affordable housing developments are public housing (1 located in St. Paul, 4 located in Minneapolis).

Residents living in these affordable housing developments will benefit from enhanced mobility provided by Route 23. Since residents of affordable housing are less likely to own a private vehicle compared to the general population, Route 23 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:

1587578296998_MAP_23_AffordableHousingMap_8x11.pdf

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	104
Distance from Terminal to Terminal (Miles)	7.7
VMT Reduction	800.8
CO Reduced	1913.912
NOx Reduced	128.128
CO2e Reduced	293573.0
PM2.5 Reduced	4.004
VOCs Reduced	24.024
Total Emissions Reduced	295643.0

Measure A: Roadway, Bicycle, and Pedestrian Improvements

The full extent of Route 23 is served by sidewalks, and it operates in walkable, pedestrian-friendly neighborhoods. As noted previously, 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 35 passenger waiting shelters at stops along the project segment between Uptown in Minneapolis and Highland Park in Saint Paul.

Response

The proposed improvement will result in significantly shorter wait times at stops for riders waiting to catch the bus during off-peak hours. Route 23 will run every 20 minutes for most of the day on weekdays and Saturdays. The Sunday service will continue every 30 minutes. This is a major improvement in travel flexibility and makes coordinating multimodal travel in this corridor significantly easier with a bus connecting with every other Blue Line train, every other A Line bus.

(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:	\$1,229,115.32
Total Annual Capital Cost of Project	\$0.00
Total Annual Project Cost	\$1,229,115.32

Added annual platform hours: 8,737

Cost per platform hour: \$143.96

Annual operating cost (prior to reduction of fare revenue): \$1,257,778.52

Annual capital cost of project: \$0 (no peak buses added)

Annual operating cost plus annual capital cost: \$1,257,778.52

Total project cost: \$3,773,335.56 (\$1,257,778.52 * 3 years)

Assumption Used:

Estimated fare revenue based on new rides * average Route 23 fare of \$1.10 on weekdays and \$1.00 on Saturdays

Project total estimated fare revenue: \$85,989.60 ((72,216 new wkdy rides * \$1.10) + (6,552 new Sat rides* \$1.00))

Annual new rides increase 9% per year from 1st year on weekdays and 11% per year from 1st year on Saturdays

1st Year: New Rides = 23,956 (86/wkdy and 37/Sat)

2nd Year: New Rides = 26,256 (94/wkdy and

42/Sat)

3rd Year: New Rides = 28,556 (102/wkdy and
47/Sat)

Annual net operating cost: \$1,229,115.32
(\$3,687,345.96 / 3 years)

Total net operating cost: \$3,687,345.96
((\$1,257,778.52 * 3 years) minus total fare revenue
of \$85,989.60)

Total net project cost: \$3,687,345.96 (annual net
operating and capital cost * 3 years)

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness

\$0.00

Other Attachments

File Name	Description	File Size
MAP_23_AffordableHousingMap_8x11.pdf	MAP - Route 23 Affordable Housing	548 KB
MAP_23_LowIncome_and_CommunitiesOfColor_8x11.pdf	MAP - Route 23 Communities of Color and Low-Income Populations	469 KB
MAP_23_ProjectMap_8x11.pdf	MAP - Route 23 Project Area	408 KB
MAP_23_RegionalEconomy.pdf	MAP - Route 23 Regional Economy	3.4 MB
MAP_23_Seniors-Youth-Disabilities_8x11.pdf	MAP - Route 23 Seniors, Youth, and People with Disabilities	458 KB
Minneapolis_Letter_of_Support.pdf	Route 23 Letter of Support - Minneapolis	181 KB
Route 23 - Hours Rides Fares.pdf	TABLES - Route 23 Projections	128 KB
Route 23_LetterOfCommitment-CoverLetter - signed.pdf	Route 23 Cover Letter	212 KB
Route 23_Project Summary.pdf	Route 23 Project Summary	195 KB
Rt 23 Affordable Housing List - Existing.pdf	LIST - Route 23 Affordable Housing Developments	124 KB

Population/Employment Summary

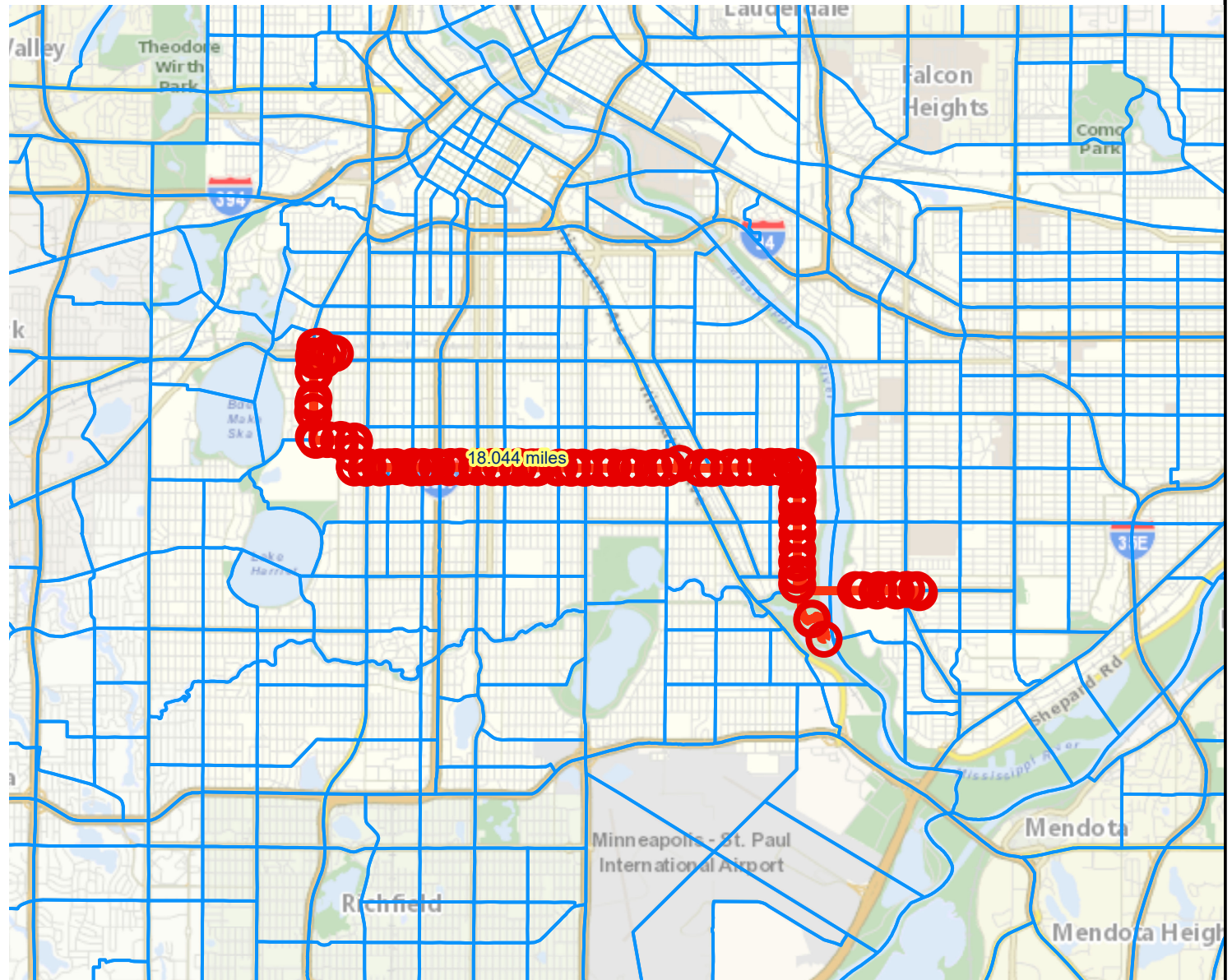
Transit Expansion Project: Rt. 23 Transit Expansion | Map ID: 1586274614263

Results

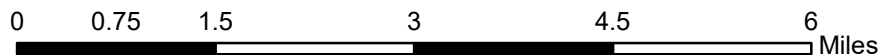
Within QTR Mile of project:
Total Population: 66989
Total Employment: 16569
Postsecondary Students: 0

Within HALF Mile of project:
Total Population: 127443
Total Employment: 32319
Postsecondary Students: 4961

Within ONE Mile of project:
Total Population: 177420
Total Employment: 58997



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/7/2020
LandscapeRSA4



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



Transit Connections

Results

Transit with a Direct Connection to project:

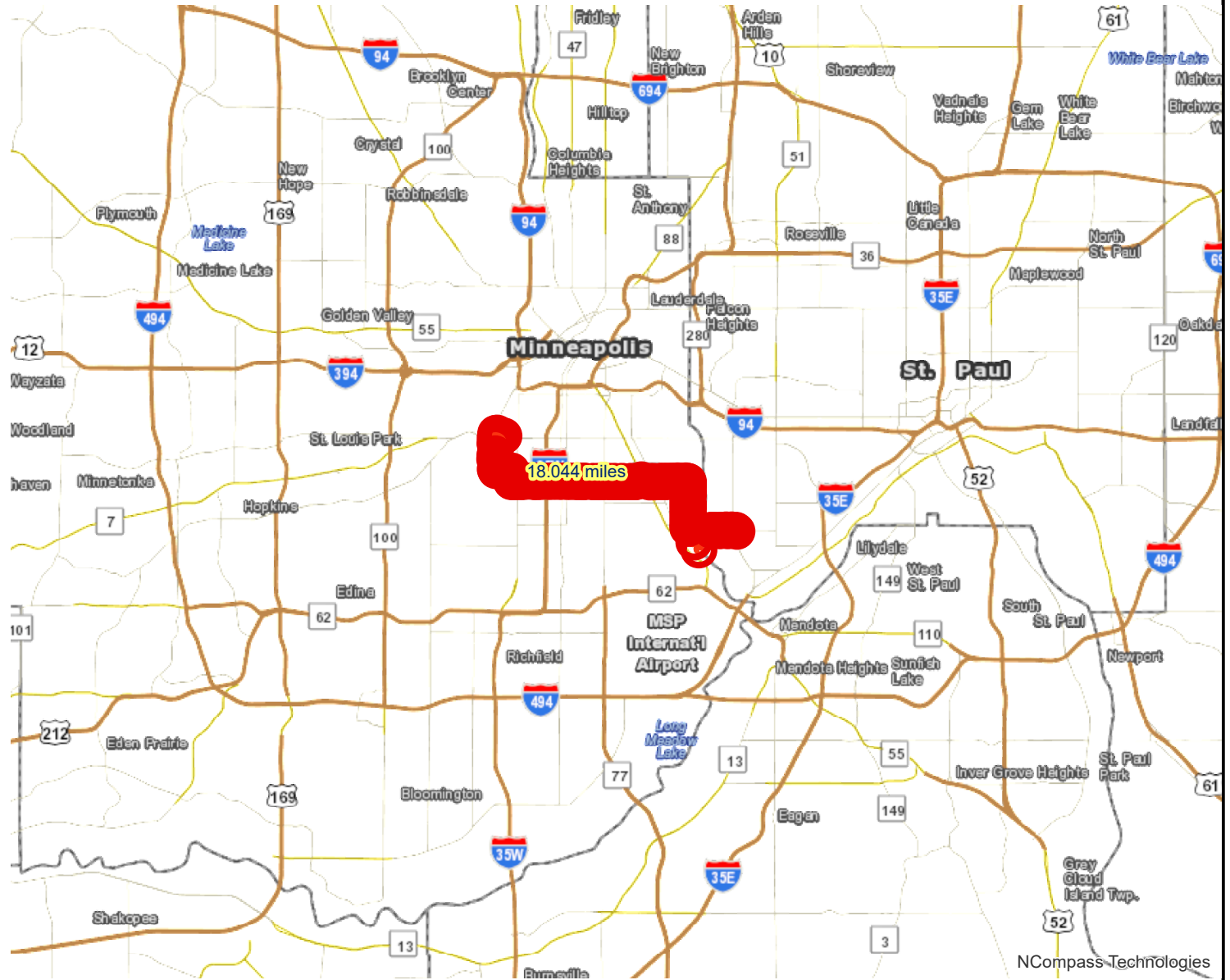
11 134 14 17 18 21 22 23 4 46 460
 477 5 535 553 578 597 6 612 7 70 74
 84 87 9 901 921

- *Hennepin Avenue
- *Lake Street/Marshall Avenue
- *Chicago/Emerson-Fremont
- *Midtown
- *A Line
- *Orange Line
- *Blue Line
- *Nicollet Ave

**indicates Planned Alignments*

Transit Market areas: 1, 2

-  Project Points
-  Project
-  Project Area



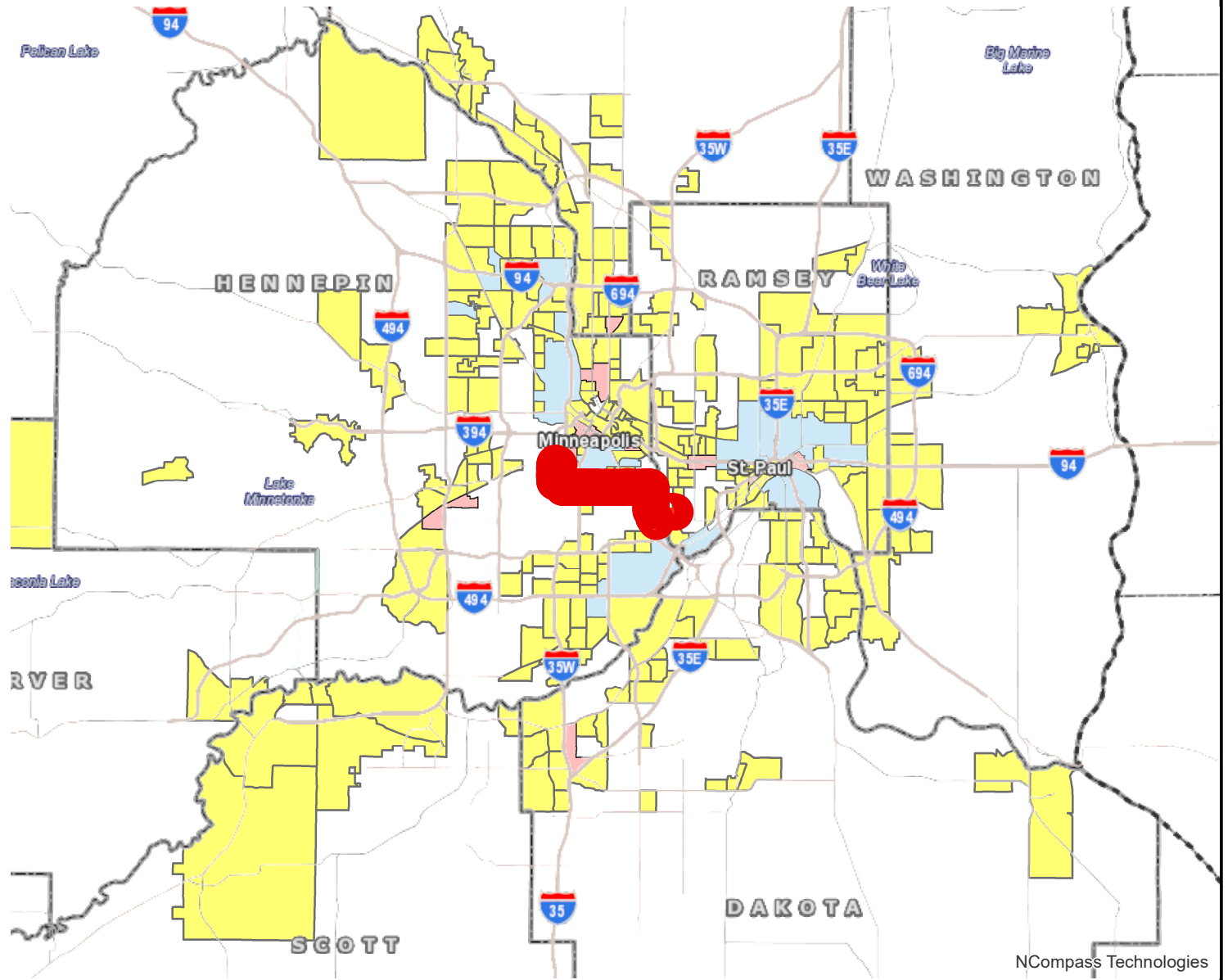
Socio-Economic Conditions

Transit Expansion Project: Rt. 23 Transit Expansion | Map ID: 1586274614263

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

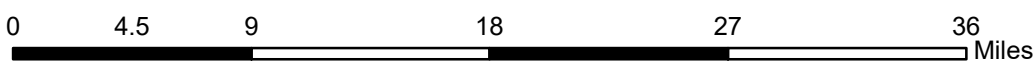
Tracts within half-mile:

- 7700 8100 8200
- 8300 8400 8500
- 9500 9600 10700
- 11000 11998 12102
- 36300 36400 37500
- 37601 43000 106500
- 106600 106700 107000
- 107600 108000 108600
- 108700 108800 108900
- 109000 109100 109200
- 109300 109400 109700
- 109900 110000 110100
- 110200 110400 110500
- 110800 110900 111100
- 980000



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

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



Created: 4/7/2020
LandscapeRSA2

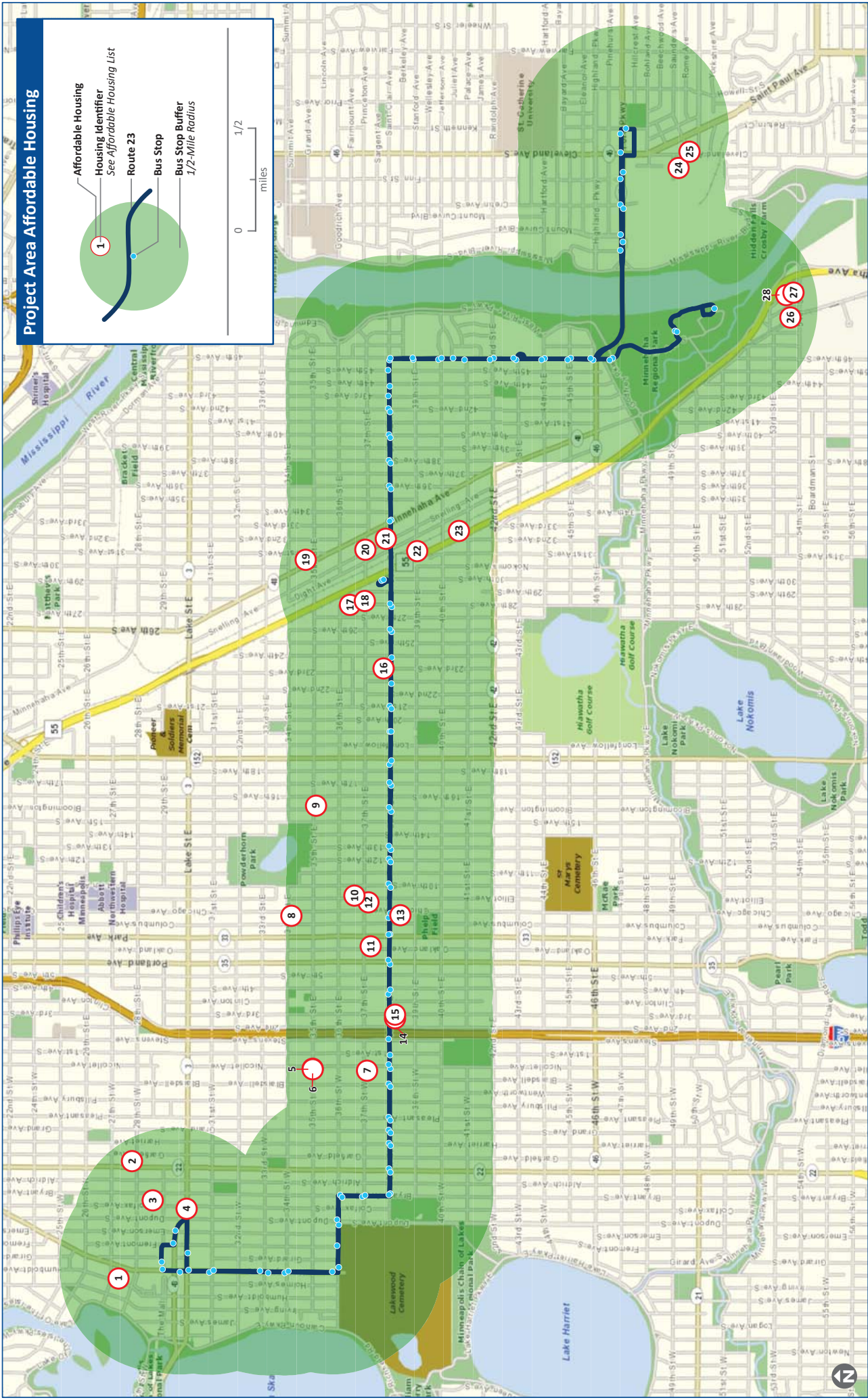
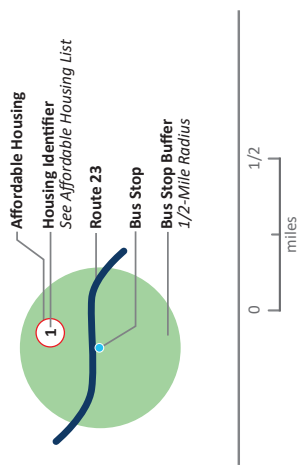


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gisite/notice.aspx>



NCompass Technologies

Project Area Affordable Housing

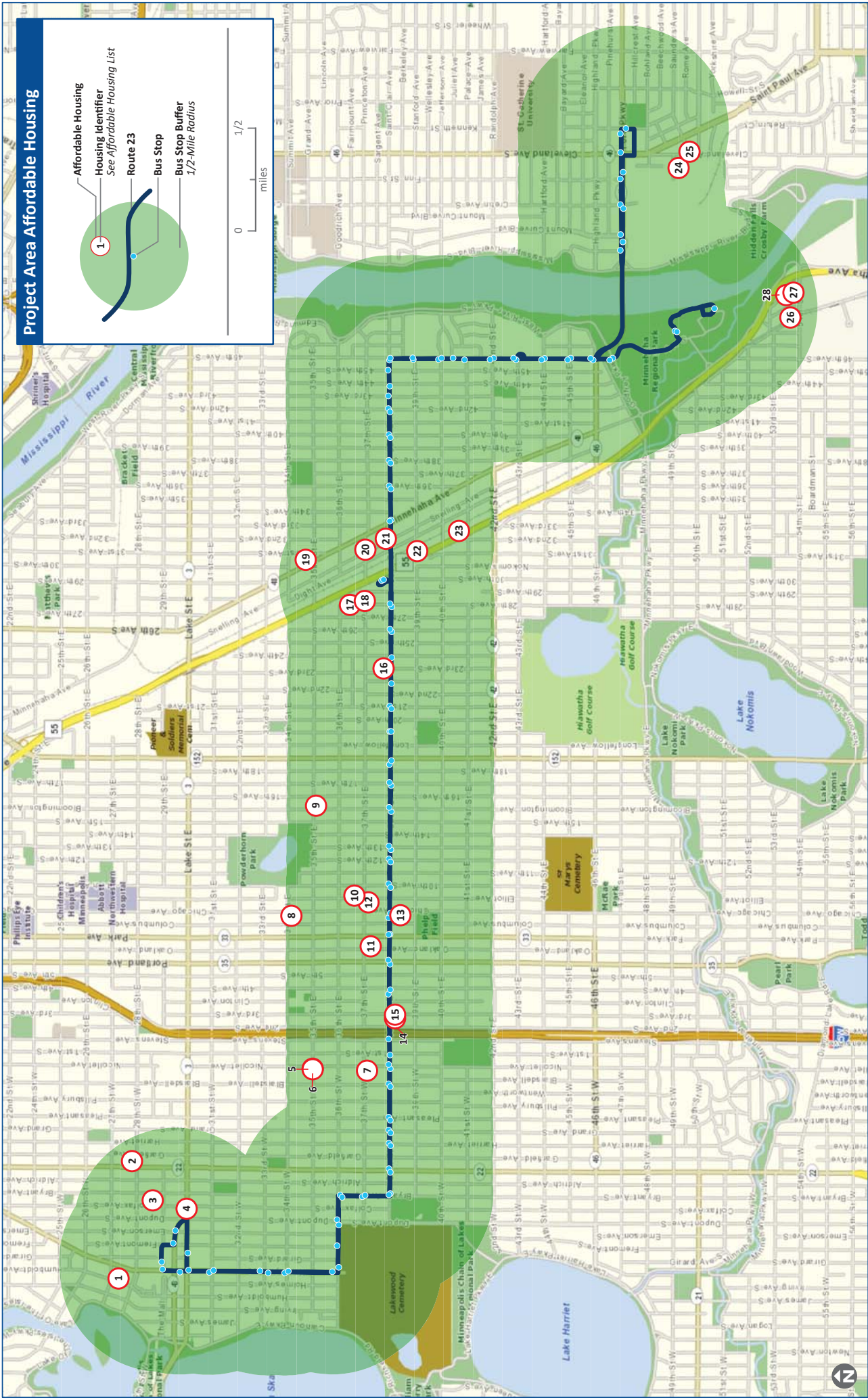
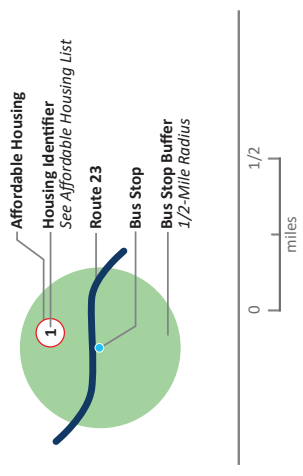


Route 23 Transit Expansion - Affordable Housing

Date: 4/10/2020



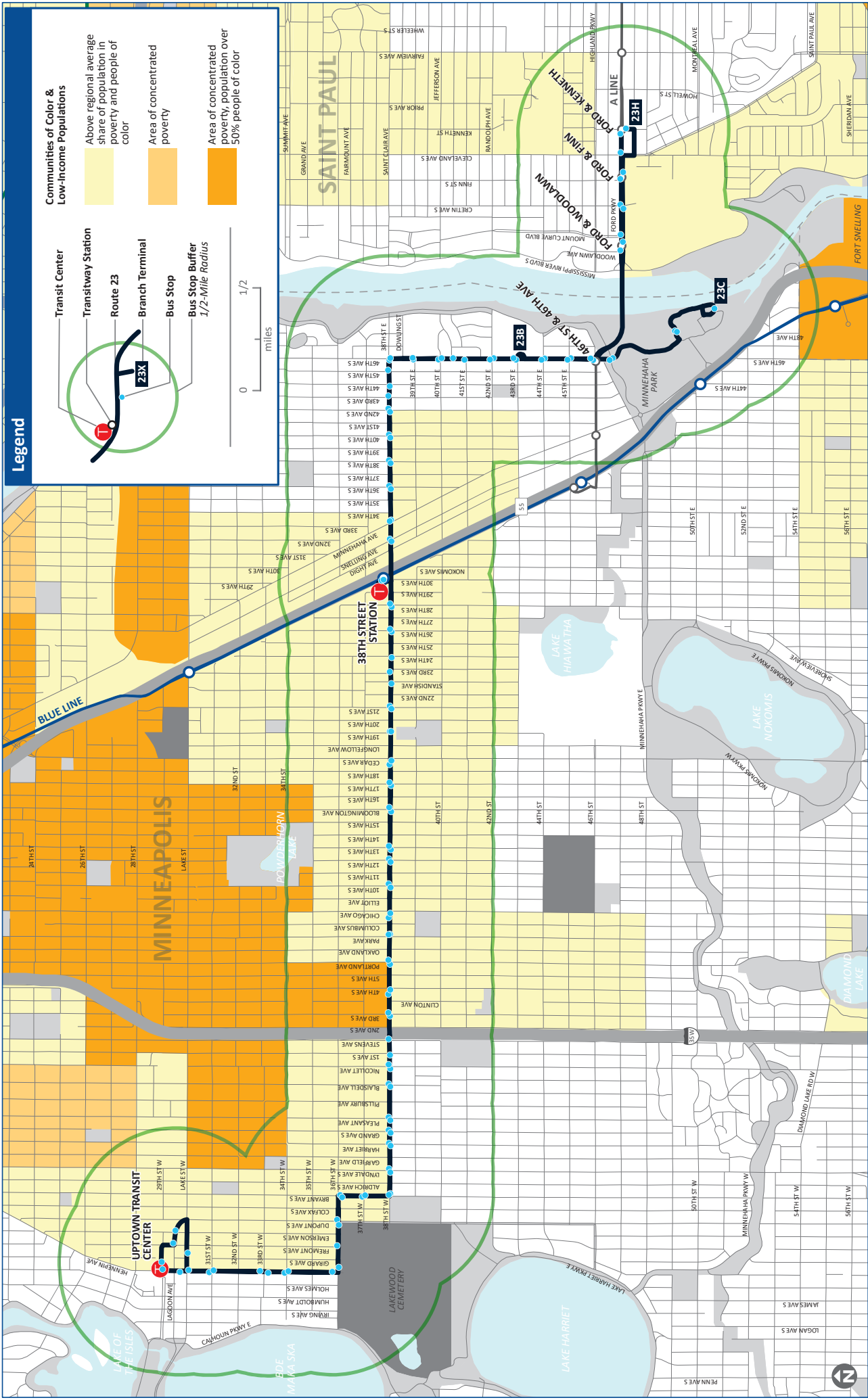
Project Area Affordable Housing



Route 23 Transit Expansion - Affordable Housing

Date: 4/10/2020





Legend

Communities of Color & Low-Income Populations

- Above regional average share of population in poverty and people of color
- Area of concentrated poverty
- Area of concentrated poverty, population over 50% people of color

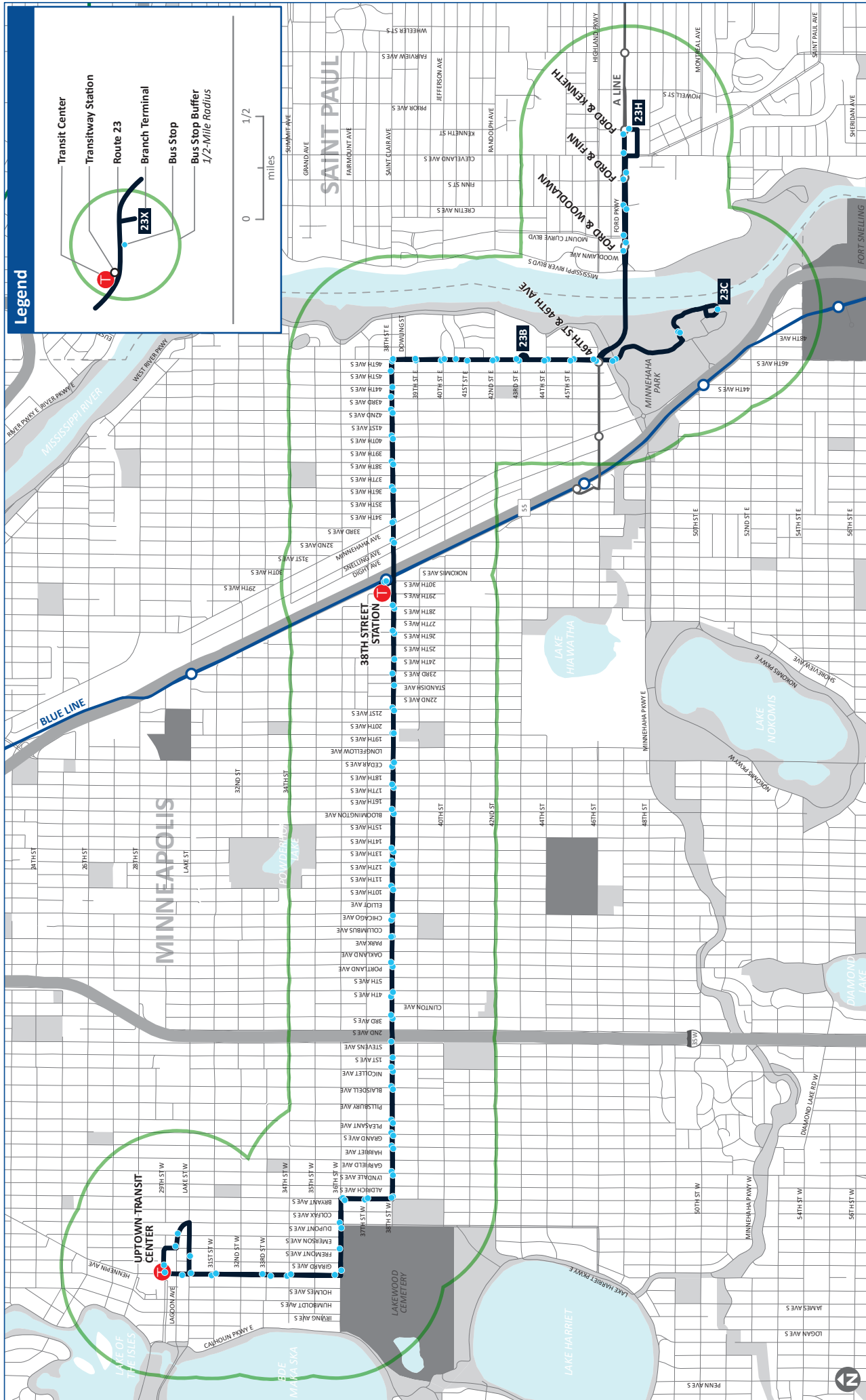
Transit Features:

- Transit Center
- Transitway Station
- Route 23
- Branch Terminal
- Bus Stop
- Bus Stop Buffer 1/2-Mile Radius

Scale: 0 to 1/2 miles

Route 23 Transit Expansion - Communities of Color and Low-Income Populations

Date: 4/10/2020

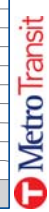


Legend



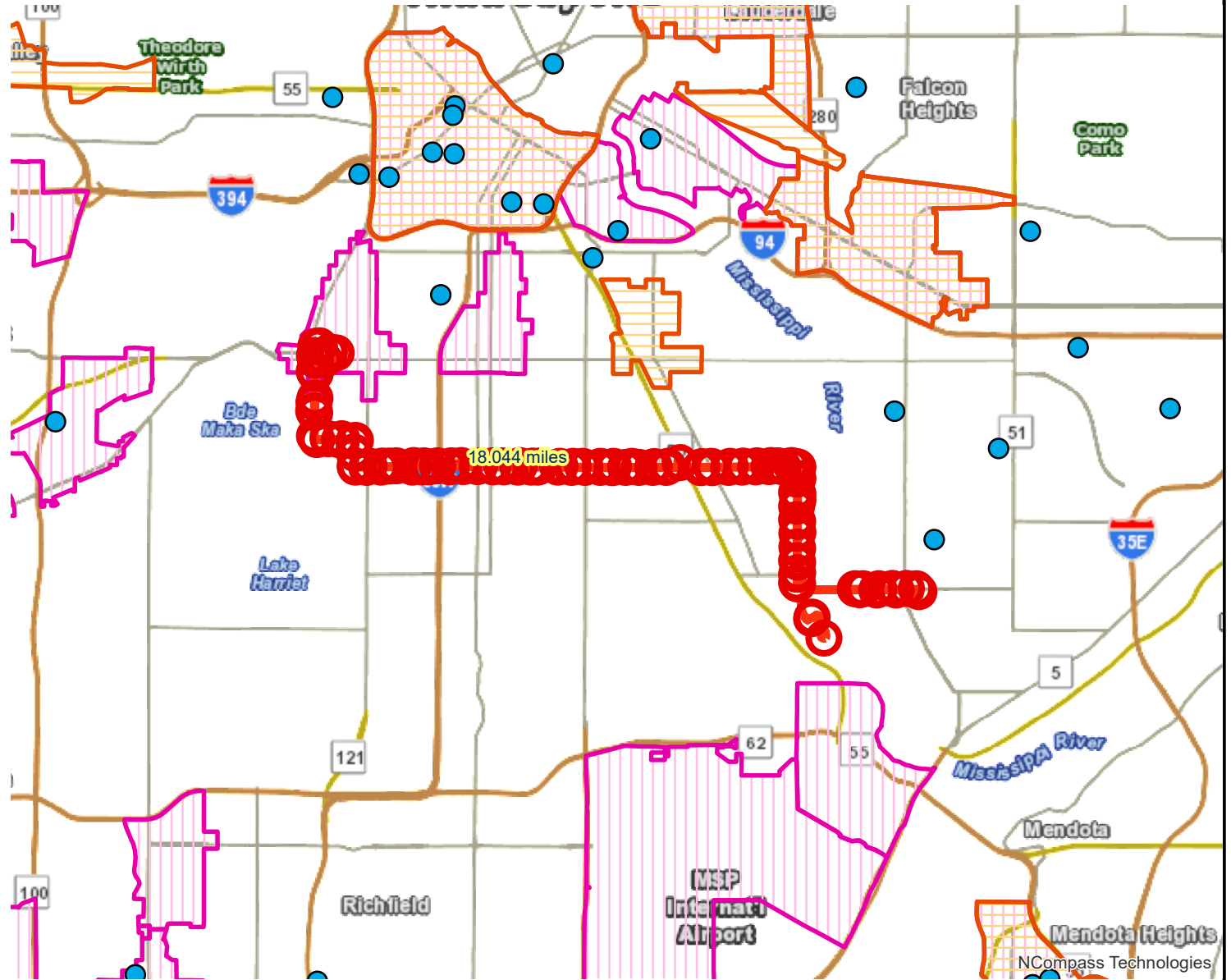
Route 23 Transit Expansion - Project Area

Date: 4/10/2020



Regional Economy

Transit Expansion Project: Rt. 23 Transit Expansion | Map ID: 1586274614263

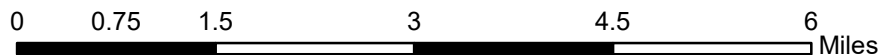


Results

WITHIN ONE MI of project:
Postsecondary Students: 4961

Total Population: 178262
Total Employment: 59038
Mfg and Dist Employment: 5066

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

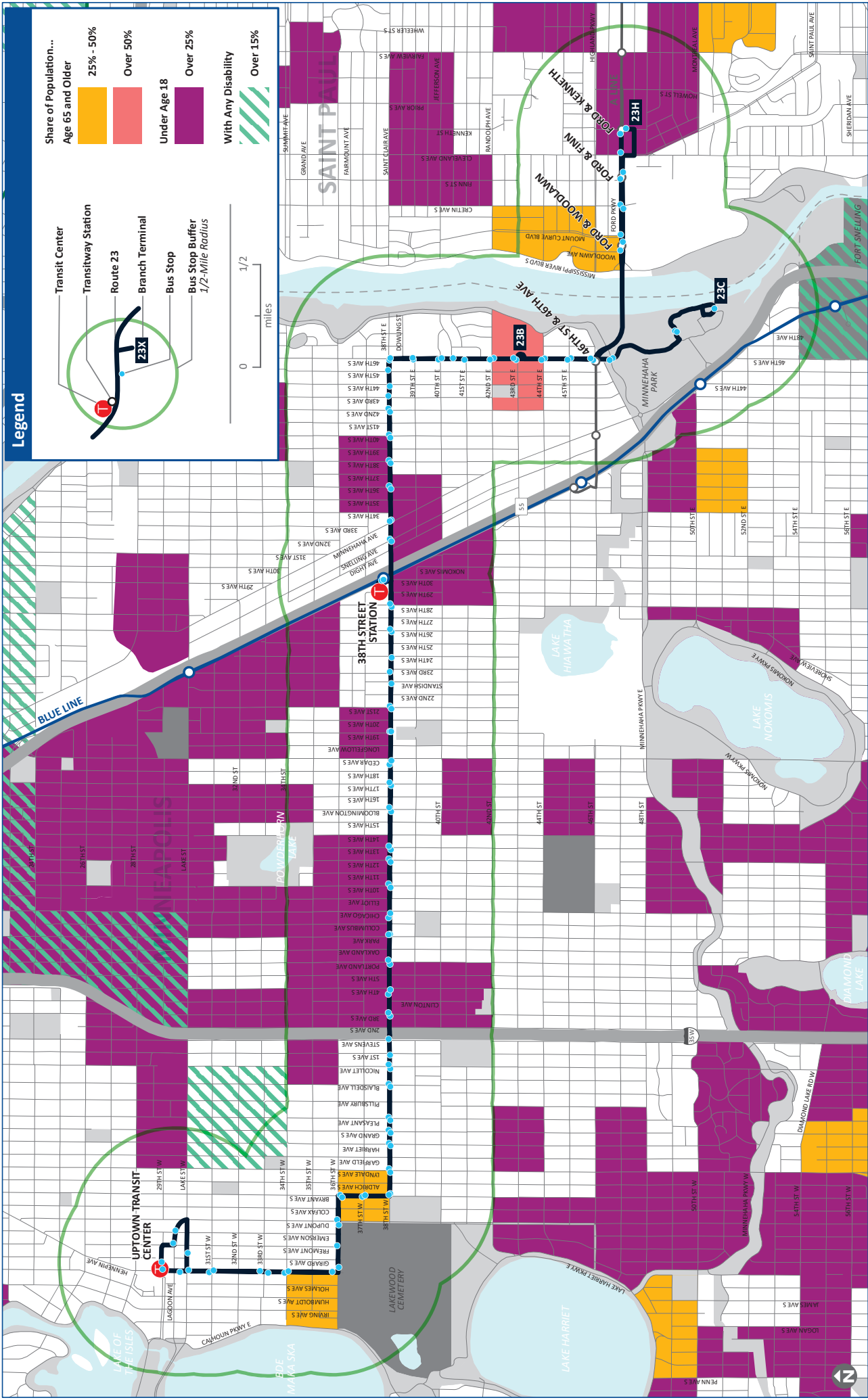


Created: 4/7/2020
LandscapeRSA5



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Route 23 Transit Expansion - Seniors, Youth, and People with Disabilities

Date: 4/10/2020

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

Route 23 Estimates: 20-Minute Frequency Midday on Weekdays

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	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 Hours	Platform Hours	Buses		Per Hour Cost	Cost Per Sat	Annual Sat Costs	Scheduled Trips	Rides Per Trip	New Rides Per Sat	PPISH	Ave Fare Per Ride	Fare Rev Per Sat	Annual New Rides	Annual Rev	Annual Net Cost	
			Pk	OffPk													
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 23 Transit Service Expansion Project Summary

Route 23 is a Supporting Urban Local route running through the south side of Minneapolis from the Uptown Transit Station to the Highland Park Neighborhood of Saint Paul. It operates on the 38th Street transit corridor in Minneapolis and on Ford Parkway in Saint Paul, with several significant commercial and job centers, mixed-use neighborhoods, and residential areas. It is the unique route to the Minneapolis Minnesota Veterans' Home. In Saint Paul, the route could be diverted to serve the future Ford site development directly.

Transitway connections today include the METRO Blue Line at 38th Street and Hiawatha Avenue Station and the METRO A Line at 46th Street and 46th Avenue Station. Route 23 will connect with the planned METRO B, D, and E lines.

The entirety of Route 23 is included in this project. The unique segment of the route between Hennepin Avenue in Uptown and S 46th Avenue at E 46th Street has high population and job density and can support a higher level of transit service.

Currently, this segment of Route 23 runs every 20 minutes during the weekday peak period and every 30 minutes in the midday and evenings. On Saturdays and Sundays, it runs every 30 minutes for most of the day.

The planned improvement to this route is most significant in the weekday off-peak, and Saturdays where the trunk headway will be improved from every 30 to every 20 minutes. The grant request is for the additional operating funds required to implement the service improvement.

Total Project Cost: \$3,773,336
Requested Federal Amount: \$3,018,668.45
Local Match Amount: \$754,667.11
Local Match Percentage: 20.0%

A service of the Metropolitan Council

ROUTE 23 - AFFORDABLE HOUSING w/in 1/2-MILE

Map ID	Name	Address	City	Dev_Stage	Tot_Units	Aff_Units	Unit_BRs	Aff_AMI	Tax_Credit	LIHTC4	LIHTC9	PROJBASE	OTHSUB	PUBHSG
1	27XX HUMBOLDT AVENUE SOUTH	2715 HUMBOLDT AVE S	Minneapolis	Existing	11	11	1-2	60%	Tax Credit					
2	LYNDALE GREEN	2743 LYNDALE AVE S	Minneapolis	Existing	63	63	1-2	50%-60%	Tax Credit	LIHTC 4%			OTHER SUBSIDY	
3	URBAN VILLAGE	2824 BRYANT AVE S	Minneapolis	Existing	72	12	1	60%-80%	Tax Credit				OTHER SUBSIDY	
4	BUZZA HISTORIC LOFTS	1006 W LAKE ST	Minneapolis	Existing	136	136	0-2	60%	Tax Credit	LIHTC 4%				
5	11TH W 35TH ST	11 W 35TH ST	Minneapolis	Existing	4	4	Unknown	60%	Tax Credit					
6	7 W 35TH ST	7 W 35TH ST	Minneapolis	Existing	4	4	Unknown	60%	Tax Credit					
7	NICOLLET SQUARE	3700 NICOLLET AVE	Minneapolis	Existing	42	42	Unknown	30%	Tax Credit				OTHER SUBSIDY	
8	CHICAGO CORRIDOR	3406 CHICAGO AVE	Minneapolis	Existing	10	10	Unknown	60%	Tax Credit		LIHTC 9%			
9	MHOP URBAN GARDENS	3501 BLOOMINGTON AVE	Minneapolis	Existing	6	6	Unknown	30%						PUBLIC HOUSING
10	MULBERRY FLATS	3633 ELLIOT AVE	Minneapolis	Existing	8	8	2	50%					OTHER SUBSIDY	
11	3715 OAKLAND	3715 OAKLAND AVE S	Minneapolis	Existing	10	10	Unknown	50%					OTHER SUBSIDY	
12	PRG PORTFOLIO I	3708 ELLIOT AVE	Minneapolis	Existing	42	42	2-3	30%-60%	Tax Credit				OTHER SUBSIDY	
13	PPL FORECLOSURE REDIRECTION	3824 CHICAGO AVE	Minneapolis	Existing	4	4	2	50%					OTHER SUBSIDY	
14	3RD AVENUE TOWNHOMES	3806 3RD AVE S	Minneapolis	Existing	12	8	3	50%	Tax Credit		LIHTC 9%		OTHER SUBSIDY	
15	THIRD AVENUE TOWNHOMES	3812 3RD AVE S	Minneapolis	Existing	12	12	2-4	60%	Tax Credit		LIHTC 9%			
16	NOKOMIS SENIOR HOUSING	3733 23RD AVE S	Minneapolis	Existing	77	16	1	50%	Tax Credit				OTHER SUBSIDY	
17	HEALING SPIRIT HOUSE	3625 S 28TH AVE	Minneapolis	Existing	4	4	0	30%					OTHER SUBSIDY	
18	HOUSE OF PEACE	2830 E 37TH ST	Minneapolis	Existing	21	21	Unknown	50%					OTHER SUBSIDY	PUBLIC HOUSING
19	3455 MINNEHAHA	3455 MINNEHAHA AVE	Minneapolis	Existing	24	24	Unknown	50%					OTHER SUBSIDY	
20	HORN 37TH STREET MANOR	3205 E 37TH ST	Minneapolis	Existing	28	28	1	30%						PUBLIC HOUSING
21	HORN 3755 SNELLING	3755 SNELLING AVE	Minneapolis	Existing	28	28	1	30%						PUBLIC HOUSING
22	LONGFELLOW STATION	3845 HIAWATHA AVE	Minneapolis	Existing	180	145	0-3	50%-60%	Tax Credit	LIHTC 4%			OTHER SUBSIDY	
23	MILLWORK LOFTS	4041 HIAWATHA AVE	Minneapolis	Existing	78	78	1-3	60%	Tax Credit	LIHTC 4%			OTHER SUBSIDY	
24	CLEVELAND HI-RISE	899 CLEVELAND AVE S	ST PAUL	Existing	144	144	1	50%						PUBLIC HOUSING
25	YWCA CLEVELAND SAUNDERS SUPPORTIVE HOUSING	2052 W SAUNDERS AVE	ST PAUL	Existing	11	11	2	60%					OTHER SUBSIDY	
26	VANTAGE FLATS	5359 MINNEHAHA AVE	Minneapolis	Existing	37	37	1-3	50%-60%	Tax Credit	LIHTC 4%			OTHER SUBSIDY	
27	RIVERVIEW APTS SENIOR HOUSING	5360 RIVERVIEW RD	Minneapolis	Existing	42	42	1	50%				PROJECT-BASED SUBSIDY	OTHER SUBSIDY	
28	Minnehaha Townhomes	5348 Riverview Rd	Minneapolis	Existing	16	16	2-3	30%						