

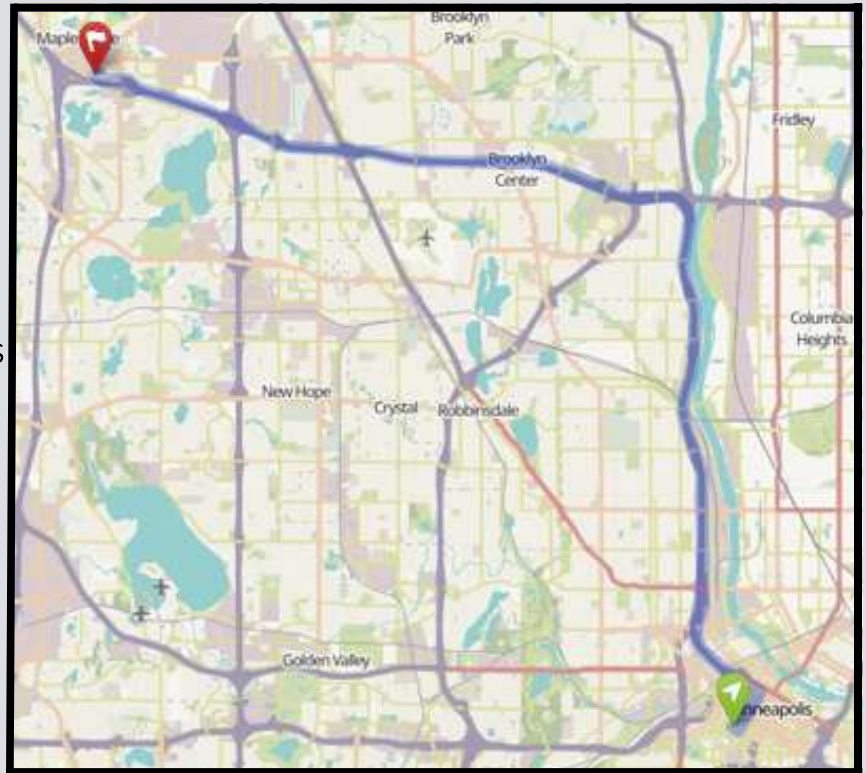
Maple Grove Transit

All-day service from Maple Grove to Minneapolis



The City of Maple Grove is applying for funds to increase service on Route 781 from a commuter express service with limited mid-day and reverse commute options to an all-day bidirectional route with service to Minneapolis at least every 30 minutes Monday through Friday.

The service would operate between the Maple Grove Transit Station and downtown Minneapolis along Interstate 94 and the Marq2 corridor entirely within Hennepin County. The Maple Grove Transit Station is the most utilized park & ride in the Twin Cities with similarly busy park & rides receiving bus rapid transit or light rail service.



The transit benefits of this project are threefold:

- 1) Expand transit access to those with nontraditional work schedules and travel needs beyond the typical weekday commute.
- 2) Increase flexibility for transit riders by providing more travel options throughout the day, making it easier to accommodate varying work schedules, appointments, and other commitments. This additional service may also attract new riders who find the current schedule too restrictive.
- 3) Provide transit options to employees who work in Maple Grove and live outside of the Maple Grove MY RIDE service area. The area around the Transit Station has a large concentration of retail and restaurant jobs and enhanced service would meet those workforce needs.

The project cost is \$3,180,490 with the funding request amount of \$2,543,696.

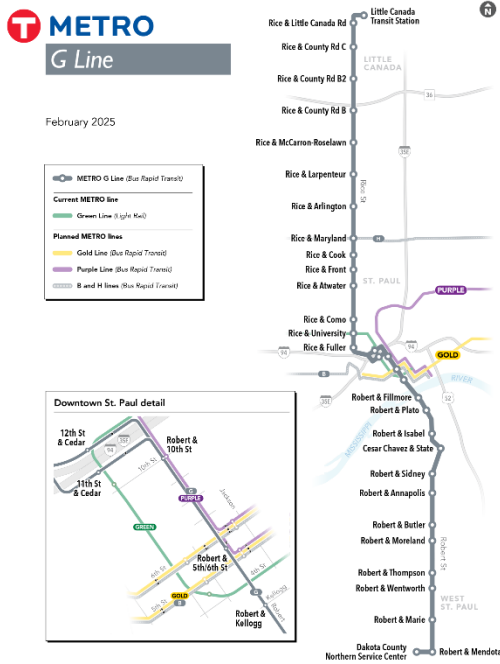
Metro micro service at Little Canada Transit Station - Project Summary

Metro Transit is requesting operating and capital funds for an expansion of the on-demand transit service, Metro micro, to connect to the METRO G Line terminus at Little Canada Transit Station. Currently operating in five areas around the Twin Cities, Metro 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.



Metro micro, which began as a pilot in September of 2022 in North Minneapolis, is guided by the Network Now Framework to grow to nine zones by the end of 2027. The zones are intentionally located at the edge of the fixed route system at transit centers or high-frequency transitways. This allows residents who are outside of the walkshed to still access the fixed route network. Likewise, connections to Metro micro unlocked access for existing riders into areas they were previously unable to access via transit. Connecting to the terminus of the METRO G Line at Little Canada Transit Station would continue this pattern, leveraging this high-quality investment in the East Metro and expanding the reach of the transitway. Metro micro is uniquely posed to overcome the barriers of this area, including an unconnected street grid and the convergence of multiple interstate highways.

An expansion of Metro micro service to the METRO G Line 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 becoming an essential service for disadvantaged communities in and around the service area.



Project Budget

- Seven ADA-accessible vehicles: \$1,715,000
- Operating funds: \$5,184,098
- Project Total (minus fare revenue): \$6,899,098

Regional Solicitation Project Summary

Project Name: Local Route Extension to Maple Grove
Applicant: Metro Transit

Multiple Suburban Local Routes converge on Brooklyn Blvd on the west side of Brooklyn Park: Route 705, 721, 723, 724, and 725. Route 725 serves the border of Maple Grove while the other routes serve stops within 0.25 to 1.5 miles of Maple Grove. A local route extension is proposed to connect Brooklyn Park and Maple Grove via Brooklyn Blvd and Elm Creek Blvd, with frequency between 30 and 60 minutes morning to evening Monday through Sunday. This extension could be feasibly applied to one of these routes (except Route 725), resulting in different ways to connect locally from Maple Grove into the Metro Transit fixed route network—including future connections to METRO Blue Line Extension at Brooklyn Blvd Station, Bass Lake Rd Station, and/or 85th Ave Station.

Today, Maple Grove Transit provides My Ride, a microtransit service that is the only transit option that offers direct service between Maple Grove and Brooklyn Park. A local route extension is an opportunity to provide a scheduled, high-capacity transit connection between a generational LRT investment and the emerging transit market in the commercial core of Maple Grove.

The grant request is for the operating funds required to implement the service expansion. No additional vehicles are required to implement this improvement.

Total Project Cost: \$7,373,576.98
Requested Federal Amount: \$5,898,861.58
Local Match Amount: \$1,474,715.40
Local Match Percentage: 20.0%



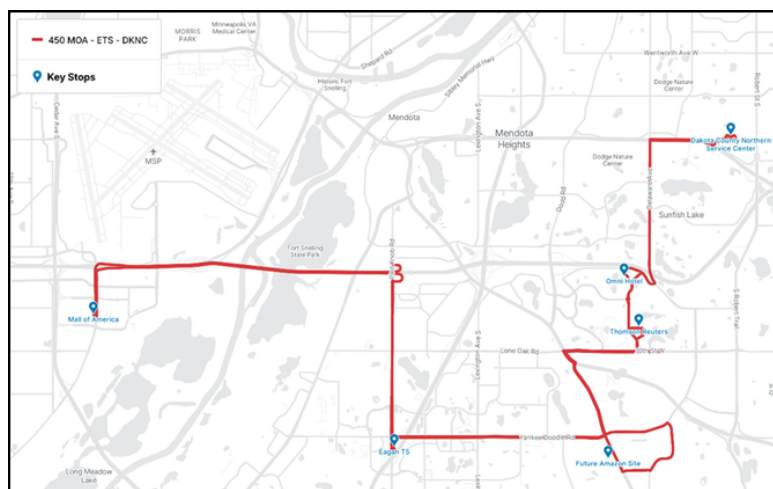
ROUTE 450

Connecting the South Metro



ROUTE 450 AT A GLANCE

- Connects six major destinations
- Links Metro Transit and MVTA networks
- Serves major employers and community destinations
- Expands access across Dakota County
- Creates new connections to the METRO Blue, Red, D, G, and future J Lines
- Supports continued transit growth in the South Metro



A NEW EAST-WEST CONNECTION

Route 450 is a proposed local route that would connect major destinations, employers, community services, and transit hubs across Eagan, Mendota Heights, West St. Paul, and Mall of America.

The route would provide a critical new connection between Metro Transit and MVTA service areas, allowing riders to travel more efficiently within Dakota County without needing to transfer through Minneapolis.

BUDGET OVERVIEW

Total Budget: \$6,524,768

Federal: \$5,219,814

Local Match: \$1,304,954

KEY DESTINATIONS

- Mall of America
- Eagan Transit Station
- Amazon Fulfillment Center
- Thomson Reuters
- Omni Viking Lakes Hotel
- Dakota County Northern Service Center

The route would also serve major community destinations and event venues including TCO Stadium, Vikings Training Camp, Minnesota Aurora matches, and the Eagan Community Center.

MVTA CONNECT



South Zone: Lakeville and Farmington

EXPANDING ON-DEMAND TRANSIT IN LAKEVILLE AND FARMINGTON

MVTA is proposing a new Connect South Zone that would bring flexible, on-demand transit service to Lakeville and Farmington.

Building on the success of MVTA Connect, the South Zone would provide shared rides that can be requested through a mobile app or by phone, making it easier for residents to reach jobs, healthcare, shopping, education, and community destinations.

The proposed service would improve mobility throughout southern Dakota County while providing connections to MVTA's broader transit network. By offering transportation when and where riders need it, the South Zone would expand access to opportunity, support growing communities, and provide a convenient alternative to driving.

PROPOSED BENEFITS

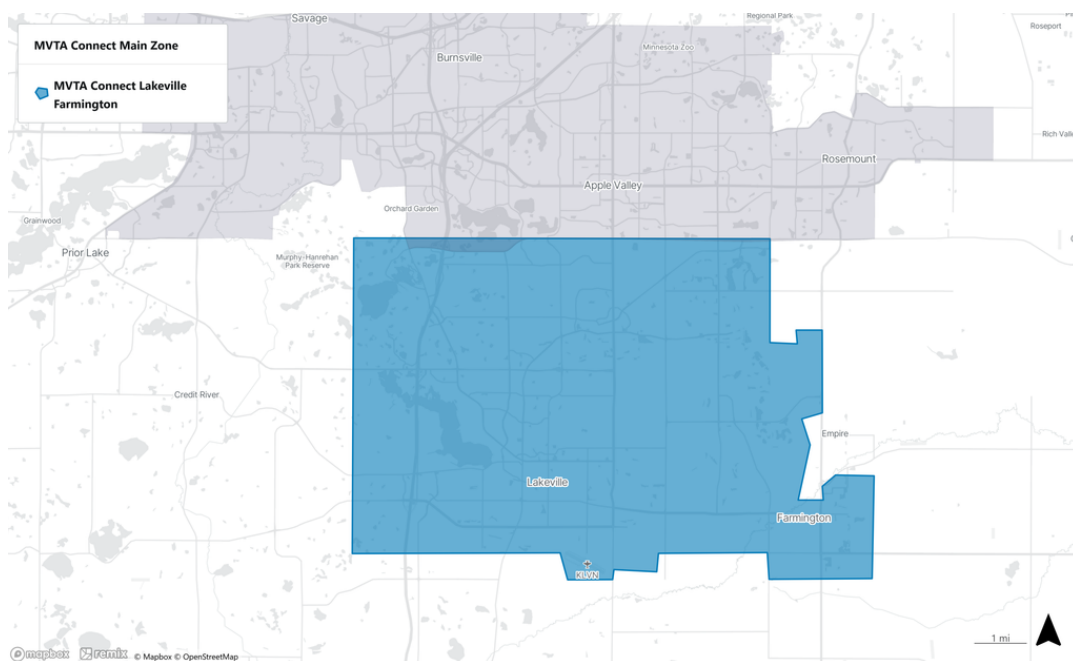
- Expanded transportation options for residents
- Improved access to jobs, healthcare, and services
- Connections to regional transit routes and hubs
- Flexible, affordable, and accessible transportation
- Supports continued growth in Lakeville and Farmington

BUDGET OVERVIEW

Total Budget: \$9,549,492

Federal: \$7,639,593

Local Match: \$1,909,899



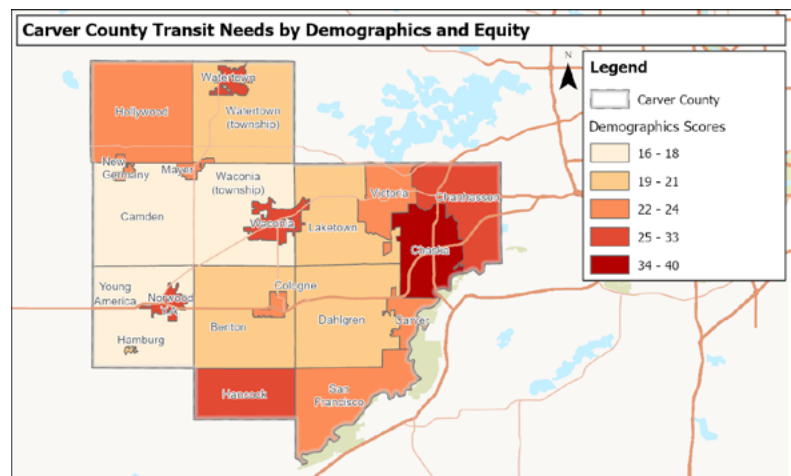
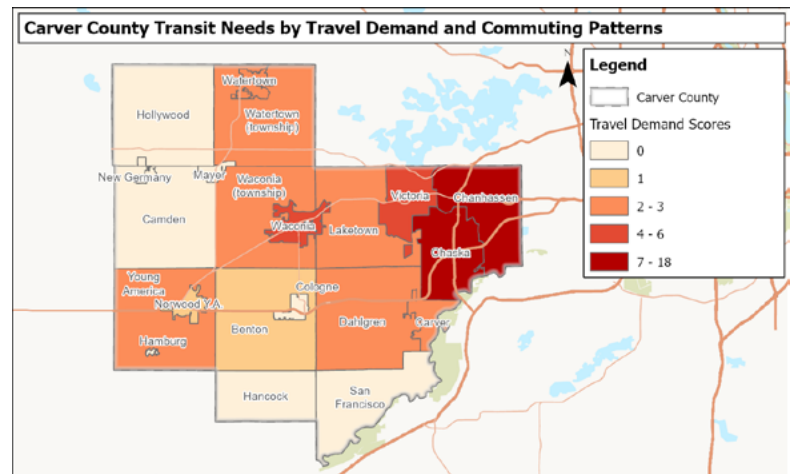
Carver County SW Prime Expansion



Overview

The Carver County SW Prime Expansion improves flexible, on-demand transit service in Carver County to better meet evolving travel needs in growing suburban and rural communities. The project introduces both expanded service hours and a new service zone to increase access to employment, essential services, and regional destinations, particularly for residents who face transportation barriers.

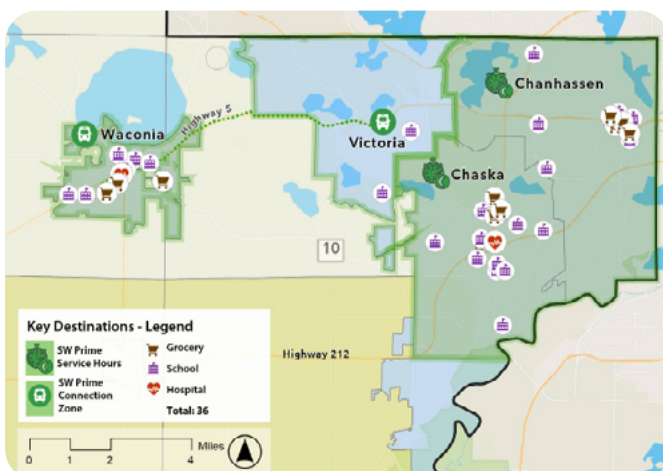
The proposed improvements include two primary components. First, the project extends evening and weekend service for existing SouthWest Prime microtransit service in Chaska and Chanhassen. Second, it establishes a new deviated microtransit zone ("SW Prime Connection Zone") linking Waconia to the existing primary service area in Victoria. Together, these strategies create a more comprehensive, all-day transit network that better reflects current travel patterns and supports non-traditional work schedules.



Carver County Transit Need Scoring Maps highlight strong travel demand and job access within Chanhassen, Chaska, Victoria and Waconia. Demographic and equity indicators are also high in the expansion area.

Basis for Expansion Design

The service expansion responds directly to findings from the Carver County Transit & Mobility Study, which identified strong demand for local, flexible transit connections and expanded service availability. Community engagement throughout the study highlighted key barriers to mobility, including limited service hours, demand to access new destinations, and the challenges of accessing jobs and essential services conveniently.



Map of Key Destinations Accessible within Carver County Prime Expansion Area, which include 12 grocery stores, 12 pharmacies, 8 medical centers

SouthWest Transit

Carver County SW Prime Expansion



SW Prime Connection Zone

The SW Prime Connection Zone will provide deviated microtransit service connecting Waconia—a freestanding town center with growing population, employment, and service destinations—to the regional transit network via Victoria. This service is designed to reflect the unique characteristics of suburban and rural development patterns, where fixed-route transit is often not feasible. By using a demand-responsive model, the service can efficiently provide both local circulation and connections to key regional hubs, improving accessibility while maintaining cost-effectiveness.

Chanhassen & Chaska Hours

In Chaska and Chanhassen, extended evening and weekend hours will significantly improve the usefulness of existing microtransit service by supporting trips outside traditional commuter periods. This is particularly important in a community where a substantial share of employment is in shift-based industries such as manufacturing and retail, and where many residents travel during evenings and weekends. Expanded service hours ensure that transit is a viable option for a broader range of trip purposes, including access to services, healthcare, educational opportunity, and social activities.

Key Service Details

- 19,396 annual service hours
- 82,921 residents in service area
- 45,729 annual riders in third year of service with 2.4 passengers per in service hour anticipated performance
- **Total Regional Solicitation Request: \$4,650,582**
 - Operations Cost: \$4,713,228
 - Capital Cost: \$1,560,000

Images (top to bottom): SW Prime Fleet Vehicle, Deviated Microtransit Graphic Illustration, and Photo of Downtown Waconia Housing

