

Appendix J: New Annual Ridership and Resources

Route	Route Type	Description	Implementation Phase	New Annual Rides	Added Peak Buses	Added Annual Service Hours	Added Annual Operating Cost (\$2015)	Added Annual Subsidy (\$2015)	Overall Score
2	Local	Add portion of route to Hi-Frequency Network - Improve frequency to every 10 minutes between Franklin Ave & Hennepin Ave and Oak Street & Washington Ave. 5:30 a.m. to 7 p.m. on weekdays, 9 a.m. to 6:30 p.m. on Saturdays and 10 a.m. to 5 p.m. on Sundays	2018-2020	628,474	3	17,978	\$2,031,474	\$1,560,801	High
2	Local	Extend Route to future Green Line Extension at 21st St Station via Douglas Avenue.	2018-2020	103,264	1	6,341	\$716,462	\$634,158	Low
3	Local	Add trips to serve early morning and late night lineups in both downtown Minneapolis and St. Paul on weekdays and weekends.	2015-2017	35,021	0	1,305	\$147,439	\$118,548	High
3	Local	Improve Sunday frequency to every 15 minutes between downtown Minneapolis and Snelling Ave and every 30 minutes on the branches running on Maryland and Energy Park Drive/Front Avenue to downtown St. Paul. Improvement between 9 a.m. and 9:30 p.m.	2015-2017	62,849	0	4,559	\$515,141	\$466,119	Medium
3	Local	Increase frequency on weekdays to at least every 20 minutes on Maryland Avenue and Energy Park Drive/Front Avenue between Snelling Avenue and downtown St. Paul.	2018-2020	398,412	3	8,835	\$998,339	\$659,689	High
4/ 15	Local	Split route into two separate routes to improve travel time reliability. South end would retain Route 4 numbering; north-end would become Route 15. Route 4 and Route 15 would overlap on Hennepin Avenue.	2015-2017	0	0	7,677	\$867,492	\$867,492	High
6	Local	Extend all Route 6 trips ending in downtown to 27th Ave SE and University Avenue. This will increase frequency on University to every 10 minutes on weekdays and every 15 minutes on weekends.	2021-2030	145,920	2	5,979	\$675,574	\$522,879	High
6	Local	Increase frequency to every 10 minutes between downtown Minneapolis and Minnesota Drive & France Avenue on Weekdays from 7 a.m. to 10 p.m., Saturdays from 8a.m. to 9 p.m. and Sundays from 9 a.m. to 7 p.m.	2021-2030	137,329	0	5,973	\$674,947	\$543,170	Medium
6	Local	With the opening of the Green Line extension, Route 12 will be discontinued. Increase rush hour frequency to every 5 minutes from Uptown Transit Center to downtown Minneapolis to replace Rt 12 trips on Hennepin Ave.	2018-2020	83,538	1	2,783	\$314,370	\$224,149	High
6	Local	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	14,308	0	1,072	\$121,113	\$106,528	Medium
6	Local	Add 8 non-stop trips from Uptown Transit Center to Franklin Avenue in the morning and afternoon rush hour.	2015-2017	102,816	3	1,739	\$196,481	\$83,384	High
7	Local	Improve Sunday frequency to every 20 minutes	2018-2020	7,308	0	790	\$89,231	\$83,312	Medium
7	Local	Improve weekday midday frequency to every 20 minutes	2015-2017	105,672	2	4,015	\$453,626	\$352,181	High

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7	Local	Improve Saturday frequency to every 20 minutes between 9 a.m. and 7 p.m.	2015-2017	26,791	0	1,395	\$157,577	\$136,145	High
7	Local	Increase frequency to every 15 minutes between 27th Ave & Franklin Ave and 1st St and 8th Ave during morning and afternoon rush hours	2015-2017	101,031	1	4,015	\$453,626	\$356,636	High
10	Local	Improve Saturday morning and afternoon frequency to every 10 minutes.	2015-2017	29,193	0	748	\$84,417	\$62,522	High
10	Local	Increase Sunday frequency to every 30 minutes on University Ave and Central Ave branches to Northtown Mall.	2015-2017	119,202	0	3,223	\$364,145	\$273,552	Medium
10	Local	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	14,819	0	1,033	\$116,622	\$104,656	High
11	Local	Improve weekday midday and Saturday frequency to every 15 minutes between I-35W & 46th Street Station and 2nd St & Lowry Ave.	2015-2017	305,492	0	8,455	\$955,406	\$630,198	High
12	Local	Add a 1 a.m. line up trip in downtown Minneapolis to facilitate connections to non-traditional work shifts	2015-2017	7,497	0	347	\$39,190	\$30,644	Medium
12	Local	Restore weekday midday service between Uptown Transit Center and downtown Minneapolis until Green Line extension is implemented	2015-2017	90,321	0	4,162	\$470,278	\$367,312	Medium
13	Local	New urban crosstown on University Avenue from Columbia Heights Transit Station to Stadium Village Station. 30 minute weekday service from 6 a.m. to 8 p.m.	2018-2020	159,936	3	8,992	\$1,016,044	\$865,704	Medium
14	Local	Increase Saturday service to every 15 minutes from 8:30 a.m. to 6:30 p.m. from Bloomington Ave & 38th St to West Broadway & Emerson Ave. Increase to every 20 minutes from W Broadway & Emerson to Robbinsdale Transit Center and from 66th St & Richfield Parkway to Bloomington & 38th	2018-2020	74,940	0	3,577	\$404,185	\$343,844	High
14	Local	Increase Weekday midday service to every 15 minutes from Bloomington Ave & 38th St to West Broadway & Emerson Ave. Combined with Saturday improvement add this segment to the Hi-Frequency Network. Also increase to every 20 minutes from W Broadway & Emerson to Robbinsdale Transit Center and from 66th St & Richfield Parkway to Bloomington & 38th	2018-2020	84,966	2	3,303	\$373,179	\$291,612	High
14/ 30	Local	Route 14D and G branches are replaced by Route 30 extension along Golden Valley Rd and Douglas Dr. Convert Route 14D and G trips to Route 14R trips to Robbinsdale Transit Center via West Broadway. Increases weekday frequency on West Broadway north of Golden Valley Rd to every 15 minutes.	2018-2020	383,547	2	12,759	\$1,441,661	\$1,088,037	High

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14/ 758	Local	Route 14L branch on Noble to be replaced by additional service on Route 758. Current L branch trips will convert to 14 N branch trips via Broadway	2018-2020	42,840	1	331	\$37,318	-\$3,809	Medium
17	Local	With the opening of the Green Line extension, Route 17 frequency west of the future West Lake Station will be increased to every 10 minutes during the rush hour and every 15 minutes on midday and Saturdays. Route would extend to Blake Road Station from Knollwood Mall.	2018-2020	206,310	2	12,312	\$1,391,226	\$1,181,175	Low
17	Local	Add a Sunday 1 a.m. line up trip in downtown Minneapolis to facilitate connections to non-traditional work shifts. This is consistent with other days of the week.	2015-2017	1,787	0	77	\$8,672	\$7,189	High
17	Local	Extend all trips to 27th Ave NE and Washington St. This will increase frequency to at least every 15 minutes in the weekday rush hour and midday, and every 15 to 30 minutes on weekends.	2015-2017	339,150	4	8,554	\$966,568	\$596,895	High
17	Local	Expand weekday midday service on 17F branch along Highway 7 service Rd, Beltline Boulevard and 36th St	2015-2017	55,335	0	1,369	\$154,651	\$94,336	Medium
18	Local	Add trips to maintain 7 to 8 minute frequency in the p.m. rush hour	2015-2017	1,748	0	68	\$7,635	\$6,446	High
18	Local	Begin 10 min frequency at 9 a.m. on Sundays.	2015-2017	27,852	0	683	\$77,082	\$57,865	High
18	Local	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	8,687	0	478	\$54,011	\$47,362	High
19	Local	Increase midday Sunday frequency to every 15 minutes	2015-2017	31,587	0	799	\$90,279	\$65,326	High
19	Local	Extend Hi-Frequency Network portion of the route to Brooklyn Center Transit Center by increasing southbound a.m. frequency to every 15 minutes	2015-2017	35,700	2	725	\$81,817	\$49,687	Medium
21	Local	Extend route to future Green Line extension at West Lake Station via Lake Street. Frequency would be every 20 minutes weekdays and weekends from 7 a.m. to midnight	2018-2020	396,312	1	6,698	\$756,787	\$467,322	High
21	Local	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	6,643	0	957	\$108,113	\$103,290	Medium
22	Local	Improve Sunday frequency to every 15 minutes between 42nd St N & Lyndale Ave and the VA Medical Center	2015-2017	88,996	0	3,386	\$382,524	\$312,217	High
22	Local	Add to Hi-Frequency Network between 42nd St N & Lyndale Ave and the VA Medical Center. Improve weekday midday and morning service to every 15 minutes. Improve Saturday frequency to every 15 minutes from 9 a.m. to 6 p.m.	2015-2017	257,578	0	7,627	\$861,831	\$621,206	High

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23	Local	Improve frequency to every 15 minutes during weekday rush hour and every 20 minutes midday. Improve weekend frequency to every 20 minutes during the day and every 30 minutes in the morning and evenings	2018-2020	185,408	1	8,193	\$925,737	\$748,649	High
23	Local	Add route to the Hi-Frequency Network. Improve weekday frequency to every 15 minutes all day, 30 minutes late evenings and early mornings. Improve weekend frequency to every 15 minutes during the day and every 30 minutes in the morning and evenings	2021-2030	156,985	0	12,608	\$1,424,683	\$1,277,416	Medium
25	Local	Improve weekday midday and Saturday frequency to every 30 minutes from downtown Minneapolis to Silver Lake Village. Add evening service with 60 minute frequency	2015-2017	177,128	0	10,534	\$1,190,300	\$967,750	Medium
25	Local	Add 60 minute frequency service on Sundays (matching current Saturday schedule).	2015-2017	16,240	0	1,200	\$135,587	\$120,159	Medium
26	Local	New circulator route to start with opening of Green Line extension. Would connect future Penn Ave and Van White stations via Penn Ave, 26th Ave N, Lyndale Ave, Plymouth Ave, and Van White Memorial Blvd. Would operate 30 minute frequency from 6 a.m. to 11 p.m. on weekdays.	2018-2020	291,312	3	11,036	\$1,247,024	\$1,013,975	High
30	Local	Add weekend service every 30 minutes during the day and every 60 minutes in early morning and evenings	2015-2017	58,632	0	3,397	\$383,797	\$332,787	High
32	Local	Add Sunday service every 30 minutes from 8 a.m. to 9 p.m.	2015-2017	244,706	0	4,400	\$497,200	\$135,036	High
32	Local	Improve weekday frequency to every 20 minutes and increase evening hours of operation to 10 p.m.	2015-2017	437,682	2	8,607	\$972,507	\$324,737	High
33	Local	New route 33 would replace Route 3 service from downtown Minneapolis via Kasota Avenue. New route would run via Kasota Av to Westgate station, increasing service between here and downtown Minneapolis. Route would operate every 30 minutes on weekdays and every 60 minutes on weekends	2018-2020	185,836	2	5,391	\$609,099	\$452,651	High
46	Local	Extend weekday morning and afternoon rush hour service to Opus II office park every 30 minutes. Increase rush hour frequency to every 15 minutes from France Ave & 46th Street Station	2018-2020	23,205	2	1,419	\$160,340	\$136,207	Low
47	Local	New route running every 60 minutes from Southdale Transit Center to I-35W & 46th St Station via Xerxes Ave, 56th St, Lyndale Ave, Diamond Lake Rd and Nicollet Ave	2018-2020	78,596	1	5,312	\$600,159	\$391,879	Medium
51	Local	New limited stop service from Mall of America to downtown Minneapolis to support Route 5. Route 51 will run every 15 minutes in the rush hours, northbound in the morning and southbound in the afternoon	2015-2017	325,584	7	6,883	\$777,719	\$510,740	High

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52	Local	New limited stop service from Brooklyn Center Transit Center to downtown Minneapolis to support Route 5. Route 52 will run every 15 minutes in the rush hours southbound in the morning and northbound in the afternoon	2018-2020	249,900	5	5,434	\$613,989	\$409,071	High
53	Local	Run Route 53 every 30 minutes in both directions in the rush hour	2018-2020	116,739	4	3,985	\$450,259	\$306,670	High
54	Local	Extend Rt 54 from downtown St. Paul to Maplewood Mall via East 7th St, Arcade St, Maryland Ave, and White Bear Ave. Service would run every 15 to 30 minutes all days matching current Route 54 frequency	2015-2017	1,684,725	5	36,089	\$4,078,013	\$2,477,624	High
54	Local	Improve weekday and Saturday frequency to every 10 minutes during the day and every 15 minutes early morning and late evening. Improve Sunday service to every 15 minutes in the day	2015-2017	808,241	3	25,934	\$2,930,536	\$2,164,440	Medium
54	Local	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	17,374	0	503	\$56,797	\$40,324	High
58	Local	New limited stop route from American Boulevard in Bloomington to downtown Minneapolis via Nicollet Ave to support Route 18. Operate 6 trips to downtown in the morning rush hour, and 6 trips out of downtown in the afternoon rush hour. Designated stops at 46th St, 38th St., Lake St., Franklin Ave and Grant St, with local stops south of 46th street.	2015-2017	78,540	3	2,008	\$226,871	\$69,791	High
61	Local	Improve Saturday to 30 minutes and add evening service. Add 30 minute service on Sundays with span to match current Saturday service.	2015-2017	179,147	0	8,080	\$912,997	\$758,930	High
61	Local	Improve frequency weekdays to every 15 minutes during the rush hour	2015-2017	259,182	4	8,813	\$995,810	\$721,077	High
62	Local	Add late night line up trips in downtown St. Paul all days of the week to improve connections to non-traditional work shifts	2015-2017	34,856	0	1,846	\$208,520	\$177,771	Medium
62	Local	Add route to Hi-Frequency Network. Improve weekday and Saturday frequency to every 15 minutes and Sunday service to every 20 minutes from downtown St. Paul to Larpenteur. Improve Saturday frequency to every 30 minutes from Signal Hills to downtown St. Paul.	2015-2017	264,659	2	8,873	\$1,002,543	\$763,245	Medium
63	Local	Add route to the Hi-Frequency Network between Raymond Station and Lower Afton Rd. Increase weekday and weekend frequency to every 15 minutes during rush hours and midday, every 20 minutes in the late evenings.	2015-2017	292,152	-1	10,237	\$1,156,777	\$880,911	High
64	Local	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	10,731	0	967	\$109,251	\$99,909	Medium

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64	Local	Improve Sunday frequency to every 15 minutes from 9 am to 7 pm and to every 20 minutes in the morning and later evening. Improve weekday and Saturday evening frequency to every 15 to 20 minutes. Extend span of service on 64D branch, including hourly Sunday service. Add new trips to meet early morning and late night lineup trips in downtown St. Paul.	2015-2017	129,911	0	4,927	\$556,649	\$444,372	Medium
68	Local	Add late night and early morning lineup trips in downtown St. Paul to improve connections to non-traditional work shifts	2015-2017	14,481	0	698	\$78,785	\$65,331	Medium
68	Local	Add route to Hi-Frequency Network between 14th St & Jackson and 5th Ave & South St. Improve rush hour and midday frequency to every 15 minutes all days and every 20 minutes in the mornings and late evenings	2018-2020	253,027	0	9,063	\$1,024,083	\$782,629	Medium
70	Local	Increase frequency to every 30 minutes all days from 5 a.m. to midnight	2015-2017	140,814	0	12,552	\$1,418,265	\$1,284,234	Medium
71	Local	Improve weeknight and weekend service on the 71B branch to Concord & Exchange with hourly service on weekday and Saturday nights and hourly service all day on Sundays.	2015-2017	26,689	0	2,325	\$262,636	\$239,242	Medium
74	Local	Add late night and early morning lineup trips in downtown St. Paul to improve connections to non-traditional work shifts	2015-2017	11,097	0	467	\$52,693	\$42,861	Medium
74	Local	Add route to Hi-Frequency Network between 46th Street Station and Stillwater Ave & Nakomis Ave. Improve weekday and weekend service to every 15 minutes during the rush hour and midday, and every 20 minutes in the early mornings and later evenings	2015-2017	421,763	0	14,217	\$1,606,516	\$1,231,427	High
77	Local	New route between Maplewood Mall and Tamarack village via McKnight Rd. Weekdays service would run every 30 minutes in the rush hour and 60 minutes in the midday and evenings. Service would run every 60 minutes on Saturdays	2021-2030	156,924	4	10,388	\$1,173,817	\$1,012,710	Medium
80	Local	Improve frequency to every 30 minutes and extend service earlier and later in the day for all days. Route would operate from 6 a.m. to 8 p.m.	2015-2017	196,009	0	4,230	\$477,883	\$282,197	Medium
83	Local	Increase weekday service frequency from the current 30 minute service to every 20 minutes from 6 a.m. to 7 p.m. to match the frequencies of other crosstown routes in the Green Line corridor.	2018-2020	148,512	2	7,182	\$811,490	\$665,948	Medium
84	Local	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	5,110	0	512	\$57,761	\$53,507	Low
87	Local	Extend Route 87 service from Cleveland and Ford Parkway to 7th and Davern via Cleveland, Sheridan, Fairview, St Paul Avenue, W 7th St, Davern, Shepard Rd, Gannon Dr, and Norfolk.	2021-2030	35,723	1	10,345	\$1,168,960	\$1,138,596	Low

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94	Express	Add weekend and weekday evening service every 30 to 60 minutes until midnight	2015-2017	241,368	0	8,996	\$1,016,499	\$796,871	High
101	Local	New route connecting Prospect Park area to the Quarry Shopping Center via University Ave, 4th St, 15 Ave SE, Como, and 18th Ave SE. Would operate every 30 minutes on weekdays.	2018-2020	99,960	2	4,837	\$546,546	\$458,581	Medium
110	Local	New U of M route serving Longfellow and Seward neighborhoods of Minneapolis with access to west edge of Prospect Park. Two trips to U of M in AM and from U of M in PM (one operates each peak during breaks and the May/Summer sessions). Travel via current Route 9 routing to Franklin Avenue to cross bridge into East bank before traveling to West Bank via Washington Ave bridge.	2015-2017	35,700	1	869	\$98,132	\$62,075	High
113/ 114/ 115	Local	Improve to every 30 minutes southbound from 6 to 9pm. Replace Rt 115 trips.	2018-2020	20,706	0	869	\$98,132	\$72,664	High
133	Local	Reroute from I-35W to Park and Portland Avenues to provide limited stop service to and from downtown Minneapolis in the Phillips, Whittier and Powderhorn neighborhoods. Slight increase in travel time is balanced by increased access in these communities. Increase frequency to compensate for travel time.	2018-2020	67,830	1	2,205	\$249,092	\$113,432	High
135	Local	Reroute from I-35W to 1st and Blaisdell Avenues to provide limited stop service to and from downtown Minneapolis in the Phillips, Whittier and Powderhorn neighborhoods. Slight increase in travel time is balanced by increased access in these communities. Increase frequency to compensate for travel time.	2018-2020	26,775	1	913	\$103,158	\$49,608	High
146/ 587	Local	Replace Route 146B branch to with Route 587 extension. Route 146 would begin at Eden Ave.	2018-2020	111,996	2	1,178	\$133,041	-\$132,390	Medium
215	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	100,062	2	5,640	\$637,286	\$555,235	Low
219	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	31,143	0	3,667	\$414,291	\$379,411	Low
221	Local	New circulator route in Forest Lake connecting to Forest Lake Transit Center. Route would run every 60 minutes via Cub Foods, Everton Ave, Broadway, 220th St, 12th St, Highway 61, 11th Ave, 8th St, Goodview, 202nd St, County Rd 50 and Forest Rd.	2018-2020	16,830	1	3,760	\$424,857	\$407,018	Low

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223	Local	Improve frequency from every 90 minutes to every 30 to 60 minutes. Extend the span of service into the evening until 10PM. Add Saturday and Sunday service every 60 minutes.	2015-2017	79,791	2	11,138	\$1,258,567	\$1,173,192	Low
225/ 227	Local	Increase hours of operation to accommodate non-traditional work start times all days per week	2015-2017	11,069	1	3,166	\$357,673	\$347,975	Low
228	Local	New route operating between Rosedale and the TCAAP site in Arden Hills. Route would run every 30 minutes on weekdays and weekends in the rush hour and midday and every 60 minutes in the mornings and evenings. 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	140,991	3	10,035	\$1,133,877	\$1,021,085	Low
250	Express	Increase frequency to every 5 minutes in the peak of the rush hour from 95th Avenue Park and Ride.	2021-2030	55,080	5	3,542	\$400,224	\$248,754	Medium
250	Express	Add 90 minute frequency midday service between downtown and 95th Avenue park-ride.	2018-2020	24,480	1	2,530	\$285,875	\$218,555	Low
263	Express	Extend first morning and last afternoon trips from Rice Street Park and Ride to St. Croix Valley Park and Ride in Stillwater.	2018-2020	12,240	0	1,251	\$141,322	\$107,050	Medium
267	Express	Establish new weekday express service from the Roseville I-35E & County Rd. C Park and Ride to downtown St. Paul. Service would operate every 30 minutes with 6 morning and 6 afternoon trips.	2018-2020	91,800	3	3,649	\$412,272	\$211,230	Medium
270	Express	Add midday service every 30 minutes via Rt 270P branch serving Rice Street Park and Ride as well as County Rd C & Highway 61 and Maplewood Mall Park and Rides. Extend hours of operation to approximately 8 p.m.	2015-2017	158,508	0	9,873	\$1,115,546	\$676,479	Medium
274	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	88,128	4	2,835	\$320,315	\$136,128	Medium
275	Express	Increase rush hour frequency to every 15 minutes in the morning and afternoon rush hours at County Road 14 and County Road E Park and Rides.	2015-2017	51,408	4	3,245	\$366,671	\$249,461	Medium
276	Express	New express route from County Rd 14 and County Road E Park and Rides to downtown Minneapolis. Add 4 trips each rush hour period.	2018-2020	78,336	4	4,107	\$463,986	\$300,264	Medium
294	Express	Add hourly midday and Saturday service between Stillwater, Lake Elmo, Oakdale and downtown St. Paul.	2021-2030	59,991	1	5,481	\$619,276	\$489,696	Medium

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300	Local	New circulator route connecting to future Gateway Corridor station via Hudson Road and Radio Drive. Service would operate every 15 minutes in the rush hour and 30 minutes in the midday, evenings and weekends.	2021-2030	77,520	4	13,402	\$1,514,424	\$1,435,085	Low
301	Local	New circulator route connecting to future Gateway Corridor station via Hudson Boulevard, Manning Ave, and Radio Drive. Service would operate every 15 minutes in the rush hour and 30 minutes in the midday, evenings and weekends.	2021-2030	77,520	4	14,402	\$1,627,421	\$1,548,081	Low
302	Local	New circulator route connecting to future Gateway Corridor station from Woodwinds Health Campus via Woodwinds drive, Valley Creek Rd Beilenberg Drive and Hudson Rd. Service would operate every 30 minutes in the rush hour and every 60 minutes in the midday, evenings, and weekends.	2021-2030	43,388	3	6,233	\$704,248	\$659,904	Low
303	Local	New circulator route connecting to future Gateway Corridor station from Valley Creek Rd via Rasio Drive. Service would operate every 30 minutes in the rush hour and every 60 minutes in the midday, evenings, and weekends.	2021-2030	43,388	2	4,294	\$485,218	\$440,873	Low
304	Local	New circulator route connecting 3M campus with future Gateway Corridor station. Service would operate on weekdays every 10 minutes in the rush hour and every 30 minutes midday	2021-2030	58,752	4	5,148	\$581,713	\$521,786	Low
353	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	220,320	0	17,324	\$1,957,561	\$1,501,499	Medium
363	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	198,288	0	17,891	\$2,021,635	\$1,514,017	Medium
367	Express	Introduce 30 minute weekday peak period express service from Hastings to downtown Minneapolis via the Newport Park and Ride.	2018-2020	84,456	4	6,440	\$727,677	\$484,443	Medium
383	Express	New 15 minute weekday express service from the planned new Manning park and ride to downtown St. Paul.	2015-2017	186,048	5	10,829	\$1,223,672	\$687,854	Medium
385	Express	New 15 minute weekday express service from the planned new Manning park and ride to downtown Minneapolis.	2015-2017	306,000	8	12,539	\$1,416,883	\$535,603	Medium
412	Local	New route between Northern Dakota County Service Center and Invest Hills Community College. Route would operate every 30 minutes during weekday days and every 60 minutes evening hours timed for Inver Hills classes	2018-2020	100,062	2	6,073	\$686,149	\$587,088	Low

Appendix J: New Annual Ridership and Resources

Route	Route Type	Description	Implementation Phase	New Annual Rides	Added Peak Buses	Added Annual Service Hours	Added Annual Operating Cost (\$2015)	Added Annual Subsidy (\$2015)	Overall Score
418	Local	New route between Northern Dakota County Service Center and the Blue Line Fort Snelling Station. Route would operate weekdays every 30 minutes in the rush hour and every 60 minutes midday and evenings	2018-2020	78,030	2	5,034	\$568,789	\$458,767	Low
419	Local	New suburban limited stop route along I-494 corridor in from Woodbury Theater to the Northern Dakota County Service Center. Stopping at Woodwinds Health Campus, Newport Park and Ride, and 5th Avenue S. in South St. Paul. Would operate every 30 minutes weekdays in the rush hour and every 60 minutes midday and evenings.	2018-2020	78,030	3	13,158	\$1,486,854	\$1,376,832	Low
451	Express	Reintroduce 30 minute weekday rush hour express service from the West St Paul Sports Center park and ride to downtown St Paul.	2018-2020	36,720	2	681	\$76,877	\$37,219	Medium
453	Express	New express route from Inver Grove Heights to downtown St. Paul via Rt 68 routing in Inver Grove Heights to Upper 55th to Highway 52. Establish a new park and ride lot at Highway 52 and Upper 55th. Service would operate every 30 minutes in the rush hours	2015-2017	48,960	3	2,041	\$230,629	\$177,752	Medium
455	Express	New express route between Kenrick Park and Ride in Lakeville and downtown St. Paul and Union Depot. Route would operate 3 morning and 3 afternoon rush hour trips	2018-2020	48,960	3	2,293	\$259,087	\$136,687	Medium
505/ 515	Local	New route replacing Route 515 C and E branches. Travel from VA Medical Center to Mall of America via Cedar Ave. Route would operate every 30 minutes during the weekday rush hours and every 60 minutes in the midday, evenings and on weekends	2018-2020	155,244	2	8,772	\$991,235	\$851,283	Medium
515	Local	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	5,694	0	1,089	\$122,992	\$117,891	Low
535	Express	Improve weekday frequency to every 30 minutes all day and weekend service every 30 to 60 minutes matching weekday hours of operation	2021-2030	96,798	2	8,289	\$936,547	\$800,062	Medium
536/ 539	Local	New route replaces Route 539 segment to Normandale College and Knox Ave Park and Ride. Would operate via Collegeview Rd, W 90th St, Penn Ave and Lyndale Ave. Service would run every 30 minutes on weekdays and every 30 to 60 minutes on weekends	2015-2017	253,535	6	18,324	\$2,070,506	\$1,795,509	Low
537	Local	Extend Route to Bloomington Ferry Road via Old Shakopee Road. Add off-peak service weekdays between 7am and 6pm every 30 to 60 minutes.	2018-2020	45,900	2	6,505	\$735,037	\$696,022	Low
538	Local	Increase weekday frequency to every 30 minutes from 6 a.m. to 9 p.m. with the opening of the Orange Line	2018-2020	24,480	0	2,951	\$333,371	\$309,626	Medium

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Route	Route Type	Description	Implementation Phase	New Annual Rides	Added Peak Buses	Added Annual Service Hours	Added Annual Operating Cost (\$2015)	Added Annual Subsidy (\$2015)	Overall Score
540	Local	Add new branch to Braemer Park in Edina via W 78th St. Service would be every 30 minutes all day on all branches. Improve weekend frequency to every 30 to 60 minutes.	2015-2017	112,284	1	15,952	\$1,802,532	\$1,675,865	Low
540	Local	Increase hours of operation to approximately 5:30 a.m. to 11:30 p.m. all days per week	2015-2017	15,560	0	1,418	\$160,164	\$142,641	Medium
542	Local	Add 30 minute service on weekends	2015-2017	51,084	0	5,734	\$647,909	\$585,586	Medium
542	Local	Increase hours of operation to approximately 5:30 a.m. to 11:30 p.m. all days per week	2015-2017	41,172	0	6,138	\$693,509	\$643,279	Medium
542	Local	Add weekday midday service every 30 minutes	2015-2017	56,304	0	6,003	\$678,309	\$609,618	Medium
542	Local	Increase rush hour frequency to every 15 minutes and every 30 minutes in the evenings	2015-2017	43,452	0	5,574	\$629,858	\$576,847	Medium
547	Local	New route in West Bloomington from South Bloomington Transit Center to Bloomington Ferry Rd and Veness Rd. via Old Shakopee Rd. Service would operate weekdays every 30 minutes in the rush hour and 60 minutes in the evenings and midday	2021-2030	61,517	1	4,828	\$545,508	\$381,873	Low
562	Express	New express route from Southdale Transit Center to downtown St. Paul via Highway 62, Highway 110 and I-35E. Would also stop at Fort Snelling Park and Ride. Route would operate 3 morning and 3 afternoon rush hour trips.	2018-2020	44,064	3	1,835	\$207,270	\$97,110	Medium
566	Express	New express route from Richfield and south Minneapolis to downtown St. Paul and the Union Depot via I-35W and I-94. Intermediate stops at I-35W & 66th St., 46th St, Lake St. Would operate 3 morning and 3 afternoon rush hour trips	2021-2030	60,588	3	2,034	\$229,818	\$108,642	Medium
578	Express	Improve reverse commute service to office buildings near I-494 and France Ave. Operate 3 morning and afternoon rush hour trips timed for common work shifts	2018-2020	18,360	1	972	\$109,813	\$63,913	High
589	Express	Add 2 additional morning and afternoon rush hour trips to downtown	2021-2030	19,584	2	1,504	\$169,878	\$117,001	Medium
601/ 9	Local	With the opening of the Green Line, Route 9H service will be replaced by new Route 601. Route 601 will run between the future Green Line West Lake Station and Louisiana Transit Center via France Ave, Ewing Ave, Cedar Lake Parkway, Wayzata Blvd, and 26th Street. Current Route 9H trips will be rerouted via Wayzata Blvd to Park Place Blvd increasing frequency on this segment to every 20 minutes in the rush hour	2018-2020	385,869	2	12,626	\$1,426,717	\$1,044,542	Medium
602	Local	New route between West Lake Station and Southdale Transit Center via Excelsior Blvd and France Avenue to be implemented with the Green Line extension. Service would operate every 30 minutes all days.	2018-2020	475,830	2	12,252	\$1,384,411	\$897,010	Medium

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Route	Route Type	Description	Implementation Phase	New Annual Rides	Added Peak Buses	Added Annual Service Hours	Added Annual Operating Cost (\$2015)	Added Annual Subsidy (\$2015)	Overall Score
604	Local	Extend route from Excelsior and Grand to Belt Line Boulevard Station with opening of the Green Line extension. Service would operate every 30 minutes all days	2018-2020	104,184	1	7,205	\$814,080	\$721,357	Low
605/ 612/ 615/ 12	Local	Route 605 is a New route from downtown Hopkins Station to Beltline Station via 2nd St and the Blake Rd Station area and 36th St and the Woodale Station area with the opening of the Green Line Extension. It would replace a portion of current Route 615. Route 615 and 612 will replace portions of Route 12. Route 612 will run Main Street & 17th Ave in Hopkins to the West Lake Station via Excelsior Blvd. Route 615 will operate between Carlson Parkway and Opus Station via Excelsior Blvd.	2018-2020	555,336	-1	16,435	\$1,857,123	\$1,234,180	Medium
614	Local	Increase hours of operation to approximately 5:30 a.m. to 11:30 p.m. all days per week	2015-2017	16,534	0	4,185	\$472,855	\$457,478	Low
614	Local	Extend Route 614 between Vine Hill Rd and Hopkins Station via Excelsior Blvd with the opening of the Green Line extension. This would replace the segment of Route 670 operating here. Route would run every 30 minutes in the weekday rush hours and every 60 minutes evenings, midday, and weekends	2018-2020	61,542	-1	7,382	\$834,057	\$755,242	Low
615	Local	Increase hours of operation to approximately 5:30 a.m. to 11:30 p.m. all days per week	2015-2017	47,003	0	9,060	\$1,023,772	\$965,743	Low
616	Local	New circulator route from Opus Station and the Minnetonka Corporate Center via Bren Rd, Rowland Rd, Clearwater Dr, Baker Rd, and Culligan Way. It would operate every 30 minutes during weekday rush hours.	2021-2030	6,120	1	347	\$39,190	\$30,010	Low
643/ 9	Local	Portion of Rt 9 west of Louisiana Ave Transit Center replaced by improved Route 643 service. Route west of downtown Minneapolis will run to Louisiana Transit Center via Wayzata Blvd, Cedar Lake Rd and Glenwood. Frequency improved to every 15 to 30 minutes all day. Late evenings every 60 minutes. Limited service via France Ave, W 26th St and Hwy 100 frontage Rd to serve Benilde St. Margaret's HS	2015-2017	439,539	-1	9,142	\$1,032,974	\$586,713	High
649	Express	Add midday weekday and evening service every 60 minutes from Louisiana Transit Center and the West end to downtown Minneapolis.	2021-2030	42,840	0	2,397	\$270,795	\$200,966	Medium
651	Express	New express route providing reverse commute service from downtown St. Paul to Louisiana Transit Center and Ridgedale. 3 morning and afternoon trips and 4 midday trips	2021-2030	41,784	0	4,291	\$484,842	\$434,861	Low
653	Express	New express route from County Road 73 Park and Ride to downtown St. Paul via I-394 and I-94. 4 morning and afternoon rush hour trips.	2021-2030	24,480	4	2,120	\$239,505	\$205,722	Low
664	Express	Add 3 morning and afternoon reverse commute trips from downtown Minneapolis to the Opus office complex	2018-2020	18,360	0	2,209	\$249,603	\$201,316	Medium

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Route	Route Type	Description	Implementation Phase	New Annual Rides	Added Peak Buses	Added Annual Service Hours	Added Annual Operating Cost (\$2015)	Added Annual Subsidy (\$2015)	Overall Score
669	Express	Add 3 morning and afternoon reverse commute trips from downtown Minneapolis to I-494 & County Rd 62 Minnetonka Corporate Center.	2018-2020	11,016	0	2,069	\$233,765	\$216,690	Low
673	Express	Increase service for expansion of Co 73 park-ride. Add 4 new trips at end of morning and afternoon rush hours.	2018-2020	53,856	4	3,392	\$383,207	\$231,872	Medium
674	Express	Add a new branch serving Maple Plain Park and Ride via Highway 12 West of Long Lake. Extension would have 4 new morning and afternoon rush hour trips	2021-2030	18,360	4	2,937	\$331,838	\$282,633	Low
675	Express	Increase weekday midday frequency to 15 minutes between downtown Minneapolis and Ridgedale and Plymouth Road Transit Center	2018-2020	95,472	4	6,854	\$774,449	\$603,554	Low
675	Express	Increase weekend frequency to every 30 minutes between downtown Minneapolis and Ridgedale. Extend hourly Sunday service to 9 p.m.	2018-2020	32,782	0	2,538	\$286,755	\$244,796	Medium
675	Express	Add weekend service every 60 minutes to Mound	2015-2017	16,308	0	1,787	\$201,824	\$180,899	Medium
675	Express	Increase hours of operation to approximately 5:30 a.m. to 11:30 p.m. all days per week	2015-2017	26,912	0	2,675	\$302,253	\$260,968	Medium
676	Express	New express route from County Road 73 Park and Ride to Uptown Transit Center via I-394, Dunwoody, and Hennepin Ave. Route would operate 4 morning and afternoon rush hour trips	2021-2030	12,240	3	1,272	\$143,703	\$109,309	Low
700	Express	New crosstown route from Robbinsdale Transit Center to the Edina Industrial corridor via Highway 100 with intermediate stops on Glenwood, Xenia, Park Place, Parkdale and 36th, Park Center Blvd, and Excelsior Blvd. Route would operate every 30 minutes in morning and afternoon rush hours and every 120 minutes midday	2021-2030	85,680	4	8,799	\$994,193	\$896,518	Low
704	Local	Connect 85th Ave and Broadway Ave corridor with Robbinsdale Transit Center via Bottineau Station. Route operates every 30 minutes in the weekday rush hour	2018-2020	73,440	3	5,099	\$576,159	\$507,860	Medium
705	Local	Increase weekday frequency to every 30 minutes on Winnetka Blvd and every 60 minutes on Douglas Dr and Mendelson Rd branches	2015-2017	93,330	2	8,184	\$924,682	\$831,352	Medium
705	Local	Add weekend service every 30 minutes	2018-2020	68,640	0	7,174	\$810,653	\$742,013	Low
705	Local	Extend route to downtown Osseo to connect residents with future Brooklyn Blvd Station on Blue line extension.	2018-2020	119,412	0	5,314	\$600,455	\$481,043	Medium
706	Local	New route between future Bottineau Blvd Station on Blue line extension and County Rd 61 & Northwest Blvd in Plymouth via Bass Lake Rd. Route would operate every 30 minutes on weekdays	2018-2020	27,540	2	1,346	\$152,074	\$119,302	Low

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Route	Route Type	Description	Implementation Phase	New Annual Rides	Added Peak Buses	Added Annual Service Hours	Added Annual Operating Cost (\$2015)	Added Annual Subsidy (\$2015)	Overall Score
712	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	156,672	2	7,926	\$895,630	\$740,524	Medium
716	Local	Extend all weekday and Saturday trips to Starlite.	2018-2020	43,709	1	1,296	\$146,385	\$100,543	Medium
716	Local	Improve weekday rush hour frequency to every 30 minutes and increase hours of operation to 5 a.m. to 1 a.m. Add 60 minute Sunday service	2018-2020	47,528	1	4,504	\$508,851	\$459,700	Medium
717	Local	Increase weekday frequency to every 30 minutes all day	2021-2030	97,920	1	4,468	\$504,856	\$405,957	Medium
717	Local	Implement weekend service every 60 minutes	2015-2017	28,248	0	1,925	\$217,525	\$188,995	Medium
720	Local	New route from Starlite Transit Center to Zinnia & Maple Knoll Way via Elm Creek Blvd and Shoppes at Arbor Lakes. Route would operate weekdays every 60 minutes	2021-2030	18,360	1	3,303	\$373,179	\$355,003	Low
721	Local	Increase weekend frequency to every 30 minutes	2015-2017	23,681	0	653	\$73,723	\$58,437	High
722	Local	Extend all weekday trips on New B branch routing via Humboldt to Brookdale Dr, ending at Zane Ave. Discontinues service on Earl Brown loop.	2018-2020	82,620	1	4,427	\$500,237	\$427,531	Medium
722	Local	Extend all weekend trips on new B branch routing via Humboldt to Brookdale Dr, ending at Zane Ave.	2018-2020	17,919	0	1,592	\$179,824	\$158,921	Medium
723	Local	Increase weekend service to every 30 minutes. Saturdays extend hourly service until 9 p.m.	2015-2017	26,960	0	1,212	\$136,933	\$115,980	Medium
724	Local	Increase morning and afternoon rush hour service to every 15 minutes	2015-2017	79,560	2	2,957	\$334,139	\$260,944	High
725	Local	New route from 93rd Ave & Central and 81st Ave & West River Road via 85th Avenue in Brooklyn Park. Connect to future Blue Line station at North Hennepin Community College. Service would run on weekdays every 30 minutes from 6 a.m. to 8 p.m.	2021-2030	137,088	2	7,763	\$877,114	\$740,026	Medium
756	Express	Extend hours of operation to 5:30 p.m.	2015-2017	9,486	0	373	\$42,041	\$15,575	Medium
765	Express	Provide midday service between downtown Minneapolis and Target North Campus every 75 minutes	2018-2020	32,436	1	2,020	\$228,229	\$163,357	Medium
766	Express	Add weekend service every 60 minutes on Rt 766G branch via West River Road from 8 a.m. to 8 p.m.	2021-2030	39,168	0	3,438	\$388,438	\$288,951	Medium
766	Express	Extend hours of operation to 9 p.m.	2015-2017	16,218	0	794	\$89,641	\$48,447	Medium

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Route	Route Type	Description	Implementation Phase	New Annual Rides	Added Peak Buses	Added Annual Service Hours	Added Annual Operating Cost (\$2015)	Added Annual Subsidy (\$2015)	Overall Score
801	Local	Add weekend service from Brooklyn Center Transit Center to Rosedale every 60 minutes from 8 a.m. to 9 p.m.	2015-2017	38,470	0	3,014	\$340,548	\$313,620	Medium
801	Local	Improve weekday frequency to every 30 minutes and extend hours of operation to 9 p.m.	2015-2017	130,662	2	9,724	\$1,098,808	\$1,007,345	Medium
802	Local	New local route on Coon Rapids Blvd between Northtown Transit Center and Anoka Tech replacing local Route 852 service in this segment. Route will operate every 30 minutes on weekdays. Route 852 will continue to operate hourly service between downtown Minneapolis and Foley Blvd Park and Ride via East River Rd and Northtown	2018-2020	104,040	1	5,319	\$601,007	\$445,987	Medium
805	Local	Improve weekday rush hour frequency to every 30 minutes	2018-2020	52,020	3	3,666	\$414,151	\$373,055	Low
805	Local	Add Sunday service every 60" from 9 a.m. to 6 p.m.	2018-2020	16,635	0	1,105	\$124,839	\$113,527	Low
817	Local	New Route between Northtown Transit Center and eastern Anoka Co. Via County Rd 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. Route would run every 60 minutes from 6 a.m. to 6 p.m.	2018-2020	98,980	2	5,193	\$586,714	\$517,428	Low
823	Local	New route connecting Pioneer Village in Blaine, The Village, and Lexington/Circle Pines. Route would operate weekdays every 60 minutes	2021-2030	36,720	2	6,414	\$724,764	\$699,060	Low
827	Local	Restore local service on East River Road south of I-694 to downtown Minneapolis. Route will operate every 30 minutes in the weekday rush hours	2015-2017	59,976	4	5,373	\$607,045	\$491,291	Low
831	Local	Restore Saturday service running every 60 minutes. from 8 a.m. to 6 p.m.	2018-2020	6,989	0	527	\$59,504	\$55,940	Low
831	Local	Extend route to Pioneer Village at 125th Ave NE and Highway 65 in Blaine.	2018-2020	19,145	1	1,165	\$131,574	\$130,237	Low
831	Local	Add Sunday service running every 60 minutes. from 8 a.m. to 6 p.m.	2021-2030	6,682	0	588	\$66,370	\$62,963	Low
852	Express	Implement Sunday service running every 60 minutes. Match current Saturday schedule.	2015-2017	27,771	0	1,372	\$154,927	\$120,214	Medium