



## Application

10358 - 2018 Transit Expansion

11024 - SouthWest Transit Mobility Hub

Regional Solicitation - Transit and TDM Projects

Status: Submitted

Submitted Date: 07/13/2018 2:11 PM

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## Primary Contact

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	City	State/Province	Postal Code/Zip

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Phone Ext.

Fax: 952-949-2287

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

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## Organization Information

Name: SouthWest Transit

Jurisdictional Agency (if different):

**Organization Type:** Suburban Transit Provider

**Organization Website:** swtransit.org

**Address:** 14405 West 62nd Street

\* **City:** Eden Prairie **State/Province:** Minnesota **Postal Code/Zip:** 55346

**County:** Multiple

**Phone:**\* 952-974-3110 **Ext.**

**Fax:** 952-974-7997

**PeopleSoft Vendor Number**

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## Project Information

**Project Name** SouthWest Transit Mobility Hub

**Primary County where the Project is Located** Carver, Hennepin

**Cities or Townships where the Project is Located:** Eden Prairie, Chaska, Chanhassen, Carver, and Victoria

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

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

SouthWest Transit's Mobility Hub will be a multimodal approach to facilitate first and last mile travel within the SouthWest Transit service area. Through the expansions of the on-demand service SouthWest Prime and the bike rental program SW Ride, 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. The Mobility Hub will be centered at Eden Prairie's SouthWest Station.

Through these means, SWT is able to further expand upon the current array of first and last mile options for passengers. This project is also timely considering the incoming SWLRT - Green Line extension. One goal of this project is to expand upon existing services in time to accommodate the increased ridership that will occur at SouthWest Station - providing LRT riders with options to travel to and from their final destinations with ease and comfort. Another goal is to improve these options for riders who are traveling solely within the SWT service area. Through the mentioned expansions and the creation of a car share service, riders within the service area as well as riders traveling to and from the service via express routes or the SWLRT will be provided numerous options to travel in a modern, efficient, and safe manner.

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

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

CMAQ: SouthWest Transit Mobility Hub

**Project Length (Miles)**

52.39

*to the nearest one-tenth of a mile*

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## Project Funding

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

No

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

<b>Federal Amount</b>	\$3,672,800.00
<b>Match Amount</b>	\$918,200.00
<i>Minimum of 20% of project total</i>	
<b>Project Total</b>	\$4,591,000.00
<b>Match Percentage</b>	20.0%
<i>Minimum of 20%</i>	
<i>Compute the match percentage by dividing the match amount by the project total</i>	
<b>Source of Match Funds</b>	Regional Transit Capital (RTC)
<i>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</i>	
<b>Preferred Program Year</b>	
<b>Select one:</b>	2020
<i>Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.</i>	
<b>Additional Program Years:</b>	
<i>Select all years that are feasible if funding in an earlier year becomes available.</i>	

## Project Information-Transit and TDM

<b>County, City, or Lead Agency</b>	SouthWest Transit
<b>Zip Code where Majority of Work is Being Performed</b>	55344
<b>Total Transit Stops</b>	
<b>TERMINI:(Termini listed must be within 0.3 miles of any work)</b>	
<b>From:</b> <b>(Intersection or Address)</b>	SouthWest Station, Eden Prairie
<b>To:</b> <b>(Intersection or Address)</b>	SouthWest Station, Eden Prairie
<i>DO NOT INCLUDE LEGAL DESCRIPTION</i>	
<b>Or At:</b> <b>(Intersection or Address)</b>	
<b>Name of Park and Ride or Transit Station:</b>	SouthWest Station, Eden Prairie

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.*

## Transportation System Stewardship

Through multi-modal practices riders are provided a variety of ways to connect regional transit centers as well as travel efficiently throughout SWT's service area. SW Prime has proved over its three year history to be the most efficient micro transit option in the region in terms of subsidy cost and efficiency. The software used allows SWT to minimize operation cost and also provides a seamless modern approach to this type of system. SW Ride, SWT's bike share system is provided at a low cost and is easily available to riders who wish to commute via bike long term or even as a day of decision.

### Access to Destinations

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

The creation of SW Prime has proven that the local travel market in the SWT service area was under served with fixed route options. This has to do with the nature of the suburban setting ? low density, winding roads, and long distances made a successful fixed route service very difficult. However with the low cost on-demand model, SWT is increasing ridership in the local market that now has options to reach anywhere within the service area quickly and efficiently. Riders are able to track their ETA's and even the exact bus location through the SW Prime phone app, or by calling in to the reservationist line. In addition, SW Prime has proved to be a valuable service for the area's aging population. Prime is ADA compliant and has proved itself to be a cheaper and quicker alternative to the region's existing Dial-A-Ride services.

### Healthy Environment

SouthWest Transit is primarily a park and ride system where riders reach their bus connection by driving personal vehicles to one of SWT's five ramps. By expanding the mentioned services, riders will have more options to reach their bus connections without driving their personal vehicles. This will help reverse the specifically suburban trend of single occupancy vehicles, improving upon air quality and traffic congestion in this region. By providing these services in the sustainable and comfortable methods that are currently being used, riders may be encouraged to adopt more of a car-free lifestyle. Whether by a Prime ride, by a bike ride, or even by driving themselves with a car share program, SWT believes that through these services the public will be convinced that the same lifestyle can be achieved without a personal vehicle and may in fact be a more cost saving approach with the same level of comfort and freedom.

*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:**

2040 TPP chapter 2

*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.**

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.**

Yes

02/22/2018

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

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## 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.** Yes

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.** 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.**

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## 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
<b>Totals</b>	<b>\$0.00</b>

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## 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
<b>Totals</b>	<b>\$0.00</b>

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## 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	\$769,000.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$769,000.00</b>

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## Transit Operating Costs

Number of Platform hours	91800.0
Cost Per Platform hour (full loaded Cost)	\$40.00
<b>Subtotal</b>	<b>\$3,672,000.00</b>
Other Costs - Administration, Overhead,etc.	\$150,000.00

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## Totals

Total Cost	\$4,591,000.00
Construction Cost Total	\$769,000.00
Transit Operating Cost Total	\$3,822,000.00

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 80977

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 170

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** 1531338566046\_populationemployment.pdf

*Please upload attachment in PDF form.*



## Measure B: Transit Ridership

Select multiple routes

Existing transit routes directly connected to the project

600, 602, 690, 692, 691, 695, 697, 698, 699

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

Southwest LRT (METRO Green Line Extension), American Boulevard Arterial BRT

Upload Map

1531341039937\_transitconnections.pdf

Please upload attachment in PDF form.

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## Response

Met Council Staff Data Entry Only

Average number of weekday trips

133.0

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## A Measure: Usage

Service Type

Urban and Suburban Local Routes

New Annual Ridership  
(Integer Only)

172890

Currently 10% of Prime Riders transfer to and from express services at SouthWest Station. Out of approximately 2100 express boardings daily at SouthWest Station this translates to 210 daily Prime rides generating from express route transfers for first and last mile connections with an annual total of 53,550 passengers.

Assumptions Used:

The projected SWLRT - Green Line extension estimates 4683 daily riders. Assuming the same percentage of riders will transfer to a first and last mile extension, this translates to 468 daily riders with 119,340 annually. Added together this makes 172,890 riders expected annually to use the proposed first and last mile service options.

Note - the service type selection does not include 'on-demand' as an option so the closest alternative was chosen.

(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**

(Limit 2,800 characters;  
approximately 400 words)

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## **Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation**

**Select one:**

**Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):**

(up to 100% of maximum score)

**Project located in Area of Concentrated Poverty:**

(up to 80% of maximum score )

**Projects census tracts are above the regional average for population in poverty or population of color:** Yes

(up to 60% of maximum score )

**Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:**

(up to 40% of maximum score )

*1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.*

*Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.*

The communities affected by this project are the cities of Eden Prairie, Chanhassen, Chaska, Carver, and Victoria. From a city to agency level, SouthWest Transit has been closely involved with comments on the cities? comprehensive plans and likewise for SouthWest Transit?s long range plan. SW Prime has been a factor in these discussion. On a more micro level, feedback is always encouraged through customer service or directly through the SW Prime phone app. Furthermore, SWT?s Title VI plan indicates a service change is deemed a ?Major Service Change? when the level is service is changed by 25% or more. The proposed service additional would spark this change and per the Major Service Change Policy, a series of public hearings will be held to discuss these changes with the public.

**Response:**

(Limit 1,400 characters; approximately 200 words)

*2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.*

**Response:**

SW Prime has proved to provide quality service at a low cost for those within the SouthWest Transit service area. A significant expansion to this program as well as the expansion of SW Ride and the creation of a car share service provides a higher level of service for low-income residents, people of color, people with disabilities, and the elderly. The current Prime fare is \$4.00 per trip. This is a flat fare and does not change due to mileage. In addition, riders are able to transfer to and from Express services at no additional cost. SW Ride provides a daily rental for \$4.00. Both are options to move around the service area and with a free express transfer, around the region for a very affordable cost.

SW Prime has also found reliable and growing ridership with the aging population. Many in this category do not drive and the alternatives to Prime are either cost prohibitive or do not provide the level of service this population requires and wants. SW Prime accommodates such riders with an easy method of booking rides, a safe and comfortable ride with friendly drivers, and lift equipped vehicles for riders with ADA needs.

(Limit 2,800 characters; approximately 400 words)

3.(-3 to 0 points) *Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.*

*Below is a list of negative impacts. Note that this is not an exhaustive list.*

*Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.*

*Increased noise.*

*Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.*

*Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, 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.*

*Displacement of residents and businesses.*

*Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.*

*Other*

**Response:**

This project leaves little in the way that could be viewed as a negative externality. One possible negative externality is that at times SW Prime can be a difficult system to navigate. The inclusion of phone applications, bus tracking, and ETA's can cause a rider used to a traditional Dial-A-Ride system less able to comprehend the system quickly. SWT will mitigate this issue by providing ongoing travel trainings as well as provide written materials that will help riders feel more at ease with navigating the system.

(Limit 2,800 characters; approximately 400 words)

**Upload Map**

1531491476593\_socioeconomic.pdf

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**Measure B: Affordable Housing**

City	Number of Stops in City	Number of Stops/Total Number of Stops	Score	Housing Score Multiplied by Segment percent
Eden Prairie	600.0	0.6	84.0	50.4
Chaska	150.0	0.15	94.0	14.1
Chanhassen	150.0	0.15	39.0	5.85
Carver	50.0	0.05	72.0	3.6
Victoria	50.0	0.05	28.0	1.4
				<b>75</b>

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**Total Transit Stops****Total Transit Stops** 1000.0

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**Affordable Housing Scoring****Total Housing Score** 75.35

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**Affordable Housing Scoring**

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**Measure A: Daily Emissions Reduction**

<b>New Daily Transit Riders (Integer Only)</b>	678
<b>Distance from Terminal to Terminal (Miles)</b>	22.2
<b>VMT Reduction</b>	15051.6
<b>CO Reduced</b>	35973.324
<b>NOx Reduced</b>	2408.256
<b>CO2e Reduced</b>	5517917.0
<b>PM2.5 Reduced</b>	75.258
<b>VOCs Reduced</b>	451.548
<b>Total Emissions Reduced</b>	5556825.0

## Measure A: Roadway, Bicycle, and Pedestrian Improvements

### Response

Currently SouthWest Transit provides a service named SW Ride. This is a bike rental program that is available beginning in May and lasting until October for daily or seasonal rentals. The daily rental rate is \$4.00 and the seasonal rate is \$75 if rented in May when the rental season begins. Each month the program continues, the seasonal rental rate decreases by \$10. Currently SWT has 22 bikes available for rental throughout the season. The proposed project is seeking 24 additional bikes for this service. Riders can take advantage of this program for first and last mile travel options or may perhaps choose to rent a bike for daily recreational activities. Both SW Prime and Express vehicles are able to accommodate a passenger that wishes to travel with their bike, ensuring that connectivity between a bike ride and transit services can be handled with ease. All SouthWest Transit Park and Rides have ample space for bike parking. Furthermore, the proposed bike additions will be a turn key system so riders can rent via a phone application at any time of the day. SWT will also adhere to Title VI policy and ensure that rentals can be handled in other methods as well.

*(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

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## Measure A: Risk Assessment - Construction Projects

### 1) Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

#### Attach Layout

Please upload attachment in PDF form.

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

50%

#### Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

### 2) Review of Section 106 Historic Resources (20 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/archaeological properties in the project area.

0%

**Project is located on an identified historic bridge**

### **3)Right-of-Way (30 Percent of Points)**

**Right-of-way, permanent or temporary easements either not required or all have been acquired**

100%

**Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete**

50%

**Right-of-way, permanent or temporary easements required, parcels identified**

25%

**Right-of-way, permanent or temporary easements required, parcels not all identified**

0%

**Anticipated date or date of acquisition**

### **4)Railroad Involvement (20 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%

**Anticipated date or date of executed Agreement**

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## **Measure: Cost Effectiveness**

<b>Total Annual Operating Cost:</b>	\$1,224,000.00
<b>Total Annual Capital Cost of Project</b>	\$256,333.00
<b>Total Annual Project Cost</b>	\$1,480,333.00

Total annual operating cost includes the operating cost for SW Prime which is \$1,224,000. This is derived from a \$40 hourly rate and ten twelve hour work pieces with a total of a \$4,800 daily operating cost.

Total annual capital cost of the project would be the vehicle procurement of the five additional Prime vehicles priced at \$100,000 each totaling \$500,000, 24 additional bikes with a total cost of \$144,000, five car share vehicles priced at \$25,00 each with a total of \$125,000, and the software cost budgeted to operate the car share program totaled \$150,000 for a three year contract. These costs were totaled for \$769,000. For an annual capital cost, this figure was divided for a total of \$256,333.

**Assumption Used:**

Note - the bikes the project are seeking are a turn key system with added annual software cost. The cost of each bike is \$2000 and that is an annual figure.

(Limit 1400 Characters; approximately 200 words)

**Points Awarded in Previous Criteria**

<b>Cost Effectiveness</b>	\$0.00
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## Other Attachments

File Name	Description	File Size
11024_TE_SWT_MobilityHubCarvHennSummary-attach.pdf	Project Summary	162 KB
18-08 Regional Soliciation Grant Application for a SouthWest Station Mobility Hub.pdf	SouthWest Transit Commission Approval	288 KB
Match Request Letter.pdf	match request confirmation	509 KB
populationemployment.pdf	Population and Employment Map	4.0 MB
regional economy.pdf	Regional Economy Map	4.8 MB
socioeconomic.pdf	Socioeconomic Conditions Map	4.9 MB
Summary.docx	Project Summary	490 KB
transitconnections.pdf	Transit Connections Map	2.9 MB



# Population/Employment Summary

## Results

Within QTR Mile of project:

Total Population: 128197

Total Employment: 80977

Postsecondary Students: 170

Within HALF Mile of project:

Total Population: 155289

Total Employment: 109937

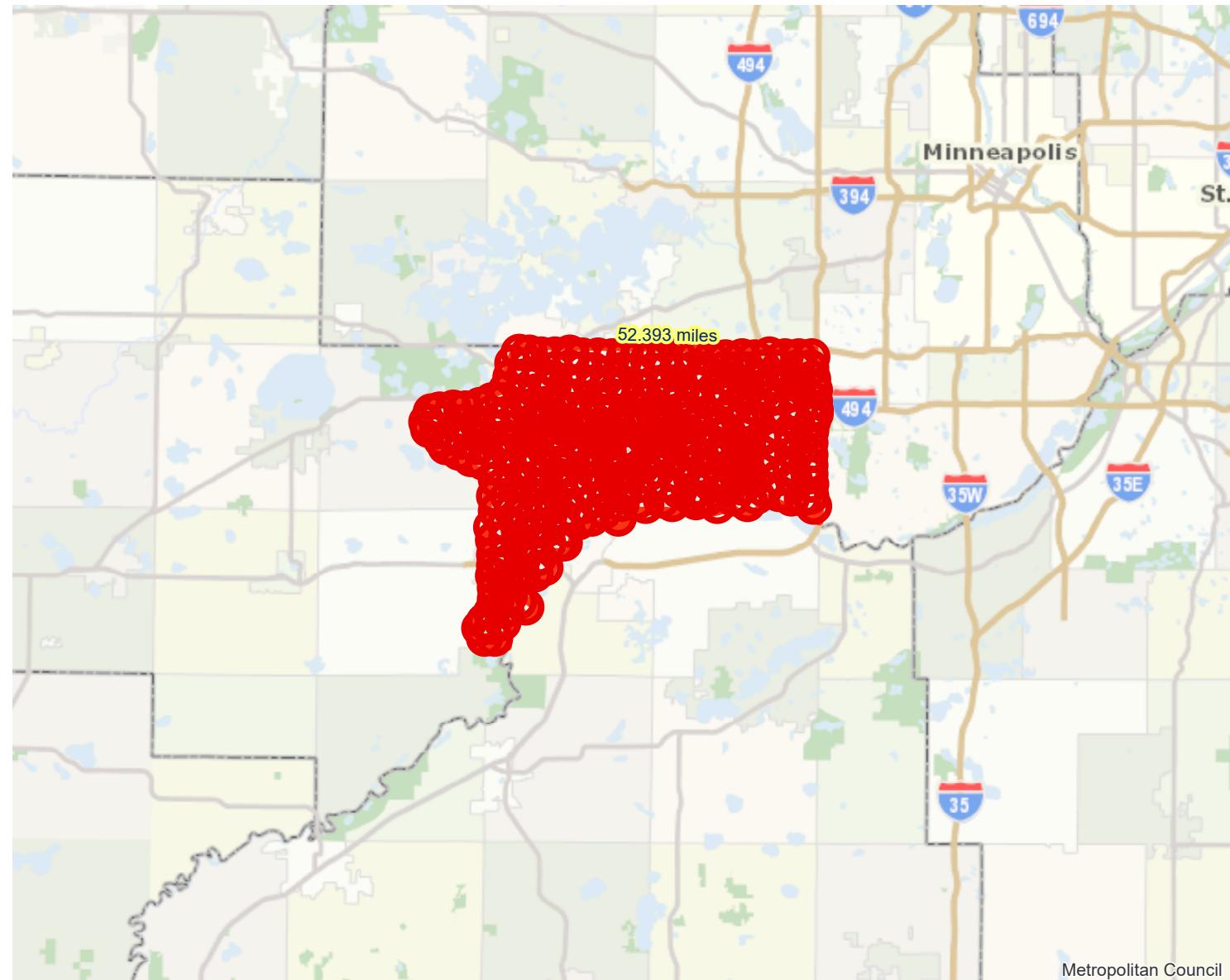
Postsecondary Students: 170

Within ONE Mile of project:

Total Population: 173705

Total Employment: 126234

Transit Expansion Project: SouthWest Transit Mobility Hub | Map ID: 1531249766304



● Project Points

— Project

0      3.5      7      14      21      28 Miles

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LandscapeRSA4



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## Transit Connections

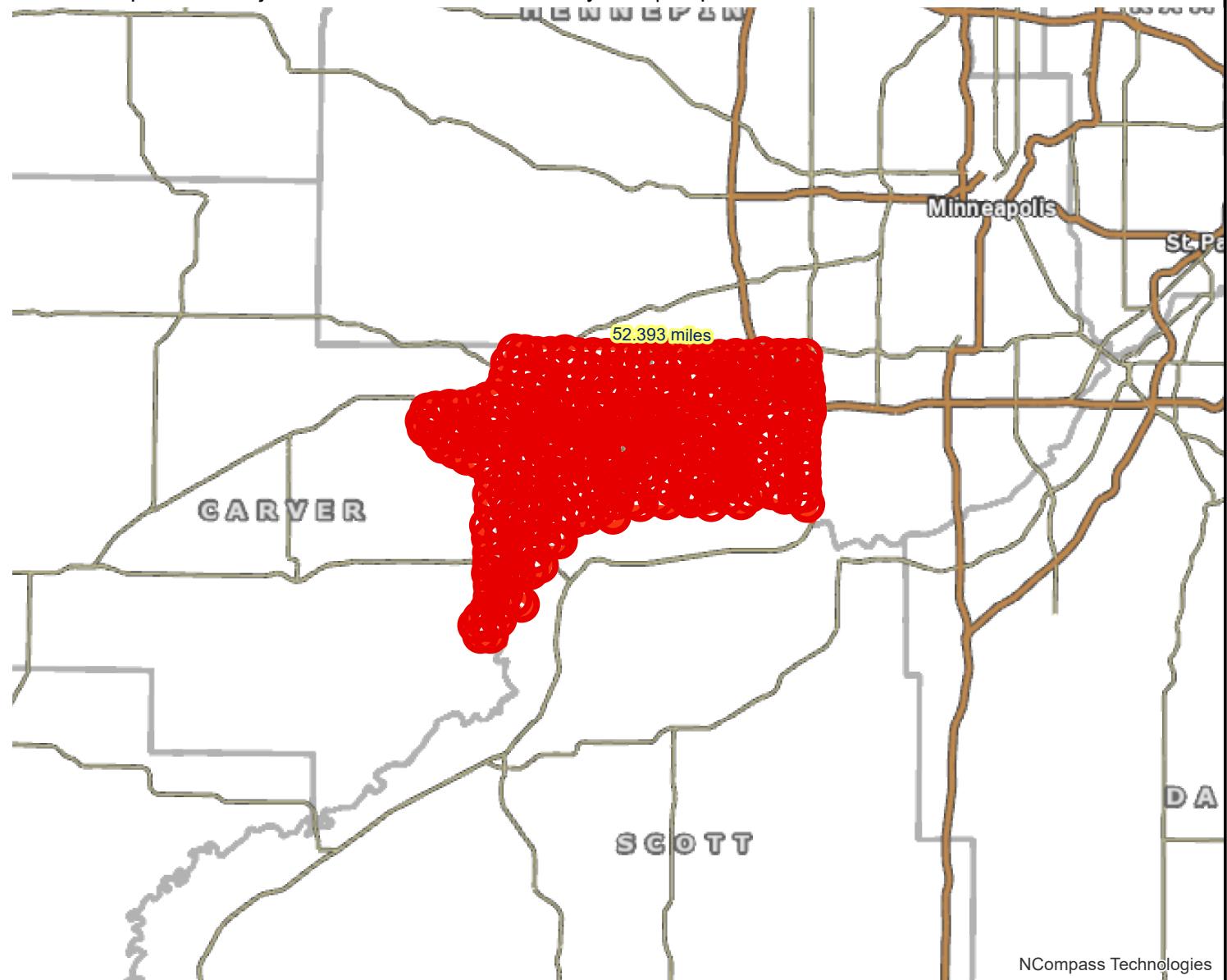
Transit Expansion Project: SouthWest Transit Mobility Hub | Map ID: 1531249766304

### Results

Transit with a Direct Connection to project:  
600 602 690 691 692 695 697 698 699

\*Green Line Extension  
\*American

\*indicates Planned Alignments



○ Project Points

— Project

0      3.5      7      14      21      28 Miles

Created: 7/10/2018  
LandscapeRSA3



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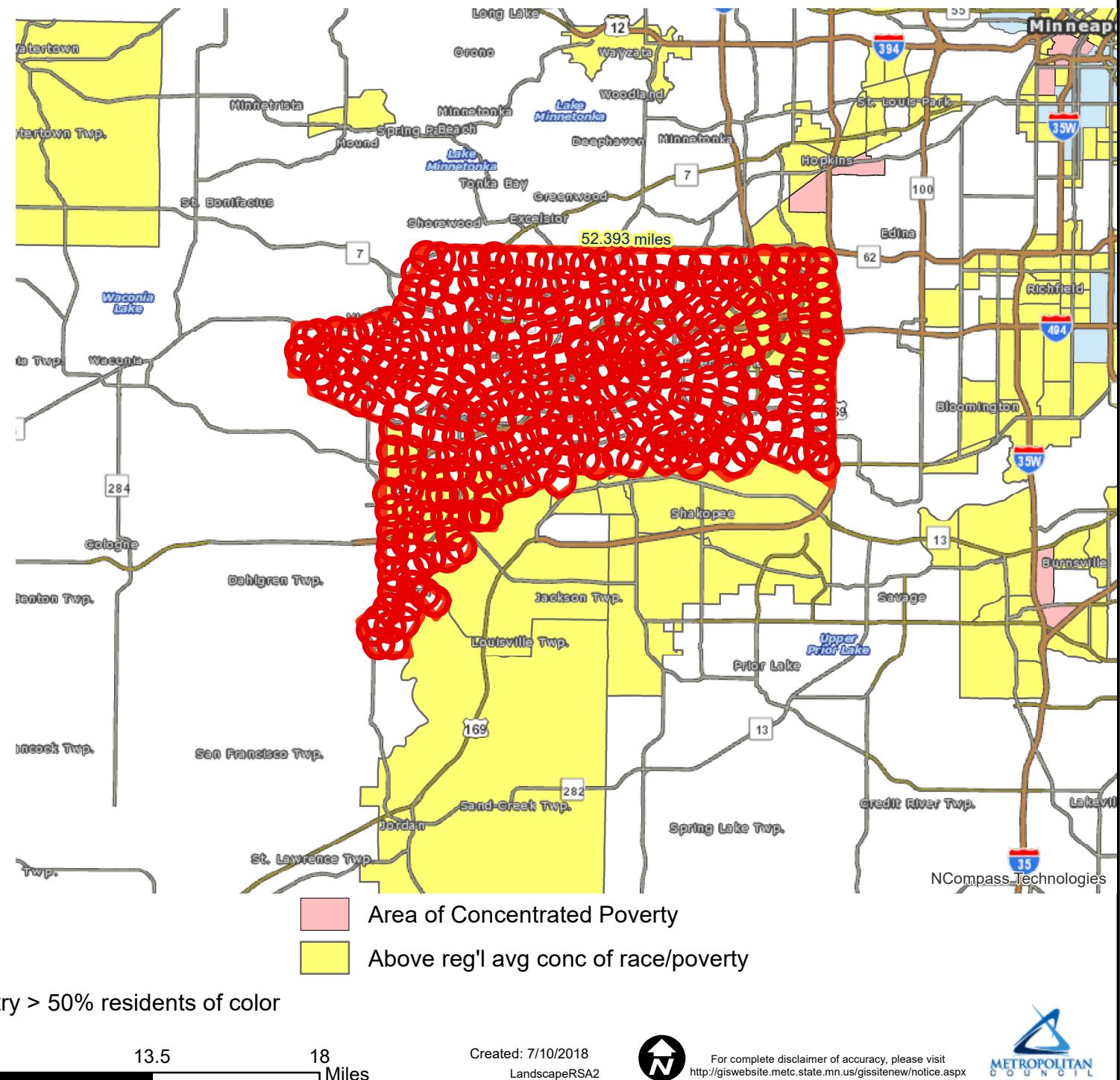


## Socio-Economic Conditions

Transit Expansion Project: SouthWest Transit Mobility Hub | Map ID: 1531249766304

### Results

Project census tracts are above the regional average for population in poverty or population of color:  
(0 to 18 Points)



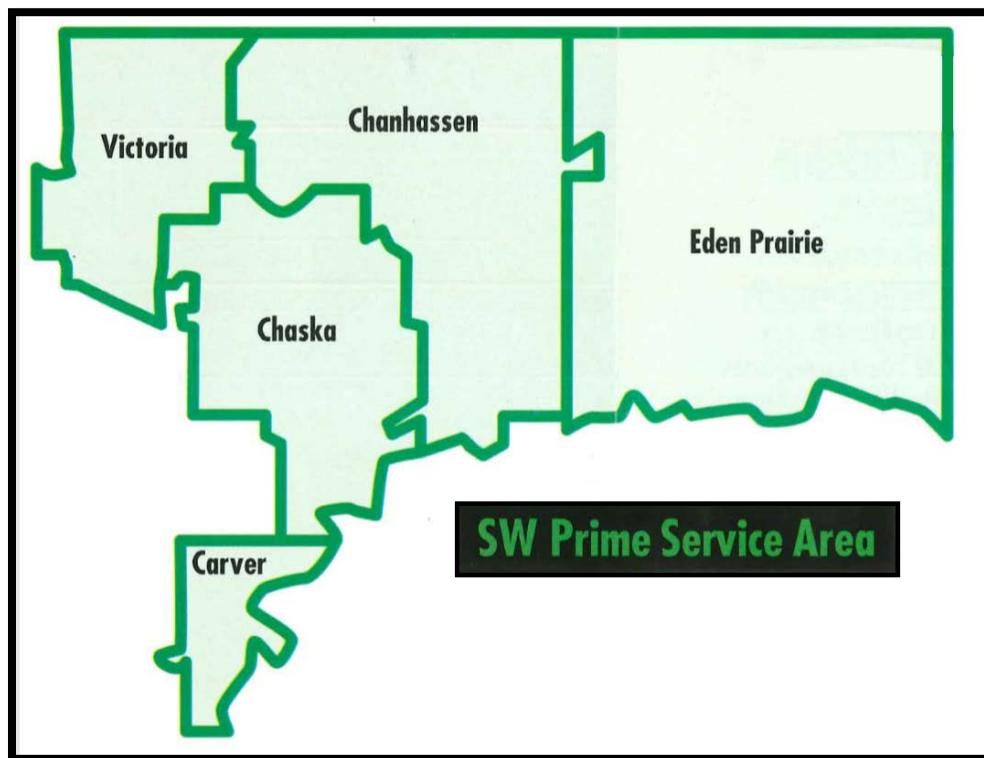
## Regional Solicitation – SouthWest Transit Mobility Hub

### Description

SouthWest Transit's Mobility Hub will be a multimodal approach to facilitate first and last mile travel within the SouthWest Transit service area. Through the expansions of the on-demand service SouthWest Prime and the bike rental program SW Ride, 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. The Mobility Hub will be centered at Eden Prairie's SouthWest Station.

Through these means, SWT is able to further expand upon the current array of first and last mile options for passengers. This project is also timely considering the incoming SWLRT - Green Line extension. One goal of this project is to expand upon existing services in time to accommodate the increased ridership that will occur at SouthWest Station - providing LRT riders with options to travel to and from their final destinations with ease and comfort. Another goal is to improve these options for riders who are traveling solely within the SWT service area. Through the mentioned expansions and the creation of a car share service, riders within the service area as well as riders traveling to and from the service via express routes or the SWLRT will be provided numerous options to travel in a modern, efficient, and safe manner.

### Service Area



### Cost

Prime Expansion	\$4,172,000.00
Bike Program Expansion	\$144,000.00
Carshare	\$275,000.00
<b>Total Project Costs</b>	<b>\$4,591,000.00</b>



**SOUTHWEST TRANSIT COMMISSION  
RESOLUTION #18-08  
Regional Solicitation grant application for a  
SouthWest Station Mobility Hub**

**WHEREAS**, SouthWest Transit (SWT) operates as a Joint Powers entity established by the Cities of Eden Prairie, Chaska and Chanhassen to provide transit services under the laws of the State of Minnesota including Minnesota Statute Sections 473.384, 473.388 and Statute 471.59; and

**WHEREAS**, the SouthWest Transit Commission considers it in the best interest of the agency to apply for a Regional Solicitation grant to increase service quality, regional connectivity and first/last mile services;

**WHEREAS**, the implementation of a Mobility Hub at SouthWest Station will allow for increased connectivity to and from SouthWest Station;

**WHEREAS**, the proposed Mobility Hub at SouthWest Station will aid in servicing the large increase in ridership expected once SWLRT is operational;

**WHEREAS**, the proposed Mobility Hub at SouthWest Station will increase the amount of first mile/last mile transportation options available to SouthWest Station users;

**NOW THEREFORE, BE IT RESOLVED** that the SWT Commission authorizes its Chief Executive Officer to submit a Regional Solicitation grant application to the Metropolitan Council for the creation of a Mobility Hub at SouthWest Station.

**ADOPTED** by the Commission of SouthWest Transit on June 28, 2018.



Jay Rohe, Chairperson

A handwritten signature in black ink, appearing to read "JL", is placed above a horizontal line. To the right of the line, the name "Jay Rohe, Chairperson" is printed in a standard black font.

ATTEST:



Len Simich, Chief Executive Officer

A large, blue ink signature is written across the page, starting from the left edge and ending near the bottom center. Above the signature, the word "ATTEST:" is printed in capital letters. Below the signature, the title "Chief Executive Officer" is printed in a standard black font.

July 12, 2018

Len Simich  
SouthWest Transit Commission  
13500 Technology Drive  
Eden Prairie, MN 55344

Dear Mr. Simich,

The Metropolitan Council has received SWT's request to provide the 20% local match for the Mobility Hub project if it is selected for the 2022-2023 Regional Solicitation Transit funds.

Our understanding of the project scope is that the project will include 5 vehicles for Prime expansion (small bus or electric), 5 sedan type vehicles, software for a new car share program, and expansion of SWT's bike program. The scope also includes 3 years of operations for the programs.

The project total cost is estimated at \$4.6M with \$3,680,000 in Regional Solicitation transit funds requested and a \$920,000 local match. The capital portion of this project is valued at \$775,000 with \$620,000 in Regional Solicitation funds and \$155,000 in local capital match. This represents Prime vehicles, car share program vehicles, and car share software.

The Council has a limited amount of regional transit capital (RTC) budgeted in its 2018-2023 Capital Improvement Program (CIP) for capital expansion projects. Its top priorities for regular route bus service are preservation of existing fleet (replacement of vehicles) and facilities, and maintenance of existing services (addressing overflow demand on existing services).

Given the above, the Council agrees to provide up to \$155,000 in RTC funds as local capital match for the Mobility Hub project conditional on the following:

- The Council will prioritize RTC funding to capital projects that address maintenance of existing services (meeting overflow demand) followed by new services capital needs as prioritized by TAB. The Council can provide confirmation on its RTC funding commitment before TAB finalizes its project selection, when recommended projects for funding are known.
- Any new services located at SouthWest Station will be geographically located in a manner consistent with the SouthWest Station Agreement.
- The Council cannot guarantee that operating funds will be available for any service expansion and looks to the project sponsor, SWT in this case, to be responsible for committing the local match for the operations component of the project.

Sincerely,



Nick Thompson  
Director, Metropolitan Transportation Services  
Metropolitan Transportation Services

cc:

Heather Aagesen-Huebner  
Matt Fyten

# Population/Employment Summary

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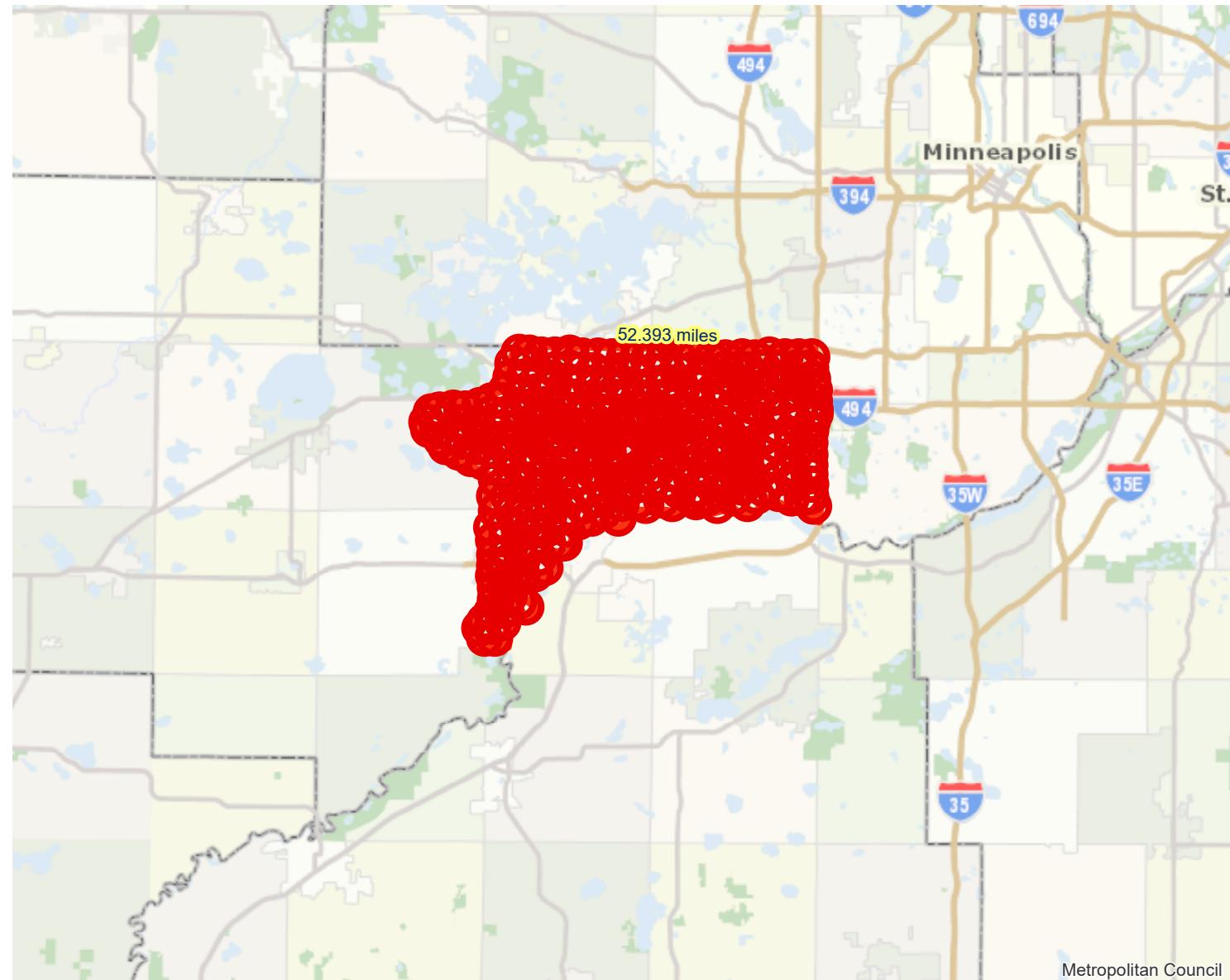
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Transit Expansion Project: SouthWest Transit Mobility Hub | Map ID: 1531249766304



Project Points

Project

0      3.5      7      14      21      28 Miles

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# Regional Economy

## Transit Expansion Project: SouthWest Transit Mobility Hub | Map ID: 1531249766304

### Results

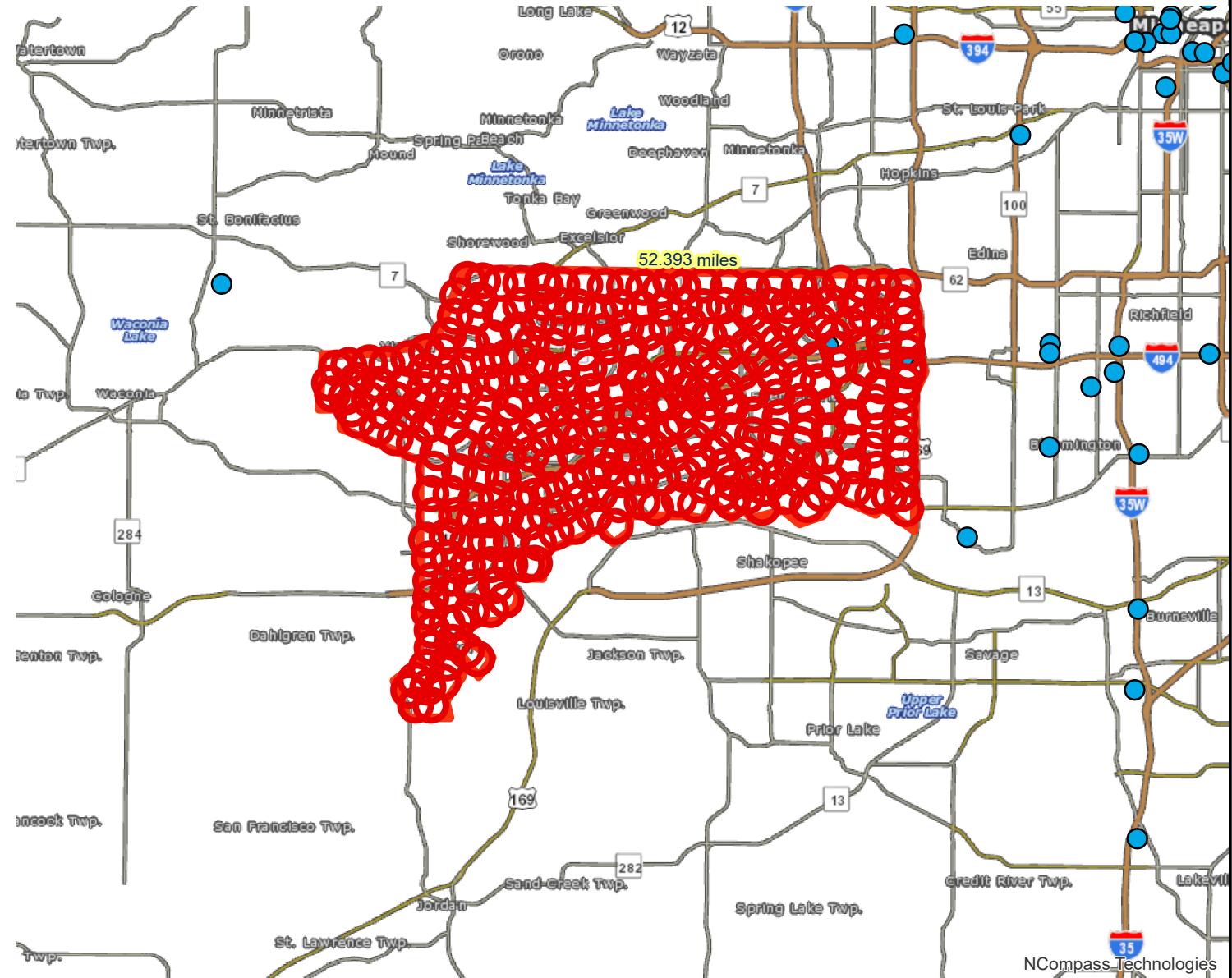
**WITHIN ONE MI** of project:

Postsecondary Students: 148

Total Population: 156987

Total Employment: 84992

Mfg and Dist Employment: 21301



○ Project Points

● Postsecondary Education Centers

— Project

0 2.25 4.5 9 13.5 18 Miles

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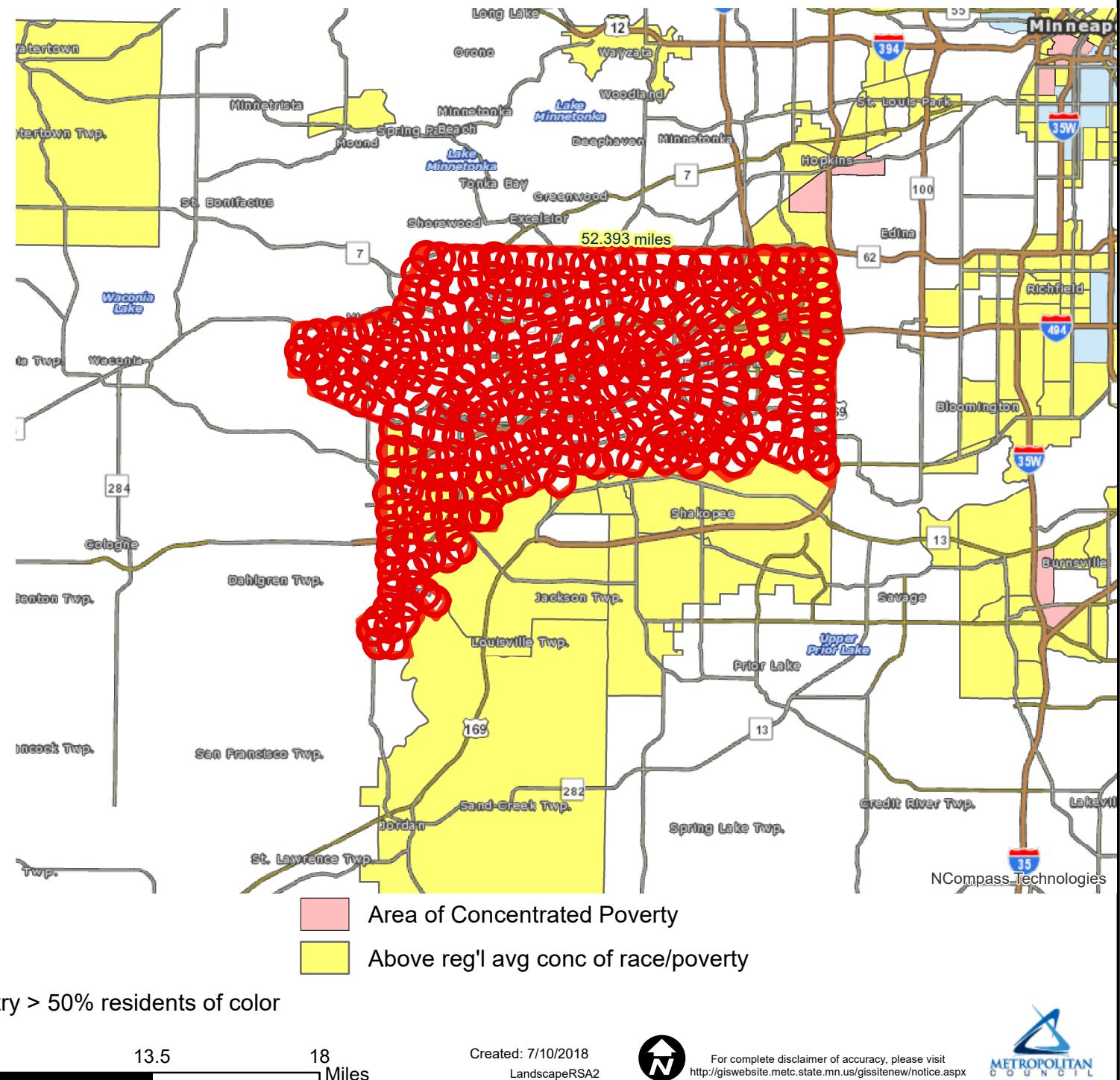


## Socio-Economic Conditions

Transit Expansion Project: SouthWest Transit Mobility Hub | Map ID: 1531249766304

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(0 to 18 Points)



## Transit Connections

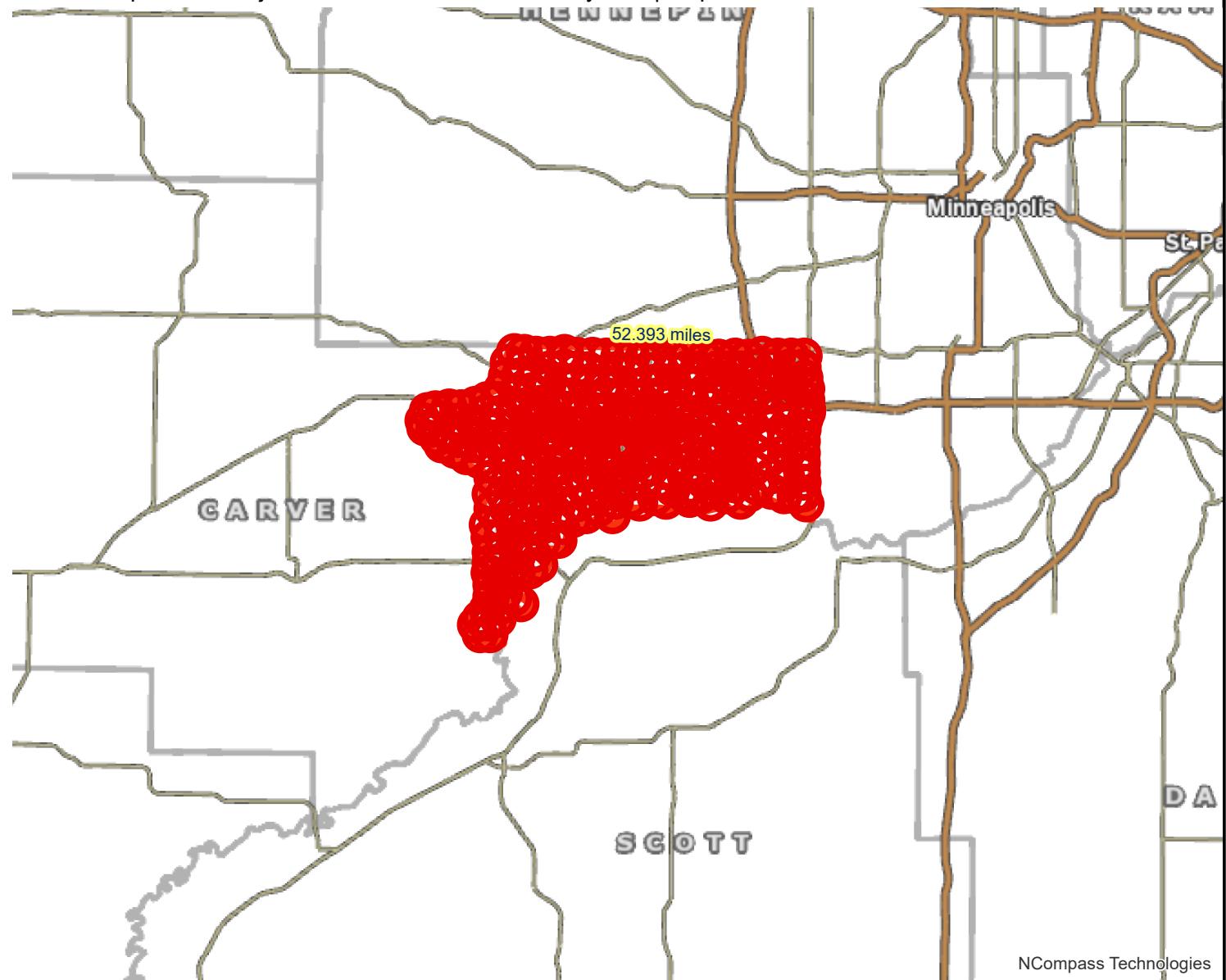
Transit Expansion Project: SouthWest Transit Mobility Hub | Map ID: 1531249766304

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○ Project Points

— Project

0 3.5 7 14 21 28 Miles

Created: 7/10/2018  
LandscapeRSA3



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