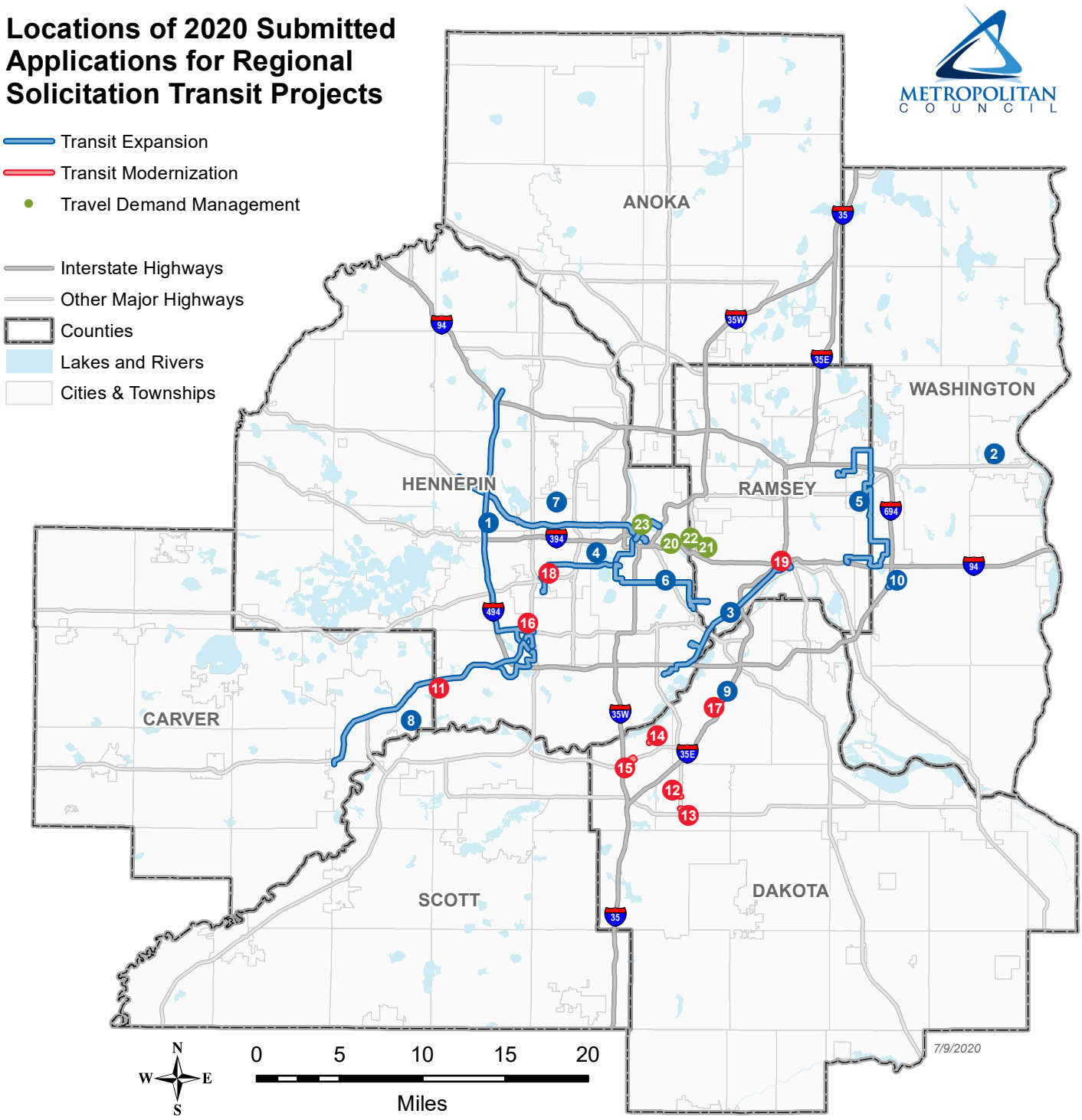
Locations of 2020 Submitted Applications for Regional Solicitation Transit Projects



Transit Expansion
1. I-494 N SW Prime Service
2. New Route 274 Stillwater-Minneapolis Express
3. Route 54 Service Improvement
4. Route 17 Service Improvement
5. Route 219 Service Improvement
6. Route 23 Service Improvement
7. New Route 757 Plymouth-Minneapolis Limited Stop
8. SouthWest Transit Golden Triangle Mobility Hub
9. Route 436 Expansion - Viking Lakes
10. I-494 Park and Ride Structure Transit Expansion

Transit Modernization
11. Solar Array at SouthWest Village, Chanhassen
12. 140th Red Line Pedestrian Bicycle Overpass
13. Apple Valley Red Line BRT 147th St Station Skyway
14. Burnsville Bus Garage Modernization
15. Burnsville Transit Station Modernization-Elevator Installation
16. Signal Prioritization at Eask Creek Park and Ride
17. Eagan Transit Station Modernization-Elevator Installation
18. Bus Farebox Upgrade
19. Gold Line Ramsey Washington St Paul Downtown Modernization

Travel Demand Management
20. CWA TC Short Trip Program
21. Changing the School Commute: Shifting Youth to Transit Use
22. Expanding Adult Learn to Ride Bicycle Classes
23. Comprehensive Mode Share Measurement

1.

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.

Project Budget

- 15 transit vehicles: $1,500,000
- Operating Costs: $5,200,000
- Microtransit Software: $250,000
- Administrative Costs: $50,000
- **Project Total: $7,000,000**

2.

Metro Transit

Route 274 Transit Service Expansion Project Description

The proposed Route 274 would offer new peak-period commuter/express service along Highway 36 between the existing St. Croix Valley Recreation Center Park & Ride in Stillwater and downtown Minneapolis. The recommended service plan includes 8 daily trips (4 each direction) operating approximately every 30 minutes during weekday peak-periods.

The proposed Route 274 would serve communities in eastern Minnesota and western Wisconsin that are expected to experience increased population and congestion as a result of the St. Croix Crossing that opened in 2017. These communities include Stillwater, Bayport, Oak Park Heights and Stillwater Township in Minnesota and Somerset, Star Prairie, New Richmond and St. Joseph Township in Wisconsin.

The proposed Route 274 would also benefit by serving a strong transit market in downtown Minneapolis. There are 140,000 jobs within the downtown Minneapolis central-business district of 2 miles, creating a high level of employment density. Congestion and the high cost of parking also contribute to workers choosing transit.

The grant request is for the additional operating funds required to implement the proposed Route 274 service.

Total Project Cost: $1,651,941
Requested Federal Amount: $1,321,553
Local Match Amount: $330,388
Local Match Percentage: 20.0%

3.

Metro Transit

Route 54 Transit Service Expansion Summary

Route 54 is a Core Urban Local Limited Stop route from the Mall of America in Bloomington to downtown Saint Paul, Saint Paul East Side, Maplewood, and the Maplewood Mall Transit Center. The segment for the proposed service expansion operates on a major transit corridor connecting the Mall of America Transit Center and Airport South development in Bloomington, MSP Terminal 1 Transit Center, West 7th Street, downtown Saint Paul and the Union Depot Transit Center.

The portion of Route 54 proposed for this service expansion has the highest population and job density along the Route 54 corridor and can support a higher level of transit service. This service improvement will add 24 trips each weekday and serves significant areas of population/employment densities and concentrations of low-income and communities of color.

Currently, this portion of the Route 54 runs every 10 minutes during an extended morning and afternoon peak period and every 15 minutes during the weekday midday. A weekday peak period service expansion was funded through an earlier CMAQ grant that began in June 2018 and has resulted in higher ridership in the segment.

The planned improvement to this route is during the weekday off-peak and will be improved from every 15 minutes to every 10 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: $2,202,588.00
Requested Federal Amount: $1,762,070.00
Local Match Amount: $440,517.00
Local Match Percentage: 20.0%

4.

Metro Transit

Route 17 Transit Service Expansion Summary

Route 17 is an Urban Local route serving Northeast Minneapolis, downtown Minneapolis, Uptown and the Knollwood Mall area of St. Louis Park/Hopkins.

From northeast Route 17 uses Washington Street and Central Avenue to downtown. Using Nicollet Avenue, 24th Street and Hennepin Avenue to Uptown it proceeds west to Minnetonka Boulevard in St. Louis Park and Blake Road in Hopkins.

The core of the route from downtown Minneapolis and Uptown area is a few trips short of being a Hi-Frequency route. Hi-Frequency routes operate every 15 minutes, or better, on weekdays 6 am-7 pm and on Saturdays 9 am-6 pm. The northeast segment as well as the segment west of Lake Street France Avenue in St. Louis Park and Hopkins runs every 30 minutes off-peak and weekends.

The planned improvement brings the segment in St. Louis Park and Hopkins up to the Hi-Frequency standard of 15 minutes service, adding over 40 additional trips per weekday and 36 additional Saturday trips. This includes 3 weekday and 14 Saturday trips between downtown and France Avenue to bring the downtown to Uptown segment up to Hi-Frequency standards.

A key component of the planned improvement will be the extension of all trips west of France Avenue to the Green Line's future Blake Road Station immediately north of Excelsior Boulevard. This Blake Road/Knollwood area of Hopkins and St. Louis Park includes census tracts and TAZs with densities over 20,000 residents and 7,500 jobs per square mile.

The extension of Hi-Frequency service to the Blake Station will be increased regional access and connectively to significant job and commercial concentrations for ACP populations. Connecting Route 17 Hi-Frequency service at Blake Station improves the ability of St. Louis Park and Hopkins residents to access employment in the job rich nodes of downtown Hopkins, Opus, Golden Triangle and Eden Prairie Mall and likewise for Eden Prairie, Minnetonka and Hopkins residents to access opportunities in the Knollwood area of St. Louis Park.

For example, the Dominium project in Minnetonka across the street from the Green Line's future Opus Station will have a density of 48 units per acre for a total of 454 residential units of which 198 will be affordable workforce housing. The future residents of this Minnetonka complex will, with the Hi-Frequency Route 17 connection at the Blake Road Station, see considerably improved transit access to the Knollwood area.

The Route 17 Service Improvement Project is designed to fulfill the regional goals and strategies of the Metropolitan Council's 2040 TPP as well as those listed in 2040 Comprehensive plans of Minneapolis, St. Louis Park and Hopkins.

Total Project Cost: $3,138,904.00
Requested Federal Amount: $2,511,123.00
Local Match Amount: $627,781.00
Local Match Percentage: 20.0%

5.

Metro Transit

Route 219 Transit Service Improvement

Route 219 is a suburban local route running from the Maplewood Mall Transit Center and the Sunray Shopping Center in Saint Paul. Most of the route travels on McKnight Rd, Co Rd E, Century Avenue, Hadley Avenue and Conway Avenue. It operates as a crosstown service that connects many Maplewood, White Bear Lake, Oakdale, Lauderdale and Saint Paul destinations in the east metro with significant commercial, and job centers, Century College, mixed-use neighborhoods, and residential areas.

Since its implementation in 2001 the route's ridership has continued to grow and service hours increased, including the addition of Saturday service. Recent data shows the route ridership is growing modestly, which is noteworthy compared to overall system route ridership trends.

The recommended service expansion is consistent with serving the planned development that is described in the above communities in recent comprehensive plan updates. Furthermore, this service expansion will support the planned Gold Line service that is expected to be operating in 2025.

Currently, Route 219 runs every 30 minutes on weekdays peak and every 60 minutes on Saturdays. No Sunday service is offered.

The planned improvement would increase the weekday service frequency from every 30 minute to every 20 minutes all day. No change is planned for Saturday service levels. The grant request is for the additional operating funds required to implement the service improvement.

Total Project Cost: $2,187,900.00
Requested Federal Amount: $1,750,320
Local Match Amount: $437,580
Local Match Percentage: 20.0%

6.

Metro Transit

Route 23 Transit Service Expansion Project Summary

Route 23 is a Supporting Urban Local route running through the south side of Minneapolis from the Uptown Transit Station to the Highland Park Neighborhood of Saint Paul. It operates on the 38th Street transit corridor in Minneapolis and on Ford Parkway in Saint Paul, with several significant commercial and job centers, mixed-use neighborhoods, and residential areas. It is the unique route to the Minneapolis Minnesota Veterans' Home. In Saint Paul, the route could be diverted to serve the future Ford site development directly.

Transitway connections today include the METRO Blue Line at 38th Street and Hiawatha Avenue Station and the METRO A Line at 46th Street and 46th Avenue Station. Route 23 will connect with the planned METRO B, D, and E lines.

The entirety of Route 23 is included in this project. The unique segment of the route between Hennepin Avenue in Uptown and S 46th Avenue at E 46th Street has high population and job density and can support a higher level of transit service.

Currently, this segment of Route 23 runs every 20 minutes during the weekday peak period and every 30 minutes in the midday and evenings. On Saturdays and Sundays, it runs every 30 minutes for most of the day.

The planned improvement to this route is most significant in the weekday off-peak, and Saturdays where the trunk headway will be improved from every 30 to every 20 minutes. The grant request is for the additional operating funds required to implement the service improvement.

Total Project Cost: $3,773,336
Requested Federal Amount: $3,018,668.45
Local Match Amount: $754,667.11
Local Match Percentage: 20.0%

7.

Metro Transit

Route 757 Transit Service Expansion Summary

Route 757 is a new Limited Stop route running from Plymouth to Golden Valley to Downtown Minneapolis via Highway 55. It will connect job and activity centers and residential areas in the corridor during peak periods and midday. This route will operate every 30 minutes on weekdays.

Today, there is no direct service along Hwy 55 from Plymouth to Minneapolis. This route will provide commute and reverse commute service, as well as other trip purposes such as accessing education, shopping, and medical appointments. Route 757 will be accessible to communities along the corridor at Dunkirk Lane Park and Ride, Station 73, C Line ABRT stations, and Downtown Minneapolis. In Plymouth and Golden Valley, Route 757 will also serve limited bus stops in the shoulder of Hwy 55. Outside of Downtown Minneapolis, limited stops will be spaced approximately ½ to 1 mile apart.

New service in the Hwy 55 corridor will serve communities including Near North Minneapolis neighborhoods and denser suburban neighborhoods in Plymouth along Vicksburg Lane and Medicine Lake Dr. Near North is identified as an Area of Concentrated Poverty where over 50 percent of residents are people of color. Areas above the regional average of population in poverty and people of color also exist within a half-mile of 6 out of 8 suburban stop locations (from Dunkirk Lane to Xenium Lane and from Boone Avenue to Douglas Drive).

In addition to serving commutes to Downtown Minneapolis, Route 757 will connect riders to job centers spanning Hwy 55: suburban industrial jobs concentrated between Dunkirk Lane and Xenium Lane and between Zachary Lane to Winnetka Avenue, as well as professional jobs at Douglas Drive.

The grant request is for the operating funds required to implement the service expansion.

Total Project Cost: $5,836,858.00
Requested Federal Amount: $4,669,486.40
Local Match Amount: $1,167,371.60
Local Match Percentage: 20.0%

8.

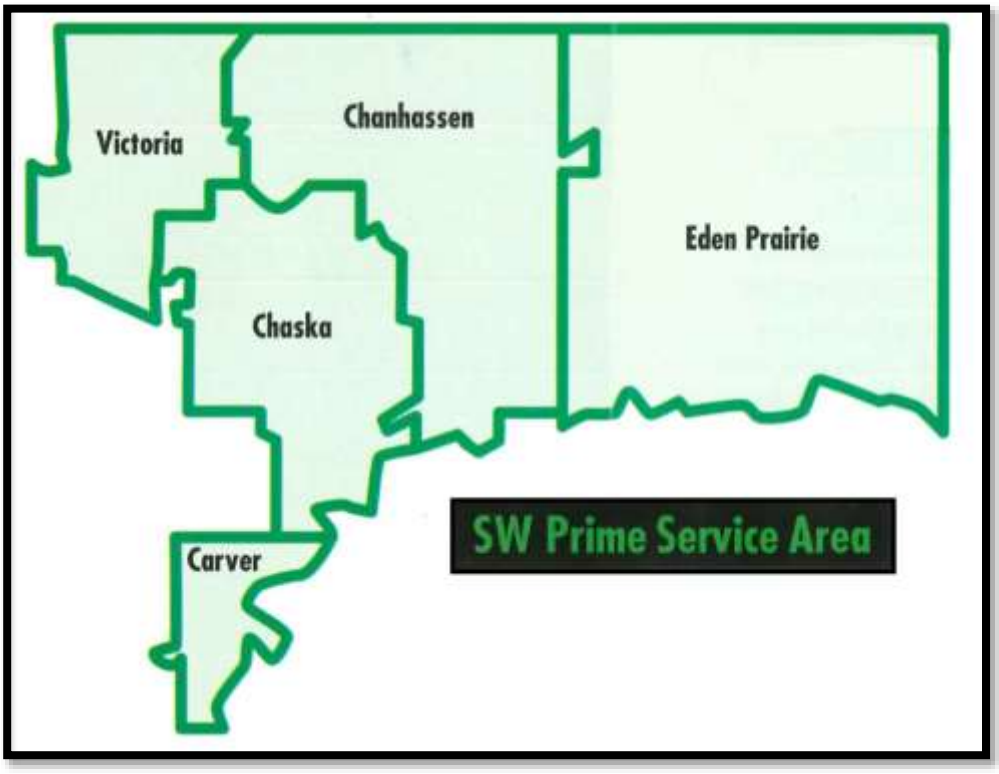
Regional Solicitation – Golden Triangle Mobility Hub Project Summary

Description

SouthWest Transit's Mobility Hub 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 and City West 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 (5 added vehicles) and the bike rental program (12 bikes/scooters), SW Ride, the construction of a bus transfer station within the Golden Triangle, the implementation of an autonomous vehicle demonstration, 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.

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, the creation of a car share service, 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

Prime Expansion/ AV Demonstration	$2,736,000
Bus Transfer Station	$2,000,000
Bike Program Expansion	$108,000
Carshare	$225,000
Total Project Costs	**$5,069,000**

2020 Regional Solicitation
Route 436 Expansion – Viking Lakes
Date: April 2, 2020

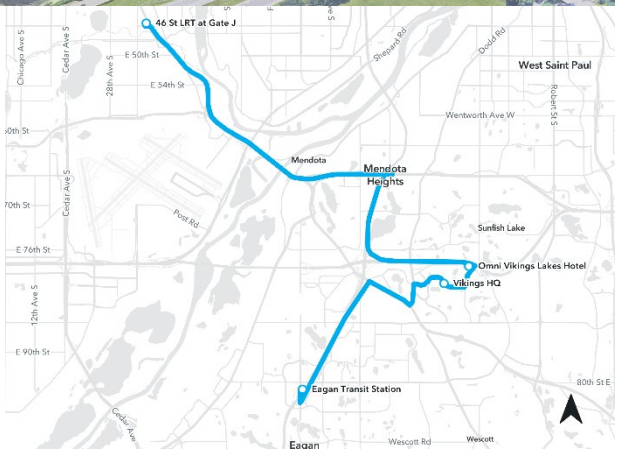
Minnesota Valley Transit Authority

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

Route 436 is primarily a reverse commute route, bringing passengers from 46th Street LRT Station in Minneapolis through Mendota Heights and terminating in Eagan. Currently, this route serves major employers in the area, including a USPS facility and Thomson Reuters. Today, over 12,000 jobs are within a quarter mile from stops along this line.



The incoming Viking Lakes development is poised to transform this area. The 3.2-million-square-foot development will add residential density, a hotel and event center, retail, and a major physical therapy complex to create a significant regional employment hub. Already, the development features the Viking headquarters and museum and the Twin Cities Orthopedics medical office buildings and sports medicine centers. There are 261 multi-family residential units and the Omni Viking Lakes hotel anticipated to be completed in fall of 2020.

MVTA anticipates a large increase in demand for transit both to and from this area and is requesting funding to expand service to the new development and surrounding areas. Providing service to residents and employees from the beginning is crucial in creating a habit of transit use and access for employees who are transit dependent. The provided project cost is for the purchase of an additional bus and increased service throughout the day and on weekends.

FUNDING REQUEST

The total project amount is $3,250,000 ($550,000 for one heavy duty bus and $2,700,000 for three years of operations).

METRO Gold Line
I-494 Park & Ride Structure

Washington County

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: $ 8,170,946

Project Total: $ 15,170,946

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 2024 and serve as a great connector for the East Metro community to the greater metropolitan transit system. I-494 Park & Ride structure project was born out of the BRTOD planning process for METRO Gold Line stations. Structured parking at this location will support local land use goals and transit project needs. The 144,000 SF structure will have 2 levels with approximately 380 parking stalls. The structure is designed with a space for drop-off riders. Additionally, this project includes sidewalk to access the structure which will connect to existing trails and those to be built as part of the 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

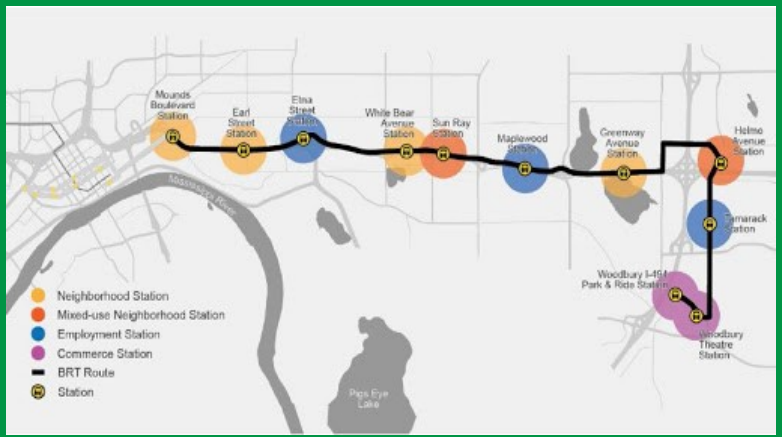
» Leverage the significant federal and local investments in the area

» The I-494 Station has direct pedestrian, bicycle, and transit connections to commercial areas and future transit-oriented development

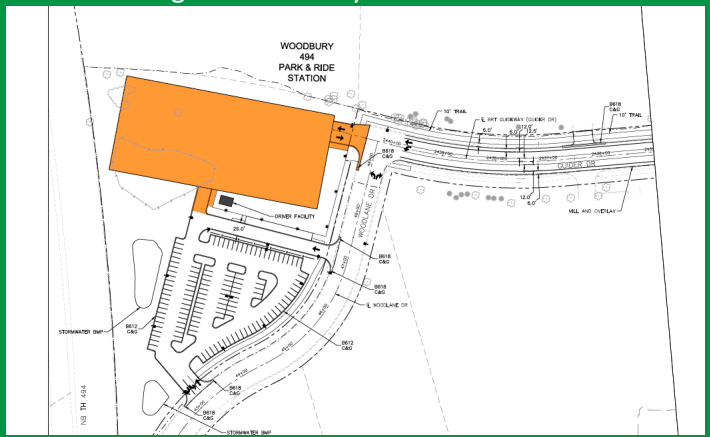
» Expanded Park & Ride capabilities to facilitate mode choice changes for single occupancy vehicle commuters

» Optimizing adjacent land use development opportunities

Gold Line BRT Station Types



I-494 Parking Structure Layout

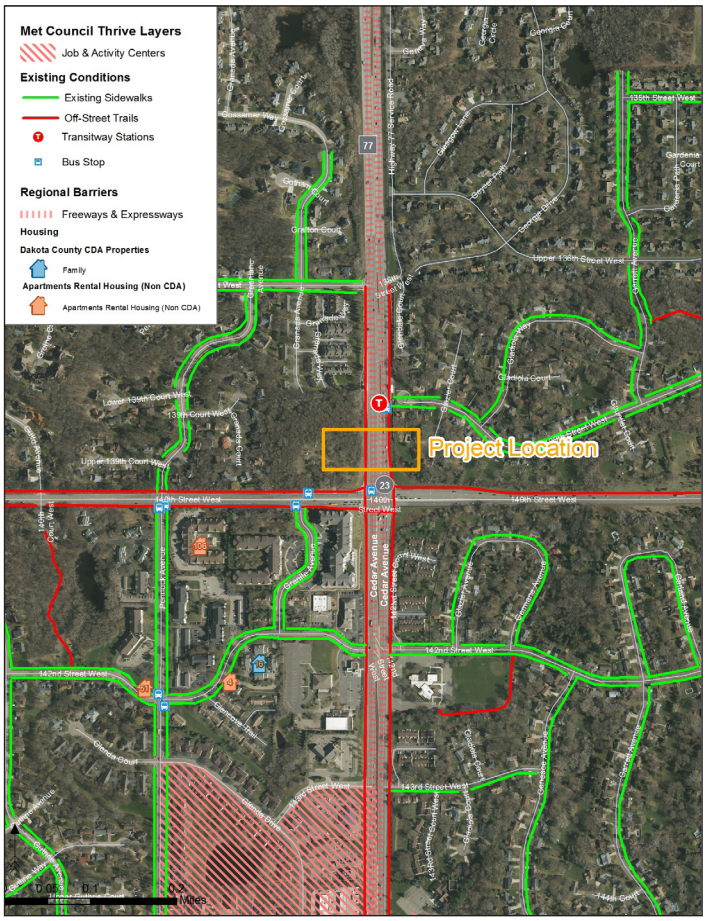


11.

There is no summary available for this project.

140th Red Line Pedestrian Bicycle Overpass

DAKOTA COUNTY



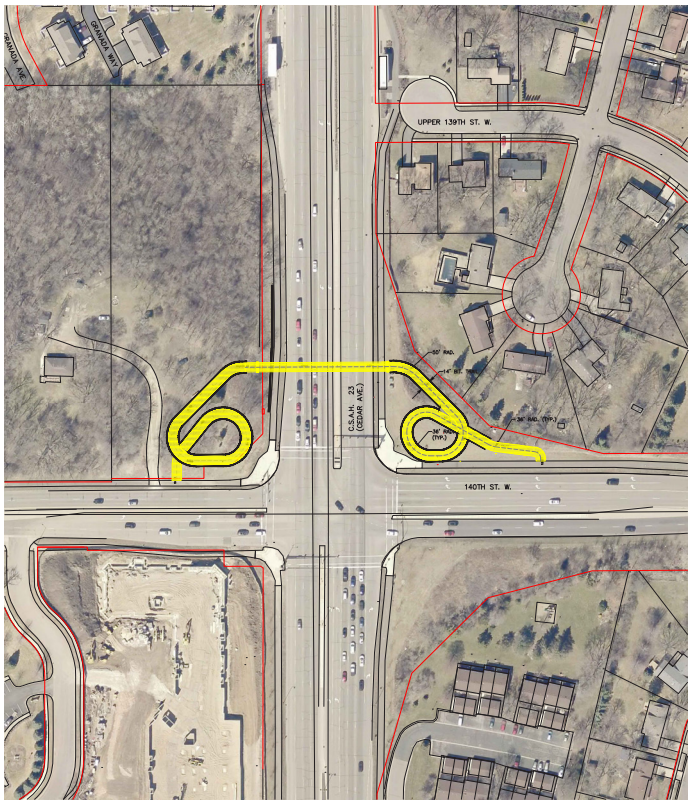
Project Location:	Apple Valley
Requested Award Amount:	$2,400,000
Total Project Cost:	$600,000

PROJECT DESCRIPTION

The project will help modernize the 140th Street METRO Red Line Station by incorporating a safer pedestrian/bicycle route between the north- and south-bound platforms. This will be achieved by constructing a pedestrian/bicycle bridge on the north side of 140th Street at CSAH 23 (Cedar Avenue). Today, transit users are forced to cross nine lanes of traffic at Cedar Avenue to safely reach connecting transit routes along 140th Avenue. In the last five years (2013 – 2018), a total of nine crashes have been reported that involved vehicles failing to yield to pedestrians - resulting in injury.

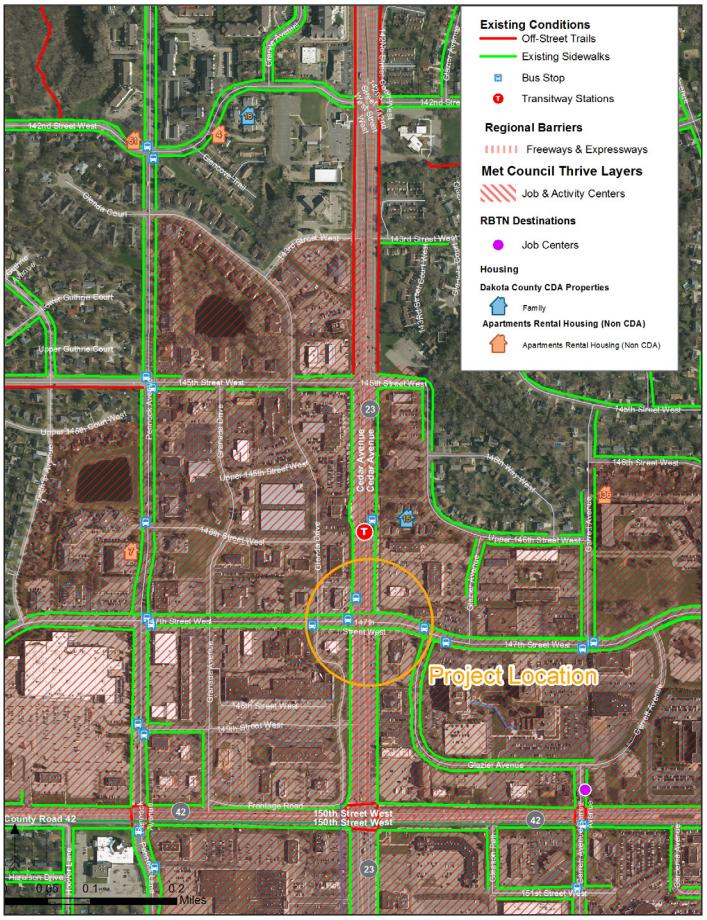
PROJECT BENEFITS

- *The overpass will safely connect transit users with the Metro Red Line northbound and southbound stations and nearby transit stops along Cedar Avenue and 140th Street, improving access to major employers, commercial destinations, and government services.*
- *The overpass will address safety concerns by reducing conflict points between vehicles and transit users.*
- *The overpass will help complement a larger network off-street trails used by many to access transit stop sand nearby activity centers, job centers, regional parks, and affordable housing/neighborhoods.*
- *The overpass will help overcome a transportation barrier, which has been recognized as a "Expressway Barrier" in the Metropolitan Council's Regional Bicycle Barriers Study.*
- *The segment will support physical activity; inactivity is one of the most important chronic disease risk factors for Americans. In Dakota County, 83% of students do not engage in the recommended 60 minutes of daily physical activity (2019) and the 12.2% of adults reported no leisure-time activity during the previous month in 2019.*



Red Line BRT 147th Street Station - Skyway

APPLE VALLEY



Project Location:	Apple Valley
Requested Award Amount:	$3,300,000
Total Project Cost:	$4,400,000

PROJECT DESCRIPTION

The Apple Valley Red Line 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, connecting the two stations, and providing transit riders and pedestrians a safe way to cross Cedar Avenue (49,000 – 55,000 ADT) without interfering with traffic. Traffic volumes have increased by 10% since 2016.

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

MODERNIZATION
Burnsville Bus Garage

Minnesota Valley Transit Authority

2020 Regional Solicitation

PUBLIC TRANSIT NEED

The Burnsville Bus Garage (BBG) was originally constructed in 1977 as a manufacturing plant. It was re-purposed as a transit bus garage in 1996. The 5-acre site is underserved by a 58,000-square-foot maintenance and storage garage that houses 65 transit buses, eight support vehicles, and six maintenance bays. There is also 10,000 square feet of administrative space.

Burnsville Bus Garage Fueling Station

A 2018 Metropolitan Council lead study revealed that the building has significant deficiencies in need of repair. In the consultant's ranking of bus garages in the Twin Cities region, BBG received the lowest score in terms of facility conditions throughout the entire region.

The BBG Modernization Project addresses a support facility remodel, roof and wall system enhancements, the relocation of the bus wash and maintenance area, technology improvements and additional storage space for fleet (revenue and non-revenue).

The project scope increases bus storage capacity to accommodate current and long-term vehicle inventories, resolves congestion, adds much-needed storage and employee parking space, and provides technology enhancements throughout the facility and on-board buses. Additionally, the project provides sufficient ceiling height to maintain all bus types in the MVTA fleet.

TOTAL PROJECT COST $3.5M

Requested Federal Funds $2.8M
Local Match Funds $700,000

2020 Regional Solicitation
Burnsville Transit Station (BTS) Elevators
Date: February 21, 2020

Minnesota Valley Transit Authority

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 1,300 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 $820,000; the requested federal portion is $656,000 and the requested local match (20%) is $164,000.

16.

There is no summary available for this project.

2020 Regional Solicitation
Eagan Transit Station (ETS) Elevators
Date: February 21, 2020

Minnesota Valley Transit Authority

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

ETS requires 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 St. 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. 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, which is needed to meet the current American with Disabilities Act (ADA) standards. An elevator is necessary to assure accessibility for all customers to egress the three-level parking structure and is consistent with this plan.

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.

FUNDING REQUEST

The total project amount is $550,000; the requested federal portion is $440,000 and the requested local match (20%) is $110,000.

Metro Transit

DATE: May 11th, 2020

FROM: Nick Eull, Sr. Manager of Revenue Operations

SUBJECT: Regional Solicitation Project Summary – Bus Farebox Upgrade

The Metropolitan Council is submitting the attached application for the project titled, "Bus Farebox Upgrade," for consideration for a 2020 regional solicitation award in the category, "Transit System Modernization."

Regional transit providers, including Metro Transit, the Metropolitan Council, Minnesota Valley Transit Authority, Southwest Transit, Maple Grove Transit, and Plymouth Metrolink are using a GFI Cents-A-Bill farebox that was first installed throughout the region in 1992. These fareboxes are no longer manufactured and many repair and maintenance parts are obsolete. These fareboxes collect nearly $20M in customer cash payments and issue and accept magnetic transfer tickets, as well as read and accept tickets purchased on light rail platforms from vending machines. Cash remains an important payment method for many customers, including low-income transit users.

To ensure that customers can continue to pay with cash as well as to expand other ways customers can pay, the region has begun transitioning to a new farebox that accepts cash for fare payment but also incorporates additional payment channels and increases reliability and boarding speed. This new farebox, the GFI Fast Fare farebox, is the latest design by GFI. Over the next four years, Metro Transit and the Met Council expect to replace nearly 30% of the current fareboxes with this new unit, based on available funds. However, no funding is identified after 2023 at this time to continue with this farebox replacement.

These new fareboxes provide for increased reliability as well as availability of parts and supplies to repair and maintain the units indefinitely. These units also provide for more reliable data collection, collecting data at a transactional level instead of summarizing it by trip. This level of detail clarifies how customers pay on a stop-level basis. These fareboxes also incorporate a nearfield communication (wireless) card reader that provides for future payment expansion capabilities, including potential mobile phone tap-to-pay capabilities. These fareboxes also incorporate a barcode scanner that provides the possibility of electronically validating mobile and other tickets, which today are visually validated by bus operators.

By staying with a GFI product and upgrading to the Fast Fare farebox, most of the current farebox data collection and cash collection infrastructure at Metro Transit and regional provider garages does not require replacement, saving nearly $1M or more in upgrade costs for these systems.

The award of these funds for this project will allow Metro Transit and regional providers to continue to replace legacy fareboxes with the modern Fast Fare units. The sooner this is completed, the sooner the additional payment features can be implemented. Reliability will also improve, resulting in an improved fare payment experience with increased revenues.

Gold Line Ramsey-Washington Downtown Station Modernization Project

The Gold Line Ramsey-Washington Downtown Station Modernization Project led by Metro Transit seeks to leverage the investment in station infrastructure directly benefitting the planned BRT projects serving downtown, but existing local service as well.

PROJECT OVERVIEW

The scope of the proposed project includes enhanced passenger boarding stations in downtown Saint Paul currently planned for the METRO Gold Line, a 10-mile Bus Rapid Transit line with an anticipated opening in 2024 serving the east metro and routing through the cities of Saint Paul, Maplewood, Landfall, Oakdale, and Woodbury. The Gold Line is planning 21 new stations including ten in downtown Saint Paul operating on primarily one-way streets as shown in Figure 1. Stations would be located on Smith Avenue, on 5th and 6th Streets and on Sibley and Wacouta Streets.

FIGURE 1: Gold Line Downtown Stations

PROJECT BENEFITS

Improved facilities will benefit all passengers and routes, by making station improvements that modernize facilities used by all routes, and by implementing operational improvements that reduce delay and improve reliability. Project improvements may yield up to 4,375 vehicle-hours and 30,650 passenger-hours of time savings.

FUNDING REQUEST

A total of $7,000,000 is being requested for station modernization downtown across nine station platforms.

STATION FEATURES

All nine improved stations will provide significant enhancements over existing bus stop conditions with upgraded features similar to existing LRT and BRT service.

FIGURE 2: Station Platform and Shelter Design Concept

Stations will have increased weather protection, security features, real-time arrival information, raised platforms facilitating an enhanced ADA-compliant boarding experience and will also include technology for fare payment on the platform, reducing the time required to board vehicles.

20.

15 May 2020

Regional Solicitation – Transit and TDM Projects
13873-2020 Travel Demand Management (TDM)
Application due 05/15/2020

The Cycling Without Age Twin Cities (CWA TC) project is designed to provide short – 3 miles of less – trips and grocery shopping assistance to residents of North Minneapolis, Seward neighborhood, and the east side of St. Paul.

We will work with our neighborhood partners (identified in the proposal) to serve low income residents, people of color, and the immigrant communities.

With the deployment of 6 trishaws (three wheeled rickshaws) we will provide rides that will replace Metro Mobility vans, rideshare, or rides by neighbors, friends, and family. The number of trips we expect to replace is 14,040 per year. Our programs are carbon neutral and zero emissions.

We expect project costs to be $250,000 for our first year of operations. We anticipate a reduction in overall costs over year two and beyond by leveraging the initial capital costs of trishaws and trailers.

Regards, Anthony Desnick
Executive Director, Cycling Without Age Twin Cities

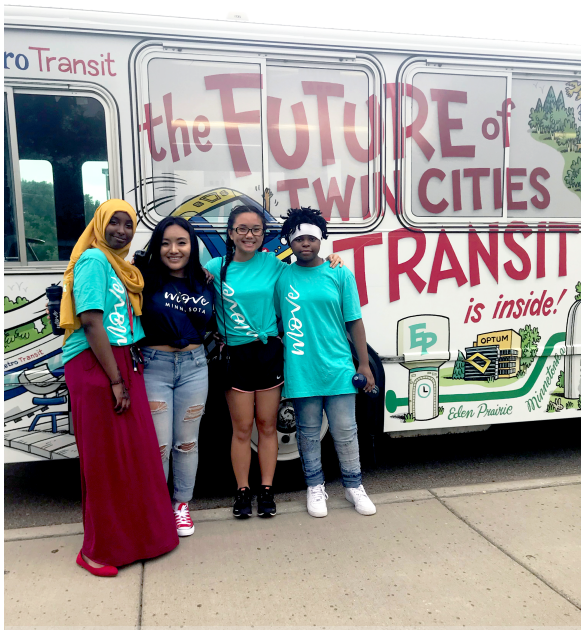
Project Name:	Changing the School Commute: Shifting Youth to Transit
Applicant:	Move Minnesota
Project Location:	school sites within ½ mile of Metro Transit's High Frequency Network (Minneapolis, Saint Paul)
Requested Award Amount:	$452,700
Total Project Cost:	$565,875

Project Description & Benefits

Changing the School Commute: Shifting Youth to Transit Use is an innovative TDM project to shift school-focused car trips into transit trips, with support from multimodal connections. With over 20,000 students attending Minneapolis and Saint Paul public high schools, there are huge opportunities to significantly impact congestion near and during peak travel times for current drivers. Students who drive themselves to school compete with employee commuters, while parents dropping off children create additional congestion with a two-way trip or when diverging from their route to work.

This project develops and implements TDM programming to shape behavior change for students commuting to public high schools that are within a half-mile of Metro Transit's High Frequency Network. Because the High Frequency Network routes run on or near high-congestion arterial streets, shifting students from car trips to transit along these routes provides congestion relief where it is needed most.

High school students are an exciting untapped audience in TDM work. They are in the process of forming their own values and habits separate from their families and seeking increased independence. Significantly, many have not yet purchased a car. This 2-year project will combine the practical implications of cost with a values-driven narrative around climate ramifications as strong motivators for today's students. We will also work with school administrators, who face both high costs for transporting students and continuing pressure to reduce costs. This project is innovative and exciting because it seeks to influence students as they are considering the role driving has in their future, and how necessary it is for them to purchase a car for their commute. In addition to the tangible benefits of a commute shift right now, each student who delays or declines to purchase a vehicle will cause further reductions in VMT over time.



Move Minnesota's multi-year engagement with youth of color in Saint Paul directly informed this project's strategies and scope

22.

Bicycle Alliance of Minnesota
3745 Minnehaha Avenue
Minneapolis, MN 55406

Project Title: *Expanding Access to Bicycle Education and Support to Communities Experiencing Inequity within the Urban Core and Inner-Ring Suburbs*

Organization: *Bicycle Alliance of Minnesota (BikeMN)*

Primary Contact: *Dorian Grilley, Executive Director, dorian@bikemn.org, 651-387-2445*

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). We estimate that upon completion we will be replacing 700 five mile trips a day with bicycling. Two key barriers to incorporating bicycle use into many of our new immigrants are lack of access to bicycle education, including learning to ride and the basic skills and knowledge to safely navigate our existing infrastructure, and cost barriers to owning and maintaining a bicycle and required accessories (such as reliable lights and locks). BikeMN will build on the Bicycle Access & Safety Education program that Cycles 4 Change previously developed, and bring it beyond the Minneapolis and Saint Paul neighborhoods it had previously been offered to communities within inner-ring suburbs where populations are experiencing inequity. We aim to use a combination of strategies to promote and encourage bicycling as a sustainable transportation option that will include:

(a) Learn-To-Ride instruction for adults who have not yet learned to ride
(b) Bike Basics education classes to teach best practices and effective cycling technique to community members
(c) open shop opportunities and mobile bike repair service to support bike maintenance
(d) organize and lead group ride opportunities within the community that will highlight important routes and destinations, and
(e) distribution of 400 bicycles with helmets/locks/lights which participants can “earn” through completion of aforementioned activities.

BikeMN will conduct outreach with partner organizations that currently serve the specific communities we have identified within this proposal, to coordinate and promote this program. We will also recruit, hire, and train trainers and assistants from the selected communities to provide some of the instruction and support to participants, therefore partially sustaining the program through local participation.

In addition to the ACP50 neighborhoods in St. Paul and Minneapolis, BikeMN will work with city staff and leaders, community education, community organizations, and other partners in Bloomington, Brooklyn Center, Brooklyn Park, Columbia Heights, Hopkins, Maplewood, New Hope, Richfield, South St. Paul, St. Louis Park, and West St. Paul. We plan to hold at least one Learn-to-Ride or Bike Basics class in each of these communities in the two year period with a total estimated reach with all programming of 1,400 participants. BikeMN has worked with the schools in all of these communities and with all of the eight cities in the Metro Area that have achieved a national Bicycle Friendly Community ranking.

23.

Project Name: Comprehensive Mode Share Measurement

Applicant: Move Minneapolis (Downtown Minneapolis Transportation Management Organization)

Federal Award Request: $275,000

Local Match: $69,094

Total Project Cost: $344,094

Project Description and Benefits:

Transit is the most important shared mobility option in the Twin Cities region. Starting in 2006 transit was joined by car sharing, bike and scooter sharing, ride hailing, on-demand microtransit and now a mass adoption of telework: a non-mobility option that nonetheless affects use of all other modes. Each of these modes commands consumer share. How much, exactly, is unknown because we lack tools to measure it. This leaves a knowledge gap and reduces our ability to implement effective transportation demand management strategies.

Other cities and regions measure commute mode share in their workforce-dense central business districts at established intervals, generally either once per year or once every two years. Findings help evaluate progress toward regional travel and commuter goals, establish mode share benchmarks, and implement TDM policies and programs to reduce peak congestion.

Move Minneapolis proposes to develop a comprehensive mode share measurement tool and data collection protocol. The tool will identify adoption of established and novel travel modes within a defined boundary, using downtown Minneapolis as a test geography.
Move Minneapolis will work with a technical advisory panel comprised of statisticians, data scientists, academics, market research experts, and others to vet strategies and recommend survey methodologies. We will test the survey on the downtown Minneapolis commuter ecosystem and share the outcomes with stakeholders.