



Application

10357 - 2018 Travel Demand Management (TDM)

10942 - First-Last Mile Job Access Project

Regional Solicitation - Transit and TDM Projects

Status: Submitted  
Submitted Date: 07/13/2018 2:42 PM

---

## Primary Contact

**Name:\*** Mr. Kyle Anthony O'Donnell Burrows  
Salutation First Name Middle Name Last Name

**Title:** Transit Planner

**Department:** Metro Transit Service Development

**Email:** kyle.burrows@metrotransit.org

**Address:** Metro Transit Service Development  
560 6th Avenue N

**\*** Minneapolis Minnesota 55411  
City State/Province Postal Code/Zip

**Phone:\*** 612-349-7749  
Phone Ext.

**Fax:**

**What Grant Programs are you most interested in?** Regional Solicitation - Transit and TDM Projects

---

## Organization Information

**Name:** Metro Transit

**Jurisdictional Agency (if different):**

**Organization Type:**

Metropolitan Council

**Organization Website:**

**Address:**

560 Sixth Avenue North

\*

Minneapolis

Minnesota

55411

City

State/Province

Postal Code/Zip

**County:**

Hennepin

**Phone:\***

651-602-1000

Ext.

**Fax:**

**PeopleSoft Vendor Number**

METROTRANSIT

---

## Project Information

**Project Name**

First-Last Mile Job Access Project

**Primary County where the Project is Located**

Multiple

**Cities or Townships where the Project is Located:**

Saint Paul, Woodbury, Oakdale, Maplewood

**Jurisdictional Agency (If Different than the Applicant):**

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 taxi-cabs. New technologies, including mobile app-based ride hailing, and improved vehicle routing algorithms, have the potential to make these services more effective.

**Brief Project Description (Include location, road name/functional class, type of improvement, etc.)**

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.

*(Limit 2,800 characters; approximately 400 words)*

**TIP Description Guidance (will be used in TIP if the project is selected for funding)**

CMAQ: Operate microtransit service around SunRay Transit Center in Ramsey and Washington County.

**Project Length (Miles)**

0

*to the nearest one-tenth of a mile*

---

## Project Funding

**Are you applying for competitive funds from another source(s) to implement this project?**

No

**If yes, please identify the source(s)**

**Federal Amount**

\$500,000.00

**Match Amount**

\$774,200.00

*Minimum of 20% of project total*

**Project Total**

\$1,274,200.00

**Match Percentage**

60.76%

*Minimum of 20%*

*Compute the match percentage by dividing the match amount by the project total*

**Source of Match Funds**

Metropolitan Council Regional Transit Capital or Motor Vehicle Sales Tax revenues or other eligible nonfederal funds available to Metro Transit in the program year

*A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources*

**Preferred Program Year**

**Select one:**

2020

*Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.*

**Additional Program Years:**

*Select all years that are feasible if funding in an earlier year becomes available.*

---

## Project Information-Transit and TDM

**County, City, or Lead Agency**

Metro Transit

**Zip Code where Majority of Work is Being Performed**

55119

**Total Transit Stops**

0



**TERMINI:(Termini listed must be within 0.3 miles of any work)**

**From:**

**(Intersection or Address)**

**To:**

**(Intersection or Address)**

*DO NOT INCLUDE LEGAL DESCRIPTION*

**Or At:**

**(Intersection or Address)**

**Name of Park and Ride or Transit Station:**

*e.g., MAPLE GROVE TRANSIT STATION*

**(Approximate) Begin Construction Date**

**(Approximate) End Construction Date**

**Primary Types of Work**

*Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, PARK AND RIDE, ETC.*

---

## Requirements - All Projects

### All Projects

*1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2015), the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).*

**Check the box to indicate that the project meets this requirement. Yes**

*2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.*

Goal A: Transportation System Stewardship (2040 TPP 2.17)

Objective: Operate regional transportation system to efficiently and cost effectively connect people and freight to destinations

Strategies A1, A2, and A3

Goal C: Access to Destinations (2040 TPP 2.24)

Objectives: Increase availability of multimodal options. Increase travel time reliability and predictability for travel on transit systems. Increase transit ridership and mode share. Improve multimodal options for people of all ages and abilities, particularly for historically

underrepresented populations.

Strategies C1, C4, C11, and C17

Goal D: Competitive Economy (2040 TPP 2.38)

Objectives: Improve multimodal access to regional job concentrations. Invest in a multimodal transportation system to attract and retain businesses and residents.

Strategies D3, D4, and D5

Goal E: Healthy Environment (2040 TPP 2.42)

Objectives: Reduce transportation related air emissions. Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active carfree lifestyles.

List the goals, objectives, strategies, and associated pages:

## Strategies E3 and E7

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

**List the applicable documents and pages:**

Shared Mobility Action Plan, p.24

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

**Check the box to indicate that the project meets this requirement.** Yes

5. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

**Check the box to indicate that the project meets this requirement.** Yes

6. Applicants must not submit an application for the same project elements in more than one funding application category.

**Check the box to indicate that the project meets this requirement.** Yes

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

**Transit Expansion:** \$500,000 to \$7,000,000

**Transit Modernization:** \$100,000 to \$7,000,000

**Travel Demand Management (TDM):** \$75,000 to \$500,000

**Check the box to indicate that the project meets this requirement.** Yes

8. The project must comply with the Americans with Disabilities Act (ADA).

**Check the box to indicate that the project meets this requirement.** Yes

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

**The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.**

Date plan adopted by governing body

**The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.**

Yes

06/01/2018

06/30/2019

Date process started

Date of anticipated plan completion/adoption

**The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.**

Date self-evaluation completed

**The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.**

Date process started

Date of anticipated plan completion/adoption

**(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.**

10. The project must be accessible and open to the general public.

**Check the box to indicate that the project meets this requirement. Yes**

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

**Check the box to indicate that the project meets this requirement. Yes**

12. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

**Check the box to indicate that the project meets this requirement. Yes**

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

**Check the box to indicate that the project meets this requirement. Yes**

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

**Check the box to indicate that the project meets this requirement. Yes**

---

## Requirements - Transit and TDM Projects

### For Transit Expansion Projects Only

1. The project must provide a new or expanded transit facility or service (includes peak, off-peak, express, limited stop service on an existing route, or dial-a-ride).

**Check the box to indicate that the project meets this requirement.**

2. The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing the service or facility project beyond the initial three-year funding period for transit operating funds.

**Check the box to indicate that the project meets this requirement.**

### Transit Expansion and Transit Modernization projects only:

3. The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application. Each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.

**Check the box to indicate that the project meets this requirement.**

4. The applicant must affirm that they are able to implement a Federal Transit Administration (FTA) funded project in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices. Furthermore, the applicant must certify that they have the technical capacity to carry out the proposed project and manage FTA grants in accordance with the grant agreement, sub recipient grant agreement (if applicable), and with all applicable laws. The applicant must certify that they have adequate staffing levels, staff training and experience, documented procedures, ability to submit required reports correctly and on time, ability to maintain project equipment, and ability to comply with FTA and grantee requirements.

**Check the box to indicate that the project meets this requirement.**

### Travel Demand Management projects only:

The applicant must be properly categorized as a subrecipient in accordance with 2CFR200.330.

Check the box to indicate that the project meets this requirement. Yes

The applicant must adhere to Subpart E Cost Principles of 2CFR200 under the proposed subaward.

Check the box to indicate that the project meets this requirement. Yes

---

## Specific Roadway Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

---

## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$0.00

Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$75,000.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$75,000.00</b>

## Transit Operating Costs

Number of Platform hours	20440.0
Cost Per Platform hour (full loaded Cost)	\$55.00
Subtotal	\$1,124,200.00
Other Costs - Administration, Overhead, etc.	\$75,000.00

## Totals

<b>Total Cost</b>	<b>\$1,274,200.00</b>
-------------------	-----------------------

Construction Cost Total	\$75,000.00
Transit Operating Cost Total	\$1,199,200.00

---

### Measure A: Project's Use of Existing Infrastructure

This project will be based out of the SunRay Transit Center and will capitalize on the centrality of this facility. SunRay Transit Center is served by Routes 63, 70, 74, 80, 219, and 350. It will significantly expand the geographic service area of these routes, enabling convenient transfers between the fixed-route transit network and the microtransit service.

**Response:**

The proposed microtransit service will not need any other dedicated transit facilities to operate, as it will make stops along safe locations on any public roadway, similar to a taxi-cab or Lyft and Uber.

This service will also use 16-seat ADA-lift equipped vehicles from the existing Met Council fleet.

*(Limit 2,800 characters; approximately 400 words)*

---

### Measure A: Average Weekday Users

Average Weekday Users	200
-----------------------	-----

Metro Transit worked with a microtransit contractor to evaluate the potential performance of microtransit service in the SunRay Transit Center Service Area. They estimated that 300 average weekday rides and 200 average weekend rides would be a reasonable expectation for ridership in this area. Including the weekend ridership to get to a weekday equivalent of all rides gets to approximately 386 average weekday rides.  $(255 \text{ weekdays} * 300 \text{ rides} + 110 \text{ weekends} * 200 \text{ weekend rides} / 255 \text{ weekdays} = 386)$ . Assuming that each user takes two rides per day (to and from a destination) this works out to approx 190-200 individual users per day.

**Response:**

This estimate is consistent with expected Passengers Per In Service Hours based on the level of employment in this service area as well as the experience of peer agencies in operating microtransit service. Performance of these types of services typically ranges from 2-5 passengers per in service hour. This estimate would result in 4.8 passengers per in service hour.

Riders will primarily use this service to access jobs in low density areas within this service area that fixed route transit service cannot efficiently or conveniently serve. 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. This project will enable people to access jobs in these areas without being forced to rely on an automobile.



Since the service is demand-responsive and not reliant on a schedule, riders will be able to request a trip whenever they need instead of waiting for (often very low frequency) trips on a fixed-route. This will improve access for those working non-traditional shift times or durations.

*(Limit 2,800 characters; approximately 400 words)*

---

## **Measure A: Project Location and Impact to Disadvantaged Populations**

Low-income populations, people of color, people with disabilities, and the elderly are among the populations most likely to be negatively impacted by automobile dependence. Low-density suburban areas, like the area proposed to be served by this project, are the areas most likely to be designed around the automobile at the expense of all other modes of transportation. The burden of the automobile-oriented land-use and transportation paradigm falls disproportionately on those least able to bear the cost of car ownership.

**Response (Limit 2,800 characters; approximately 400 words)**

This project will reduce the necessity of an automobile to access jobs, shopping, education, and participation in civic and social life in this area, which is currently heavily dependent on the automobile.

This project serves an Area of Concentrated Poverty where 50 percent of the population are people of color as well as low income people and people of color distributed throughout the service area. It also serves areas above the regional average in poverty of populations of color.

---

## Measure B: Affordable Housing

City/Township	Population in each city/township	Score	City Population/Total Population	Housing Score Multiplied by Population percent
Lake Elmo	2167.0	21.0	0.02	0.426
Maple Grove	11663.0	75.0	0.11	8.197
Oak Grove	16541.0	33.0	0.16	5.115
St. Paul	31103.0	100.0	0.29	29.146
Woodbury	45239.0	87.0	0.42	36.882
				<b>80</b>

---

## Affordable Housing Scoring

Total Population	106713.0
Total Housing Score	79.77
Upload "Regional Economy" map	1530820707827_FLM_RegionalEconomy.pdf

*Click on 'Edit' button on top right of page*

---

## Measure A: Areas of Traffic Congestion and Reduction in SOV Trips

This project's service area is located along the I-94 and I-494/I-694 principal arterials in the east metro, primarily serving the I-94 corridor. This segment of I-94 sees approx. 80,000 to 90,000 users per day according to MnDOT traffic data. The service area also includes several A-Minor Arterials including CSAH 10, CSAH 19, CSAH 13, CSAH 25, and CSAH 16. Congestion on these roadways can be a significant problem, particularly in the peak periods.

**Response:**

Providing a convenient alternative to driving in this service area has the potential to mitigate congestion impacts and reduce SOV trips in this area. Many of the potential users of this service are currently using a car to access employment opportunities in this corridor. Automobile dependence can be a significant financial burden for some workers in these jobs, and a convenient alternative to driving is anticipated to cause some workers to shift to the new microtransit option.

*(Limit 2,800 characters; approximately 400 words)*

---

## **Measure B: Emissions Reduction**

<b>Number of Daily One-Way Commute Trips Reduced:</b>	386
<b>Average Commute Trip Length (Default 12.1):</b>	12.1
<b>VMT Reduction</b>	4670.6
<b>CO Reduced</b>	11162.734
<b>NOx Reduced</b>	747.296
<b>CO2e Reduced</b>	1712241.96
<b>PM2.5 Reduced</b>	23.353
<b>VOCs Reduced</b>	140.118

Number of daily one-way commute trips is assumed to be the same as the number of daily rides estimated in the average weekday users methodology, given definition of trip included above.

**Response:**

Metro Transit worked with a microtransit contractor to evaluate the potential performance of microtransit service in the SunRay Transit Center Service Area. They estimated that 300 average weekday rides and 200 average weekend rides would be a reasonable expectation for ridership in this area. Including the weekend ridership to get to a weekday equivalent of all rides gets to approximately 386 average weekday rides.  $(255 \text{ weekdays} * 300 \text{ rides} + 110 \text{ weekends} * 200 \text{ weekend rides} / 255 \text{ weekdays} = 386)$ .

*(Limit 2,800 characters; approximately 400 words)*

---

## **Measure A: Project Innovation**

Transit agencies have used fully or partially demand-responsive microtransit service as a tool to provide transit access to low-density areas for some time. However, there are typically some significant barriers to customer access and flexibility in scheduling the service that hinders more wide-scale adoption. These services have traditionally required manual vehicle-routing in advance (as opposed to real time) and call-ahead scheduling on the part of the passenger (as opposed to on-demand ride-hailing).

**Response:**

New technologies, including mobile app-based ride hailing, and improved vehicle routing algorithms, have the potential to make these services more effective by removing those barriers and making it easier for passengers to schedule and use the service. These technologies have been implemented in other peer regions, and by SouthWest Transit in their SW Prime service.

This project will implement these new technologies in a concentrated service area, providing adequate access to jobs in this lower-density, auto-oriented, suburban area. This will help relieve the burden of auto-dependency on workers in some of the lower-wage jobs in this area.

If successful, this project could be expanded to include other service areas within the region.

*(Limit 2,800 characters; approximately 400 words)*

---

## **Measure A: Organization's Experience and Resources**

Metro Transit is the largest public transportation provider in the Twin Cities and the State of Minnesota. We plan and operate an integrated network of 127 local and express bus routes, two light-rail lines, and one commuter rail line. We also provide significant resources for those who carpool, vanpool, walk, or bike. Our core mission is to deliver environmentally sustainable transportation choices that link people, jobs, and community conveniently, consistently, and safely.

Response:

Metro Transit is also taking a leadership role in the region in exploring new transportation services and the integration new services with the fixed route transit network to provide maximum accessibility and opportunity for the travelers. With the support of the McKnight Foundation, Metro Transit worked with the Shared Use Mobility Center (SUMC) to develop a Shared Mobility Action Plan for the Twin Cities in 2017. Piloting flexible transit options, including demand-responsive, variable-route service, was included as a recommended strategy in that plan.

Metro Transit Service Development Planning staff and Commuter Programs Specialists will work closely with the Met Council's Metropolitan Transportation Services staff to plan and implement this project successfully.

*(Limit 1,400 characters; approximately 200 words)*

---

## Measure B: Project Financial Plan

**Project funding sources are identified and secured to continue the project past the initial funding period, and/or carry on the project to a future phase:**

Yes

*25 Points*

**Applicant has identified potential funding sources that could support the project beyond the initial funding period:**

*15 Points*

Applicant has not identified funding sources to carry the project beyond the initial funding period:

0 Points

Response:

If this project is successful, it will continue to be funded past the federal fund grant period using Metropolitan Council Regional Transit Capital or Motor Vehicle Sales Tax revenues.

(Limit 2,800 characters; approximately 400 words)

---

## Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$75,055.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$75,055.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

---

## Other Attachments

File Name	Description	File Size
FLM_LetterOfCommitment_signed.pdf	Letter of Commitment	253 KB
FLM_Map.pdf	Project Map	45 KB
FLM_RegionalEconomy.pdf	Regional Economy	2.9 MB
FLM_SocioEconomicConditions.pdf	Socio Economic Conditions	2.9 MB
FLM_Summary.pdf	Project Summary	132 KB

# Regional Economy

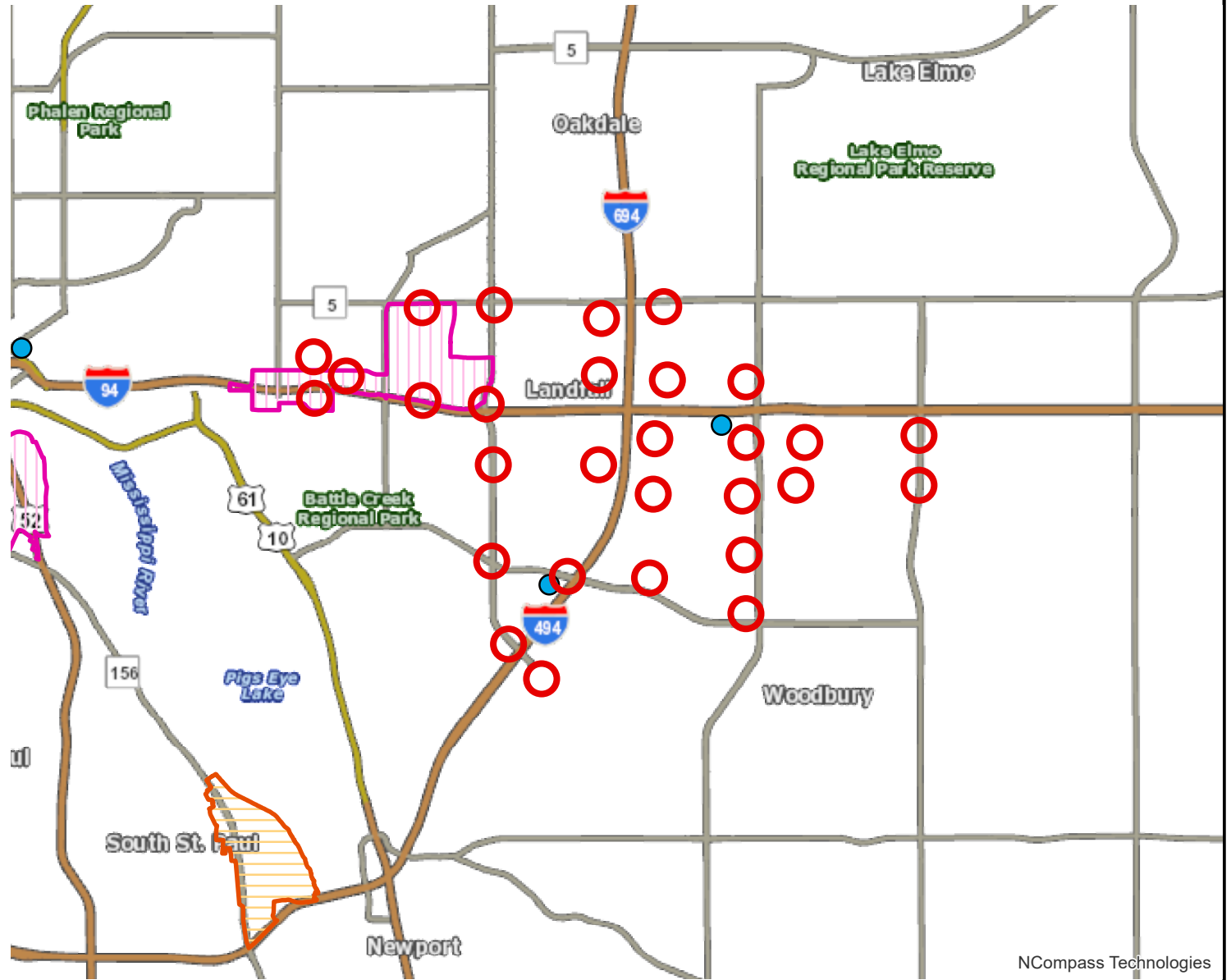
Travel Demand Management Project: First-Last Mile Job Access Project | Map ID: 1530820327021

## Results

**WITHIN ONE MI of project:**  
Postsecondary Students: 673

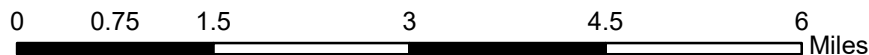
Totals by City:

- Lake Elmo**  
Population: 2167  
Employment: 864  
Mfg and Dist Employment: 59
- Maplewood**  
Population: 11663  
Employment: 1570  
Mfg and Dist Employment: 45
- Oakdale**  
Population: 16541  
Employment: 6025  
Mfg and Dist Employment: 956
- St. Paul**  
Population: 31103  
Employment: 5189  
Mfg and Dist Employment: 377
- Woodbury**  
Population: 45239  
Employment: 17980  
Mfg and Dist Employment: 933



NCompass Technologies

-  Project Points
-  Manufacturing/Distribution Centers
-  Postsecondary Education Centers
-  Job Concentration Centers



Created: 7/5/2018  
LandscapeRSA5



For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gisitenew/notice.aspx>







July 6, 2018

Elaine Koutsoukos  
TAB Coordinator  
390 N. Robert St.  
St. Paul, MN 55101

RE: Regional Solicitation Applications

Dear Ms. Koutsoukos;

Metro Transit is submitting a Transportation Demand Management application for the implementation of a fully or partially demand-responsive microtransit service pilot based around the SunRay Transit Center in the east side of Saint Paul.

This letter corresponds to general solicitation requirements in Section IV, required attachments:

- Metro Transit will have jurisdiction over the buses in the project. Metro Transit commits to operate and maintain these vehicles for their useful life.
- Metro Transit will provide the required minimum 20% local match through Metropolitan Council Regional Transit Capital, Motor Vehicle Sales Tax revenues or other eligible non-federal funds available to Metro Transit in the program year.
- The project includes Metro Transit commitment to provide the service and operate related TSM equipment and any related contracts.

We look forward to developing the project. Please contact me with any questions or clarifications.

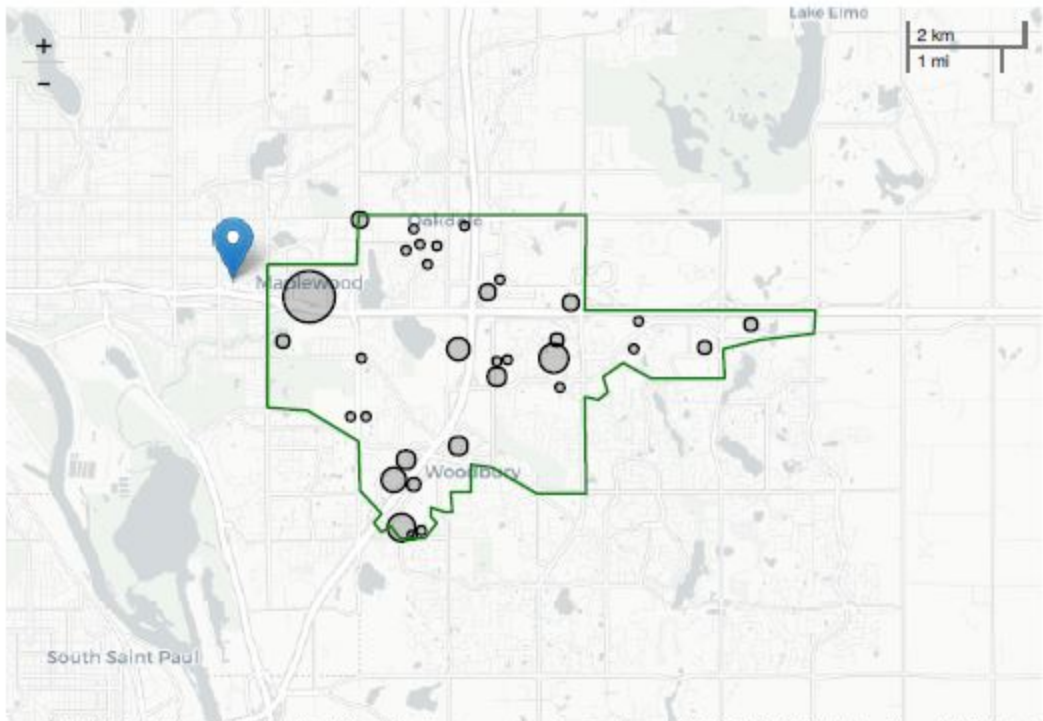
Sincerely,

A handwritten signature in blue ink, appearing to read 'Brian J. Lamb'.

Brian J. Lamb  
General Manager

CC: Adam Harrington, Director of Service Development  
Mary Gustafson, Manager of Grants

A service of the Metropolitan Council



# Regional Economy

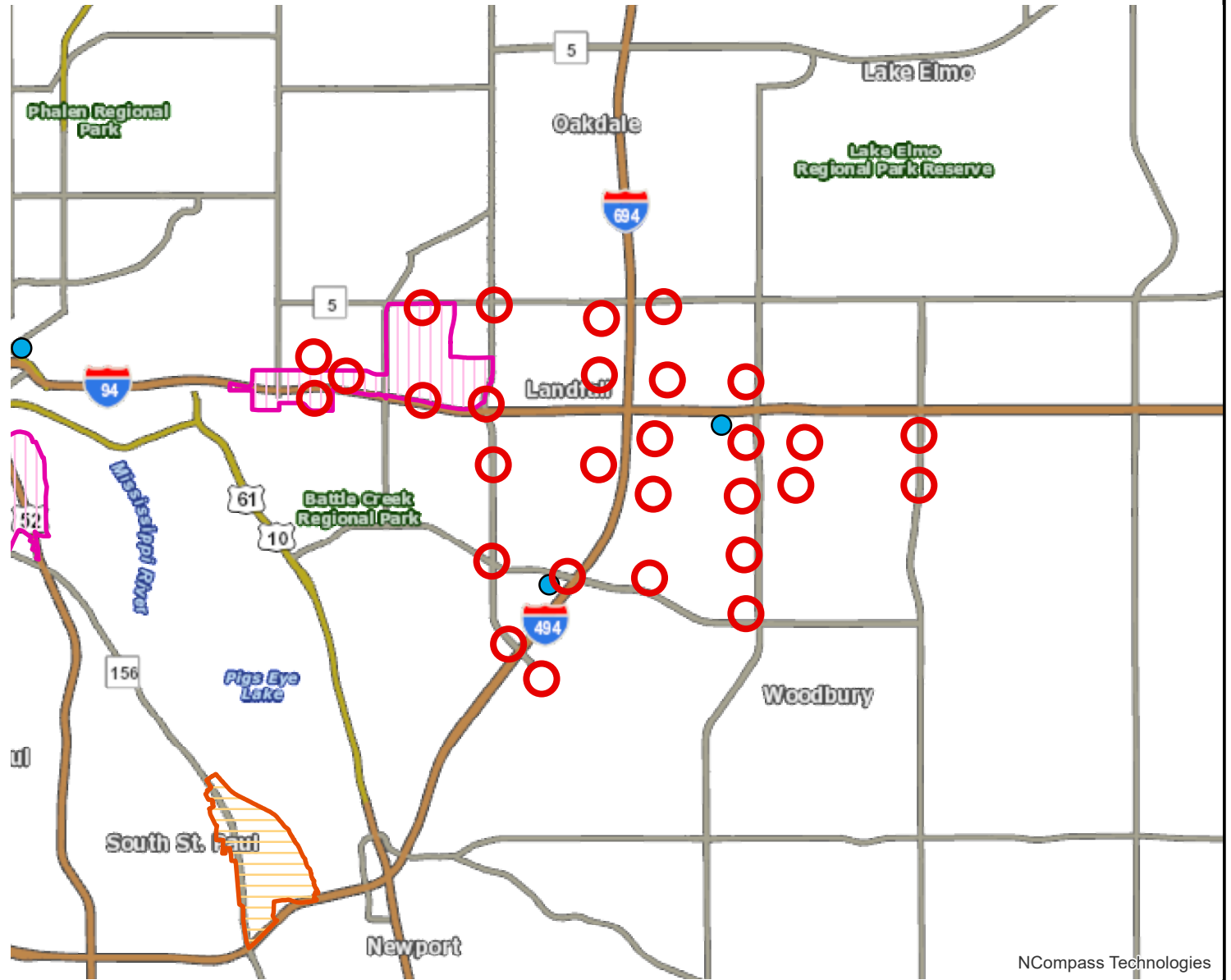
Travel Demand Management Project: First-Last Mile Job Access Project | Map ID: 1530820327021

## Results

**WITHIN ONE MI of project:**  
Postsecondary Students: 673

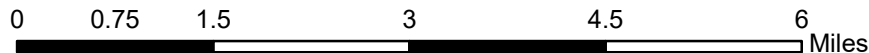
Totals by City:

- Lake Elmo**  
Population: 2167  
Employment: 864  
Mfg and Dist Employment: 59
- Maplewood**  
Population: 11663  
Employment: 1570  
Mfg and Dist Employment: 45
- Oakdale**  
Population: 16541  
Employment: 6025  
Mfg and Dist Employment: 956
- St. Paul**  
Population: 31103  
Employment: 5189  
Mfg and Dist Employment: 377
- Woodbury**  
Population: 45239  
Employment: 17980  
Mfg and Dist Employment: 933



NCompass Technologies

- Project Points
- ▨ Manufacturing/Distribution Centers
- Postsecondary Education Centers
- ▨ Job Concentration Centers



Created: 7/5/2018  
LandscapeRSA5



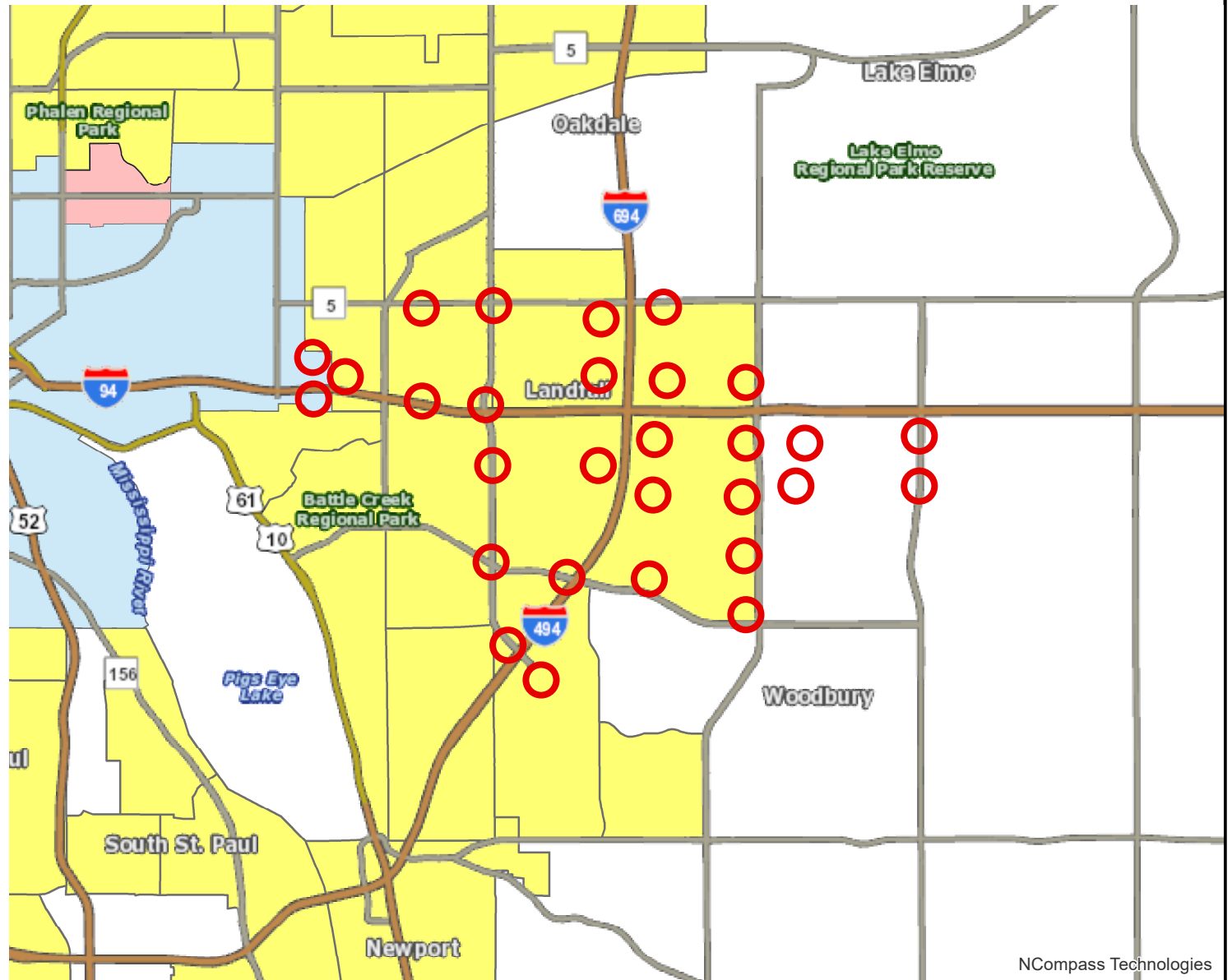
For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gisitenew/notice.aspx>







# Socio-Economic Conditions

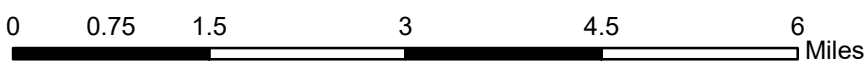
## Results

Project located IN  
Area of Concentrated Poverty  
with 50% or more of residents  
are people of color (ACP50):  
(0 to 30 Points)



NCompass Technologies

-  Project Points
-  Area of Concentrated Poverty > 50% residents of color
-  Area of Concentrated Poverty
-  Above reg'l avg conc of race/poverty



Created: 7/5/2018  
LandscapeRSA2



For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



## 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%