

Locations of 2018 Submitted Applications for Regional Solicitation Transit and Travel Demand Management Projects

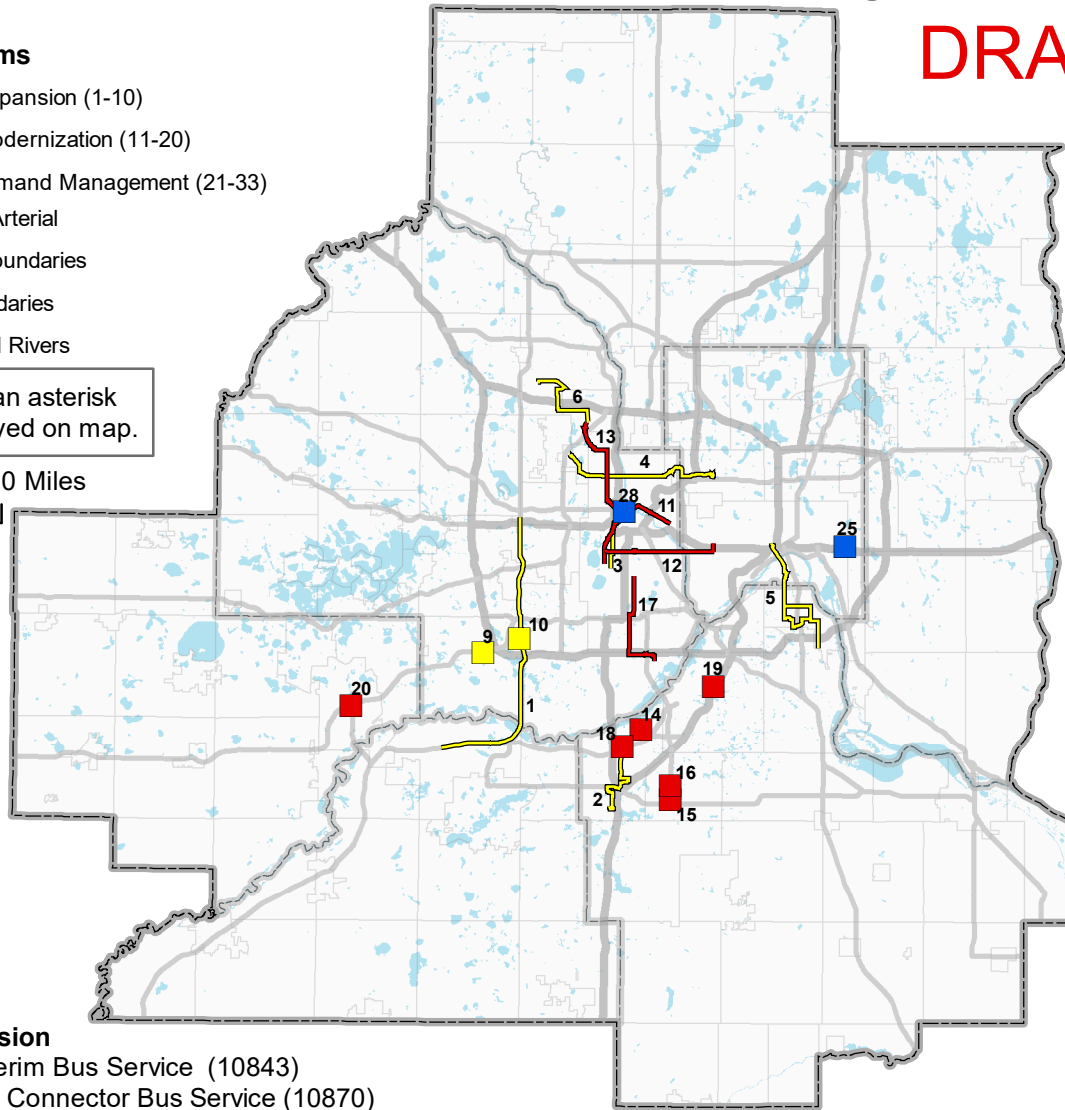
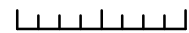
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Reference Items

- Transit Expansion (1-10)
- Transit Modernization (11-20)
- Travel Demand Management (21-33)
- Principle Arterial
- ▭ County Boundaries
- ▭ City Boundaries
- ☁ Lakes and Rivers

Projects with an asterisk are not displayed on map.

0 2.5 5 10 Miles



Transit Expansion

1. Hwy 169 Interim Bus Service (10843)
2. Orange Line Connector Bus Service (10870)
3. Route 4 Transit Service Expansion in Minneapolis (10923)
4. Route 32 Transit Service Expansion in Robbinsdale, Minneapolis, St. Anthony, and Roseville (10928)
5. Route 68 Transit Service Expansion in Saint Paul, West St. Paul, and South St. Paul (10930)
6. Route 724 Transit Service Expansion in Brooklyn Center and Brooklyn Park (10932)
- 7.* I-494 SW Prime Service Expansion (10994)
- 8.* Minneapolis and Saint Paul Electric Vehicle Network (11000)
9. SouthWest Transit Mobility Hub at SouthWest Station (11024)
10. Golden Triangle Area Bus Transfer Station (11032)

Transit Modernization

11. Route 6 Corridor Bus and Stop Modernization in Minneapolis (10647)
12. Lake St-Marshall Ave Corridor Bus Stop Modernization (10648)
13. Emerson and Fremont Ave Bus Stop Modernization in Minneapolis (10649)
14. Burnsville Bus Garage Modernization (10890)
15. 147th S Skyway for Red Line in Apple Valley (10918)
16. 140th S Pedestrian Bridge for Red Line in Apple Valley (10963)
17. Chicago-Portland Ave Corridor Bus Stop Modernization in Minneapolis, Richfield, and Bloomington (10980)

18. Burnsville Transit Station Modernization (10990)
19. Eagan Transit Station Modernization (10991)
20. Solar Array at East Creek Station in Chaska (10999)

Travel Demand Management

- 21.* Closed Network Carshare in Minneapolis and Saint Paul (10804)
- 22.* Bicycle Access & Safety Education Initiative in Minneapolis and Saint Paul (10834)
- 23.* Scott County Travel Demand Management (10860)
- 24.* Transforming Renters' Transportation Choices Along Green Line (10913)
25. East Metro First-Last Mile Job Access Project (10942)
- 26.* HOURCAR Community Engagement and Outreach Initiative (10961)
- 27.* TDM Cultural Ambassadors in Minneapolis and Brooklyn Park (10998)
28. Parking FlexPass at ABC Ramps (11022)
- 29.* eWorkplace Phase 4 for Downtown Minneapolis (11029)
- 30.* Shared Mobility Integration for the Metro Transit Mobile App (11030)
- 31.* Bike Rack Sensors for Metro Transit Buses (11031)
- 32.* Bike Share Integration, Inclusion, and Regional Expansion (11046)
- 33.* Commuter and Community Bicycle Access in Minneapolis (11048)

One Page Summary

Project Name: US Highway 169 Bus Rapid Transit Interim Service

Applicant: Scott County

Project Location: Marshall Road Transit Station, Shakopee, MN to General Mills Headquarters, Golden Valley, MN

Route: 21.045 miles

Requested Award Amount:

\$6,962,538

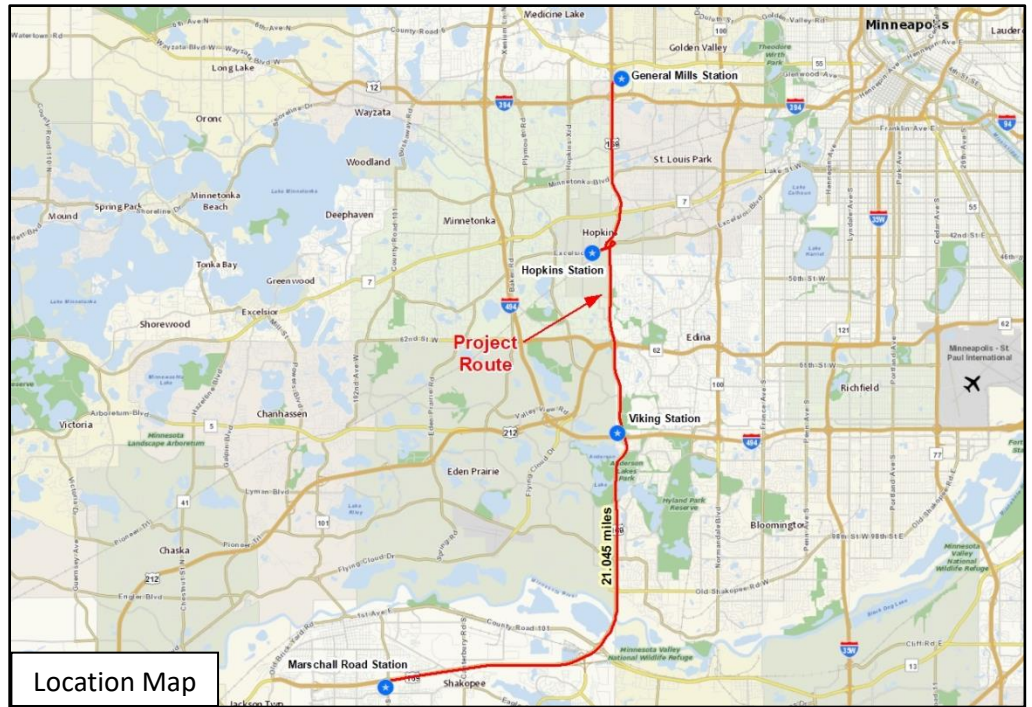
Total Project Cost: \$8,703,172

Project Description: This new bus service will operate on weekdays from 5am to 11pm in the US Highway 169 Corridor (Principal Arterial). One bus stop will be constructed at Viking Drive, which will include a shelter,

light, and heat. Other stops will use existing infrastructure. This service is intended to begin alongside Southwest Light Rail Transit in 2023. Interim bus service will serve four stops; Marshall Road Transit Station in Shakopee, Viking Drive in Bloomington, Downtown Hopkins Station, and General Mills in Golden Valley. Interim bus service will help establish a market for eventual implementation of BRT as described in the Highway 169 Mobility Study Recommended Improvements.

Project Benefits:

- Makes connections to future Southwest Light Rail Transit (Green Line) Extension;
- Improves reverse commute options to Shakopee, Bloomington and Hopkins;
- Provides transit service to several employment nodes;
- Establishes ridership for the develop of permanent BRT implementation.



Location Map





Minnesota Valley Transit Authority

2018 Regional Solicitation

Orange Line Connector – Summary

Date: July 10, 2018

ABOUT

Minnesota Valley Transit Authority (MVTA) is the second largest public transit agency in Minnesota based on ridership and provides public transportation to fast-growing population and employment centers in Dakota and Scott counties. MVTA operates transit service within its seven cities and provides substantial services extending beyond their borders. MVTA operates service out of 20 transit stations and park and ride lots throughout the Twin Cities Metro Area.

PROJECT OVERVIEW

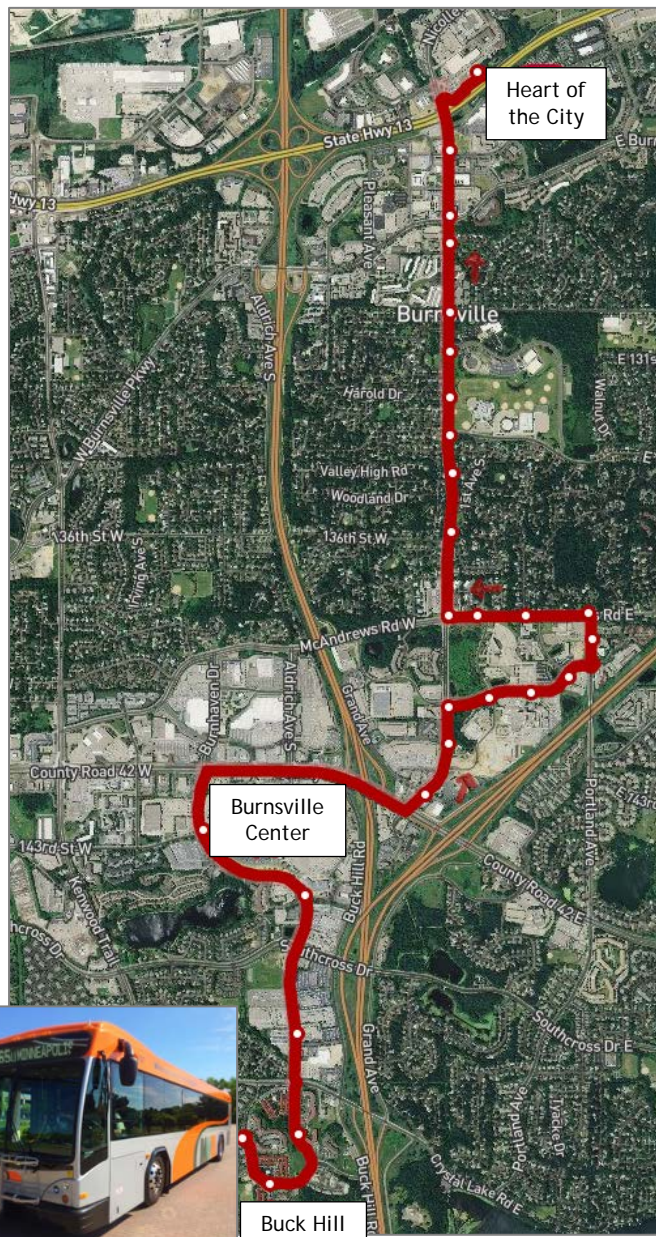
The proposed transit expansion project will add new weekday local service to connect Orange Line Phase 1 terminus with anticipated re-development in Burnsville (approximately 6 miles). The service includes local stops, a connection to Burnsville Transit Station, and could serve as a precursor to a future Orange Line extension. The proposed route requires purchase of additional buses, with an anticipated service frequency of 30- minutes approximately 15 hours per day.

PROJECTED IMPACTS

The project will improve access to jobs and health care by directly connecting an area of concentrated poverty to a high-frequency transit corridor (METRO Orange Line). The proposed route is surrounded by multiple land uses with a variety of single family and multi-family housing options within close proximity to existing stops, with nearly 23,000 residents within a quarter mile of the route.

FUNDING REQUEST

MVTA requests a total of \$3,430,000 (\$1,030,000 for two heavy duty buses and \$2,400,000 for three years of operations).



Route 4 Transit Service Expansion Summary

Route 4 is a Core Urban Local Route running from New Brighton to Southtown Shopping Center in Bloomington via Old Highway 8, Johnson Street, Hennepin Avenue, Lyndale Avenue, Bryant Avenue, and Penn Avenue. It operates in one of the most important transit corridors in the region, connecting dense urban and mixed-use development to significant commercial centers including Silver Lake Village, Saint Anthony Main, downtown Minneapolis, Lyn-Lake, and Southtown Shopping Center.

The portion of Route 4 included in this project operates from the north end of downtown Minneapolis to Bryant Avenue and 38th Street in south Minneapolis. This segment has the highest population and job density of the corridor and is the most transit supportive.

Currently the project segment of the Route 4 operates every 10 minutes on weekdays in the peak period and every 15 minutes in the off-peak. On Saturdays it operates every 15-30 minutes and it operates every 30 minutes on Sundays. This is below the standard of service that should be available given the transit-supportiveness of this segment of the corridor.

This project would increase the weekday off-peak frequency to every 10 minutes, Saturday frequencies to every 15 minutes, and Sunday frequencies to every 15 minutes. It would also explore the installation and implementation of transit signal priority treatments at 8 to 10 intersections along Lyndale Avenue and Bryant Avenue to improve transit speed and reliability in this corridor.

The grant request is for the additional operating funds required to implement the service improvement and install transit signal priority treatments at 8 to 10 intersections in the corridor. No additional vehicles are required to implement this improvement.

Total Project Cost: \$2,613,517.86
Requested Federal Amount: \$2,090,814.29
Local Match Amount: \$522,703.57
Local Match Percentage: 20.0%

Route 32 Transit Service Expansion Summary

Route 32 is a Supporting Urban Local route running from Robbinsdale Transit Center to Rosedale Transit Center in Roseville, via West Broadway Avenue, Lowry Avenue, Kenzie Terrace/ New Brighton Blvd, and County Road B2. It operates as an important crosstown route connecting to several major Core Urban Local routes as well as significant commercial, residential, and activity centers in the corridor. These include downtown Robbinsdale, North Memorial Hospital, neighborhood commercial nodes in North and Northeast Minneapolis, and Roseville Shopping Center.

Currently, Route 32 operates every 30 minutes on weekdays, Saturdays, and Sundays. This improvement would increase frequency to every 20 minutes all days. Service will operate on weekdays from approximately 5:30am to 9:00pm, on Saturdays from approximately 6:30am to 8:30pm, and on Sundays from approximately 7:00am to 8:00pm.

This improvement will build on incremental improvements made over the past several years to the Route 32 that have been very successful. Weekday frequency was increased in 2012, Saturday service was added in 2014, followed by new Sunday service in 2015. In 2017 the span of both weekday and Saturday service was widened to better serve evening demand at Rosedale Mall. In all these cases anticipated ridership has met or exceeded our goals. We expect that the proposed frequency improvement will continue the pattern of strong ridership in response to new service.

The grant request is for the additional operating funds required to implement the service as well as two additional 40' buses needed.

Total Project Cost: \$5,390,728.75
Requested Federal Amount: \$4,312,583.00
Local Match Amount: \$1,078,145.75
Local Match Percentage: 20.0%

Route 68 Transit Service Expansion Summary

Route 68 is a Core Urban Local route running from the north side of Saint Paul to West Saint Paul, South Saint Paul, and Inver Grove Heights via Jackson Street, downtown Saint Paul, Robert Street, Thompson Ave, Marie Ave, and 5th Ave S. It operates on a major transit corridor in Saint Paul and the east metro, connecting downtown Saint Paul with several significant commercial and job centers, mixed-use neighborhoods, and residential areas.

The portion of Route 68 included in this project operates from 14th Street and Jackson Street north of downtown Saint Paul to 5th Street and South Street in South Saint Paul. This segment of the route has the highest population and job density of the corridor and can support the highest level of transit service.

Currently, this portion of the Route 68 runs every 15-30 minutes during the weekday peak period and every 30-60 minutes in the midday and evenings. Saturdays and Sundays, it runs every 30-60 minutes for most of the day.

The planned improvement to this route is most significant in the weekday off-peak, and Saturdays where the headway will be improved from every 20 or every 30 minutes to every 15 minutes. On Sundays headway frequencies will be improved from about every 30 minutes to every 20 minutes. The grant request is for the additional operating funds required to implement the service improvement. No additional vehicles are required to implement this improvement.

Total Project Cost: \$4,477,387.50
Requested Federal Amount: \$3,581,910.00
Local Match Amount: \$895,477.50
Local Match Percentage: 20.0%

Route 724 Transit Service Expansion Summary

Route 724 is a Suburban Local Route serving Brooklyn Park and Brooklyn Center, with peak period service to downtown Minneapolis. It connects the Target North Campus, Starlite Transit Center, Brooklyn Center Transit Center, and downtown Minneapolis, with local pick up in Brooklyn Center, Brooklyn Park, and north Minneapolis.

The portion of Route 724 included in this project operates from Starlite Transit Center in Brooklyn Park to Brooklyn Center Transit Center in Brooklyn Center via Brooklyn Blvd, Zane Ave N, 63rd Ave N, and Xerxes Ave N. This segment of the route plays an important role in connecting to other core local and suburban local routes at the two transit centers, significantly expanding the footprint of convenient transit service in this suburban area. This segment of the route also has the highest level of local ridership on the route.

Currently this segment of Route 724 runs every 30 minutes on weekdays and every 30 to 60 minutes on Saturdays and Sundays. This improvement would increase frequency on this segment to every 15 minutes from 6am to 8pm on weekdays and 6am to 7pm on Saturdays. Sunday service will be improved to every 20-30 minutes for most of the day.

Total Project Cost: \$5,211,760.50
Requested Federal Amount: \$4,169,408.40
Local Match Amount: \$1,042,352.10
Local Match Percentage: 20.0%

494 North SW Prime Service Project Summary

This I-494 North SW Prime service expansion project is requesting funds for an additional 15 SW Prime vehicles and operating dollars to implement a new SW Prime microtransit service along the I-494 corridor between Eden Prairie and Maple Grove. The service that will be a hybrid of the current SW Prime service that will allow riders both departing or entering SouthWest Transit's service area to be able to book rides to and from on demand zones where rides are provided as needed without reservations, and scheduled zones where riders select the time frame in advance they want to be picked up for their rides. SouthWest Transit will seek to partner with other transit agencies along the corridor (Maple Grove Transit, 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 10 electric passenger vehicles and 5 medium duty lift-equipped transit vehicles (electric if available).
- The service plan calls for 13 vehicles to operate the service.
- Service would mirror SW Prime service hours (Monday-Friday, 6am – 6:30pm).
- The service as proposed will only service rides that originate or terminate within the proposed Eden Prairie zone of the service (The Golden Triangle and Town Center Areas of Eden Prairie), but eventually the service could be opened up to allow interzone rides across all proposed service areas.
- There are proposed service areas in Eden Prairie, Minnetonka, Plymouth, and Maple Grove that primarily consist of retail, industrial, and commercial land uses.
- The service will stop anywhere within the proposed service zones.
- The proposed “scheduled” zones in Maple Grove and Plymouth will allow riders to schedule rides within a 15 or 30-minute timeframe up to 24 hours in advance.
- The proposed “on demand” zones will act as SW Prime operates today where riders book rides only at the time a ride is 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 150,000 jobs.
- Rides will be able to be booked for the service through a smartphone app, web app, over the phone, at SW Prime kiosks, 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.



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TWIN CITIES EV COMMUNITY MOBILITY NETWORK

The City of St. Paul (“the City”), working in partnership with HOURCAR, the Twin Cities’ nonprofit carsharing service, and Xcel Energy, is applying for a Transit Expansion grant to fund a new all-electric community mobility network in the Twin Cities. This new service will be enabled for both one-way and two-way trips. The base fleet for the new service will be 150 battery electric vehicles (BEVs). The fleet will be supported by a network of 70 mobility hubs, structured around a .6 mile grid within a 35 square-mile walkshed (see accompanying maps for proposed service area and approximate mobility hub locations). At most points within this walkshed, users will be within ~.3 miles (~5-minute walk) from a mobility hub with electric vehicles and charging stations.

In 2017, the Shared-Use Mobility Center released its Twin Cities Shared-Mobility Action Plan, with the support of numerous regional stakeholders. A key finding is that the lack of flexible, one-way carsharing strengthens incentives for personal vehicle ownership and reduces transit use, biking, and walking. The negative effects fall hardest on people in underserved neighborhoods. The Action Plan recommends using CMAQ funding to strengthen carsharing and to establish a one-way service, emphasizing access for disadvantaged communities. Our plan implements this recommendation.

We are submitting in the “Transit Expansion” category because the new service will provide a new mode of transit. As with other, “traditional” forms of transit, the proposed service is a one-way or round-trip transportation mode, is shared use, is not human-powered, is a public carrier, and complements existing transit but does not rely on it. Like other transit expansion projects, this project will have independent utility for one-way trips. As with “traditional” transit, the mobility network will integrate seamlessly with other transit modes, reduce auto ownership, reduce vehicle miles traveled (VMT), and reduce emissions. Like other transit, EV carshare substantially reduces emissions by reducing total VMT. Our fleet will further reduce emissions by using battery electric vehicles (BEVs). Accounting for Xcel’s generation mix, these BEVs emit less than half the greenhouse gas emissions of the average regional vehicle, and of course zero local emissions. To the extent possible, we also plan to use smart charging and renewables to power the vehicles.

Agencies in other regions fund analogous municipally-sponsored mobility networks to complement and expand existing transit. For example, Los Angeles DOT, which operates the LA DASH bus system, recently contracted for an EV mobility network similar to what we propose. The Capital District Transportation Authority in Albany, New York, provides direct operating support to and serves on the board of the area’s non-profit carshare. Together, they created the “*iride iwalk idrive*” program, which provides bus passes and carshare memberships to low-income individuals, and promotes using all three modes together. By supporting this project, the Metropolitan Council will be taking a step that is innovative but not unprecedented, enhancing quality of life in the region, and reinforcing the Twin Cities’ role as a national leader in transportation.

As the accompanying maps illustrate, this project will serve portions of both Saint Paul and Minneapolis. Should the Metropolitan Council elect to fund our proposal, the City plans to negotiate a joint powers agreement with the City of Minneapolis (whose letter of support is included). The joint powers agreement will also facilitate securing permits and rights-of-way for all on-street elements of the project.

We appreciate the Council’s consideration of our proposal.



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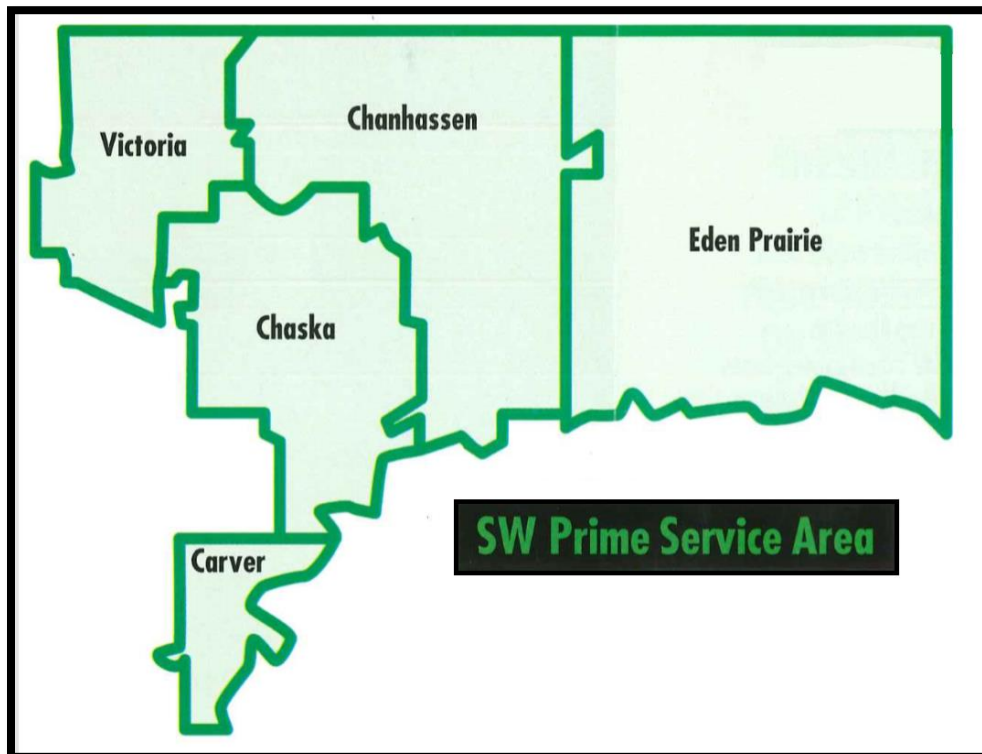
Regional Solicitation – SouthWest Transit Mobility Hub

Description

SouthWest Transit's Mobility Hub will be a multimodal approach to facilitate first and last mile travel within the SouthWest Transit service area. Through the expansions of the on-demand service SouthWest Prime and the bike rental program SW Ride, as well as the creation of a car share service, 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. The Mobility Hub will be centered at Eden Prairie's SouthWest Station.

Through these means, SWT is able to further expand upon the current array of first and last mile options for passengers. This project is also timely considering the incoming SWLRT - Green Line extension. One goal of this project is to expand upon existing services in time to accommodate the increased ridership that will occur at SouthWest Station - providing LRT riders with options to travel to and from their final destinations with ease and comfort. Another goal is to improve these options for riders who are traveling solely within the SWT service area. Through the mentioned expansions and the creation of a car share service, riders within the service area as well as riders traveling to and from the service via express routes or the SWLRT will be provided numerous options to travel in a modern, efficient, and safe manner.

Service Area



Cost

Prime Expansion	\$4,172,000.00
Bike Program Expansion	\$144,000.00
Carshare	\$275,000.00
Total Project Costs	\$4,591,000.00

Golden Triangle Bus Transfer Station Project Summary

The planned Golden Triangle Area (GTA) Bus Transfer Station will provide a much-needed bus transfer location within the GTA in Eden Prairie - the largest suburban business district in the Twin Cities metropolitan area. The facility will include enough loading/layover area to accommodate a minimum of two 45-ft coach buses, an indoor temperature controlled waiting/lobby area, sidewalks, rest areas, restrooms, transit information, proper signage, and landscaping. The site will not include transit park and ride as its primary use will be for reverse commute, suburb-to-suburb service, and potential transitway service connections.

The GTA in Eden Prairie is a heavily auto-oriented district with minimal sidewalks, a meandering road network, and predominantly low density commercial land uses. These factors contribute to an environment that is not transit-friendly where transit vehicles take a relatively longer time to service the area compared to a more urban dense environment with grid pattern street networks. Additionally, the road network within the GTA makes it far too inefficient for transit vehicles to quickly and effectively service all areas of the GTA where service is needed.

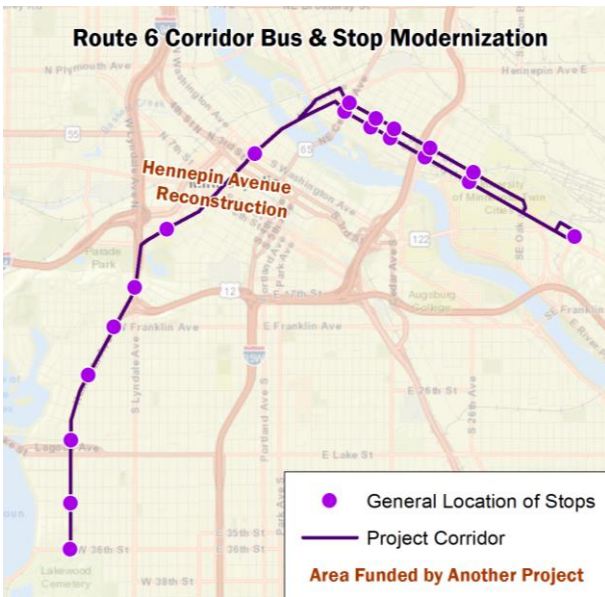
It is for the above reasons that a bus transfer station within the GTA will significantly increase transit efficiency by allowing express/transitway vehicles to connect to GTA circulator services at the proposed GTA Bus Transfer Station. SW Prime microtransit service will also connect at the planned station allowing riders to access the entirety of SouthWest Transit's service area (Eden Prairie, Chanhassen, Chaska, Carver, Victoria). Current and planned services that will connect with/benefit from the proposed station include SouthWest Transit reverse commute express services, SouthWest Transit's SW Prime microtransit service, programmed/funded MVTA express service to the GTA, and programmed/funded SouthWest Transit suburb-to-suburb service along I-494 between Eden Prairie and the Mall of America. Other planned services that could stop at/benefit from the proposed station include planned 169 BRT service, planned American Blvd ABRT service, and the planned SWLRT Green Line Extension connector bus service.

Route 6

Bus and Stop Modernization

Applicant: *Metro Transit*

The Route 6 Corridor Bus and Stop Modernization project will improve transit service by enhancing customers' experiences with modern amenities like enhanced shelters, real-time transit information and zero-emission electric buses.



This project will modernize much of Route 6 connecting Stadium Village to southwest Minneapolis via University Avenue and Hennepin Avenue. Three buses will be upgraded to fully electric propulsion. Route 6 is a critical component of the existing transit network, averaging over 9,000 daily rides. It is one of Metro Transit's busiest bus routes. Existing transit facilities along the corridor do not meet their communities' needs; many locations consist of a sign on a pole without any scheduling information. Narrow sidewalks and right-of-way restrict available space for customer improvements like shelters.

This project will expand sidewalk space with bus bumpouts for dedicated transit boarding areas, near-level boarding and enhanced facilities. Bus stops along the corridor will feature enhanced shelters with heat and light. Other improvements include real-time information, phones and/or cameras, benches, bicycle racks and trash receptacles.

The project will also convert three diesel articulated buses planned for the corridor to battery electric articulated buses. The incremental cost difference of purchasing electric buses in lieu of a diesel purchase is included in this project application; the base bus cost is accounted for separately.

The project requests \$7.25 MM for the construction of bus stop improvements throughout the Route 6 corridor and \$1.5 MM for the incremental cost difference of modernizing three vehicles in the planned fleet by purchasing electric buses in lieu of diesel buses.

Accessible



High Amenity



Equitable/ACP50



9,000 daily riders



Route 6 Stop at Hennepin and Franklin Avenues (northbound)

Lake Street-Marshall Avenue Bus Stop Modernization

Applicant: *Metro Transit*

Accessible



High Amenity



Equitable/ACP50



12,000 daily riders



The Lake-Marshall Corridor Bus Stop Modernization project will make transit service more attractive along 7.1 miles of Route 21 by enhancing the customer experience with vastly improved amenities like enhanced transit shelters and real-time transit information.



This project will modernize bus stops along the western portion of the existing Route 21 corridor between the Uptown Transit Center and the METRO Green Line Snelling Avenue Station via Lake Street, Marshall Avenue, and Snelling Avenue. Most of the route segment targeted for improvement with this project is in today's High-Frequency Network, the core of Metro Transit's service.

Between the Uptown Transit Center and Snelling Avenue, weekday ridership reaches up to about 10,000 boardings. The service is Metro Transit's second highest ridership bus route, behind only the existing Route 5 service. The limited transit facilities along the corridor do not meet the needs of the communities they serve. Limited sidewalk space and available right-of-way restricts the available space for customer improvements such as shelters. Many locations currently do not have shelters and offer little more information than a bus stop sign on a pole. Other improvements include real-time information, phones and/or cameras, benches, bicycle racks and trash receptacles.



Route 21 Stop at Lake St. & Bloomington Ave. (eastbound)

The construction project will expand sidewalk space with bus bumpouts to accommodate a dedicated transit boarding area for near-level boarding, plus enhanced customer facilities. Bus stops along the corridor will be modernized with a variety of improvements, including enhanced shelters with heat and light. The project includes \$8.75MM for the construction of bus stop improvements throughout the Lake Street-Marshall Avenue corridor.

Emerson-Fremont Avenue Bus Stop Modernization

Applicant: *Metro Transit*



The Emerson-Fremont Avenue Corridor Bus Stop Modernization project will make existing transit service more attractive along over seven miles of Route 5 by enhancing the customer experience with amenities like enhanced shelters and real-time transit information.

Route 5 connects the City of Brooklyn Center with the Mall of America via downtown Minneapolis. It is the highest ridership bus route within the existing transit network and carries an average of 15,500 passengers per day. However, limited transit facilities along the corridor do not meet the needs of the communities they serve. Scarce sidewalk space and the lack of right-of-way constrict space for improvements such as shelters. Many bus stops along this corridor today do not offer more than a sign affixed to a pole.

This project will modernize bus stops along the northern portion of Route 5 connecting the Brooklyn Center Transit Center with downtown Minneapolis via Emerson and Fremont Avenues. Curb bumpouts will be constructed as part of this project to accommodate near level boarding, a dedicated boarding area and enhanced shelters. The enhanced shelters will provide heat and light, as well as real-time bus-tracking information. Security features (emergency phones and/or cameras) and furnishings like benches, bicycle racks, and trash receptacles will also be installed. The curb extensions will provide a better waiting experience for riders. They also remove the need for buses to merge into and out of traffic, improving travel times.

The project requests \$8.75 million for the construction of bus stop improvements throughout the Emerson-Fremont corridor.

Accessible



High Amenity



Equitable/ACP50



15,500 daily riders



Route 5 Stop at Emerson and Lowry Avenues (northbound)



2018 Regional Solicitation
Burnsville Bus Garage (BBG) Modernization – Summary
Date: July 10, 2018

ABOUT

Minnesota Valley Transit Authority (MVTA) is the second largest public transit agency in Minnesota based on ridership and provides public transportation to the fast-growing population and employment centers in Dakota and Scott counties. MVTA operates transit service within its seven cities, but also provides substantial services extending beyond their borders. MVTA operates service out of 20 transit stations and park and ride lots throughout the Twin Cities Metro Area.

PROJECT OVERVIEW

The Burnsville Bus Garage (BBG), located at 11550 Rupp Drive in Burnsville, was constructed in 1977 as a manufacturing facility in an industrial park adjacent to the Minnesota Valley National Wildlife Refuge. The facility was converted to a bus garage in 1996. The garage area houses maintenance and a bus-washing system in addition to revenue and non-revenue vehicle storage. The site is tightly constrained and surrounding areas are used by high volumes of heavy trucks.

Limitations with facility design have created safety and operational challenges at BBG as revenue and non-revenue vehicle inventories continue to grow. Both bus garages are overcapacity, with 10+ large buses being stored outside at the rear of BBG near the fuel islands and 8+ large buses are parked outside on the north apron.

Vehicle parking inside the garage occurs wherever there is space, including the maintenance and wash bays, traffic lanes, and stall parking to maximize space. Careful maneuvering is required throughout the garage, with buses backing up from stalls and bays, increasing the risk of collisions. To further confound the issues with safety and traffic flow inside the garage is the location of the bus-washing system. The bus wash is located near the main office entry, which requires employees and visitors to pass through frequent bus traffic and wet floors, creating a significant safety hazard. Further, the interior ceiling height is too low to allow buses to raise to full height for repairs and inspections and there is a lack of storage for parts, tools, and other maintenance equipment. There is also inadequate parking space for employees in the front lot.

The project includes the remodel and augment the existing building footprint, relocate maintenance and the bus wash to the rear of the building, and add storage. A redundant fiber connection that runs from BBG to the Burnsville Transit Station, MVTA's main transit hub.

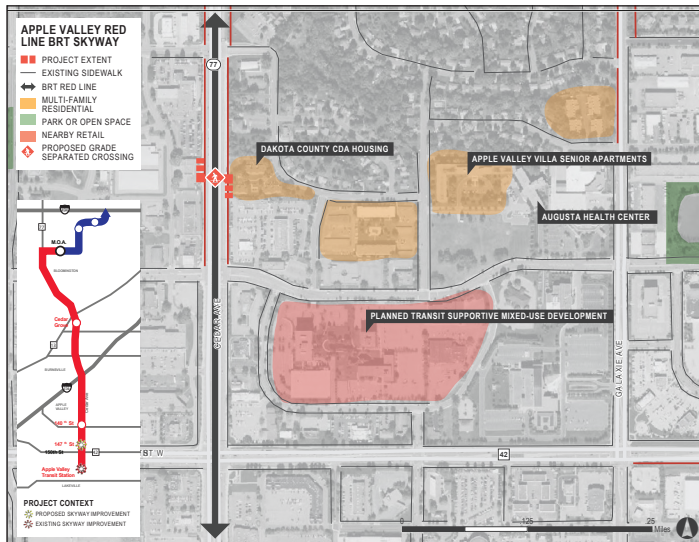
The project scope increases bus storage capacity by 36 to accommodate current and long-term vehicle inventories, resolves congestion and safety issues by relocating maintenance and bus wash, adds much-needed storage and employee parking space, and provides consistent network connectivity. Additionally, the relocated maintenance area provides a sufficient ceiling height to maintain all bus types in the MVTA fleet.

FUNDING REQUEST

The total project amount is \$6,771,632; the requested federal portion is \$5,417,306 and the requested local match (20%) is \$1,354,326.

Red Line BRT 147th Street Station - Skyway

APPLE VALLEY



Project Location



Renderings/Concepts

Project Location:	Apple Valley
Requested Award Amount:	\$3,520,000
Total Project Cost:	\$880,000

PROJECT DESCRIPTION

The METRO Red Line opened in the summer of 2013 and has been a great connector for the people of Dakota County to the greater metropolitan transit system. 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, connecting the two stations, and providing transit riders and pedestrians a safe way to cross Cedar Avenue (45,000 – 49,000 ADT) without interfering 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.*

10359 – 2018 Transit System Modernization

CSAH 23 (Cedar Avenue) & 140th Street Pedestrian Bridge – METRO Red Line BRT (Application #10963)

The project is for the construction of a new, accessible, all ages and abilities pedestrian/bike bridge over CSAH 23 (Cedar Avenue) just north of intersection with 140th Street (directly south of the 140th Street Transit Station serving the METRO Red Line) in Dakota County. (Please refer to the CSAH 23-140th-LAYOUT in the Attachments.) The project will significantly increase safety for pedestrians/bicyclists crossing CSAH 23 (Cedar Avenue) including riders of the METRO Red Line BRT. The project will improve access to communities, services and opportunities on the east and west sides of CSAH 23 (Cedar Avenue) Principal Arterial roadway.

The project will implement a solution to a problem identified in the Dakota County Intersection Study review with updates March 2018 (attached).

The project is included in the adopted 2018-2022 Dakota County CIP (Capital Improvement Program) for construction in 2022 (attached).

The project will construct a Pedestrian Bridge over CSAH 23 (Cedar Avenue) Principal Arterial roadway (where 1,500 feet north of this location CSAH 23 becomes Trunk Highway 77) in the city of Apple Valley. The bridge will span across CSAH 23 (Cedar Ave), the bridge ramps will “touch-down” along 140th Street, and will be ADA compliant. Amenities will include pedestrian scale lighting, additional lighting in character with the existing BRT corridor, landscaping, benches, and trash receptacles. Bike racks are available at the nearby 140th Street METRO Red Line Station.

The Pedestrian Bridge will be located to the south of the 140th Street METRO Red Line Station. The area where Trunk Highway 77 becomes CSAH 23 (Cedar Avenue) is in a downward slope that influences the placement of the Pedestrian Bridge. When the 140th Street Station was constructed it was not built to accommodate a “Skyway” connecting between the west/east stations.

The CSAH 23 (Cedar Avenue) & 140th Street intersection is the last northerly full access intersection before the CSAH 23 roadway becomes Trunk Highway 77; as a result of this westbound 140th Street traffic has double right turn lanes (for northbound CSAH 23 vehicles) that function like a freeway on ramp during morning peak hour. Westbound 140th Street vehicles turning right on red to access northbound CSAH 23 (Cedar Ave) -Trunk Highway 77 create conflicts with pedestrians crossing the nine lanes of CSAH 23.

The project is located near 350 units of senior housing, where in 2018 The Legends a new 163 unit opened on the corner of CSAH 23 (Cedar Avenue) & 140th Street. This area also includes McKay Manor a Dakota County CDA development of public housing townhomes. Many of these residents rely solely on public transit for employment, shopping and entertainment.

The project will make existing transit service in the corridor more attractive to users by constructing a modernized pedestrian bridge to service pedestrians/transit users to the 140th Street METRO Red Line Station with significantly improving safety by not having to cross nine lanes of Principal Arterial CSAH 23 (Cedar Avenue).

In addition to improving safety, the construction of the ADA compliant Pedestrian Bridge will make transit/walkability more attractive to patrons who are less mobile (i.e. elderly, young children, infants in strollers, visually impaired, and disabled). The pedestrian bridge will encourage alternative transportation modes and more importantly expose users to physical activity that leads to better physical and mental health.

Chicago-Portland Avenue Bus Stop Modernization

Applicant: *Metro Transit*



The Chicago-Portland Avenue Corridor Bus Stop Modernization project will make existing transit service more attractive along seven miles of Route 5 by enhancing the customer experience with vastly improved amenities like enhanced shelters and real-time transit information.

Route 5 connects the City of Brooklyn Center with the Mall of America via downtown Minneapolis. It is the most popular bus route within the existing transit network and carries an average of 15,500 passengers per day. However, limited transit facilities along the corridor do not meet the needs of the communities they serve. Many bus stops today do not offer more than a sign affixed to a pole.

This project will modernize bus stops linking south Minneapolis, Richfield, and Bloomington to the Mall of America, allowing for better accessibility to connections to the METRO Red Line, METRO Blue Line, and 20 bus routes. Curb bumpouts will be constructed as part of this project to accommodate near level boarding, a dedicated boarding area and enhanced shelters. The enhanced shelters will provide heat and light, as well as real-time bus-tracking information. Security features (emergency phones and/or cameras) and furnishings like benches, bicycle racks, and trash receptacles will also be installed.

Accessible



High Amenity



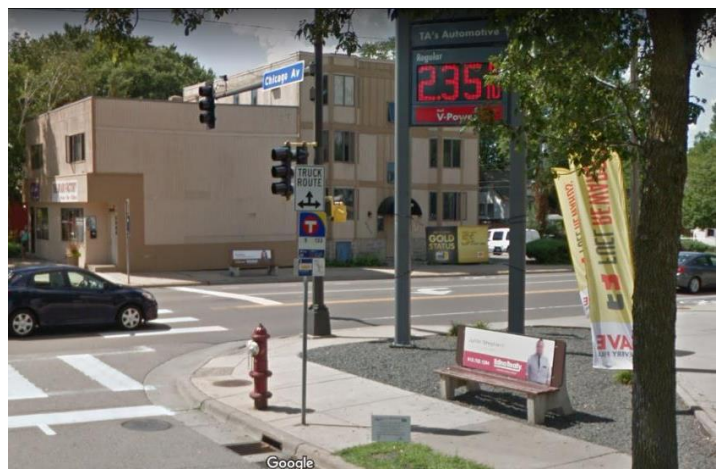
Equitable/ACP50



15,500 daily riders



The project includes \$8.75 million for the construction of bus stop improvements throughout the Chicago-Portland corridor.



Route 5 Stop at Chicago Ave. & 46th St. (southbound)



Minnesota Valley Transit Authority

2018 Regional Solicitation

Burnsville Transit Station (BTS) Modernization – Summary

Date: July 10, 2018

ABOUT

Minnesota Valley Transit Authority (MVTA) is the second largest public transit agency in Minnesota based on ridership and provides public transportation to fast-growing population and employment centers in Dakota and Scott counties. MVTA operates transit service within its seven cities and provides substantial services extending beyond their borders. MVTA operates service out of 20 transit stations and park and ride lots throughout the Twin Cities Metro Area.

PROJECT OVERVIEW

BTS was constructed in 1995 with a transit station and surface parking lots. In 1997, a parking deck was built to accommodate this customer needs; and this process was repeated in 2002 when a second deck was added. Today the site has 1300 parking spaces and annual ridership of just over 1 million. This park and ride grew in phases, resulting in a passenger elevator never being included in the construction. Currently all customers parking on the upper levels are required to use stairways for egress. The Metropolitan Councils Thrive MSP 2040 Transportation Policy Plan states we should provide people of all ages and abilities with a transportation



system that connects them with jobs, schools and opportunity. An elevator is necessary to assure accessibility for all customers to egress the three level parking structure and is consistent with this plan.

The provided project cost is for a multi-passenger elevator installation and enclosure construction. A backup power generator has been included in this project to assure the elevator and facility can remain operational during emergencies. The generator will also assure that transit operations and customer service are able to provide service to our customers. Included in the cost is a utility room that is necessary for custodial and supply storage needs. It is necessary to cross a road to get from the parking ramp to the bus bays. Dollars have been included in this request to improve signage at these pedestrian crossings.

FUNDING REQUEST

The total project amount is \$770,000; the requested federal portion is \$616,000 and the requested local match (20%) is \$154,000.



2018 Regional Solicitation
Eagan Transit Station (ETS) Modernization – Summary
Date: July 10, 2018

ABOUT

Minnesota Valley Transit Authority (MVTA) is the second largest public transit agency in Minnesota based on ridership and provides public transportation to the fast-growing population and employment centers in Dakota and Scott counties. MVTA operates transit service within its seven cities, but also provides substantial services extending beyond their borders. MVTA operates service out of 20 transit stations and park and ride lots throughout the Twin Cities Metro Area.

PROJECT OVERVIEW

Eagan Transit Station (ETS) is in need of a passenger elevator. The station is bordered by the second busiest intersection in Dakota County, Yankee Doodle Road and Pilot Knob Road. Adjacent to Interstate Highway 35E, it provides transit access to a large retail area, hotels, and multi-family housing. The station also serves commuters to the downtown areas of both Minneapolis and Saint Paul. Development in this area was sparked when MVTA built a Transit Oriented Development (TOD) on the site located at 3470 Pilot Knob Road in Eagan MN. The area is now the City of Eagan’s central shopping district. That project included a six-store mall adjacent to the transit station.

The original 330 vehicle surface park and ride started serving customers in 1999. The park and ride demand at the site increased and in 2002, it was expanded to accommodate 750 vehicles. The expansion included, a two-level parking ramp structure, customer waiting area and restrooms. Annual ridership at this location is just under half a million. The expansion project did not include a passenger elevator.

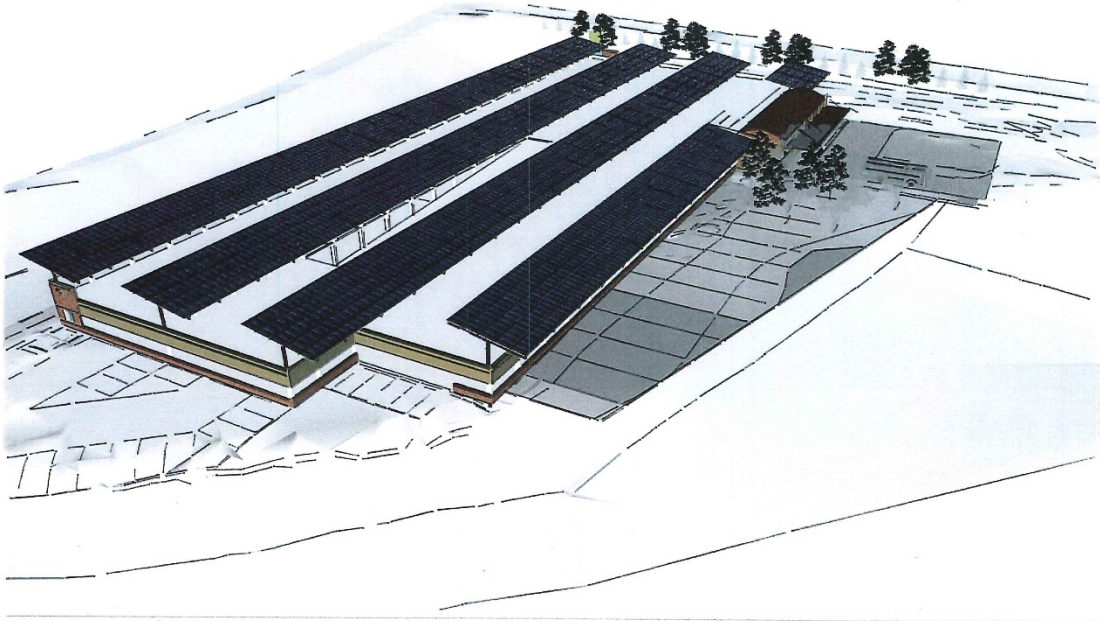
Currently all customers parking on the upper levels are required to use stairways for egress. The Metropolitan Councils Thrive MSP 2040 Transportation Policy Plan states we should provide people of all ages and abilities with a transportation system that connects them with jobs, schools and opportunity. An elevator is necessary to assure accessibility for all customers to egress the three level parking structure and is consistent with this plan.

FUNDING REQUEST

The total project amount is \$515,000; the requested federal portion is \$412,000 and the requested local match (20%) is \$103,000.



3D Renderings



Summary of Closed Network Carshare Development Project

The Problem: Reducing dependence on individually owned cars involves replacing a single source transportation solution (owned car) with a group of services that operate in unique niches, covering different travel occasions. Among these different transportation services, carshare is an important strategy that provides households with a transportation alternative for important and necessary travel occasions not served by other alternatives. The problem is, commercial carshare operations require many users per car to be viable. That limits their operations to the densest populated areas of the metropolitan area, leaving many households unable to access carshare in their area.

Solution: The goal of this program is to bring a viable carshare option to areas of the metropolitan area not served by commercial carshare operations. These areas include neighborhoods surrounding the high frequency transit corridors that are outside the dense core of the cities. The program could be summarized as follows: The closed network carshare program allows a group of neighbors to own and operate a car together.

The closed network system has several advantages over commercial carshare that allows it to operate in lower density locations than commercial operations. 1. Users of Closed network carshare, make a larger monetary commitment than a typical commercial carshare operation. Where commercial carshare operations typically seek to eliminate fixed costs, the closed network program seeks to limit fixed costs not eliminate them. 2. Because the user group is smaller and more defined, some of the operating systems and technology required can be less robust than commercial operations or performed by members, lowering costs. 3. Lastly, Closed network carshare users are taxed as vehicle owners, not as commercial system users.

Program Parameters: the cars, typically late model electric or hybrid vehicles, are purchased by CarFreeLife (Minnesota Non-profit), then they're leased under a specialized long-term lease and joint ownership agreement to neighbors interested in using the car. The specialized lease and joint ownership agreements allows members to get in and out of the lease in a more favorable way than if they were in a long-term lease with a typical car leasing company. CarFreeLife also provides operational support services and technologies that facilitate smooth operations.

The CarFreeLife plan includes two variations of closed network carshare, sponsored and non-sponsored. A sponsor is a non-user that benefits from the presence of the carshare vehicle in a particular location. It could be an apartment building owner who wants to have a closed network carshare vehicle for residents of his or her building to join. Or it could be an office building that wants it as an amenity for tenants of the building to use. Sponsors of closed network carshare vehicles contribute by facilitating the vehicle in several ways. These may include a parking spot or garage space for the vehicle, or power for charging in the case of electric vehicles. They may also include economic incentives or guarantees that change the risk factors associated with placing the vehicle in a particular location.

Use of Proceeds of this Grant Application: The vehicles and operating costs are paid for by the user/owners of the cars. The proceeds of this application if successful would be used to educate potential neighbor groups and sponsors of the costs and benefits involved in participation.

User/Member Profile Scenarios:

1. "I commute to work using Metro Transit, or sometimes ride my bike. I also use Uber or Lyft when I'm out for the evening. I just don't need a car full time, but it's nice to have Neighbor-Car for the times that I do. I'm going to go to Europe with the money I saved by not owning a car."
2. "We have two cars in our household. By adding a Neighbor-Car membership we can easily relinquish a car, allowing us to pocket a significant amount of money every month."
3. "I like Neighbor-Car because, it allows us to drive a late model environmentally friendly car. By myself it might have taken me a long time before I could afford something like that. Besides Neighbor-Car has helped create a great social network. We find ourselves sharing all kinds of stuff now."



July 13, 2018

Elaine Koutsoukos
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

Dear Elaine and Metropolitan Council Review Team,

This letter is submitted as confirmation that Cycles for Change has secured funding to match federal dollars allocated through the Transportation Demand Management program.

With a requested \$319,200 TDM award, C4C will be expected to supply \$79,800 in matching funds over the two-year period of the grant. C4C is expected to receive more than \$65,000 annually in individual donations in 2018 (with comparable or larger amounts in 2019-2020); this funding is unrestricted, and C4C is prepared to put as much as needed towards the required TDM match. Additionally, C4C receives \$40,000 annually from the McKnight Foundation (2013-2018), and continued funding is expected. Additionally, the Otto Bremer Foundation contributed \$20,000 in 2017, with comparable contributions projected in 2018 and beyond that could be used as a match. With an annual budget of more than \$700,000 that includes substantial flexible and general operations resources, C4C is unquestionably in a position of allocating \$79,800 over two years to match a \$319,200 TDM award.

Please feel free to call me at 612-470-6423 with any questions you might have.

Sincerely,

Tina Cho
Executive Director, Cycles for Change

Scott County TDM

Applicant- Scott County(Smartlink) which is a cooperative agreement between Carver and Scott Counties for Dial-A-Ride, non-emergency medical transportation, volunteer drivers, shared vehicle and travel trainer.

This project is education and marketing of various transportation modes in Scott and Carver County. Smartlink will be advertising and educating as many residents as we can in order to help people realize the potential of modes like fixed route, commuter, DAR, volunteers, carpool, car share, and even taxi, and Uber/Lyft. Smartlink believes this is a great opportunity for education and outreach as commuters will have 35W headaches for at least 3 years and gas prices are starting to climb again ever so slowly. Smartlink links this project with another we are entrenched in, Mobility Management. Smartlink has done a survey which helped the Scott County Board to enact a DAR week-end service in Scott County because the people responding to the survey said that was important to them. Now Smartlink has to get that service to new heights beyond its 1.5 passengers per hour, and make it a sustainable service for the future. Employment in this region has climbed dramatically and just like we cannot build enough roads to support congestion, there is not enough fixed or commuter route to support all businesses, so we have to come up with alternatives like: walking, biking, carpool, rideshare, car share. Smartlink has already created a vehicle share program in Norwood Young America and wants to mirror this to encourage all citizens to share rides or use existing transportation resources to reduce the number of SOV's on the road. Smartlink will also be teaming with Human services to assist the clients they work with get to jobs, make it to medical appointments, and shopping.

This is a project for 2020-2021 and has a total cost of \$150,000.00 which is a 1.0 FTE travel trainer to market, advertise, outreach, and educate all citizens of Scott and Carver County on the who, what, when, why, where, and how to transportation solutions in their communities. An equal part of this effort is the discovery of needs and gaps which hopefully can lead to viable solutions for the discovered needs. Costs include salary, benefits, marketing materials, and advertising. Total cost of the project is \$150,000.00 which includes a local match of \$30,000. The local match of \$30,000.00 is being funded by a variety of sources like local transit tax, Carver County and Scott County operating budgets, DAR contracted revenue, and volunteer driver fares.

Project Name: Transforming Renters' Transportation Choices
Applicant: Move Minnesota
Project Location: along the METRO Green Line (Minneapolis and Saint Paul)
Requested Award Amount: \$296,614
Total Project Cost: \$373,706

Project Description & Benefits

Transforming Renters' Transportation Choices is an innovative TDM project that develops a new model of renter-focused TDM, using new and existing apartment buildings along the METRO Green Line LRT as testing ground to develop and hone the model.

The area around the Green Line serves a breadth of communities, income levels, and real estate owners. While LRT and associated transit-oriented development enable residents who want to own fewer vehicles to better achieve that goal, a new LRT line in itself is not sufficient to reduce auto ownership (U of MN Center for Transportation Studies, January 2015). Additional infrastructure or behavior change programming is necessary. Furthermore, much of traditional TDM programming relies on Individual Marketing (IM), which is less likely to reach residents who move frequently as renters rather than owning a home. TDM work focusing on the increasingly-dense rental housing along the corridor has significant opportunity to influence behavior change of swaths of residents.

In this 2-year program, Move Minnesota will focus intensively on the new and expanded housing developments along the Green Line, creating a program centered on providing tangible transportation choices tailored to the specific needs of people who rent along the Green Line. The goal of the project is to develop and implement TDM programming that will shape renter behavior change, both at a policy level and an implementation level. To accomplish this goal, Move Minnesota will: provide a customized toolkit for the companies that own large rental complexes adjacent to the Green Line; impact city policies that constrain TDM outcomes for renters and dense housing; and provide direct behavior change tools to groups of residents. By sampling different types of sites throughout the corridor, Move Minnesota will be able to develop a comprehensive model for TDM that truly addresses the specific concerns of renters, as well as rental agencies and buildings looking to participate in TDM work. By connecting residents to the existing transit and bikeway networks, as well as encouraging walking to nearby destinations, this project will not only reduce congestion, but increase physical activity and support residents in reducing or eliminating their reliance on a car.



First-Last Mile Job Access Project Summary

Providing adequate access to low-wage jobs in suburban areas is a significant challenge given the state of the land-use and transportation system. Low residential and employment densities, coupled with a relatively even distribution of low-wage jobs across a wide geographic area, make it difficult to provide fixed-route transit cost-effectively. The burden of the automobile-oriented land-use and transportation paradigm falls disproportionately on those least able to bear the cost of car ownership.

To address these problems, at least in part, transit agencies have long relied on alternatives to fixed-route service, including dial-a-ride, variable-route shared service, and private taxis. New technologies, including mobile app-based ride hailing, and improved vehicle routing algorithms, have the potential to make these services more effective.

This project will implement a demand-responsive, microtransit service based around the SunRay Transit Center in the east side of Saint Paul. Users will be able to hail a ride using a smart phone app or calling the dispatch center. Vehicles will be routed to passengers using a routing algorithm in real time and pick-up and drop-off additional passengers along the way.

The service will be available 7 days per week for 14 hours per day. It will include four vehicles available in service and target average passenger wait times of less than 10 minutes from the time of the ride request.

The service area will include the east side of Saint Paul, Maplewood, Oakdale, and Woodbury. There are significant opportunities to improve access to jobs in low density suburban job centers in this area. The grant request is to support the additional operating funds needed to implement the service.

Total Project Cost: \$1,274,200.00
Requested Federal Amount: \$500,000.00
Local Match Amount: \$774,200.00
Local Match Percentage: 60.76%



Project Request

HOURCAR requests TDM funds to engage low-income communities through a robust outreach strategy and promote multi-modal transportation approaches, particularly in areas of concentrated poverty and communities of color (ACP50 areas). HOURCAR already operates carsharing hubs in such communities. These "Increased Access Hubs," which were implemented in 2017, have lower hourly rates compared to other locations throughout the Twin Cities.

Organization Overview

HOURCAR is a nonprofit that provides members with hourly access to a fleet of fuel-efficient vehicles. We have 2,300+ members and 60 hubs throughout the Twin Cities. Car-sharing is essential to efficient, convenient multi-modal transit. HOURCAR is committed to increasing transportation and car-sharing access to everyone in the Twin Cities, and seeks to engage low-income, underserved communities that have traditionally be left out of car-sharing opportunities.

Project Overview

Since becoming an autonomous organization in 2017, HOURCAR has identified engagement and inclusion in disadvantaged communities as a priority. This led to the creation of Increased Access Hubs, located in neighborhoods where the median income is less than \$49,200 or 200% of the poverty guideline for a family of four. Currently there are 8 Increased Access Hub locations. In addition, HOURCAR plans to add 6 more Increased Access Hubs in North Minneapolis and East St. Paul. For this project, HOURCAR seeks to build staff and organizational capacity to foster strong partnerships within these neighborhoods, with a goal to identify, mitigate, and/or eliminate barriers to carsharing.

Funding Request

Funding from this request will support the creation and implementation of a comprehensive outreach strategy that effectively engages communities with an Increased Access Hub. Components of the strategy include:

- A Stakeholder's Committee made up of local community leaders and advocates;
- A full-time Community Engagement Manager who will leverage community partnerships, engage residents, and promote the benefits of car-sharing across the region;
- Customized marketing and communication materials; and
- Focus groups with residents to determine the opportunities and challenges unique to their communities.

Without TDM funds, HOURCAR does not have the organizational capacity to foster relationships in Increased Access Hub communities or determine the barriers to usage. This project allows HOURCAR to increase engagement, mitigate user challenges, understand the needs within Increased Access hub neighborhoods, and create a process for a sustained and thriving multimodal community.

Project Name: TDM Cultural Ambassadors
Applicant: Move Minnesota
Project Location: along the BRT C Line (Minneapolis and Brooklyn Center)
Requested Award Amount: \$308,166
Total Project Cost: \$385,208

Project Description & Benefits

In this two-year pilot program, Move Minnesota will work along the newly-built BRT C Line to develop and apply a new behavioral change model that employs ambassadors to develop change within specific cultural contexts. This TDM innovation model will prioritize and access cultural communities along the corridor, with the goals of shifting travel behavior and creating greater equity in cultural community access and use of transportation. This pilot model will be developed and tested over a 2-year period, with the intent of replication across other cultural communities in Minneapolis and Saint Paul.

While traditional TDM relies on individual marketing and surveys, these tools are not culturally appropriate for many communities of color. The cultural context of any evaluative tool has significant impact on its effectiveness and results, and culture should be core to strategy to successfully engage a community.

The TDM Cultural Ambassador model is centered around this principle. Over a two-year period, we will build relationships with trusted individuals and organizations who have historically struggled to have meaningful, safe access to walking, bicycling, and transit. This pilot project will focus primarily on communities of color in North Minneapolis and Brooklyn Center, including public, residential, educational, and employment sites that are relevant to those communities. Together with trusted partners, we will work to develop culturally-relevant multimodal TDM programming that speaks to the specific issues that prevent these communities from accessing transportation resources. By connecting residents to this new transit resource, as well as highlighting the walking and bicycling connections that create neighborhood access, this project will not only reduce congestion, but increase physical activity and support residents in reducing or eliminating their reliance on a car.



Parking FlexPass at ABC Ramps: Integrating Parking and Transit Options for Sustainable Mobility

The Parking FlexPass at ABC Ramps project is an innovative way to leverage existing transportation infrastructure and systems to address our region's mobility challenges by changing travel behavior with flexible purchase options for ABC Ramp parking contract holders.

To reduce Single Occupancy Vehicle (SOV) travel to downtown Minneapolis, this project will build a program with broad organizational support that allows commuters to have more commute mode flexibility. Currently many employers offer benefits for either parking or transit. Many commuters express a desire to have more flexibility than is currently offered – to drive some days and use transit other days.

This project will create a product that that employers can include in their benefits packages that allows commuters to have a guaranteed parking space on days they need to drive and use transit on other days. The product could provide other benefits such as access to car share, bike share, carpooling and more. The plan for Parking FlexPass at ABC Ramps was created over several months in 2018 by MnDOT, the City of Minneapolis, the University of Minnesota, Move Minneapolis, and other stakeholders.

The funding for the Parking FlexPass at ABC Ramps project will be used to:

1. Complete Systems Integration and Software Development

Integrate systems that allows the cost that commuters pay each month to be used for both parking and transit These systems include but are not limited to parking revenue control systems, Metro Transit and pre-tax employer benefits. This project is unique from previous efforts to encourage SOV parkers to use transit in that it will partner with employer benefit administrators (like Wage Works) to offer the program to employees through their employer's pre-tax benefit packages. The project team will also promote the program directly to commuters with parking contracts.

2. Develop product pricing

The ABC Ramps Transportation Program will work to find price purchase levels that fall between SOV parking contracts on the high end and a monthly transit pass on the low end.

3. Marketing and outreach

The new product will need extensive marketing and outreach effort to reach employers and commuters. Employers will need to learn about it so they can add it their benefits packages. There will likely be a contract with the Downtown Minneapolis TMO, Move Minneapolis, to help support this effort.

4. Conduct performance measures to measure impact on travel behavior

The University of Minnesota will be responsible for collecting travel behavior change. This may be done using the Daynamica App or other means. If the app is selected a sub-set of participants would be offered incentives to carry a mobile phone that tracks their travel behavior for a short sample period.

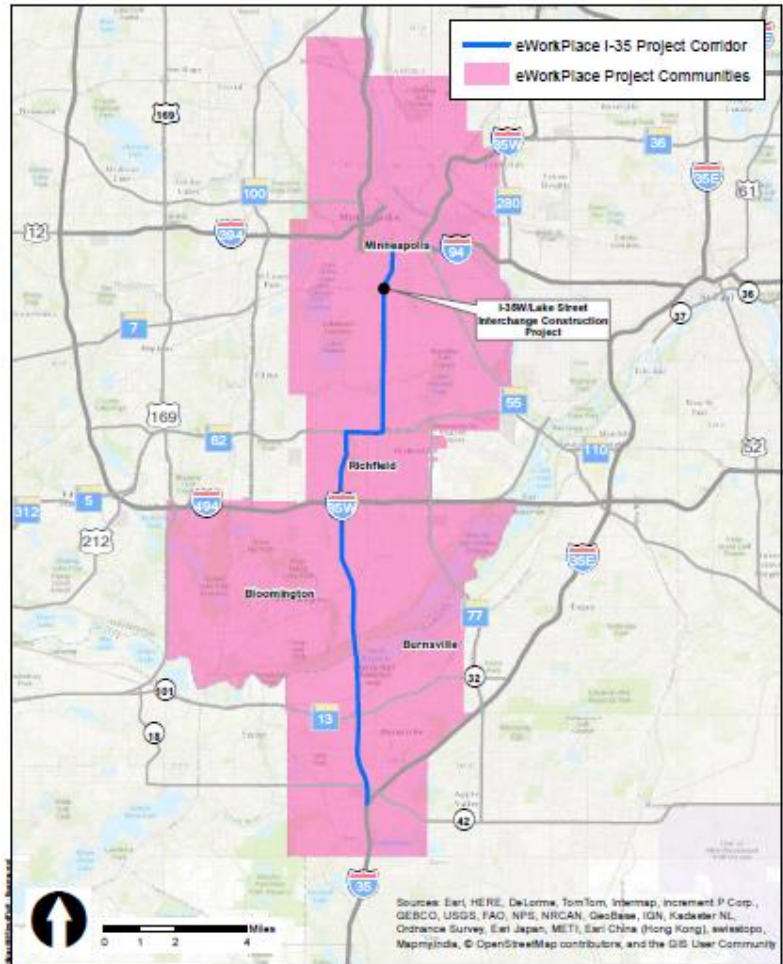
eWorkPlace Phase 4

This project promotes telework as a choice to commuters throughout the I-35W corridor and offers free consulting services to Twin Cities employers so they have strong and durable telework policies. Along the I-35W split into downtown Minneapolis, the corridor is one of the most heavily traveled routes in the Twin Cities Metropolitan Area. Highway capacity in this corridor is severely constrained due to 35W@94 Crosstown to Midtown construction expected to last through 2022. This project has disrupted already congested conditions on I-35W, causing conditions that push both employers and commuters to rethink their commute options. MnDOT has collaborated closely with eWorkPlace to share the free services that the program provides.

eWorkPlace will enter its fourth phase (eWorkPlace Phase 4) with successful award of this grant application, building on a history of successful outreach to

employers. eWorkPlace will continue to maintain the service lines that have made the program successful, including the website, social media presence, webinars and "lunch and learns" with employers, and outreach to previous project participants. However, in this phase eWorkPlace will add deliberate, direct outreach to employees for referrals to employers and boasts a new formalized partnership with Move Minneapolis. Move Minneapolis is a trusted voice for commuting options among downtown employers, many of whom employ I-35W commuters. Move Minneapolis provides a strong connection to downtown Minneapolis employers, a connection built on trust for promoting solutions to employers facing loss of parking and employees clamoring for more flexible telework options.

Outreach to employees will utilize social media reconnaissance completed in Phase 3 and focus on building a movement of remote work supporters locally and connect local remote workers to one another. This work includes potential partnership with private business (e.g. local coffee chains) as well as Minnesota Department of Employment and Economic Development Workforce Centers both to promote the program and offer physical space for telework to take place. For their part, Workforce Centers are scattered through the metro, and could offer low-cost options for telework opportunities and collaboration across disciplines and job areas as well as needed interaction for happy workers. The more that local remote workers connect to one another, the more a movement of telework can be built and others see it as a viable option.



This project will expand on the popular Metro Transit app that launched in November 2016. Since launching, the Metro Transit app has been downloaded more than 200,000 times. In its current state the app is focused on helping people use and pay for transit service in the Twin Cities metro area. It's core features as of the end of this month are fare payment, trip planning tools and information, Go-To Card management, Text for Safety (a public safety texting service), Guaranteed Ride Home and Ride Matching. One can see that this app offers customers robust access to the tools they need to take a trip on Metro Transit. While it opens those doors, where it fails is when transit is not the best option for a user.

If transit doesn't work, a user must rely on another app if they are looking for a non-SOV way to travel. If they need to switch between many apps every time they want to take a trip, they may end up defaulting to SOV travel rather than sort through a half dozen apps to make a trip. If there was a tool in which customers could browse all their options and pay for whatever method of travel they chose, they will end up using a single app more often and see more options at once. This, in turn, can help them reduce reliance on personal vehicles and use sustainable, shared mobility options more often. Additionally, Metro Transit has a built-in payment mechanism that could handle all financial transactions from the customer side. This could help to reduce the needs to manage multiple payment accounts and potentially more layers of complication.

While there are other travel aggregators in the market, such as Transit App, what Metro Transit can offer that no private company can is a neutrality and lack of profit driven service. All current travel aggregators are profit driven and make their money off referral fees. For example, if someone books a Nice Ride trip via the Transit App, Nice Ride pays a fee to them. This increases costs to the provider and can be difficult to justify for smaller shared mobility solutions that are not backed by venture capital with deep pockets like many of the big-name players in shared mobility. This could also open doors for participation for small, local providers that don't have the ability to absorb the additional costs of being on one of more for-profit travel aggregator.

As Metro Transit already has the app, there already exists a base platform to build the above functionality into. The large start up costs of building the app from the ground up have already been incurred so all funding from this grant would go towards developing the technology that would support shared mobility integration and the technology to support it. Some the development work that would need to be done would be integrating shared mobility API (something that many already offer), adapting the current payment tool and back end to accommodate paying for multiple types of services, integrating trip planning tools that show all the modes available and developing any additional supporting software development needs.

For the first phase of shared mobility integration, it is proposed that Nice Ride be the first to be included. As a non-profit and supportive partner, they present the fewest technical challenges (they already have an advanced app) as well as a demonstrated willingness to work with Metro Transit on the goal of shared mobility integration (see attached letter of support). This would not rule out others by any means, but just shows that there is already at least one local shared mobility provider eager to be a part of an enhanced Metro Transit app. Others could and would be included as well as they were willing to sign one. Through many conversations with providers, as well as looking at industry trends, there is an eagerness to be part of transit apps from companies like Lyft, Uber, Car2Go and more throughout the US and the world and we expect incredible interest for their inclusion on the Metro Transit app.

Minneapolis - TransitMaster Play Back

Query View Playback Tools Help

Speed: [Slider]

Zoom: [Slider]

Message Records

Source: V.0.2640
 Destination: H.0.0
 Time Logged: 05:20:56:517
 Date Logged: 7/10/2018
 Type: Bike Rack Usage

Sensor 1: Load
 Sensor 2: No Activity
 Block: 2327
 Service: WK
 Stop Offset: 33
 Odometer: 23.30 miles
 Delta Latitude: -1684
 Delta Longitude: 1182
 Reference Point used: 0
 Latitude: 44.926172
 Longitude: -93.167183

/ In...	Time/Date	Vehicle	Message	Source	Destination	Communication Subsystem
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580	05:23:57 ...	8001	Bike Rack Usage	V.0.26...	H.0.0	TMCDMA(8)
778	05:50:24 ...	8001	Bike Rack Usage	V.0.26...	H.0.0	TMCDMA(8)
885	06:05:10 ...	8001	Bike Rack Usage	V.0.26...	H.0.0	TMCDMA(8)
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2215	08:48:51 ...	8001	Bike Rack Usage	V.0.26...	H.0.0	TMCDMA(8)
2353	09:05:17 ...	8001	Bike Rack Usage	V.0.26...	H.0.0	TMCDMA(8)
3526	11:36:46 ...	8001	Bike Rack Usage	V.0.26...	H.0.0	TMCDMA(8)
3727	12:00:45 ...	8001	Bike Rack Usage	V.0.26...	H.0.0	TMCDMA(8)
3974	12:35:06 ...	8001	Bike Rack Usage	V.0.26...	H.0.0	TMCDMA(8)

Row Count: 10 LAT: LON: Date: 07/10/18 Time: 05:20:56

Screenshot of the TransitMaster Play Back application showing bike rack usage on a Metro Transit bus. The software is ready for an expansion of the rack sensors.

175 KB

Nice Ride Minnesota Proposal Summary

Project Name: Bike Share Integration, Inclusion, and Regional Expansion

Applicant: Nice Ride Minnesota, a nonprofit mobility manager

Planning/Public Engagement website: www.niceride-newparkingzonesplanning.org.

Through its unique relationship with the City of Minneapolis and Motivate/Lyft, Nice Ride Minnesota is poised to oversee a privately-funded dramatic expansion of bike sharing in the Twin Cities while assuring that public goals for quality, reliability, equity, and order are met. We are not seeking public funds to capitalize this expansion. We are seeking public funds to influence how it will integrate with public transit, to reach neighborhoods impacted by poverty and obesity, and to shape the regional expansion of e-bike sharing to maximize its potential to change commuting behavior.

Specifically, we are seeking \$300,000 of public funding for a \$1,000,020 project budget, including the following scope:

User-Interface Integration

Assessment of feasibility and scope, and potential development and communication of a User-Interface Integration Plan with Metro Transit staff and consultants (Moovel), including seeking endorsement of the Twin Cities Shared Mobility Collaborative.

Implementation of the User-Interface Integration Plan, including, potentially based of feasibility, through (1) integration of dockless bike unlocking with Metro Transit "Go-To" program and (2) bike share integration with Metro Transit App.

Marketing, incentives, and partnerships to encourage use of Go-To Card and Metro Transit App to access bikes, particularly among low-income populations.

Inclusion and Equity

Staffing of "equity manager"/"neighborhood ambassador" position (directly or through contracts with non-profit partners).

Discounts and incentives to drive utilization of dockless bike sharing in low-income neighborhoods impacted by obesity and diabetes associated with sedentary lifestyle (using innovative approaches that provide "automatic" subsidies for trips to and from targeted neighborhoods and for TAP riders).

Regional Expansion/Innovative Deployment

Development and approval of plan for implementation of e-bike share in suburban communities at locations that have a strong use-case for e-bike commuting and reduction of motor vehicle trips, such as by co-location with transit, TOD, park-and-ride, and regional bike trails along SW Light Rail route. (Example locations--proximate to St. Louis Park SW Light Rail and West End)

Allocation of bikes, e-bikes, and charging equipment hardware to target projects.



2018 TDM Application Summary--Commuter & community bicycle access

Applicant: Minneapolis Bicycle Coalition, doing business as Our Streets Minneapolis

Funding request: \$230,000

Total project cost: \$287,500 (20% local match of \$57,500)

Project location: Minneapolis, especially downtown and nearby neighborhoods

Project description

The commuter & community bicycle access project will reduce driving and grow biking and walking in Minneapolis through three connected components.

1) We will work with employers to encourage workplace incentives and other policies to encourage biking and walking to work, such as providing a daily cash incentive to walk or bike to work, discounts on health insurance premiums, or free Nice Ride memberships. For companies that adjust policies, we will offer commuter bicycle commuting support such as trainings and targeted promotions. We will work with Move Minneapolis to maximize the impact of this work.

2) We will coordinate an access program connected with Nice Ride Minnesota to promote usage in traditionally underserved communities. This is especially important opportunity with the expansion to dockless bike share and we would focus extra attention on serving people in areas where bike share access is increasing. This work includes managing discounted Nice Ride access programs with partner organizations and event outreach and other promotion to inspire and support more people to use bike share. Nice Ride is supportive of us doing this work and would partner with us.

3) We would create a community bicycle ambassador program to support and develop new community bicycle champions in communities that have typically been underinvested in for biking. This work would connect strongly with the Nice Ride access work. We would contract with individual community leaders or connected organizations to champion biking through rides and promotions.

Benefits

This work is particularly timely as downtown Minneapolis and nearby neighborhoods have a lot of large road construction projects contributing to congestion, including the 35W Access Project, and commuters are looking for good alternatives. At the same time, biking is becoming an easier option with expanded dockless Nice Ride bike share and new bikeways.

We estimate that this work will reduce 316 average daily drive commute trips and directly serve about 2,000 people (an average of 354 users per day). The innovative work to promote workplace policies that better incentivize biking and walking to work can hopefully become a local and national model that can leave impact far beyond this. And the access and ambassador work with Nice Ride is critical as Nice Ride expands to dockless to ensure that the service is seen as serving everyone. This work can support building a culture of biking in new communities and impact far beyond the direct reach of the program as well.