



Application

01974 - 2014 Transit Expansion

02176 - 169 Park & Ride

Regional Solicitation - Transit and TDM Projects

Status: Submitted
Submitted Date: 11/26/2014 2:46 PM

Primary Contact

Name:* Matthew Fyten
Salutation First Name Middle Name Last Name

Title: Manager of Planning

Department:

Email: mfyten@swtransit.org

Address: 13500 Technology Dr

***** Eden Prairie Minnesota 55344
City State/Province Postal Code/Zip

Phone:* 952-974-3100 111
Phone Ext.

Fax:

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

Organization Information

Name: SouthWest Transit

Jurisdictional Agency (if different):

Organization Type: Suburban Transit Provider
Organization Website: swtransit.org
Address: 14405 West 62nd Street

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

County: Multiple

Phone:* 952-974-3110
Ext.

Fax: 952-974-7997

PeopleSoft Vendor Number

Project Information

Project Name 169 Park and Ride

Primary County where the Project is Located Hennepin

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Limit 2,800 characters; approximately 400 words)

The 169 Park and Ride is a transit facility with 300 structured parking stalls and a transit station. The facility will be located on the western side of US-169 at the intersection of Pioneer Trail and Hennepin Town Rd in southeastern Eden Prairie.

Include location, road name/functional class, type of improvement, etc.

Project Length (Miles) 0

Connection to Local Planning:

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 MnDOT 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.

Met Council Highway Transitway Corridor Study (p.21) and Technical Memo #3: Corridor Concepts and Evaluation (p.30) - Identifies the proposed 169 Park and Ride location as a viable park and ride location.

Met Council 2030 Park and Ride Plan (Chap.2, p. 15): Notes an unmet need of 400 park and ride spaces by 2030 on the southern 169 corridor.

SouthWest Transit Long Range Plan (pages 42-45, 50)

Connection to Local Planning

The SouthWest Transit Long Range Plan states: The reconstruction of the 494/169 interchange will make for decreased travel times for motorists as congestion is decreased due to the roadway improvements. A result of such decreased congestion is that more motorists will be likely to utilize the 169 corridor.. In addition to current transit usage and traffic levels on the 169 corridor, SouthWest Transit believes that the induced demand created by the reconstruction of the 494/169 interchange warrants the construction of a 300-stall park and ride transit station along US-169.

Project Funding

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

Yes

If yes, please identify the source(s)

Regional Transit Capital (RTC)

Federal Amount

\$7,000,000.00

Match Amount

\$1,750,000.00

Minimum of 20% of project total

Project Total

\$8,750,000.00

Match Percentage

20.0%

Minimum of 20%

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

Source of Match Funds

Regional Transit Capital and/or SouthWest Transit
Commission

Preferred Program Year

Select one:

2018

MnDOT State Aid Project Information: Transit and TDM Projects

County, City, or Lead Agency

SouthWest Transit (SWT)

Zip Code where Majority of Work is Being Performed

55347

(Approximate) Begin Construction Date

11/01/2018

(Approximate) End Construction Date

09/01/2019

LOCATION

From:

(Intersection or Address)

Vicinity of US-169 at the intersection of

Do not include legal description;

*Include name of roadway if majority of facility
runs adjacent to a single corridor.*

To:

(Intersection or Address)

Pioneer Trail and Hennepin Town Rd in southeastern Eden
Prairie

Type of Work

Park and Ride

*Examples: grading, aggregate base, bituminous base, bituminous surface,
sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge,
Park & Ride, etc.)*

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	\$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	\$8,750,000.00
Support Facilities	\$0.00

Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$8,750,000.00

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
Totals	\$0.00

Totals

Total Cost	\$8,750,000.00
Construction Cost Total	\$8,750,000.00
Transit Operating Cost Total	\$0.00

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 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

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

2. 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

3. Applicants must not submit an application for the same project in more than one funding sub-category.

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

4. 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. Transit expansion applications must be between \$500,000 and \$7,000,000. Transit System Modernization applications must be between \$100,000 and \$7,000,000.

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

5. The project must comply with the Americans with Disabilities Act.

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

6. The project must be accessible and open to the general public.

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

7.The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

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

8.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

9.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

10.The project applicant must send written notification regarding the proposed project to all affected communities and other levels and 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

Transit and TDM Projects Only

1.The project must exclude costs for studies, preliminary engineering, design, or construction engineering (except if the project does not involve construction such as signal re-timing). Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding unless included as part of a larger project, which is otherwise eligible. Right-of-way costs are not eligible as a stand-alone proposal, but are eligible when included in a proposal to build or expand transit hubs, transit terminals, park-and-ride facilities, or park-and-pool lots).

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

For Transit Expansion Projects Only

2.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

3.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 funding period.

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

4.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. A previously selected project is not eligible unless it has been withdrawn or sunset prior to the deadline for proposals in this solicitation.

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

Other Attachments

File Name	Description	File Size
14-46 CMAQ 169 PandR.pdf	SWT Commission resolution supporting CMAQ application submittal	116 KB
169Site.pdf	Map displaying the proposed location of the 169 Park & Ride	10.5 MB
2014.11.24 RTC Match Letter - SWT Pioneer Trail.pdf	Local match letter from the Metropolitan Council	4.2 MB
MEMO CMAQ Applications.pdf	SWT Commission memo for CMAQ application submittal.	95 KB
MVTA Letter of Support to SWT.pdf	Letter of support from the Minnesota Valley Transit Authority	209 KB

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

Select all that apply:

- Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of a Job Concentration Yes
- Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of a Manufacturing/Distribution Location Yes
- Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of an Educational Institution Yes
- Project provides a direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of an existing local activity center identified in an adopted county or city plan Yes

City or County Plan Reference

Note: Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the 2030 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the 2030 Transportation Policy Plan.

SouthWest Transit Long Range Plan (pages 42-45, 50)

The SouthWest Transit Long Range Plan states: The reconstruction of the 494/169 interchange will make for decreased travel times for motorists as congestion is decreased due to the roadway improvements. A result of such decreased congestion is that more motorists will be likely to utilize the 169 corridor.. In addition to current transit usage and traffic levels on the 169 corridor, SouthWest Transit believes that the induced demand created by the reconstruction of the 494/169 interchange warrants the construction of a 300-stall park and ride transit station along the 169 corridor in Eden Prairie.

Response (Limit 700 characters; approximately 100 words)

Upload Map

Incoming_Outgoing_RegnlEconomy.pdf

Measure B: Project Location Relative to Population

Completed by Metropolitan Council Staff

Existing Population (Integer Only) 52301

Upload Map

Incoming_Outgoing_Pop_Economy.pdf

Measure C: Transit Ridership

Existing transit routes directly connected to the project 490

Planned Transitways directly connect to the project (mode and alignment determined and identified in the 2030 TPP) N/A

Upload Map

P&RTransitConnectns.pdf

Response

Met Council Staff Data Entry Only

Route Ridership 98140.0

Transitway Ridership 0

Measure A: Total Annual Project Cost per Rider

Total Annual Operating Cost	\$0.00
Total Annual Capital Cost of Project	\$144,786.00
Total Annual Project Cost	\$144,786.00
Cost Effectiveness	\$0.92

Service Type, Methodology, and Annual Ridership

Service Type	Express Routes
Annual Ridership (Integer Only)	157590
Urban and Suburban Local Routes Peer Route Selection (Limit 1,400 characters; approximately 200 words)	

Measure B: Total Annual Project Operating Cost per New Rider

New Annual Operating Cost	\$643,615.00
Cost Effectiveness	\$4.08

Service Type, Methodology, and New Annual Ridership

Service Type	Express Routes
New Annual Ridership (Integer Only)	157590
Urban and Suburban Local Routes Peer Route Selection (Limit 1,400 characters; approximately 200 words)	

Measure C: Total Annual Project Cost per New Rider

Total Annual Operating Cost	\$0.00
Total Annual Capital Cost of Project	\$144,786.00
Total Annual Project Costs	\$144,786.00
Cost Effectiveness	\$0.92

Service Type, Methodology, and New Annual Ridership

Service Type	Express Routes
New Annual Ridership (Integer Only)	157590

Urban and Suburban Local Routes
 Peer Route Selection
 (Limit 1,400 characters;
 approximately 200 words)

Measure A: Project Location and Impact to Disadvantaged Populations

Select One:

Projects service directly connects to Racially Concentrated Area of Poverty Yes

Projects service directly connects to Concentrated Area of Poverty Yes

Projects service directly connects to census tracts that are above the regional average for population in poverty or population of color Yes

Project's service directly connects to 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 Yes

Response (Limit 1,400 characters; approximately 200 words)

Transit service into and out of the proposed 169 Park and Ride will directly connect with areas containing disadvantaged populations. This is especially true with the connections being made to Downtown Minneapolis and the University of Minnesota. Through connections with the Marschall Road Transit Station in Shakopee, connections will also be made south of the proposed 169 Park & Ride to areas containing populations that are above the regional average for population in poverty or population of color.

Upload Map

Incoming_Outgoing_SocioEconomic.pdf

Measure B: Affordable Housing

City/Township	Number of Stops in City/Township
Eden Prairie	6.0
Shakopee	1.0
Minneapolis	31.0
	38

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Number of Stops in City/Township	Total Number of Stops	Score	Number of Stops/Total Number of Stops	Housing Score Multiplied by Segment percent
Eden Prairie	6.0	38.0	75.0	0.158	11.842
Minneapolis	31.0	38.0	97.0	0.816	79.132
Shakopee	1.0	38.0	60.0	0.026	1.579
		114	232	1	93

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Number of Stops in City	38.0
Total Housing Score	92.553

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	309
Distance from Terminal to Terminal (Miles)	22.3
VMT Reduction	6890.7
CO Reduced	16468.773
NOx Reduced	1102.512
CO2e Reduced	2526131.0
PM2.5 Reduced	34.4535
VOCs Reduced	206.721
Total Emissions Reduced	2543943.0

Measure B: Total Project Cost per Daily KG of Emissions Reduced

This measure will calculate the cost effectiveness of the project as it relates to emissions reduction.

• Cost Effectiveness = Total annual project cost / kilograms of emissions reduced per day

*The total annual project cost is calculated by adding the annualized capital cost and the annual operating costs for the third year of service. The applicant **must** complete the forms listed below in order to calculate the Cost Effectiveness, save, and submit this form.*

Are the forms listed above complete?	Yes
Total Project Cost	\$144,786.00
Total Emissions Reduced	2543943.0
Cost Effectiveness	\$0.06

Measure A: Bicycle and Pedestrian Connections

The proposed 169 Park & Ride will provide connections to the most robust pedestrian and bicycle infrastructure in the Twin Cities Metro Area. By offering service to Downtown Minneapolis and the U of M, riders will be able to access the extensive pedestrian network of sidewalks. Additionally, skyways in the Downtown area will allow for easy pedestrian movement throughout the year regardless of weather conditions.

Downtown Minneapolis and the U of M also offer the most robust bicycle infrastructure in the entire State. Riders can access the vast network of bike lanes offered in Downtown Minneapolis, the U of M, as well as throughout Minneapolis and Saint Paul. And should a rider not want to transport a bike on the bus, he or she will have quick and easy access to Nice Ride bike sharing kiosks regardless of where they alight the bus Downtown or at the U of M.

Response (Limit 1,400 characters; approximately 200 words)

The planned service to/from the 169 Park and Ride would offer increased bike and pedestrian connections by offering service to the Golden Triangle Station Area - and area that has will see increased bicycle and pedestrian access as part of the Green Line LRT Extension.

Finally, all SWT riders have access to the SW Ride bike rental program - a program that allows SWT riders cheap access to a bike of their own during the non-winter months.

Measure B: Roadway, Bicycle, and Pedestrian Improvements

Response (Limit 1,400 characters; approximately 200 words)

As with any service that SWT creates, the safety of our riders is our biggest concern. The service to/from the 169 Park and Ride would be no different in this regard. The service will connect with Downtown Minneapolis, the METRO Blue & Green lines, the U of M, the METRO Green Line LRT Extension at the Golden Triangle Station, and the Marschall Road Transit Station in Shakopee. All connections will be made in a safe location, and the vast majority of stops will be made at locations that were designed with transit in mind (Marschall Rd, 169 P&R, Golden Triangle Station, MARQ2 Corridor, Washington Ave Transit Mall).

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment

1)Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes
100%

Stakeholders have been identified
40%

Stakeholders have not been identified or contacted
0%

2)Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed Yes
100%

Layout or Preliminary Plan started
50%

Layout or Preliminary Plan has not been started
0%

Anticipated date or date of completion

3)Environmental Documentation (10 Percent of Points)

EIS

EA

PM

Document Status:

Document approved (include copy of signed cover sheet) 100%

Document submitted to State Aid for review 75%

Document in progress; environmental impacts identified 50%

Document not started Yes 0%

Anticipated date or date of completion/approval 07/31/2016

4)Review of Section 106 Historic Resources (15 Percent of Points)

No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated

80%

Historic/archaeological review under way; determination of adverse effect anticipated

40%

Unknown impacts to historic/archaeological resources Yes

0%

Anticipated date or date of completion of historic/archeological review: 07/31/2016

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (15 Percent of Points)

(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)

No Section 4f/6f resources located in the project area Yes

100%

Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

Section 4f resources present within the project area, but no known adverse effects

80%

Adverse effects (land conversion) to Section 4f/6f resources likely

30%

Unknown impacts to Section 4f/6f resources in the project area

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way or easements not required Yes

100%

Right-of-way or easements has/have been acquired

100%

Right-of-way or easements required, offers made

75%

Right-of-way or easements required, appraisals made

50%

Right-of-way or easements required, parcels identified

25%

Right-of-way or easements required, parcels not identified

0%

Right-of-way or easements identification has not been completed

0%

Anticipated date or date of acquisition

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page) 100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

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

40%

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

0%

Anticipated date or date of executed Agreement

8)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion

50%

Construction plans have not been started

Yes

0%

Anticipated date or date of completion

07/31/2016

9)Letting

Anticipated Letting Date

09/01/2018



**SOUTHWEST TRANSIT COMMISSION
RESOLUTION #14-46
Congestion Mitigation Air Quality (CMAQ) grant application
for construction of a park and ride facility**

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 Congestion Mitigation Air Quality (CMAQ) grant for the purpose of future development;

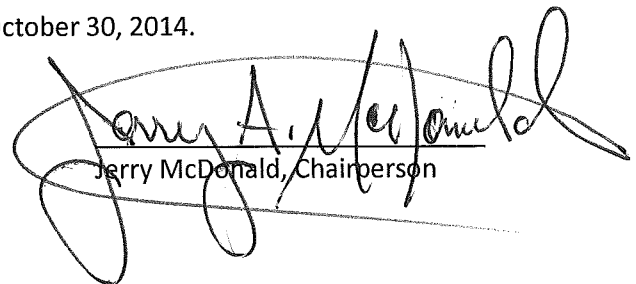
WHEREAS, the construction of Park and Ride facility along US 169 will create greater mobility options for nearby residents in Eden Prairie and its neighboring cities;

WHEREAS, the construction of Park and Ride facility along US 169 will offer increased service and visibility along a heavily traveled commuter corridor;

WHEREAS, the construction of Park and Ride facility along US 169 will create potential partnership opportunities with the MVTA for joint operations along US 169

NOW THEREFORE, BE IT RESOLVED that the Commission hereby authorizes its Chief Executive Officer to submit a Congestion Mitigation Air Quality (CMAQ) grant application to the Metropolitan Council for the acquisition of land and the construction of a park and ride facility in the Highway 169/SWT service corridor north of the Minnesota River.

ADOPTED by the Commission of SouthWest Transit on October 30, 2014.


Jerry McDonald, Chairperson

ATTEST:


Len Simich, Chief Executive Officer



Proposed 169 Park and Ride Site



November 24, 2014

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 Pioneer Trail/TH169 (on adjacent Hennepin Town Road) project if it is selected for 2018-2019 Regional Solicitation Transit funds.

Our understanding of the project scope is that it proposes to construct a 300-stall structured park-and-ride facility to provide express bus service to downtown Minneapolis and the U of M with other potential services also possible.

The project total cost is estimated at \$8.75M with \$7.0M in Regional Solicitation transit funds requested and a \$1.75M local match. The information provided to the Council did not address if additional buses or operating funds would be needed to provide increased service levels.

In reviewing the information provided by SWT, the Council notes the following:

- 50% of new riders are projected to come from south of the river. A key value of the transit component of the Regional Solicitation is to reduce VMT, particularly in congested corridors such as the TH169 river crossing. This is best accomplished by transit riders originating from south of the river to ride one of the numerous service and facility options provided in Scott County.
- The region has invested significantly in both facilities and service south of the river with only 342 (22%) of the existing 1,532 spaces being used today.
- The ridership modeling does not appear to take into account the planned opening of the Green Line Extension (Southwest LRT) planned for 2019. This LRT project will provide 1,510 *additional* park-and-ride spaces in Eden Prairie at three stations and will provide an attractive frequency and span of service. Many of the proposed Pioneer Trail riders north of the river already use the SouthWest Station park-and-ride which will become a combined SWT Express bus/Green Line LRT station. And the new Eden Prairie Town Center LRT park-and-ride will be even more convenient for many existing and new north of the river riders than SouthWest Station. These options do not require "backtracking" for many of these riders that the Pioneer Trail facility would require.
- A Highway 169 study looking at both Highway BRT and MnPASS will be started shortly, led by MnDOT. SouthWest Transit has been involved in the initial meetings on this project.

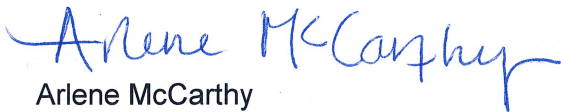
The Council cannot guarantee that operating funds will be available for any service expansion and looks to the project sponsor, SWT in this case, to be responsible for providing the operations funding necessary to provide the service levels SWT is proposing in its application at this facility.

The Council has a limited amount of regional transit capital (RTC) budgeted in its 2015-2020 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 \$1.75M in RTC funds as local match for the Pioneer Trail/TH169 project conditional on the following:

- The Regional Solicitation evaluation committee will confirm the ridership projections for this facility.
- The Council will prioritize RTC funding to projects that address maintenance of existing services (meeting overflow demand) followed by new services 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.
- The project, if constructed, will be consistent with the results of the Highway 169 BRT and Managed Lane study.

Sincerely,



Arlene McCarthy
Director, Metropolitan Transportation Services



SOUTHWEST TRANSIT

MEMORANDUM

TO: SouthWest Transit (SWT) Commission

FROM: Matt Fyten, Manager of Planning & Customer Experience
Dave Jacobson, COO

DATE: October 23, 2014

SUBJECT: Authorization for CMAQ Grant Applications

REQUESTED ACTION:

That the SWT Commission adopt Resolutions 14-46 & 14-47 authorizing its Chief Executive Officer to submit two separate Congestion Mitigation Air Quality (CMAQ) grant applications to the Metropolitan Council for 1) The acquisition of land and the construction of a park and ride facility in the Highway 169/SWT service corridor north of the Minnesota River and 2) The acquisition of two electric-powered expansion vehicles and ancillary infrastructure to operate planned connector service in the SWT service area.

BUDGET IMPACT:

The initial scope of the 169 Park and Ride project is estimated to be 400 to 500 stalls at a cost of ~\$7 million. The estimated cost for two electric-powered expansion vehicles and ancillary infrastructure is \$2 million.

In a successful award of a CMAQ grant the percentage split of the cost of the project is 80 percent federal and 20 percent local. SWT will seek funding from the Metropolitan Council for the local match.

If the SWT CMAQ grant(s) (80 percent federal) is successful but the Metropolitan Council is either unable or unwilling to provide the 20 percent local match, the responsibility for the local match then falls to the SWT Commission. The Commission would then decide whether or not to move forward with the project and how the local match would be achieved.

BACKGROUND:

169 Park and Ride

Looking to the future of service delivery by SWT, the Highway 169 corridor is the next logical collection area for ridership. Based on preliminary Transit Analysis Zone (TAZ) study there is a

market of potential park and riders coming from eastern Eden Prairie, western Bloomington and some from south of the Minnesota River.

Currently SWT has a small park and ride facility off of Anderson Lakes Parkway and Hennepin Town Road known as the Preserve. Unfortunately, access to the existing small park and ride lot is very cumbersome. By pursuing a 400 to 500 space facility with easier access in the 169 corridor customers and buses will open another market that at this time is underserved.

Additionally, this facility also opens up some shared service opportunities with the MVTA in the 169 corridor, especially from the Cities of Prior Lake and Shakopee. Staff plans to engage the MVTA to try and coordinate services to/from the proposed 169 Park and Ride. Should the MVTA express interest, the 169 Park and Ride CMAQ application could potentially be a joint application between the MVTA and SWT.

Electric-Powered Expansion Vehicles

As the Commission is aware, SWT has plans to expand its local service market in 2015. A key component of the planned midday local service is an express connector service along US 212 that will connect the major SWT park and ride facilities in Chaska, Chanhassen, and Eden Prairie where connections will be made to local circulators within the communities.

The planned CMAQ application, if successful, would allow SWT to operate the express connector service in a much more eco-friendly manner with there obviously being significant savings on fuel when compared to a standard biodiesel bus.

In addition to the two electric-powered vehicles, the CMAQ application would also be for the needed ancillary equipment required to operate the vehicles – the most important item being charging stations at one or more park and rides and our Eden Prairie Garage facility.

RECOMMENDATION:

That the SWT Commission adopt Resolutions 14-46 & 14-47 authorizing its Chief Executive Officer to submit two separate Congestion Mitigation Air Quality (CMAQ) grant applications to the Metropolitan Council for 1) The acquisition of land and the construction of a park and ride facility in the Highway 169/SWT service corridor north of the Minnesota River and 2) The acquisition of two electric-powered expansion vehicles and ancillary infrastructure to operate planned connector service in the SWT service area.

Attachments: Resolution 14-46
Resolution 14-47



November 7, 2014

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

RE: Southwest Transit Regional Solicitation Application for Highway 169 Park and Ride Facility

Dear Ms. Koutsoukos:

The Minnesota Valley Transit Authority (MVTA) is the public transportation provider for the businesses and residents of several communities in the southern Twin Cities Metro Area, including the cities of Shakopee and Prior Lake, which recently joined MVTA. Beginning in 2015, MVTA will operate the BlueXpress commuter service, which serves the 169 corridor.

We are fully supportive of the Southwest Transit application for a park and ride facility in the 169 corridor at about Pioneer Trail. We view this facility as an opportunity for collaboration and partnership with Southwest Transit to provide expanded transit service to our residents and businesses located both north and south of the Minnesota River.

If you have any questions, please feel free to contact me at the MVTA (952-882-7500).

Sincerely,

A handwritten signature in black ink that reads "Beverley Miller". The signature is written in a cursive, flowing style.

Beverley Miller
Executive Director

C: Dave Jacobson, Southwest Transit

Regional Economy

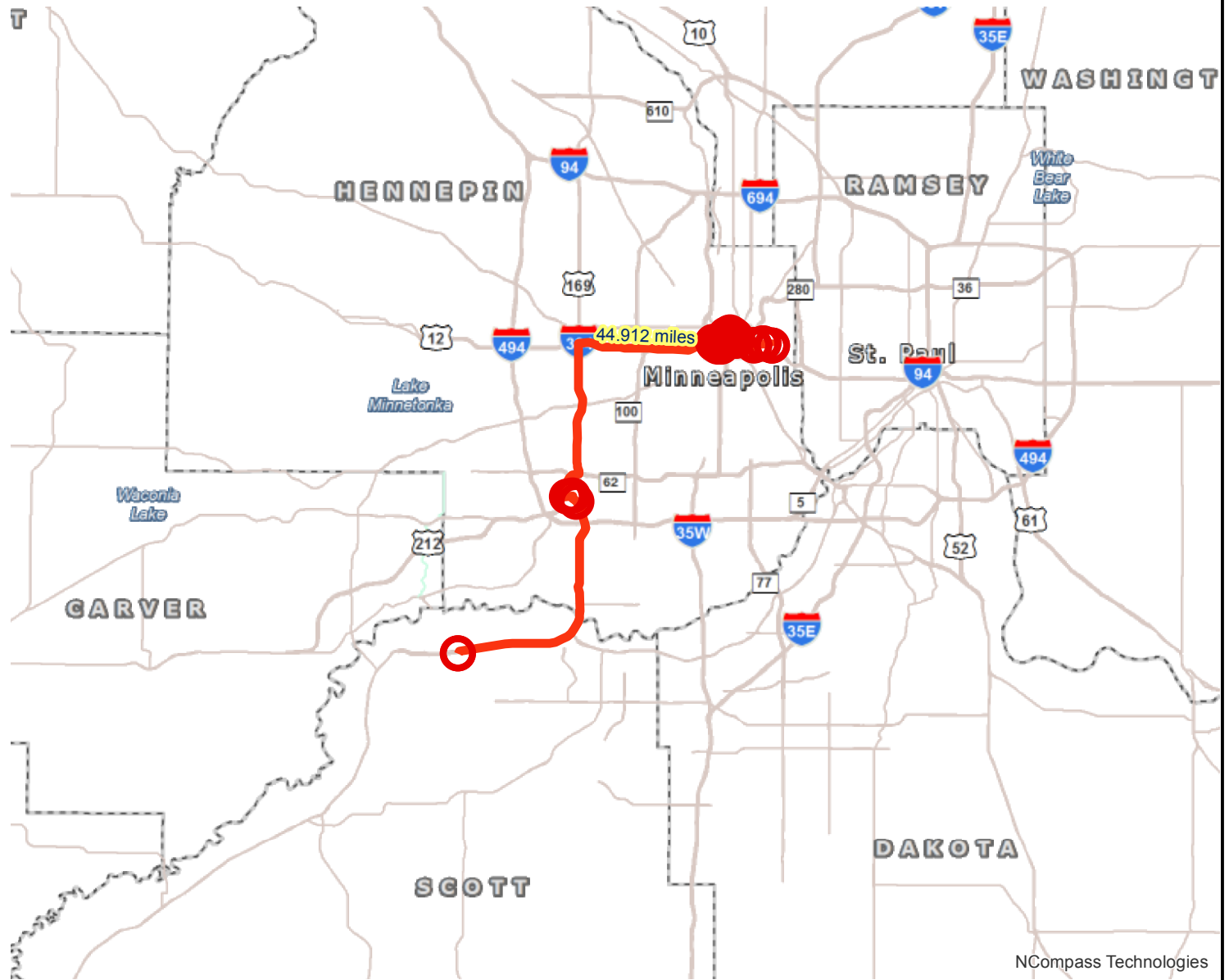
Transit Expansion Project: 169 Park & Ride | Map ID: 1416439498592

Results

Project **IN** area of Job Concentration.

Project **IN** area of Manufacturing and Distribution.

Project **CONNECTED** to area of Education Institutions.



 Project Points

 Project



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LandscapeRSA5



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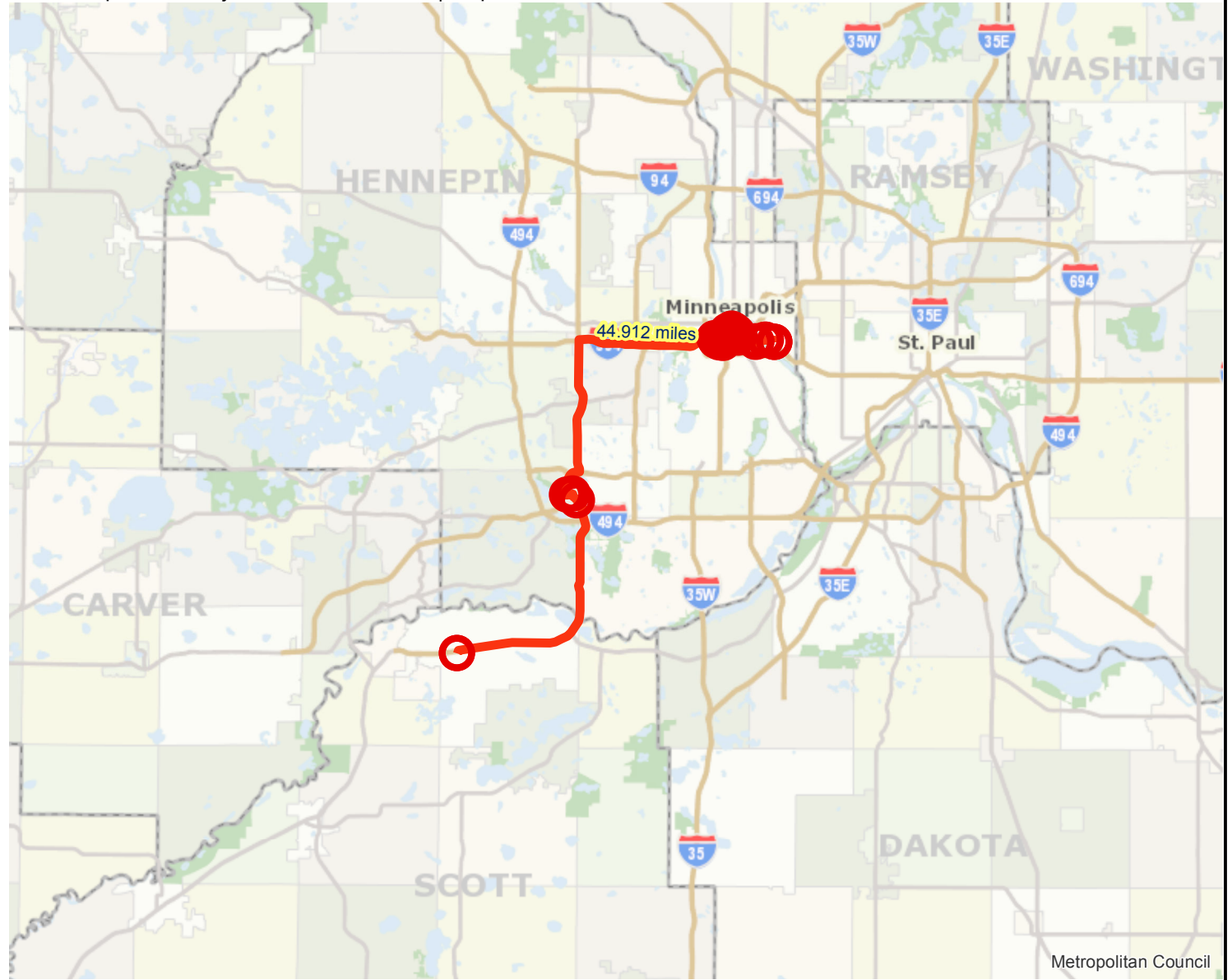
Population Summary

Transit Expansion Project: 169 Park & Ride | Map ID: 1416439498592

Results

Within QTR Mile of project:
Total Population: 52301
Total Employment: 151245

Within HALF Mile of project:
Total Population: 84646
Total Employment: 185958



Metropolitan Council

 Project Points

 Project

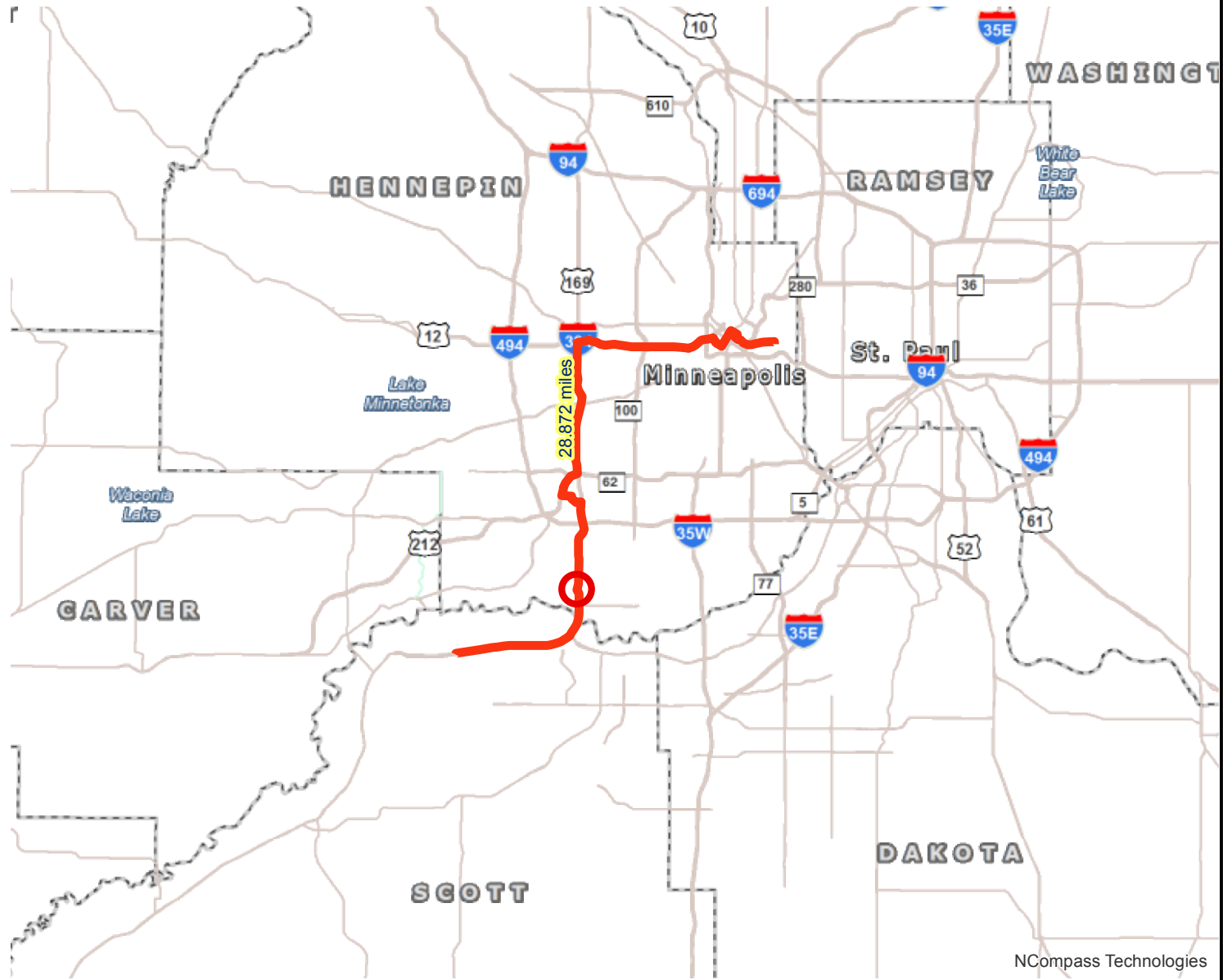


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Results

Transit with a Direct Connection to project:
490

Transit within QTR mile of project:
490

**indicates Planned Alignments*

 Project Points

 Project



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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

NCompass Technologies

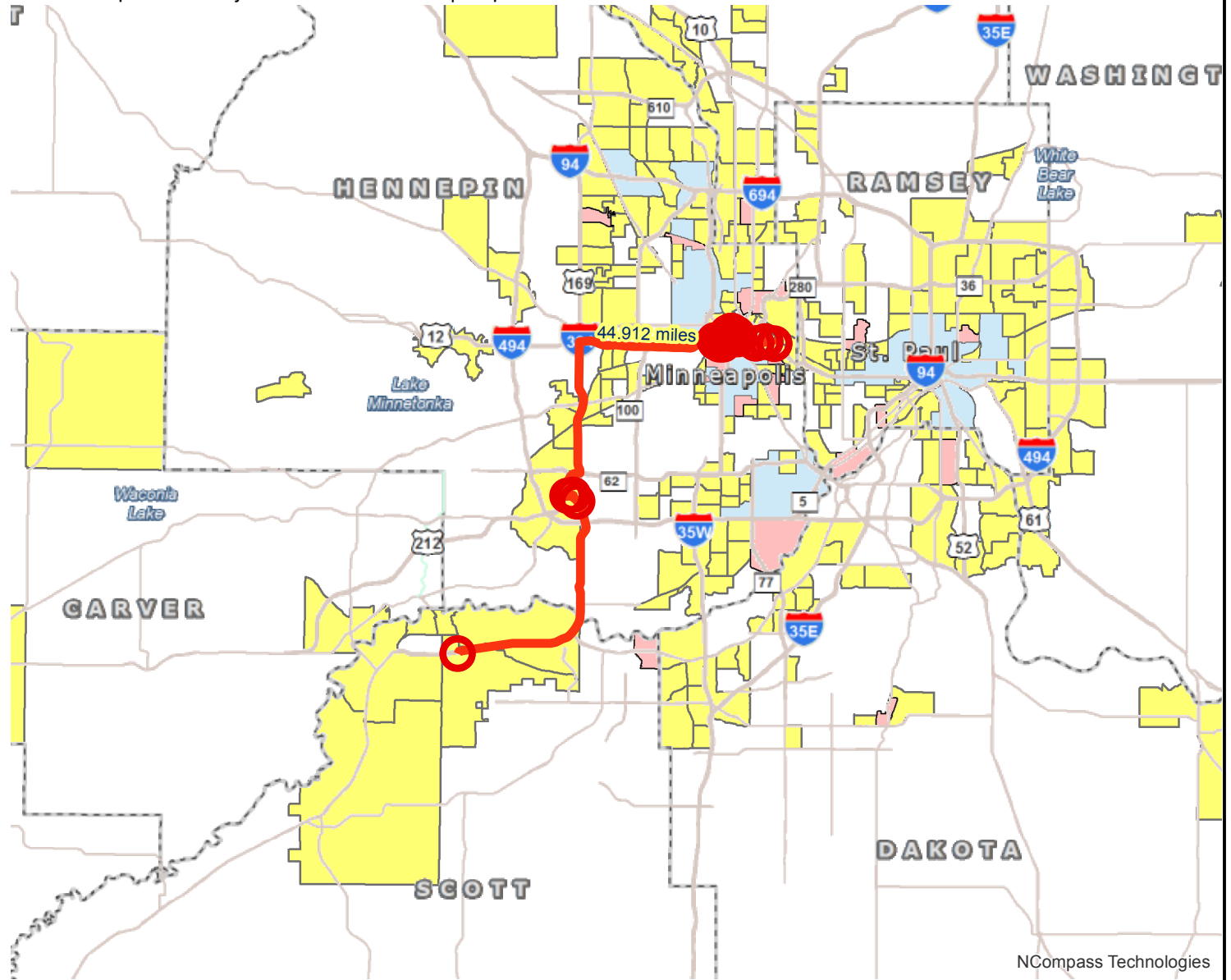







Socio-Economic Conditions

Transit Expansion Project: 169 Park & Ride | Map ID: 1416439498592

Results

Project **IN** a concentrated area of poverty.



-  Project Points
-  Project
-  Racially concentrated area of poverty
-  Concentrated area of poverty
-  Above reg'l avg conc of race/poverty



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LandscapeRSA2



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