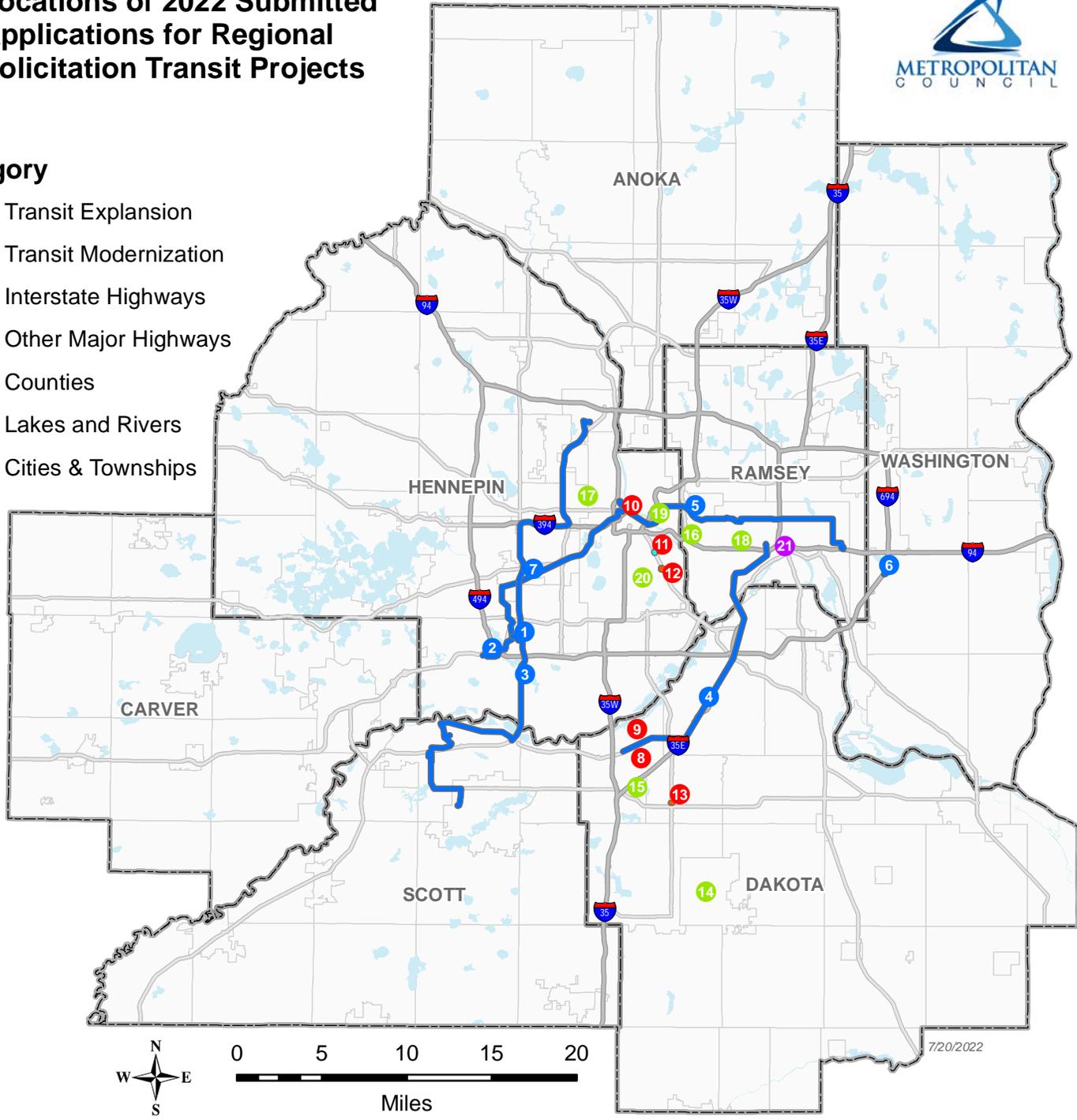


Locations of 2022 Submitted Applications for Regional Solicitation Transit Projects



Category

- Transit Expansion
- Transit Modernization
- Interstate Highways
- Other Major Highways
- Counties
- Lakes and Rivers
- Cities & Townships



● Transit Expansion

1. SW Transit Golden Triangle Transit Hub
2. SW Prime North Expansion
4. Shakopee to Brooklyn Center Express
5. Route 3 Service Expansion
6. I-94 Park and Ride Structure
7. Operating Funds for METRO Green Line LRT Exention

● Transit Modernization

8. MVTA Tech and ADA Enhancements
9. MVTA AVTS Modernization
10. 5th Street Transit Center
11. Blue Line Lake Street/Midtown Station Renovation
12. 38th Street Station Modernization
13. Apple Valley Red Line BRT 147 th Street Station Skyway

● Travel Demand Management

14. Dakota County Transportation Management Office
15. MVTA Transit Connection Specialist
16. Metro Transit Residential Pass Implementation Project
17. BikeMn Campaign to Increase Bicycle Mode Share
18. MoveMN 15 Minute Cites of St. Paul
19. Metro Transit Wayfinding Project
20. BikeMN Bicycle Camp

● Arterial BRT Project

21. G Line ABRT

2022 REGIONAL SOLICITATION

Transit Expansion Project Submittals



Transit Expansion Shakopee to Brooklyn Center

Minnesota Valley Transit Authority

Submission for Award Consideration in the 2022 Regional Solicitation Program

About MVTA

The **Minnesota Valley Transit Authority (MVTA)** is the public transportation agency for seven suburbs south of Minneapolis and Saint Paul, providing substantial services beyond these borders into adjacent counties. MVTA is the second largest public transit agency in Minnesota based on ridership, operating within the fast-growing communities and employment centers in Dakota and Scott counties. MVTA is the major transit provider for the southern metro area, operating over 170 buses and providing service seven days per week, with approximately 200 operators trained on MVTA routes.

Route Concept: Shakopee to Brooklyn Center

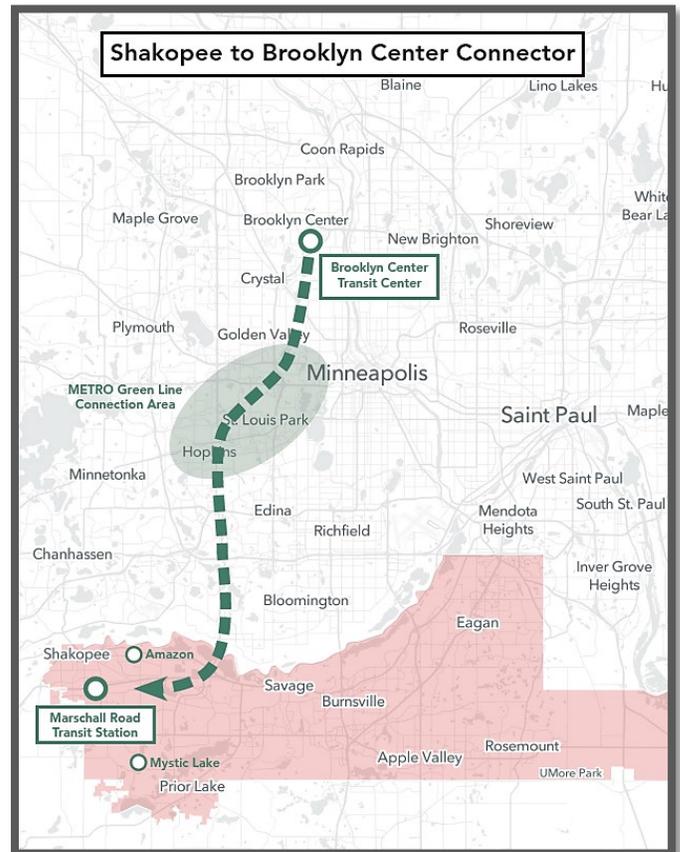
In 2020, the Minnesota Department of Administration State Demographic Center released population estimates¹ showing Scott County as the second fastest growing county by population in the state with an estimated 14.3% growth between 2010 and 2019.

As home to several large employers, including Fortune 500 companies, as highlighted on the Scott County Community Development Agency (CDA) Major Employers page², building reliable public transportation connections to and from this region would prove beneficial for local and neighboring communities alike.

Some of the notable businesses in this county include SMSC Gaming Enterprise, Amazon, Valley Fair Amusement Park, Cyberpower Systems, Inc. Canterbury Park, Mayo Clinic Health System, Shutterfly, and more.

MVTA has developed a concept to implement all-day, suburb to suburb express service between the cities of Shakopee and Brooklyn Center to provide connections to these and other employers in Scott County.

Public transportation fulfills a particular travel need, particularly when tied to employment opportunities and operated with strategic and meaningful connections in mind.



TOTAL PROJECT COST \$5,372,391
Requested Federal Funds **\$4,297,912**
Local Match Funds **\$1,074,478**

¹<https://mn.gov/admin/demography/data-by-topic/population-data/our-estimates/>

²Scott County Major Employers - Scott County CDA (scottcda.org)

Transit Expansion Express to Rice and University

Minnesota Valley Transit Authority

Submission for Award Consideration in the 2022 Regional Solicitation Program

About MVTA

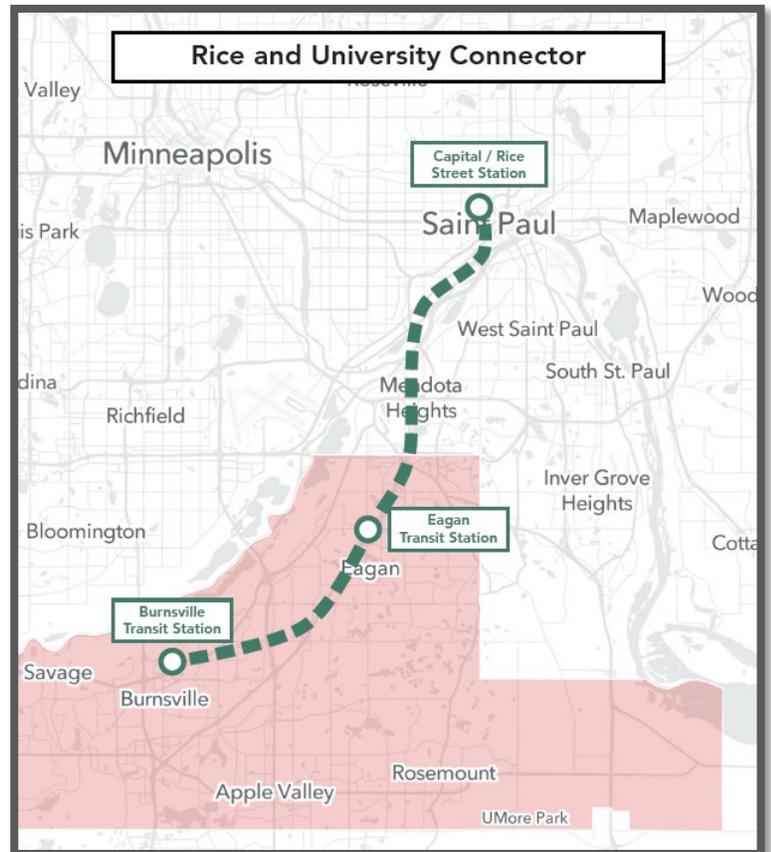
The **Minnesota Valley Transit Authority (MVTA)** is the public transportation agency for seven suburbs south of Minneapolis and Saint Paul, providing substantial services beyond these borders into adjacent counties. MVTA is the second largest public transit agency in Minnesota based on ridership, operating within the fast-growing communities and employment centers in Dakota and Scott counties. MVTA is the major transit provider for the southern metro area, operating over 170 buses and providing service seven days per week, with approximately 200 operators trained on MVTA routes.

Route Concept: Express to Rice and University

Public transportation fulfills various travel needs, especially when operated with strategic and meaningful connections in mind. MVTA has found great value in service that reaches beyond the borders of its two counties, the University of Minnesota and service to Mall of America being two prominent examples, and has now developed a concept to launch all day express service to the intersection of Rice Street and University Avenue in Saint Paul.

The proposed route would improve connections to areas surrounding Rice and University, including the Minnesota State Capitol, the Minnesota Historical Society, Bethesda Hospital, and various museums, memorials, and local restaurants. It also provides additional midday connections to downtown Saint Paul, reaching even more universities and small businesses.

MVTA is committed to providing safe, accessible, and reliable service to our communities and beyond. Along with this commitment comes a responsibility to build progressive partnerships and develop initiatives that effectively serve the public through increased accessibility and meaningful connections.



TOTAL PROJECT COST \$3,515,975
Requested Federal Funds **\$2,812,780**
Local Match Funds **\$703,195**

Route 3 Transit Service Expansion Summary

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

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

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

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

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



A service of the Metropolitan Council

METRO Gold Line I-494 Park & Ride



Project Location

The I-494 Park & Ride structure will be located adjacent to I-494 in Woodbury at the intersection of Woodlane Drive and Guider Drive at the I-494 Park & Ride Station of the METRO Gold Line



Funding Request

- ◆ Federal: \$ 7,000,000
- ◆ Local Match: \$ 14,679,457
- ◆ Project Total: \$ 21,679,457



Project Goals

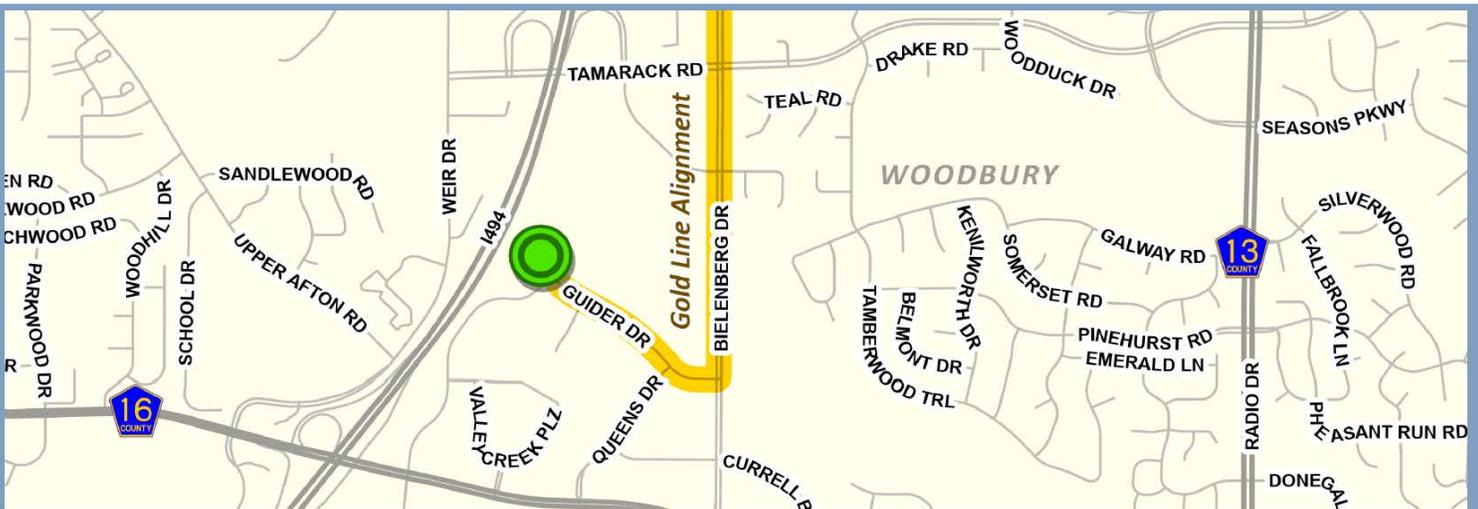
- ◆ Creation of a safe, comfortable, and active station environment
- ◆ Encourage ridership and remove barriers to transit
- ◆ Optimizing adjacent land uses

Project Summary

The METRO Gold Line is expected to begin service in 2025 and serve as a great connector for the East Metro community to the greater metropolitan transit system. I-494 Park & Ride was born out of the station area planning process for METRO Gold Line stations. Structured parking at this location will support local land use goals and transit project needs. The structure will have 3 levels with approximately 512 parking stalls. The structure is designed with a space for drop-off riders. This project includes sidewalk to access the structure which will connect to existing trails and those to be built as part of the METRO Gold Line BRT project. The BRT will operate in mixed traffic on Guider Drive from the Woodbury Theater Station to the I-494 Park & Ride Station.

Summary of Benefits

- ⇒ Leverage the significant federal and local investments in the area
- ⇒ The I-494 Station has direct pedestrian, bicycle, and transit connections to commercial areas, a county service center, and future transit-oriented development
- ⇒ Expanded Park & Ride capabilities to facilitate mode choice changes for single occupancy vehicle commuters
- ⇒ Optimizing adjacent land use development opportunities



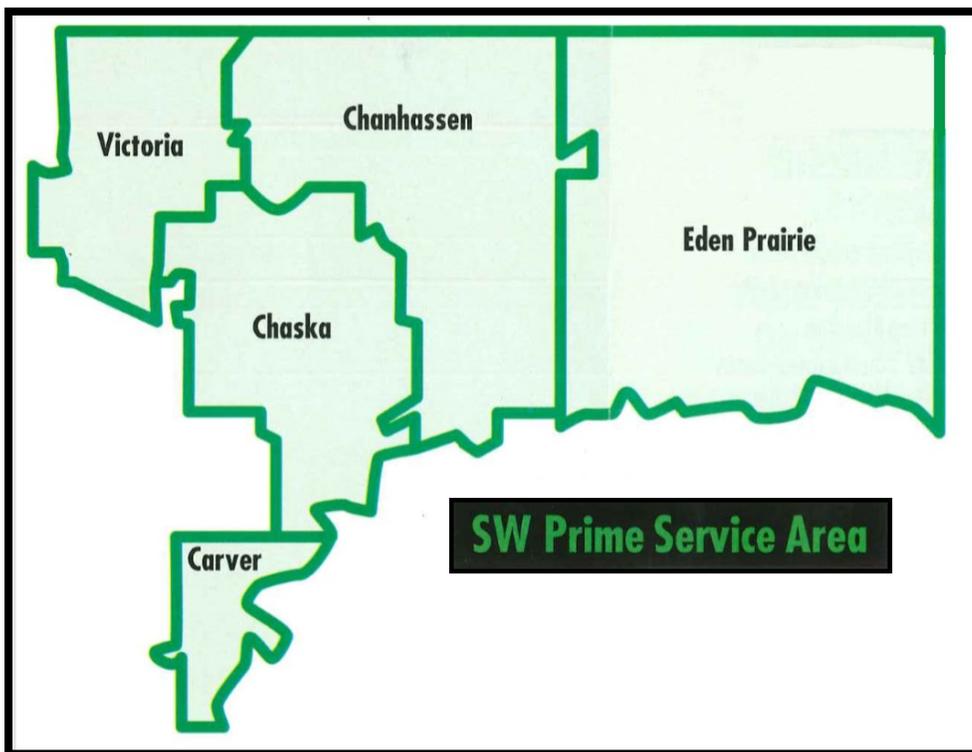
Regional Solicitation – Golden Triangle Mobility Hubs Project Summary

Description

SouthWest Transit's Mobility Hubs will be a multimodal approach to facilitate first and last mile travel within the SouthWest Transit service area with a particular focus on servicing the Golden Triangle, City West, and Town Center LRT stations currently under construction, the programmed SouthWest Transit 494 corridor service, current Minnesota Valley Transit Authority Route 498, and the planned American Boulevard Arterial BRT line. Through the expansions of the on-demand service SouthWest Prime (7 added vehicles) and the bike rental program (15 bikes/scooters), SW Ride, and the construction of a bus transfer station within the Golden Triangle, riders will have many options not only to connect to fixed route service for regional travel, but to travel within SouthWest Transit's service area with sustainable and efficient options.

Through these means, SouthWest Transit can further expand upon its current array of first and last mile options for passengers. This project is timely considering the incoming SWLRT Green Line extension. A main goal of this project is to ensure much needed first mile/last mile mobility options exist within the not so pedestrian-friendly Golden Triangle - providing LRT riders with options to travel to and from their final destinations with ease and comfort. Another goal of this project is to improve mobility options for riders who are traveling mostly within the SWT service area. Through the mentioned expansions and the construction of a bus transfer station to better facilitate regional travel, riders within the service area as well as riders traveling to and from the service via express routes or transitways will be provided numerous options to travel in a modern, efficient, and safe manner.

Service Area



Project Cost

Vehicles	\$1,050,000
Bus Transfer Station	\$2,300,000
Bike/Scooter Expansion	\$150,000
Operations	\$2,500,000
Total Project Costs	\$6,000,000

SW Prime North Expansion Service Project Summary

This SW Prime North service expansion project is requesting funds for an additional 12 SW Prime vehicles and operating dollars to implement a new SW Prime microtransit service between the existing SW Prime Service area and the communities of Minnetonka, Hopkins, Edina, Excelsior, St. Louis Park, and select business/industrial areas of Plymouth. The service that will be similar to the current SW Prime service that will allow riders, both departing or entering SouthWest Transit's service area, to be able to book on demand rides as needed without reservations, as well as, scheduled rides where the rider selects the time frame in advance they want to be picked up for their rides. The scheduled ride portion of the service will offer same-day scheduling only. SouthWest Transit will seek to partner with other transit agencies within the proposed service area (Metro Transit, and Plymouth Metrolink) so that the service may be utilized by as many riders as possible.

Highlights of the proposed service:

- The service is an expansion of the highly successful SW Prime microtransit service which offers on demand rides to and from anywhere within the city limits of Eden Prairie, Chanhassen, Chaska, Carver, and Victoria.
- The service is proposing 12 passenger/lift-equipped transit vehicles, with electric vehicles being the preference. In the event electric vehicles don't meet the needs, the alternative would be gasoline vehicles
- The service plan calls for 10 vehicles to operate the service.
- Service would mirror SW Prime service hours (Monday-Friday, 5:30am – 7:00pm and Saturday 6:00am to 5:30pm).
- The service as proposed will only service rides that originate or terminate within the SW Prime zone, but eventually the service could be opened up to allow interzone rides across all proposed service areas.
- The service will stop anywhere within the proposed service zones.
- The proposed service zones will act as SW Prime operates today, where riders book rides only at the time a ride is needed. Riders can also schedule same-day rides as needed
- Expected average arrival time per ride: 20 minutes; Expected average trip duration: 20 minutes.
- Fares for the service will be similar to SW Prime fares. The intent of the service is to eventually have it integrated with the regional fare system so that all fare media will be accepted on the service.
- Riders will be able to transfer to and from other transit services as part of the service.
- The proposed service areas provide access to over 300,000 jobs.
- Rides will be able to be booked for the service through a smartphone app, web app, over the phone, at SW Prime kiosks (coming soon), and in person at SouthWest Transit Customer Service.
- The service will ensure vehicle availability for persons with mobility needs and for persons looking to transport bikes.

Project Budget

- 12 transit vehicles: \$1,800,000
- Operating Costs: \$4,972,500
- Software and Administrative Costs: \$227,500
- **Project Total: \$7,000,000**

Project Summary

Project Name: METRO Green Line LRT Extension

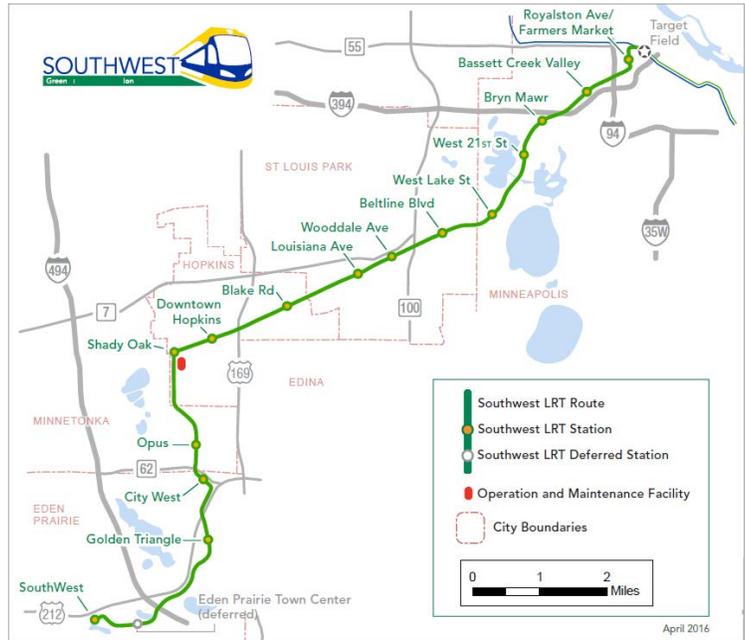
Applicant: Metro Transit

Project Locations: Minneapolis, Eden Prairie, Minnetonka, Hopkins, St. Louis Park

Total Project Cost: \$132,971,399.39

Requested Federal Dollars: \$7,000,000

Project Description: The proposed METRO Green Line Extension (Southwest LRT) project is an approximately 14.5-mile planned extension of the METRO Green Line (Central Corridor LRT) which will operate from downtown Minneapolis through the communities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie, passing in close proximity to Edina. The planned line includes 16 new stations, approximately 2,700 additional park-and-ride spaces, accommodations for passenger drop off, bicycle and pedestrian access, as well as new or reconfigured local bus routes connecting stations to nearby residential, commercial, and educational destinations.



Passengers will be able to connect to the greater METRO system, including the METRO Blue Line (Hiawatha LRT), METRO Orange Line (I-35W BRT), Northstar Commuter Rail, METRO Red Line (Cedar Ave BRT) via Blue Line, and the planned METRO Blue Line Extension (Bottineau LRT) as well as future commuter rail, planned Bus Rapid Transit systems and intercity passenger rail line at one or more of the five downtown Minneapolis stations.

Project Benefits: The expansion of the METRO Green Line LRT presents an opportunity to improve multimodal access to key destinations such as jobs, educational institutions, healthcare, affordable housing, and more. The project traverses the major workplaces of low-wage workers who live along the line and is very close to major residence areas of people who work in low-wage jobs along the line. Nearly 36,000 low-wage jobs exist within one-half mile of the planned Southwest LRT station, and nearly 7,400 low-wage workers live in these areas.

The proposed project will provide the following benefits:

- provide access to multiple modal options and new transportation services
- provide and improve access to key destinations
- improve travel times
- improve gap closures
- provide pedestrian and bicycle connections and safety improvements
- reduce vehicle dependency for daily commutes
- drive up investments and developments that will benefit low-income residents

2022 REGIONAL SOLICITATION

Transit Modernization Project Submittals



Project Name: Blue Line Lake St/Midtown Station Renovation

Applicant: Metro Transit

Requested Award Amount: \$7,000,000

Total Project Cost: \$8,750,000

Located in Minneapolis, Blue Line Lake St/Midtown Station opened in 2004 with the METRO Blue Line and features an elevated platform spanning over Lake Street, parallel to Highway 55/Hiawatha Avenue. The project scope is to renovate the station's two aging vertical circulation towers and the platform shelters to improve accessibility, enhance customer experience, and reduce the maintenance resources require to keep the station in good condition.

Due to the grade separation and high ridership, improvements to the transit buildings are necessary to ensure station accessibility is fully integrated with the changing site context. The station has the most activity along the Blue Line between downtown and the airport, averaging 2,430 daily weekday boardings and nearly 795,000 annual boardings in 2019. With consistent all-day activity, the station is an integral stop in the transit system.

In the station's original layout, the entrance to the LRT platform is set back from the street, counterintuitive, and out of public view.

Customer feedback, police reports, and staff surveys have illuminated that the design challenges at the station contribute to frequent non-transit uses, which includes perceived and real unsafe conditions.

Maintenance of the station includes daily cleaning, but the current design is prohibitive and burdensome to sustaining a state of good condition. The indoor towers provide a temperature-controlled space for the stairs, escalator, and elevator to operate, they also create narrow spaces that are harder to maintain than open-air stations that are more common in the regional system.

Renovation of Blue Line Lake St/Midtown Station is essential to meet the needs and context of the neighborhood and the riders it serves, as well as maintain a state of good repair for this regional asset.



Approach of the South Tower from Lake Street

Technology, ADA Enhancements Minnesota Valley Transit Authority

Submission for Award Consideration in the 2022 Regional Solicitation Program

About MVTA

The **Minnesota Valley Transit Authority** (MVTA) is the second largest public transit agency in Minnesota based on ridership, providing transportation to the fast-growing communities and employment centers in seven suburbs south of Minneapolis and Saint Paul. MVTA operates within Dakota and Scott counties and extends substantial service beyond these borders into adjacent regions. As the major transit provider for Minnesota's southern metro area, enhancing and maintaining features that keep the public transportation experience safe, accessible, and reliable to all riders within the communities we serve is a top priority.

Technology, ADA Centered Initiatives

Two of the four goals outlined in MVTA's five-year Strategic Plan include 1) Service Excellence, which speaks to the agency's commitment to "improve and maintain safe, courteous, and reliable service to our customers", and 2) Innovative Solutions, declaring a dedication to "developing tailored, industry-leading transportation solutions to meet diverse customer needs".

Funding for the Technology, ADA Enhancements project would directly support these initiatives and allow MVTA to serve all demographics and abilities well by providing an accessible and reliable experience for all.

This project includes innovative elements such as e-paper and real-time signage at 53 stops and shelters, indoor interactive kiosks at four (4) MVTA transit hubs, platform displays at three (3) sites, and the implementation of bus stop beacons, smart lighting, text-to-speech buttons, annunciators, and more. These technologies enhance wayfinding and accessibility across the region. Furthermore, these tools remove barriers for transit riders of all abilities and resource levels, allowing them to access and navigate public transportation effectively and confidently.

The nature of this project is multifaceted, with each measure making significant enhancements toward more accessible public transportation in Minnesota's south metro region and creating a more equitable community overall.



TOTAL PROJECT COST \$625k

Requested Federal Funds \$500k

Local Match Funds \$125k



MODERNIZATION

Apple Valley Transit Station

Submission for Award Consideration in the 2022 Regional Solicitation Program



ABOUT MVTA

The **Minnesota Valley Transit Authority** (MVTA) is the public transportation agency for seven suburbs south of Minneapolis and Saint Paul, providing substantial services beyond these borders into adjacent counties. MVTA is the second largest public transit agency in Minnesota based on ridership, operating within the fast-growing communities and employment centers in Dakota and Scott counties. MVTA is the major transit provider for the southern metro area, operating over 170 buses and providing service seven days per week, with approximately 200 operators trained on MVTA routes.

AVTS MODERNIZATION PROJECT SUMMARY

MVTA is submitting a request for funding to complete the modernization of Apple Valley Transit Station (AVTS). Funding would be used to update safety and security measures at AVTS through enhanced technology and Crime Prevention Through Environmental Design (CPTED) initiatives, improve customer amenities, develop a designated and effective space for operator training, and redesign the Connect areas to create a dedicated zone for MVTA's micro transit service.



Enhanced Safety and Customer Amenities

Safety and security improvements would include replacement of end of life (EOL) and failed CCTV cameras, and expansion of cameras for areas with insufficient coverage. Emergency phones would be installed throughout the facility, and various Crime Prevention Through Environmental Design (CPTED) initiatives carried out. Customer amenities would consist of real-time information signage, updated bike lockers, and electric car chargers for rider vehicles.

Camera replacement will improve safety and security at the Apple Valley Transit Northbound and Southbound Stations (attached by skybridge). Figures 1 and 2 show the intentions for AVTS Camera Deployment.



Figure 1 AVTS Camera Deployment Map, Northbound and Skybridge

38th Street Station Modernization

Metro Transit is seeking \$5,136,000 in federal funds through the Regional Solicitation process, matched with \$1,284,000 in local funds for modernization of the 38th Street Station Transit Center. Opened in 2004, the design of the 38th Street Station Transit Center did not incorporate the full breadth of modes now available to transit users – notably, the current design lacks support for micromobility services or the current level of walking or rolling access to the station. In addition, the proximity of the existing bus turnaround to the intersection with Hiawatha Avenue results in backed up traffic and transit delays.

This project will make critical improvements to bus operations, pedestrian access, micromobility facilities and bicycle infrastructure. These improvements will provide faster and more reliable transit service; faster, safer, and more pleasant pedestrian connections and waiting spaces; safer bicycle connections and more plentiful bicycle storage solutions. Providing a safer and more convenient crossing for pedestrians and cyclists is a particularly important equity component of this project.

By making more efficient use of land, a portion of the site will also become available for future transit-oriented development (TOD). This TOD will introduce new transit riders, create a safer and more pleasant transit user experience by adding activity to the site, bring new commercial space to the neighborhood, and introduce new access to both affordable and market rate housing for local communities.

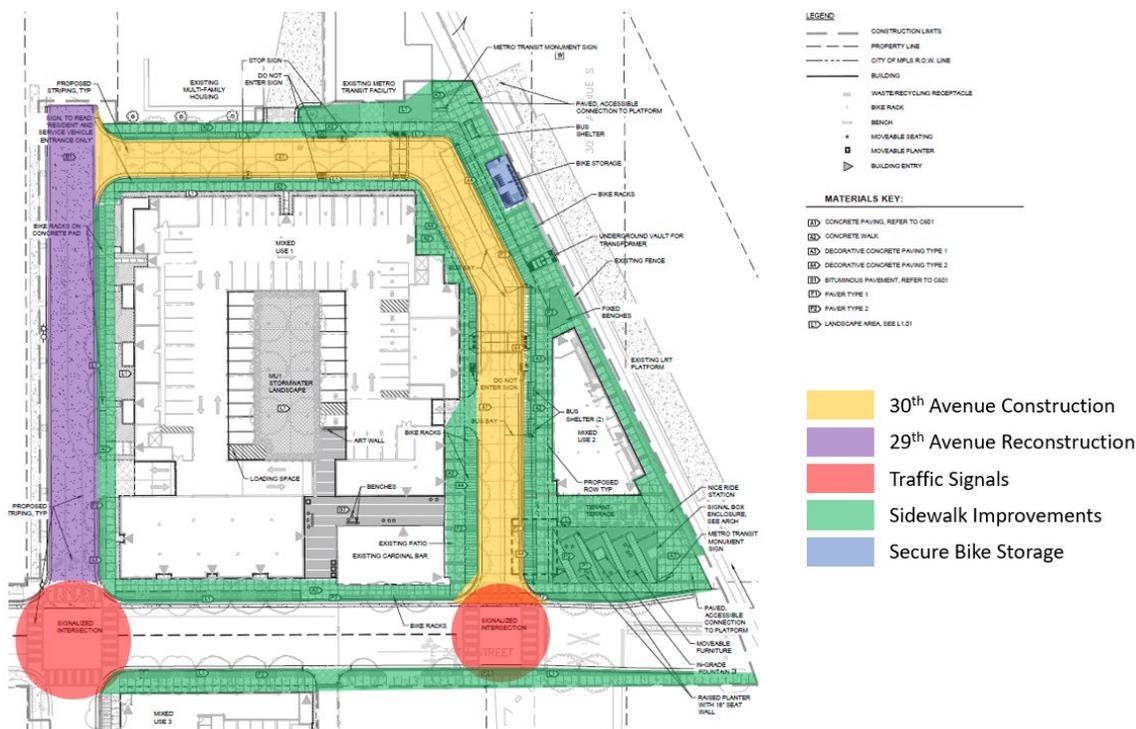


Figure: 38th Street Station Mobility Hub project scope.

Project Summary

Project Name: 5th Street Transit Center

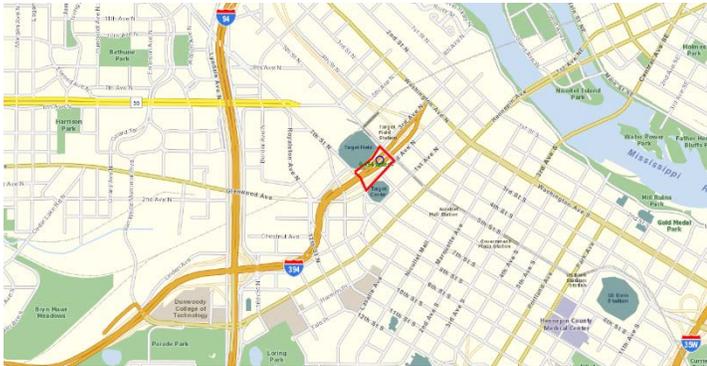
Applicant: City of Minneapolis

Project Location: 516 2nd Ave N, Minneapolis, MN 55403

Total Project Cost: \$1,989,439

Requested Federal Dollars: \$2,486,799

Project Map:



Project Description: The proposed project will modernize Ramp B, transforming it into a regional Mobility Hub thereby improving the ability for customers to access transit via an integrated suite of mobility services provided at defined locations around existing and new transit stations, allowing transit riders to seamlessly access other modes of transportation once they arrive at the transit center. The ramp was first put into service more than 30 years ago and most components have an outdated look, while buildings around the ramps are being updated and renovated. The existing transit area at Ramp B is a critical Metro Transit bus layover area. It is a busy transfer station that conveniently links to the downtown skyway system. Current conditions undermine the safety and convenience for all individuals, particularly for low-income populations, communities of color, children, people with disabilities, and the elderly.

Project Benefits: The enhancement of Ramp B presents an opportunity to modernize a key access point to the Twin Cities regional transit system. The proposed project will provide the following benefits:

Interior

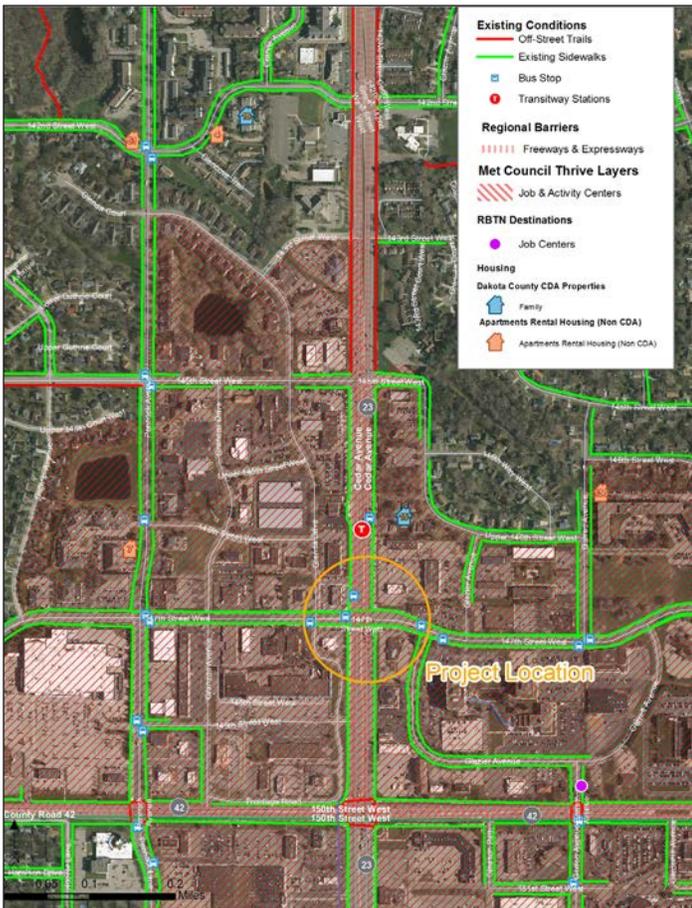
- Create vestibules for rider visibility and safety
- Improve lighting at interior finishes
- Create accessible spaces for art, social programming, etc.
- Consistency: Link palette of skyway improvements to transit area
- Improved bus rider information boards

Exterior

- Improved wayfinding for pedestrians and events
- Allocate spaces for public art
- Create highly visible demarcation landmarks
- Add linear and pedestrian scale lightings
- Ceiling ribbon wayfinding and pavement marking walkways
- Raise pedestrian crossing areas with tabletops at platforms
- Improved bus lanes and loading stations
- Prominent vestibules for rider visibility and safety
- Durable exterior seating

Red Line BRT 147th Street Station - Skyway

APPLE VALLEY



Project Location:	Apple Valley
Requested Award Amount:	\$4,206,400
Total Project Cost:	\$5,258,000

PROJECT DESCRIPTION

The Apple Valley Red Line Housing 147th Street Station Skyway Project is a modernization project of existing transit facilities in Apple Valley at the 147th Street station on Cedar Avenue, serving the METRO Red Line as well as near local bus routes and MVTA routes. At the time of construction, the stations at 147th Street were built to have an indoor waiting area on each side of Cedar Avenue. The stations were designed so that a skyway could be installed to connect the two stations, thus providing transit riders and pedestrians a safe way to cross Cedar Avenue (49,000 – 55,000 ADT) without interacting with traffic.

PROJECT BENEFITS

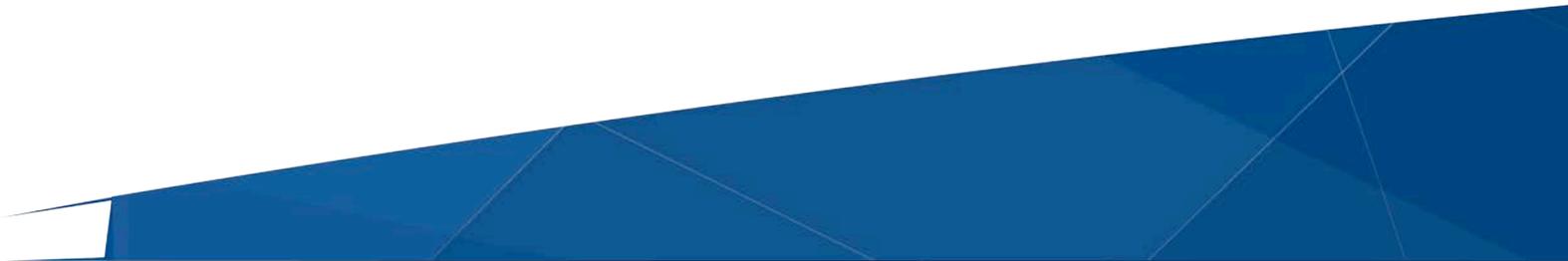
- » The “shovel ready” 147th Street Station Skyway Project proposes to add not only the skyway, but to upgrade the existing station facilities with larger, indoor waiting areas, staircases, elevators, as well as ambient lighting to enhance the experience for transit users.
- » The skyway will provide a safe, comfortable alternative to crossing the nine-lane Cedar Avenue corridor, which will be especially helpful in inclement weather. This will complete a connection within the existing and future pedestrian network in the area.
- » The skyway will help support the Regional Bicycle Transportation Network being planned near the transit station.
- » The 147th Street Station has direct pedestrian, bicycle, and transit connections to high pedestrian-traffic areas, and areas that are targeted for future transit-oriented development.



Renderings/Concepts

2022 REGIONAL SOLICITATION

Travel Demand Management Project Submittals



Project Name: 15 Minute Cities of Saint Paul
Applicant: Move Minnesota
Project Location: Pedestrian infrastructure within ½ mile of Metro Transit’s High Frequency Network (Saint Paul).

Requested Award Amount: \$423,301.00
Total Project Cost with match: \$556,213.87

Project Description & Benefits:



In 2021, 57 pedestrians died in MN. In St Paul 8 people were killed. Our communities’ dangerous streets are creating hurdles to increasing walking rates around the state and cities, and also to the use of transportation modes that depend on walkable connections, like transit. Yet in St. Paul, many communities are evolving in ways that can and should increase their walkability: new transit lines are being built and significant and walkable developments are underway. To support communities in fully embracing the potential of this evolution, Move Minnesota will work with four communities to build support and knowledge around turning St. Paul neighborhoods into “15 Minute Cities.” These are communities that provide access to living, working, commerce, healthcare, education and entertainment by way of a 15 minute walk or bike ride.

The 15-Minute City concept is born out of necessity: a need for resilience from pandemics, a need to increase health outcomes for residents by way of active transportation, a need to reduce the negative externalities that automobile dependence brings into our society, and a need to reduce the inequities in time that our residents spend on transportation. We will work with these residents and community groups to empower them to better understand what is in their 15 minute city through community conversations and walking audits. Groups and individuals will learn about the 15 minute city concept, map their own 15 minute city, identify barriers to this lifestyle within their own communities and take a pledge to walk to their 15 minute city destinations whenever possible. Move Minnesota will work with communities to develop regional 15 minute city guides as tools to identify what resources and transportation modes are in their area.

For this project, Move Minnesota will work with 4 distinct communities in either transit corridors or in or near major development sites to train and educate residents in better understanding their built environment and the intersection that the built environment has with their transportation choices. The goal of this project is to increase walking rates—and enhance awareness and education to ensure walkers feel and are safe. Move Minnesota will focus on places where there are many places to walk, but full walking potential is yet to be realized. This means people are not walking to transit or in the new developments, but it also means that people are not walking to the grocery store, not walking to school, etc. Move Minnesota will leverage its relationships and experience working with community, schools, rental properties and High Frequency Transit (HFT) corridors to increase walking rates in these communities, decrease car trips, and increase health outcomes for residents.

Project Name: Metro Transit Wayfinding Project
Applicant: Metro Transit
Project Location: Bloomington, Maplewood, Minneapolis, Richfield, and Saint Paul
Requested Amount: \$400,000
Total Project Cost: \$500,000

Project Description and Benefits

Wayfinding is an important traveler information service that makes transit more user friendly, especially for new and infrequent riders, those with disabilities, and those with limited English proficiency (LEP). Metro Transit is developing a comprehensive, modern, and consistent wayfinding program that will improve the rider experience and make transit a more convenient, attractive transportation option in its service area.



This project will build on previous engagement work and accessibility research to implement innovative approaches to static signage, tactile communication, new technologies, and wayfinding data around popular destinations and high-traffic transfer points. Implemented elements will direct customers to safe pedestrian crossings and active transportation options.

The specific locations included in this project are:

- Downtown Minneapolis and Saint Paul
- Minneapolis East Hennepin and Central Ave area
- METRO Green Line Stadium Village, Westgate, Raymond Ave, Snelling Ave S, Capitol/Rice Street, and Robert Street Stations; METRO Blue Line 46th Street Station
- METRO Orange Line I-35W & 98th Street and Knox & 76th Street Stations
- METRO C Line Penn & Golden Valley, Penn & Plymouth, and Olson & 7th Street Stations
- Maplewood Mall and Uptown Transit Centers

Based on requests the agency has received over the years, there are jurisdictions and organizations that also want to make transit an easier and more attractive option through effective wayfinding. The testing, iteration, and evaluation work accomplished by this project will allow Metro Transit to develop a set of transit wayfinding guidelines that can be used by any public or private partner in the region. The improvements implemented during the project and best practices derived from it will be integrated with future transit expansion, reducing the navigational barriers to using transit. Through consistent wayfinding, potential new riders are more likely experience transit as a network, rather than a single route, that can serve their travel needs.



Transit Connection Specialist

Minnesota Valley Transit Authority

Submission for Award Consideration in the 2022 Regional Solicitation Program

About MVTA

The **Minnesota Valley Transit Authority** (MVTA) is the major public transit provider in the state’s southern metro area, serving seven suburbs south of Minneapolis and Saint Paul and providing substantial services beyond these borders into adjacent counties. MVTA operates within Dakota and Scott Counties and provides transportation to some of the fastest growing populations in Minnesota. Our agency is committed to providing safe, accessible, and reliable service to our communities. Along with this commitment comes a responsibility to effectively educate and inform the public about the accessibility and benefit of public transportation.

Incentive for the Transit Connection Specialist

In 2020, the Minnesota Department of Administration State Demographic Center released population estimates¹ showing Scott County as the second fastest growing county by population in the state with an estimated 14.3% growth between 2010 and 2019. Additionally, the findings ranked Dakota County as the third largest county by population in Minnesota at an estimated 433,302 residents. Introducing the expertise of a designated Connection Specialist to this region would prove as an invaluable resource to help the communities effectively navigate public transit for their daily needs.

The Covid-19 pandemic impacted public transit not only in terms of ridership, but also in the ability for providers to meet with the public in person to teach about the availability of public transportation, its many advantages, and how to confidently navigate it. Face-to-face instruction has historically allowed trainers to transfer knowledge through a variety of different approaches, including presentations, open discussion, and even demonstration. Instructors are shifting their approach, now finding methods of effectively reaching audiences of all ages and abilities through different means. With the expertise of a Transit Connection Specialist to help identify the unique needs for community outreach, we can execute the appropriate training to provide the most benefit to the intended demographics for each session.



This Specialist would use their exclusive expertise—working closely with the MVTA Transit Planners as well as local cities, counties, chambers of commerce, and other community groups—to gather data about our regions and identify training opportunities and gaps in current outreach and available resources. Unparalleled times such as these require a deeper dive into the analysis of our demographics and the potential opportunities we may be missing to help serve our communities better. The Transit Connection Specialist will ultimately translate data to reinforce the bridge to the Public Information department and assist with building the appropriate training material to help influence future trends in ridership and overall community connectivity. We will gain a better understanding on who we need to equip with additional knowledge about the public transportation system, what medium(s) should be used to do it, and what factors may influence their decision to ride.

Public transportation fulfills a particular travel need to obtain essential medical care, open job opportunities, and perform everyday errands. Funding to support this role would mean an impact that reaches well beyond the MVTA service area, helping riders make valuable connections into greater Minnesota and to alternative modes of transportation. Creating confidence in their ability to successfully navigate public transportation and in building trust in the services our providers offer.



TOTAL PROJECT COST \$285k
Annual salary, benefits (3 years) **\$95k**

¹<https://mn.gov/admin/demography/data-by-topic/population-data/our-estimates/>

Residential Pass Implementation Project

Metro Transit is requesting \$500,000, which will be matched with \$125,000 local funds, to support implementation and expansion of a new Residential Pass Program. Based on the results of a pilot project, this program has the potential to significantly increase transit ridership and reduce single-occupant vehicle use. However, there are challenges to scaling and implementing the program, which this project is intended to address.

Metro Transit has developed a new bulk pass program for multifamily housing. This program was developed in recognition of the fact that there has been a significant increase in multifamily development in the region and multifamily housing is naturally compatible with transit service. The goals of the program are to increase transit ridership, reduce single-occupant vehicle trips, reduce emissions, reduce parking demand, and improve housing and transportation affordability, among other goals.

The structure of the program is based on similar programs that have been implemented in other regions by peer agencies. To participate in the program, apartment operators or owners must purchase 1 transit pass per unit in a building. In exchange for purchasing passes in bulk, apartment operators may purchase each transit pass for \$14 per month, which is an 88% discount from the full price of \$120 per month for each pass. The bulk requirement was established for two reasons. First, we have evidence that transit customers take transit more often and drive less often when they have a monthly transit pass instead of paying for transit per trip. Knowing that, a goal of this program is to expand access to monthly passes to transit customers that would not otherwise purchase a monthly pass. Second, by expanding monthly pass sales to customers that do not take transit frequently, we may lower the monthly pass price while maintaining compliance with Metro Transit's existing Fare Policy.

To test the effectiveness of the program, Metro Transit implemented a pilot in 2019. Four multifamily properties with nearly 700 apartment units were included in the pilot program. To evaluate the effectiveness of the program, staff conducted multiple surveys of participants to determine the impact to ridership. Transit trips by customers that paid for transit per trip prior to the pilot increased by 78%. We also observed that many participants that had not taken transit prior to the pilot, began taking transit on a regular basis during the pilot. Finally, over 50% of survey respondents said they drove less during the pilot program. The significant increase in ridership and the decrease in driving confirms the travel demand benefit of this program.

Based on the results of the pilot, Metro Transit decided to move forward with a permanent program. However, there are three challenges to implementing a permanent program that this application is intended to address.

The first challenge is that affordable housing developers and operators are constrained by existing funding and financing sources that may not be used to pay for transit passes. With the funds provided by this grant, Metro Transit will provide free transit passes to affordable housing operators to 1) measure the benefits to residents of affordable housing and 2) identify key barriers to long-term participation in the Residential Pass Program. Outcomes of this effort may include developing an affordable housing-specific version of the Residential Pass Program and/or working with affordable housing funders to include the Residential Pass as an eligible expense for reimbursement.

The second challenge is that many developers continue to include significant volumes of parking in their developments. Once this parking is built, building owners have an incentive to encourage their tenants to pay for and use that parking, which increases single-occupant vehicle trips and reduces transit use. To encourage the construction of fewer parking spaces, Metro Transit would use the funds provided by the grant to provide free transit passes for a limited time in exchange for building few or no parking spaces.

The final challenge is that apartment vacancies in the region are very low and existing apartment operators and owners have little incentive to pay for and provide additional amenities for their residents. However, during the pilot program we observed that demand for the program increased if nearby properties participated. Using the funds provided by this grant, Metro Transit would provide an incentive for participating in the program. Apartment owners and operators that execute a multi-year contract would receive transit passes at a reduced price for the first year. The intent of this incentive is to help apartment owners recognize the benefit of the program to residents, allow apartment owners and operators to gradually adjust their budgets to accommodate the pass price and increase awareness of the program across the region among transit customers, apartment owners, and apartment operators.



DAKOTA COUNTY TRANSPORTATION MANAGEMENT ORGANIZATION

The Dakota County Regional Chamber of Commerce (DCRC) surveys its more than 600 members annually on their policy concerns. In 2019 & 2020 DCRC members identified more and better public transit as their top policy priority. Close behind as priorities were accessibility to housing and to workforce, both of which would be improved with better transit.

The Dakota County Regional Chamber of Commerce proposes to develop and oversee a Transportation Management Organization (TMO) for Dakota County. The TMO would provide a GIS-based software application which Dakota County employers and job seekers could use to a) identify potential job openings by type and employer: b) provide transportation options for job seekers to get to and from work via public transit, shared mobility options, telecommute considerations, vanpool and/or matching and micro-mobility options: C) Solicit employers and other institutions(i.e.- high education) to offer incentives to jobseekers and other employees participating in employer-specific mobility programs to reduce carbon emissions throughout Dakota County, make critical transportation linkages that do not exist presently for job seekers thus removing barriers for employment, and operate as a transportation mobility manager for the development of personalized transit/shared mobility/micro-transit options focused on linking potential employees to Dakota County employers and institutions. In Dakota County there is not a formal TMO organization. Cites such as Minneapolis, St. Paul, 494 Corridor Commission and Anoka County have a TMO.

The focus location of this project falls within the boundaries of Dakota County, from MN State Highway 13 west and north of the County boundary to Dakota County 66 on the east, to Dakota County CSAH 50 on the south.

With the labor market and low employment, it is critical to have a TMO to assist job seekers and Employers to achieve common goals.



Affordable
Accessible
Sustainable

PROJECT SUMMARY

Project Name: Multifamily EV Carshare Pilot Project

Applicant: HOURCAR

Project Location: 25 Multifamily sites (first five as seen on map below)

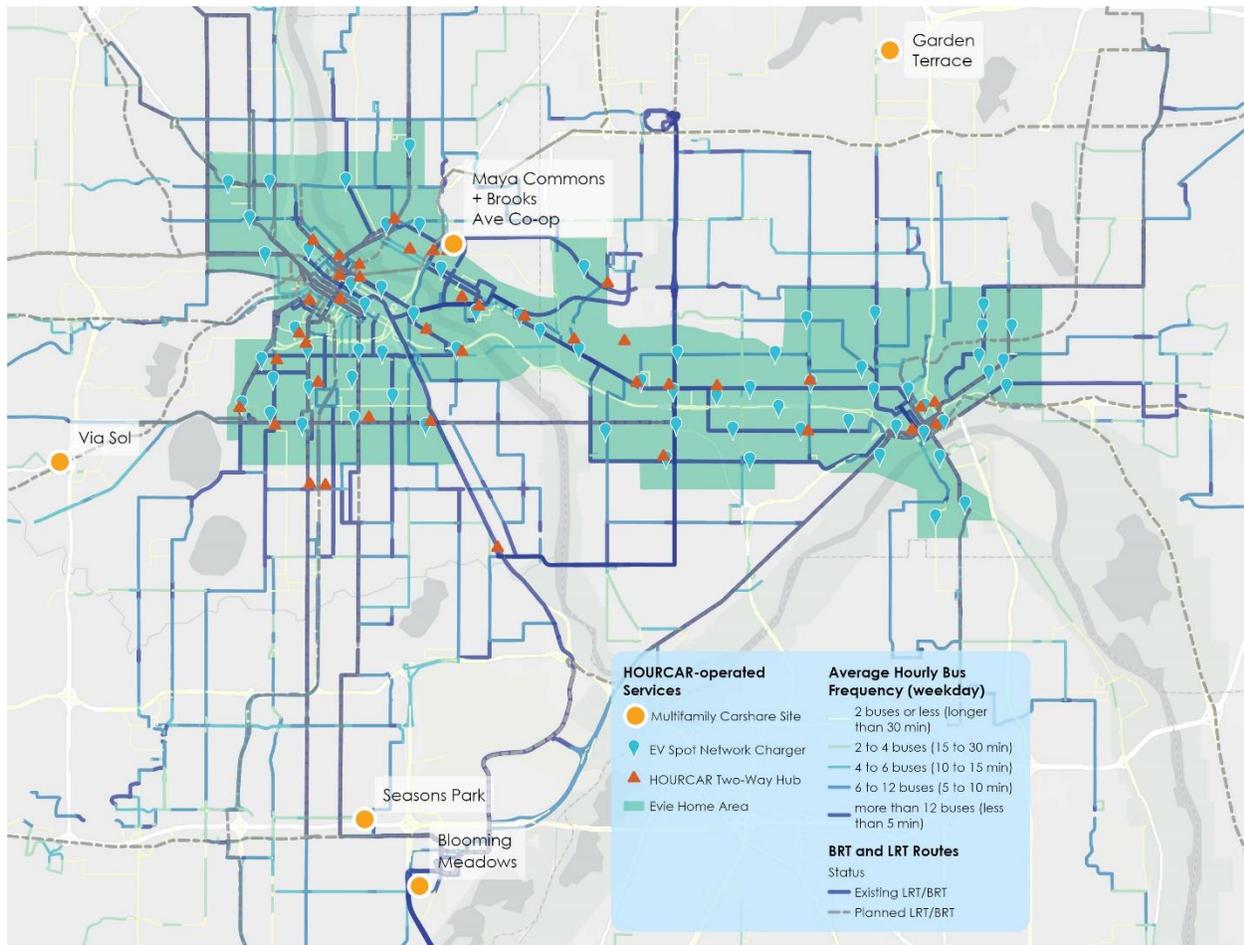
Requested Amount: \$499,244.00

Total Project Cost: \$624,055.00

Project Description

The Multifamily EV Carshare Pilot Project will place EV chargers and shared electric vehicles at 25 multifamily sites in the Greater Twin Cities area, with a focus on service to qualified low-income sites. The goal of the project is to provide a new clean transportation mode that complements transit and facilitates mode shift to transit and non-motorized modes.

Five sites have already been selected, as seen in the map below. All five initial sites meet low-income qualifying criteria. We plan to select 20 additional sites by the end of 2022.



The US Department of Energy is providing startup funding for the project. This funding is set to expire at the end of 2023. We are seeking funding from the Regional Solicitation to extend the project and provide enhanced community outreach and engagement. This will help ensure the project reaches its full potential and becomes self-sustaining in the long term.

Project Title: Campaign to Increase Bicycle Mode Share by Expanding Access to Electric Bicycles, Bicycle Education and Support to Businesses Within Communities Experiencing Inequity within the Urban Core and Inner-Ring Suburbs and the Entire Metro Area

Organization: Bicycle Alliance of Minnesota (BikeMN)

Primary Contact: angela olson, Education Director at BikeMN, angela@bikemn.org, 651.428.2492

BikeMN is proposing to increase bicycle ridership and utilization with the goal of reducing congestion and improving air quality as a result of reducing vehicle miles traveled (VMT). There are key barriers community members experience when seeking to incorporate bicycle use into their lives. Among those are lack of access to bicycle education and knowledge, cost barriers involved in owning and maintaining a bicycle and accessories (such as helmets and reliable locks), and lack of incentives from employers for replacing vehicle commutes with cycling. BikeMN has proven success with bike education by teaching participants how to ride safely and confidently, enabling them to replace vehicle miles with bicycle commuting and other short trips. We aim to use a combination of strategies to promote and encourage bicycling as a sustainable transportation and commuting option that will include:

- (a) Education: Utilize our existing adult curriculum (Learn to Ride and Bike Basics) for new riders
 - (a1): Bike MN will add additional curriculum specific to riding electric bikes
- (b) Ebike Fleets: Distribution and support of four electric bike fleets to four Twin City businesses located in high pollution/congestion and low wage earning areas, including helmets, lights, and locks
- (c) Maintenance: Leading open shop opportunities and basic e-bike maintenance classes for all participants in collaboration with area bike shops
- (d) Group Rides: Organize and lead group ride opportunities within the community that will strengthen cycling skills and confidence
- (e) Campaign: Engage with at least 20 additional businesses by creating videos, print materials, and social media content to promote cycling to and from work at least once per week
- (f) Incentives: Provide incentives for all riders who commit to commuting to/from work at least one day per week

BikeMN also has established relationships with dozens of businesses and community organizations and will prioritize outreach with partners located in high pollution, congested, and low wage earning areas to collaborate on, promote, and participate in this program. We will recruit, hire, and train trainers and assistants from selected businesses and partners to provide some of the instruction and support to participants.

We intend to focus on the ACP50 neighborhoods in St. Paul and Minneapolis, working with city staff and leaders and local businesses. We plan to coordinate 4 fleets of 10 electric bicycles at a variety of businesses, facilitating at least 4 Bike Basic or Learn to Ride classes and 2 opportunities for bike maintenance classes at each location throughout the two year period with a total estimated reach of at least 1,040 participants. Participants who commit to replacing one vehicle commute per week with a cycling trip will receive incentives in the form of gift cards at local area bike shops and or other businesses with residents and bicyclists in an effort to facilitate relationship building and reduce barriers to bike culture and mechanics.