



Application

17066 - 2022 Transit Expansion

17625 - Route 3 Service Expansion

Regional Solicitation - Transit and TDM Projects

Status:

Submitted

Submitted Date:

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Primary Contact

Name:*

Mr.

Patrick

Haney

Pronouns

First Name

Middle Name

Last Name

Title:

Associate Transit Planner

Department:

Metro Transit Service Development

Email:

patrick.haney@metrotransit.org

Address:

560 6th Ave N

*

Minneapolis

Minnesota

55411

City

State/Province

Postal Code/Zip

Phone:*

612-349-7541

Phone

Ext.

Fax:

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

Route 3 is a Core Local route with major trip generators including downtown Minneapolis, the University of Minnesota, Como Park, and downtown Saint Paul. Route 3 operates along Washington Avenue through downtown Minneapolis before traveling through the West and East Banks of the University of Minnesota. Route 3 then operates along 15th Avenue SE to Como Avenue and through the Como and St. Anthony Park neighborhoods before splitting into two branches at Snelling Avenue. The current Route 3A branch travels to downtown Saint Paul via Como Avenue, Maryland Ave, and Rice Street.

The new Route 3A branch will no longer serve downtown Saint Paul along Rice Street. The Route 3A branch will be extended east at Rice Street to operate along Maryland Avenue, White Bear Avenue, 3rd Street and Ruth Street to the new terminus at Sun Ray Transit Center. Transfer connections to six existing bus routes and the future METRO Gold Line can be made at Sun Ray Transit Center. This new alignment will provide direct transit service between the North End and East Side neighborhoods of Saint Paul, Como Park, the University of Minnesota, and downtown Minneapolis. Riders currently traveling on the Route 3A branch to downtown Saint Paul will need to transfer at Rice Street for a timed connection with Route 62. Route 62 frequency will be upgraded along Rice Street to accommodate this new transfer; however, this improvement is separate from the Regional Solicitation grant request and will be funded from our existing budget.

Both Route 3A and 3B branches east of Snelling Avenue provide 30-minute frequency on weekdays and Saturday. These two branches merge west of Snelling Avenue to provide a combined frequency at least every 15 minutes, meeting High Frequency

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

Network standards between Snelling Avenue and downtown Minneapolis. Both branches provide 60-minute frequency on Sunday with a combined frequency every 30 minutes west of Snelling Avenue.

The new extension of Route 3A branch service will provide 30-minute frequency on all days. Additional trips will increase frequency during peak travel demand on weekdays. The Route 3B branch will continue to operate between downtown Minneapolis, along Front Avenue and serve downtown Saint Paul. Frequency along the Route 3B branch will also be improved to every 30 minutes on Sunday; however, this improvement is separate from the Regional Solicitation grant request and will be funded from our existing budget. This extension of the Route 3A branch will increase access from the East Side and North End neighborhoods of Saint Paul to additional employment and educational opportunities. The connection with the future METRO Gold Line at Sun Ray Transit Center will also improve access to the eastern suburbs of Saint Paul.

(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 3 Service Improvement

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles)

17.2

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

\$6,720,011.00

Match Amount \$1,680,003.00

Minimum of 20% of project total

Project Total \$8,400,014.00

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

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

Preferred Program Year

Select one: 2026

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

Additional Program Years: 2024, 2025

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 and 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

Zip Code where Majority of Work is Being Performed

(Approximate) Begin Construction Date

(Approximate) End Construction Date

Name of Park and Ride or Transit Station:

e.g., MAPLE GROVE TRANSIT STATION

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

From:

(Intersection or Address)

To:

(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:

(Intersection or Address)

Primary Types of Work

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, PARK AND RIDE, ETC.

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

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

Goal A: Transportation System Stewardship (2040 TPP 2.02) Objective: Operate regional transportation system to efficiently and cost effectively connect people and freight to destinations

Strategies A1, A2, and A3

Goal C: Access to Destinations (2040 TPP 2.10)

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

Strategies C4, C11, and C17

Goal D: Competitive Economy (2040 TPP 2.26)

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

Strategies D3 and D4

Goal E: Healthy Environment (2040 TPP 2.30)

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

Strategies E3 and E7

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

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

City of Saint Paul 2040 Comprehensive Plan p.71
Transportation
Appendix A ? Transportation ? Page 87 (Map T-8
Planned/Potential Transitways and High-Frequency
Transit)

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. Unique project costs are limited to those that are federally eligible.

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

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). 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 in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

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:

03/01/2021

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 and Unique Project 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. Unique projects are exempt from this qualifying requirement.

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. Applications cannot include the reinstatement of service to routes that were reduced or suspended as a result of the COVID-19 pandemic. Transit Expansion projects must be proposing expanded service beyond what existed prior to March 2020 service changes.

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	54826.8
Cost Per Platform hour (full loaded Cost)	\$153.21
Subtotal	\$8,400,014.03
Other Costs - Administration, Overhead,etc.	\$0.00

Totals

Total Cost	\$8,400,014.03
Construction Cost Total	\$0.00
Transit Operating Cost Total	\$8,400,014.03

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 161908

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 52651

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

1648142295857_Route 3 - Population-Employment Summary.pdf

Please upload attachment in PDF form.

Measure B: Transit Ridership

Existing transit routes directly connected to the project

2, 3, 4, 6, 7, 10, 11, 14, 17, 18, 19, 22, 25, 30, 33, 54, 61, 62, 63, 64, 70, 71, 74, 80, 83, 111, 113, 114, 115, 118, 121, 122, 123, 124, 250, 252, 264, 270, 275, 294, 323, 353, 460, 465, 470, 472, 475, 477, 490, 493, 578, 600, 645, 667, 673, 690, 695, 698, 699, 721, 747, 755, 760, 761, 763, 764, 766, 768, 774, 776, 777, 781, 789, 790, 795, 824, 850, 852, 888-
Northstar Commuter Rail, METRO Orange Line, 901-METRO Blue Line, 902-METRO Green 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 Green Line Extension (Southwest LRT), METRO Blue Line Extension (Bottineau LRT), METRO Gold Line (Gateway Dedicated BRT), METRO Purple Line (Rush Line Dedicated BRT), METRO G Line (Rice/Robert St Arterial BRT), METRO E Line (Hennepin Ave Arterial BRT), METRO F Line (Central Ave Arterial BRT)

Select all transitways that apply.

Upload Map

1648143148259_Route 3 - Transit Connections.pdf

Please upload attachment in PDF form.

Response

Met Council Staff Data Entry Only

Average number of weekday trips 0

A Measure: Usage

Service Type Urban and Suburban Local Routes

New Annual Ridership (Integer Only) 312650

New rides were calculated using a conservative peer ridership methodology. Calculating an exact trendline from the past two years for ridership growth would not be appropriate due to the limited sample size and unknowns due to the pandemic. There is too much uncertainty of how travel demand conditions will change over the next four years to mathematically calculate a trend line based on the past 24 months.

Our best estimates reflect a belief that transit travel demand will be restored closer to pre-pandemic conditions but still less than 2019 conditions. Current (2021) ridership on selected peer routes is roughly 50% of what it was in 2019. Assuming recapturing roughly 8-10% of 2019 ridership each year until the start of the grant in 2026, conservatively, we estimate ridership will reach 80% of 2019 ridership by 2026. From the 80% level, a more conservative increase of 5% per for each year of service is assumed.

Assumptions Used:

1st year: 80% of 2019 peer PPISH

2nd year: 85% of 2019 peer PPISH

3rd year: 90% of 2019 peer PPISH

This expansion will have a unique role of serving downtown Minneapolis, the University of Minnesota, and the Sun Ray Transit Center which all serve as major travel generators. Between these nodes are areas along the route that are unserved and underserved by transit. These features combined will generate strong travel demand and serve already proven areas of strong transit ridership.

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

Routes 3, 61, and 64 were selected as peer routes for their proximity to the service expansions, similar land use, and location in the same Transit Market Areas. This service is extending service on Route 3 to serve new areas, so Route 3 is an appropriate peer. Route 61 also serves downtown Minneapolis and is functionally a crosstown route for much of its length. Route 64 serves a similar area of the metropolitan area and also operates in Transit Market Areas I and II.

Passengers per in-service hour over the entirety of 2019 were averaged for the 3 routes.

Weekday: 29.2

Saturday: 21.0

Sunday: 26.5

Increase in in-service hours

Weekday: 36.6

Saturday: 12.2

Sunday: 39.9

In-service hours were multiplied by the PPISH and summed over the number of service days. (255/wkday, 52/Sat, 58/Sun).

1st year: 80% of 2019 peer PPISH

2nd year: 85% of 2019 peer PPISH

3rd year: 90% of 2019 peer PPISH

1st Year: New Rides = 277,911 (856/wkdy,

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

205/Sat, 844 /Sun)

2nd Year: New Rides = 295,281 (909/wkdy,
218/Sat, 897 /Sun)

3rd Year: New Rides = 312,650 (963/wkdy,
231/Sat, 950 /Sun)

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

Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

Route 3 is a core local route that serves areas with above the regional average percentages of people of color Black, Indigenous, and People of Color populations, and low-income populations. Additionally there are areas with affordable housing and above the regional average percentages of people with disabilities, youth, and seniors.

This Route 3 service improvement has origins in outreach started in 2019. From September to December 2019 a survey asking customers about their preferences on transit tradeoffs was distributed. Pop-up events were held as well as community hosted conversations that were facilitated by community groups. The Payne Phalen Community Council and Greater East Side Community Council both held conversations that are within the study area. Information from the survey and community events helped guide us on offering transit services that respond to the needs of the community.

Response:

Further engagement was held in the fall of 2020 with another survey. Metro Transit specifically asked for feedback on a proposed Como-Maryland Route 3 with Facebook and Twitter posts on September 28. 50 people reacted to the social media posts. The corridor received favorable rankings with 750 survey takers rating the corridor in their top 3 of preferences. In all 2,663 people took the survey. Limited in-person events were held due to the pandemic, but in-person surveys were conducted at two locations that either served or would be nearby the proposed service.

A third round of engagement was held in 2021 where customers were asked to rank transit corridors on their priority for service improvements. Finally in December and January 2021 there was

engagement about the final selection of improved transit corridors. Social media postings were made about Route 3 on December 22, 2020. 32 people reacted to the social media posts. From the survey that closed in January 2021, the Como Maryland corridor was second most favored corridor to be improved out of evaluated corridors for Network Next. Of the 4,116 surveys filled out, 31% of surveys received were from people of color.

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

Measure B: Equity Population Benefits and Impacts

Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

Route 3 serves many areas that are above the regional average percentages of Black, Indigenous, and People of Color populations, and low-income populations. The areas of new service on Maryland Ave east of Dale St poverty as well as along White Bear Ave on the East Side both have higher percentages of BIPOC and low-income residents than the region as a whole and as a route.

The improvement to this route will be a direct benefit to traditionally underserved communities. It will improve access between these areas and major employment areas like downtown Minneapolis and the University of Minnesota. Access will also be improved to retail concentrations like Sun Ray Shopping Center.

Response:

Improvements to Sunday 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.

Someone starting at Maryland Ave and Payne Ave at 8am on a weekday will have access to 113,000 more jobs within 60 minutes. The number of jobs accessible by transit in this area will increase for every resident but at higher rates to the BIPOC community.

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

Measure C: Affordable Housing Access

Describe any affordable housing development existing, under construction, or planned within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the projects benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

Response:

There are 16,289 units of subsidized housing in census tracts within ½ mile of the service expansion.

Residents of affordable housing in these communities will benefit from improve access to retail and employment opportunities on either end of the route. Residents will no longer need to transfer in downtown Saint Paul to travel to downtown Minneapolis, the University of Minnesota or to Sun Ray Shopping Center.

The University of Minnesota and downtown Minneapolis are major employment concentrations and Sun Ray Shopping Center is both an employment and retail concentration. Students living on the East Side will have an improve commute to a major school like the University of Minnesota. Others on the East Side will have a one-seat ride to Sun Ray Transit Center which has a major grocery store.

Since residents of affordable housing are less likely to own a private vehicle compared to the general population, Route 3 will expand opportunities for travel through and offer improved non-peak service on Sundays.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Yes

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Upload the Socio-Economic Conditions map used for this measure.

1649454394726_Route 3 - Socio-Economic Conditions.pdf

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	963
Distance from Terminal to Terminal (Miles)	17.2
VMT Reduction	16563.6
CO Reduced	39587.004
NOx Reduced	2650.176
CO2e Reduced	6072216.0
PM2.5 Reduced	82.818
VOCs Reduced	496.908
Total Emissions Reduced	6115033.0

Measure A: Roadway, Bicycle, and Pedestrian Improvements

The full extent of Route 3 is served by sidewalks, and it primarily operates in walkable, pedestrian-friendly neighborhoods. All of the buses used on this route will be both wheelchair accessible and equipped with bike racks, ensuring convenient access to transit for those with mobility challenges and bicyclists. The city of Saint Paul recently constructed an off-street trail along Como Ave for pedestrians and cyclists which is easily accessible along many Route 3 bus stops. Many bus stops feature passenger waiting shelters.

In 2021-2022 Route 3 was evaluated as part of the Better Bus program. Stops were consolidated to locations with improved accessibility. It was a priority to locate stops at locations with good pedestrian features as a bus stop pad, easily accessible sidewalks, and crosswalks. Shelters were added to some stops and ADA pads for bus stops were installed in many new locations. The result is an improved pedestrian experience for many Route 3 riders which will use these route segments.

Response

The change in route design will improve the pedestrian experience for some riders who will now have a one-seat ride from the East Side to the University of Minnesota and downtown Minneapolis. Riders will no longer need to transfer between bus routes and wait twice for a bus. Improved frequency on Sundays will reduce wait times for customers.

In 2022 Sun Ray Transit Center will have improvements for the pedestrian and waiting experience by adding a shelter and crosswalk across Pederson St. The shelter will have heat and light. The crosswalk connects Gate G with the rest

of the transit center.

(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. 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. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

100%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least online/mail outreach effort specific to this project with the general public 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%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

Response:

(Limit 2,800 characters; approximately 400 words)

2. Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend; city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. *If applicable*

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements).

Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid colleen.brown@state.mn.us.

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout

Please upload attachment in PDF form.

Additional Attachments

Please upload attachment in PDF form.

3.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

4.Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

5.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%

Measure: Cost Effectiveness

Total Annual Operating Cost:	\$2,475,196.00
Total Annual Capital Cost of Project	\$0.00
Total Annual Project Cost	\$2,475,196.00

Added annual platform hours: 18,275.6

Cost per platform hour: \$153.21

Annual Operating Cost (prior to reduction of fare revenue): \$2,800,004

Annual Capital Cost of Project: \$0

Annual operating costs plus annual capital costs: \$2,800,004

Total Project Cost: \$8,400,012 ($\$2,800,004 \times 3$ years)

Estimated fare revenue based on new rides * average peer route fare of \$1.10

Assumption Used:

Project Total Estimated Fare Revenue: \$974,426 (885,842 new rides * \$1.10)

Annual new rides increase as percentage of 2019 peer ridership.

1st year: 80% of 2019 peer passengers per in-service hour

2nd year: 85% of 2019 peer passengers per in-service hour

3rd year: 90% of 2019 peer passengers per in-service hour

1st Year: New Rides = 277,911 (856/wkdy, 205/Sat, 844 /Sun)

2nd Year: New Rides = 295,281 (909/wkdy,
218/Sat, 897 /Sun)

3rd Year: New Rides = 312,650 (963/wkdy,
231/Sat, 950 /Sun)

Total Net Operating Cost: \$7,425,588 (\$2,800,004 *
3 years) minus total fare revenue of \$1,107,823

Annual Net Operating Cost: \$2,475,196
(\$7,425,588 /3 years])

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
ProjectSummary - Rt 3.pdf	Route 3 Project Summary 1-pager	323 KB
Regional Solicitation Grant Application generated maps.pdf	Regional Solicitation Grant Application generated maps	9.8 MB
Route 3 maps combined.pdf	MAP - Demographics surrounding Route 3	2.3 MB
Route 3_LetterOfCommitment_2022.pdf	Route 3 Service Expansion Letter of Commitment	550 KB

Population/Employment Summary

Transit Expansion Project: Route 3 - Como Maryland crosstown | Map ID: 1648127884604

Results

Within QTR Mile of project:
Total Population: 125435
Total Employment: 161908
Postsecondary Students: 52651

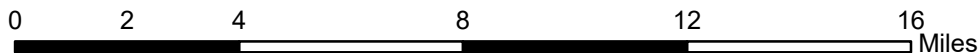
Within HALF Mile of project:
Total Population: 176966
Total Employment: 255051
Postsecondary Students: 56207

Within ONE Mile of project:
Total Population: 280417
Total Employment: 335833



○ Project Points □ Project Area

— Project



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LandscapeRSA4



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Transit Connections

Transit Expansion Project: Route 3 - Como Maryland crosstown | Map ID: 1648127884604

Results

Transit with a Direct Connection to project:

- 10 11 113 114 121 122 123 124 14 17 18
- 2 219 22 25 250 252 264 270 275 294 3
- 30 323 33 353 4 460 465 470 472 475 477
- 490 493 54 578 6 600 61 62 63 64 645
- 65 667 673 68 690 695 698 699 7 70 71
- 721 74 747 755 760 761 763 764 766 768 774
- 776 777 781 789 790 795 80 824 83 850 852
- 87 888 901 902 904 921

*West Broadway/Cedar

*F Line

*H Line

*Johnson/Lyndale

*Nicollet

*Randolph/East 7th

*G Line

*E Line

*Gold Line

*Highway 36

*I-35 W North

*Nicollet-Central

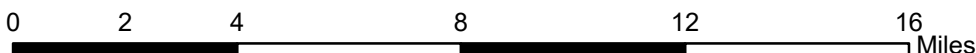
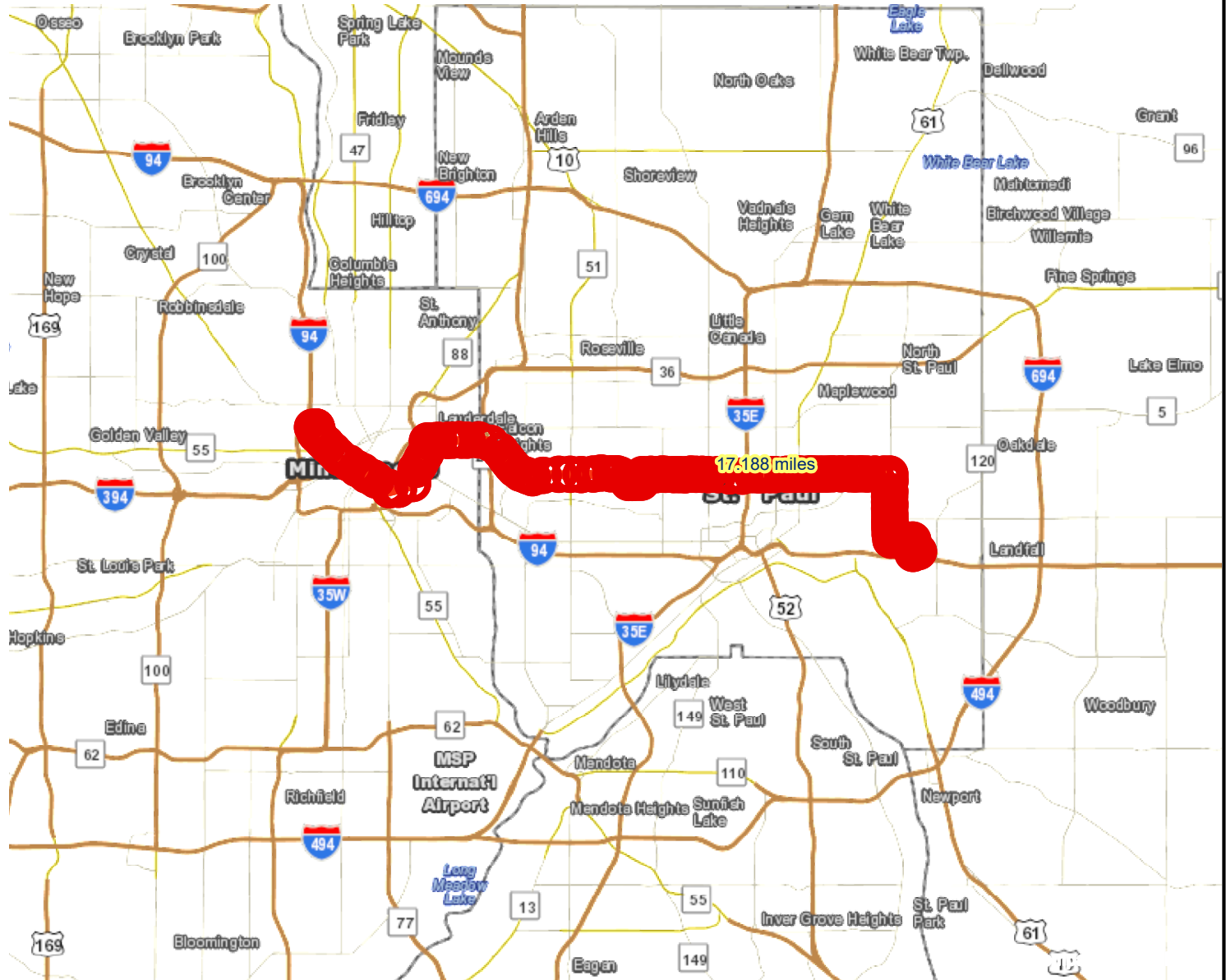
*Purple Line

*West Broadway

**indicates Planned Alignments*

Transit Market areas: 1, 2

-  Project Points
-  Project
-  Project Area



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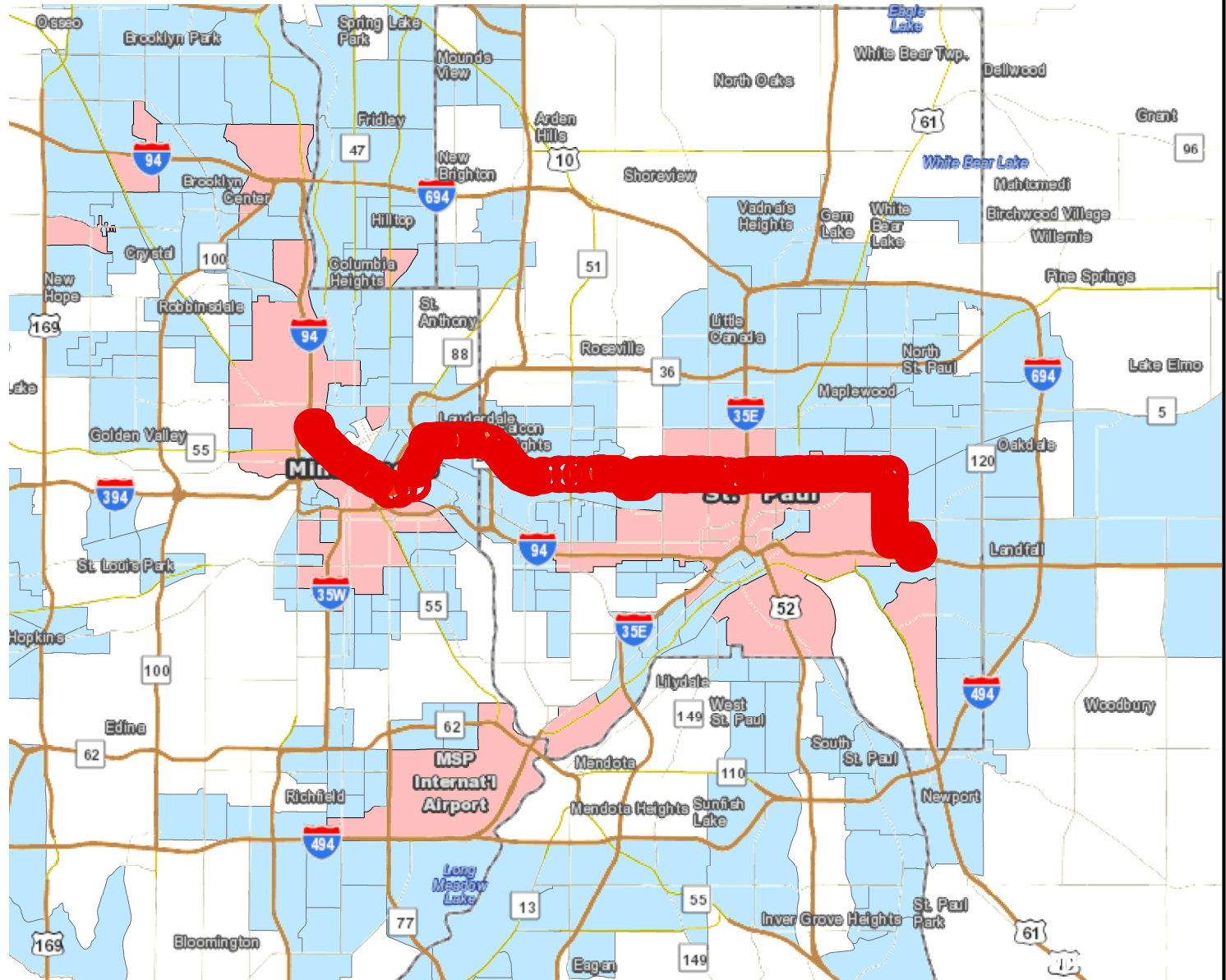
Socio-Economic Conditions





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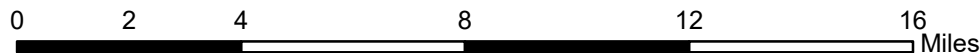
Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 16289

Project located IN an Area of Concentrated Poverty.



-  Points
-  Area of Concentrated Poverty
-  Lines
-  Regional Environmental Justice Area



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LandscapeRSA2



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Route 3 Transit Service Expansion Summary

Route 3 is a Core Local route with major trip generators including downtown Minneapolis, the University of Minnesota, Como Park, and downtown Saint Paul. Route 3 operates along Washington Avenue through downtown Minneapolis before traveling through the University of Minnesota. Route 3 then operates along 15th Avenue SE to Como Avenue and through the Como and St. Anthony Park neighborhoods before splitting into two branches at Snelling Avenue. The current Route 3A branch travels to downtown Saint Paul via Como Avenue, Maryland Ave, and Rice Street. The Route 3B branch travels to downtown Saint Paul via Energy Park Drive, Front Avenue, and Rice Street.

The new Route 3A branch will no longer serve downtown Saint Paul along Rice Street. The Route 3A branch will be extended east at Rice Street to operate along Maryland Avenue, White Bear Avenue, 3rd Street and Ruth Street to the new terminus at Sun Ray Transit Center. Transfer connections to six existing bus routes and the future METRO Gold Line can be made at Sun Ray Transit Center. This new alignment will provide direct transit service between the North End and East Side neighborhoods of Saint Paul, Como Park, the University of Minnesota, and downtown Minneapolis. Riders currently traveling on the Route 3A branch to downtown Saint Paul will need to transfer at Rice Street for a timed connection with Route 62. Route 62 frequency will be upgraded along Rice Street to accommodate this new transfer; however, this improvement is separate from the Regional Solicitation grant request and will be funded from our existing budget.

Both Route 3A and 3B branches east of Snelling Avenue provide 30-minute frequency on weekdays and Saturday. These two branches merge west of Snelling Avenue to provide a combined frequency at least every 15 minutes, meeting High Frequency Network standards between Snelling Avenue and downtown Minneapolis. Both branches provide 60-minute frequency on Sunday with a combined frequency every 30 minutes west of Snelling Avenue.

The new extension of Route 3A branch service will provide 30-minute frequency on all days. Additional trips will increase frequency during peak travel demand on weekdays. The Route 3B branch will continue to operate between downtown Minneapolis, along Front Avenue and serve downtown Saint Paul. Frequency along the Route 3B branch will also be improved to every 30 minutes on Sunday; however, this improvement is separate from the Regional Solicitation grant request and will be funded from our existing budget. This extension of the Route 3A branch will increase access from the East Side and North End neighborhoods of Saint Paul to additional employment and educational opportunities. The connection with the future METRO Gold Line at Sun Ray Transit Center will also improve access to the eastern suburbs of Saint Paul.

- Total Project Cost: \$8,400,014
- Federal Amount: \$6,720,011
- Local Match Amount: \$1,680,003
- Local Match Percentage: 20.0%



A service of the Metropolitan Council

Population/Employment Summary

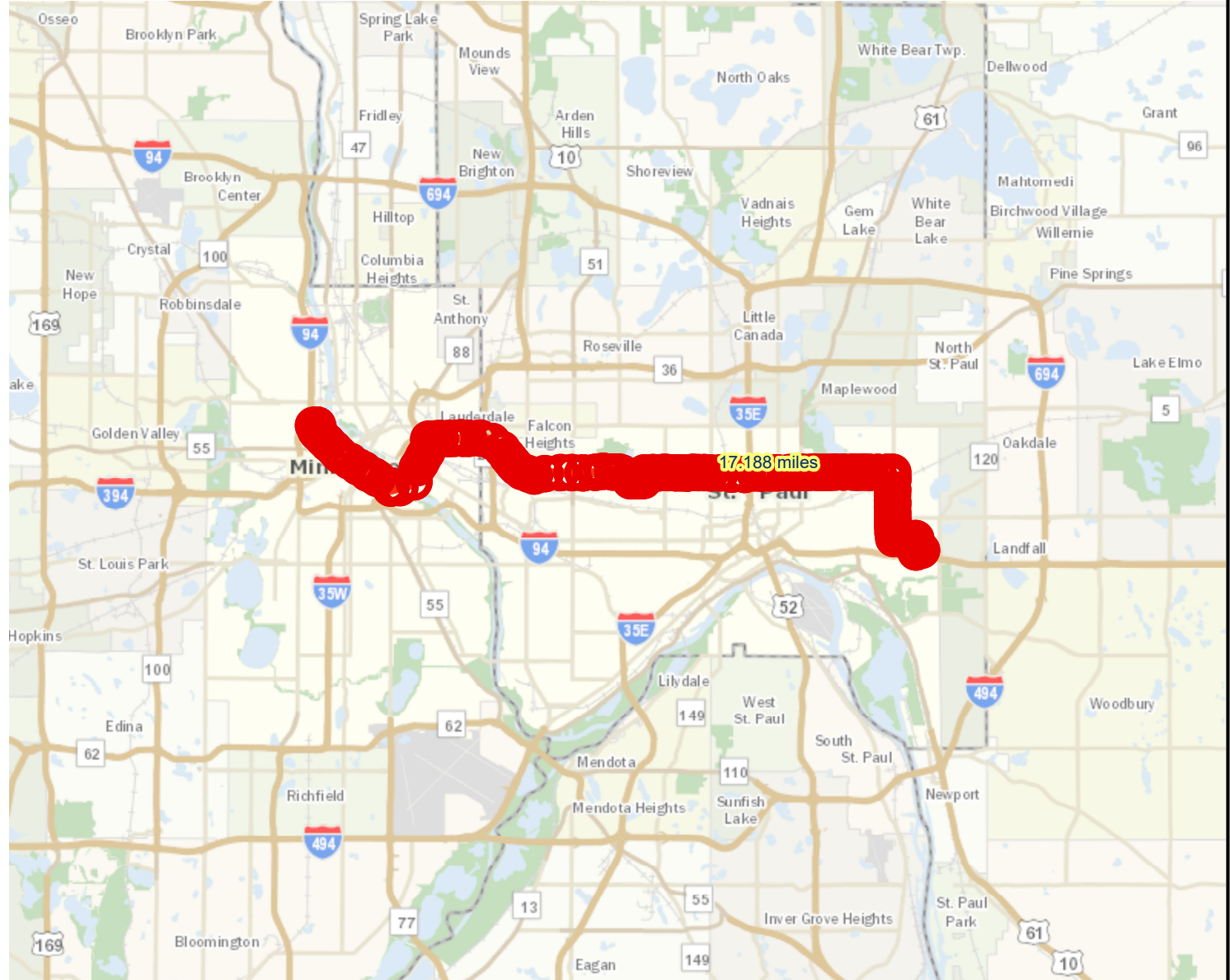
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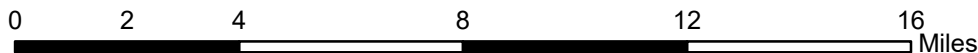
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○ Project Points □ Project Area

— Project



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LandscapeRSA4



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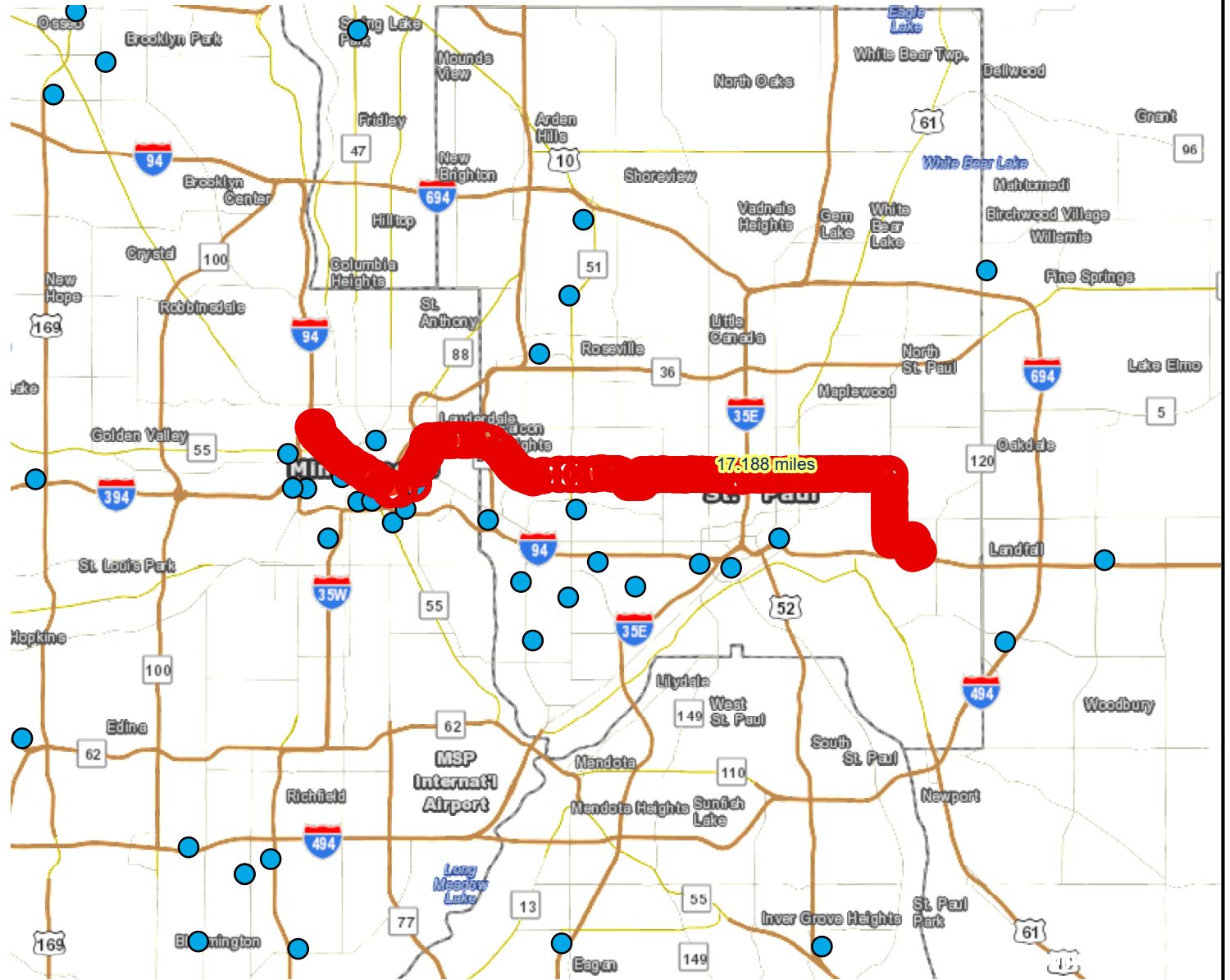


Regional Economy

Transit Expansion Project: Route 3 - Como Maryland crosstown | Map ID: 1648127884604

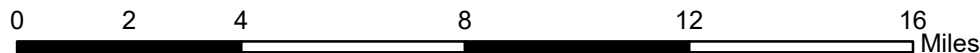
Results

WITHIN ONE MI of project:
Postsecondary Students: 67626
Total Population: 282694
Total Employment: 336774
Mfg and Dist Employment: 30284



○ Project Points ● Postsecondary Education Centers

— Project



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LandscapeRSA5



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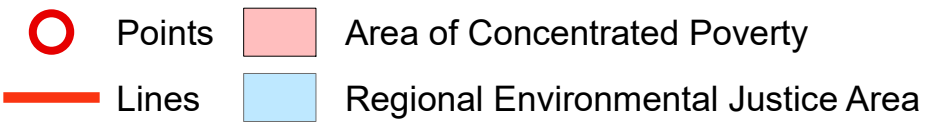
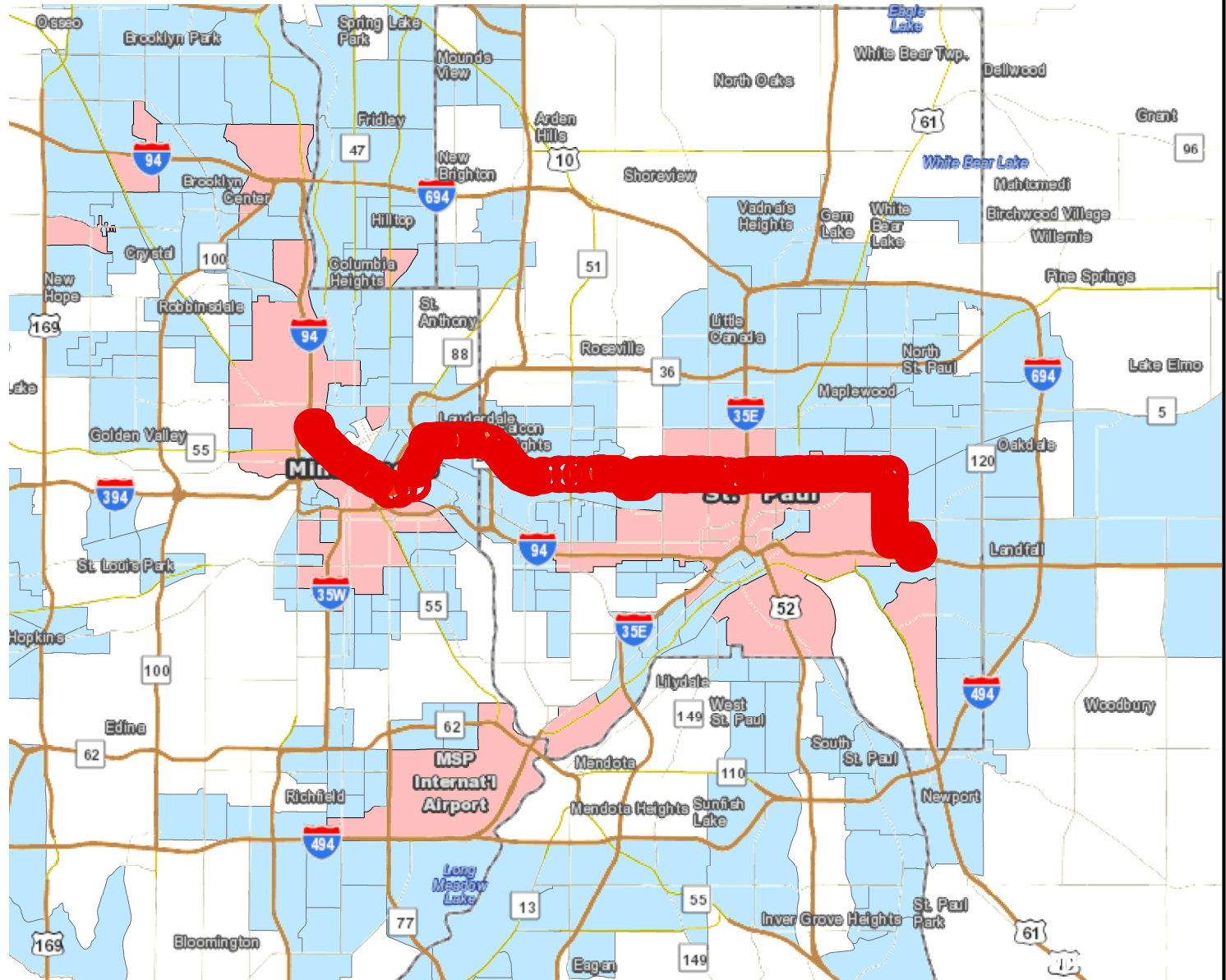
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Created: 3/24/2022
LandscapeRSA2



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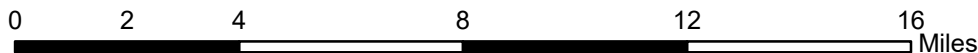
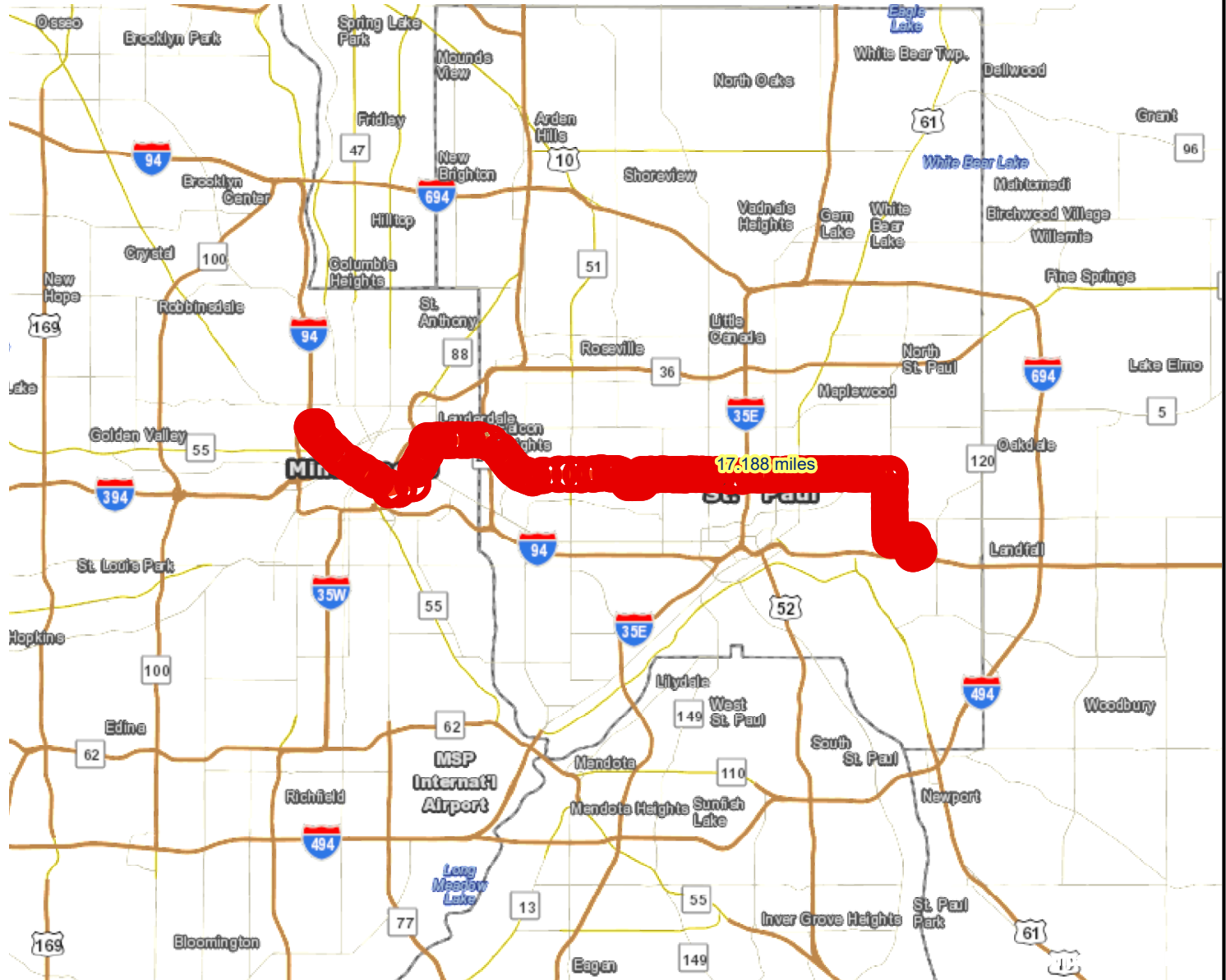
**indicates Planned Alignments*

Transit Market areas: 1, 2

 Project Points

 Project

 Project Area

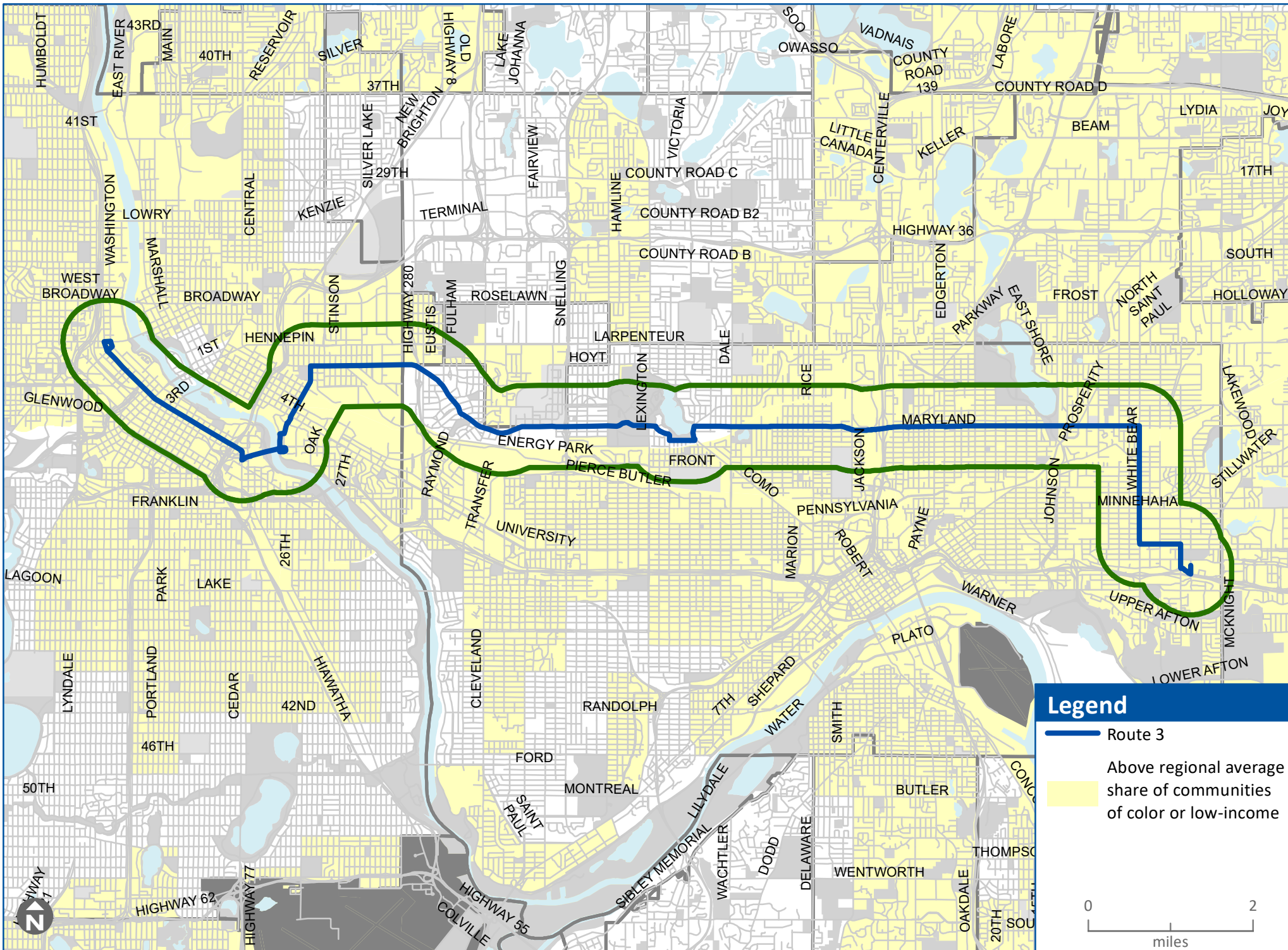


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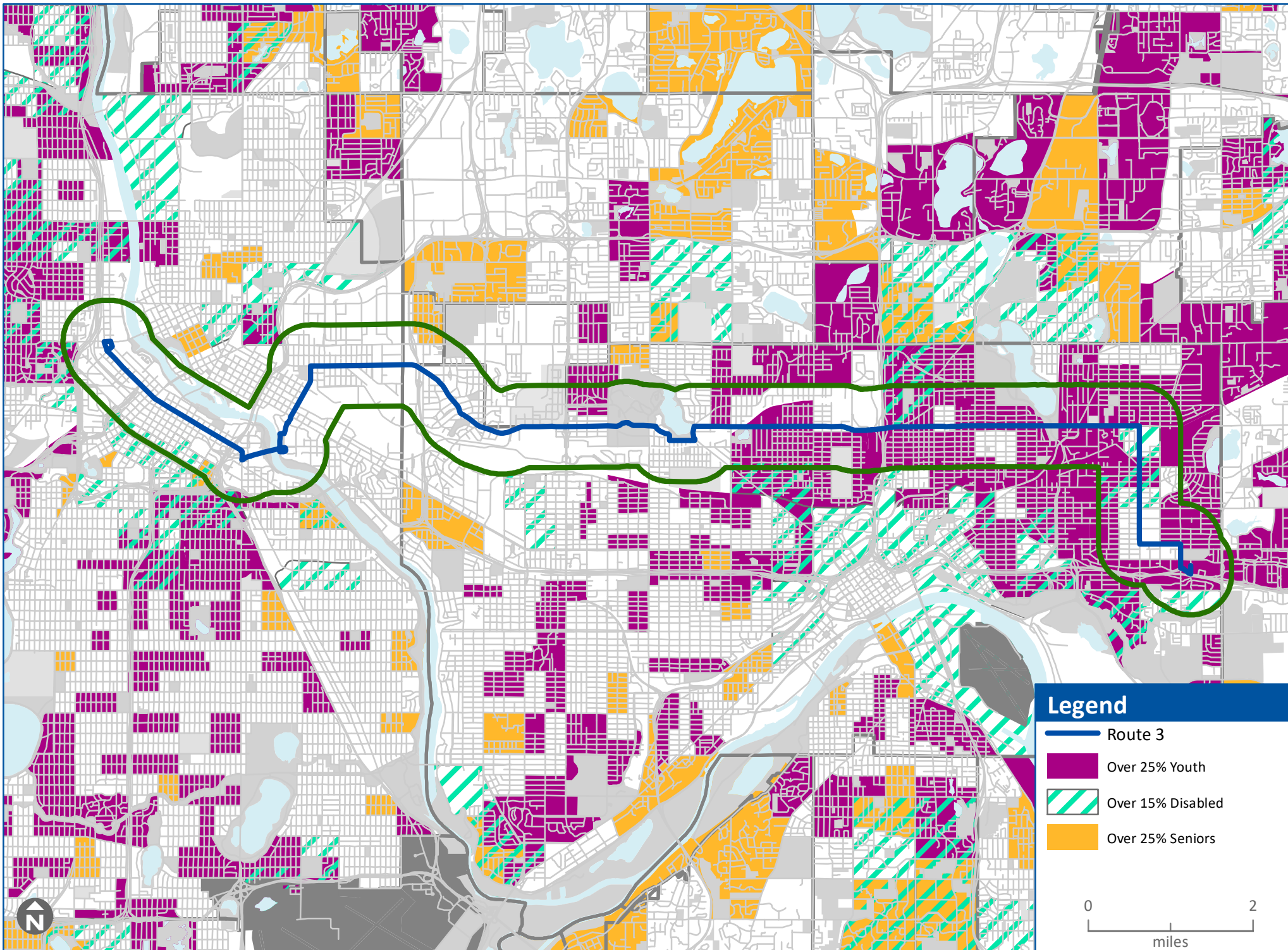






Legend

- Route 3
- Above regional average share of communities of color or low-income

0 2 miles

Path: H:\ServDev\VR\OLECT\5\CM\AQ\2026-Solicitation\Route 3 - Como Maryland\09 Maps\Route 3.mxd



- Legend**
-  Route 3
 -  Over 25% Youth
 -  Over 15% Disabled
 -  Over 25% Seniors





April 14, 2022

Elaine Koutsoukos
TAB Coordinator
390 N. Robert St.
St. Paul, MN 55101

RE: Regional Solicitation Applications for 2026-28 funds

Dear Ms. Koutsoukos:

Metro Transit is submitting a Transit Expansion application for service improvements on Route 3 Urban Local service between downtown Minneapolis and Sun Ray Transit Center. The Route 3A branch will be redirected and extended to Sun Ray Transit Center with up to 30-minute service during all days of the week. Additional peak service during weekdays will supplement the 30-minute service. The route will add a new crosstown connection across Saint Paul including on a 1.5-mile segment of Maryland Avenue on which service does not currently operate. The estimated operating cost for three years of bus service is \$8.2 million.

This letter corresponds to general solicitation requirements outlined under the required attachments:

- Metro Transit will provide the required minimum 20% local match of operating cost (estimated \$1.6 million) through Metropolitan Council Regional Transit Capital, Motor Vehicle Sales Tax revenues or other eligible non-federal funds available to Metro Transit in the program year.
- The project includes Metro Transit commitment to provide the service.

We look forward to developing the project. Please contact me with any questions or clarifications.

Sincerely,

A handwritten signature in black ink, appearing to read 'Wes Kooistra'.

Wes Kooistra
General Manager

cc: Adam Harrington, Director of Service Development

A service of the Metropolitan Council