



Application

13872 - 2020 Transit System Modernization

14357 - Bus Farebox Upgrade

Regional Solicitation - Transit and TDM Projects

Status: Submitted

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Primary Contact

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

Organization Information

Name: Metro Transit

Jurisdictional Agency (if different):

Organization Type: Metropolitan Council
Organization Website:
Address: 560 Sixth Avenue North

* **City:** Minneapolis **State/Province:** Minnesota **Postal Code/Zip:** 55411
County: Hennepin
Phone:* 651-602-1000 **Ext.:**
Fax:
PeopleSoft Vendor Number: METROTRANSIT

Project Information

Project Name: Bus Farebox Upgrade
Primary County where the Project is Located: Multiple
Cities or Townships where the Project is Located: Throughout the Twin Cities regional area
Jurisdictional Agency (If Different than the Applicant):

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

This project will replace Metro Transit, Met Council and suburban transit provider fareboxes with a new and modern technology. The goals in replacing the fareboxes are to provide a more modern unit that allows increased payment flexibility for all riders, including leveraging new mobile payment technologies, and to provide a more reliable and modern replacement for fareboxes that are over 30 years old, resulting in increased revenues through equipment reliability.

(Limit 2,800 characters; approximately 400 words)

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

Project Length (Miles): 0
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 \$7,000,000.00

Match Amount \$1,750,000.00

Minimum of 20% of project total

Project Total \$8,750,000.00

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

Match Percentage 20.0%

Minimum of 20%

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

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

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

Preferred Program Year

Select one: 2024

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

Additional Program Years: 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: All transit areas

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.

A: Transportation System Stewardship - (1) Efficiently preserve and maintain the regional transportation system in a state of good repair, and (2) Operate the regional transportation system to efficiently and cost-effectively move people and freight. (2040 TPP, pg. 2.2)

C: Access to Destination - (1) Increase travel time reliability and predictability for travel on highway and transit systems; (2) Increase the number and share of trips taken using transit, carpools, bicycling, and walking; (3) Improve the availability of and quality of multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically under-represented population. (2040 TPP, pg. 2.10)

D: Competitive Economy - Invest in a multimodal transportation system to attract and retain businesses and residents. (2040 TPP, pg. 2.26)

E: Healthy and Equitable Communities - Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities through the use of active transportation options. (2040 TPP, pg. 2.30)

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.

2040 TPP, Chapter 4, Transit Fares (pg. 4.8)

2040 TPP, Chapter 6, Transportation System Stewardship, Investments in Modernization (pg. 6.1)

2040 TPP, Chapter 6, Competitive Economy, Improve Multimodal Access to Regional Job and Activity Centers (pg. 6.2)

List the applicable documents and pages:

2040 TPP, Chapter 6, Transit Fare Structure (pg. 6.27)

2040 TPP, Chapter 6, Expand and Modernize the Bus and Support System (including regional providers) (pg. 6.47)

2012 Regional Transit Guidelines, Chapter 7: Fare-Collection System Guidelines (all sections)

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: 01/31/2020

Link to plan:

<https://metro council.org/About-Us/What-We-Do/Office-of-Equal-Opportunity/Accessibility/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.

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.

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.)	\$8,750,000.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$8,750,000.00

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead, etc.	\$0.00

Totals

Total Cost	\$8,750,000.00
Construction Cost Total	\$8,750,000.00
Transit Operating Cost Total	\$0.00

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 1761519

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 289000

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

Please upload attachment in PDF form.

Measure B: Transit Ridership

2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 14, 16, 17, 18, 19, 21, 22, 23, 25, 27, 30, 32, 39, 46, 53, 54, 59, 61, 62, 63, 64, 65, 67, 68, 70, 71, 74, 75, 80, 83, 84, 87, 94, 111, 113, 114, 115, 118, 120, 121, 122, 123, 124, 129, 133, 134, 135, 141, 146, 156, 219, 223, 225, 227, 250, 252, 261, 262, 263, 264, 265, 270, 272, 275, 288, 294, 350, 351, 353, 355, 361, 364, 365, 375, 415, 417, 420, 421, 426, 436, 438, 440, 442, 444, 445, 446, 452, 460, 464, 465, 467, 470, 472, 475, 476, 477, 478, 479, 480, 484, 489, 490, 491, 492, 493, 495, 497, 498, 499, 515, 535, 537, 538, 539, 540, 542, 552, 553, 554, 558, 578, 579, 587, 588, 589, 597, 600, 602, 604, 612, 615, 643, 645, 652, 663, 664, 667, 668, 670, 671, 672, 673, 677, 679, 690, 695, 697, 698, 699, 705, 716, 717, 721, 722, 723, 724, 740, 741, 742, 747, 755, 756, 758, 760, 761, 762, 763, 764, 765, 766, 767, 768, 771, 772, 774, 776, 777, 780, 781, 782, 783, 785, 788, 789, 790, 791, 793, 795, 801, 805, 824, 825, 831, 850, 852, 854, 860, 865, 887, 903-METRO Red Line

Existing transit routes directly connected to the project

Select all routes that apply.

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

N/A

Select all transitways that apply.

Upload Map

1589211302943_Regional System Map.pdf

Please upload attachment in PDF form.

Response

Met Council Staff Data Entry Only

Average number of weekday trips

0

Measure: Usage

2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 14, 16, 17, 18, 19, 21, 22, 23, 25, 27, 30, 32, 39, 46, 53, 54, 59, 61, 62, 63, 64, 65, 67, 68, 70, 71, 74, 75, 80, 83, 84, 87, 94, 111, 113, 114, 115, 118, 120, 121, 122, 123, 124, 129, 133, 134, 135, 141, 146, 156, 219, 223, 225, 227, 250, 252, 261, 262, 263, 264, 265, 270, 272, 275, 288, 294, 350, 351, 353, 355, 361, 364, 365, 375, 415, 417, 420, 421, 426, 436, 438, 440, 442, 444, 445, 446, 452, 460, 464, 465, 467, 470, 472, 475, 476, 477, 478, 479, 480, 484, 489, 490, 491, 492, 493, 495, 497, 498, 499, 515, 535, 537, 538, 539, 540, 542, 552, 553, 554, 558, 578, 579, 587, 588, 589, 597, 600, 602, 604, 612, 615, 643, 645, 652, 663, 664, 667, 668, 670, 671, 672, 673, 677, 679, 690, 695, 697, 698, 699, 705, 716, 717, 721, 722, 723, 724, 740, 741, 742, 747, 755, 756, 758, 760, 761, 762, 763, 764, 765, 766, 767, 768, 771, 772, 774, 776, 777, 780, 781, 782, 783, 785, 788, 789, 790, 791, 793, 795, 801, 805, 824, 825, 831, 850, 852, 854, 860, 865, 887, 903-METRO Red Line

Existing Transit Routes on the Project

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

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): Yes

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score)

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

(up to 60% of maximum score)

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)

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.

Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach 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 the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, 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.

Response:

Finance/Revenue Operations staff have and continue to engage regional transit customers on improving the fare payment experience, including the farebox replacements identified with this project. For example, the ADA community has been consulted with to ensure the new farebox meets the needs of sight-impaired individuals. The region's overall fare policy is subject to Title VI review, however the specific technology that facilitates fare payment is generally not reviewed as part of Title VI, but does fall under ADA review. In addition, as part of the bi-annual customer survey, customers are asked to comment on the effectiveness of the fare payment system in meeting their individual needs. About 90% of customers regularly indicate that the fare collection system performs "good" or "very good" as part of this survey. Information gathered from this survey is important in continuing to promote and advance fare payment capabilities and has been a component of our push to upgrade our fare collection system, these fareboxes included, to increase flexibility in payment options for all customers, including those with disabilities, low income populations, and the elderly.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

This project will continue to increase the ways in which customers can pay fares, especially those who pay cash or use means other than Go-To cards. Historically, low-income customers and people of color are more likely to use cash payment and thus interact with the fareboxes more frequently. These new fareboxes provide new technology to allow flexibility in loading cash onto an increased number of electronic payment forms such as a mobile app, which increases flexibility for cash-paying customers. In addition, the new fareboxes provide for easier and more accurate inserting and counting of money, and easier validation of TVM tickets and magnetic transfers that should improve the fare payment experience for all customers, especially disabled and elderly customers.

Response:

(Limit 2,800 characters; approximately 400 words)

3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

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.

Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.

Other

Response:

No known negative externalities.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1589391772878_Socio-Economic Conditions Map.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	0	0	100.0	0

Minneapolis	1.0	1.0	100.0	100.0
				100

Total Transit Stops

Total Transit Stops	1.0
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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:

The farebox upgrade project, when completed throughout the region, will provide increased payment flexibility for all customer, including residents of affordable housing location. The new technology will allow for loading cash onto electronic payment platforms such as mobile application, facilitating an overall faster and more reliable fare payment process. This project will benefit all cities within the entire seven-county metropolitan area, over 12,000 bus stops total.

(Limit 2,100 characters; approximately 300 words)

Upload map:

Measure A: Description of emissions reduced

Response:

These new fareboxes will increase overall revenues through increased reliability and payment convenience. By increasing the number of ways customers can pay and simplifying the overall payment process, it will be easier for first time and returning riders, thereby decreasing the "fear factor" of using public transit and potentially resulting in increased ridership.

(Limit 2,800 characters; approximately 400 words)

Applicants are recommended to provide any data to support their argument.

Upload any data

Please upload attachment in PDF form.

Measure C: Improvements and Amenities

The bus farebox upgrade project offers the following potential improvements for fare payment:

Faster payment and thus reduced dwell time - the new fareboxes offer much faster validation of tickets and transfers. The eventual ability to validate mobile tickets also decreases boarding/payment time and offers health and safety advantages by decreasing operator involvement in validating mobile and other tickets.

Improved reliability of the farebox.

Mobile app integration for bar-code or tap-to-pay convenience.

Future integration with Go-To cards.

Increased fraud detection of counterfeit bills and coins.

Integration with shared-mobility and last-mile providers (such as TNCs).

Increased fare structure flexibility by offering more fares or for simplifying the fare structure.

Continued coordination and support of the regional fare policy, though cooperation with suburban transit providers in upgrading all regional fareboxes.

Response

(Limit 5,600 characters; approximately 800 words)

Measure A: Roadway, Bicycle, and Pedestrian Improvements

Response

This farebox upgrade offers potential integration with bike and scooter rental providers.

(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:	\$0.00
Total Annual Capital Cost of Project	\$875,000.00
Total Annual Project Cost	\$875,000.00

Assumption Used:

There is no increase in operating costs associated with this upgrade, as the current staffing and other operating costs remain unchanged. If anything, operating costs will decrease due to increased parts availability and increased reliability of the new fareboxes. The annual capital cost is determined by taking the total cost (\$8.75M) and dividing it by the FTA-identified useful life of fare collection devices (10 years).

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness	\$0.00
--------------------	--------

Other Attachments

File Name	Description	File Size
Bus_Fareboxes_LetterOfCommitment-CoverLetter.pdf	Letter of commitment from General Manager	190 KB
Regional Solicitation Summary 5-11-2020.docx	Project summary document	42 KB
Regional System Map.pdf	System map; this project will affect all routes throughout the region.	6.9 MB

Twin Cities Metropolitan Area Transit System Map

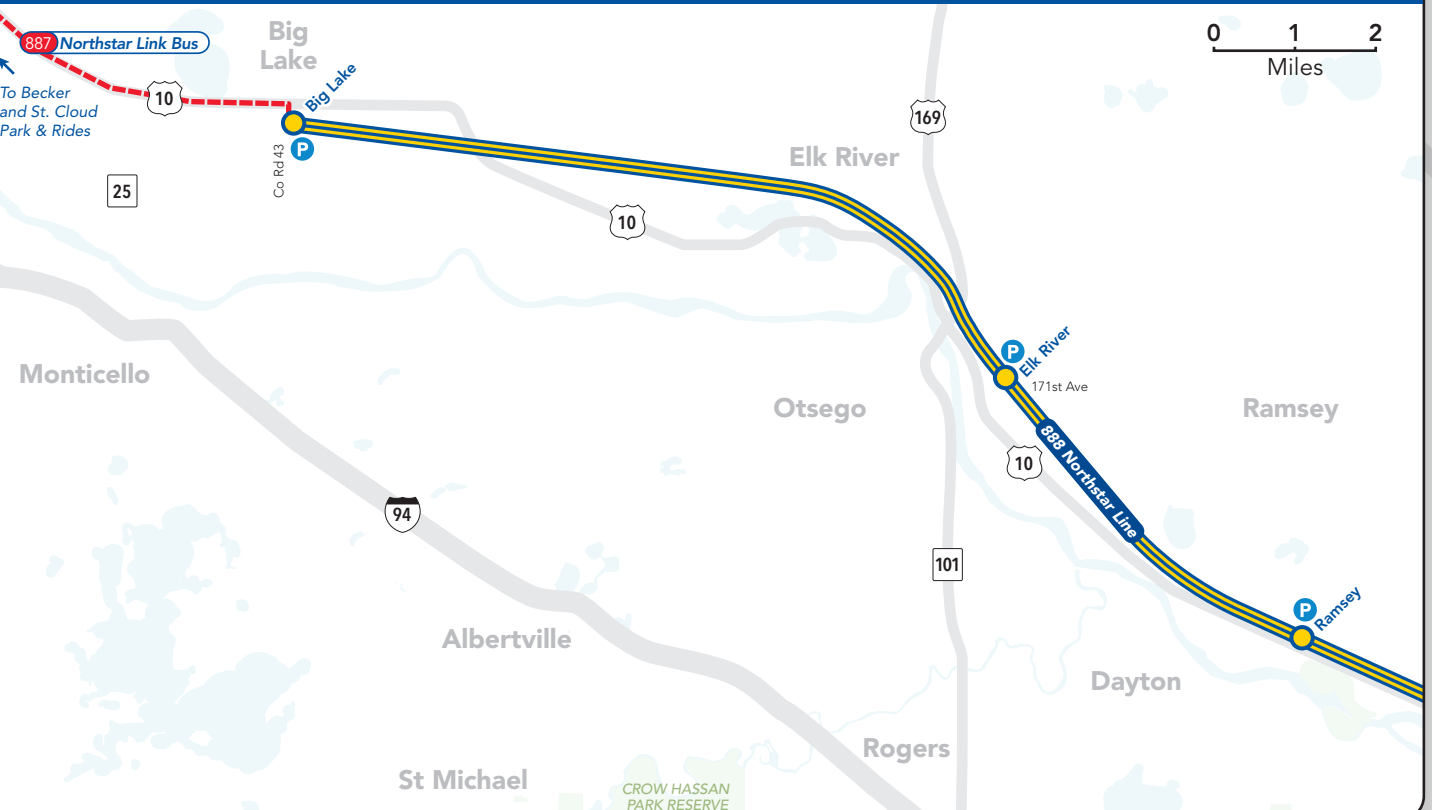
This map is an overview of regional transit routes. Each route has a number and routes are grouped by when and how frequently they operate. Route numbers appear in signs above windshields and each route has its own printed schedule.



Printed schedules include detailed maps and schedule information. They are available at Metro Transit service centers and hundreds of retail outlets. Call 612-373-3333 (TTY 612-341-0140) to have a schedule mailed to you. You may also view and print them at metrotransit.org.

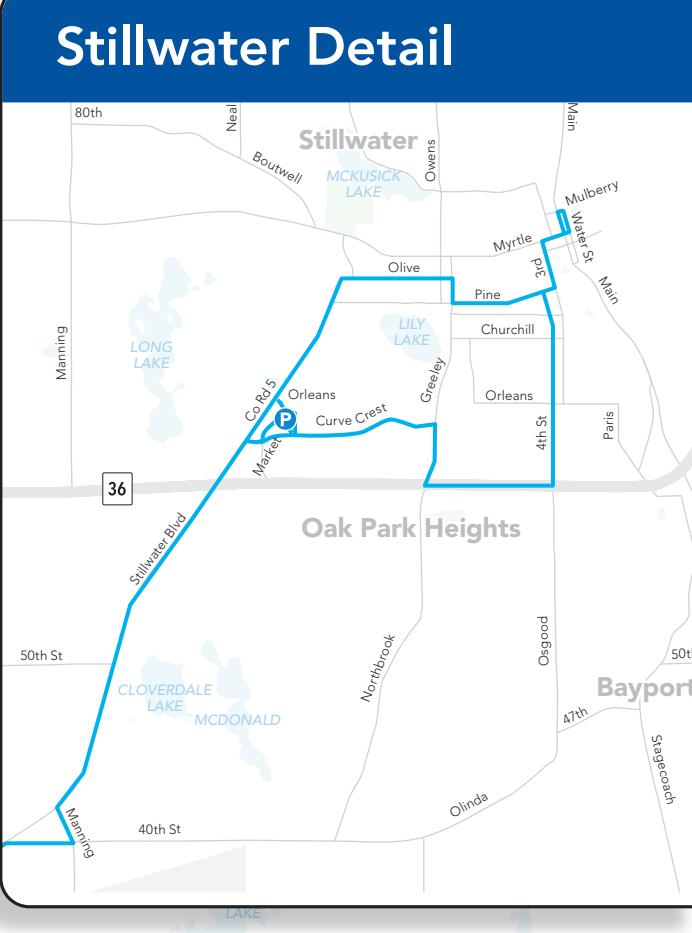
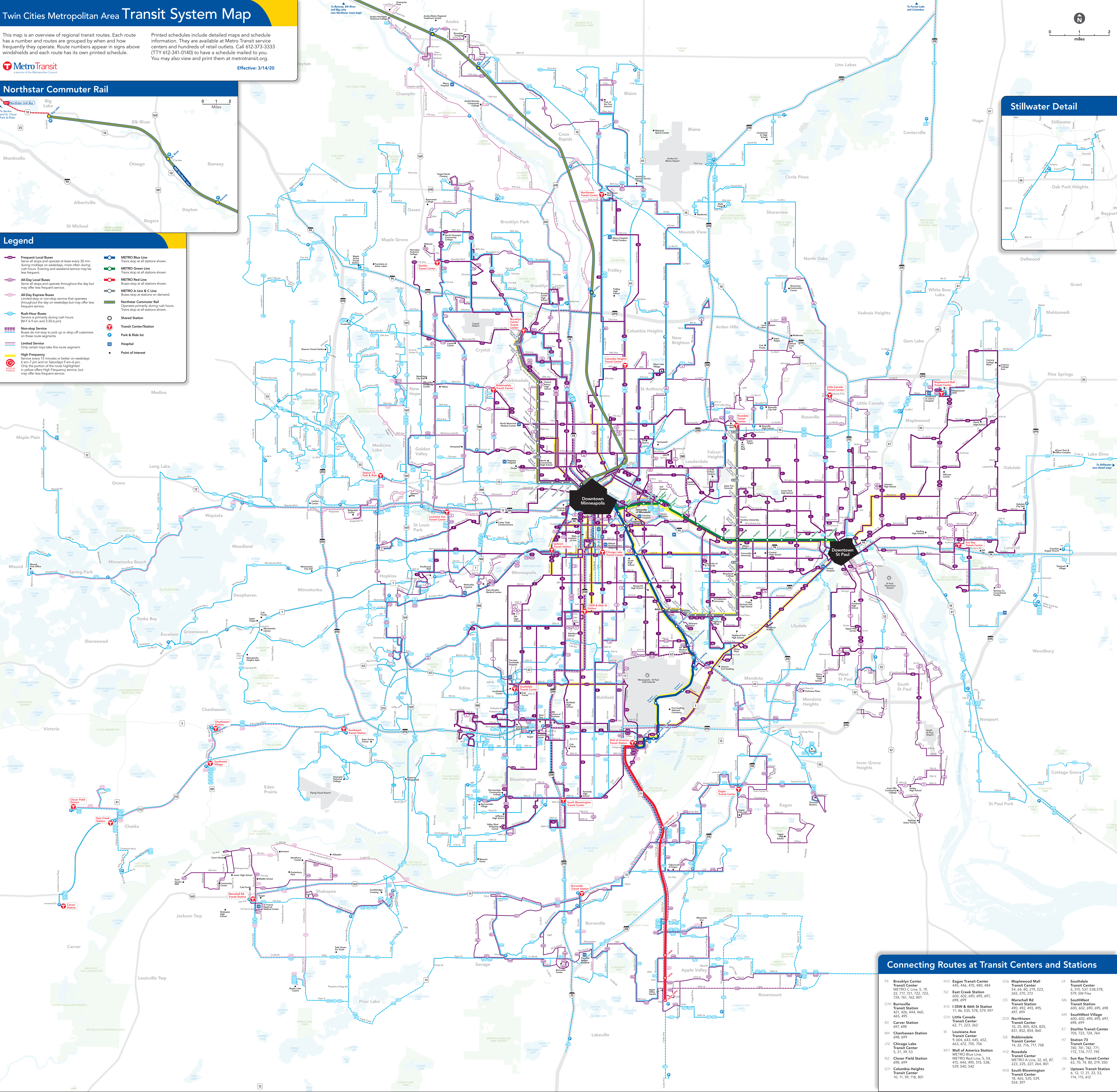
Effective: 3/14/20

Northstar Commuter Rail



Legend

- **Frequent Local Buses**
Serve all stops and operate at least every 30 min. during weekdays on weekdays, more often during rush hours. Evening and weekend service may be less frequent.
- **All-Day Local Buses**
Serve all stops and operate throughout the day but may offer less frequent service.
- **All-Day Express Buses**
Limited-stop or non-stop service that operates throughout the day on weekdays but may offer less frequent service.
- **Rush-Hour Buses**
Service is primarily during rush hours. (M-F 6-9 am and 3:30-6 pm)
- **Non-stop Service**
Buses do not stop to pick up or drop off customers on these route segments.
- **Limited Service**
Only certain trips take this route segment.
- **High Frequency**
Service every 15 minutes or better on weekdays 6 am-7 pm and on Saturdays 9 am-5 pm. Only the portion of the route highlighted in yellow offers high frequency service, but may offer less frequent service.
- **METRO Blue Line**
Trains stop at all stations shown.
- **METRO Green Line**
Trains stop at all stations shown.
- **METRO Red Line**
Buses stop at all stations shown.
- **METRO A Line & L Line**
Buses stop at stations on demand.
- **Northstar Commuter Rail**
Operates primarily during rush hours. Trains stop at all stations shown.
- **Shared Station**
- **Transit Center/Station**
- **Park & Ride lot**
- **Hospital**
- **Point of Interest**

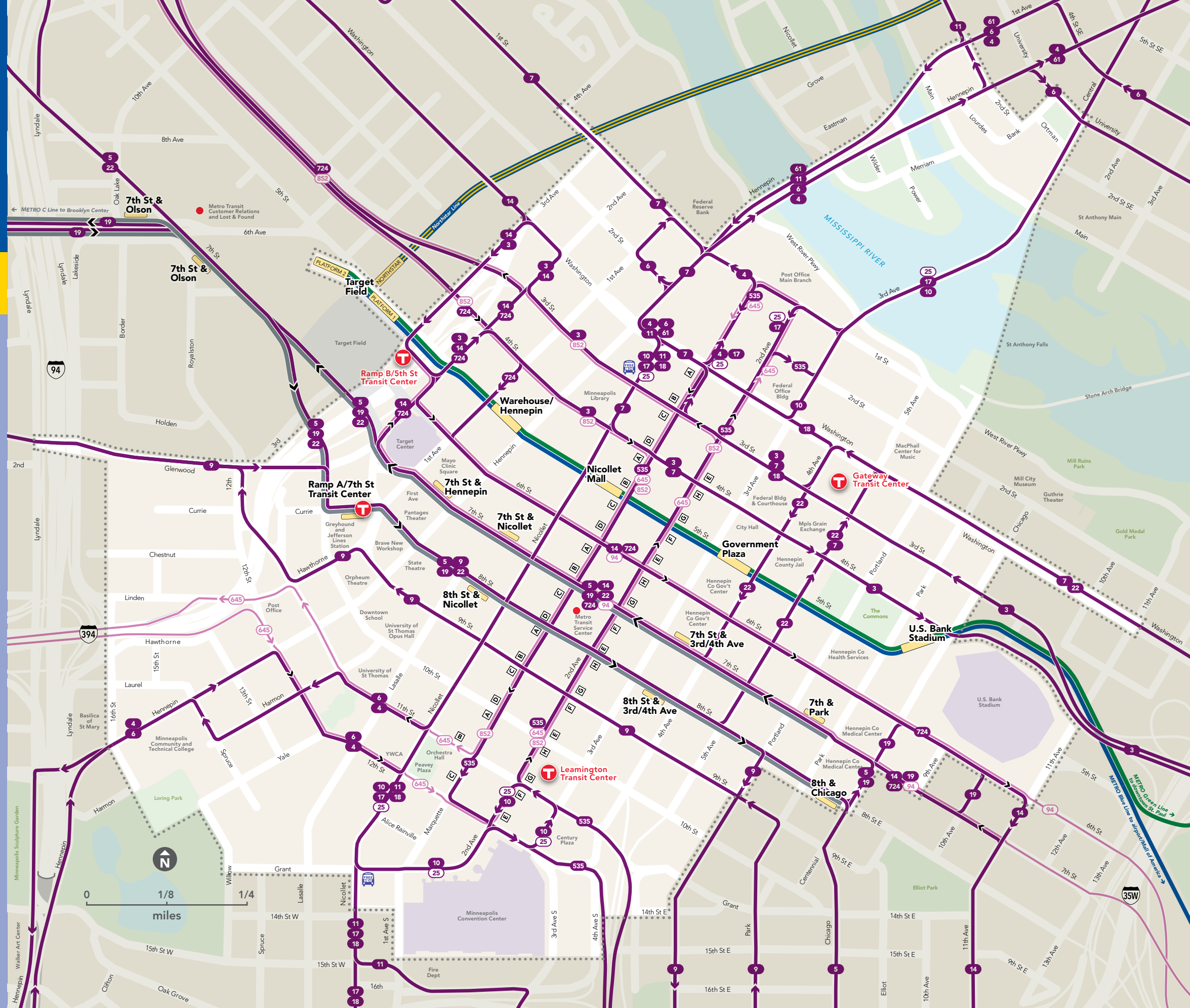


Connecting Routes at Transit Centers and Stations

P9 Brooklyn Center Transit Center METRO C Line, 5, 19, 22, 71, 72, 722, 723, 726, 76, 762, 801	N12 Egan Transit Center 445, 446, 470, 480, 484	G16 Maplewood Mall Transit Center 54, 64, 80, 219, 223, 265, 270, 272	L9 Southdale Transit Center 6, 515, 537, 538, 578, 579, SW Flex
O10 Burnsville Transit Station 423, 425, 444, 460, 465, 495	N2 East Creek Station 600, 602, 690, 695, 697, 698, 699	O5 Marshall Rd Transit Station 490, 492, 493, 495, 497, 499	M6 SouthWest Transit Station 600, 602, 690, 695, 697, 698, 699
R3 Carver Station 697, 698	K10 I-35W & 46th St Station 11, 46, 535, 578, 579, 597	D10 Northtown Transit Center 10, 25, 805, 824, 825, 831, 852, 854, 860	M4 SouthWest Village Transit Center 600, 602, 690, 695, 697, 698, 699
M4 Chanhassen Station 698, 699	G14 Little Canada Transit Center 42, 71, 223, 282	O8 Robbinsdale Transit Center 14, 32, 716, 717, 758	E7 Sault Ste. Marie Transit Center 705, 723, 724, 764
J10 Chicago Lake Transit Center 5, 21, 39, 53	I8 Louisiana Ave Transit Center 9, 604, 643, 645, 652, 653, 672, 705, 756	G8 Roseville Transit Center 740, 741, 742, 771, 772, 774, 777, 795	H17 Station 73 Transit Center 6, 12, 17, 21, 23, 53, 114, 115, 412
N2 Clover Field Station 698, 699	M11 Mall of America Station METRO Blue Line, METRO Red Line, S, 54, 415, 444, 495, 515, 538, 539, 540, 542	H12 Roadside Transit Center METRO A Line, 32, 65, 87, 223, 225, 227, 244, 801	J16 Sun Ray Transit Center 63, 70, 74, 80, 219, 350
G11 Columbia Heights Transit Center 10, 11, 59, 118, 801		N10 South Bloomington Transit Center 18, 465, 535, 539, 554, 597	J9 Uptown Transit Station 18, 465, 535, 539, 554, 597

Downtown Minneapolis

Effective: 3/14/20



Downtown Map Legend

- Downtown Zone Limit**
Ride in the Downtown Zone for 50¢ (transfers not available). Board any bus or train going the direction you want to go.
- Frequent Local Buses**
Serve all stops and operate at least every 30 min. during weekdays on weekdays, more often during rush hours. Evening and weekend service may be less frequent.
- All-Day Local Buses**
Serve all stops and operate throughout the day but may offer less frequent service.
- All-Day Express Buses**
Limited-stop or non-stop service that operates throughout the day on weekdays but may offer less frequent service.
- METRO Blue Line**
Trains stop at all stations shown.
- METRO Green Line**
Trains stop at all stations shown.
- METRO C Line**
Buses stop at stations on demand.
- Northstar Commuter Rail**
Operates primarily during rush hours.
- Station Platform**
- Transit Center/Station**
- Transit Service Center**
Get passes, route information and other transit help.
- Lettered Stop**
Express buses serve these stops on Marquette and 2nd avenues.
- Free Rides**
Look for buses marked "Free Ride" between the Convention Center and 3rd Street in Minneapolis.

Downtown map shows routes operating all day.

For routes that operate primarily during rush hours, refer to the following charts.

Downtown Minneapolis Local Routes

Route	Northbound via	Southbound via
4	Nicollet Mall	Nicollet Mall
6	Nicollet Mall	Nicollet Mall
10	Nicollet Mall	Nicollet Mall
11	Nicollet Mall	Nicollet Mall
12	Nicollet Mall	Nicollet Mall
17	Nicollet Mall	Nicollet Mall
18	Nicollet Mall	Nicollet Mall
25	Nicollet Mall	Nicollet Mall
61	Nicollet Mall	Nicollet Mall

Route	Eastbound via	Westbound via
3	4th St	3rd St
5	8th St	7th St
7	4th St	3rd St
9	8th St	9th St
14	6th St	7th St
19	8th St	7th St
22	8th St	7th St

Downtown Minneapolis Express/Limited-Stop Routes

Letters next to street names indicate which stops these buses serve along Marquette and 2nd avenues.

Route	Arrives via	Leaves via
Blue Line	5th St	5th St
C Line	8th St	7th St
Green Line	5th St	5th St
Northstar	Target Field Station	Target Field Station
39	7th St	6th St
59	Nicollet Mall	Nicollet Mall
94	7th St	6th St
133	2nd Ave S G	Marquette A
134	7th St	6th St
135	2nd Ave S G	Marquette A
141	Hennepin Ave	Hennepin Ave
146	2nd Ave S G	Marquette D
156	2nd Ave S G	Marquette A
250	Marquette C	2nd Ave S F
261	Marquette C	2nd Ave S F
263	Marquette C	2nd Ave S E
264	Marquette C	2nd Ave S F
270	Marquette C	2nd Ave S F
288	Marquette C	2nd Ave S E
353	7th St	6th St
355	7th St	6th St
365	7th St	6th St
375	7th St	6th St
452	7th St	6th St
460	2nd Ave S E	Marquette C
464	2nd Ave S E	Marquette C
465	2nd Ave S E	Marquette C
467	2nd Ave S H	Marquette B
470	2nd Ave S E	Marquette C
472	2nd Ave S E	Marquette C
475	2nd Ave S E	Marquette C
476	2nd Ave S E	Marquette C
477	2nd Ave S E	Marquette C
478	2nd Ave S E	Marquette C

Route	Arrives via	Leaves via
479	2nd Ave S E	Marquette C
490	2nd Ave S F	Marquette A
491	5th Ave S	4th Ave S
492	5th Ave S	4th Ave S
493	2nd Ave S F	Marquette A
535	2nd Ave S G	Marquette D
552	2nd Ave S G	Marquette B
553	2nd Ave S G	Marquette B
554	2nd Ave S G	Marquette A
558	2nd Ave S G	Marquette A
578	2nd Ave S G	Marquette D
587	2nd Ave S H	Marquette B
588	2nd Ave S H	Marquette B
589	2nd Ave S H	Marquette B
597	2nd Ave S G	Marquette D
643	6th St	9th St
645	2nd Ave S H	Marquette B
663	6th St	9th St
664	2nd Ave S H	Marquette B
667	2nd Ave S H	Marquette B
668	2nd Ave S H	Marquette B
670	2nd Ave S H	Marquette B
671	2nd Ave S H	Marquette B
672	2nd Ave S H	Marquette B
673	2nd Ave S H	Marquette B
674	2nd Ave S H	Marquette B
677	2nd Ave S H	Marquette B
679	Ramp A/7th St Transit Center	—
690	2nd Ave S F	Marquette D
691	2nd Ave S F	—
692	2nd Ave S F	Marquette D
695	4th St	3rd St

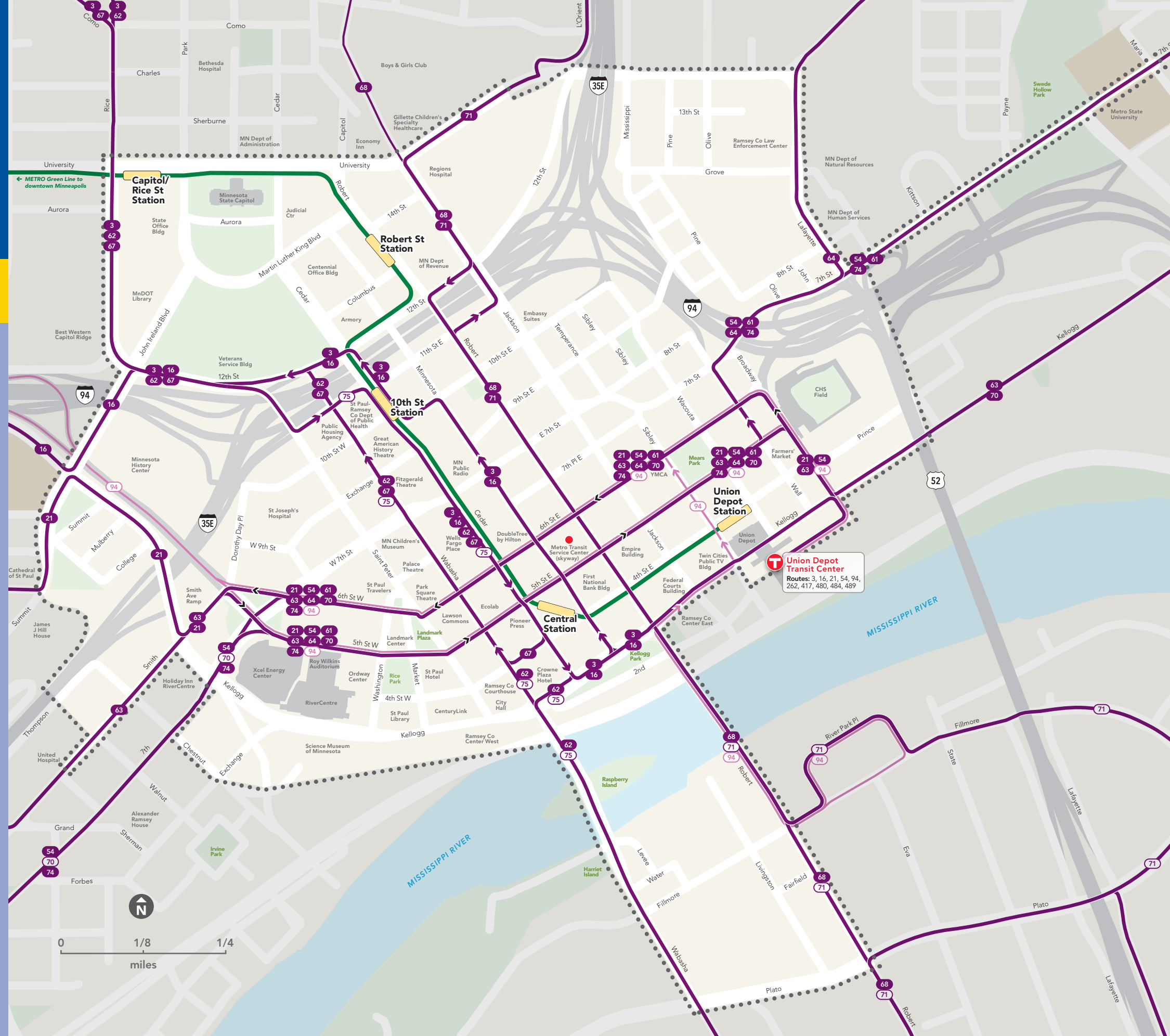
Route	Arrives via	Leaves via
697	2nd Ave S F	Marquette D
698	2nd Ave S F	Marquette D
699	2nd Ave S F	Marquette D
721	6th St	7th St
724	6th St	7th St
742	2nd Ave S F	Marquette A
747	2nd Ave S F	Marquette A
755	8th St	7th St
756	2nd Ave S H	Marquette B
758	6th St	7th St
760	Marquette D	2nd Ave S E
761	Marquette D	2nd Ave S E
762	Marquette A	2nd Ave S E
763	Marquette B	2nd Ave S E
764	6th St	7th St
765	Marquette B	2nd Ave S H
766	Marquette D	2nd Ave S H
767	Marquette D	2nd Ave S E
768	Marquette D	2nd Ave S H
772	2nd Ave S F	Marquette A
774	2nd Ave S F	Marquette A
776	2nd Ave S F	Marquette A
777	2nd Ave S F	Marquette A
780-785	Marquette D	2nd Ave S H
790	2nd Ave S F	Marquette A
793	2nd Ave S F	Marquette A
795	—	Marquette A
824	Marquette B	2nd Ave S G
825	Marquette A	2nd Ave S E
850	Marquette B	2nd Ave S G
852	Marquette B	2nd Ave S G
854	Marquette B	2nd Ave S G
865	Marquette A	2nd Ave S G

Downtown St Paul

Effective: 3/14/20

Downtown Map Legend

- Dotted Line** Downtown Zone Limit
Ride in the Downtown Zone for 50¢ (transfers not available). Board any bus or train going the direction you want to go.
- Thick Purple Line** Frequent Local Buses
Serve all stops and operate at least every 30 min. during middays on weekdays, more often during rush hours. Evening and weekend service may be less frequent.
- Thin Purple Line** All-Day Local Buses
Serve all stops and operate throughout the day but may offer less frequent service.
- Thin Pink Line** All-Day Express Buses
Limited-stop or non-stop service that operates throughout the day on weekdays but may offer less frequent service.
- Green Line** METRO Green Line
Trains stop at all stations shown.
- Yellow Rectangle** Rail Platform
- T in a Red Circle** Transit Center/Station
- Red Circle** Transit Service Center
Get passes, route information and other transit help.



Downtown map shows routes operating all day.

For routes that operate primarily during rush hours, refer to the charts below.

Downtown St Paul Local Routes

Route	Northbound via	Southbound via
3	Minnesota	Cedar St
16	Minnesota	Cedar St
62	Wabasha	Cedar St
67	Wabasha	Cedar St
68	Robert	Robert St
71	Robert	Robert St
75	Wabasha	Cedar St

Route	Eastbound via	Westbound via
21	5th St	6th St
61	5th St	6th St
63	5th St	6th St
64	5th St	6th St
70	5th St	6th St
74	5th St	6th St

Downtown St Paul Express/Limited-Stop Routes

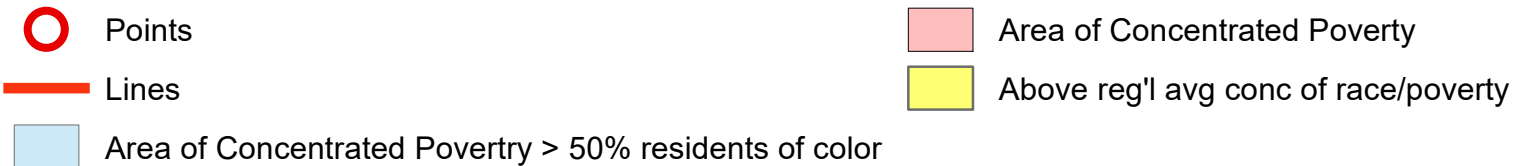
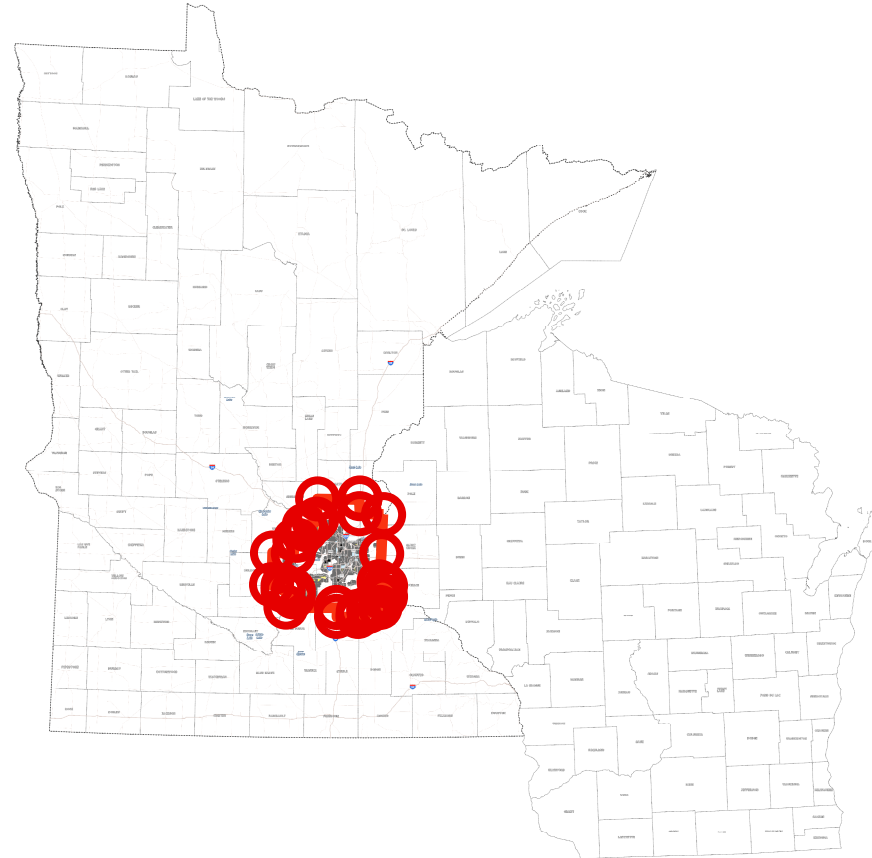
Route	Arrives downtown via	Leaves downtown via
53	5th St	6th St
54	5th St	6th St
94	5th St	6th St
262	Cedar St	Wabasha St
265	6th St	5th St
275	6th St	5th St
294	6th St	5th St
350	6th St	5th St
351	6th St	5th St
353	6th St	5th St
361	6th St	5th St
364	6th St	5th St
417	5th St	6th St
480	5th St	6th St
484	5th St	6th St
489	5th St	6th St
860	6th St	5th St

Results

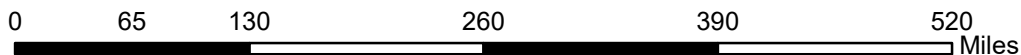
Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)

Tracts within half-mile:

- 26909 27001 50107
- 50210 50223 50228
- 61108 61401 61402
- 61501 61502 70205
- 70701 70704 71101
- 71102 81100 81300
- 90100 90200 91100
- 91201 91202



NCompass Technologies



Created: 5/11/2020
LandscapeRSA2



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



Twin Cities Metropolitan Area Transit System Map

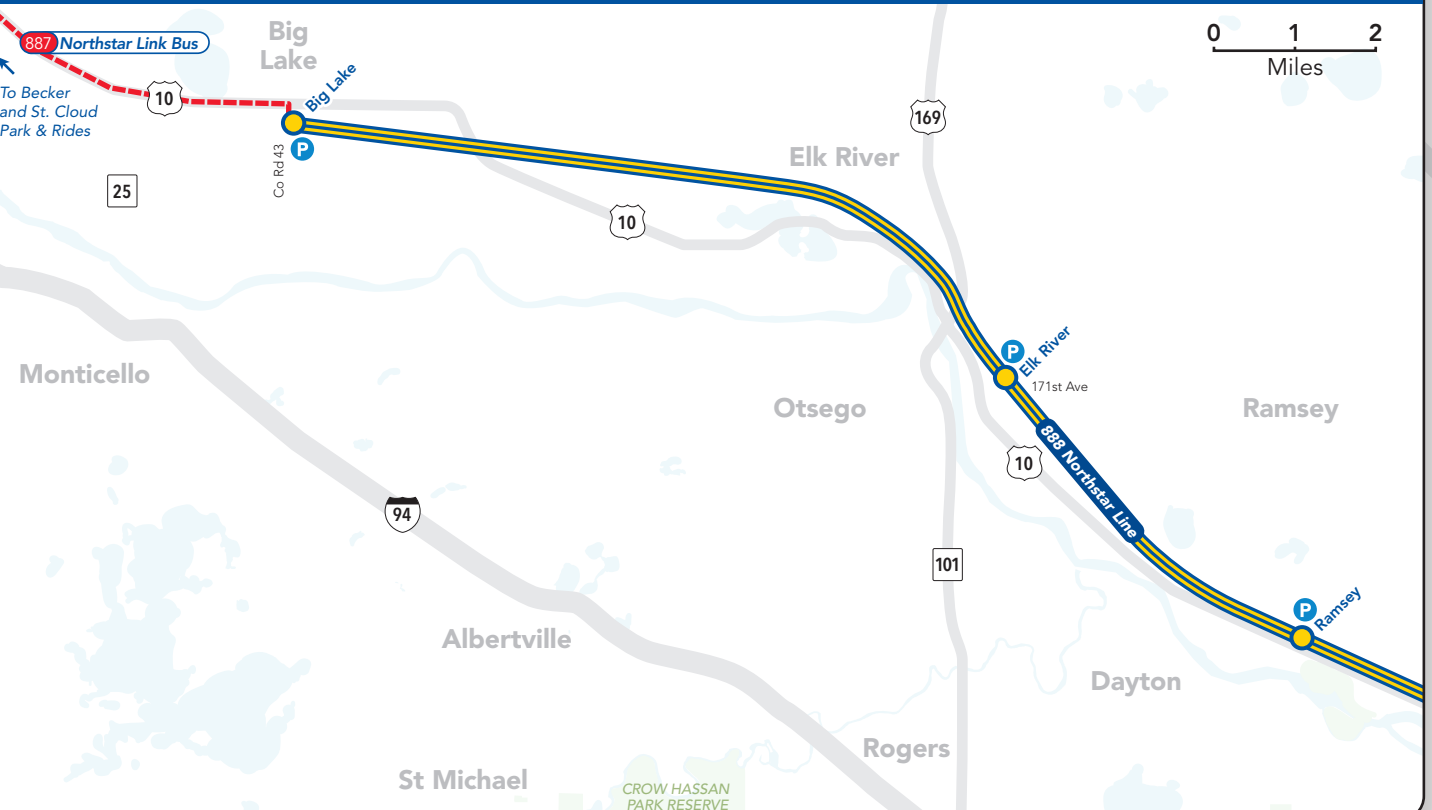
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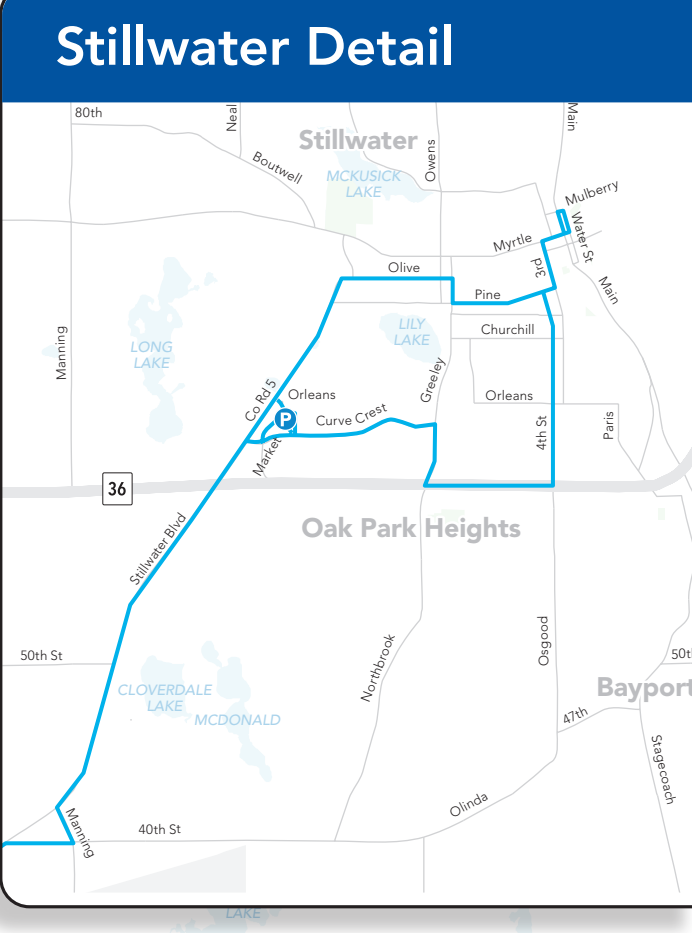
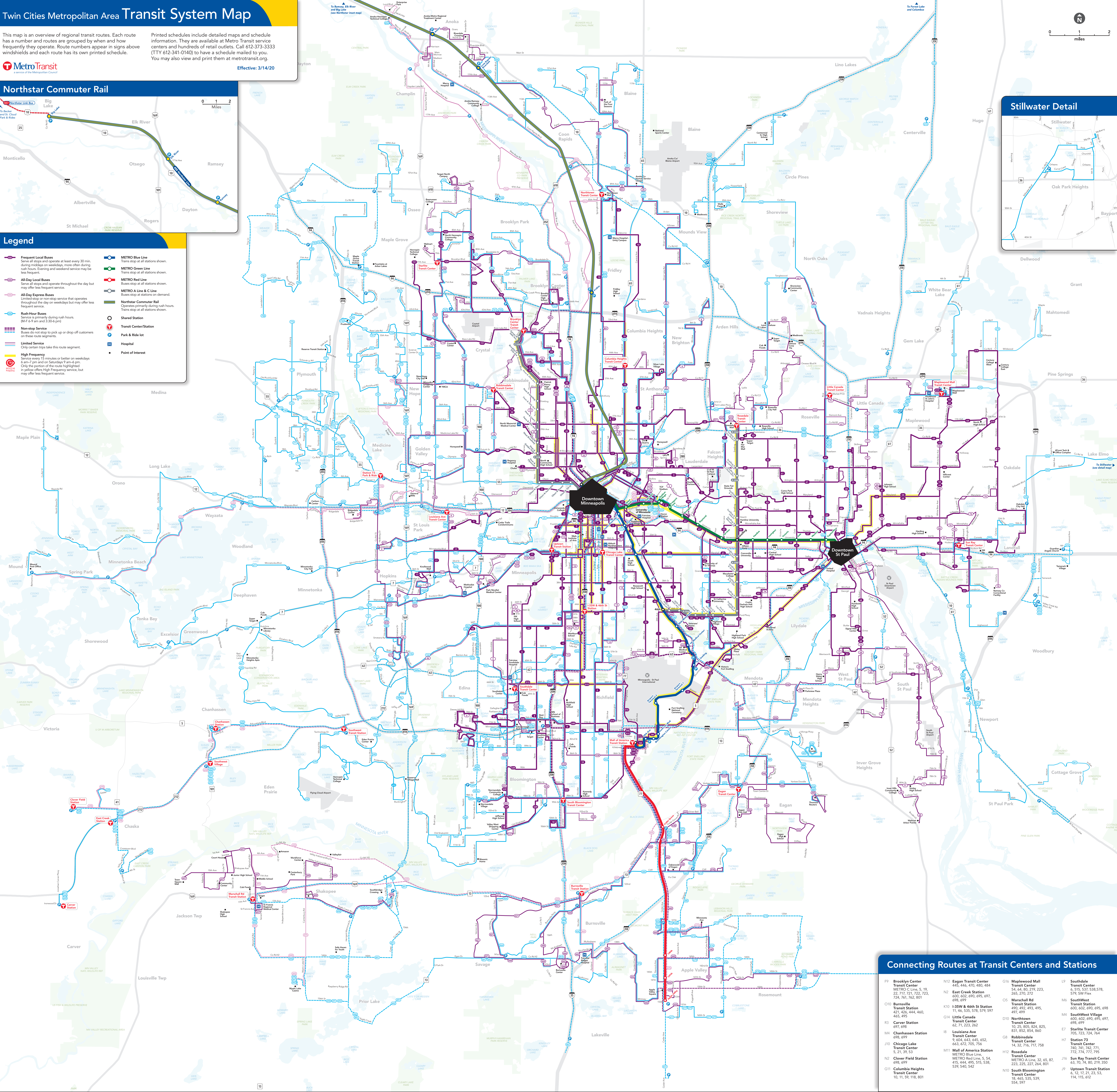
Effective: 3/14/20

Northstar Commuter Rail



Legend

- **Frequent Local Buses**
Serve all stops and operate at least every 30 min. during weekdays on weekdays, more often during rush hours. Evening and weekend service may be less frequent.
- **All-Day Local Buses**
Serve all stops and operate throughout the day but may offer less frequent service.
- **All-Day Express Buses**
Limited-stop or non-stop service that operates throughout the day on weekdays but may offer less frequent service.
- **Rush-Hour Buses**
Service is primarily during rush hours. (M-F 6-9 am and 3:30-6 pm)
- **Non-stop Service**
Buses do not stop to pick up or drop off customers on these route segments.
- **Limited Service**
Only certain trips take this route segment.
- **High Frequency**
Service every 15 minutes or better on weekdays 6 am-7 pm and on Saturdays 9 am-5 pm. Only the portion of the route highlighted in yellow offers high frequency service, but may offer less frequent service.
- **METRO Blue Line**
Trains stop at all stations shown.
- **METRO Green Line**
Trains stop at all stations shown.
- **METRO Red Line**
Buses stop at all stations shown.
- **METRO A Line & L Line**
Buses stop at stations on demand.
- **Northstar Commuter Rail**
Operates primarily during rush hours. Trains stop at all stations shown.
- **Shared Station**
- **Transit Center/Station**
- **Park & Ride lot**
- **Hospital**
- **Point of Interest**

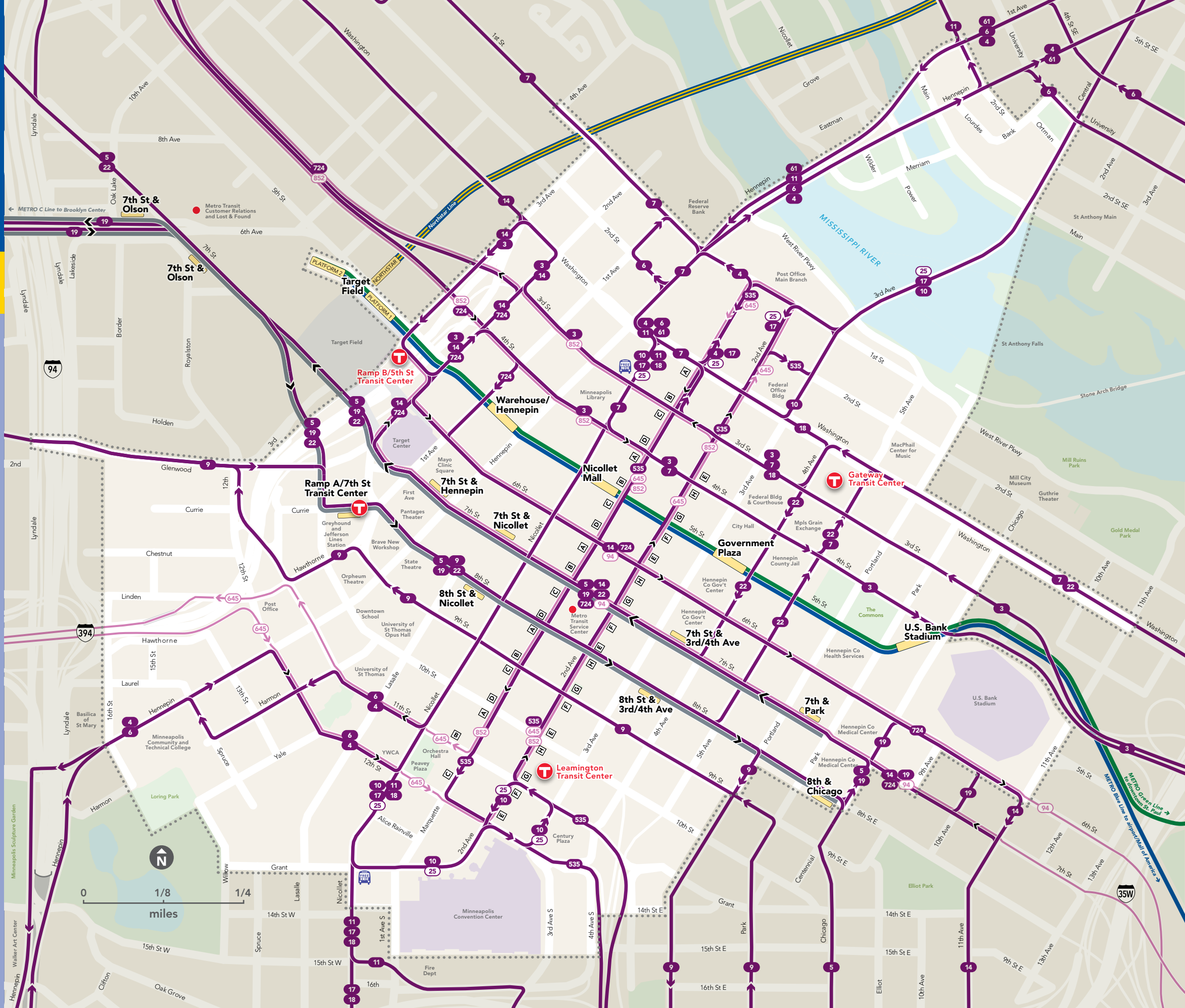


Connecting Routes at Transit Centers and Stations

P9 Brooklyn Center Transit Center METRO C Line, 5, 19, 22, 71, 72, 722, 723, 726, 76, 762, 801	N12 Egan Transit Center 445, 446, 470, 480, 484	G16 Maplewood Mall Transit Center 54, 64, 80, 219, 223, 265, 270, 272	L9 Southdale Transit Center 6, 515, 537, 538, 578, 579, SW Flex
O10 Burnsville Transit Station 423, 425, 444, 460, 465, 495	K10 I-35W & 46th St Station 11, 46, 535, 578, 579, 597, 695, 699	O5 Marshall Rd Transit Station 490, 492, 493, 495, 497, 499	M6 SouthWest Transit Station 600, 602, 690, 695, 697, 698, 699
R3 Carver Station 695, 699	G14 Little Canada Transit Center 42, 71, 223, 282	D10 Northtown Transit Center 10, 25, 805, 824, 825, 831, 852, 854, 860	M4 SouthWest Village Transit Center 600, 602, 690, 695, 697, 698, 699
M4 Chanhassen Station 698, 699	I8 Louisiana Ave Transit Center 9, 604, 643, 645, 652, 653, 672, 705, 756	G8 Robbdale Transit Center 14, 32, 716, 717, 758	E7 Sunrise Transit Center 705, 723, 724, 764
J10 Chicago Lake Transit Center 5, 21, 39, 53	M11 Mall of America Station METRO Blue Line, METRO Red Line, S, 54, 415, 444, 495, 515, 538, 539, 540, 542	H12 Roadside Transit Center METRO A Line, 32, 65, 87, 223, 225, 227, 244, 801	H7 Station 73 Transit Center 772, 774, 777, 779
N2 Clover Field Station 698, 699		J16 Sun Ray Transit Center 63, 70, 74, 80, 219, 350	J9 Uptown Transit Station 6, 12, 17, 21, 23, 53, 114, 115, 412
G11 Columbia Heights Transit Center 10, 11, 59, 118, 801		N10 South Bloomington Transit Center 18, 465, 535, 539, 554, 597	

Downtown Minneapolis

Effective: 3/14/20



Downtown Map Legend

- **Downtown Zone Limit**
 Ride in the Downtown Zone for 50¢ (transfers not available). Board any bus or train going the direction you want to go.
- **Frequent Local Buses**
 Serve all stops and operate at least every 30 min. during weekdays on weekdays, more often during rush hours. Evening and weekend service may be less frequent.
- **All-Day Local Buses**
 Serve all stops and operate throughout the day but may offer less frequent service.
- **All-Day Express Buses**
 Limited-stop or non-stop service that operates throughout the day on weekdays but may offer less frequent service.
- **METRO Blue Line**
 Trains stop at all stations shown.
- **METRO Green Line**
 Trains stop at all stations shown.
- **METRO C Line**
 Buses stop at stations on demand.
- **Northstar Commuter Rail**
 Operates primarily during rush hours.
- Station Platform**
- T **Transit Center/Station**
- **Transit Service Center**
 Get passes, route information and other transit help.
- A **Lettered Stop**
 Express buses serve these stops on Marquette and 2nd avenues.
- F **Free Rides**
 Look for buses marked "Free Ride" between the Convention Center and 3rd Street in Minneapolis.

Downtown map shows routes operating all day.

For routes that operate primarily during rush hours, refer to the following charts.

Downtown Minneapolis Local Routes

Route	Northbound via	Southbound via
4	Nicollet Mall	Nicollet Mall
6	Nicollet Mall	Nicollet Mall
10	Nicollet Mall	Nicollet Mall
11	Nicollet Mall	Nicollet Mall
12	Nicollet Mall	Nicollet Mall
17	Nicollet Mall	Nicollet Mall
18	Nicollet Mall	Nicollet Mall
25	Nicollet Mall	Nicollet Mall
61	Nicollet Mall	Nicollet Mall

Route	Eastbound via	Westbound via
3	4th St	3rd St
5	8th St	7th St
7	4th St	3rd St
9	8th St	9th St
14	6th St	7th St
19	8th St	7th St
22	8th St	7th St

Downtown Minneapolis Express/Limited-Stop Routes

Letters next to street names indicate which stops these buses serve along Marquette and 2nd avenues.

Route	Arrives via	Leaves via
Blue Line	5th St	5th St
C Line	8th St	7th St
Green Line	5th St	5th St
Northstar	Target Field Station	Target Field Station
39	7th St	6th St
59	Nicollet Mall	Nicollet Mall
94	7th St	6th St
133	2nd Ave S G	Marquette A
134	7th St	6th St
135	2nd Ave S G	Marquette A
141	Hennepin Ave	Hennepin Ave
146	2nd Ave S G	Marquette D
156	2nd Ave S G	Marquette A
250	Marquette C	2nd Ave S F
261	Marquette C	2nd Ave S F
263	Marquette C	2nd Ave S E
264	Marquette C	2nd Ave S F
270	Marquette C	2nd Ave S F
288	Marquette C	2nd Ave S E
353	7th St	6th St
355	7th St	6th St
365	7th St	6th St
375	7th St	6th St
452	7th St	6th St
460	2nd Ave S E	Marquette C
464	2nd Ave S E	Marquette C
465	2nd Ave S E	Marquette C
467	2nd Ave S H	Marquette B
470	2nd Ave S E	Marquette C
472	2nd Ave S E	Marquette C
475	2nd Ave S E	Marquette C
476	2nd Ave S E	Marquette C
477	2nd Ave S E	Marquette C
478	2nd Ave S E	Marquette C

Route	Arrives via	Leaves via
479	2nd Ave S E	Marquette C
490	2nd Ave S F	Marquette A
491	5th Ave S	4th Ave S
492	5th Ave S	4th Ave S
493	2nd Ave S F	Marquette A
535	2nd Ave S G	Marquette D
552	2nd Ave S G	Marquette B
553	2nd Ave S G	Marquette B
554	2nd Ave S G	Marquette A
558	2nd Ave S G	Marquette A
578	2nd Ave S G	Marquette D
587	2nd Ave S H	Marquette B
588	2nd Ave S H	Marquette B
589	2nd Ave S H	Marquette B
597	2nd Ave S G	Marquette D
643	6th St	9th St
645	2nd Ave S H	Marquette B
663	6th St	9th St
664	2nd Ave S H	Marquette B
667	2nd Ave S H	Marquette B
668	2nd Ave S H	Marquette B
670	2nd Ave S H	Marquette B
671	2nd Ave S H	Marquette B
672	2nd Ave S H	Marquette B
673	2nd Ave S H	Marquette B
674	2nd Ave S H	Marquette B
677	2nd Ave S H	Marquette B
679	Ramp A/7th St Transit Center	—
690	2nd Ave S F	Marquette D
691	2nd Ave S F	—
692	2nd Ave S F	Marquette D
695	4th St	3rd St

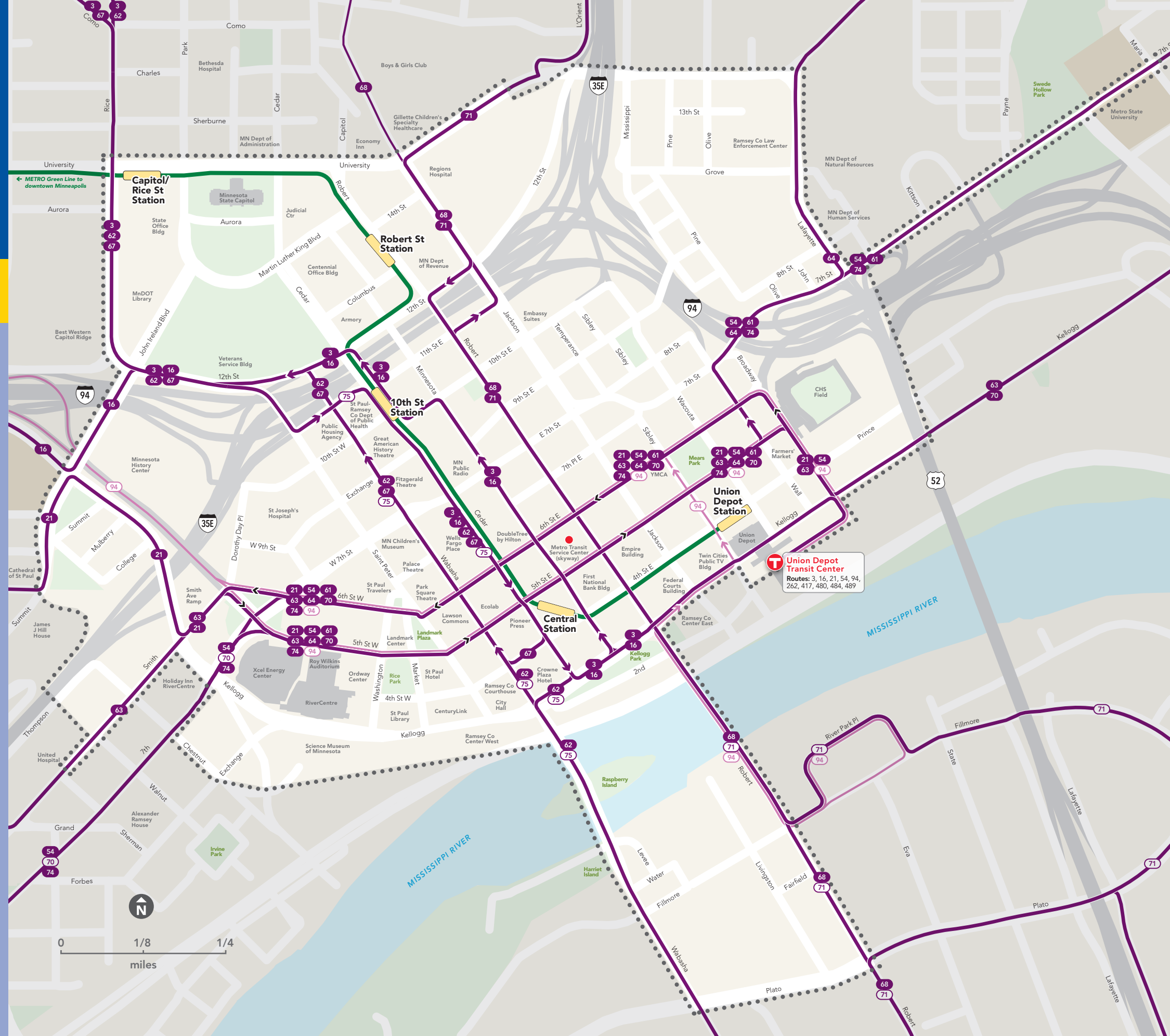
Route	Arrives via	Leaves via
697	2nd Ave S F	Marquette D
698	2nd Ave S F	Marquette D
699	2nd Ave S F	Marquette D
721	6th St	7th St
724	6th St	7th St
742	2nd Ave S F	Marquette A
747	2nd Ave S F	Marquette A
755	8th St	7th St
756	2nd Ave S H	Marquette B
758	6th St	7th St
760	Marquette D	2nd Ave S E
761	Marquette D	2nd Ave S E
762	Marquette A	2nd Ave S E
763	Marquette B	2nd Ave S E
764	6th St	7th St
765	Marquette B	2nd Ave S H
766	Marquette D	2nd Ave S H
767	Marquette D	2nd Ave S E
768	Marquette D	2nd Ave S H
772	2nd Ave S F	Marquette A
774	2nd Ave S F	Marquette A
776	2nd Ave S F	Marquette A
777	2nd Ave S F	Marquette A
780-785	Marquette D	2nd Ave S H
790	2nd Ave S F	Marquette A
793	2nd Ave S F	Marquette A
795	—	Marquette A
824	Marquette B	2nd Ave S G
825	Marquette A	2nd Ave S E
850	Marquette B	2nd Ave S G
852	Marquette B	2nd Ave S G
854	Marquette B	2nd Ave S G
865	Marquette A	2nd Ave S G

Downtown St Paul

Effective: 3/14/20

Downtown Map Legend

- Dotted Line** Downtown Zone Limit
Ride in the Downtown Zone for 50¢ (transfers not available). Board any bus or train going the direction you want to go.
- Thick Purple Line** Frequent Local Buses
Serve all stops and operate at least every 30 min. during middays on weekdays, more often during rush hours. Evening and weekend service may be less frequent.
- Thin Purple Line** All-Day Local Buses
Serve all stops and operate throughout the day but may offer less frequent service.
- Thin Pink Line** All-Day Express Buses
Limited-stop or non-stop service that operates throughout the day on weekdays but may offer less frequent service.
- Green Line** METRO Green Line
Trains stop at all stations shown.
- Yellow Rectangle** Rail Platform
- T in a Red Circle** Transit Center/Station
- Red Circle** Transit Service Center
Get passes, route information and other transit help.



Downtown map shows routes operating all day.

For routes that operate primarily during rush hours, refer to the charts below.

Downtown St Paul Local Routes

Route	Northbound via	Southbound via
3	Minnesota	Cedar St
16	Minnesota	Cedar St
62	Wabasha	Cedar St
67	Wabasha	Cedar St
68	Robert	Robert St
71	Robert	Robert St
75	Wabasha	Cedar St

Route	Eastbound via	Westbound via
21	5th St	6th St
61	5th St	6th St
63	5th St	6th St
64	5th St	6th St
70	5th St	6th St
74	5th St	6th St

Downtown St Paul Express/Limited-Stop Routes

Route	Arrives downtown via	Leaves downtown via
53	5th St	6th St
54	5th St	6th St
94	5th St	6th St
262	Cedar St	Wabasha St
265	6th St	5th St
275	6th St	5th St
294	6th St	5th St
350	6th St	5th St
351	6th St	5th St
353	6th St	5th St
361	6th St	5th St
364	6th St	5th St
417	5th St	6th St
480	5th St	6th St
484	5th St	6th St
489	5th St	6th St
860	6th St	5th St