



Application

19834 - 2024 Transit Expansion
20306 - Metro Transit Micro - Minnetonka Expansion
Regional Solicitation - Transit and TDM Projects

Status: Submitted
Submitted Date: 12/15/2023 3:14 PM

Primary Contact

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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

County: Hennepin

Phone: * Minneapolis Minnesota 55411
City State/Province Postal Code/Zip

651-602-1000
Ext.

Fax:

PeopleSoft Vendor Number METROTRANSIT

Project Information

Project Name Metro Transit micro - Minnetonka Expansion

Primary County where the Project is Located Hennepin

Cities or Townships where the Project is Located: Minnetonka

Jurisdictional Agency (If Different than the Applicant):

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

Metro Transit micro is an on demand microtransit service planned and operated by Metro Transit. Currently a pilot in North Minneapolis, Metro Transit micro allows riders to book rides between points within a set boundary using a smart phone application. Riders with similar origins and destinations will be pooled together in an ADA accessible minibus.

This expansion of Metro Transit micro will be a new, self-contained zone centered on the city of Minnetonka. Current land use patterns and density in the city make it difficult to serve with traditional fixed route transit. The service characteristics unique to microtransit will allow riders in areas previously inaccessible by bus to utilize public transit to get to and from their destinations. Importantly, this includes connecting riders to stations along the METRO Green Line extension into the southwest suburbs, with the Opus Station currently being constructed in Minnetonka. Riders arriving to the city from the light rail or other fixed transit service will also be able to connect to jobs, healthcare, and education in Minnetonka. Data gathered from this microtransit service can provide valuable insight into travel patterns and inform future potential fixed route service.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance. Provide operating and capital funds for Metro Transit micro on demand transit service in and around the city of Minnetonka.

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles) 30.6

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 \$4,253,600.00

Match Amount \$1,063,400.00

Minimum of 20% of project total

Project Total \$5,317,000.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds Metro Transit operating funds

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: 2028, 2029

Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.

Additional Program Years: 2026, 2027

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

For All Projects

Identify the Transit Market Areas that the project serves: 2, 3, 4

See the "Transit Connections" map generated at the beginning of the application process.

For Park-and-Ride and Transit Station Projects Only

County, City, or Lead Agency N/A

Zip Code where Majority of Work is Being Performed

(Approximate) Begin Construction Date

(Approximate) End Construction Date

Name of Park and Ride or Transit Station: N/A

e.g., MAPLE GROVE TRANSIT STATION

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)

Primary Types of Work

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMP, 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 (2018), the 2040 Regional Parks Policy Plan (2018), 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.

Briefly list the goals, objectives, strategies, and associated pages:

Goal A: Transportation System Stewardship (2040 TPP 2.02)

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

Strategies: A1, A2, A3

Goal C: Access to Destinations (2040 TPP 2.10)

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, C14

Goal D: Competitive Economy (2040 TPP 2.26)

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

Strategies: D1, D3, D4

Goal E: Healthy Environment (2040 TPP 2.30)

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

Strategies: E1, E3

Limit 2,800 characters; approximately 400 words

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: Unique projects are exempt from this qualifying requirement because of their innovative nature. Twin Cities Public Transit and Human Services Transportation Coordinated Plan (Feb 2020), p. 31-32 - Mobility and Communication, Training, and Organizational Support; p. 33-39 - Strategies

City of Minnetonka 2040 Comprehensive Plan, Chapter 5: Transportation p. 64, Planning for the Future

Metro Transit Stronger, Better 2023 Strategic Plan, Core Element 3: Fostering Innovation p. 10

Putting the Promise of Olmstead into Practice: Minnesota's Olmstead Plan, p. 65 - Transportation

Limit 2,800 characters, approximately 400 words

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. Unique project costs are limited to those that are federally eligible.

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

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid 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 in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2024 funding cycle).

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

Transit Modernization: \$500,000 to \$7,000,000

Travel Demand Management (TDM): \$100,000 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 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update, e.g., within five years prior to application.

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

Date plan completed: 03/01/2021

Link to plan: <https://metro council.org/About-Us/Publications-And-Resources/DIVERSITY-EQUITY/ADA-Transition-Plan.aspx>

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link.

Upload as PDF

(TDM and Unique Project 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. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. Unique projects are exempt from this qualifying requirement.

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. Applications cannot include the reinstatement of service to routes that were reduced or suspended as a result of the COVID-19 pandemic. Transit Expansion projects must be proposing expanded service beyond what existed prior to March 2020 service changes.

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

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

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

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. Yes

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. Yes

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.

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.

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
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
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
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
Totals	\$0.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
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.)	\$0.00
Vehicles	\$1,225,000.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$1,225,000.00

Transit Operating Costs

Number of Platform hours	60000.0
Cost Per Platform hour (full loaded Cost)	\$70.00
Subtotal	\$4,200,000.00
Other Costs - Administration, Overhead, etc.	\$0.00

PROTECT Funds Eligibility

One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

INFORMATION: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Implementation Guidance (dot.gov).

Response: N/A

Totals

Total Cost	\$5,425,000.00
Construction Cost Total	\$1,225,000.00
Transit Operating Cost Total	\$4,200,000.00

Measure A: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 130063

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 893

Existing employment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)

Upload the "Letter of Commitment"

Please upload attachment in PDF form

Existing Post-Secondary Enrollment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)

Upload the "Letter of Commitment"

Please upload attachment in PDF form

Explanation of last-mile service, if necessary:

(Limit 1,400 characters; approximately 200 words)

Upload Map

Please upload attachment in PDF form

1702568206600_Minnetonka Regional Economy.pdf

Measure B: Transit Ridership

Existing transit routes directly connected to the project

Select all routes that apply.

9, 498, 600, 612, 615, 645, 667, 673, 747, 774, 776, 777, 795

Planned Transitways directly connected to the project (mode and alignment determined and identified in the Current Revenue Scenario of the 2040 TPP)

Select all transitways that apply.

METRO Green Line Extension (Southwest LRT)

Upload Map

Please upload attachment in PDF form

1702568261936_Minnetonka Transit Connections.pdf

Response

Met Council Staff Data Entry Only

Average number of weekday trips

0

A Measure: Usage

Service Type

Urban and Suburban Local Routes

New Annual Ridership (Integer Only)

40000

Assumptions Used:

Ridership was estimated using standards based on peer suburban microtransit services in the region. As a new market, the zone was also projected to take time for riders to adapt to new transportation options.

(Limit 2,800 characters; approximately 400 words)

Describe Methodology: How Park-and-Ride and Express Route Projections were calculated, which Urban and Suburban Local Route(s) were selected, and how the third year of service was estimated

For the month of October, the current Metro Transit micro zone had an PPISH rate of 4.5. The new zone, in contrast, is providing new transit service to a suburban market with previously limited to no service. Vehicles will also need to travel larger distances for each trip to accommodate existing land use. As such, Metro Transit estimates ridership in this new market to begin at 2.0 PPISH.

20,000 annual service hours x 2.0 PPISH = 40,000 rides per year

(Limit 2,800 characters; approximately 400 words)

Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a 1/2 mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What engagement methods and tools were used?
2. How did you engage specific communities and populations likely to be directly impacted by the project?
3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

Response:

Metro Transit is in the process of engaging cities, counties, and residents of the Twin Cities metro area through the Network Now initiative, with the goal of understanding changing travel needs and shape the direction of the region's transit system through 2027. During engagement in 2023, this has focused on broader questions of values, such as weighing allocation of resources, aimed at helping the organization set priorities for transit service. This included techniques such as in-person interviews at transit stations and community centers and online survey tools. In 2024, engagement will become more targeted and involved feedback on specific route and service concepts. Microtransit is a key topic of discussion in both of these phases.

Network Now included in-person engagement events at transit-accessible locations spread across the metro. Specific areas were chosen to be inclusive of historically under-represented communities, including the Rondo and Sun Ray public libraries. In addition to these events, organizations with ties to high need communities, such as social service focused non-profit organizations, were directly engaged, with Metro Transit staff attending these organizations' meetings and gathering feedback. Extensive, targeted engagement was also conducted with Met Council long-range guiding plans, including the Twin Cities Public Transit and Human Services Transportation Coordinated Plan and the Minnesota Olmstead Plan.

A key component to engagement includes extensive outreach work with the METRO Green Line extension, which is currently under construction and scheduled to open in 2027. Connecting transit service to the new line rail line will be designed based on feedback received through this process. This project would allow connecting service to be a combination of fixed route and on demand transit, extending the reach of the riders able to access the new light rail.

The service area for the proposed Minnetonka microtransit zone includes the entire city boundaries of Minnetonka. The city contains no areas of concentrated poverty; instead, those with transportation needs are dispersed throughout the city. This makes serving these people difficult with traditional fixed route transit. Microtransit would allow Metro Transit to bridge this gap and provide coverage to all of these communities. Despite living in a traditionally car-dependent suburb, over 35% of households have one or no vehicles. Residents in this area are also increasingly older, with over one fifth of residents 65 or older. Almost 1,500 units of affordable housing have been built in the city, and more housing is being built in the future. With this need dispersed throughout the entire city, microtransit is an ideal solution to reach these residents in need.

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

Measure B: Disadvantaged Communities Benefits and Impacts

Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

- ? pedestrian and bicycle safety improvements;
- ? public health benefits;
- ? direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- ? travel time improvements;
- ? gap closures;
- ? new transportation services or modal options;
- ? leveraging of other beneficial projects and investments;
- ? and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

- ? Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- ? Increased speed and/or cut-through traffic.
- ? Removed or diminished safe bicycle access.
- ? Inclusion of some other barrier to access to jobs and other destinations.

Response:

The built form of the city of Minnetonka makes it challenging to serve residents in need, as populations that would benefit the most from transit are spread throughout the city. This difficulty is uniquely solved with microtransit, which grants transit coverage to the entire city. Residents who were previously isolated from services would be able to connect to employment and shopping within the city or to the greater transit network to travel throughout the region. This increase in access for residents provides opportunities for jobs, schooling, and health care. In addition, the connections to the regional transit network allow people throughout the metro area to access the high-quality services and jobs within the City of Minnetonka.

Seniors or riders with mobility challenges also appreciate the ability for microtransit to overcome barriers that would otherwise prevent them from utilizing transit. While not a need-dependent service like metro mobility, microtransit is able to provide opportunities for riders who have mobility needs but do not qualify for full ADA services. Adverse conditions, such as icy conditions in winter or lack of pedestrian facilities, can be mitigated by on demand transit services such as Metro Transit micro.

The expansion of Metro Transit micro into Minnetonka will provide new transportation modal options for residents. With a large area and limited roadway connectivity, fixed route service is difficult to provide for all residents in the city. With an on-demand microtransit overlay, in addition to fixed route transit and the METRO Green Line extension, residents without access to vehicles will have a greater access to the transportation network. Residents with vehicles who are choice transit riders will have more appealing and realistic opportunities to choose transit over a single occupancy vehicle, providing congestion relief and an environmental benefit to the city and region as a whole.

The METRO Green Line extension into the southwest suburbs will provide high frequency, all-day access to Minnetonka and its neighboring communities. With Metro Transit Micro, the geographic reach of this line can be greatly extended, allowing more riders to come and go from the city relying solely on public transit. Instead of the immediate station area and feeder fixed route service, with microtransit, the entire city can access this high-quality amenity.

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

Measure C: Affordable Housing Access

Describe any affordable housing developments?existing, under construction, or planned?within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project?s benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- ? specific direct access improvements for residents
- ? improved access to destinations such as jobs, school, health care or other;
- ? new transportation services or modal options;
- ? and/or community connection and cohesion improvements.

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

Response:

By covering the entire city of Minnetonka, microtransit has the advantage of serving all levels of housing affordability, including the 1,494 units of designated affordable housing currently in the city. Residents of these units will benefit from increased access to jobs, both in the city limits and in the region as a whole, with connections to the METRO Green Line Station in Minnetonka. Affordable housing residents along the METRO Green Line extension, including those in Hopkins, St. Louis Park, and Minneapolis, will gain access to jobs and retail in the city of Minnetonka as a result of this new service, particularly in areas currently too far to reach with fixed transit. This improved access to jobs, school, and health care will benefit riders in the entire region and leverage the investment in the extension of the light rail. The result will be a cohesive, connected community, overcoming physical barriers, including Interstate 494.

The presence of a microtransit service like Metro Transit micro can enable further affordable housing growth in the city of Minnetonka. With transit service that can span the entire city, developers have increased flexibility on where to locate affordable housing developments as they are not confined to a predefined road as they are with fixed route service. It becomes more feasible to request variances in parking requirements, as those that cannot or choose not to drive will have the opportunity to request a ride via on demand transit.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Project?s census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Upload the ?Socio-Economic Conditions? map used for this measure.

1702476788760_Minnetonka Socio-Economic Conditions.pdf

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	110
Distance from Terminal to Terminal (Miles)	30.6
VMT Reduction	3366.0
CO Reduced	8044.74
NOx Reduced	538.56
CO2e Reduced	1233976.0
PM2.5 Reduced	16.83
VOCs Reduced	100.98
Total Emissions Reduced	1242677.0

Measure A: Roadway, Bicycle, and Pedestrian Improvements

Response

The proposed microtransit service will be an additional option for users to travel, including those that currently have no transit service in their area. All transit users begin and end their journey as a pedestrian, and as such strong pedestrian facilities will help users have a safer and more pleasant experience. Transit service works well in areas with a consistent street grid and ample pedestrian facilities. Microtransit has the advantage of also being able to serve areas with conditions that are less than ideal, as well as bridge the gap of areas without connections to the pedestrian network.

In addition to being fully ADA accessible, all microtransit vehicles are equipped with racks for carrying bicycles. This will allow microtransit to serve as a key piece in multimodal trips. It will also act as a safety net for those stranded by broken or malfunctioning equipment. As the city of Minnetonka continues to build the robust system of trails, microtransit serves as a method for users to close the gap in the existing system. Minnetonka is also a key part of the Regional Bicycle and Trail Network (RBTN) in the West Metro, connecting to the network with both Tier 1 and Tier 2 trails. This includes both constructed trails and future alignments. In the interim as trails are being constructed, cyclists and pedestrians will be able to use Metro Transit micro to bridge the gaps in trail and continue their travel.

The proposed service will also allow riders to access areas previously inaccessible because of adverse pedestrian conditions. Physical barriers in the city, including highways like Interstate 494, make it unpleasant and unsafe to travel exclusively by foot or bicycle. With microtransit, these barriers are overcome, increasing access for those that travel without a vehicle.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction **Yes**

Measure A: Risk Assessment - Construction Projects

1. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

100%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

Response:

(Limit 2,800 characters; approximately 400 words)

2. Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow, scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the project?s termini does not suffice and will be awarded zero points. *If applicable

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid ? colleen.brown@state.mn.us.

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout

Please upload attachment in PDF form

Additional Attachments

Please upload attachment in PDF form

3. Review of Section 106 Historic Resources (15 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

100%

There are historical/archeological properties present but determination of ?no historic properties affected? is anticipated.

100%

Historic/archeological property impacted; determination of ?no adverse effect? anticipated

80%

Historic/archeological property impacted; determination of ?adverse effect? anticipated

40%

Unsure if there are any historic/archeological properties in the project area.

0%

Project is located on an identified historic bridge

4. Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

5. Railroad Involvement (15 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

100%

Signature Page

Please upload attachment in PDF form

Railroad Right-of-Way Agreement required; negotiations have begun

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

Measure: Cost Effectiveness

Total Annual Operating Cost: \$1,364,000.00

Total Annual Capital Cost of Project \$245,000.00

Total Annual Project Cost \$1,609,000.00

Assumption Used: Operating funds assume an hourly cost of \$70 and 20,000 annual hours of service, totaling \$1,400,000 in operating costs.

A \$0.90 per rider subsidy was assumed based on an average fare collected from Metro Transit riders in 2023. 40,000 estimated annual riders would result in \$36,000 a year in fare revenue. After removing this revenue from the operating costs, the adjusted total operating cost is \$1,364,000.

Capital costs assume the purchase of 7 medium duty vehicles with an estimate vehicle cost of \$175,000.

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
Letter of Commitment Minnetonka.pdf	A letter of commitment to operate the service if awarded funds.	991 KB
Minnetonka LOS.pdf	A letter of support from the City of Minnetonka.	380 KB
Project Summary - Minnetonka.pdf	A one-page project summary of the proposed Metro Transit micro project connecting to the METRO Green Line in the City of Minnetonka.	223 KB
Regional Solicitation - Minnetonka Draft Map.pdf	A draft map of the proposed service area for the Metro Transit micro Expansion centered around the METRO Green Line in the City of Minnetonka.	56 KB

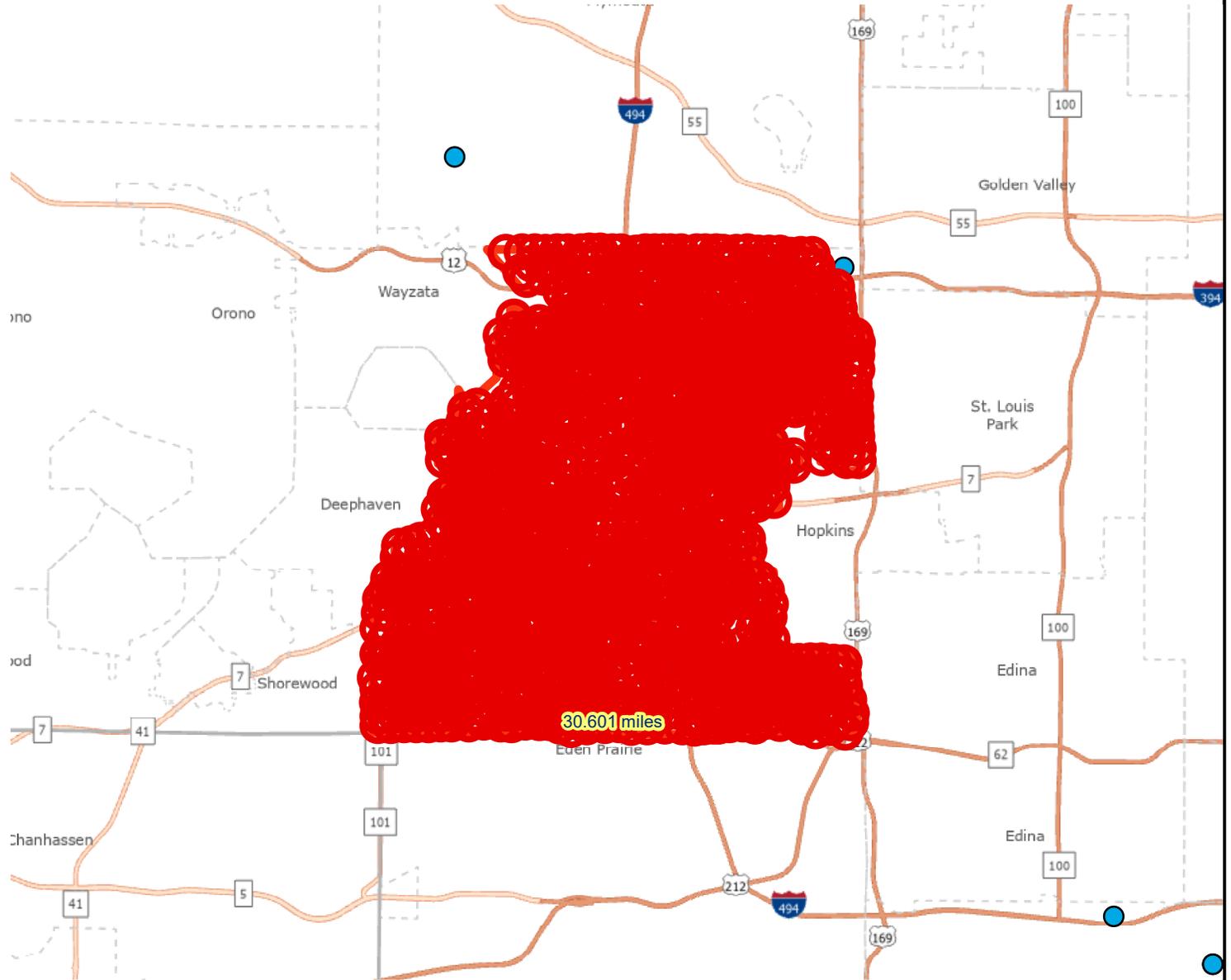
Regional Economy

Transit Expansion Project: Metro Transit micro - Minnetonka Expansion | Map ID: 1701373642029

Results

WITHIN ONE MI of project:
Postsecondary Students: 893

Total Population: 154349
Total Employment: 130063
Mfg and Dist Employment: 23112



○ Project Points ● Postsecondary Education Centers

— Project



Created: 11/30/2023
LandscapeRSA5

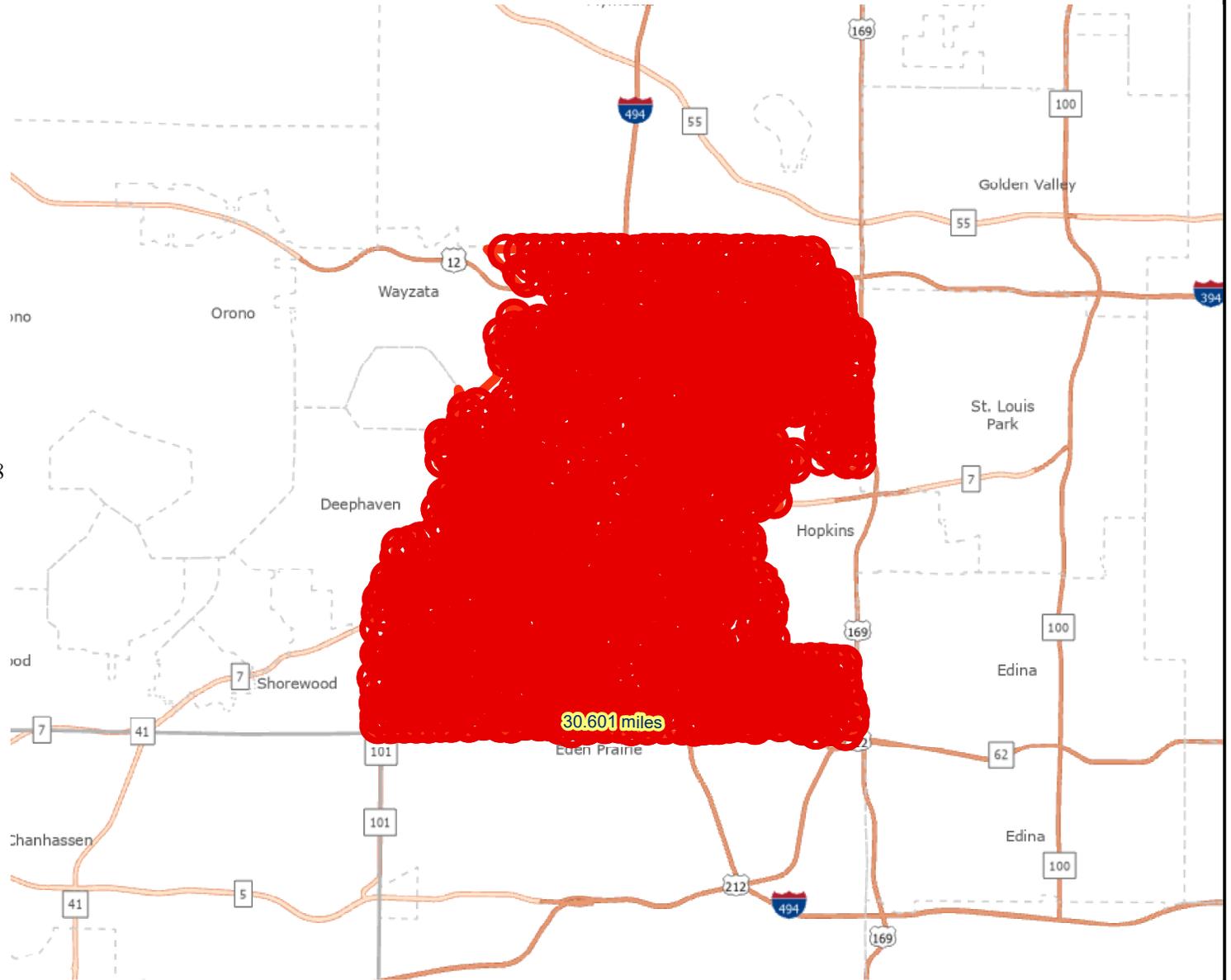


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gisitenew/notice.aspx>



Transit Connections

Transit Expansion Project: Metro Transit micro - Minnetonka Expansion | Map ID: 1701373642029



Results

Transit with a Direct Connection to project:
490 493 498 600 612 615 645 667 673 695 698
747 774 776 777 795 9

- *Green Line Extension
- *Highway 169
- *I-394/Hwy 55 (Option B)

**indicates Planned Alignments*

Transit Market areas: 2, 3, 4

- Project Points
- Project
- Project Area



Created: 11/30/2023
LandscapeRSA3



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

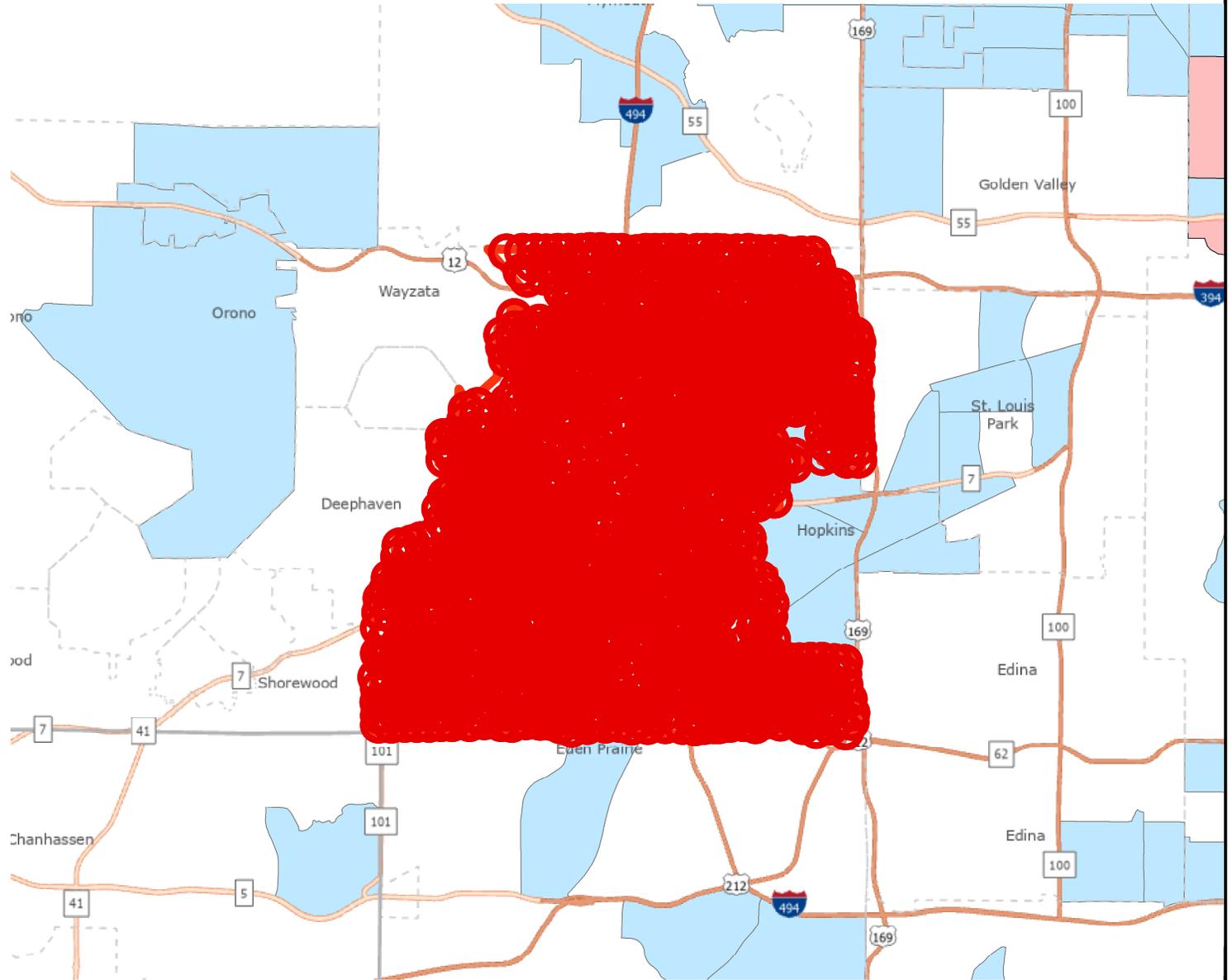


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 2939

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



-  Points
-  Area of Concentrated Poverty
-  Lines
-  Regional Environmental Justice Area





560 Sixth Avenue North
Minneapolis, MN 55411-4398

December 15, 2023

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

RE: Regional Solicitation Applications

Dear Ms. Koutsoukos:

Metro Transit is submitting a Transit Expansion application for an expansion of Metro Transit micro into the City of Minnetonka. Metro Transit micro is an on-demand public transit service that allows riders to book rides between points within a set boundary. Riders with similar origins or destinations are pooled together and brought to their destinations in an ADA accessible vehicle.

This expansion of Metro Transit micro would be a new, self-contained zone connecting to the METRO Green Line extension into the western suburbs of the Twin Cities. By connecting to and from this high-frequency all-day transitway, riders will have increased access to the greater network of public transit for the entire region.

This letter corresponds to general solicitation requirements outlined under the required attachments:

- Metro Transit will provide the required minimum 20% local match of operating cost through the Metro Transit General Operating Funds.
- The project includes Metro Transit commitment to provide the service.

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

Sincerely,

Lesley Kandaras
General Manager

CC: Adam Harrington, Director of Service Development



14600 Minnetonka Blvd. | Minnetonka, MN 55345 | 952-939-8200 | minnetonkamn.gov

December 15, 2023

Elaine Koutsoukos
TAB Coordinator
Transportation Advisory Board
390 North Robert Street
Saint Paul, MN 55101

RE: Regional Solicitation Applications

Dear Ms. Koutsoukos,

I was pleased to learn about Metro Transit's Regional Solicitation application for an expansion to their on-demand transit service, Metro Transit micro, to the City of Minnetonka. I am writing today to express my strong support for this project.

Metro Transit micro is an on-demand transit service which pools together rides with similar origins or destinations. Instead of running on a fixed route and schedule, the vehicles are able to travel anywhere within a set boundary and pick up riders after being requested via an application.

There is a great need in our community for high quality, extensive transit coverage, and Metro Transit micro is an ideal solution. Households with limited access to a vehicle and populations that cannot or choose not to drive live dispersed throughout our area. With a service like Metro Transit micro, residents and visitors all over our city will have increased options for mobility and gain access to areas of the city previously only accessible by car. Importantly, this includes connections to the future METRO Green Line extension, a future high frequency transitway being built in our community.

I am pleased to offer my full support for Metro Transit's regional solicitation application. Please do not hesitate to reach out with any questions.

Sincerely,

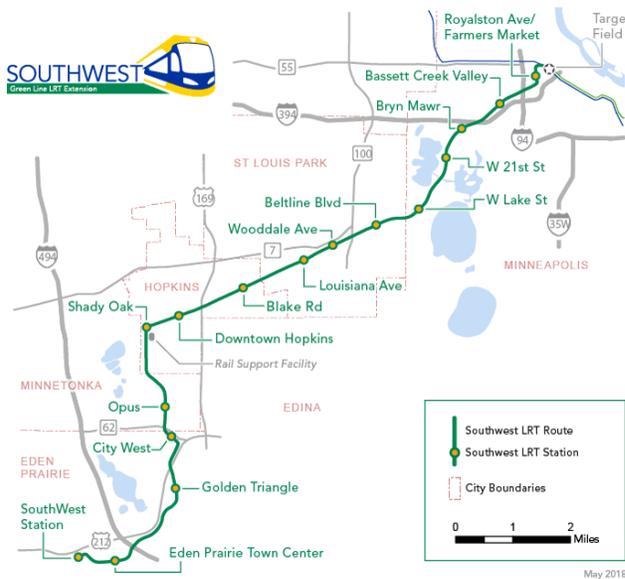
Brad Wiersum
Mayor, City of Minnetonka

Metro Transit micro: Minnetonka Expansion Project Summary

Metro Transit is requesting operating and capital funds for an expansion of the on-demand transit service, Metro Transit micro, to the city of Minnetonka. Currently a pilot in North Minneapolis, Metro Transit micro allows riders to book rides between points within a set boundary using a smart phone application. Riders with similar origins and destinations are pooled together in an ADA accessible minibus and brought to their destinations.



An expansion of the service into Minnetonka would coincide with the opening of the METRO Green Line extension into the southwest metro, leveraging a \$2 billion investment and providing access for both the thousands of residents of the city as well as transit riders visiting Minnetonka for jobs, health care, or other services. Microtransit serves an area like the City of Minnetonka well because of its ability to overcome physical barriers, such as highways and major thoroughfares, as well as grant transit coverage to a large area.



An expansion of Metro Transit micro service to the City of Minnetonka would provide a new service that benefited the entire region, by increasing access to an area difficult to serve with fixed route transit, reducing congestion by providing alternatives to driving, and become an essential service for disadvantaged communities in and around the service area, particularly seniors and those with mobility challenges. The connection to the METRO Green Line would allow this benefit to be enjoyed by all users connecting in and out of the city.

Project Budget

- Seven ADA-accessible microtransit vehicles: \$1,225,000
- Operating funds: \$4,200,000
- Project Total (minus fare revenue): \$5,317,000

