Executive Summary for the Draft Metro Transit Bus Service Improvement Plan

Introduction

Effective bus service is a critical part of a successful transit system in the greater Minneapolis-St. Paul metropolitan area. Bus services include local routes that stop more frequently, bus rapid transit in mixed traffic that stops less frequently (arterial BRT), and commuter express routes that operate primarily during traditional morning and evening rush hours, making fewer stops.

The Draft *Metro Transit Service Improvement Plan* (Draft SIP) builds on the existing bus network and identifies opportunities to add new routes and increase the frequency and span of service on existing routes out to the year 2030. The plan combines *Thrive MSP 2040* outcomes and principles, *2040 Transportation Policy Plan* goals and objectives, transit planning fundamentals and significant public input to guide service improvement priorities that require additional operating funds. Goals include transportation system stewardship, safety and security, access to destinations, competitive economy, healthy environment and leveraging transportation investment to guide land use. Improved bus services would be operated by Metro Transit or by private providers under contract to the Metropolitan Council.

The Draft SIP proposes new or improved local and express bus services within the Metro Transit service area and summarizes planned but unfunded arterial BRT services. Arterial BRT services are included in the plan since sources for the additional operating funds have not been identified. Commuter rail, light rail and highway BRT improvements are not included in the Draft SIP because the region's long-range plan for expanding the region's network of transitways is described in the Transportation Policy Plan (TPP). However, connecting local bus service improvements supporting these projects are included. The Draft SIP is not intended to be a complete transit improvement or investment plan. It does not include cities outside of Metro Transit's service area and does not include associated capital investments (vehicles, customer and support facilities, technology enhancements, etc.).

Metro Transit is the largest of five public transit providers in the Twin Cities region. The TPP requires each transit provider to develop its own SIP, then work together to combine projects in the initial years of each SIP into the Regional Service Improvement Plan (RSIP). The RSIP is a four- to five-year plan that guides bus service improvements for all transit providers in the region, and will be updated in 2015.

Early Stakeholder and Public Engagement

Metro Transit gathered early stakeholder and public input in developing service improvements that meet community transit needs. Workshops in late 2013 brought community leaders together to identify and prioritize community travel desires. In addition, a survey asked respondents to identify bus service characteristics that encourage them to ride transit more often, point out their priorities for bus service and how they would invest in transit enhancements if additional funding is available. Stakeholders and the public submitted nearly 4,000 survey responses. When seeking survey responses, Metro Transit staff

gave special attention to gathering thoughts from traditionally under-represented populations. Key feedback from the survey includes:

- Nearly unanimous support for bus service expansion providing service for people who rely on transit. In general, there was a desire for a strengthening of service within existing coverage areas over expansion of service to areas of the region currently not served with transit.
- A significant majority of respondents prefer to use transit as much as possible and would ride more often if the transit network were improved.
- When driving is an option for the customer, the biggest mode choice factor is the difference in travel time between driving and transit. Categories related to auto use, such as the cost and availability of parking and the price of fuel also were important factors.

Guiding Principles

Metro Transit combined the policy direction with the goals and transit values identified through the workshops and survey, and identified seven principles to guide the SIP development process:

- Maximize ridership growth
- Emphasize high productivity and/or low-subsidy projects
- Provide faster travel time
- Enhance the connectivity of the transit system
- Support transit-friendly land use and design
- Expand service for off-peak and non-work trip purposes
- Improve transit equitably

Project Identification Methodology

Metro Transit used several sources of ideas for potential bus service improvements. Sources included survey responses, travel demand patterns from the survey's origin-destination data, ideas from TPP, Thrive MSP 2040and transitway project outreach, customer requests submitted to Metro Transit Customer Relations and the existing RSIP. Professional staff ideas, including input from Transit Information Center representatives, and feedback from other regional planning projects (Thrive MSP 2040, TPP, sector studies) were also considered.

Metro Transit staff distilled these ideas into specific bus route improvements, projected the resources needed to implement each improvement (e.g., service hours, peak buses), and estimated the new ridership each improvement could be expected to generate.

Types of Service Improvements

Projects are identified in three phases of implementation based on managing or preserving loading standards, existing or anticipated land use patterns, and coordination with transitway project implementation: 2015-2017, 2018-2020 or 2021-2030. Five types of bus service improvements were identified: new coverage, wider span of service, better frequency of service, faster travel time and reverse commute service. Reverse commute projects connect residents in Minneapolis or St. Paul with jobs in suburban communities. Many of the proposed improvements satisfy multiple improvement categories.

Evaluation Criteria

Regional policy identifies three main categories of evaluation criteria for prioritizing bus service improvements. Together, these evaluation criteria emphasize bus service productivity, ensure social equity and provide geographic value in a balanced manner.

Productivity criteria demonstrate the ridership potential of service improvements using land use and density factors. The criteria were existing population and jobs, Job Concentrations served as identified in Thrive MSP 2040, riders per in-service hour, subsidy per passenger and intersection density. Productivity criteria represent 50 percent of the total points available in the evaluation process.

Social equity criteria evaluate how well improvements serve people who rely on transit. The criteria were number of jobs served that pay less than $40,000 annually, the number of vehicles available compared to the population 16 and older, and routes serving low-income populations, people of color, and people with disabilities. Equity criteria account for 25 percent of the evaluation points.

System connectivity criteria establish how well projects improve connections and service throughout the Metro Transit service area. Criteria were the number of intersecting transit routes, people served by a new route or route extension, key destinations, Educational Institutions served as identified in Thrive MSP 2040 and off-peak, span of service and/or reverse commute improvements. System connectivity criteria represent 25 percent of the evaluation points.

Table 1 identifies the evaluation criteria, and defines how each criterion is calculated, the scoring thresholds and weight of each measure.

Initial Screening Results

The Draft SIP presents the results from screening 165 proposed bus service improvements in the Metro Transit service area. Based on the evaluation results, each proposed improvement has been ranked High, Medium or Low. Proposals earning at least 75 percent of the points are ranked High; those earning at least 55 percent of the points rank Medium. The initial screening results identify 41 High projects and 81 Medium projects, which will have priority for implementation based on available resources.

Forty-three (43) projects scored Low. While not recommended for implementation at this time, these projects may be evaluated in the future when 2040 forecasts for population, households and jobs have been adopted by local communities through updated local comprehensive plans, or new land use developments are proposed.

Figure 1 shows all of the proposed improvements by rank. Table 2 is a project description summary, including a brief description of each project and its overall rank. Table 3 shows the resources and ridership details of each project, its implementation phase and service improvement category. Table 4 shows how each project scored on each of the individual evaluation measures.

Summary of Draft SIP

Of the 122 projects that scored High or Medium and are the priority for implementation, 77 projects expand geographic coverage and improve network connectivity, 71 improve frequency on existing routes, and 62 include service that starts earlier in the morning and/or operates later into the night. There are also 14 reverse commute projects.

Improvements are planned across all transit route classifications, as defined in the 2040 TPP:

- 50 projects on urban core routes, which are the basic framework of the all-day bus network, providing people with essential connections to major activity centers and transitways.
- 33 projects on commuter express routes. Commuter and express routes are designed primarily to bring people from urban and suburban residential areas to jobs in the region's major employment areas, focusing on the most common work start and end times.
- 27 projects on suburban local routes. These routes provide access to the transit network across large portions of the lower-density portions of the transit service area.
- 14 projects on urban supporting routes, which serve urban areas on crosstown corridors that typically do not connect to a major regional center, such as one of the downtowns. They are designed to complete the grid of urban bus routes and facilitate connections.

Eleven arterial BRT projects are also in the Draft SIP but are not counted in the 122 evaluated projects (the A line already has secured operating funds). Figure 2 shows the projects in the Draft SIP by improvement purpose and Figure 3 illustrates projects according to route classification.

Draft SIP Resources

Table 5 shows the "high and medium" projects in the Draft SIP account for an additional $75.5 million annually by 2030, which is an increase of 33 percent over the 2015 Metro Transit bus operating budget, and a 27 percent increase by 2025. These projects will generate approximately 16 million new rides, which is an increase of 23 percent from 70 million bus rides in 2014. This planned growth would occur mostly during the first six years of the SIP timeframe, since most of the projects are in Phase I or II. The average subsidy per passenger is $3.48, which is favorable compared to the existing Metro Transit average subsidy per passenger of $3.35-$5.94, depending on route classification.

Table 5 Draft SIP Resources

	Draft SIP	Arterial BRT	Total
Total Service Hours	**665,000**	**269,500**	**935,000**
Additional Buses	**133**	**26**	**159**
New Passengers	**16.2 Million**	**12.7 Million**	**28.9 Million**
Total Cost (2014$)	**$75.5 Million**	**$30.5 Million**	**$106 Million**

Total Subsidy	**$56.4 Million**	**$18.8 Million**	**$75.1 Million**
Subsidy Per Passenger	**$3.48**	**$1.48**	**$2.60**

The operating costs in Table above include fuel, operators and other support staff but does not include capital costs such as purchasing vehicles or expanding bus support facilities to accommodate this additional service. It also does not account for a standard spare ratio of 18 percent or the service changes these projects may yield for complementary services such as Transit Link or Metro Mobility. Projects that propose all-day service in a community currently served only during peak periods, or not at all, as well as projects broadening the span of service, may have impacts on these dial-a-ride services.

Next Steps

Metro Transit is hosting a public comment period on the Draft SIP Nov. 1-30, 2014. There are several ways for customers, community-based organizations, elected officials and other stakeholders to learn about the specific improvements in the Plan:

- Project website: metrotransit.org/sip
- Community meetings and public hearing: Metro Transit will host five community meetings and one public hearing between Nov. 5 and 18. Times, dates and locations are attached.
- Information about the plan will be available at select libraries, on YouTube and social media, in *Connect* (Metro Transit customer newsletter), press releases to local media and promotional materials on buses
- Metro Transit's Community Outreach Coordinator is contacting community-based organizations

There are several ways to comment about the Draft SIP: attend a meeting, leave a voicemail at 651-602-1500, send an email to sip@metrotransit.org, or fill out a postage-paid comment card. Comments can also be sent via mail to Metro Transit Service Development, 560 6th Avenue North, Minneapolis, MN 55411. The deadline for comments is Nov. 30, 2014.

Staff also will perform a Service Equity Analysis as outlined in Title VI. Proposed improvements will be reviewed to make sure that low-income populations and people of color are sharing equitably in the benefits of service improvements.

The Draft SIP will be modified based on feedback received during the comment period. The Met Council will be asked to approve the Final SIP in early 2015. The SIP will be updated every 4-5 years to reflect changing demographics, new development patterns and travel demand patterns.

TABLE 1: SIP EVALUATION FACTORS

PRODUCTIVITY (50% OF TOTAL WEIGHT)

Evaluation Factor	Measure	Weight
Existing Population	Local Routes: Measure based on 2010 population density by census block within 1/4 mile of boarding section of a route. High= More than 10 persons per acre Medium= 5-10 persons per acre Low= Less than 5 persons per acre	20 pts
	Commuter Express Routes: For routes that are only served by a park and ride, measure is based on 2010 population count of the census blocks included in facility's travelshed. For routes with only a local pick-up segment, measure is based on 2010 population count of the census blocks within 1/4 mile of the origin section of the route. For routes with both a park and ride and a local pick-up segment, this measure includes both the 2010 population count of the census blocks included in facility's travelshed and within 1/4 mile of the origin section of the route. Reverse commute express routes are not evaluated. High= More than 100,000 persons Medium= 50,000-100,000 persons Low= Less than 50,000 persons	20 pts
Existing Employment	Local Routes: Measure based on the job density within 1/4 mile of the boarding section of a route. High= More than 30 jobs per acre Medium= 10-30 jobs per acre Low= Less than 10 jobs per acre	10 pts
	Commuter Express Routes: Measure based on the job count within 1/4 mile of the destination section of a route. High= More than 60,000 jobs Medium= 20,000-60,000 jobs Low= Less than 20,000 jobs	10 pts
Job Concentration Areas	Measure based on the number of Thrive MSP 2040 Job Concentration Areas along the boarding section of a local route or destination section of a commuter express route. Major Concentrations= 3 pts. Regional Concentrations=2 pts. Sub-regional Concentrations=1 pt. High= More than 5 points Medium= 3-5 points Low= Less than 3 points	10 pts
Productivity per In-Service Hour (Productivity)	Measured in proportion to regional standard for service type. High= Above regional **system** average for service type Medium= Above regional average **standard** for service type Low=Below regional average **standard** for service type	25 pts
The "regional system average" is calculated as the total passengers across all routes divided by the total number of in-service hours. The "regional route average" is calculated as the sum of the passengers per in-service hours for each route divided by the total number of routes.		

Subsidy per Passenger	Measured in proportion to regional standard for service type. High= Better than 75% of the regional **system** average for service type Medium= Better than 150% of regional route average for service type Low=Worse than 150% of regional route average for service type	20 pts
The "regional system average" is calculated as the total subsidy across all routes divided by the total number of passengers. The "regional route average" is calculated as the sum of the subsidy per passenger values for each route divided by the total number of routes.		
Intersection Density	Number of intersections per route mile within 1/4 mile of boarding section of route. Factor does not apply to commuter express routes. Intersections are weighted based on the number of street directions that come together: 5 or more directions=3pts. 4 directions=2 pts. 3 directions=1 pt. High= More than 80 intersections per route mile Medium= 50-80 intersections per mile Low= Less than 50 intersections per mile	10 pts

SOCIAL EQUITY (25% OF TOTAL WEIGHT)

Evaluation Factor	Measure	Weight
Low-wage jobs	Measure based on the count of jobs paying less than $40,000 annually within 1/4 mile of the boarding section of a local route or within ¼ mile of the destination section of a commuter express route. High= More than 26,000 jobs Medium= Between 13,000-26,000 jobs Low= Less than 13,000 jobs	20 pts
Service to Low-Income Populations	Measure based on comparison of population within 1/4 mile of boarding section of a local route or within 1/4 mile of origin section of a commuter express route served by proposed service improvement to the overall population within Metro Transit service area. Routes that are served only by a park and ride will score a low. High=Percentage of low-income persons exceeds 150% of average for Metro Transit service area Medium= Percentage of low-income persons exceeds service area average (100%-149%) Low= Percentage of low-income persons is lower than service area average.	20 pts
Metro Transit service area average is 11.3%		
Service to Persons of Color	Measure based on comparison of population within 1/4 mile of boarding section of a local route or within 1/4 mile of origin section of a commuter express route served by proposed service improvement to overall population within Metro Transit service area. Routes that are served only by a park and ride will score a low. High=Percentage of persons of color exceeds 150% of average for Metro Transit service area Medium= Percentage of persons of color exceeds service area average (100%-149%) Low=Percentage of persons of color is lower than service area average.	20 pts
Metro Transit service area average is 27.7%		

Service to Disabled Populations (Age 5 and older)	Local Routes: Measure based on comparison of population within 1/4 mile of boarding section of a local route or within 1/4 mile of origin section of a commuter express route served by proposed service improvement to overall population within Metro Transit service area. Routes that are served only by a park and ride will score a low. High=Percentage of disabled persons exceeds 150% of average for Metro Transit service area Medium= Percentage of disabled persons exceeds service area average (100%-149%) Low=Percentage of disabled persons is lower than service area average.	20 pts
Metro Transit service area average is 9.7%		
Auto availability (Age 16 and older)	Local Routes: Measure based on comparison of population age 16 or older without a vehicle within 1/4 mile of boarding section of a local route or within 1/4 mile of origin section of a commuter express route served by proposed service improvement to overall population age 16 or older within Metro Transit service area. Routes that are served only by a park and ride will score a low. High= Percentage of persons without a vehicle exceeds 150% of average for Metro Transit service area Medium= Percentage of persons without a vehicle exceeds service area average (100%-149%) Low = Percentage of persons without a vehicle is lower than service area average.	20 pts
Metro Transit service area average is 22%		

SYSTEM CONNECTIVITY (25% OF TOTAL WEIGHT)

Evaluation Factor	Measure	Weight
New Populations Served	Measure based on the number of people served by a new route or extension of an existing route within 1/4 mile of boarding section of a local route. For commuter express routes that are only served by a park and ride, measure is based on the 2010 population count of the newly served census blocks included in facility's travelshed. For commuter express routes with only a local pick-up segment, measure is based on 2010 population count within 1/4 mile of the origin section of a new or extended route. For routes with both a park and ride and a local pick-up segment, this measure includes both the count of the newly served census blocks included in facility's travelshed and within 1/4 mile of the origin section of the new or extended route. Reverse commute express routes and projects that do not serve new areas will not be evaluated. High= More than 10,000 persons Medium= Between 5,000-10,000 persons Low= Less than 5,000 persons	20 pts
Key Destinations Served	Local and Reverse Commuter Express Routes: Measure based on the number of key destinations served within 1/4 mile of boarding section of a route. Commuter express routes are not evaluated. 1 pt. per destination. Due to the high concentration of destinations, the U of M and downtown Minneapolis and St. Paul will receive a group score for these areas. Downtown Minneapolis=50pts. Downtown St. Paul= 30 pts. U of M= 15 pts. (based on relative number of key destinations) High= More than 160 points Medium= Between 80-160 points Low= Less than 80 points	15 pts

Connecting Routes	Local and Reverse Commuter Express Routes: Measure based on the number of transit routes served along the boarding section of a route. Commuter express routes are not evauluated. 1 pt. per connecting route. Due to the high concentration of destinations, the U of M and downtown Minneapolis and St. Paul will receive a group score for these areas. Downtown Minneapolis=6pts. Downtown St. Paul= 3 pts. U of M= 2 pts. High= More than 24 points Medium= Between 12-24 points Low= Less than 12 points	15 pts
Educational Institutions	Measure based on the number of Thrive MSP 2040 Educational Institutions within 1/4 mile of the boarding section of a local route or within 1/4 mile of the destination section of a route.. Educational Institutions are weighted by the number of completers: > 1000 completers=3 pts. 500-999 completers=2 pts. <500 completers = 1 pt. High= More than 6 points Medium= 2-6 points Low= Less than 2 points	10 pts
Off-peak, Span of Service, Reverse Commute	Measure based on whether a project provides additional off-peak service, widens the span of service, and/or includes reverse commute service. 1 pt. per improvement category. High= 3 points Medium= 1-2 points Low= 0 points	10 pts

Weekday, Saturday and Sunday scores are assigned separately, then a combined score is determined. When scores differ by service day, the overall score is generally the weekday score. If however, the weekday score is lower than the weekend but close to the threshold between scores, the overall score may instead be the same as Saturday or Sunday.

Downtown Minneapolis and St. Paul are defined by the downtown zone boundaries. The U of M- Minneapolis campus is defined as the area on the East and West Bank owned by the University.

For commuter express routes, "origin" is defined as the home-based section of the route and "destination" is the employment or school-based section of the route. “Travelshed” is defined as a 2.5 mile buffer surrounding the park and ride in all directions.

For measured evaluated using a buffer, if any part of the TAZ, block or block group is included then the whole geographic unit is included.

Table 2 - SIP Project Description Summary

Route Number	Route Type	Improvement Description	Implementation Phase	Coverage	Frequency	Span	Reverse Commute	Wkdy	Sat	Sun	Overall Score
2	Urban Core	Meet HFN criteria between Franklin Av and Wash/Oak, Marcy Holmes. Improve frequency between Franklin/Hennepin and Oak/Wash to 10" between 5:30AM-7PM, 9AM-6:30PM on SAT, 10AM-5PM on SUN.	2018-2020		X			X	X	X	High
3	Urban Core	Add trips to serve early morning and late night lineups in both downtown Mpls and St. Paul, all days of week. (One wkdy EB trip is extended to start in Mpls; counted as an added trip)	2015-2017			X		X	X	X	High
3	Urban Core	Extend most shortline "C" branch trips to St. Paul - alternate between Maryland & Front to provide at least 20" service to each.	2018-2020		X			X			High
3	Urban Core	Improve Sunday frequency between 9 AM and 9:30 PM to 15" trunk (to Snelling) and 30 minute branches, like Saturday.	2015-2017		X					X	Medium
4	Urban Core	Split route into separate north-end North end becomes Route 15. and south end (would retain Route 4 number) routes. Currently, weekday service during late midday and p.m. peak is split. This practice should be applied to the route at all times and all service days.	2015-2017					X	X	X	High
6	Urban Core	Extend all trips ending downtown to 27th/University, which will improve freq from 20" to 10" on University (wkdy), and 30" to 15" (Sat + Sun).	2021-2030		X			X	X	X	High
6	Urban Core	With the introduction of SW LRT, Route 12 will be replaced by Route 612 operating between Hopkins and SW West Lake Station. The 612 will not operate to UPTS or DT Minneapolis. As a result, Route 6 peak frequency service on Hennepin Ave between Uptown and downtown will be increased to accommodate passengers that had been using Route 12 on Hennepin Ave between Uptown and downtown.	2018-2020		X			X			High
6	Urban Core	Operate 10" freq between DT Minneapolis and Minnesota Drive/France Wkdy 7-10p, Sat 8a-9p, and Sun 9a-7p.	2021-2030		X			X	X	X	Medium
6	Urban Core	Add daily owl trips to routes in high frequency network subsystem routes 6, 10, 18, 21, 54, 64, 84, 515, to facilitate easy connections to reach the large 4 am, 5 am, 6 am daily work starts at MSP International Airport assuming link from St. Paul is Rt 54, from Minneapolis or Mall of America is via the Blue Line.	2015-2017			X		X	X	X	Medium
7	Urban Core	Improve midday freq from 30" to 20" to match market area guidelines.	2015-2017		X			X			High
7	Urban Core	Improve frequency to every 20 minutes on Saturdays 9-7.	2015-2017		X				X		High
7	Urban Core	Add a shortline between 27th/Franklin and 1st/8th to provide 15 minute frequency during peaks.	2015-2017		X			X			High
7	Urban Core	Improve Sunday afternoon frequency to every 20". Would coordinate well with the Rt 23 improvement found in Item 74. Planned new, more dense mixed use developments along the Minnehaha Av corridor called for in the Minnehaha-Hiawatha Small Area Plan would support this upgrade.	2018-2020		X					X	Medium
10	Urban Core	Improve frequency from 15" to 10" from:- 9:00 a.m. to 10:30 a.m.- 4:30 p.m. to 6:00 p.m.	2015-2017		X				X		High
10	Urban Core	Add daily owl trips to routes in high frequency network subsystem routes 6, 10, 18, 21, 54, 64, 84, 515, to facilitate easy connections to reach the large 4 am, 5 am, 6 am daily work starts at MSP International Airport assuming link from St. Paul is Rt 54, from Minneapolis or Mall of America is via the Blue Line.	2015-2017			X		X	X	X	High
10	Urban Core	Extend all trips between approximately 6:00 a.m. and 11:00 p.m. to Northtown. Currently, trips alternate between shortline H trips and longline U and N trips. Trips will alternate between the U and N branches.	2015-2017			X				X	Medium
11	Urban Core	Improve midday and Sat frequency from 30" to 15" between I-35W/46th St and 2nd St/Lowry to meet market area guidelines.	2015-2017		X			X	X		High
12	Urban Core	Restore wkdy off peak service between Uptown Transit Station and downtown until SW LRT is implemented.	2015-2017	X				X			High
12	Urban Core	add 1:00a line-up trip downtown	2015-2017			X		X			Medium
13	Urban Supporting	New urban crosstown on University Avenue from Columbia Heights Transit Station to Stadium Village Station. 30 minute weekday service from 6am-8am.	2018-2020	X				X			Medium
14	Urban Core	Increase service to every 15-minutes from 8:30 a.m. to 6:30 p.m. on trunk portion of route (Bloomington/38th St - W Broadway/Emerson). Trips would be long-lines from 66th/Richfield to Robbinsdale Transit Center via the R branch.	2018-2020		X				X	X	High
14	Urban Core	Increase service to provide 15-minute frequency on trunk portion of route (Bloomington/38th St - W Broadway/Emerson), roughly between 10 a.m. and 2 p.m. Trips would be long-lines from 66th/Richfield to Robbinsdale Transit Center via the R branch.	2018-2020		X			X			High
17	Urban Core	Extend all trips to 27th/Wash on weekdays.	2015-2017	X				X			High
17	Urban Core	With the introduction of SW LRT, frequency west of the West Lake Station area would be increased to every 10 minutes during the peak and every 15 minutes midday. Service to Beltline Boulevard would be reduced. All service to the Knollwood Mall area would be extended to the Blake Road Station. Service hours would remain the same, approximately 5:00 AM to 2:00 AM weekdays and 5:30 AM to 2:00 AM Saturday and Sunday.	2018-2020	X	X			X	X	X	Low
18	Urban Core	Add one more southbound trip between 5-6PM in order to maintain a 7&8 minute headway through 6PM on Saturdays.	2015-2017		X				X		High
18	Urban Core	Begin 10 min frequency at 9AM on Sunday.	2015-2017		X					X	High
18	Urban Core	Add daily owl trips to routes in high frequency network subsystem routes 6, 10, 18, 21, 54, 64, 84, 515, to facilitate easy connections to reach the large 4 am, 5 am, 6 am daily work starts at MSP International Airport assuming link from St. Paul is Rt 54, from Minneapolis or Mall of America is via the Blue Line.	2015-2017			X		X	X	X	High
19	Urban Core	Increase frequency to every 15" beginning at 9:00 a.m. until 3:00 p.m on Sunday.	2015-2017		X					X	High

Table 2 - SIP Project Description Summary

Route Number	Route Type	Improvement Description	Implementation Phase	Coverage	Frequency	Span	Reverse Commute	Wkdy	Sat	Sun	Overall Score
19	Urban Core	Improve frequency to/from BCTC on the 19B branch so that it conforms to the High Frequency Network (HFN) beyond Penn/Dowling where the 19H branch splits from the trunk route. Currently, the only instance in which the route does not meet HFN standards is southbound in the morning. This is due to the fact that both the H branch and the Y branch are operating at that time, creating holes in the frequency north of Penn/Dowling.	2015-2017		X			X			Medium
21	Urban Core	With the introduction of SW LRT, Route 21 trips would be extended to the SW West Lake Station via Lake Street every 20 minutes Monday through Sunday with service hours approximately 7:00 AM to 12:00 AM.	2018-2020	X				X	X	X	High
21	Urban Core	Add daily owl trips to routes in high frequency network subsystem routes 6, 10, 18, 21, 54, 64, 84, 515, to facilitate easy connections to reach the large 4 am, 5 am, 6 am daily work starts at MSP International Airport assuming link from St. Paul is Rt 54, from Minneapolis or Mall of America is via the Blue Line.	2015-2017			X		X	X	X	Medium
22	Urban Core	Improve trunk frequency to every 15" between 9 a.m. and 6 p.m. on Sundays.	2015-2017		X					X	High
22	Urban Core	Improve frequency to 15" between 6am and 7pm. Currently, service is less than every 15" before the a.m. peak and during the midday. Improve Saturday frequency from 9am-6pm on the trunk.	2015-2017		X			X	X		High
23	Urban Supporting	Restore frequencies up to levels of June 2004 to improve connectivity with the Blue Line. WKDY: 15" 6-9a/3-7p, 20" 9a-3p, 30" 5-6a & 7p-1a SAT: 20" 8:45a-5:45p, 30" other hours SUN: 20" 9:45a-5:45p, 30" other hours About 1/2 trips via Vets Home, "C" branch & 1/2 trips via Highland, "H" branch.	2018-2020		X	X		X	X	X	High
23	Urban Supporting	Improve frequency to HFN standards daily. Wkdy - 15" 6a-7p, 30" 5-6a/7p-1a. Sat+Sun - 15" 8:45a-6:45p, 30" other hours. About 1/2 trips to Vets Home, "C" branch and 1/2 to Highland "H" branch.	2021-2030		X			X	X	X	Medium
25	Urban Core	Improve weekday midday and Saturday service to every 30 minutes (as far as Silver Lake Village). Widen span to include evening service. Sunday service already implemented	2015-2017		X	X		X	X	X	Medium
25	Urban Core	Add Sunday service to the route 25. Duplicate current Saturday service.	2015-2017	X	X	X				X	Medium
26	Urban Supporting	North Minneapolis circulator. Connects with both Penn Ave and Van White Green Line stations. 30-minute service from 6 a.m. to 11 p.m. Possible elimination of Route 5F service on 26th Ave N.	2018-2020	X				X			High
30	Urban Supporting	Implement weekend service.	2015-2017	X			X		X	X	High
32	Urban Supporting	Implement Sunday service: 30" frequency from 8am to 9pm.	2015-2017			X			X	X	High
32	Urban Supporting	Improve frequency to every 20" between 6am and 10pm. Extend evening span of service from 8pm to 10pm.	2015-2017		X	X		X			High
33	Urban Core	New route would replace Route 3K and other Route 3 via Kasota Av service. More service to Kasota Ave from both downtown Mpls and Westgate Station in response to the continual hiring in that area. Daily midday and late evening service to accommodate people who don't work the regular day shift.	2018-2020	X			X	X	X	X	High
46	Urban Supporting	Extend peak period service west beyond Eden Av to Opus II Office Park in Minnetonka. Three trips about 30 minutes apart to start with, during each peak. Trips would be added between existing trips from 46th & Hiawatha Av, making 15-minute service on route east of France Av. Compliments Orange Line BRT.	2018-2020	X			X	X			Low
47	Urban Supporting	Urban support route providing off-peak service to complement Route 156, 535 and future Orange Line. This compensates for loss of I-35W/Diamond Lake Rd stop on Rt. 535 and brings all neighborhoods in SW corner of Minneapolis to within a 1/4 mile walk of transit. Shuttle would cover same streets as Rt 156 south of Diamond Lake Rd. except 60th St./Sunrise/58th St., with northern end via Nicollet to 46th St. terminal at the I-35W Station on Stevens Av at 46th, with southern end at Southdale TC. 60 min. frequency.	2018-2020	X		X		X	X	X	Medium
54	Urban Core	Extend Route 54 Limited Stop service from downtown St Paul to Maplewood Mall via East 7th Street, Arcade, Maryland, White Bear Avenue. Route alignment and bus stops would match future B Line ABRT. Service runs every 15 to 30 minutes 7 days a week matching current Route 54 frequencies.	2015-2017		X	X		X	X	X	High
54	Urban Core	Add daily owl trips to routes in high frequency network subsystem routes 6, 10, 18, 21, 54, 64, 84, 515, to facilitate easy connections to reach the large 4 am, 5 am, 6 am daily work starts at MSP International Airport assuming link from St. Paul is Rt 54, from Minneapolis or Mall of America is via the Blue Line.	2015-2017			X		X	X	X	High
61	Urban Core	Improve Saturday to 30 minutes and add evening service. Add 30 minute service on Sundays with span to match current Saturday service.	2015-2017		X	X			X	X	High
61	Urban Core	improve frequency Mon-Sat, add Sunday. Improved Saturday to 30", added Sunday at 30", increased weekday peak frequency to 15".	2015-2017	X	X			X	X	X	High
62	Urban Core	Improve frequency on Rice St. to Larpenteur to HFN on wkdys (6AM-7PM) and Saturdays (9AM-6PM); improve south end frequency on Saturdays from 60" to 30" (9AM-6PM). Sundays improve Rice St. to 20" between 9 AM-6 PM; south end remains 60".	2015-2017		X			X	X	X	High
62	Urban Core	Add trips to serve St. Paul lineups from 5 AM to 1:15 AM all days of week, serving both Rice St and south end (Smith Ave).	2015-2017			X		X	X	X	Medium
63	Urban Core	Change to HFN daily, with 15" frequency between Raymond Station and SunRay, 30" frequency to McKnight/Lower Afton. This applies from 6 AM - 7 PM on weekdays, 9 AM - 6 PM on Saturdays and Sundays. Compared to June 2014 service, this is an increase from 20" to 15" to SunRay and a decrease from 20" to 30" to McKnight most of the time.	2015-2017		X			X	X	X	High

Table 2 - SIP Project Description Summary

Route Number	Route Type	Improvement Description	Implementation Phase	Coverage	Frequency	Span	Reverse Commute	Wkdy	Sat	Sun	Overall Score
64	Urban Core	Improve Sunday frequency to HFN, with 15" trunk frequency from 9 AM - 7 PM (currently is 20" to 30"), and improve from 30" to 20" frequency from 8-9 AM and 7-10 PM. Extend the daily span of 64D service via English to 7:30 AM - 9 PM to fill hole in route coverage, including new Sunday hourly 64D service. Extend the span of service to meet 5 AM to 1:15 AM downtown lineups every day, and extend at least hourly service to North St. Paul for that span. Weekday and Saturday keep trunk frequency 15" until 9 PM instead of dropping to 20".	2015-2017	X	X	X		X	X	X	Medium
64	Urban Core	Add daily owl trips to routes in high frequency network subsystem routes 6, 10, 18, 21, 54, 64, 84, 515, to facilitate easy connections to reach the large 4 am, 5 am, 6 am daily work starts at MSP International Airport assuming link from St. Paul is Rt 54, from Minneapolis or Mall of America is via the Blue Line.	2015-2017			X		X	X	X	Medium
68	Urban Core	Increase to HFN daily between 14/Jackson and 5th/South. Weekdays 15" freq. between 6 AM and 7 PM, Saturdays and Sundays between 9 AM and 6 PM. Also provide 20" frequency until 8 PM every day. All new trips are to go via Oakdale/Marie, as 19/Thompson is much lower productivity.	2018-2020		X			X	X	X	Medium
68	Urban Core	Add trips to serve lineups from 5 AM to 1:15 AM to/from 5th/South via Oakdale/Marie, all days of week. Weekday start from Calif/Camo for 5 AM lineup, since corresponding route 71 trip is via Edgerton and current first route 68 trip has good wkdy ridership from north end. Other trips only to/from 14/Jackson.	2015-2017			X		X	X	X	Medium
70	Urban Core	Upgrade frequency and span on St. Clair Av and Burns Av. 30" frequency, about 5 am - 12 am daily. No change in route.	2015-2017		X	X		X	X	X	Medium
71	Urban Core	Improve weeknight and weekend service to the 71B terminal at Concord/Exchange with hourly service on weekday and Saturday nights and hourly service all day on Sundays.	2015-2017			X		X	X	X	Medium
74	Urban Core	Add WB trips to serve St. Paul lineups from 5 AM to 1:15 AM all days of week.	2015-2017			X		X	X	X	Medium
77	Suburban Local	New crosstown suburban local route between Maplewood Mall and Tamarack Village via McKnight Rd. 30-minute peak and 60-minute off-peak with 60-minute Saturday service. Weekday span from 6 AM to 8:30 PM and Saturday span from 8 AM to 6:30 PM. Route intended to be implemented in anticipation of Gateway Corridor service. General routing: Maplewood Mall-Lydia Ave-McKnight Rd-Sun Ray Transit Center-McKnight Rd-Lower Afton Rd/Valley Creek Rd-Woodbury Village Shopping Center-Bielenberg Dr-Tamarack Rd-Tamarack Village.	2021-2030	X				X	X		Medium
80	Urban Supporting	Improved frequency to 30 minutes daily and extended span to earlier in the morning and later in the evening for all days. Matched level of service with Market Area II guidelines.	2015-2017		X	X		X	X	X	Medium
83	Urban Supporting	Increase weekday service frequency from the current 30 minute service to every 20 minutes from 6AM to 7PM to match the the frequencies of other crosstown routes in the Green Line corridor.	2018-2020		X			X			Medium
84	Urban Core	Add daily owl trips to routes in high frequency network subsystem routes 6, 10, 18, 21, 54, 64, 84, 515, to facilitate easy connections to reach the large 4 am, 5 am, 6 am daily work starts at MSP International Airport assuming link from St. Paul is Rt 54, from Minneapolis or Mall of America is via the Blue Line.	2015-2017			X		X	X	X	Low
94	Commuter/Express	Add weeknight and weekend service primarilly to facilitate travel for commuters covering 2nd and 3rd shifts in both inner cities and nearby suburbs. Many 2nd and 3rd shifts run 7 days per week, so the span of service would become the same every day, only frequency would be thinner on Saturday (30"-60") than on weekdays, and thinner on Sundays (90") than on Saturdays.	2015-2017			X		X	X	X	High
101	Urban Supporting	Revisting an old route connecting Prospect Park area with Quarry Shopping Center via University, 4th St SE, 15th Ave SE, Como, 18th Ave SE/Stinson.	2018-2020	X				X			Medium
110	Urban Supporting	New direct U of M - Longfellow Neighborhood in Mpls. Similar local routing to the #9 line. Student address data from U of M shows strong potential for ridership in this neighborhood. Via: Becketwood-42nd St-4-34th- 36 Av-25th-Minnehaha-26th-Hiawatha-I-35W- Washington Ave SE. Sch.	2015-2017		X			X			High
215	Suburban Local	Reestablish a local route connecting White Bear Lake to Maplewood Mall Transit Center on weekdays. The new route would originate at Hwy 61 and 2nd St, to Bald Eagle, to 4th St, and then follow the current Route 265 route alignment from downtown White Bear Lake, via Hwy 61, White Bear Avenue, Beam Avenue, to Maplewood Mall Transit Center. Service would operate every 30 minutes during the peak and midday, and every 60 minutes in the evening.	2015-2017	X				X			Low
219	Suburban Local	Increase frequency and span of service on Saturdays and Sundays. Saturday service every 30 minutes from 6am to 7pm, then hourly to 10:30pm. New Sunday service introduced every 60 minutes from 6am to 8pm.	2015-2017		X	X			X	X	Low
221	Suburban Local	Forest Lake circulator route. Route: Starting at Cub Foods - Everton Ave N - Broadway - Everton Ave N - 220th St N - 12th St SW - Broadway - Hwy 61 - 11th Ave SE - 8th St SE - Goodview - 202nd St - Co Rd 50 - Forest Rd.	2018-2020	X				X			Low
223	Suburban Local	Improve frequency from every 90 minutes to every 30 or every 60 minutes. Extend the span of service into the evening until 10PM. Add Saturday and Sunday service.	2015-2017		X	X		X	X	X	Low
228	Suburban Local	New route operating between Rosedale and the TCAAP in Arden Hills. From Rosedale the new route would follow Snelling, (Hwy51), Co Rd E, Lexington, Hwy 96, to a planned new diagonal road that would terminate near I-35W and Co Rd I.	2021-2030	X			X	X	X	X	Low
250	Commuter/Express	Increase peak of peak frequency to provide a bus every 2-5 minutes from 95th Avenue park-ride.	2021-2030		X			X			Medium
250	Commuter/Express	Add 90 minute frequency midday service between downtown and 95th Avenue park-ride.	2018-2020	X	X	X		X			Low

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Route Number	Route Type	Improvement Description	Implementation Phase	Coverage	Frequency	Span	Reverse Commute	Wkdy	Sat	Sun	Overall Score
263	Commuter/Express	Extend first am and last pm trips from Rice Street Park and Ride to St. Croix Valley Park and Ride in Stillwater. New Route 274 will provide direct non-stop service from Stillwater during the peak of the peak period.	2018-2020	X				X			Medium
267	Commuter/Express	Establish new weekday express service from the Roseville I-35E/Co Rd. C Park and Ride (and Rosedale maybe) to DT St. Paul. Service would operate every 30 minutes with 6 morning and 6 afternoon trips.	2018-2020					X			Medium
270	Commuter/Express	Add midday service at 30" frequency via 270P routing serving Rice St. P&R as well as Co. Rd. C/Hwy.61 and Maplewood Mall P&Rs. Extend span later in the evening.	2015-2017			X	X	X			Medium
274	Commuter/Express	Establish a new weekday peak period express route from the St Croix Valley Park and Ride lot in Stillwater to downtown Minneapolis with 30 minute service offering 4 morning and 4 afternoon trips. Additional early morning and later afternoon service will be provided by extending selected Route 263 trips from the Rice Street Park and Ride to Stillwater.	2018-2020	X				X			Medium
275	Commuter/Express	Service expansion assumes 6 morning and 6 afternoon trips are operating with the opening of the Co rd 14 and the Co Rd E park and ride in late 2014. Project adds 4 AM and 4 PM trips for a total of 10 morning and 10 afternoon trips offering 15 minute rush hour service from the Co Rd 14 and Co Rd E park and rides. Selected peak of peak trips may by-pass Co Rd E park and ride. Add shortline trips from Co Rd E during these periods.	2015-2017		X	X		X			Medium
294	Commuter/Express	Add hourly midday and Saturday service between Stillwater. Lake Elmo, Oakdale and downtown St. Paul. Saturday service EB from 8 AM - 6 PM, WB starts about 9 AM - 7 PM. Weekday convert pull-in to WB in-service trip leaving St. Croix P&R approx. 7 PM.	2021-2030			X	X	X	X		Medium
300	Suburban Local	This feeder route coincides with the Gateway Corridor transitway. The route is an east-west circulator providing service mostly along Hudson Road in Woodbury. This feeder route will provide connections from the Gateway Corridor project to existing and future commercial uses along Hudson Road and Radio Drive (in Woodbury). Service is assumed to be bi-directional with 15-minute peak and 30-minute off-peak service. The assumed span of service is 5 am to 10 pm on weekdays with weekend daytime service at 30-minute frequencies.	2021-2030	X				X	X	X	Low
301	Suburban Local	This is a complimentary circulator to Route 300. Service would mostly be north of the Gateway Corridor project along Hudson Boulevard. From the Manning Avenue station, the route would travel north on Manning Avenue crossing I-94 to Hudson Boulevard and then head west. The route would continue until Inwood Avenue then head south to serve the Radio Drive Station. Service is assummed to be bi-directional with 15-minute peak and 30-minute off-peak service. The assumed span of service is 5 am to 10 pm on weekdays, with weekend daytime service at 30-minute service frequencies.	2021-2030	X				X	X	X	Low
302	Suburban Local	This feeder route provides north-south connectivity starting from Woodlane Drive in Woodbury, along commercial and shopping areas along I-494 and Bielenberg Drive. 30-minute and 60-minute midday service frequencies are proposed. The assumed span of service is 6 am to 6 pm on weekdays, with Saturday daytime service at 60-minute service.	2021-2030	X				X	X		Low
303	Suburban Local	This feeder route is a north-south circulator. Proposed frequencies are 30-minutes in the peak periods and 60-minute in the non-peak periods. The assumed span of service is 6 am to 6 pm on weekdays, with Saturday daytime service at 60-minute service.	2021-2030	X				X	X		Low
304	Suburban Local	Circulator route to connect the 3M Campus with the proposed BRT service. 3M currently provides a campus circulator and an on-demand van service. The route defined is assumed to reflect a modification of this existing 3M circulator. Proposed service frequencies are every 10 minutes in the peak periods and 30 minutes in the midday. The assumed span of service on this route is 6 am to 6 pm with service provided on weekdays only.	2021-2030	X				X			Low
353	Commuter/Express	Introduce 30 minute weekday midday and early evening express service between the new Manning park and ride, downtown St Paul and downtown Minneapolis. The expanded service would serve the Manning, Guardian Angels, and Woodbury Theatre park and ride lots via Sun Ray Shopping Center.	2015-2017	X	X	X		X			Medium
363	Commuter/Express	Introduce 30 minute weekday midday and early evening express service between the Cottage Grove park and ride, downtown St Paul and downtown Minneapolis. The expanded service would serve the Cottage Grove, Newport, Lower Afton park and ride lots.	2018-2020	X				X			Medium
367	Commuter/Express	Introduce 30 minute weekday peak period express service from Hastings to downtown Minneapolis via the Newport Park and Ride.	2018-2020	X				X			Medium
383	Commuter/Express	New 15 minute weekday express service from the planned new Manning park and ride to downtown St. Paul.	2015-2017	X				X			Medium
385	Commuter/Express	New 15 minute weekday express service from the planned new Manning park and ride to downtown Minneapolis.	2015-2017	X				X			Medium
412	Suburban Local	Route 412 would be part of a new group of routes serving the proposed Inver Grove Hts./West St Paul Transit Center. The new weekday connector route would operate between the Inver Grove Hts./West St Paul Transit CenterTransit and Inver Hills Community College. (The TC is not essential to begin operating this route.) The proposed route would operate every 30 minutes during Inver Hills Community College daytime and every 60 minutes during night class hours.	2018-2020	X			X	X			Low

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Route Number	Route Type	Improvement Description	Implementation Phase	Coverage	Frequency	Span	Reverse Commute	Wkdy	Sat	Sun	Overall Score
418	Suburban Local	Route 418 would be part of a new group of routes serving the proposed Inver Grove Hts./West St Paul Transit Center. The new weekday connector route would operate between the Inver Grove Hts./West St Paul Transit Center and the Blue Line Fort Snelling Station providing a new link between south Mpls and suburbs and St Paul suburbs. (The West St Paul TC is not essential to begin operating this route.) The proposed route would operate every 30 minutes during peak times and every 60 minutes midday and evening hours.	2018-2020	X				X			Low
451	Commuter/Express	Reintroduce 30 minute weekday peak period express service from the West St Paul Sports Center park and ride to downtown St Paul.	2018-2020	X				X			Medium
453	Commuter/Express	New Inver Grove Hts. to downtown St Paul weekday express route via Route 68 routing in Inver Grove Hts. to Upper 55th to Hwy 52. Sevice would operate every 30 minutes with 4AM and 4PM trips. Establish a new park and ride lot at Hwy. 52 and Upper 55th. Proposed new Route 412 would offer a midday connection to the new P/R via the proposed Robert Street TC.	2015-2017	X				X			Medium
455	Commuter/Express	Express route added direct between Kenrick P&R in Lakeville and downtown St. Paul (Union Depot terminal). Three AM trips to St. Paul arriving downtown 7:15 to 8:15 am. Three PM trips to Lakeville leaving downtown 4:15 to 5:15 pm.	2018-2020	X				X			Medium
505	Suburban Local	Replace Route 515 C, E branches with one local route: VA Medical Center and Mall of America. Simplifies Rt 515; all trips would go via B-Longfellow Av. Service 30 min. peak, 60 min. off-peak from 5am-11pm. Sat, Sun, freq. 60 min. 6AM-11PM.	2018-2020	X			X	X	X	X	Medium
515	Suburban Local	Add daily owl trips to routes in high frequency network subsystem routes 6, 10, 18, 21, 54, 64, 84, 515, to facilitate easy connections to reach the large 4 am, 5 am, 6 am daily work starts at MSP International Airport assuming link from St. Paul is Rt 54, from Minneapolis or Mall of America is via the Blue Line.	2015-2017			X		X	X	X	Low
535	Commuter/Express	Improve freq M-F to every 30" 7-11p with weekend service every 30-60" during span similar to wkdy.	2021-2030		X	X		X	X	X	Medium
538	Suburban Local	Increase frequency on weekdays to every 30" at all hours - about 6 am to 9 pm. (Longer term - implement with METRO Orange Line)	2018-2020		X			X			Medium
540	Suburban Local	Increase span to serve 2nd and 3rd shift and part-time workers (approx.5:30AM-11:30PM) 7 days/week	2015-2017			X		X	X	X	Medium
540	Suburban Local	Add a new branch to Braemer Park (Edina). Serves employers along W 78th St. requesting service and a community/sports center. Peak frequency in NW Bloomington would be reduced from 15 to 30", but increase frequency weekdays to 15" midday, 30" evening. Improve weekend frequency to 30-60". Could be implemented pre-Orange Line as a service build up phase.	2015-2017	X	X			X	X	X	Low
542	Suburban Local	Add weekend service	2015-2017	X					X	X	Medium
542	Suburban Local	Increase span to serve 2nd and 3rd shift and part-time workers (approx 5:30AM-11:30PM) 7 days/week	2015-2017	X		X		X	X	X	Medium
542	Suburban Local	Eliminate the midday gap in service.	2015-2017	X	X	X		X			Medium
542	Suburban Local	Increase frequency to 15" peak, 30" evening.	2015-2017	X	X			X			Medium
547	Suburban Local	Midday and evening service for people living in western Bloomington. Rt. 547 compliments Route 597 peak and Orange Line service.	2021-2030	X			X	X	X		Low
562	Commuter/Express	Commuter Express Route Southdale in Edina - Fort Snelling - Downtown St. Paul. Hwy 62, Hwy 110, I-35E, 5th/6th St. Travel time improvement for 369 downtown St. Paul commuters within range of these two P&R lots. Southdale Park & Ride to St. Paul (Union Depot). Three trips to St. Paul AM. Three trips to Edina PM.	2018-2020	X				X			Medium
587	Commuter/Express	Added weekday rush-hour service direct to/from new Edina park & ride near Eden Ave. & Hwy 100. New Express for 7:30-8:30AM work-starts and work-ends from 4-5PM. Three trips each peak to supplement existing Route 587 Express. Local new "B" extension to western Edina replacing 146B extension.	2018-2020	X	X			X			Medium
589	Commuter/Express	Add two AM and two PM peak period trips to make park & rides more useful and attract more walk up riders.	2021-2030		X			X			Medium
601	Suburban Local	With the introduction of SW LRT, Route 601 would be a new crosstown route operating between the SW West Lake Station and the Louisiana Transit Center via France Avenue, Ewing Avenue, Cedar Lake Parkway, Wayzata Boulevard, and 26th Street. It would replace the Route 9H service on 26th and on Wayzata Blvd west of Zarthan. Route 601 would operate counter-clockwise in the morning and clockwise in the afternoon. Peak periods and midday Monday through Sunday it would run every 30 minutes. Service hours would be approximately 4:30 AM to 1:00 AM weekdays, 5:00 AM to 1:00 AM Saturdays and 6:00 AM to 1:00 AM Sunday.	2018-2020	X	X	X		X	X	X	Medium
602	Urban Supporting	With the introduction of SW LRT, Route 602 would be a new crosstown route operating between West Lake Station and Southdale Transit Center via Excelsior Boulevard and France Avenue. Peak periods and midday Monday through Sunday it would run every 30 minutes. Service hours would be approximately 4:30 AM to 1:00 AM weekdays, 5:00 AM to 1:00 AM Saturdays and 6:00 AM to 1:00 AM Sunday.	2018-2020	X	X	X		X	X	X	Medium
604	Suburban Local	With the introduction of SW LRT, Route 604 would be extended from Excelsior and Grand to the Belt Line Boulevard Station. Saturday and Sunday service would be added and Route 604 would run every 30 minutes Monday through Sunday. Service hours would be approximately 6:00 AM to 12:00 AM Monday through Sunday.	2018-2020	X	X	X		X	X	X	Low
614	Suburban Local	Increase span to serve 2nd and 3rd shift and part-time workers (approx. 5:30AM-11:30PM). 7 days/week	2015-2017			X		X	X	X	Low

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Route Number	Route Type	Improvement Description	Implementation Phase	Coverage	Frequency	Span	Reverse Commute	Wkdy	Sat	Sun	Overall Score
614	Suburban Local	With the introduction of SW LRT, Route 614 would operate the east segment of Route 670 between Vine Hill Road and Hopkins Station via Excelsior Boulevard.. The segment of Route 670 from downtown Excelsior to Vine Hill Road would be discontinued as well as the segment between Downtown Hopkins Station and downtown Minneapolis. Peak periods Route 614 would run every 30 minutes and midday every 60 minutes Monday through Sunday. Service hours would be approximately 6:00 AM to 12:00 AM Monday through Sunday.	2018-2020	X	X	X		X	X	X	Low
615	Suburban Local	Increase span to serve 2nd and 3rd shift and part-time workers (approx. 5:30AM - 11:30PM)	2015-2017	X		X		X	X	X	Low
616	Suburban Local	With the introduction of SW LRT, Route 616 would be a new suburban circulator operating between the Opus Station and the Minnetonka Corporate Center via Bren Road, Rowland Road and Clearwater Drive. It would operate only peak periods and would run every 30 minutes.	2018-2020	X				X			Low
643	Suburban Local	Route 643 re-designed and expanded to replace parts of Route 9 and give more consistent service in St.Louis Park. Much simpler route structure. Route 643/663: shorten downtown route to terminate on 4th Ave S. and move Rt. 649 downtown terminal to 7th St. & Carew Dr. to make a more efficient cycle. Route 643, as improved, provides more consistent service on Glenwood Av and Xenia Av, and to Cedar Trails/Jewish Community Ctr., Hedberg Dr.	2015-2017		X	X		X	X	X	High
649	Commuter/Express	Add hourly round trip off-peak weekday service from LTC and West End of St. Louis Park to downtown Minneapolis 9am-3pm and 6pm-10pm.	2021-2030					X			Medium
651	Commuter/Express	New reverse commute express from downtown St. Paul to Louisiana Transit Center and to Ridgedale. Access to connecting routes serving concentrations of entry-level jobs, such as food processing, assembly, packaging, retail, plus health care workers. Serve 6 AM, 7 AM and 9 or 10 AM work starts, 2 PM, 3 PM starts and ends, 10 and 11 PM work ends 7 days/week.	2021-2030					X	X	X	Low
653	Commuter/Express	Peak period express Co 73 park-ride to downtown St. Paul via I-394 and I-94.	2021-2030					X			Low
664	Commuter/Express	Add reverse commute service for 600am, 630am and 700am work starts and 230pm, 300pm and 330pm work ends. Route would be extended to serve Opus complex.	2018-2020				X	X			Medium
669	Commuter/Express	Add reverse commute service for 630am, 700am and 730am work starts and 300pm, 330pm and 400pm work ends in the I-494/County 62 Minnetonka Corporate Center area	2018-2020				X	X			Low
673	Commuter/Express	Increase service for expansion of Co 73 park-ride. Add service at end of AM and PM peak periods. 4 AM and 4 PM round trips added.	2018-2020		X	X		X			Medium
674	Commuter/Express	Create a long line branch serving Maple Plain park-ride via Hwy 12 west of Long Lake. In addition to more direct service for Maple Plain service would also add frequency for Long Lake as well as Wayzata park-ride.	2021-2030	X	X			X			Low
675	Commuter/Express	Increase frequency between downtown and Ridgedale from current 60 minutes to 30 minutes. Trips would terminate at Plymouth Road TC to fully utilize cycle. On Saturday 30 minute service would operate from 8am to 8pm. Sunday service would operate 30 minute service from 9am to 6pm. Additionally, Sunday service hours would be extended with 60 minute service operating from 7pm to 9pm.	2018-2020		X	X			X	X	Medium
675	Commuter/Express	Weekend service to Mound.	2015-2017	X					X	X	Medium
675	Commuter/Express	Increase span to serve 2nd and 3rd shift and part-time workers. (approx. 5:30AM-11:30PM) 7 days/week	2015-2017			X		X	X	X	Medium
675	Commuter/Express	Increase midday frequency between downtown and Ridgedale to 15 minutes service from current 30 minutes. Trips would terminate at Plymouth Road TC to fully utilize cycle.	2018-2020		X			X			Low
676	Commuter/Express	Peak period express from Co 73 park-ride to Uptown via I394, Dunwoody, Hennepin.	2021-2030					X			Low
700	Commuter/Express	Commuter cross-town service on Hwy 100, Robbinsdale TC to Edina industrial corridor. Two deviations along Hwy 100: Glenwood, Xenia, Park Place, Parkdale and 36th, Park Center Blvd, Excelsior Boulevard. Edina terminal follow routing of Rt 540. 30 minute service 5am-8am and 4pm-6pm. 120 minute midday frequency.	2021-2030	X				X			Low
704	Suburban Local	Connect 85th Ave/Broadway Ave corridor with Robbinsdale Transit Center via Bottineau Station. Provides service on underserved stretch of 85th Ave which includes retail, North Hennepin Community college and Robbinsdale TC.	2015-2017	X				X			Medium
705	Suburban Local	Increase frequency to 30-minute service on the trunk, hourly service on the branches. No routing changes.	2015-2017		X			X			Medium
705	Suburban Local	Extension to downtown Osseo to connect residents with METRO Blue Line Brooklyn Blvd Station. Only possible within the existing cycle if Route 705 does NOT enter Starlite Center or Walmart, instead making on-street stops. Extension via Lakeland Ave to 83rd Ave N to CR 81 to Central Ave to avoid backups at 85th and Hwy 169 intersection. New layover required near Central and 93rd Ave.	2018-2020	X				X	X	X	Medium
705	Suburban Local	Provide 30-minute weekend service. No routing changes.	2018-2020	X		X			X	X	Low
706	Suburban Local	Bass Lake Rd connection between Bottineau transitway station and Co 61/Northwest Blvd (Prudential) in Plymouth.	2018-2020	X			X	X			Low
712	Suburban Local	New route along 36th Ave N in Plymouth, New Hope, Crystal and Robbinsdale connecting Cubs Foods PR with Robbinsdale Transit Center. 30-minute frequency.	2021-2030	X				X			Medium
716	Suburban Local	Extend all weekday and Saturday trips to Starlite.	2018-2020	X				X	X		Medium
716	Suburban Local	Improve weekday peak frequency (to 30") and span of service (5am to 130am). Add Sunday service (match existing Saturday schedule).	2018-2020		X	X		X		X	Medium
717	Suburban Local	Double weekday frequency to every 30 minutes.	2021-2030		X			X			Medium
717	Suburban Local	Implement weekend service (match weekday schedule).	2015-2017	X					X	X	Medium
720	Suburban Local	Return of Route 720, Starlite Transit Center to Zinnia/Maple Knoll Way via Elm Creek Blvd and Shoppes at Arbor Lakes. See archived map for specific routing. Weekday only. Hourly service from 6 a.m. to 8 p.m.	2021-2030	X			X	X			Low
721	Suburban Local	Increase frequency to 30".	2015-2017		X					X	High

Table 2 - SIP Project Description Summary

Route Number	Route Type	Improvement Description	Implementation Phase	Coverage	Frequency	Span	Reverse Commute	Wkdy	Sat	Sun	Overall Score
722	Suburban Local	Extend all trips on NEW B branch routing: Humboldt to Brookdale Dr, ending at Zane. Eliminates service on Xerxes, Lad Pkwy, 85th Ave N and Earl Brown loop. Would require new layover in the vacinity of Brookdale/Zane. Impacts about 15 existing riders. Extension would happen with minor route changes on Routes 723 and 724 to improve speed and directness of that service. No initial changes on weekend service.	2018-2020	X				X			Medium
723	Suburban Local	Increase frequency to 30" until approximately 645pm NB and 6pm SB. On Saturdays, add 60" service until approximately 9pm.	2015-2017		X	X			X	X	Medium
724	Suburban Local	Improve a.m. and p.m. peak frequency to every 15".	2015-2017		X			X			High
756	Commuter/Express	Add a 5:30PM trip.	2015-2017			X		X			Medium
758	Commuter/Express	Replace Route 14L service with additional trips on Route 758. One new trip in each direction, each preceeding the final Route 758D trip. Operate existing 14L branch service as 14N.	2018-2020	X	X			X			Medium
765	Commuter/Express	Provide midday service between downtown Mpls and Target North Campus, roughly 9:30 a.m. - 3:00 p.m. 75-minute frequency.	2018-2020			X		X			Medium
766	Commuter/Express	Weekend service on Route 766G branch. 60-minute frequency from 8 am - 8 pm. Stops at all PRs along route.	2021-2030	X					X	X	Medium
766	Commuter/Express	Provide one later NB and SB trip on weekdays. Extended southbound 7:05PM to downtown (currently ends at 66th) then provide an 8:05PM Northbound G trip and a 9:05PM SB trip ending at 66th.	2015-2017			X		X			Medium
801	Suburban Local	Add Saturday & Sunday service to from BCTC to Rosedale. 60 minute frequency from 8am to 9pm.	2015-2017	X		X			X	X	Medium
801	Suburban Local	Improve weekday frequency from 60 to 30 minutes. Operate all trips the full length of the route (BCTC to Rosedale). Extend hours of service to 9pm to better match Rosedale's hours.	2015-2017	X	X	X		X			Medium
802	Suburban Local	New suburban local route on Coon Rapids Blvd between Northtown and Anoka Tech, replaces Route 852 local service. Select trips serve Anoka Enterprise Park. 30-minute frequency. Similar to Route 852, Route 802 will operate in conjunction with Route 850 service. No Saturday service, at least initially.	2018-2020	X	X			X			Medium
805	Suburban Local	Improve WK peak frequency from 60" to 30" (6-9am; 3-6pm).	2018-2020		X			X			Low
805	Suburban Local	Add Sunday service every 60" from 9am to 6pm.	2018-2020			X				X	Low
817	Suburban Local	New Route between Northtown TC and eastern Anoka Co. Via CR 10, 85th Ave, Naples St, Lake Dr, Lexington Ave, Pleasant Ridge Dr, 109th Ave, Apollo Dr, through Kohls and Target Parking lot and Lino Lakes Civic Center.	2018-2020	X				X			Low
823	Suburban Local	New loop route connecting Pioneer Village in Blaine, The Village, and Lexington/Circle Pines. Hourly service.	2021-2030	X				X			Low
827	Urban Supporting	Restore local route on E. River Rd south of Georgetown peak only to serve BAE, Marshall St NE. Route terminated Dec 05. Peak periods only, 6 roundtrips trips in each AM/PM.	2015-2017				X	X			Low
831	Suburban Local	Restore Saturday service. 8AM to 6PM every 60".	2018-2020	X					X		Low
831	Suburban Local	Extend all Rt 831 trips to Pioneer Village. Assumes item 155 (Saturday svc on Rt 831) is in place.	2018-2020	X				X	X		Low
852	Commuter/Express	Implement Sunday service. Schedule should match the existing Saturday schedule.	2015-2017	X						X	Medium
14/30	Urban Supporting	Route 30 extension along Route 14D/G branch. WEEKDAY: Same frequency and span. WEEKEND: hourly service ending at Duluth/Lilac, 7 a.m.-11 p.m. Route 14 D/G trips would converted to R trips. Greater span of service along Douglas Dr, but will require a transfer to get downtown.	2018-2020			X		X	X	X	Medium
17F	Urban Core	Expand service on the 17F branch (Burlington Coat Factory branch).	2015-2017	X				X			Medium
17W	Urban Core	Add 1AM lineup trip on 17W (to match other nights of week). Shift and extend trip 178 as 17W. Trip 174 instead of pulling in becomes 12:43 SB trip that takes over current trip 185 (1:10AM lineup SB).	2015-2017			X				X	High
225/227	Suburban Local	Expand weekday and Saturday service by 6 inservice hours per day to serve the growing employment near Co Rd F and Lexington. Introduce Sunday service with 8 inservice hours to serve work shifts.	2015-2017			X		X	X	X	Low
536/539	Suburban Local	Restructure: replace Normandale College/ Knox Park & Ride segment with new route 536 - Collegeview Rd W 90th - Penn - Lyndale Av. Would also replace the 535E Lyndale Av branch. Weekday freq. = 30". Weekend freq. = 30 - 60". Span similar to Rt 539 circa 2014. Could be implemented pre-Orange Line as a service build up phase. Lyndale Av planned development, per city comp plan, helps support service improvements.	2015-2017	X	X	X		X	X	X	Low
605/612/615	Suburban Local	With the introduction of SW LRT, Route 612 is proposed to replace Route 12 and operate from Mainstreet and 17th Avenue in Hopkins to the West Lake Station via Mainstreet and Excelsior Boulevard. Route 615 would be operate as a combination of parts of the current Route 12 south of downtown Hopkins and Route 615 north of downtown Hopkins. The eastern portion of Route 615 would be covered by the new Route 605. Route 605 would be a new route covering the eastern half of the area previously served by Route 615.	2018-2020	X	X	X		X	X	X	Medium

Table 3a - Proposed Additional Weekday Resources and Rides

Route Number	Route Type	Platform Hours	Trips	Peak Buses	Avg. Daily Rides	Subsidy/ Passenger	PPISH
2	Urban Core	50.0	43	3	1806	$2.38	49
3	Urban Core	2.9	3	0	88	$2.85	44
3	Urban Core	34.6	39	3	1562	$1.66	65
4	Urban Core	21.3	0	0	0	-	-
6	Urban Core	19.1	0	2	476	$3.45	34
6	Urban Core	9.5	6	0	210	$4.06	30
6	Urban Core	10.9	8	1	328	$2.68	41
6	Urban Core	2.7	4	0	39	$6.78	20
7	Urban Core	15.7	12	2	414	$3.33	35
7	Urban Core	15.7	26	1	396	$3.53	33
10	Urban Core	2.6	6	0	41	$6.44	20
11	Urban Core	25.7	26	0	986	$1.84	49
12	Urban Core	1.4	1	0	29	$4.09	29
12	Urban Core	16.3	0	0	354	$4.07	30
13	Urban Supporting	35.3	56	3	627	$5.41	23
14	Urban Core	13.0	8	2	333	$3.43	33
17	Urban Core	40.3	60	2	571	$6.87	19
17	Urban Core	33.5	69	4	1330	$1.76	53
18	Urban Core	1.3	4	0	24	$5.43	24
19	Urban Core	2.8	4	2	140	$1.39	70
21	Urban Core	18.4	102	1	1176	$1.02	84
21	Urban Core	2.6	4	0	18	$15.56	9
22	Urban Core	22.7	13	0	784	$2.30	44
23	Urban Supporting	23.2	30	1	588	$3.47	35
23	Urban Supporting	32.7	42	0	417	$7.88	17
25	Urban Core	27.1	12	0	507	$4.68	25
26	Urban Supporting	43.3	68	3	1142	$3.48	35
32	Urban Supporting	33.8	42	2	1716	$0.74	64
33	Urban Core	18.8	34	2	644	$2.44	50
46	Urban Supporting	5.6	6	2	91	$5.87	23
47	Urban Supporting	14.6	24	1	224	$4.69	25
54	Urban Core	106.1	157	5	4991	$1.44	65
54	Urban Core	1.4	2	0	48	$2.31	48
61	Urban Core	34.6	19	4	1016	$2.78	38
62	Urban Core	4.0	3	0	77	$4.93	26
62	Urban Core	26.6	51	2	812	$2.77	41
63	Urban Core	12.6	11	-2	448	$2.20	45
64	Urban Core	5.3	10	0	139	$3.45	35
64	Urban Core	2.7	6	0	29	$9.33	15
68	Urban Core	1.3	1	0	29	$4.13	29
68	Urban Core	22.7	26	0	682	$2.76	40
70	Urban Core	27.6	10	0	290	$9.67	14
71	Urban Core	4.0	6	0	46	$8.73	15
74	Urban Core	1.3	1	0	34	$3.35	34
77	Suburban Local	35.4	38	4	564	$6.07	24
80	Urban Supporting	11.8	20	0	591	$1.23	74
83	Urban Supporting	28.2	32	2	582	$4.48	31
84	Urban Core	1.4	2	0	14	$10.42	14
94	Commuter/Express	16.0	20	0	432	$3.02	39
101	Urban Supporting	19.0	56	2	392	$4.59	26

Route Number	Route Type	Platform Hours	Trips	Peak Buses	Avg. Daily Rides	Subsidy/ Passenger	PPISH
110	Urban Supporting	2.7	4	1	143	$1.16	71
215	Suburban Local	22.1	59	2	392	$5.55	22
221	Suburban Local	14.7	30	1	66	$24.18	6
223	Suburban Local	29.5	40	2	178	$17.70	7
228	Suburban Local	29.5	58	3	418	$7.18	17
250	Commuter/Express	13.9	12	5	216	$4.52	31
250	Commuter/Express	9.9	8	1	96	$8.93	19
263	Commuter/Express	4.9	0	0	48	$8.75	24
267	Commuter/Express	14.3	12	3	360	$2.30	45
270	Commuter/Express	38.7	25	0	622	$4.27	33
274	Commuter/Express	11.1	8	4	346	$1.54	43
275	Commuter/Express	12.7	8	4	202	$4.85	29
294	Commuter/Express	16.7	15	1	182	$8.17	15
300	Suburban Local	39.0	88	4	269	$15.39	9
301	Suburban Local	41.7	88	4	269	$16.52	9
302	Suburban Local	22.9	36	3	158	$15.30	9
303	Suburban Local	17.5	36	3	158	$11.46	12
304	Suburban Local	20.2	96	4	230	$8.88	15
353	Commuter/Express	67.9	36	0	864	$6.82	22
363	Commuter/Express	70.2	36	0	778	$7.64	22
367	Commuter/Express	25.3	12	4	331	$5.74	25
383	Commuter/Express	42.5	25	5	730	$3.70	38
385	Commuter/Express	49.2	25	8	1200	$1.75	55
412	Suburban Local	23.8	59	2	392	$5.87	22
418	Suburban Local	19.7	47	2	306	$5.88	22
451	Commuter/Express	2.7	8	2	144	$1.01	72
453	Commuter/Express	8.0	8	3	192	$3.63	32
455	Commuter/Express	9.0	6	3	192	$2.79	38
505	Suburban Local	26.4	48	2	468	$5.45	26
515	Suburban Local	2.9	6	0	16	$20.30	8
535	Commuter/Express	9.1	9	2	133	$6.27	22
538	Suburban Local	11.6	14	0	96	$12.65	11
540	Suburban Local	45.0	38	1	290	$16.39	10
540	Suburban Local	3.0	3	0	31	$9.75	16
542	Suburban Local	16.8	10	0	113	$15.62	11
542	Suburban Local	23.5	19	0	221	$10.83	16
542	Suburban Local	21.9	13	0	170	$13.28	13
547	Suburban Local	15.7	24	1	202	$6.15	22
562	Commuter/Express	7.2	6	3	173	$2.20	43
587	Commuter/Express	4.6	6	2	439	-$1.18	146
589	Commuter/Express	5.9	4	2	77	$5.97	19
601	Suburban Local	35.0	77	2	1084	$2.59	42
602	Urban Supporting	34.1	77	2	1347	$1.78	54
604	Suburban Local	17.8	40	1	269	$6.60	19
614	Suburban Local	7.6	12	0	31	$26.56	6
614	Suburban Local	18.2	17	-1	109	$17.11	8
615	Suburban Local	18.4	15	0	92	$21.47	6
616	Suburban Local	8.2	28	1	168	$4.61	28
643	Suburban Local	29.6	54	-1	1409	$1.32	64
649	Commuter/Express	9.4	20	0	168	$4.69	24
651	Commuter/Express	12.1	10	0	120	$10.06	13
653	Commuter/Express	8.3	8	4	96	$8.40	19

Route Number	Route Type	Platform Hours	Trips	Peak Buses	Avg. Daily Rides	Subsidy/ Passenger	PPISH
664	Commuter/Express	8.7	6	0	72	$10.96	14
669	Commuter/Express	8.1	6	0	43	$19.67	9
673	Commuter/Express	13.3	16	4	211	$4.31	26
674	Commuter/Express	11.5	8	4	72	$15.39	10
675	Commuter/Express	26.9	24	4	374	$6.32	19
675	Commuter/Express	4.0	3	0	53	$6.84	18
676	Commuter/Express	5.0	8	3	48	$8.93	16
700	Commuter/Express	34.5	28	4	336	$10.46	15
704	Suburban Local	20.0	24	3	288	$6.92	19
705	Suburban Local	32.1	31	2	366	$8.91	17
705	Suburban Local	14.6	62	0	372	$3.43	37
706	Suburban Local	5.3	12	2	108	$4.33	27
712	Suburban Local	31.1	64	2	614	$4.73	26
716	Suburban Local	4.2	0	1	144	$2.27	48
716	Suburban Local	14.1	24	1	118	$12.52	12
717	Suburban Local	17.5	32	1	384	$4.15	27
720	Suburban Local	13.0	28	1	72	$19.34	7
722	Suburban Local	17.4	78	1	324	$5.17	27
724	Suburban Local	11.6	26	2	312	$3.28	39
756	Commuter/Express	1.5	1	0	37	$1.64	37
758	Commuter/Express	1.3	2	1	168	-$0.09	168
765	Commuter/Express	7.9	9	1	127	$5.04	32
766	Commuter/Express	3.1	2	0	64	$2.99	32
801	Suburban Local	38.1	33	2	512	$7.71	18
802	Suburban Local	20.9	46	1	408	$4.29	27
805	Suburban Local	14.4	13	3	204	$7.17	17
817	Suburban Local	20.4	24	2	347	$5.93	20
823	Suburban Local	25.2	24	2	144	$19.04	7
827	Urban Supporting	21.1	24	4	235	$8.19	21
831	Suburban Local	3.8	25	1	65	$6.61	22
14/30	Urban Supporting	35.0	0	2	1173	$2.41	43
17F	Urban Core	5.4	10	0	217	$1.70	54
225/227	Suburban Local	8.1	16	1	29	$30.75	5
536/539	Suburban Local	58.8	87	6	793	$7.28	17
605/612/615	Suburban Local	37.8	157	-1	1426	$1.89	43

Table 3b - Proposed Additional Saturday Resources and Rides

Route Number	Route Type	Platform Hours	Trips	Avg. Daily Rides	Subsidy/ Passenger	PPISH
2	Urban Core	54.1	60	1918	$2.44	46
3	Urban Core	1.4	2	36	$3.47	36
4	Urban Core	23.7	0	0	-	-
6	Urban Core	10.7	0	241	$4.12	30
6	Urban Core	36.1	25	910	$3.59	34
6	Urban Core	2.7	4	39	$6.82	20
7	Urban Core	26.8	20	515	$5.08	26
10	Urban Core	14.4	11	561	$2.14	51
10	Urban Core	2.6	6	41	$6.52	20
11	Urban Core	36.7	38	1042	$3.08	35
14	Urban Core	29.3	22	692	$3.98	30
17	Urban Core	39.4	32	907	$4.05	30
18	Urban Core	1.3	1	34	$3.69	34
18	Urban Core	1.3	4	24	$5.49	24
21	Urban Core	18.1	102	980	$1.42	70
21	Urban Core	2.6	4	18	$15.36	9
22	Urban Core	35.6	23	1109	$2.81	40
23	Urban Supporting	18.4	22	328	$5.51	23
23	Urban Supporting	35.5	43	512	$6.99	19
25	Urban Core	32.9	22	435	$7.58	16
30	Urban Supporting	32.9	44	581	$5.52	22
32	Urban Supporting	40.0	52	2225	$0.55	70
33	Urban Core	6.8	14	241	$2.43	48
47	Urban Supporting	14.6	24	210	$5.18	23
54	Urban Core	95.1	138	4410	$1.53	65
54	Urban Core	1.4	2	48	$2.41	48
61	Urban Core	58.9	30	1282	$4.33	28
62	Urban Core	6.7	9	143	$4.49	29
62	Urban Core	29.4	36	794	$3.38	36
63	Urban Core	20.6	18	636	$2.84	40
64	Urban Core	5.2	14	143	$3.33	36
64	Urban Core	2.6	6	29	$9.25	15
68	Urban Core	2.6	2	41	$6.26	20
68	Urban Core	24.3	28	582	$3.86	31
70	Urban Core	53.3	31	662	$8.27	17
71	Urban Core	4.2	6	46	$9.54	15
74	Urban Core	1.2	1	25	$4.75	25
77	Suburban Local	26.0	21	252	$10.66	14
80	Urban Supporting	5.8	15	385	$0.78	96
84	Urban Core	1.4	2	14	$10.51	14
94	Commuter/Express	50.9	62	1680	$2.71	48
219	Suburban Local	35.3	32	296	$12.35	11
223	Suburban Local	39.3	52	374	$10.80	12
228	Suburban Local	27.5	52	374	$7.49	17

Table 3b - Proposed Additional Saturday Resources and Rides

Route Number	Route Type	Platform Hours	Trips	Avg. Daily Rides	Subsidy/ Passenger	PPISH
294	Commuter/Express	23.6	22	259	$8.14	15
300	Suburban Local	31.4	68	82	$42.37	4
301	Suburban Local	34.2	68	82	$46.32	3
302	Suburban Local	15.7	24	58	$29.71	5
303	Suburban Local	18.5	24	58	$35.30	4
505	Suburban Local	18.5	34	326	$5.57	27
515	Suburban Local	3.1	6	16	$21.50	8
535	Commuter/Express	54.3	36	571	$9.34	16
540	Suburban Local	45.2	38	414	$11.18	13
540	Suburban Local	4.4	6	55	$7.79	18
542	Suburban Local	52.1	52	464	$11.46	15
542	Suburban Local	16.8	10	113	$15.62	11
547	Suburban Local	15.7	24	194	$6.48	22
601	Suburban Local	33.5	76	1044	$2.80	40
602	Urban Supporting	33.5	76	1266	$2.09	51
604	Suburban Local	24.2	54	324	$7.54	17
614	Suburban Local	16.2	23	55	$32.19	6
614	Suburban Local	27.5	22	230	$12.56	14
615	Suburban Local	33.7	29	176	$20.20	7
643	Suburban Local	15.5	28	816	$1.32	68
651	Commuter/Express	10.8	10	108	$10.43	12
675	Commuter/Express	24.0	24	313	$7.35	16
675	Commuter/Express	19.2	31	205	$9.26	13
675	Commuter/Express	9.6	8	102	$9.32	13
705	Suburban Local	65.2	62	624	$10.81	14
705	Suburban Local	14.5	62	223	$6.34	22
716	Suburban Local	4.1	0	134	$2.47	45
717	Suburban Local	17.5	32	257	$6.69	18
723	Suburban Local	13.1	25	298	$4.19	30
766	Commuter/Express	31.3	24	432	$5.63	22
801	Suburban Local	27.4	26	374	$7.57	19
831	Suburban Local	10.1	20	134	$8.00	17
831	Suburban Local	3.8	20	50	$8.00	17
14/30	Urban Supporting	34.3	32	823	$3.91	30
225/227	Suburban Local	8.6	16	29	$32.79	5
536/539	Suburban Local	43.3	71	480	$9.08	14
605/612/615	Suburban Local	51.8	166	2484	$1.20	58

Table 3c - Proposed Additional Sunday Resources and Rides

Route Number	Route Type	Platform Hours	Trips	Avg. Daily Rides	Subsidy/ Passenger	PPISH
2	Urban Core	41.5	46	1918	$3.25	38
3	Urban Core	8.6	7	36	$4.50	31
3	Urban Core	78.6	56	0	$7.42	20
4	Urban Core	17.3	0	0	-	-
6	Urban Core	9.5	0	241	$4.34	30
6	Urban Core	28.6	18	910	$4.28	30
6	Urban Core	4.1	8	39	$10.92	13
7	Urban Core	13.6	10	0	$11.40	13
10	Urban Core	55.6	44	0	$2.29	49
10	Urban Core	4.0	8	41	$10.29	14
14	Urban Core	35.4	26	692	$5.15	25
18	Urban Core	11.8	8	0	$2.08	53
18	Urban Core	1.3	4	24	$5.51	24
19	Urban Core	13.8	16	0	$2.07	54
21	Urban Core	18.4	102	980	$1.97	56
21	Urban Core	2.6	4	18	$15.65	9
22	Urban Core	58.4	36	0	$3.51	33
23	Urban Supporting	22.9	27	328	$7.29	19
23	Urban Supporting	41.8	50	512	$10.57	13
25	Urban Core	32.9	22	435	$7.58	16
25	Urban Core	20.7	14	0	$7.40	16
30	Urban Supporting	29.1	40	581	$5.84	21
32	Urban Supporting	40.0	52	2225	$0.55	70
33	Urban Core	4.3	8	241	$2.31	52
47	Urban Supporting	14.6	24	210	$6.38	20
54	Urban Core	70.2	106	4410	$1.59	61
54	Urban Core	1.4	2	48	$2.28	48
61	Urban Core	86.5	51	1282	$4.18	29
62	Urban Core	8.3	13	143	$6.13	22
62	Urban Core	9.7	18	794	$3.04	40
63	Urban Core	18.8	18	636	$4.36	29
64	Urban Core	38.1	44	143	$3.24	37
64	Urban Core	2.6	6	29	$9.28	15
68	Urban Core	3.9	7	41	$4.34	28
68	Urban Core	34.8	40	582	$3.81	31
70	Urban Core	47.5	30	662	$8.78	16
71	Urban Core	18.8	28	46	$9.08	15
74	Urban Core	1.4	1	25	$6.49	21
80	Urban Supporting	15.8	32	385	$3.21	40
84	Urban Core	1.4	2	14	$10.66	14
94	Commuter/Express	39.2	48	1680	$5.18	28
219	Suburban Local	31.5	28	296	$12.02	11
223	Suburban Local	27.0	36	374	$10.72	12
228	Suburban Local	18.7	36	374	$7.37	17

Table 3c - Proposed Additional Sunday Resources and Rides

Route Number	Route Type	Platform Hours	Trips	Avg. Daily Rides	Subsidy/ Passenger	PPISH
300	Suburban Local	31.4	68	82	$42.37	4
301	Suburban Local	34.2	68	82	$46.32	3
505	Suburban Local	18.7	34	326	$5.64	27
515	Suburban Local	3.1	6	16	$21.76	8
535	Commuter/Express	54.3	36	571	$9.34	16
540	Suburban Local	36.6	29	414	$13.25	12
540	Suburban Local	7.3	9	55	$9.03	16
542	Suburban Local	52.1	52	464	$11.46	15
542	Suburban Local	16.8	10	113	$15.62	11
601	Suburban Local	33.7	72	1044	$3.19	38
602	Urban Supporting	31.3	72	1266	$2.22	50
604	Suburban Local	24.2	54	324	$7.54	17
614	Suburban Local	24.3	37	55	$26.94	7
614	Suburban Local	22.7	36	230	$5.91	27
615	Suburban Local	45.0	40	176	$19.25	7
643	Suburban Local	13.5	23	816	$1.52	65
651	Commuter/Express	11.1	10	108	$12.30	11
675	Commuter/Express	22.3	22	313	$7.58	16
675	Commuter/Express	13.6	22	205	$14.56	9
675	Commuter/Express	19.8	17	102	$14.67	9
705	Suburban Local	65.2	62	624	$10.81	14
705	Suburban Local	14.5	62	223	$6.34	22
716	Suburban Local	15.5	28	0	$4.80	27
717	Suburban Local	17.5	32	257	$6.69	18
721	Suburban Local	11.2	22	229	$5.70	25
723	Suburban Local	9.1	18	298	$4.46	28
766	Commuter/Express	31.3	24	432	$9.72	14
801	Suburban Local	27.4	26	374	$8.75	16
805	Suburban Local	19.0	18	0	$6.82	18
852	Commuter/Express	23.6	21	0	$4.33	28
14/30	Urban Supporting	35.4	32	823	$4.78	27
17W	Urban Core	1.3	1	0	$4.02	31
225/227	Suburban Local	11.4	22	29	$32.79	5
536/539	Suburban Local	18.8	43	480	$3.66	30
605/612/615	Suburban Local	70.8	138	2484	$6.27	19

Table 4 - SIP Project Detailed Rank

Route Number	Route Type	Productivity						Equity					Connectivity					Overall Score
		Population	Employment	Job Conc. Areas	PPISH	Sudsidy	Intersection Density	Low Wage Jobs	Low Income Pop.	Pop. People of Color	Disabled Pop.	Car Availability	New Pop. Served	Key Destinations	Ed. Institutions	Connecting Routes	Off-Peak	
2	Urban Core	High	Medium	High	High	High	High	Medium	High	High	Medium	High	-	High	Medium	High	Medium	High
3	Urban Core	Medium	High	High	Medium	High	High	High	High	Medium	Medium	High	-	High	High	High	Medium	High
3	Urban Core	Medium	High	High	Low	Low	Medium	High	High	High	Medium	High	-	High	High	High	Medium	Medium
3	Urban Core	Medium	Medium	Medium	High	High	High	Medium	High	High	Medium	High	-	Medium	Low	High	Medium	High
4	Urban Core	High	Medium	Medium	High	High	High	High	Medium	Low	Low	Low	-	High	High	High	Medium	High
6	Urban Core	High	High	High	Medium	Medium	High	Medium	High	Low	Low	High	-	High	Medium	High	Medium	High
6	Urban Core	Medium	High	High	Medium	Medium	High	High	Low	Low	Low	Low	-	High	High	High	Medium	Medium
6	Urban Core	High	High	Medium	Medium	High	High	High	Medium	Low	Low	Medium	-	Medium	High	High	Low	High
6	Urban Core	High	High	Medium	Low	Low	High	High	Medium	Low	Low	Medium	-	Medium	High	High	Medium	Medium
7	Urban Core	Medium	High	High	Low	Low	High	High	High	High	Medium	High	-	High	Medium	High	Medium	Medium
7	Urban Core	Medium	High	High	Medium	Medium	High	High	High	High	Medium	High	-	High	Medium	High	Medium	High
7	Urban Core	Medium	High	High	Medium	Medium	High	High	High	High	Medium	High	-	High	Medium	High	Medium	High
7	Urban Core	High	High	High	Medium	Medium	High	High	High	High	Medium	High	-	High	Medium	High	Low	High
10	Urban Core	High	High	Medium	High	High	High	High	High	Medium	Medium	Medium	-	High	High	High	Medium	High
10	Urban Core	Low	Low	Low	High	High	Low	Medium	Low	Medium	Medium	Low	-	Medium	Low	High	Medium	Medium
10	Urban Core	High	High	Medium	Medium	Low	High	High	High	Medium	Medium	Medium	-	High	High	High	Medium	High
11	Urban Core	High	High	Medium	High	High	High	High	High	High	Medium	High	-	High	High	High	Medium	High
12	Urban Core	High	High	Medium	Medium	Medium	High	High	Medium	Low	Low	Medium	-	Medium	High	High	Medium	Medium
12	Urban Core	High	High	Medium	Medium	Medium	High	High	Medium	Low	Low	Medium	-	High	High	High	Medium	High
13	Urban Supporting	Medium	Medium	Medium	Medium	Medium	High	Medium	High	Medium	Low	High	Low	High	Medium	Medium	Medium	Medium
14	Urban Core	High	High	Medium	Medium	Medium	High	High	High	High	Medium	High	-	High	High	High	Medium	High
14	Urban Core	High	High	Medium	Medium	Medium	High	High	High	High	Medium	High	-	High	Medium	High	Medium	High
17	Urban Core	Medium	Low	Low	Low	Low	Medium	Low	Low	Low	Medium	Low	-	Medium	Low	High	Medium	Low
17	Urban Core	High	Medium	Medium	High	High	High	Low	High	Medium	Medium	Medium	-	Medium	Medium	High	Medium	High
18	Urban Core	High	High	Medium	Medium	High	High	High	High	High	Medium	High	-	High	High	High	Medium	High
18	Urban Core	High	Medium	High	High	High	Medium	High	High	Medium	Medium	Medium	-	High	High	High	Medium	High
18	Urban Core	High	High	Medium	Medium	Low	High	High	High	High	Medium	Medium	-	High	High	High	Medium	High
19	Urban Core	Medium	High	Medium	High	High	High	High	High	High	Medium	High	-	High	High	Medium	Medium	High
19	Urban Core	Medium	Low	Low	High	High	Medium	Low	Medium	High	Medium	Low	-	Low	Low	Medium	Medium	Medium
21	Urban Core	High	Medium	Medium	High	High	High	Low	High	High	Low	Medium	-	High	Medium	High	Medium	High
21	Urban Core	High	Medium	Medium	Low	Low	High	Low	High	High	Medium	High	-	High	Low	High	Medium	Medium
22	Urban Core	High	High	High	Medium	High	High	High	High	High	Medium	High	-	High	High	High	Medium	High
22	Urban Core	Medium	High	High	Medium	High	High	High	High	High	Medium	High	-	High	High	High	Medium	High
23	Urban Supporting	High	Low	Low	High	High	High	Low	Medium	Medium	Medium	Medium	-	High	Low	High	Medium	High
23	Urban Supporting	High	Low	Low	Medium	Low	High	Low	Medium	Medium	Medium	Medium	-	High	Low	High	Medium	Medium
25	Urban Core	Medium	High	Medium	Medium	Medium	Medium	High	Medium	Low	Medium	Medium	-	High	High	High	Medium	Medium
25	Urban Core	Medium	Medium	High	Low	Low	Medium	High	Medium	Low	Medium	Medium	-	High	High	High	Medium	Medium
26	Urban Supporting	Medium	Low	Low	High	High	High	Low	High	High	Medium	High	-	Medium	Medium	Medium	Medium	High
30	Urban Supporting	Medium	Medium	Medium	High	High	Medium	Medium	High	High	Medium	Medium	-	High	Low	High	Medium	High
32	Urban Supporting	Medium	Low	Medium	High	High	Medium	Low	High	High	Medium	Medium	-	High	Low	High	Medium	High
32	Urban Supporting	Medium	Low	Medium	High	High	High	Low	High	High	Medium	Medium	-	High	Low	High	Medium	High
33	Urban Core	Medium	High	High	High	High	Medium	High	High	Medium	Low	High	-	High	High	High	Medium	High
46	Urban Supporting	Low	Medium	Low	Medium	Medium	Low	Low	Low	Low	Low	Low	-	Low	Low	High	Medium	Low
47	Urban Supporting	Medium	Medium	Low	Medium	High	High	Low	Low	Low	Low	Low	Low	Low	Low	Low	Medium	Medium
54	Urban Core	Medium	Low	Medium	High	High	Medium	Low	High	High	Medium	Medium	-	High	Medium	High	Medium	High
54	Urban Core	Low	Medium	High	High	High	Medium	High	High	Medium	Medium	Medium	-	High	Low	High	Medium	High
61	Urban Core	Medium	High	High	Medium	Medium	High	High	High	Medium	Medium	Medium	-	High	High	High	Medium	High
61	Urban Core	Medium	Medium	High	Medium	High	High	High	High	Medium	Medium	Medium	-	High	High	High	Medium	High
62	Urban Core	Medium	Medium	Medium	Medium	Medium	High	Medium	High	High	Medium	Medium	-	Medium	Low	Medium	Medium	Medium
62	Urban Core	Medium	Medium	Medium	Medium	High	High	Medium	High	High	Medium	Medium	-	Medium	Low	Medium	Medium	High
63	Urban Core	Medium	Medium	High	Medium	High	Medium	High	High	Medium	Medium	Medium	-	High	High	Medium	Medium	High
64	Urban Core	Medium	Medium	Medium	Medium	Medium	Medium	Medium	High	High	High	Medium	-	High	Low	Low	Medium	Medium
64	Urban Core	High	High	Medium	Low	Low	High	Medium	High	High	High	Medium	-	Medium	Low	Low	Medium	Medium
68	Urban Core	Medium	Medium	Medium	Medium	Medium	High	Medium	High	Medium	High	Medium	-	Medium	Low	Low	Medium	Medium
68	Urban Core	Medium	Medium	Medium	Medium	High	High	Medium	High	Medium	High	Medium	-	Medium	Low	Low	Medium	Medium

Table 4 - SIP Project Detailed Rank

Route Number	Route Type	Productivity						Equity					Connectivity					Overall Score
		Population	Employment	Job Conc. Areas	PPISH	Sudsidy	Intersection Density	Low Wage Jobs	Low Income Pop.	Pop. People of Color	Disabled Pop.	Car Availability	New Pop. Served	Key Destinations	Ed. Institutions	Connecting Routes	Off-Peak	
70	Urban Core	Medium	Medium	Medium	Low	Low	High	Medium	Medium	Low	Medium	Medium	-	High	Medium	Medium	Medium	Medium
71	Urban Core	Low	Medium	Medium	Low	Low	Medium	Medium	High	Medium	High	Medium	-	Medium	Low	Low	Medium	Medium
74	Urban Core	Medium	Medium	Medium	Medium	Medium	High	High	Medium	Medium	Medium	Medium	-	High	High	Medium	Medium	Medium
77	Suburban Local	Low	Low	Low	High	Medium	Low	Low	Medium	Medium	Medium	Low	High	Medium	Medium	Medium	Medium	Medium
80	Urban Supporting	Medium	Low	Low	High	High	Medium	Low	High	High	Medium	Low	-	Medium	Low	Low	Medium	Medium
83	Urban Supporting	Medium	Low	Low	High	High	Medium	Low	Medium	Low	Medium	Low	-	Medium	Low	Low	Low	Medium
84	Urban Core	Medium	Low	Low	Low	Low	High	Medium	Medium	Low	Low	Medium	-	High	Medium	High	Medium	Low
94	Commuter/Express	Low	High	High	High	High	-	High	High	High	Medium	High	-	-	High	-	Medium	High
101	Urban Supporting	Medium	Medium	Medium	Medium	High	Medium	Medium	High	Low	Low	High	-	Medium	Low	Medium	Medium	Medium
110	Urban Supporting	High	Medium	Medium	High	High	High	Medium	High	Medium	Low	High	-	Medium	Medium	Medium	Low	High
215	Suburban Local	Low	Low	Low	Medium	Medium	Low	Low	Low	Low	Medium	Low	Medium	Low	Low	Low	Medium	Low
219	Suburban Local	Low	Low	Low	Medium	Low	Medium	Low	Low	Low	Medium	Low	-	Medium	Medium	Low	Medium	Low
221	Suburban Local	Low	Low	Low	Low	Low	Low	Low	Low	Low	Medium	Low	Medium	Low	Low	Low	Low	Low
223	Suburban Local	Low	Low	Low	Low	Low	Low	Low	Low	Low	Medium	Low	-	Low	Low	Medium	Medium	Low
228	Suburban Local	Low	Low	Low	Medium	Medium	Low	Low	Low	Low	Medium	Low	Medium	Low	Low	Low	Medium	Low
250	Commuter/Express	Medium	High	Medium	Medium	Medium	-	High	Low	Low	Low	Low	-	-	High	-	Low	Medium
250	Commuter/Express	Medium	High	Medium	Low	Low	-	High	Low	Low	Low	Low	-	-	High	-	Medium	Low
263	Commuter/Express	Low	High	Medium	Medium	Low	-	High	Low	Low	Medium	Low	-	-	High	-	Low	Medium
267	Commuter/Express	Medium	Medium	Medium	High	High	-	Medium	Low	Low	Medium	Low	-	-	Low	-	Low	Medium
270	Commuter/Express	-	-	Low	Medium	Medium	-	Low	High	Medium	Low	High	-	Low	Low	Medium	High	Medium
274	Commuter/Express	Low	High	Medium	High	High	-	High	Low	Low	Medium	Low	-	-	High	-	Low	Medium
275	Commuter/Express	Medium	Medium	Medium	Medium	Medium	-	Medium	Low	Low	Low	Low	-	-	Low	-	Medium	Medium
294	Commuter/Express	Medium	High	Medium	Low	Low	-	High	Medium	Low	Medium	Low	-	-	Medium	-	High	Medium
300	Suburban Local	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Medium	Low
301	Suburban Local	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Medium	Low
302	Suburban Local	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	High	Low	Low	Low	Medium	Low
303	Suburban Local	Low	Low	Low	Medium	Low	Low	Low	Low	Low	Low	Low	High	Low	Low	Low	Medium	Low
304	Suburban Local	Low	Medium	Low	Medium	Medium	Medium	Low	Low	High	Medium	Low	Low	Low	Low	Low	Medium	Low
353	Commuter/Express	Medium	High	High	Medium	Low	-	High	Low	Medium	Low	Low	High	-	High	-	Medium	Medium
363	Commuter/Express	High	High	High	Medium	Low	-	High	Low	Low	Low	Low	High	-	High	-	Medium	Medium
367	Commuter/Express	Medium	High	Medium	Medium	Medium	-	High	Low	Low	Low	Low	-	-	High	-	Low	Medium
383	Commuter/Express	Low	Medium	Medium	Medium	High	-	Medium	Low	Low	Low	Low	High	-	Medium	-	Low	Medium
385	Commuter/Express	Low	High	Medium	High	High	-	High	Low	Low	Low	Low	High	-	High	-	Low	Medium
412	Suburban Local	Low	Low	Low	Medium	Medium	Low	Low	Low	Low	Medium	Low	Medium	Low	Medium	Low	Medium	Low
418	Suburban Local	Low	Low	Low	Medium	Medium	Low	Low	Low	Low	Medium	Low	Low	Low	Low	Low	Low	Low
451	Commuter/Express	Medium	Medium	Medium	High	High	-	Medium	Low	Low	Low	Low	-	-	Low	-	Low	Medium
453	Commuter/Express	Low	Medium	Medium	Medium	High	-	Medium	Low	Low	Medium	Low	High	-	Low	-	Low	Medium
455	Commuter/Express	Low	Medium	Medium	Medium	High	-	Medium	Low	Low	Low	Low	-	-	Low	-	Low	Medium
505	Suburban Local	Low	Low	High	High	Medium	Medium	Medium	High	High	Medium	Low	-	Low	Medium	Medium	Medium	Medium
515	Suburban Local	Medium	Medium	Low	Low	Low	High	Low	Medium	Low	Medium	Low	-	Medium	Low	High	Medium	Low
535	Commuter/Express	High	High	Medium	Medium	Low	-	High	Medium	Medium	Medium	Low	-	-	Medium	-	Medium	Medium
538	Suburban Local	Low	Medium	High	Medium	Low	Low	Medium	Medium	Medium	Medium	Low	-	Medium	Low	Medium	Medium	Medium
540	Suburban Local	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Medium	Medium	Low
540	Suburban Local	Low	Medium	High	Medium	Low	Low	High	Medium	Medium	Medium	Low	-	High	Medium	Medium	Medium	Medium
542	Suburban Local	Low	Medium	High	Medium	Low	Low	Medium	Medium	High	Medium	Low	-	High	Medium	Medium	Medium	Medium
542	Suburban Local	Low	Medium	High	Medium	Low	Low	Medium	Medium	High	Medium	Low	-	High	Medium	Medium	Medium	Medium
542	Suburban Local	Low	Medium	High	Medium	Low	Low	Medium	Medium	High	Medium	Low	-	High	Medium	Medium	Medium	Medium
542	Suburban Local	Low	Medium	High	Medium	Low	Low	Medium	Medium	High	Medium	Low	-	High	Medium	Medium	Medium	Medium
547	Suburban Local	Low	Low	Low	Medium	Medium	Low	Low	Low	Low	Medium	Low	High	Low	Low	Low	Medium	Low
562	Commuter/Express	High	Medium	Medium	High	High	-	Medium	Low	Low	Medium	Low	-	-	Low	-	Low	Medium
587	Commuter/Express	Medium	High	Medium	High	High	-	High	Low	Low	Low	Low	-	-	High	-	Low	Medium
589	Commuter/Express	Medium	High	Medium	Low	Medium	-	High	Low	Low	Low	Low	-	-	High	-	Low	Medium
601	Suburban Local	Low	Low	Medium	High	High	Low	Medium	Low	Low	Low	Low	-	Medium	Low	Low	Medium	Medium
602	Urban Supporting	Medium	Low	Low	High	High	Medium	Low	Low	Low	Low	Low	Low	Medium	Low	Low	Medium	Medium
604	Suburban Local	Medium	Low	Low	Medium	Medium	High	Low	Low	Low	Medium	Low	-	Low	Low	Low	Medium	Low

Table 4 - SIP Project Detailed Rank

Route Number	Route Type	Productivity						Equity					Connectivity					Overall Score
		Population	Employment	Job Conc. Areas	PPISH	Sudsidy	Intersection Density	Low Wage Jobs	Low Income Pop.	Pop. People of Color	Disabled Pop.	Car Availability	New Pop. Served	Key Destinations	Ed. Institutions	Connecting Routes	Off-Peak	
614	Suburban Local	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	-	Low	Low	Low	Medium	Low
614	Suburban Local	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	High	Low	Low	Low	Medium	Low
615	Suburban Local	Medium	Low	Medium	Low	Low	Low	Medium	Low	Low	Medium	Low	-	High	Low	Medium	Medium	Low
616	Suburban Local	Low	Low	Low	High	Medium	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
643	Suburban Local	Medium	Medium	Medium	High	High	Medium	High	Medium	Medium	Medium	Medium	-	High	High	Medium	Medium	High
649	Commuter/Express	Medium	High	Medium	Medium	Medium	-	High	Low	Low	Medium	Low	-	-	Medium	-	Medium	Medium
651	Commuter/Express	-	-	Low	Low	Low	-	Low	High	Medium	High	High	-	Low	Low	Low	Medium	Low
653	Commuter/Express	Low	Medium	Medium	Low	Low	-	Medium	Low	Low	Low	Low	-	-	Low	-	Low	Low
664	Commuter/Express	-	-	Medium	Low	Low	-	Medium	High	Medium	Medium	High	-	Low	Low	Medium	Medium	Medium
669	Commuter/Express	-	-	Low	Low	Low	-	Low	High	Medium	Medium	High	-	Low	Low	Low	Medium	Low
673	Commuter/Express	Low	High	Medium	Medium	Medium	-	High	Low	Low	Low	Low	-	-	High	-	Medium	Medium
674	Commuter/Express	Low	High	Medium	Low	Low	-	High	Low	Low	Low	Low	Medium	-	High	-	Low	Low
675	Commuter/Express	Medium	High	Medium	Low	Low	-	High	Low	Low	Medium	Low	-	-	High	-	Low	Low
675	Commuter/Express	Medium	High	Medium	Low	Medium	-	High	Low	Low	Medium	Low	-	-	High	-	Medium	Medium
675	Commuter/Express	High	High	Medium	Low	Low	-	High	Low	Low	Low	Low	-	-	High	-	Medium	Medium
675	Commuter/Express	High	High	Medium	Low	Low	-	High	Low	Low	Low	Low	-	-	High	-	Medium	Medium
676	Commuter/Express	Low	Low	Low	Low	Low	-	Low	Low	Low	Low	Low	-	-	Medium	-	Low	Low
700	Commuter/Express	Medium	Medium	Medium	Low	Low	-	Medium	Low	Low	Medium	Low	-	-	Low	-	Medium	Low
704	Suburban Local	Medium	Low	Low	Medium	Medium	Medium	Low	Low	High	Medium	Low	High	Medium	Medium	Medium	Low	Medium
705	Suburban Local	Low	Low	Medium	Medium	Medium	Low	Medium	Medium	Medium	Medium	Low	-	Medium	Low	Medium	Medium	Medium
705	Suburban Local	Low	Low	Medium	Medium	Low	Low	Medium	Medium	Medium	Medium	Low	-	Medium	Low	Medium	Medium	Low
705	Suburban Local	Low	Low	Low	High	High	High	Low	Low	Low	Low	Low	Low	Low	Low	Medium	Medium	Medium
706	Suburban Local	Low	Low	Low	High	High	Low	Low	Low	Medium	Low	Low	Medium	Low	Low	Low	Medium	Low
712	Suburban Local	Medium	Low	Low	High	Medium	Medium	Low	Low	Low	Medium	Low	Medium	Low	Low	Low	Medium	Medium
716	Suburban Local	Medium	Low	Low	High	High	Low	Low	High	High	Medium	Medium	-	Low	Low	Medium	Medium	Medium
716	Suburban Local	Medium	Low	Low	Medium	Low	Medium	Low	Medium	High	Medium	Low	-	Medium	Low	Medium	Medium	Medium
717	Suburban Local	Medium	Low	Low	High	High	Medium	Low	Medium	Medium	Medium	Low	-	Medium	Low	Medium	Low	Medium
717	Suburban Local	Medium	Low	Low	Medium	Medium	Medium	Low	Medium	Medium	Medium	Low	-	Medium	Low	Medium	Medium	Medium
720	Suburban Local	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Medium	Medium	Low	Medium	Low
721	Suburban Local	Medium	Medium	Medium	High	High	Medium	High	Medium	High	Medium	Medium	-	High	High	Medium	Medium	High
722	Suburban Local	Medium	Low	Low	High	Medium	Medium	Low	Medium	High	Medium	Low	Low	Low	Low	Low	Medium	Medium
723	Suburban Local	Medium	Low	Low	High	Medium	Low	Low	Medium	High	Medium	Low	-	Medium	Medium	Medium	Medium	Medium
724	Suburban Local	Medium	High	Medium	High	High	Medium	High	High	High	Medium	Medium	-	High	Medium	Medium	Low	High
756	Commuter/Express	Medium	High	Medium	Medium	High	-	High	Low	Low	Medium	Low	-	-	High	-	Medium	Medium
758	Commuter/Express	Low	High	Medium	High	High	-	High	Low	Low	Medium	Low	-	-	Medium	-	Low	Medium
765	Commuter/Express	High	High	Medium	Medium	Medium	-	High	Low	Medium	Low	Low	-	-	Medium	-	Medium	Medium
766	Commuter/Express	High	High	Medium	Medium	Medium	-	High	Low	Low	Medium	Low	-	-	Medium	-	Medium	Medium
766	Commuter/Express	High	High	Medium	Medium	High	-	High	Low	Low	Medium	Low	-	-	Medium	-	Medium	Medium
801	Suburban Local	Medium	Low	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Low	-	Medium	Medium	High	Medium	Medium
801	Suburban Local	Medium	Low	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Low	-	Medium	Medium	High	Medium	Medium
802	Suburban Local	Low	Low	Low	High	High	Low	Low	Low	Low	Medium	Low	-	Medium	Medium	Low	Medium	Medium
805	Suburban Local	Low	Low	Low	Medium	Medium	Low	Low	Low	Low	Medium	Low	-	Medium	Low	Low	Low	Low
805	Suburban Local	Low	Low	Low	Medium	Low	Low	Low	Low	Low	Medium	Low	-	Medium	Low	Low	Medium	Low
817	Suburban Local	Low	Low	Low	Medium	Medium	Low	Low	Low	Low	Medium	Low	High	Low	Low	Low	Medium	Low
823	Suburban Local	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	High	Low	Low	Low	Medium	Low
827	Urban Supporting	Low	Low	Low	Medium	Low	Low	Low	Medium	Medium	Medium	Medium	Low	Medium	Medium	Low	Medium	Low
831	Suburban Local	Medium	Low	Low	Medium	Medium	Low	Low	Low	Low	Medium	Low	-	Low	Low	Low	Medium	Low
831	Suburban Local	Low	Low	Low	Medium	Medium	Low	Low	Low	Low	Low	Low	Medium	Low	Low	Low	Medium	Low
852	Commuter/Express	High	High	Medium	Medium	High	-	High	Low	Low	Medium	Low	-	-	Medium	-	Medium	Medium
14/30	Urban Supporting	Medium	Low	Low	High	High	High	Low	High	High	Medium	Medium	-	Medium	Low	Low	Medium	Medium
17F	Urban Core	Medium	Low	Low	High	High	Medium	Low	Low	Low	Low	Low	-	Low	Low	High	Medium	Medium
17W	Urban Core	High	Medium	Medium	Medium	High	High	Low	High	Medium	Medium	Medium	-	Medium	Medium	High	Medium	High
225/227	Suburban Local	Low	Low	Medium	Low	Low	Low	Medium	Low	Low	Medium	Low	-	Medium	Low	Low	Medium	Low
536/539	Suburban Local	Low	Low	Medium	Medium	Medium	Low	Medium	Low	Low	Medium	Low	Low	High	Medium	Medium	Medium	Low
605/612/615	Suburban Local	Medium	Medium	Medium	High	High	Low	Medium	Low	Low	Low	Low	-	High	Medium	Medium	Medium	Medium

SIP Items

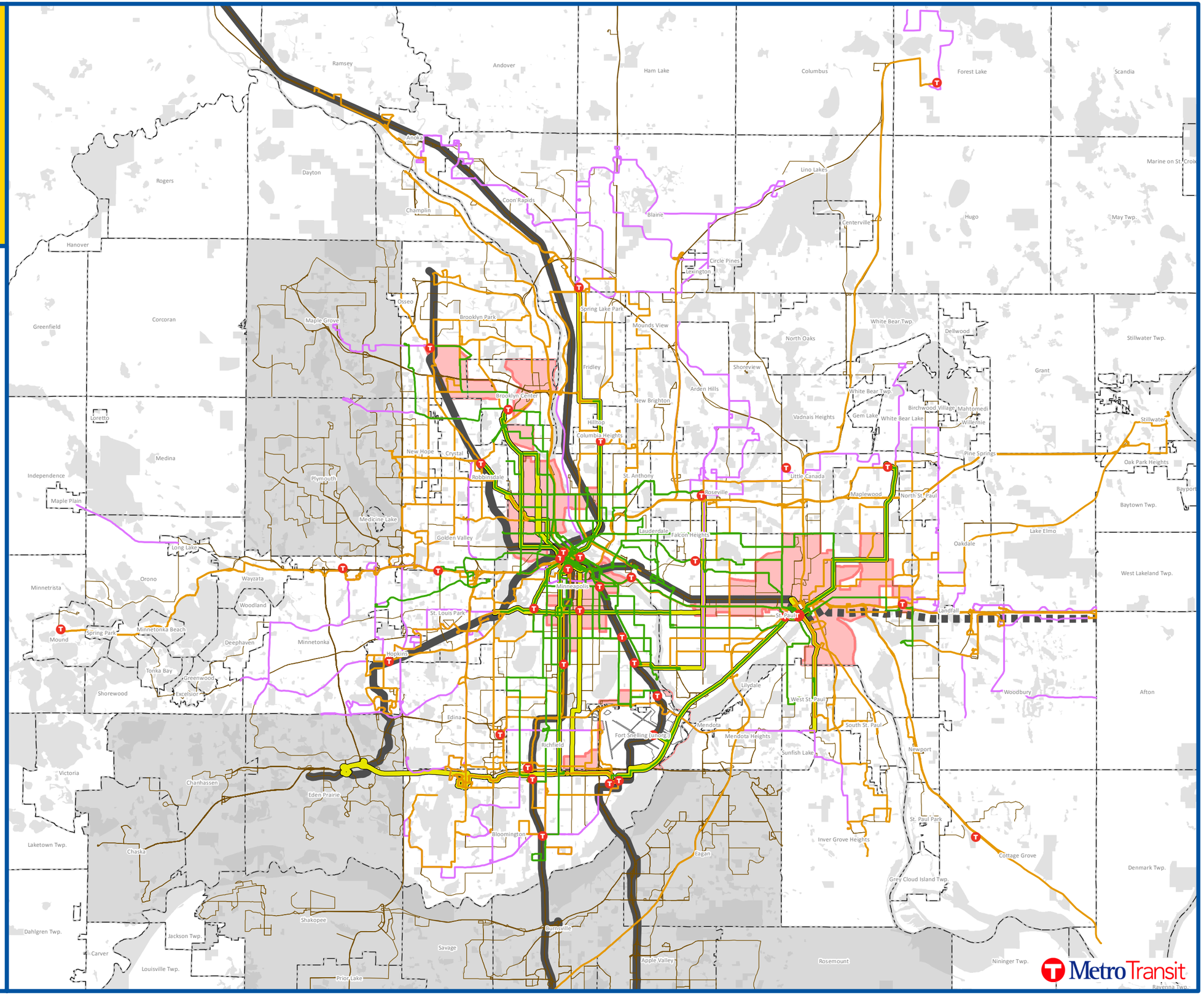
by Ranking

Score

- High
- Medium
- Low
- Arterial BRT
- Existing Network
- Transitways
- Transit Centers
- Racially Concentrated Area of Poverty
- Suburban Transit Auth. Service Area

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0 N 8 Miles



SIP Items

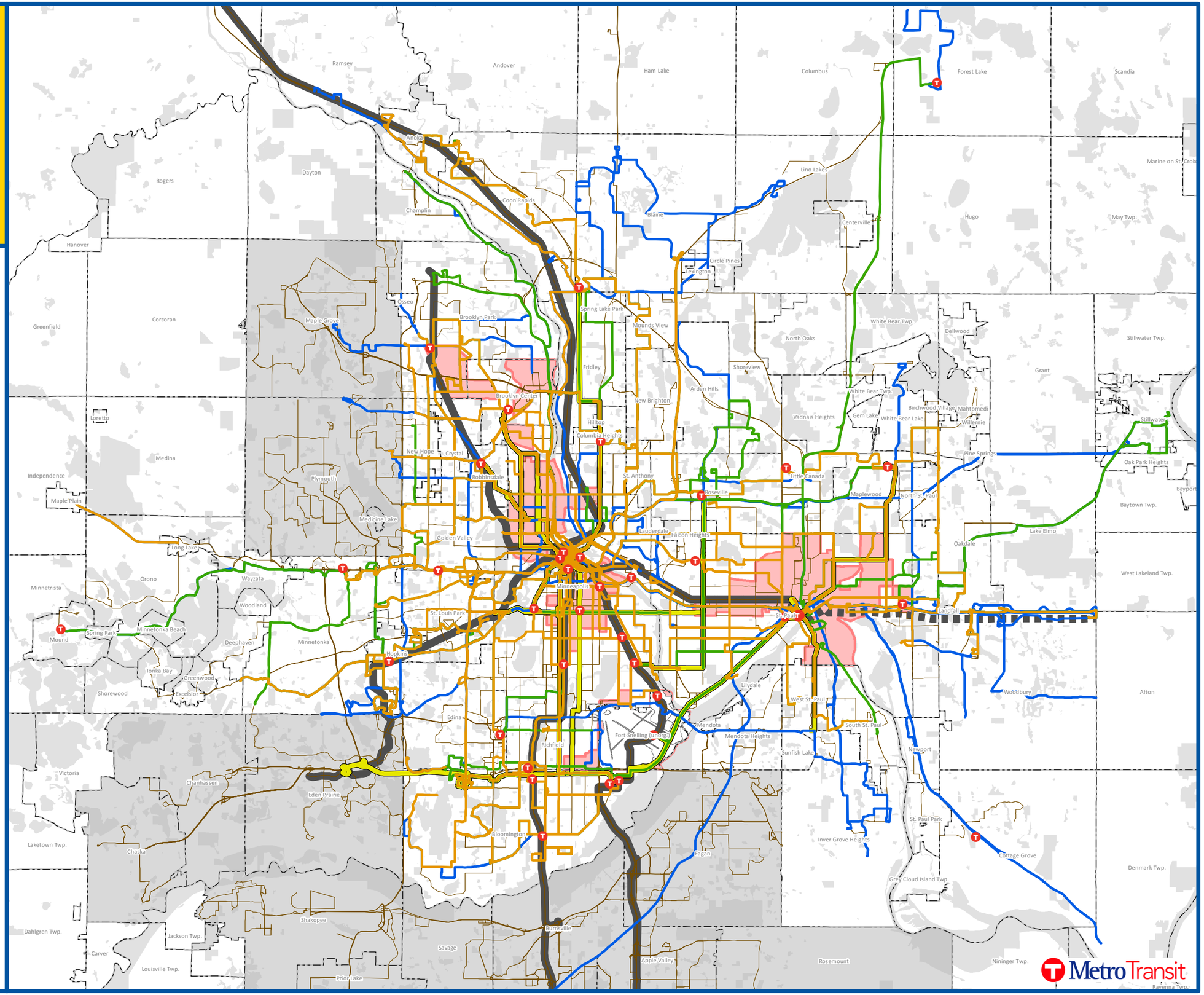
by Improvement Type

Improvement Type

- Frequency
- Span
- Coverage
- Arterial BRT
- Existing Network
- Transitways
- Transit Centers
- Racially Concentrated Area of Poverty
- Suburban Transit Auth. Service Area

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0 N 8 Miles



SIP Items

by Route Type

Route Type

- Urban Core
- Urban Supporting
- Suburban Local
- Commuter Express
- Arterial BRT
- Existing Network
- Transitways
- Transit Centers
- Racially Concentrated Area of Poverty
- Suburban Transit Auth. Service Area

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0 N 8 Miles

