



Application

01976 - 2015 Travel Demand Management (TDM)

03811 - Carver County Transportation Management Association (TMA)

Regional Solicitation - Transit and TDM Projects

Status: Submitted
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Primary Contact

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* 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

Carver County TMA

Primary County where the Project is Located

Carver

Jurisdictional Agency (If Different than the Applicant):

The proposed Carver County TMA would consist of representatives from SouthWest Transit (SWT), the SW Metro Chamber of Commerce, major Carver County area employers, and other local stakeholders yet to be determined. The TMA as envisioned would not be a separate organization from the stakeholders listed above. Instead SWT would serve as the primary organizer and facilitator of the TMA with assistance from the SW Metro Chamber of Commerce.

The primary mission of the TMA would be to increase the overall accessibility to Carver County area employers by leveraging and better promoting existing transportation services - SouthWest Transit's Demand Response service (SW Prime), SouthWest Transit's existing reverse commute services (Route 684), , Metro Vanpools, etc...) - as well as aiding in the creation and setup of new transportation options (expanded Demand Response services, fixed route transit services, new vanpools, and new programs and campaigns aimed at increasing the use of alternative forms of transportation).

The proposed TMA would be a continuation of efforts already set in motion by SWT. Earlier this year SWT worked with large Carver County area employers and the SW Metro Chamber to better tailor SWT's services to employer's staffing needs. The result of these efforts culminated in improved reverse commute transit services that greatly increased accessibility to Carver County employers. The proposed TMA would formalize these efforts into the future and allow for new transportation options to be implemented that will ultimately lead to increased accessibility to Carver County employers while simultaneously improving transit options throughout the region.

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

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

Project Length (Miles) 30.0

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.

Not applicable per Met Council-issued TDM Grant Scoring Guidelines. However, the proposed Carver County TMA meets all of the primary Thrive MSP 2040 outcomes of stewardship, accountability, equity, livability, & sustainability.

Connection to Local Planning

Additionally, it meets SWT's primary goal of increasing accessibility throughout the region to SWT service area employers - Carver County employers in this instance.

Project Funding

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

If yes, please identify the source(s) SouthWest

Federal Amount \$160,000.00

Match Amount \$40,000.00

Minimum of 20% of project total

Project Total \$200,000.00

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds SouthWest Transit

Preferred Program Year

Select one: 2016

MnDOT State Aid Project Information: Transit and TDM Projects

County, City, or Lead Agency SouthWest Transit

Zip Code where Majority of Work is Being Performed 55318

(Approximate) Begin Construction Date

(Approximate) End Construction Date

LOCATION

From:

(Intersection or Address)

Minneapolis

Do not include legal description;

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

To:

(Intersection or Address)

Chanhassen, Chaska, Carver, Waconia, Victoria

Type of Work

Establishing Transit Connections

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
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Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
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.)	\$190,000.00
Vehicles	\$0.00
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$150,000.00
Totals	\$340,000.00

Transit Operating Costs

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

Totals

Total Cost	\$340,000.00
Construction Cost Total	\$340,000.00
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. Travel Demand Management applications must be between \$75,000 and \$300,000.

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
15-22 TDM Grant Application.pdf	SWT Commission Resolution supporting Carver County TMA grant application	73 KB
2015 Carver County Employer Survey.xlsx	Survey given to Carver Co. employers	13 KB
Carver_County_TMA_Budget.xlsx	Proposed TMA Budget	11 KB
Chaska-RegionalEcon.pdf	Regional Economy map of Chaska	1.6 MB
Chaska-SocioEcon.pdf	Socioeconomic Conditions map of Chaska	1.7 MB
Minne-Regional.pdf	Regional Economy Map of Minneapolis	2.2 MB
Minne-SocioEcon.pdf	Socioeconomic conditions map of Minneapolis	2.3 MB

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

Select all that apply:

Direct connection to or within a Job Concentration Yes

Direct connection to or within an Educational Institution Yes

Direct connection to or within a Manufacturing/Distribution Location Yes

Project provides a direct connection to or within an existing local activity center identified in an adopted county or city plan

City or County Plan Reference

Response (Limit 700 characters; approximately 100 words)

Due to the projects goal of regional transportation, regional economy maps of both Minneapolis and the Southwestern Suburbs have been used. Although Minneapolis doesnt fall within the mentioned categories, a strong case can be made that between transit connections to/from downtown and the direct transit connection to UMN, that the project does provide job connections by providing these riders with transportation (for primarily manufacturing/distribution occupations) to the southwestern suburbs. The Regional Economy Map of the Southwestern suburbs shows that the area does fall within the mentioned categories with exception to educational connections.

Upload Map

Chaska-RegionalEcon.pdf

Measure B: Project's Use of Existing Infrastructure

Existing Transit Services that will be used by the TMA:

-Access to SWT's entire vehicle fleet (82 vehicles). Services developed by the TMA will be able to utilize vehicles from both SWT's fixed route fleet (75 vehicles) and demand response fleet (7 vehicles). Total vehicle fleet is subject to change.

-Transit Facilities: SWT's Eden Prairie Bus Garage; SouthWest Station (Eden Prairie); Chanhassen Transit Station; SouthWest Village (Chanhassen); East Creek Transit Station (Chaska); Carver Station; All transit capital assets in the Downtown Minneapolis/U of M areas; Bikeways and pedestrian sidewalks and trails connecting to the Downtown Minneapolis/U of M areas. Also included are all pedestrian and bike networks that connect transit facilities.

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

-SWT's existing Demand Response service - SW Prime.

-SWT's existing Reverse Commute and Express fixed route services.

-SWT staff resources - The TMA will be able to leverage all of SWT's staff resources in promoting and operating TMA projects. This includes technological assistance.

-Met Council Vanpool Program: The TMA will assist in the creation of new vanpools to Carver County area employers.

-

Measure A: Total Annual Project Cost per User

Total Project Cost	\$340,000.00
Annual Users	174930
Cost Effectiveness	\$1.94

User Methodology:

-Current Route 684 Chanhassen/Chaska Daily users: 72

-Open Employee Positions Per Carver County Employer Survey conducted by SWT: 542

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

-Carvery County TMA Goal: 50% of existing open positions utilizing TMA programs = 271 daily users.

72 current Route 684 Users + 271 TMA Program Users= 343 Projected Daily Users

343 Daily Users * 255 Work Days = 87,465 Annual Users * 2 years = 174,930 TMA Users (2 year period)

Measure A: Project Location and Impact to Disadvantaged Populations

Select all that apply:

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

Projects service does not directly connect to one of these identified geographic areas listed in 1-3; however, people of color or low-income populations are included in the project service area in lower concentrations, or children, people with disabilities, or the elderly are included in the project service area

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

The Minneapolis Socio-Econ map shows that the area does lie within an area of above average concentration of race or poverty. The Socio-Econ map of the Southwestern suburbs shows that the project is in an area of above average concentration of race or poverty. Both maps were used since the project location would be the commute between these two areas. On the Minneapolis side, a reverse commute project would mitigate the issue of reaching employment centers. It would provide affordable access to income that otherwise may not have existed. This benefits low-income populations directly. SW busses are also very accessible to people with disabilities and the elderly by always providing wheel chair lifts and helpful drivers. The ride itself is affordable and pleasant due to the premium service that SWT provides. The project would also provide affordable access to employment within the Southwestern suburbs. This would mean expanding on service to provide lower income residents of these suburbs (including the elderly, people of color, and people with disabilities) with the same affordable access to employment that residents in and around Minneapolis would receive

Upload Map

Minne-SocioEcon.pdf

Measure B: Affordable Housing

City/Township

Chanhassen

Chaska

Carver

Victoria

Waconia

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township

Score

Number of City

0

0.00

Affordable Housing Scoring 2 - To Be Completed By Metropolitan Council Staff

Total of Score /Total of Cities

0

Measure A: Areas of Traffic Congestion and Reduction in SOV Trips

The two largest sources of congestion in the geographic area are Interstate 494 and 62 Crosstown Highway. Both systems are severely congested throughout the day and are especially congested at peak hours of the day. The congestion is caused in part by the intersecting of major highway systems that run north and south. The congestion is also caused by the large number of single occupancy vehicles that use the systems.

The proposed TMA would address the above problem directly. The expansion of the reverse commute service will consolidate the number of vehicles that use the systems in question. By putting more high occupancy vehicles on these systems, the project is spearheading the congestion problem as directly as is possible by reducing the number of single occupancy vehicles. With the TMA programs focused on providing transit services to and from areas of employment, peak times of the day (where congestion is at its worst) will be relieved.

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

The proposed TMA is also establishing a precedent for employment transportation. The larger number of riders in high occupancy vehicles decreases the number of vehicles using the system, relieving some amount of congestion on the roadways mentioned above.

Measure B: Emissions Reduction

Number of Daily One-Way Commute Trips Reduced	373
Average Commute Trip Length	25.0
VMT Reduction	9325.0
CO Reduced	22286.75
NOx Reduced	1492.0
CO2e Reduced	3418545.0
PM2.5 Reduced	46.625
VOCs Reduced	279.75

Measure A: Project Innovation

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

The proposed Carver County TMA will incorporate enhancements to an existing service already in place by expanding reverse commute service from the urban core to the southwest metro suburbs. Currently, a significant portion of SWT service is devoted to transportation of those who live in and around the Minneapolis area to the southwestern suburbs. Service is concentrated at peak hours and is meant to serve primarily those who live within the city and travel westbound for employment. The project is innovative in that it will expand the previously mentioned service to serve a larger number of current and potential employees. This increases not only the potential for employment for Minneapolis residents, but increases the hiring pool for southwestern metro employers as well. The project also organizes and promotes new transit opportunities, establishing a strong effort in relieving congestion on 494 and crosstown 62 by decreasing the number of single occupancy vehicles in use.

Measure B: Project Elements New to Geographic Area or Population

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

The proposed Carver County TMA will be the first organization of its kind in the region. The proposed TMA will establish a regional voice in transit services as well as organize future projects. The implementation of the proposed TMA will also expand the geographical area of the existing reverse commute service. The expansion of the existing service area increases the number of available users within the southwestern metro. The increase in service will also provide a greater number of urban core residents with resources to travel for employment in the southwestern metro area. By incorporating new employers into the association, potential areas of employment for the urban core and southwestern suburb residents is also increased. Carver County employers would then be able to expand the pool that they hire from as well. The proposed TMA intends to attract urban core residents that before now, have not had the resources to look for employment outside of their current transit area. Residents who do not own vehicles are now provided with a new resource, and residents with vehicles are now provided with an easier, more efficient method of travel.

Measure B: Organization's Experience and Resources

With SouthWest Transit acting as the primary lead for the project, the Carver County TMA will be well situated to succeed from the start.

SWT has over 25 years of experience in implementing both fixed route and demand response transit services aimed at increasing access to suburban businesses and reducing congestion in the process.

SWT's staff possesses technical expertise in all areas needed to implement the kinds of programs and services the proposed Carver County TMA would develop. Areas of expertise include, but are not limited to: Planning, Marketing, Vehicle Maintenance, Communications/Customer Service, Facilities Maintenance and Government Relations. In many areas of expertise SWT will be able to offer more than one full-time employee to assist with Carver County TMA efforts.

Additionally, the SW Metro Chamber of Commerce and other local stakeholders bring with them connections to the local businesses in the Carver County area, which only adds to the technical capacity of this proposed Carver County TMA.

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

Measure C: Project Financial Plan

The proposed Carver County TMA has the full support of the SWT Commission. At its August 2015 meeting, the Commission unanimously adopted a resolution supporting the submission of this application, which includes the \$40,000 local match already identified.

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

Should the grant be awarded, SWT has every intention of continuing the Carver County TMA past the two year grant period. Should the program prove successful and future grant funding is not available, the primary future funding source for the program would be SWT's general operating fund

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 Yes

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/archaeological 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



**SOUTHWEST TRANSIT COMMISSION
RESOLUTION #15-22
TDM Grant Application**

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, SWT was in part created to serve the businesses located within its member communities.

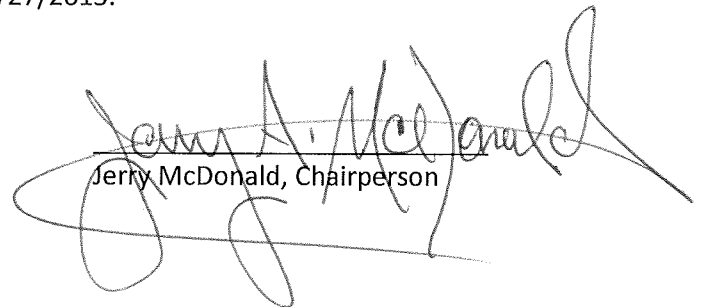
WHEREAS, efforts have already been made to establish lasting relationships between SWT and the businesses in its member communities.

WHEREAS, staff and services are already in place to help enhance the proposed Transportation Management Association.

WHEREAS, the proposed Transportation Management Association would serve to increase accessibility to Carver County area employers by providing more transportation options and awareness to current and potential Carver County area employees.

NOW THEREFORE, BE IT RESOLVED that the Commission hereby approves Resolution 15-22 authorizing its Chief Executive Officer to submit a Travel Demand Management grant application to the Metropolitan Council for the creation of a Transportation Management Association (TMA) aimed at increasing accessibility to Carver County businesses.

ADOPTED by the Commission of SouthWest Transit on 8/27/2015.


Jerry McDonald, Chairperson

ATTEST:


Len Simich, Chief Executive Officer

Regional Economy

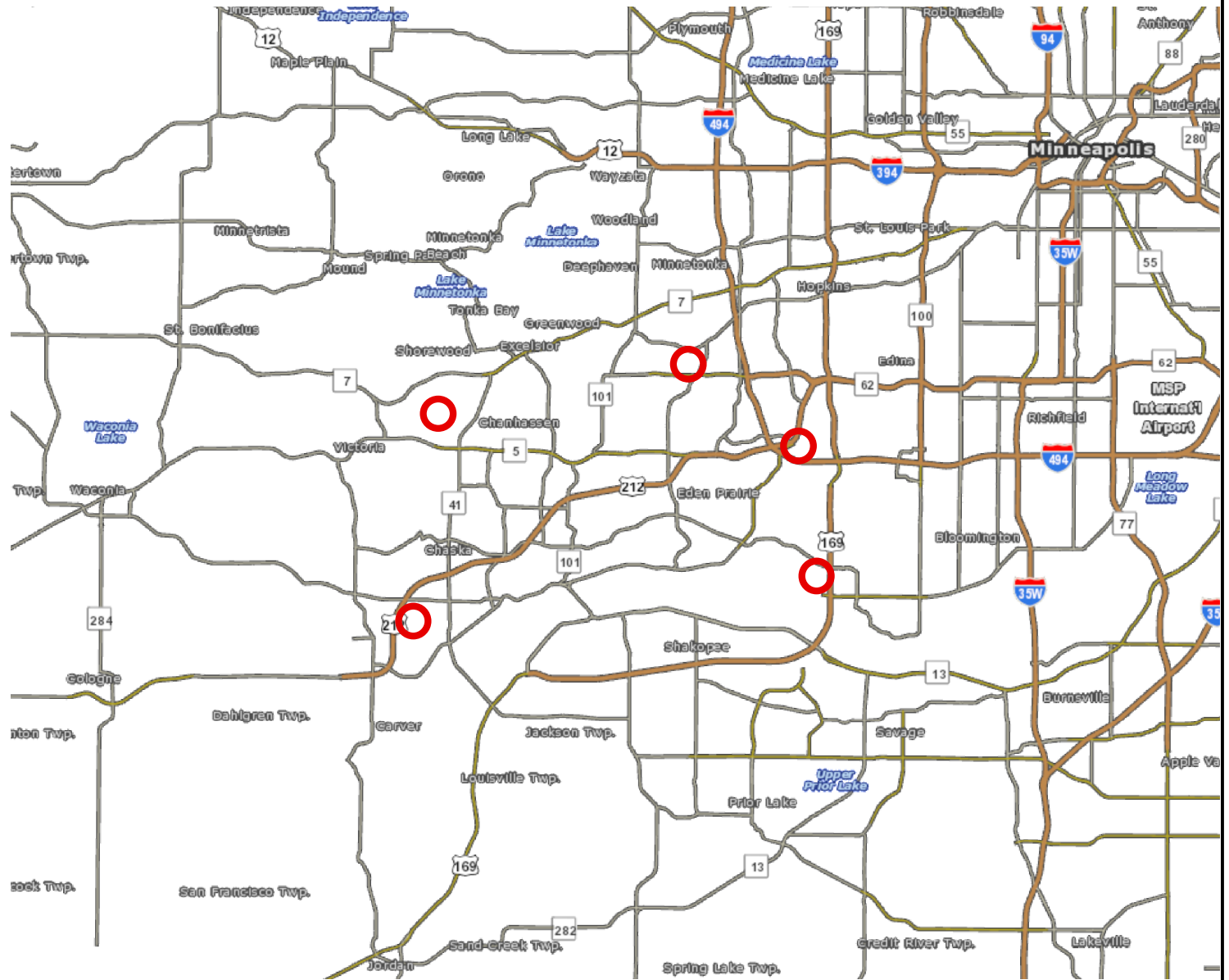
Travel Demand Management | Map ID: 1440602546988

Results

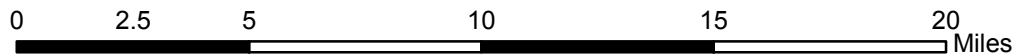
Project IN area of Job Concentration.

Project IN area of Manufacturing and Distribution.

Project **NOT CONNECTED** to area of Education Institutions.



 Project Points



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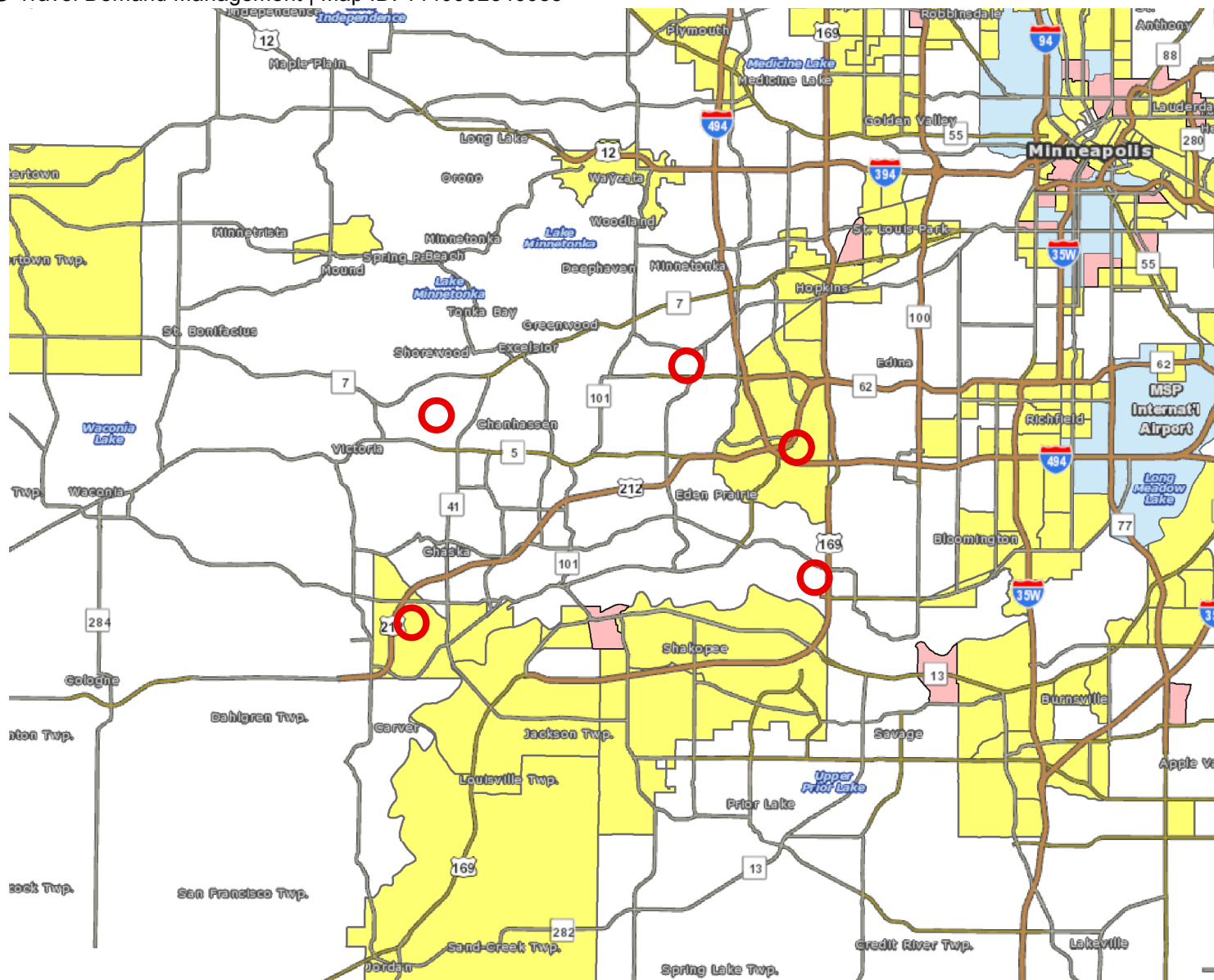


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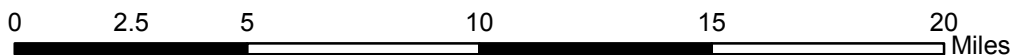


Results

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



- Project Points
- Area of Concentrated Poverty
- Area of Concentrated Poverty > 50% residents of color
- Above reg'l avg conc of race/poverty



Created: 8/26/2015
LandscapeRSA2



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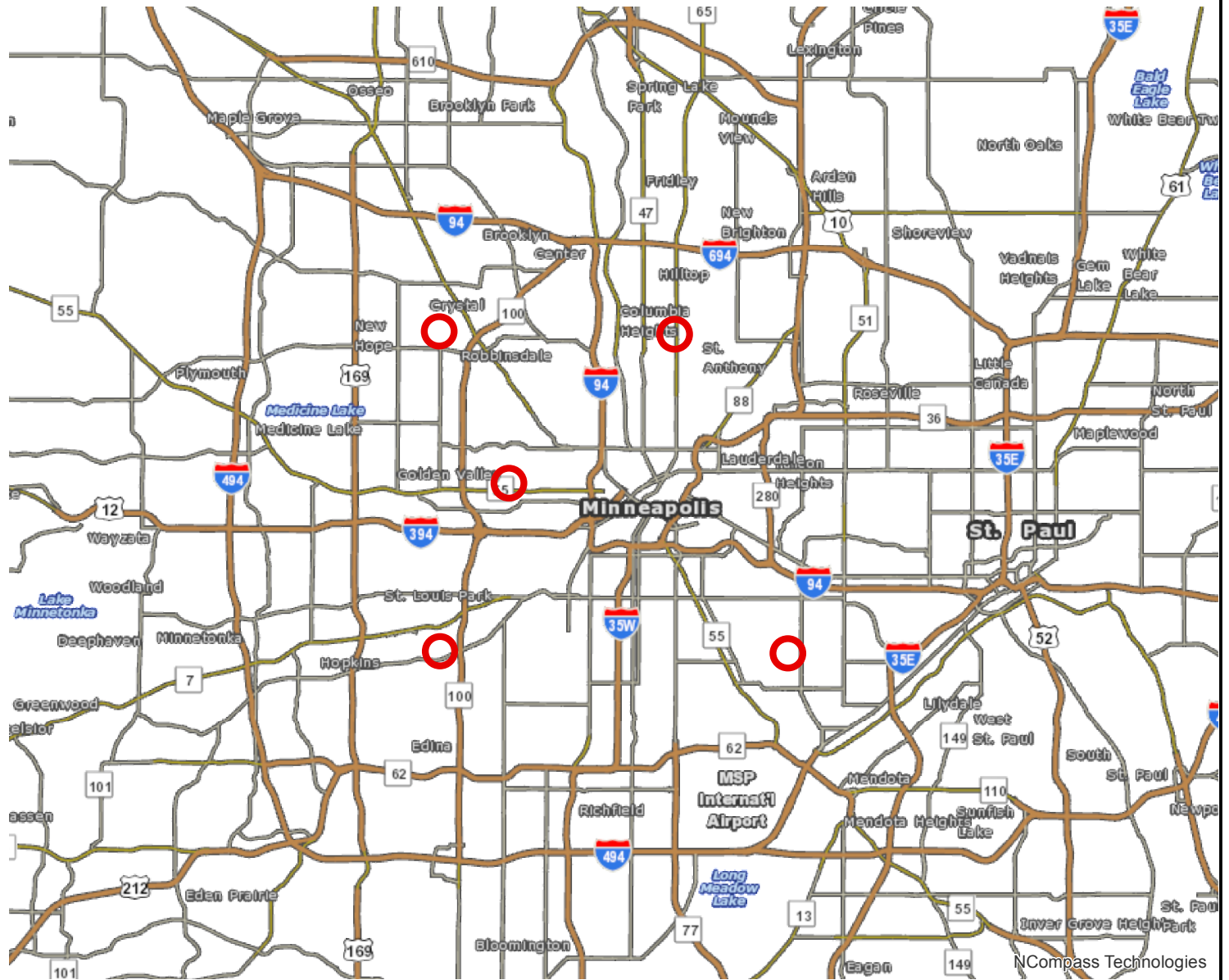


Results

Project NOT IN area of Job Concentration.

Project NOT IN to area of Manufacturing and Distribution.

Project NOT CONNECTED to area of Education Institutions.



 Project Points



Created: 8/26/2015
LandscapeRSA5

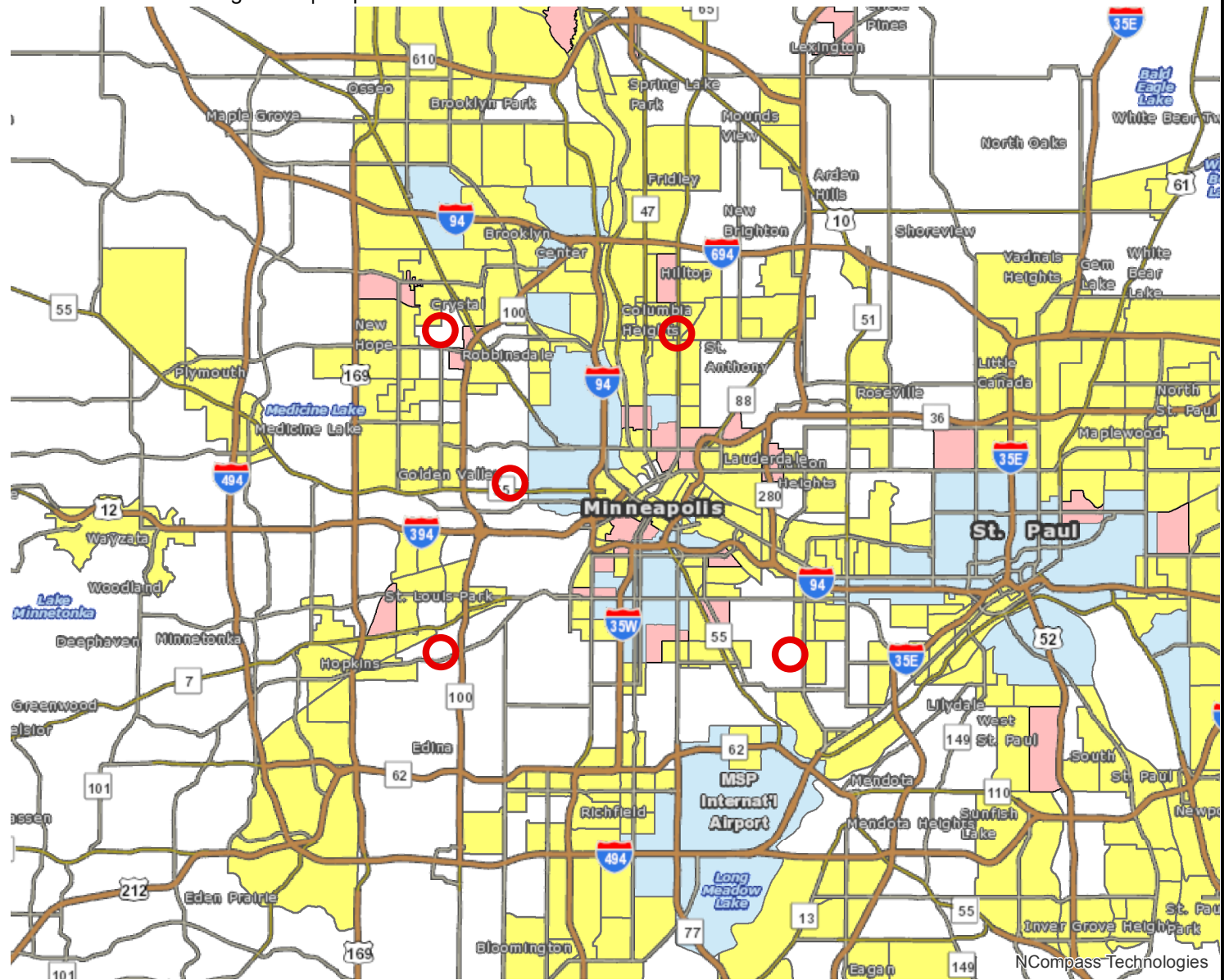






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Results

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



-  Project Points
-  Area of Concentrated Poverty > 50% residents of color
-  Area of Concentrated Poverty
-  Above reg'l avg conc of race/poverty



Created: 8/26/2015
LandscapeRSA2



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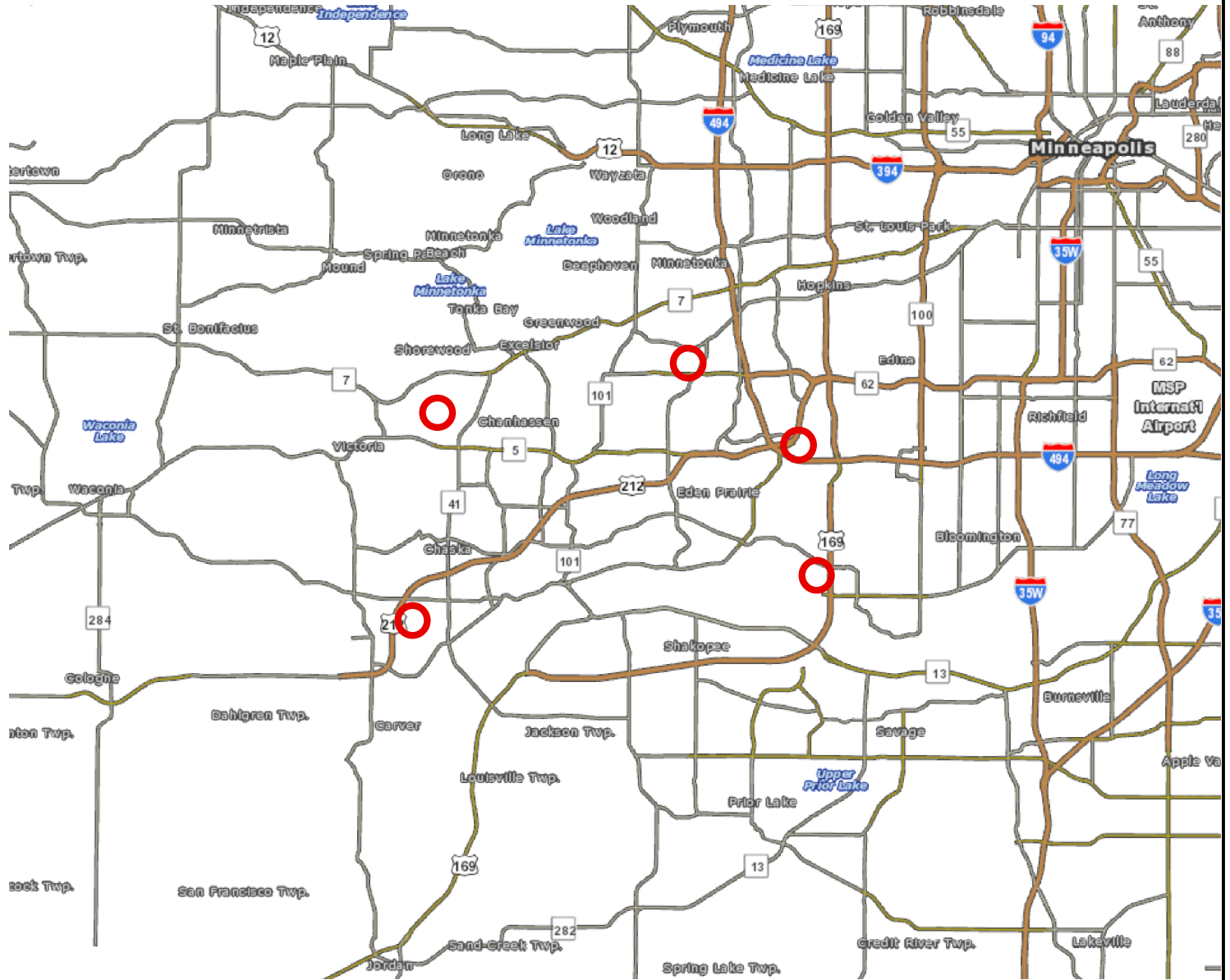


Results

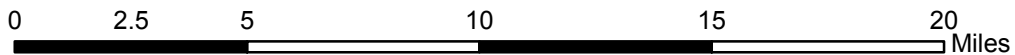
Project IN area of Job Concentration.

Project IN area of Manufacturing and Distribution.

Project NOT CONNECTED to area of Education Institutions.



 Project Points



Created: 8/26/2015
LandscapeRSA5

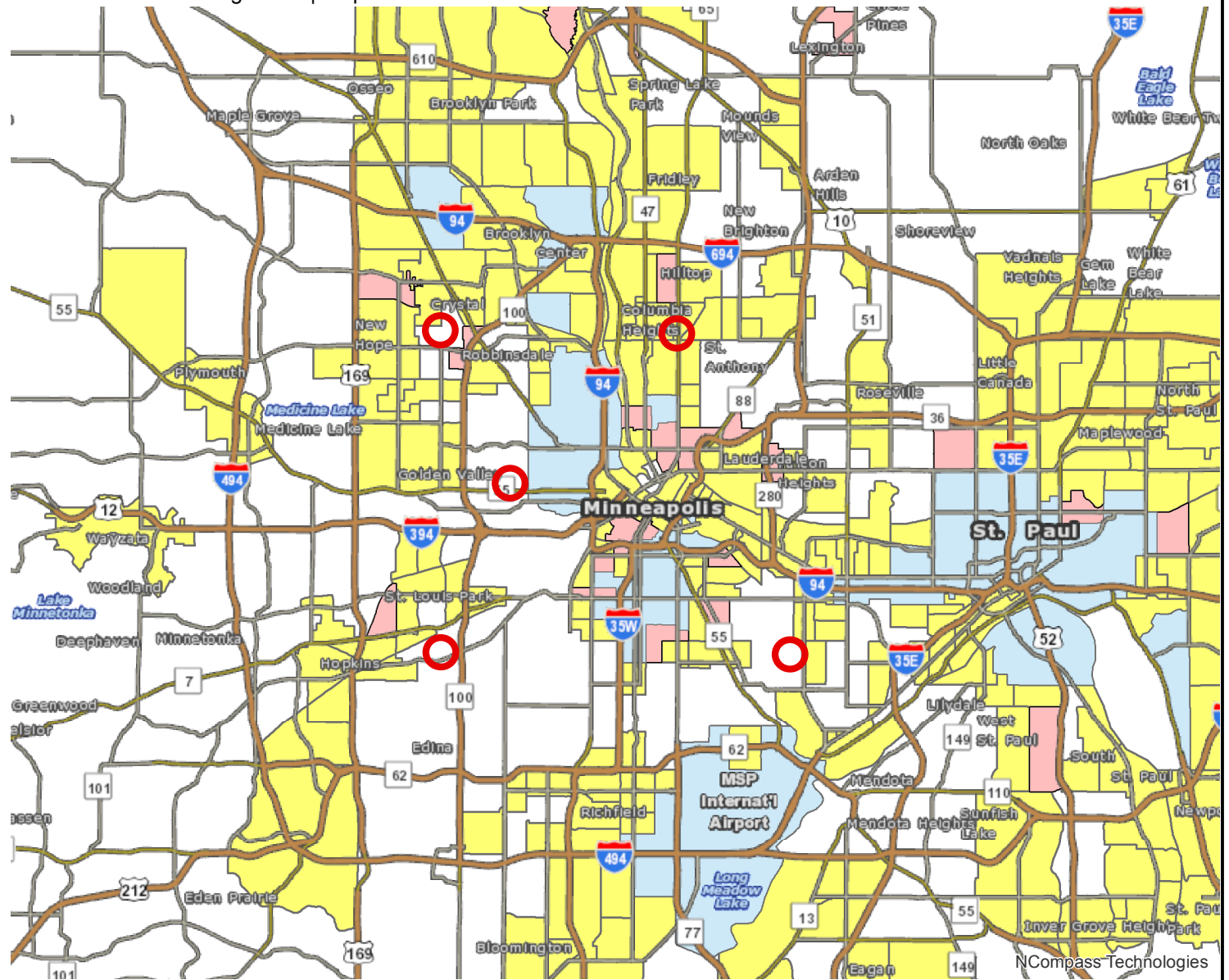






For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

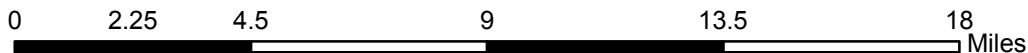


Results

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



-  Project Points
-  Area of Concentrated Poverty > 50% residents of color
-  Area of Concentrated Poverty
-  Above reg'l avg conc of race/poverty



Created: 8/26/2015
LandscapeRSA2



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



2015 Carver County Employer Survey

(Q1) Name of Company	IWCO Direct	Express Employment Professionals	Staff Management SMX	Lake region Medical	Deli Express	Legendary Baking	TEL FSI	Goodall Mfg.
(Q2) Company Address	7951 Powers Blvd, Chanhassen, MN 55317	7876 Century Blvd, Chanhassen, MN 55317	8000 Audubon RD, Chanhassen, MN 55317	340 Lake Hazeltine Drive, Chaska, MN 55318	16101 W 78th St, Eden Prairie, MN 55344	300 Lake Hazeltine Drive, Chaska, MN 55318	3455 Lyman Blvd, Chaska, MN 56071	7558 Washington Ave. S Eden Prairie, MN 55344
(Q3) Primary Contact Person	Bev Lohs	Eric Ronning	Peggy Cohen	Joan Shelley	Melissa Anderson	Tanja Kasier	Nicole Anderson	Kate Karja
(Q4) Primary Contact Phone	(952) 470 6424	(952) 915 2055	(952) 279 7517	(952) 641 8440	(952) 949 1469	(952) 448 2150	(952) 361 7916	(952) 428 6782
(Q5) Primary Contact Email	bev.lohs@iwco.com	eric.ronning@expressp ros.com	pcohen@staffmanagment. com	x	manderson@deliexpr ess.com	tanja.kaiser@legendary baking.com	nicole.anderson@us. tel.com	kkarja@goodall mfg.com
(Q6) Are you employed by a contracted third party recruiting/staffing company?	no	yes, Express Employment Professionals	yes, Staff Management SMX	no	no	no	no	no
(Q7) How many Job openings is your company looking to fill today	105	50	250	25	28	75	7	2

(Q1) Name of Company	IWCO Direct	Express Employment Professionals	Staff Management SMX	Lake region Medical	Deli Express	Legendary Baking	TEL FSI	Goodall Mfg.
(Q8) For What Duration is your company looking to Hire	Full Time and temp-to-hire	mostly temp-to-hire production workers	full time positions/flexible/part time and some temp to perm, heavier volume during Aug-Dec for our clients season. & day a week operation manufacturing	Full time, seasonal, temp and temp to hire	Full time, year round positions on 1st and 2nd shift	Full time and temp-to-hire	Full time and Contract	Full Time and temp-to-hire
(Q9) Please Provide Start and End times for the shifts you are looking to hire	We are a 24/7 operation. The majority of our job openings are for 12-hour shifts on 6am-6pm and 6pm-6am schedules	Primarily 6 or 7 am to 2 or 3pm	1st Shift - 6:30a-3:00p, 2nd shift - 2:30p-11:00p, 3rd shift - 10:30p-7:00a. Part time schedule can be a full shift a few days a week. Flexible schedules that can be four hour block chosen through bid scheduling. & day a week operation with heaviest hit for show rate, 3rd shift and weekends.	1st Shift - 6a-4p, 2nd shift - 4p-2a; weekends - 6a-6p and overnights 6p-6a. Mon-Fri - 8a-5p and 7a-3p	7a-3:30p and 4p-12:30a	1st shift: 4:30a-1p, 6a-2p, 7a-3p 2nd shift: 1p-9p, 2p-10p,3p-10p 3rd shift: 10p-6a	1st shift: 6:30a-3:30p @nd shift: 3p-12a	Full time: 7a-4:30p. Temp to hire: 7a-3:30p (overtime: 5 or 6a- 4:30p)
(Q10) Are start and end times flexible?	no	yes, depends on the company. Roughly 1 hour	no	no	no	no	yes (30 mins)	no

(Q1) Name of Company	IWCO Direct	Express Employment Professionals	Staff Management SMX	Lake region Medical	Deli Express	Legendary Baking	TEL FSI	Goodall Mfg.
(Q11) Please select the days of operation	M,T,W,TH,F,SAT,SUN	M,T,W,TH,F	M,T,W,TH,F,SAT,SUN	M,T,W,TH,F,SAT,SUN	M,T,W,TH,F,SAT	M,T,W,TH,F	M,T,W,TH,F	M,T,W,TH,F
(Q12) What geographic locations are you currently recruiting from to fill current job openings at your company?	Chanhassen, Chaska, Shakopee, Eden Prarie, and surrounding towns in the SW metro, and Minneapolis, St. Paul when placing ads	Within a 30 mile radius in all directions of Chanhassen	Carver, Hennepin ,Mcleod, Scott, Ramsey, Sibley, Wright, and Washington counties	SW and W metro areas primarily, as far west as Hutchinson and as far east as St. Paul area	St. Paul, Minneapolis, any suburbs	Minneapolis, Chaska, Chanhassen, Shakopee, Eden Prairie, Hutchinson, Glencoe, Prior Lake, Savage, Hopkins, Minnetonka, Bloomington, Waconia and Victoria	All over the Metro area	All over the metro area
(Q13) Are you planning to recruit employees from other geographic locations?	yes	yes	yes	yes	yes	yes	yes	yes
(Q14) If you are willing/planning to recruit employees from other geographic locations, where?	We are willing to recruit from Minneapolis, St. Paul, and any of the suburbs surrounding both cities.	Some downtown Minneapolis	Anoka and Chisago County	Anywhere within the Twin Cities metro area	x	anywhere in the metro area	x	more south and west of Eden Praririe

(Q1) Name of Company

IWCO Direct

**Express
Employment
Professionals**

**Staff Management
SMX**

Lake region Medical

Deli Express

Legendary Baking

TEL FSI

Goodall Mfg.

(Q15) Will your company/organization support new services if implemented

yes

yet to be determined

yet to be determined

yet to be determined

yes

yes

yet to be determined

yet to be determined

(Q16) Are you interested in having a member of the SW Transit team meet seperatley with you to discuss conducting a transit fair at your employment site?

yes

no

yes

yes

yes

yes

no

no

Carver County TMA Proposed Budget

	2016	2017	Project Totals
Staffing	\$ 45,000	\$ 45,000	\$ 90,000
Operations (Demand Response/Reverse Commute)	\$ 50,000	\$ 50,000	\$ 100,000
Marketing Materials	\$ 5,000	\$ 5,000	\$ 10,000
Total	\$ 100,000	\$ 100,000	\$ 200,000

Local Match
TDM Grant Funds

\$ 40,000
\$ 160,000.00

\$ 200,000