



Application

01974 - 2014 Transit Expansion

02256 - TH 169 Connector

Regional Solicitation - Transit and TDM Projects

Status: Submitted
Submitted Date: 11/26/2014 9:17 AM

Primary Contact

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Salutation First Name Middle Name Last Name

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***** Burnsville Minnesota 55337
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What Grant Programs are you most interested in? Regional Solicitation - Transit and TDM Projects

Organization Information

Name: MN VALLEY TRANSIT AUTH

Jurisdictional Agency (if different):

Organization Type:

Organization Website:

Address: 100 E HWY 13

* BURNSVILLE Minnesota 55337
City State/Province Postal Code/Zip

County: Dakota

Phone:* 612-882-7500
Ext.

Fax:

PeopleSoft Vendor Number 0000003737A1

Project Information

Project Name Minnesota River Valley 169 Connector

Primary County where the Project is Located Hennepin, Scott

Jurisdictional Agency (If Different than the Applicant):

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

The Minnesota River Valley 169 Connector (169 Connector) will commence service in 2018 and provide bi-directional express bus service between The Golden Triangle/Bren Road area in Eden Prairie and Minnetonka and businesses on the Highway 169 Corridor in Shakopee. This project involves the purchase of four heavy-duty transit buses to operate fixed route service and operating assistance for the first three years of service. The 169 Connector will serve a variety of trip purposes, linking people across the region to jobs. People who commute at traditional times inbound to The Golden Triangle and Bren Road areas from the southwest suburbs will do so by boarding at one of three park-and-ride facilities. The Golden Triangle area contains nearly 10 percent of the regions commercial and office space and about 26,000 jobs. Upon its opening, the Green Line LRT will expand the 169 Connectors already strong transit market area with a direct transitway connection. In addition to inbound commutes, the service will provide a reverse commute connection for those that seek jobs at major employers in Shakopee. Existing and future transit connections link the Golden Triangle station area to points in core cities with high rates of unemployment and racially concentrated areas of poverty. Workers in these communities seek jobs reliably located on transit. Shakopee is home to large employers such as Canterbury Park, Mystic Lake Resort, Seagate, Shutterfly, Imagine Print Solutions, and Anchor Glass. Industry sectors in Shakopee include manufacturing, retail, and technical services. Often jobs have start and end times corresponding to 24 hour shifts, and an all-day transit option for reverse commuters eliminates a common barrier to employment.

Studies have established demand for increased transit on the TH-169 corridor in Shakopee. The Minnesota River crossing is an area of high traffic congestion, with the section in Shakopee

experiencing major delays for more than 3 hours per day. This project will develop a future market for Highway Bus Rapid Transit service on TH-169, which was identified as a priority corridor in the Highway Transitway Corridor Study and is identified in the Draft TPP.

The proposed project will extend the range of the regions transit network, and enhance the existing transit service in Scott County. Planned and existing bicycle, pedestrian, and local transit connections will extend the bus service area by contributing to the last-mile portion of each trip. There is currently no transit route that serves the market of the 169 Connector with the exception of dial-a-ride service. Express and local bus service can satisfy unmet need for transit service in a more cost effective manner than dial-a-ride service, and attract 700 new daily riders.

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.

Connection to Local Planning

Scott County Transit Operations and Capital Plan
2012-2018, p. 9-14

Project Funding

Are you applying for funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$2,792,684.00

Match Amount \$698,171.00

Minimum of 20% of project total

Project Total \$3,490,855.00

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds

Metropolitan Council RTC Funds and Minnesota Valley Transit Authority

Preferred Program Year

Select one:

2018

MnDOT State Aid Project Information: Transit and TDM Projects

County, City, or Lead Agency N/A

Zip Code where Majority of Work is Being Performed 0

(Approximate) Begin Construction Date 01/01/2018

(Approximate) End Construction Date 12/31/2020

LOCATION

From: N/A
(Intersection or Address)

*Do not include legal description;
 Include name of roadway if majority of facility
 runs adjacent to a single corridor.*

To: N/A
(Intersection or Address)

Type of Work N/A

*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	\$0.00
Support Facilities	\$0.00

Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$1,900,000.00
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$1,900,000.00

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$1,590,855.00
Totals	\$1,590,855.00

Totals

Total Cost	\$3,490,855.00
Construction Cost Total	\$1,900,000.00
Transit Operating Cost Total	\$1,590,855.00

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
2014 11 24 RTC Match Letter - MVTA 169 Connector (2).pdf	Letter of support affirming commitment of non-federal funding share.	4.4 MB
Figure01_TH169_Connector.pdf	Project Map	1.1 MB
Golden Triangle Station Maps.pdf	Golden Triangle area maps	7.6 MB
SWT Letter of Support to MVTA.pdf	Letter of support from Southwest Transit to MVTA	307 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.

Response (Limit 700 characters; approximately 100 words)

The project makes a direct connection to the Golden Triangle Station, which is identified as an area of intense housing, retail, and office development. It is also identified as an area of regional activity, and pedestrian supportive development in the Southwest Corridor Investment Framework document, Golden Triangle Transitional Station Area Action Plan (Chapter 15, p. 4).

Upload Map

Economy Map.pdf

Measure B: Project Location Relative to Population

Completed by Metropolitan Council Staff

Existing Population (Integer Only)

52273

Upload Map

PopEmp Map.pdf

Measure C: Transit Ridership

Existing transit routes directly connected to the project

12, 146, 490, 491, 496, 565, 568, 684, 690, 694

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

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

Upload Map

Transit Map.pdf

Response

Met Council Staff Data Entry Only

Route Ridership

1414869.0

Transitway Ridership

1.22688E7

Measure A: Total Annual Project Cost per Rider

Total Annual Operating Cost

\$530,285.00

Total Annual Capital Cost of Project

\$158,333.00

Total Annual Project Cost

\$688,618.00

Cost Effectiveness

\$3.92

Service Type, Methodology, and Annual Ridership

Service Type

Urban and Suburban Local Routes

Annual Ridership
(Integer Only)

175700

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

Two approaches were taken to develop ridership estimates on the 169 Connector. First, the ridership estimation forecasts from the Highway Transitway Corridor Study were used to establish boardings at the five key station areas (Marschall Rd., Canterbury Rd./Seagate, Southbridge, Golden Triangle Station, and Bren Road). Since the majority of these stations are off-line, the operations are similar to express bus service, and station-to-station new ridership estimates were adjusted to reflect the proposed level of transit service -- 12 passengers per revenue hour. To validate these estimates, three peer suburban local routes were selected. Route 223 is a suburban local route that serves a major park-and-ride facility, and a regional retail center that will connect to future transitway service (ABRT); it carries 13 passengers per revenue hour. Route 219 is a suburban local route that serves a major park-and-ride facility, and a regional retail center that will connect to future transitway service (ABRT); it carries 10 passengers per revenue hour. Route 805 is a suburban local route that links regionally significant employment and educational destinations in Anoka County, and provides connections to commuter rail and express bus services at a park-and-ride; it carries approximately 13.5 passengers per hour. These routes average 12 passengers per hour.

Measure B: Total Annual Project Operating Cost per New Rider

New Annual Operating Cost	\$530,285.00
Cost Effectiveness	\$3.02

Service Type, Methodology, and New Annual Ridership

Service Type	Urban and Suburban Local Routes
New Annual Ridership (Integer Only)	175700

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

Two approaches were taken to develop ridership estimates on the 169 Connector. First, the ridership estimation forecasts from the Highway Transitway Corridor Study were used to establish boardings at the five key station areas (Marschall Rd., Canterbury Rd./Seagate, Southbridge, Golden Triangle Station, and Bren Road). Since the majority of these stations are off-line, the operations are similar to express bus service, and station-to-station new ridership estimates were adjusted to reflect the proposed level of transit service -- 12 passengers per revenue hour. To validate these estimates, three peer suburban local routes were selected. Route 223 is a suburban local route that serves a major park-and-ride facility, and a regional retail center that will connect to future transitway service (ABRT); it carries 13 passengers per revenue hour. Route 219 is a suburban local route that serves a major park-and-ride facility, and a regional retail center that will connect to future transitway service (ABRT); it carries 10 passengers per revenue hour. Route 805 is a suburban local route that links regionally significant employment and educational destinations in Anoka County, and provides connections to commuter rail and express bus services at a park-and-ride; it carries approximately 13.5 passengers per hour. These routes average 12 passengers per hour.

Measure C: Total Annual Project Cost per New Rider

Total Annual Operating Cost	\$530,285.00
Total Annual Capital Cost of Project	\$158,333.00
Total Annual Project Costs	\$688,618.00
Cost Effectiveness	\$3.92

Service Type, Methodology, and New Annual Ridership

Service Type	Urban and Suburban Local Routes
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New Annual Ridership
(Integer Only)

175700

Since there is no transit service currently serving this market, it is assumed that the estimated ridership will be entirely new riders. Two approaches were taken to develop ridership estimates on the 169 Connector. The ridership estimation forecasts from the Highway Transitway Corridor Study were used to establish boardings at the five key station areas (Marschall Rd., Canterbury Rd./Seagate, Southbridge, Golden Triangle Station, and Bren Road). Since the majority of these stations are off-line, the operations are similar to express bus service, and station-to-station new ridership estimates were adjusted to reflect the proposed level of transit service -- 12 passengers per revenue hour (PPRH). To validate these estimates, three peer suburban local routes were selected. Route 223 is a suburban local route that serves a major park-and-ride facility, and a retail center that will connect to future transitway service; it carries 13 PPRH. Route 219 is a suburban local route that serves a major park-and-ride facility, and a regional retail center that will connect to future transitway service (ABRT); it carries 10 PPRH. Route 805 is a suburban local route that links regionally significant employment and educational destinations, and provides connections to commuter rail and express bus services at a park-and-ride; it carries approximately 13.5 PPRH. These routes average 12 PPRH.

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

Projects service directly connects to Concentrated Area of Poverty

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

Shakopee and Eden Prairie (EP) have areas with above average populations of color. Over 10 percent of EP population consists of immigrants; the fastest growing segment is the Somali population (4,000). Per capita income for people of color in EP is 46 percent of the per capita income of the white population. The 169 Connector will link EP to Shakopee jobs in the warehouse, industrial, and professional service sectors, and jobs at places like Canterbury Park, hotels, restaurants, etc. The Shakopee Mdewankton Sioux Community (SMSC) also has its reservation land near three park-and-rides; people in this area can connect to the future Green Line LRT, American Boulevard aBRT, and major employers in the Golden Triangle (GT).

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

Between 2010 and 2020, the over 65 age cohort in Scott County is projected to increase by 45 percent. Due to a higher share of rental properties and older housing stock, Shakopee has a lower median income than other Scott County communities. Opportunity Partners and MRCI WorkSource provide a variety of vocational and therapeutic services for people with disabilities and will directly connect to the project. There is a K-12 charter school located in GT that will benefit from transit connections. Vehicles will be wheelchair accessible with low floors and ramps to ease entry, and be equipped with bike racks for affordable multimodal transportation.

Upload Map

Equity Map.pdf

Measure B: Affordable Housing

City/Township	Number of Stops in City/Township
Shakopee	6.0
Eden Prairie	6.0
Minnetonka	6.0
	18

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	18.0	75.0	0.333	25.0
Minnetonka	6.0	18.0	68.0	0.333	22.667
Shakopee	6.0	18.0	60.0	0.333	20.0
		54	203	1	68

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Number of Stops in City	18.0
Total Housing Score	67.667

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	700
Distance from Terminal to Terminal (Miles)	20.0
VMT Reduction	14000.0
CO Reduced	33460.0
NOx Reduced	2240.0
CO2e Reduced	5132400.0
PM2.5 Reduced	70.0
VOCs Reduced	420.0
Total Emissions Reduced	5168590.0

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	\$688,618.00
Total Emissions Reduced	5168590.0
Cost Effectiveness	\$0.13

Measure A: Bicycle and Pedestrian Connections

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

The 169 Connector project connects to numerous bicycle facilities at its key stop locations. At Marschall Road Transit Station there are trails parallel to Marschall Road and 17th Avenue. At Canterbury Park there are trails parallel to Canterbury Road, 12th Avenue East, and Eagle Creek Boulevard (direct connection to downtown Shakopee). At Southbridge Crossing there are paved shoulders to accommodate bicycles on Stagecoach Road, and full sidewalk connectivity on local streets for pedestrians. At both Golden Triangle and Bren Road, the roadway network is auto-oriented and circuitous; however, a network of trails at each location provides direct connections between commercial and residential areas and eases local trips via nonmotorized transportation. The most significant areas of high pedestrian traffic will be in the Golden Triangle Station area. As identified in the Southwest Corridor Investment Framework, this is a major center of employment and also has several land uses conducive to pedestrian activity including K-12 schools, recreation, hospitality, clinics, and technical colleges. Future infrastructure development in this area will be oriented to the transitway. New roadways will be developed in a grid-like fashion, and new sidewalks will be added for direct pedestrian connections. Surface parking is also targeted for mixed-use and multi-family residential development.

Measure B: Roadway, Bicycle, and Pedestrian Improvements

The project will purchase new transit vehicles and support other regional multimodal efforts. The project will also safely integrate all modes of transportation by developing a market for Highway BRT and leveraging existing roadway infrastructure. Rolling stock improvements will include bike racks on buses, and accessible features that ease boarding and alighting such as low floors and state-of-the art passenger securements. All buses will have interior and forward-facing security cameras, and drivers will have access to silent alarms and communication equipment for passenger safety.

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

The 169 Connector serves a market for reverse commute trips connected to the Green Line, and is part of a set of diverse transit services included in the Scott County Transit Operations and Capital Plan. This plan identifies TH-169 as a designated transitway, and Scott County will continue to support investments in transit advantages on the corridor. This includes future on-line stations for Highway BRT, and the existing bus-only ramp at Marschall Road. There are also planned ITS improvements for the roadway network in Shakopee that will provide dynamic message signs and manage local traffic. The Scott County Comprehensive Plan also identifies future connections to the State Trail on the Minnesota River, and the Scott County Regional Trail that will aid commuters in reaching project facilities.

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.

Measure A: Risk Assessment

1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred

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

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

0%

Anticipated date or date of completion/approval

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/archeological review under way; determination of adverse effect anticipated

40%

Unknown impacts to historic/archaeological resources

0%

Anticipated date or date of completion of historic/archeological review:

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

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

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

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

0%

Anticipated date or date of completion

9)Letting

Anticipated Letting Date

November 24, 2014

Beverley Miller
Minnesota Valley Transit Authority
100 East Highway 13
Burnsville, MN 55337

Dear Ms. Miller,

The Metropolitan Council has received MVTA's request to provide the 20% local match for the capital portion of the Minnesota River Valley 169 Connector (169 Connector) project if it is selected for 2018-2019 Regional Solicitation Transit funds.

Our understanding of the project scope is that it proposes peak express and bi-directional midday bus service between the Golden Triangle LRT station in Eden Prairie and businesses on the Highway 169 corridor in Shakopee. We also understand that the project ridership estimates do not assume the Green Line Extension (Southwest LRT) is operational and in the event LRT is not operational when the service starts, the northern stop will be in the vicinity of the Golden Triangle area.

The project is comprised of both buses and service operations with an estimated total cost of \$2.43M. The capital portion of the project is estimated at \$1.9M for four buses with \$1.52M in Regional Solicitation Transit funding and \$380,000 in local match. The operating portion is estimated at \$500,285 with \$400,228 in Regional Solicitation Transit funding and \$100,057 in local match.

The Council understands that MVTA has not yet contacted either SouthWest Transit, which provides regular route bus service in Eden Prairie, or Metro Transit's Southwest LRT Project Office (SPO) regarding this proposed project. Coordination with both entities is necessary and particularly time sensitive with the SPO if this service is to utilize the Golden Triangle LRT station given the LRT project's Advanced Design Phase is beginning in January 2015. The Council also notes that SouthWest Transit has a concurrent Regional Solicitation project proposal for a TH169 facility and service including potential bus service between Eden Prairie and Shakopee, demonstrating two different providers are contemplating similar services which would be duplicative.

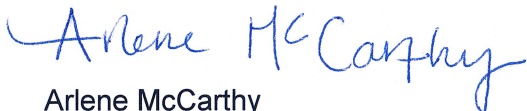
While inclusion in the Regional Service Improvement Plan (RSIP) adopted by the Council in late 2012 is not a criterion for this Regional Solicitation, it is a helpful tool to understand bus service project priority compared to other transit service expansion needs. Since this project was not submitted for the current RSIP its performance is not known at this time. MVTA has submitted several projects for the RSIP update currently underway, and ensuring this project is clearly defined in that process will be helpful in the future.

The Council cannot guarantee that operating funds will be available for any service expansion and looks to the project sponsor, MVTA in this case, to be responsible for committing the local match for the operations component of the project. 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).

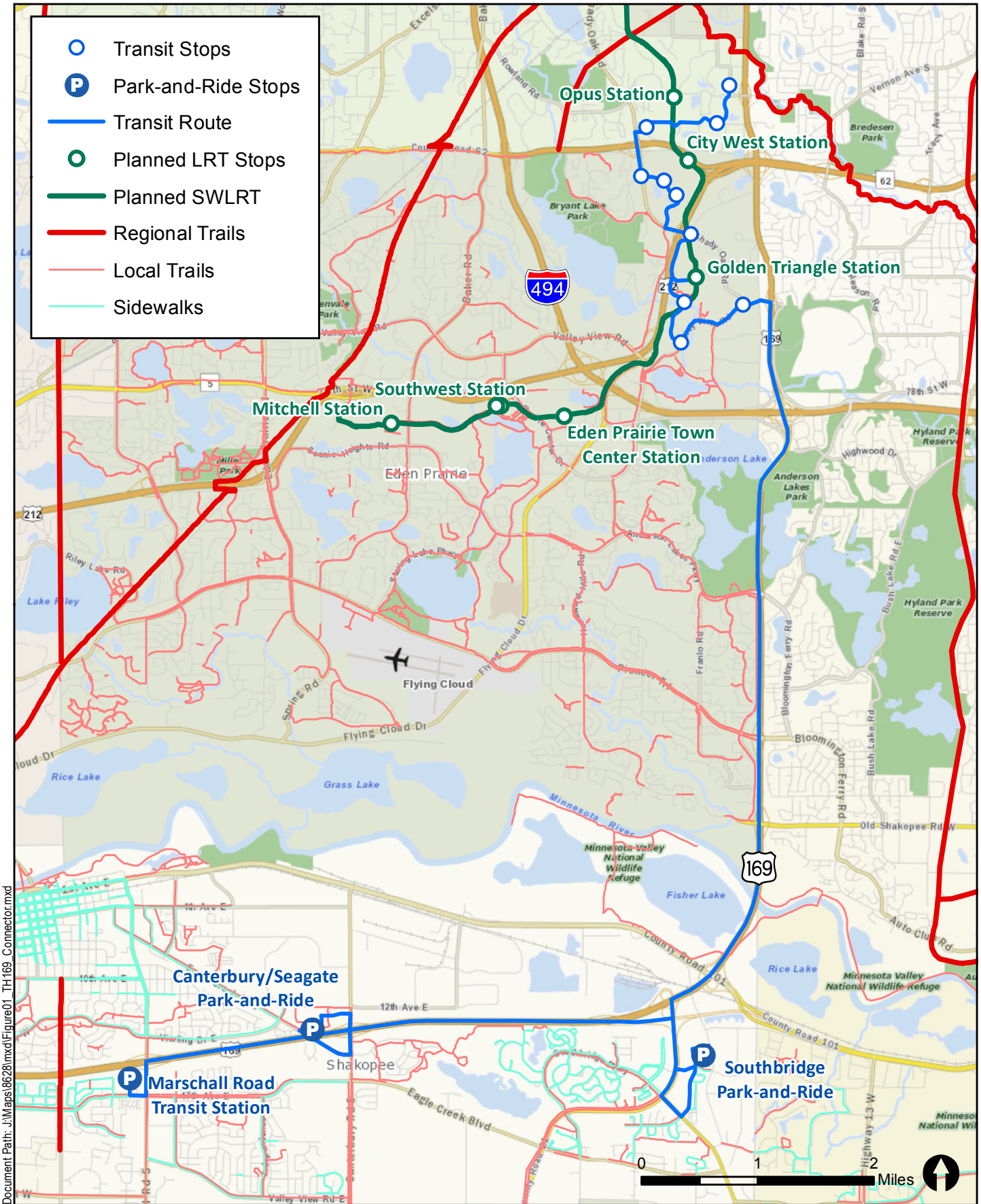
Given the above, the Council agrees to provide up to \$380,000 in RTC funds as local match for the 169 Connector project conditional on the following:

- MVTA will clearly define the 169 Connector service in the RSIP update currently underway.
- MVTA will contact both SouthWest Transit and the SPO to ensure facility and operations coordination.
- The Regional Solicitation evaluation committee will confirm the ridership projections for this service.
- 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 that is getting underway shortly.

Sincerely,



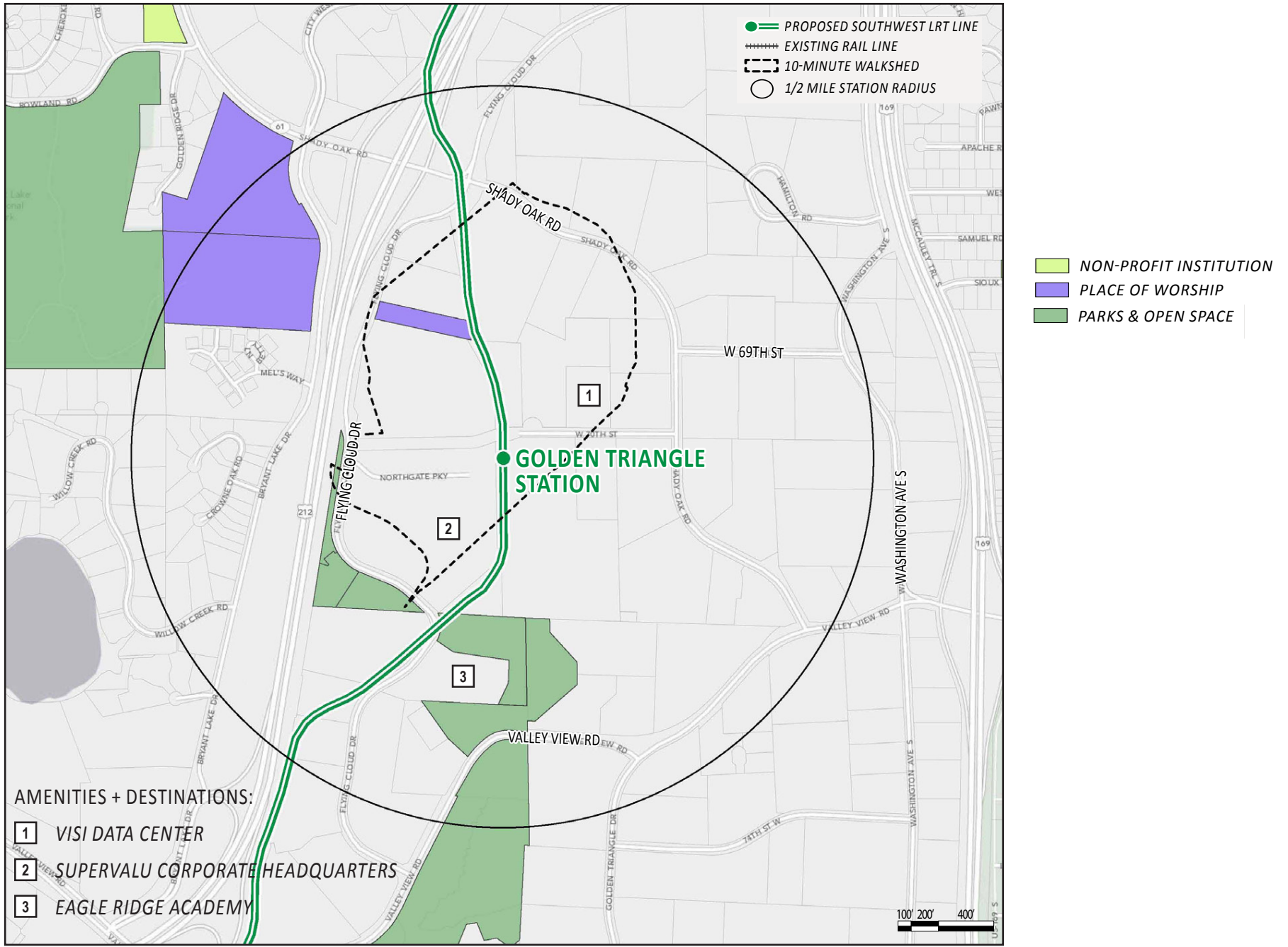
Arlene McCarthy
Director, Metropolitan Transportation Services



TH 169 Connector

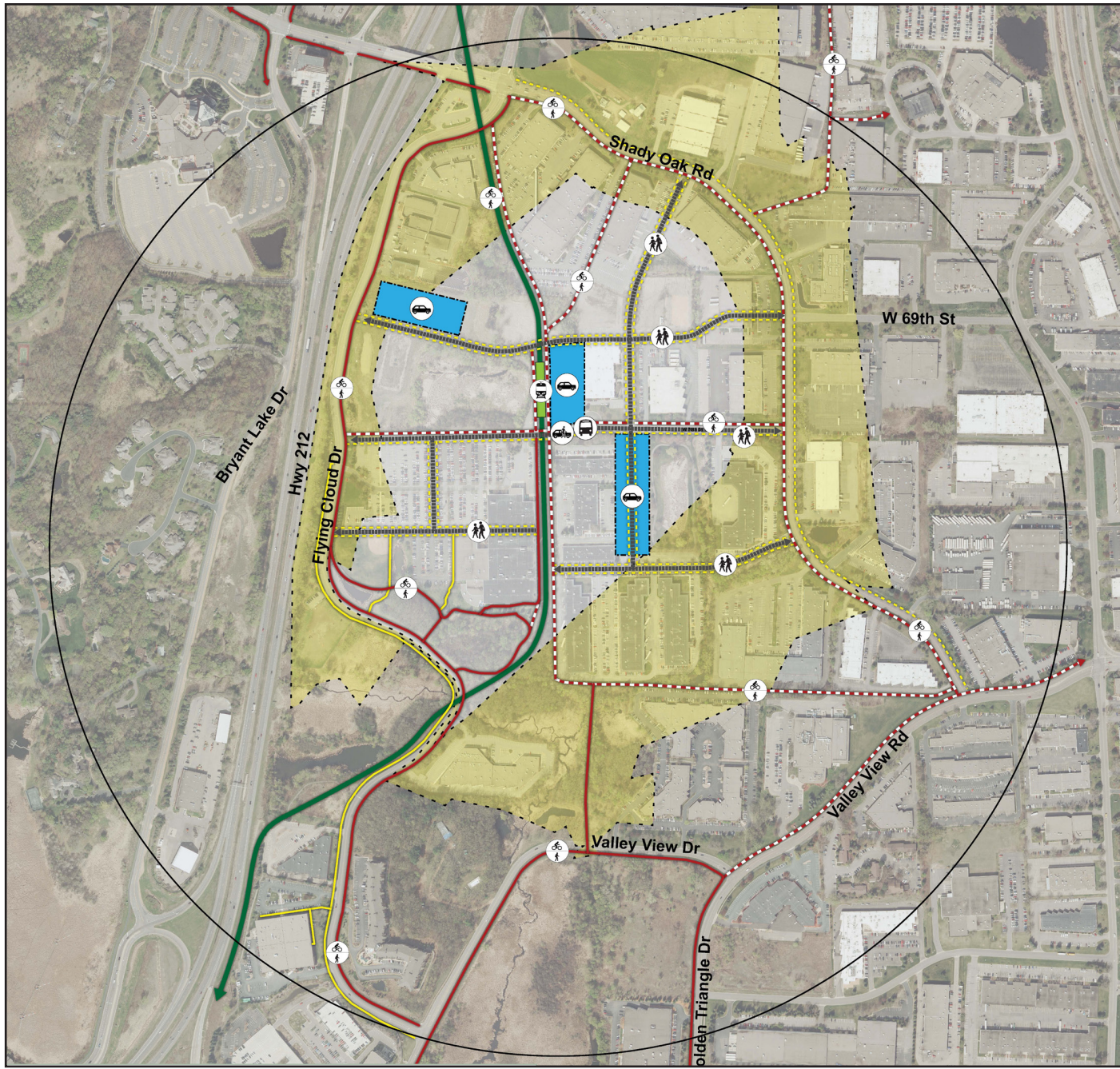
Scott County Regional Solicitation
 Scott County
















Figure 1



Golden Triangle Station Area - Locator Map
 Regional Solicitation
 Scott County

Figure XX



-  LRT PLATFORM
-  LRT LINE
-  FREIGHT LINE
-  NEW ROADWAY
-  BUS STOP
-  PARK AND RIDE
-  KISS AND RIDE
-  EXISTING WALKSHED
-  FUTURE WALKSHED (WITH TSAAP IMPROVEMENTS)
-  EXISTING PEDESTRIAN CONNECTION
-  EXISTING BIKE CONNECTION
-  EXISTING MULTI USE CONNECTION
-  PROPOSED(DASHED) PEDESTRIAN CONNECTION
-  PROPOSED(DASHED) BIKE CONNECTION
-  PROPOSED(DASHED) MULTI USE CONNECTION



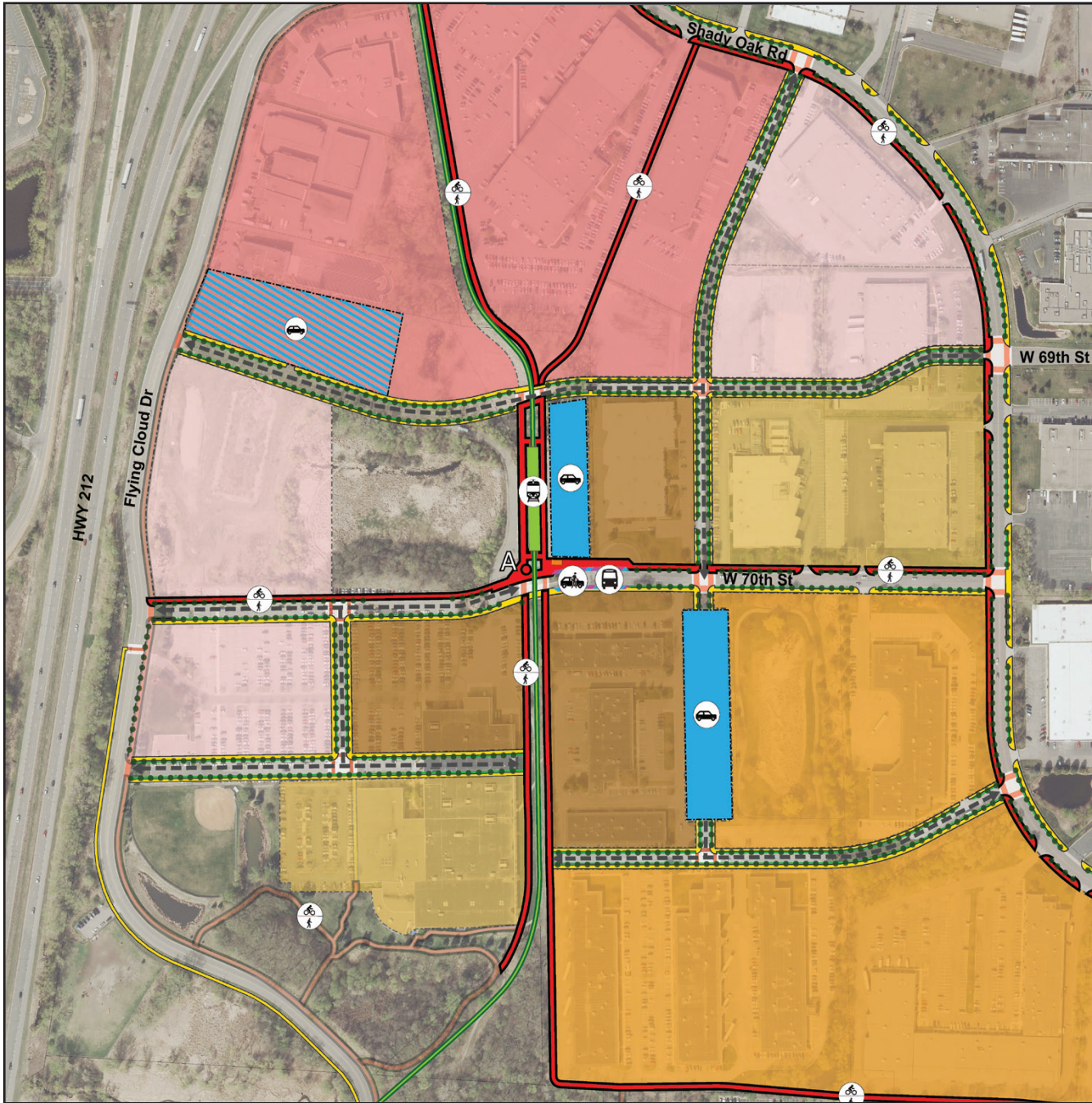
- LRT PLATFORM
- FREIGHT LINE
- BUS STOP
- BUS SHELTER
- NEW SIDEWALK / SIDEWALK IMPROVEMENT
- ON STREET BIKE INFRASTRUCTURE
- MULTI-USE PATH
- NEW CROSSING / CROSSING IMPROVEMENT
- NEW ROADWAY
- STREETScape
- PARK AND RIDE
- KISS AND RIDE
- NEW SIGNALIZED INTERSECTION
- BIKE PARKING
- WAYFINDING
- PUBLIC ART OPPORTUNITY
- POTENTIAL DEVELOPMENT SITE
- PLAZA SPACE / BUILDING SETBACK AREA

Station Area Improvements

Regional Solicitation

Scott County

Figure XX



FUTURE LAND USE:

- SINGLE-FAMILY ATTACHED RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- RETAIL & OTHER COMMERCIAL
- OFFICE
- MIXED-USE RESIDENTIAL

Golden Triangle Station Area - Locator Map

Regional Solicitation
 Scott County

Figure XX

SOUTHWEST TRANSIT

13500 Technology Drive, Eden Prairie, MN 55344
952-949-2BUS • www.swtransit.org



November 25, 2014

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

RE: Minnesota Valley Transit Authority Regional Solicitation for Highway 169 Expansion Service

Dear Ms. Koutsoukos:

I am writing to express SouthWest Transit's (SWT) full support for the Minnesota Valley Transit Authority's (MVTA) Congestion Mitigation Air Quality (CMAQ) grant application for expansion transit services along US Highway 169 in the communities of Shakopee, Prior Lake, and Eden Prairie. SWT views this service as an opportunity for collaboration and partnership with the MVTA to provide expanded transit services to our residents and businesses located both north and south of the Minnesota River – a true win-win proposition for both transit agencies and the communities we serve.

If you have any questions, please feel free to contact me at 952-974-3100.

Sincerely,

A handwritten signature in blue ink, appearing to read 'L. Simich', with a long, sweeping underline that extends to the right.

Len Simich
CEO

C: Beverley Miller, MVTA

Regional Economy

Transit Expansion Project: Minnesota Valley 169 Connector -- Scott County | Map ID: 1414686212918

Results

Project **IN** area of Job Concentration.

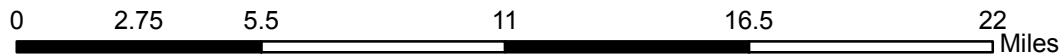
Project **IN** area of Manufacturing and Distribution.

Project **WITHIN QTR MI** of area of Education Institutions.



 Project Points

 Project



Created: 10/30/2014
LandscapeRSA5



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



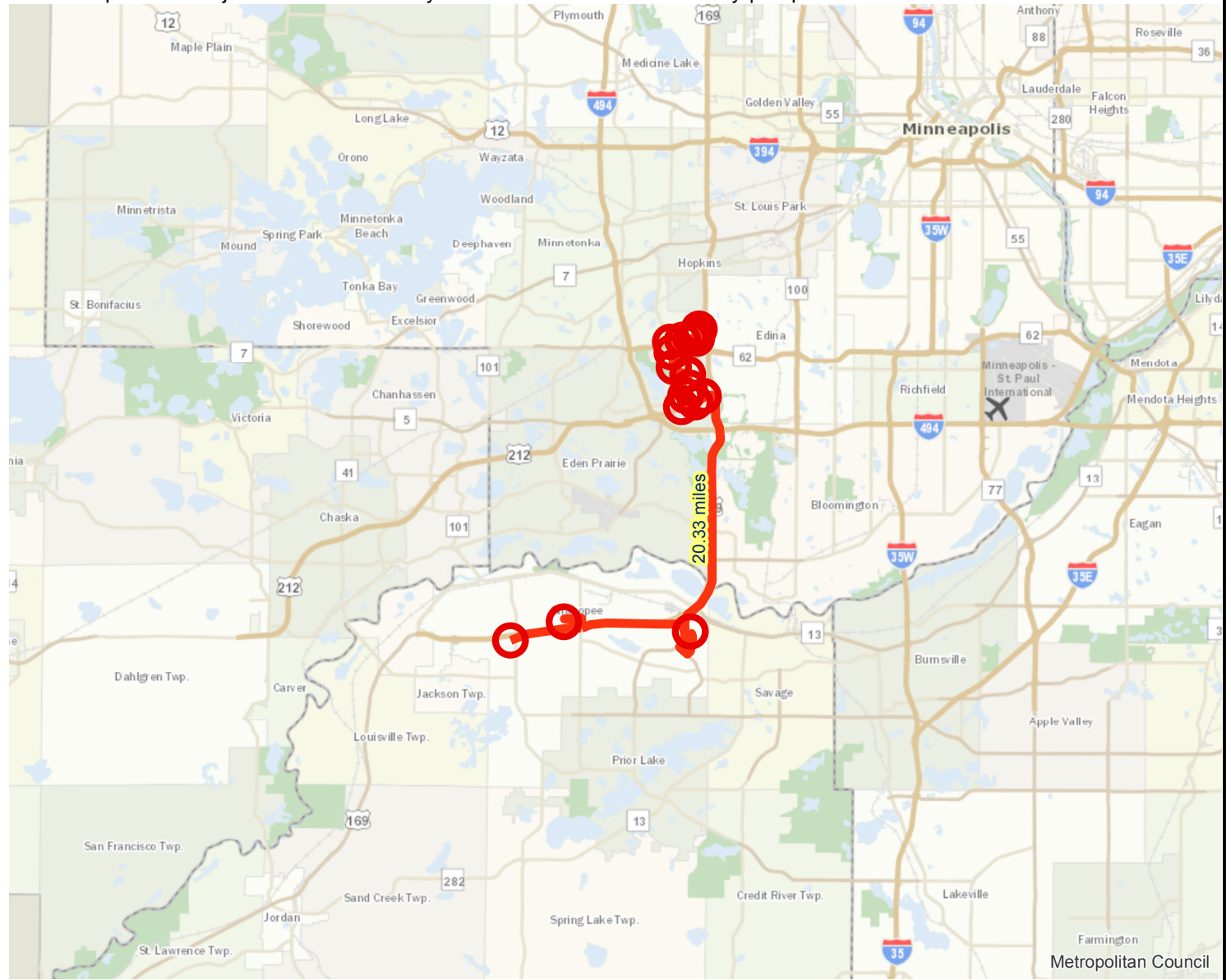
Population Summary

Transit Expansion Project: Minnesota Valley 169 Connector -- Scott County | Map ID: 1414686212918

Results

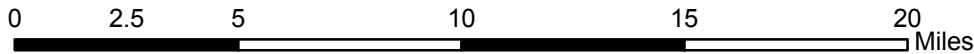
Within QTR Mile of project:
Total Population: 27717
Total Employment: 56616

Within HALF Mile of project:
Total Population: 36463
Total Employment: 64611



 Project Points

 Project



Created: 10/30/2014
LandscapeRSA4

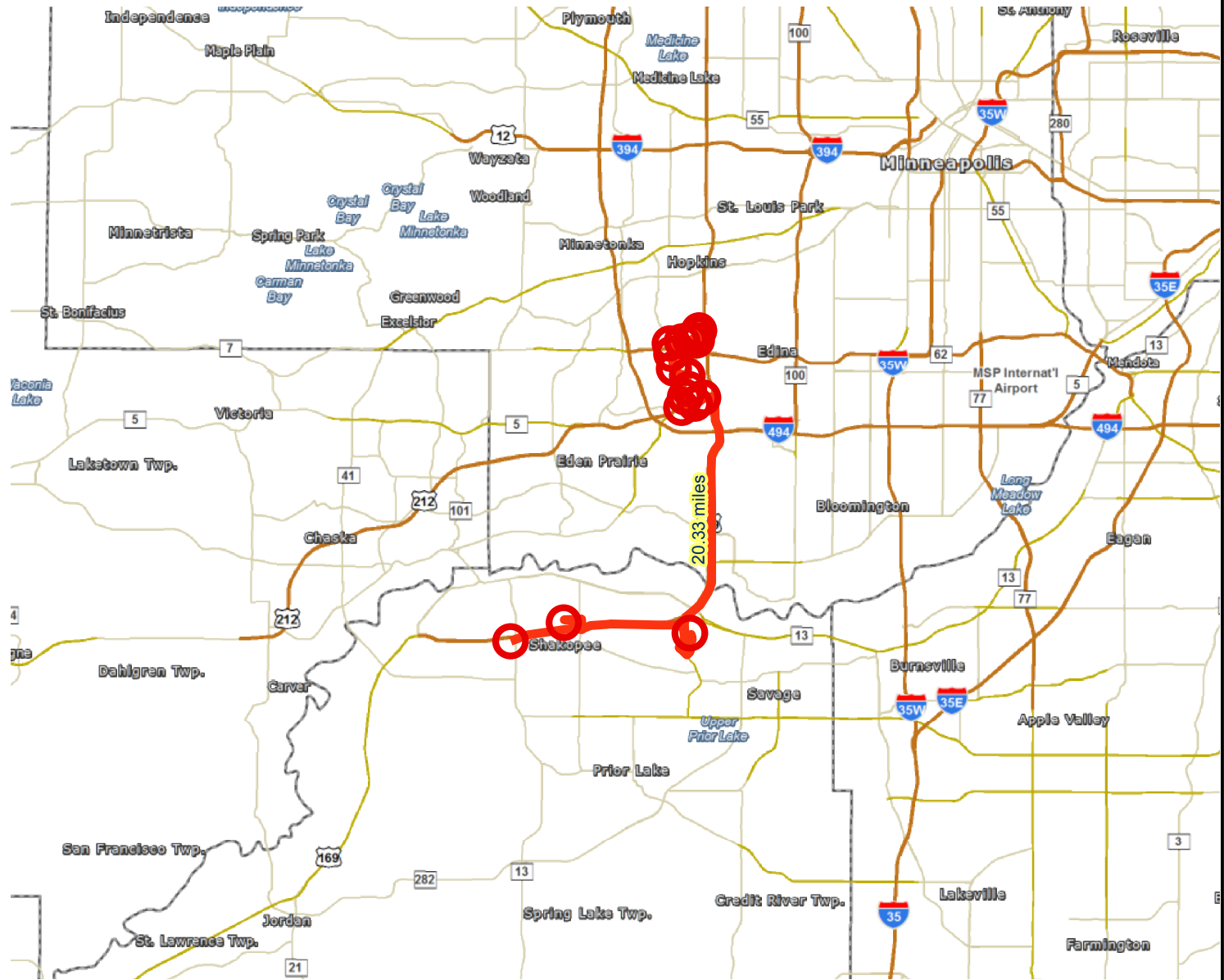


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Transit Connections

Transit Expansion Project: Minnesota Valley 169 Connector -- Scott County | Map ID: 1414686212918



Results

Transit with a Direct Connection to project:

12 490 491 496 498 565 568 684 695

*Green Line Extension

Transit within QTR mile of project:

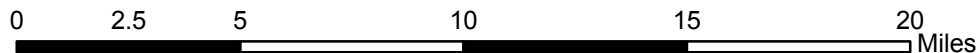
12 490 491 496 498 565 568 684 695

*Green Line Extension

*indicates Planned Alignments

 Project Points

 Project



Created: 10/30/2014
LandscapeRSA3



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

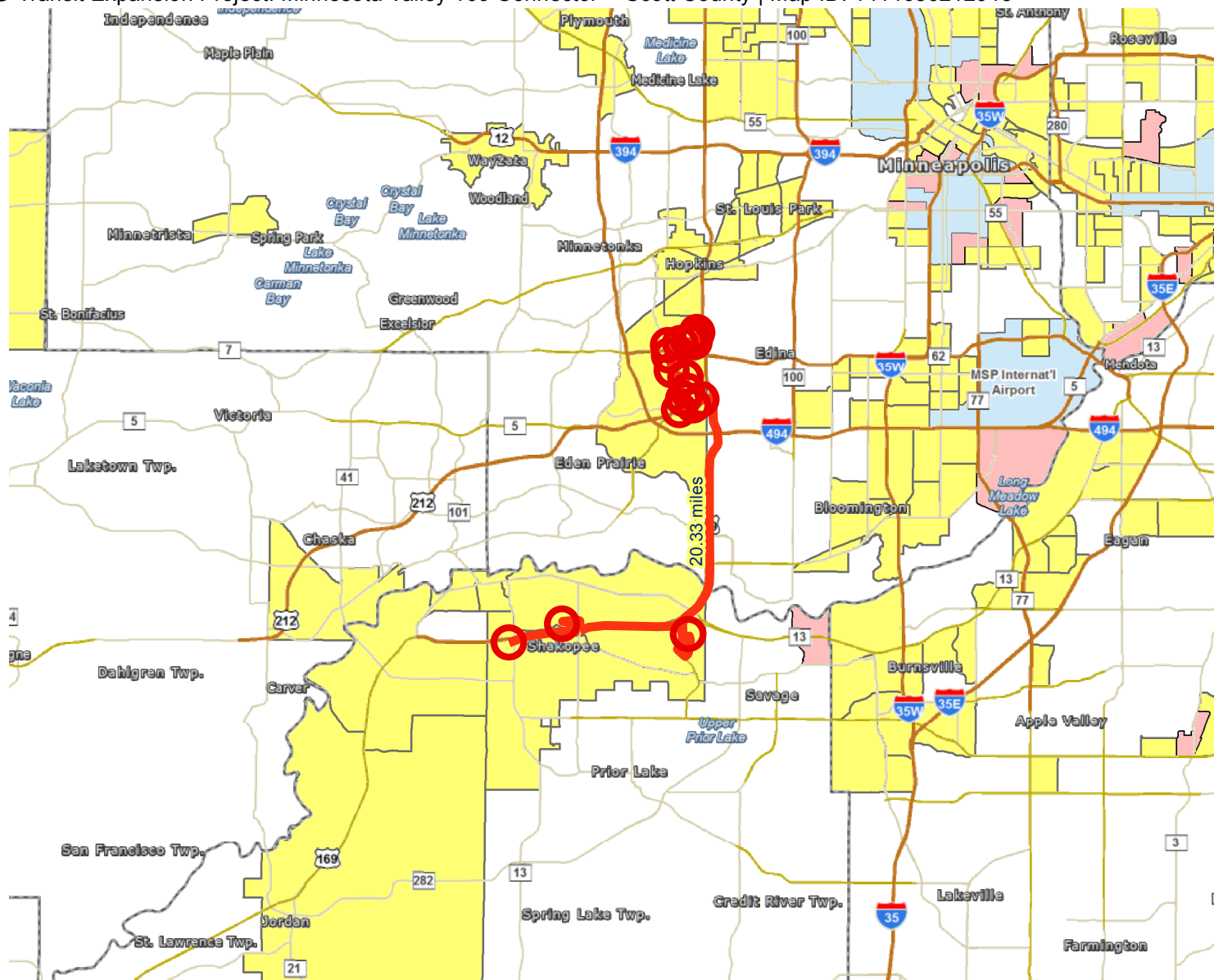







Socio-Economic Conditions

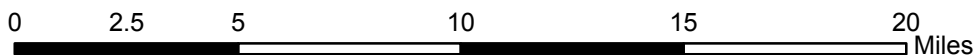
Transit Expansion Project: Minnesota Valley 169 Connector -- Scott County | Map ID: 1414686212918

Results

Project IN area of above average concentration of race or poverty.



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



Created: 10/30/2014
LandscapeRSA2



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

