

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**



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%

A service of the Metropolitan Council

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%

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 Dominion 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%

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%

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%

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%

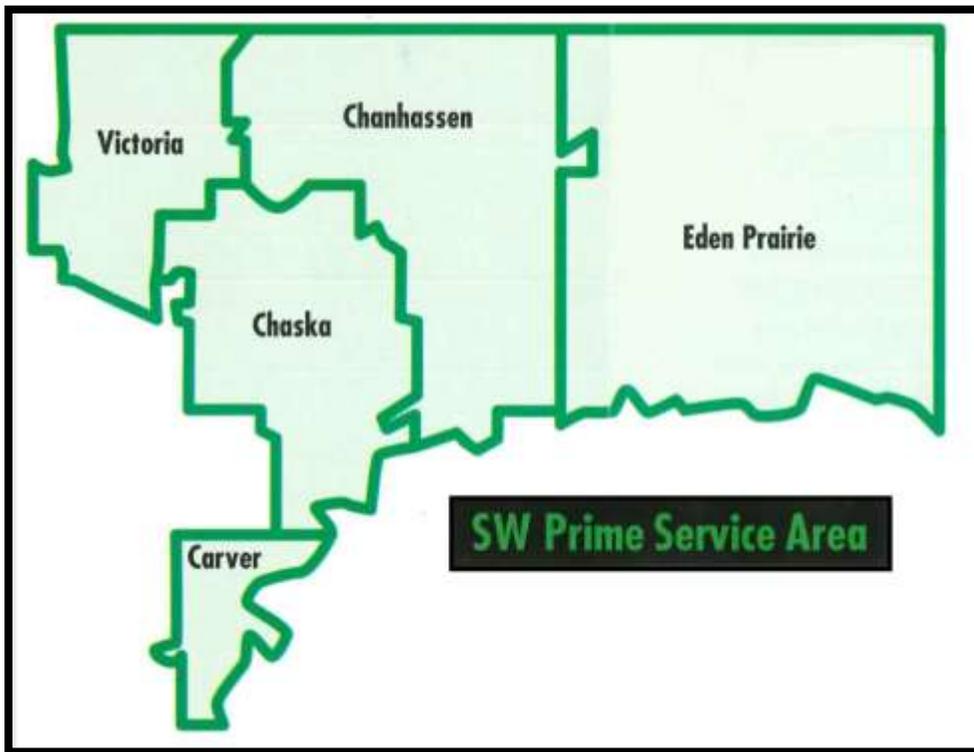
Regional Solicitation – Golden Triangle Mobility Hub Project Summary

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



ABOUT

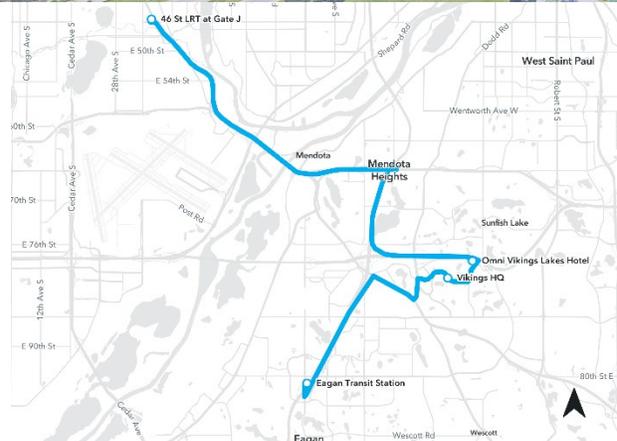
Minnesota Valley Transit Authority (MVTA) is the second largest public transit agency in Minnesota based on ridership and provides public transportation to fast-growing population and employment centers in Dakota and Scott counties. MVTA operates transit service within its seven cities and provides substantial 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



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

