

2017 Congestion Mitigation/Air Quality (CMAQ) Application – Transit Capital

INSTRUCTIONS: Complete and return completed application to the Metropolitan Council.
Applications must be received by 12:00 PM at the Metropolitan Council on April 11, 2014.

Office Use
Only

I. GENERAL INFORMATION

1. APPLICANT: Scott County, City of Shakopee, City of Prior Lake			
2. JURISDICTIONAL AGENCY (IF DIFFERENT):			
3. MAILING ADDRESS: 600 Country Trail East			
CITY: Jordan	STATE: MN	ZIP CODE: 55352	4. COUNTY: Scott
5. CONTACT PERSON: Mitch Rasmussen		TITLE: County Engineer	PHONE NO. (952)496-8346
6. CONTACT E-MAIL ADDRESS: mrasnussen@co.scott.mn.us			

II. PROJECT INFORMATION

7. PROJECT NAME: Minnesota River Valley 169 Connector
8. BRIEF PROJECT DESCRIPTION (Include location, type of improvement, etc.). Include what you will be doing with the funds, (limit description to project scope). : The project will provide a regional service connection from the Marshall Road Transit station to jobs centers along the Trunk Highway 169 corridor, including stops in the golden triangle and Bren Road. The purchase of four buses will provide peak and mid-day service that will directly connect to job centers and also will provide a connection to the Green Line LRT stations when it begins service. The Green Line LRT and the bus routes serving those areas will provide additional connections to jobs.
9. INDICATE PROJECT OR PROGRAM CONSTRUCTION LETTING, COMPLETION, OR FULLY OPERATION DATES: Operation in Summer 2017.

III. PROJECT FUNDING

10. Are you applying for funds from another source(s) to implement this project? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
If yes, please identify the source(s):	
11. FEDERAL CMAQ AMOUNT REQUESTED: \$960,000	15. MATCH % OF PROJECT TOTAL: 20% (Minimum of 20%)
12. MATCH AMOUNT: \$240,000	16. PROGRAM YEAR: <input checked="" type="checkbox"/> 2017 ONLY
13. PROJECT TOTAL: \$1,200,000	17. SIGNATURE: 
14. SOURCE OF MATCH FUNDS: Shakopee and Prior Lake	18. TITLE: County Engineer

Required Application Contents

Applicants must provide a project description and respond to each of the evaluation criteria. Label responses clearly. If a criterion is not applicable to your project, explain why. Applications may not exceed 10 numbered pages (excluding maps and attached letters of support).

1. Project Description

Include a detailed project description (no more than one page) of what you will be doing with the funds. Include location, type of improvement, etc.

Scott County, the City of Shakopee, and the City of Prior Lake are jointly submitting an application for the 2017 CMAQ solicitation. The project is to purchase four buses to provide bus service in the Trunk Highway (TH) 169 corridor from to job centers in the west metro, with stops in the Golden Triangle, and Bren Road. When the Green Line LRT begins operation these buses would also connect to the LRT stations. The Green Line LRT will provide additional access to jobs along the LRT route to Minneapolis. (Attachment 1, Location Map)The peak and mid-day service will provide opportunity for not only Scott County residents to access the west metro job centers, but it also provides opportunity for residents in the west metro or even Minneapolis to access jobs in Scott County.

It is estimated that there is a demand at this time for the service. Commuters in the TH 169 corridor will utilize the convenience of the service to avoid congestion on TH 169. Commuters will also have additional convenience of the bus service to the LRT stations to avoid congestion on TH169 when the Green Line begins operation.

The funds will be used to purchase the buses. Service will be operated by Scott County in partnership with the City of Shakopee and the City of Prior Lake.

2. Regional Significance

- A. This criterion addresses how the proposed project integrates with the existing transit infrastructure and the region's transit vision. Describe how the project is consistent with the Transportation Policy Plan (TPP), is specifically included in the TPP, and/or addresses a transportation problem or need identified in the TPP. Provide additional information as necessary to describe how this project is of regional significance.

In 2004, the Council set a goal of doubling ridership by 2030, from a 2003 base of 73 million rides to approximately 145-150 million rides in 2030. Transit ridership is an important measurement of the transit system's performance. Steadily increasing transit ridership reflects a transportation system that provides enhanced regional mobility, offers an alternative to congestion, and benefits the environment. The 2030 Transit Plan envisions two approaches to increasing transit ridership and helping meet the mobility needs of the Twin Cities:

- **Maintain and grow bus ridership and**
- **Develop a network of bus and rail transitways.**

The Minnesota River Valley 169 Connector project provides both an opportunity to grow the bus ridership and provide a transit network connection to a rail transitway. The project is estimated to carry over 700 daily riders or 175,000 annual riders. When the Green Line LRT begins operation it is expected to climb to 187,500 annual riders. Scott County currently operates the Marschall Road Transit Station and the Southbridge Transit station. This existing infrastructure is shown in the TPP on Attachment (Figure 7-23) of the TPP.

The project provides connections as described in the TPP in Strategy 12c. Transit Centers and Stations: Regional providers will plan and design a transit network that utilizes Transit Centers and Stations to connect various types of transit service options.

Strategy 15d of the TPP promotes coordination of transitways with other transit, highway, bicycle, and pedestrian projects, facilities and investments. The project provides a multi-modal connection from transit stations in Scott County to job centers in the golden triangle and Bren Road area. Customers of the project would be able to bike, walk or take additional bus connections to their destinations. The project also provides access to jobs for residents in Hennepin County to Scott County. When the Green Line LRT begins operation the project will provide a connection to LRT stations.

The project supports Strategy 15e of Enhanced Transit Service along Transitways. The project will enhance service to the Green Line when it begins operations to take full advantage of the transit network.

- B. Identify the population and number of jobs within ½ mile of project

The population/households shown on the tables below are estimated using 2010 Metropolitan Council TAZ data, US Census and American Community Survey (5-Year). The partial blocks are pro-rated by area.

POPULATION DATA

'Station' Area	Population	Households	Minority (non-white) Population	Low Income
				Population (150% of Poverty Income)
Canterbury	1,116	401	332	16
Marschall	2,514	980	619	50
Southbridge	783	300	245	21
Golden Triangle	4884	2929	728	522
Bren Rd.	3095	1532	499	433
Grand Total	4,413	1,681	1,196	87

The employment data below is estimated using 2010 US Census LEHD data and Metropolitan Council 2010 TAZ data. The partial blocks pro-rated by area plus visual interpolation

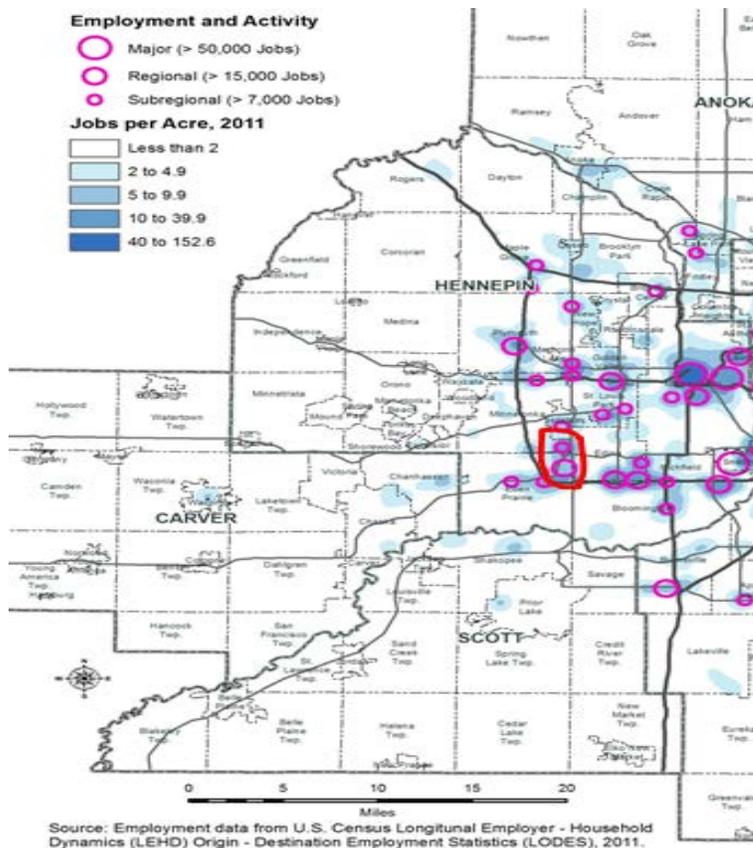
EMPLOYMENT DATA

'Station'	Estimated number of jobs within 1/2-mile
Area	
Canterbury	752
Marschall	1,163
Southbridge	816
Golden Triangle	16,391
Bren Rd.	22,080
Grand Total	41,202

- C. Identify regional job and activity centers that are served or connected to the project (see map of regional job and activity centers, Attachment A, page 4)

The regional jobs and activity centers directly served by the project are located along the TH 169 corridor in the golden triangle area and Bren Road. These areas are circled in red along on the figure below. There are job concentration areas located in both Shakopee and Prior Lake that will also benefit from the service by providing the round trip service that will bring commuters from the west metro to Scott County.

Regional job and activity centers indirectly served by the project are the local bus connections that the project will connect to. There are number of routes that serve the west metro (146, 568, 12, 664, See Attachment 2) along TH 169 that the project could connect to. When the Green Line LRT begins operations, the project route stops will have some modification to provide connections to the LRT stations. The connection to the LRT stations (Golden Triangle, City West, Opus) will provide additional connections to regional job and activity centers.



3. Usage and Impacts of the Project

- A. Describe the total estimated ridership served in opening year of project.

By using 2010 Metropolitan Council TAZ data, US Census and American Community Survey (5-Year), the estimated ridership served in the opening year of the project is 700 riders per day. When the Green Line LRT begins operation, the ridership is expected to be 750 riders per day.

- B. Provide estimated new ridership in opening year of project.

By using 2010 Metropolitan Council TAZ data, US Census and American Community Survey (5-Year), the estimated ridership served in the opening year of the project is 700 New riders per day. When the Green Line LRT begins operation, the new ridership is expected to be 750 riders per day.

- C. Provide estimate of any expected operating cost savings or increases due to implementation of project.

There is an estimated operating cost increase of \$450,000 due to the project.

The project would eliminate dial-a-ride trips to destinations.

4. Equity

- A. Describe how this project will serve or impact low-income and minority populations

The project will serve the low income and minority populations in Scott County by providing access to jobs in the west metro by providing both peak and midday service. When the Green Line LRT begins operation, the project will also provide convenient connection to the LRT stations (Golden Triangle, City West, Opus) along TH 169.

The project will also provide access for low income and minority populations to access jobs in Scott County by providing round trip peak and midday service.

- B. Provide number of low-income and minority population within ½ mile of project

'Station' Area	Population	Households	Minority (non-white) Population	Low Income Population (150% of Poverty Income)
Canterbury	1,116	401	332	16
Marschall	2,514	980	619	50
Southbridge	783	300	245	21
Golden Triangle	4884	2929	728	522
Bren Rd.	3095	1532	499	433
Grand Total	4,413	1,681	1,196	87

- C. Identify Racially Concentrated Areas of Poverty (RCAP) with direct connections to the projects (see RCAP map – Attachment B, page 5).

The project provides connections to the Bren road area. Bus service 568 and 146 both connect to the RCAP area of in Minneapolis (See routes Attachment 2). The project will also connect to Green Line LRT stations (Golden Triangle, City West, Opus) near TH 169. When the Green Line begins operation it will provide a direct connection to RCAP areas in Minneapolis.

Attachment 3 is the draft Metropolitan Council TPP information showing where the above regional average of minority populations reside in relation to the project route and the Green Line LRT route.

5. Project Readiness

Applicants must complete the Project Implementation Schedule form (shown on Attachment C, page 6) and provide a detailed project schedule with estimated completion dates. Rating under this criterion will be based on how many steps have been taken toward implementation of the project. These steps reflect a federally-funded project development path. Projects must be implemented in FFY 2017. Projects may be completed using Advanced Construction with pay back in 2017.

Attachment C is at the end of the application.

DETAILED PROJECT SCHEDULE: Purchase Buses - order in 2016 so they can be in operation in 2017.

6. Project Costs

(See next page)

A. Provide a detailed project budget

Bus Purchase: 4 buses x 300,000 per bus = \$1,200,000 bus purchase cost

Operation Estimate: \$550,000 bus operating costs

	Capital Purchase	MRTS	Golden Triangle	Bren Road	MRTS	Pull out Charge	Hourly Rate	
Bus 1 AM	\$300,000.00		5:30	5:50	6:05	6:25	\$100.00	\$100.00
Bus 3 AM	\$300,000.00		6:15	6:25	6:40	7:00	\$100.00	\$100.00
Bus 1 AM			7:00	7:20	7:35	7:50		\$100.00
Bus 1 AM			8:00	8:20	8:35	8:50		\$100.00
Bus 1 PM			15:00	15:20	15:35	15:50	\$100.00	\$100.00
Bus 1 PM			16:00	16:20	16:35	16:50		\$100.00
Bus 1 Miday			12:00	12:20	12:35	12:50	\$100.00	\$100.00
			13:30	13:50	14:05	14:25		\$100.00
Bus 2 AM	\$300,000.00		7:30	7:50	8:05	8:25	\$100.00	\$100.00
Bus 2 AM			8:30	8:50	9:05	9:25		\$100.00
Bus 2PM			15:30	15:50	16:05	16:25	\$100.00	\$100.00
Bus 3PM			15:15	15:35	15:55	16:10	\$100.00	\$100.00
Bus 2 PM			16:30	16:50	17:05	17:25		\$100.00
Bus 2 PM			18:00	18:20	18:35	18:50		\$100.00
			19:10	19:30	19:45	20:00		\$100.00
Bus 4	\$300,000.00	Spare Bus						
Total Capital	\$1,200,000.00							
Total Daily Rate						\$700.00	\$1,500.00	\$2,200.00
Annual Op Cost						250 days	\$2,200.00	\$550,000.00

B. Identify the anticipated project costs, funding sources, and calculate the percentage of funding sources. Indicate which funding sources are secured. (CMAQ cannot exceed 80%).

Funding Source	Annual Operating	Capital	% of Capital Funding
Shakopee/Prior Lake		\$240,000.00	20%
MVST	275,000.00		
Local Sales Tax	275,000.00		
CMAQ		\$960,000.00	80%
	\$550,000.00	\$1,200,000.00	100%

7. Emissions Reduction

The applicant must explain how the project will reduce vehicle miles traveled and provide an estimate of annual VMT reduction, along with an explanation of the methodology.

VMT REDUCTION = 2,625,000

Ridership times the length of your route = daily VMT, times operation days = an annual VMT reduction.

Estimated Ridership 700 x 15 miles = 10,500

10,500 x 250 operating days = 2,625,000

When Green Line begins operation:

VMT REDUCTION = 2,812,500

Ridership times the length of your route = daily VMT, times operation days = an annual VMT reduction.

Estimated Ridership 750 x 15 miles = 11,250

11,250 x 250 operating days = 2,812,500

Using the estimated annual reduction in VMT, Metropolitan Council staff will calculate the vehicle emissions reduction.

Attachment C Project Implementation Schedule (REQUIRED for ALL applications)

Please check those that apply and fill in anticipated completion dates

1) Project Scope

- Stakeholders have been identified
- Meetings or contacts with Stakeholders have occurred

2) Layout or Preliminary Plan

- Layout or Preliminary Plan started
 - Layout or Preliminary Plan completed
- Anticipated date or date of completion: April 2014

3) Environmental Documentation

- EIS EA PM
- Document Status
- Document not started
 - Document in progress; environmental impacts identified
 - Document submitted to State Aid for review (date submitted: _____)
 - Document approved (include copy of signed cover sheet)
- Anticipated date or date of completion/approval: 2017

4) Right-of-Way

- No right-of-way or easements required
 - Right-of-way or easements required, parcels not identified
 - Right-of-way or easements required, parcels identified
 - Right-of-way or easements required, appraisals made
 - Right-of-way or easements required, offers made
 - Right-of-way or easements has/have been acquired
- Anticipated date or date of acquisition n/a

5) Railroad Involvement

- No railroad involvement on project
 - Railroad Right-of-Way Agreement required; negotiations not begun
 - Railroad Right-of-Way Agreement required; negotiations have begun
 - Railroad Right-of-Way Agreement required; Agreement has been initiated
 - Railroad Right-of-Way Agreement is executed (include signature page)
- Anticipated date or date of executed Agreement n/a

6) Construction Documents/Plan

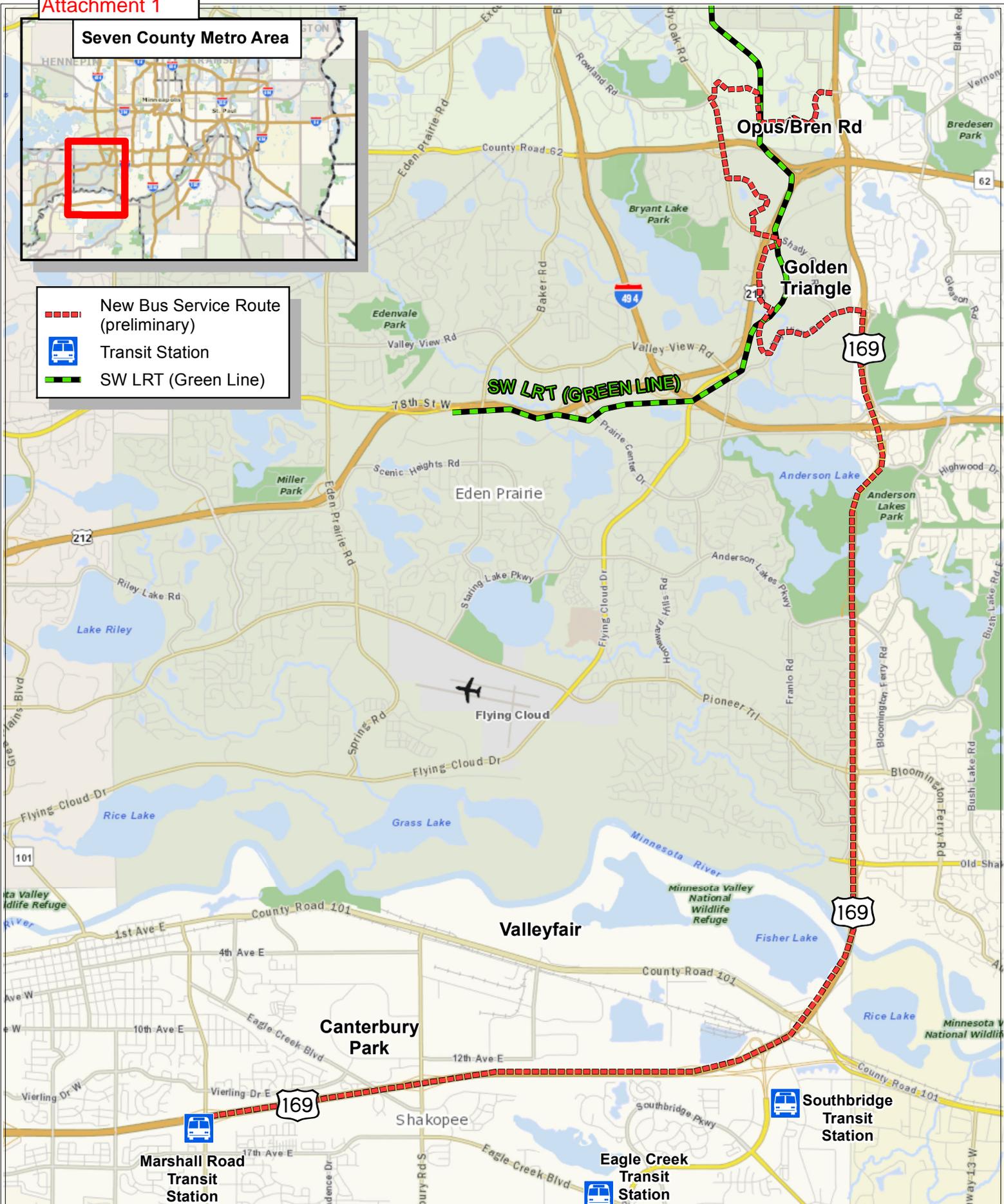
- Construction plans have not been started
 - Construction plans in progress; at least 30% completion
 - Construction plans submitted to State Aid for review
 - Construction plans completed/approved (include signed title sheet)
- Anticipated date or date of completion: n/a

7) Letting

Anticipated Letting Date: April 2017



-  New Bus Service Route (preliminary)
-  Transit Station
-  SW LRT (Green Line)



Scott County
 Community Services Division
 Physical Development Department
 600 Country Trail East
 Jordan, MN 55352

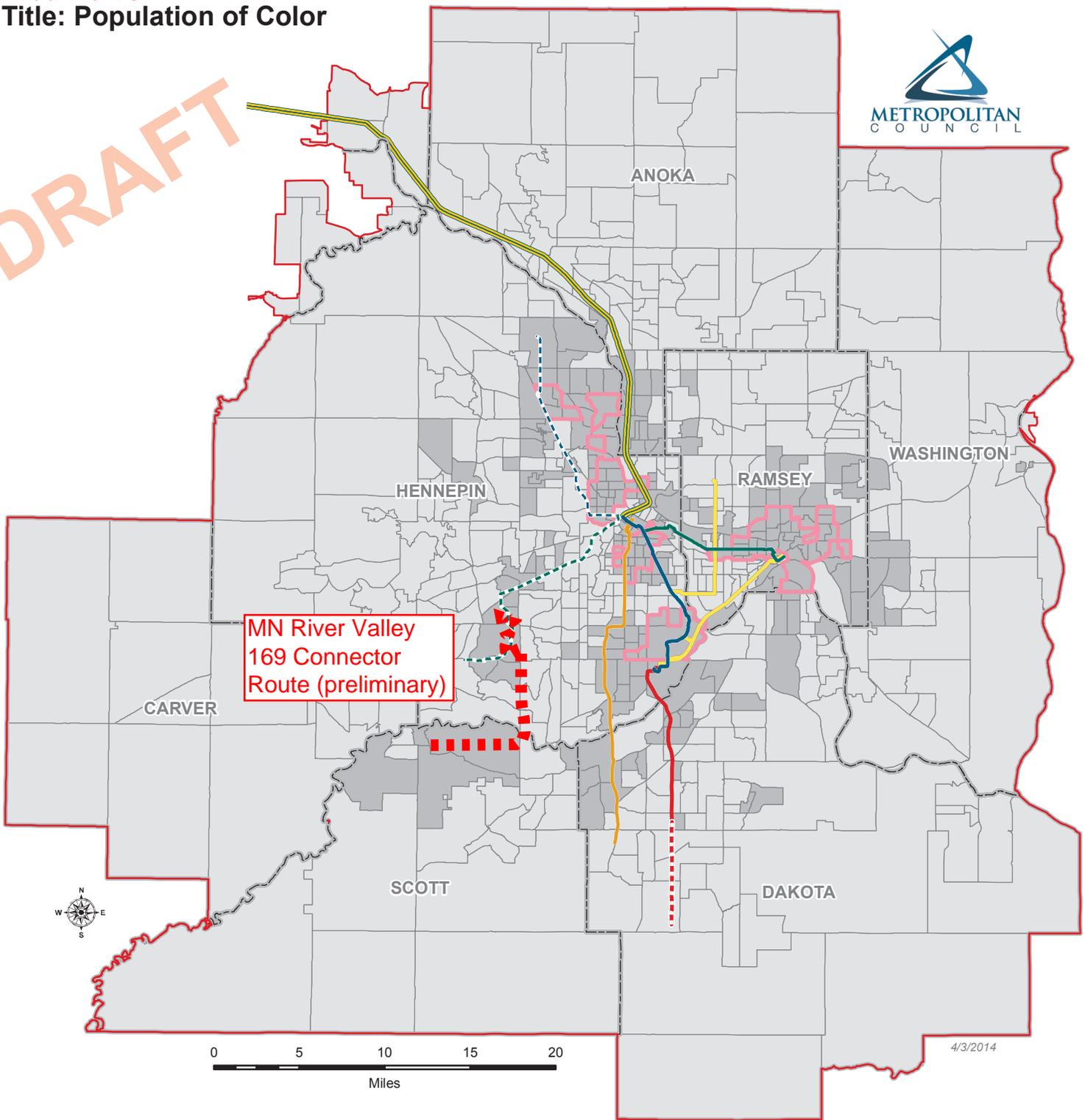


Project Location
 U.S. Highway 169 Corridor
 from Shakopee to Minnetonka

CMAQ Application
 MN River Valley 169 Connector



DRAFT



Population of Color is defined as all persons not classified as White, NonHispanic

Regional Average is 23.4% Population of Color

Tracts are marked above (higher than 23.4%) or below (less than 23.4%) of the regional average

- | | | | |
|--|----------------------|---|--|
| | Blue Line | | Metropolitan Planning Area Boundary |
| | Northstar Line | | Racially Concentrated Areas of Poverty |
| | Red Line extension | Minority Population - Regional Average | |
| | Red Line | | Above |
| | Green Line | | Below |
| | Green Line extension | | |
| | Blue Line Extension | | |
| | Orange Line | | |
| | A and B line, BRT | | |

Source: 2008 - 2012 ACS 5 year estimates



U.S. Highway 169 Corridor Coalition

Working together to enhance safety, reduce congestion and maximize economic development along the US Highway 169 inter-regional corridor.

www.us169corridorcoalition.com

Members:

April 9, 2014

Cities:

Belle Plaine
Bloomington
Edina
Jordan
Le Sueur
Mankato
North Mankato
Prior Lake
Savage
Shakopee
St. Peter

Elaine Koutsoukos, TAB Coordinator
Metropolitan Transportation Services
Metropolitan Council
390 North Robert St.
St. Paul, MN 55101

**Re: Congestion Mitigation Air Quality (CMAQ)
MN River Valley Connector along U.S. Highway 169**

Counties:

Blue Earth
Hennepin
Le Sueur
Nicollet
Scott

Dear Ms. Koutsoukos:

Region 9 Development Commission

Townships
Louisville
Spring Lake
Sand Creek

The U.S. Highway 169 Corridor Coalition is a nonpartisan, public/private joint powers organization made up of county, city, township, non-profit, and business leaders in a five-county area. The Coalition's focus is the 169 inter-regional corridor and its importance for connecting rural southern Minnesota to the Twin Cities Metropolitan Area. The U.S. Highway 169 corridor, from Mankato to Interstate 694, plays a key role in commuter traffic and economic development. Forty percent of Minnesota employment is within 10 miles of the 169 corridor and the corridor services one million employees.

Affiliate Members:

Gold Level
Bolton & Menk,
Inc.

Shakopee
Mdewakanton
Sioux Community

WSB &
Associates, Inc.

Silver Level
Canterbury Park

HDR
Engineering, Inc.

Greater Mankato
Growth, Inc.

Land to Air
Express

Bronze Level
McDonalds
(Jordan)

Happy Chef
Systems, Inc.

The operators of the MN River Valley Connector service, City of Prior Lake, City of Shakopee, and Scott County, have been long-time active participants in the U.S. Highway 169 Corridor Coalition. The cities and county continue to be strong supporters of the Coalitions' goals and purposes. The MN River Valley Connector service along U.S. Highway 169 directly correlates with the Coalition's mission "Working together to enhance safety, reduce congestion and maximize economic development along the U.S. Highway 169 interregional corridor." They will provide transit service to the Golden Triangle and Bren Road area a both significant locations of employment along the corridor with service to Shakopee a community that is continuing to grow in employment opportunities.

With the numerous employment and economic areas along the corridor, transit continues to be a top priority along the corridor. The Coalition continues to support the expansion of transit services along the corridor. The Coalition strongly endorses the MN River Valley Connector project to provide transit service between the Golden Triangle, Bren Road area, and Shakopee. This project will reduce congestion along the corridor by providing transit service to several of the high regional employment areas along U.S. Highway 169.

Sincerely,

Jon Ulrich, Chair
US Highway 169 Corridor Coalition

Scott Communities Transit Review Board

April 9, 2014

Elaine Koutsoukos, TAB Coordinator
Metropolitan Transportation Services
Metropolitan Council
390 North Robert St.
St. Paul, MN 55101

**Re: Congestion Mitigation Air Quality (CMAQ) Letter of Support for
MN River Valley Connector along U.S. Highway 169 Application**

Dear Ms. Koutsoukos:

On behalf of the Transit Review Board, this letter extends our support for Scott County's CMAQ application to provide the MN River Valley Connector service along U.S. Highway 169. The Transit Review Board consists of elected officials from each of the seven cities within Scott County, with the mission "to facilitate and plan for the development of infrastructure and capital facilities within the County to serve regional transit needs; to facilitate communication and coordination among the County's transit operators; and to strive to provide quality transit options for Scott County commuters."

The proposed MN River Valley Connector service is consistent with the Scott County Transit Operations and Capital Plan 2012-2018. The Plan recommends expanding the BlueXpress service to connect the County's transit stations (Marschall Road, Southbridge, and Eagle Creek) serving the U.S. Highway 169 corridor to major employment centers (including the Golden Triangle and Opus areas), and the planned Southwest LRT Transitway. This service will significantly expand resident access to large job centers beyond Downtown Minneapolis, and support reverse commute access to bring employees to the County's largest employers. In addition, it will provide connection to the regional transitway system, increasing the reach, reliability, and attractiveness of transit opportunities for residents along the U.S. Highway 169 corridor.

The communities of Scott County continue to look for ways to improve transit service and opportunities for its residents and businesses. This proposal will provide a service currently not offered along the U.S. Highway 169 corridor that will reduce congestion and provide alternative access to high employment centers.

Sincerely,



Jon Ulrich, Chair
Scott Communities Transit Review Board

Chair: Jon Ulrich, Scott County Commissioner
Vice-Chair: Mike McGuire, Prior Lake Council

Members:
Thom Boncher, Jordan Council
Open, Shakopee Council
Open, New Prague Council
Chelsea Alger, Belle Plaine Council
Thomas Terry, City Administrator-Elko New Market
Christine Kelly, Savage Council



April 10, 2014

Attention: Elaine Koutsoukos,
TAB Coordinator
Metropolitan Transportation
Services
Metropolitan Council
390 North Robert St.
St. Paul, MN 55101

Re: CMAQ application for Minnesota River Valley 169 Connector

To Whom It Concerns:

This letter is submitted on behalf of the City of Shakopee in support of the application for CMAQ funds for the Minnesota River Valley 169 Connector. The City has been a partner in developing and instituting meaningful transit services that serve the needs of commuters as well as transit dependent riders. The City of Shakopee believes that there is great potential to further serve these populations through a Minnesota River Valley 169 Connector as described in the current CMAQ application by Scott County.

Please feel free to contact me with any questions you may have.

Sincerely,

R. Michael Leek, Esq.
Community Development Director
City of Shakopee, MN 55379



4646 Dakota Street SE
Prior Lake, MN 55372

April 9, 2014

Metropolitan Transportation Services
Attn: Elaine Koutsoukos, TAB Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

RE: CMAQ Application for the Minnesota River Valley 169 Connector

To Whom It Concerns:

This letter is submitted on behalf of the City of Prior Lake in support of the application for CMAQ funds for the “Minnesota River Valley 169 Connector”. Prior Lake has been a partner in developing and instituting meaningful transit services that serve the needs of commuters as well as transit dependent riders. The City of Prior Lake believes that there is great potential to further serve these populations through a Minnesota River Valley 169 Connector as described in the current CMAQ application by Scott County.

If you should have any further questions, please feel free to contact one of my staff, Dan Rogness, Community & Economic Development Director, at 952-447-9813.

Sincerely,

Frank Boyles
City Manager
City of Prior Lake