



Application

04777 - 2016 Transit Expansion

04847 - Town Center Station - LRT Green Line Extension

Regional Solicitation - Transit and TDM Projects

Status: Submitted  
Submitted Date: 07/14/2016 8:43 AM

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## Primary Contact

**Name:\*** Robert Bryon Ellis  
Salutation First Name Middle Name Last Name

**Title:** Public Works Director

**Department:** Public Works

**Email:** rellis@edenprairie.org

**Address:** City of Eden Prairie  
8080 Mitchell Road

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

**Phone:\*** 952-949-8310  
Phone Ext.

**Fax:**

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

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## Organization Information

**Name:** EDEN PRAIRIE, CITY OF

**Jurisdictional Agency (if different):**

Organization Type:

City

Organization Website:

Address:

8080 MITCHELL RD

\*

EDEN PRAIRIE

Minnesota

55344-4485

City

State/Province

Postal Code/Zip

County:

Hennepin

Phone:\*

612-949-8300

Ext.

Fax:

PeopleSoft Vendor Number

0000020939A2

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## Project Information

Project Name

Town Center Station - LRT Green Line Extension

Primary County where the Project is Located

Hennepin

Jurisdictional Agency (If Different than the Applicant):

The City of Eden Prairie seeks a federal grant of \$6,141,560 to fund the construction of the Eden Prairie Town Center (EPTC) Station. EPTC Station will be located along the proposed Southwest Light Rail Transit (SWLRT) METRO Green Line Extension, which will extend service between Minneapolis and Eden Prairie, through the communities of St. Louis Park, Hopkins and Minnetonka (see Figure 8). Figures 7A and 7B provide a site plan and rendering. The existing and proposed conditions are illustrated in Figure 14.

EPTC Station was originally proposed as part of the SWLRT Project. In July 2015, the Metropolitan Council adopted a resolution to defer the station as part of an effort to reduce project costs. This deferment results in a significant gap in accessibility to and from the Twin Cities region. Therefore, the City is leading the initiative to construct EPTC Station. Given that extensive planning and design has been completed, the City is well-positioned to immediately initiate construction upon receiving grant funding.

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

EPTC will serve the area's most transit-dependent population including senior citizens and low-income residents. Several assisted living facilities are located near EPTC (see Figure 10). Furthermore, approximately 1,057 housing units are located within a half-mile of the station of which 44 percent of these units are occupied by low income households earning 60 percent below the area median income.

The close proximity of EPTC Station to employment and commercial centers will serve as an important node along the SWLRT. EPTC is appropriately sited in a dense area consisting of retail, restaurants, multi-family housing and office uses

(see Figures 10 and 11). The station is located on Eden Road adjacent to the Emerson Process Management building which employs over 1,000 employees. Within a half-mile of the EPTC, approximately 15,793 employees are located (see Figure 1). Major destinations in near the station include the Eden Prairie Center, a regional mall consisting of 120 shops and restaurants.

Ridership at EPTC will be generated by multiple users including employees, visitors and residents. The EPTC will result in the addition of approximately 550 daily weekday boardings (third-year of service), and an annual ridership increase of 182,050.

The City will contribute a 20 percent match, or \$1,535,390 of the total project cost, \$7,676,950. The City is prepared to advance construct this project to allow construction to begin in 2018. The City has funds identified in their CIP to pre-fund this grant.

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

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

CMAQ, Eden Prairie Town Center Station, Construction of Transit Station

**Project Length (Miles)**

0.15

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## 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**

\$6,141,560.00

**Match Amount**

\$1,535,390.00

*Minimum of 20% of project total*

**Project Total**

\$7,676,950.00

**Match Percentage**

20.0%

*Minimum of 20%*

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

**Source of Match Funds****City Capital Improvement Program Funding**

*A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources*

**Preferred Program Year**

**Select one:** 2020

*For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.*

**Additional Program Years:** 2018, 2019

*Select all years that are feasible if funding in an earlier year becomes available.*

**Specific Roadway Elements**

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Mobilization (approx. 5% of total cost)	\$333,419.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$303,207.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$117,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$46,800.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$280,800.00
Turf - Erosion & Landscaping	\$15,600.00
Bridge	\$0.00
Retaining Walls	\$1,045,638.00
Noise Wall (do not include in cost effectiveness measure)	\$0.00
Traffic Signals	\$62,400.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$220,486.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$2,425,350.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$0.00
Sidewalk Construction	\$120,471.00
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	\$140,400.00
Streetscaping	\$292,530.00
Wayfinding	\$62,400.00
Bicycle and Pedestrian Contingencies	\$65,480.00
Other Bicycle and Pedestrian Elements	\$39,000.00
<b>Totals</b>	<b>\$720,281.00</b>

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$2,915,285.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$976,560.00
Vehicles	\$0.00
Contingencies	\$389,184.00
Right-of-Way	\$250,289.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$4,531,318.00</b>

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## Transit Operating Costs

<b>Number of Platform hours</b>	0
<b>Cost Per Platform hour (full loaded Cost)</b>	\$0.00

Subtotal	\$0.00
Other Costs - Administration, Overhead,etc.	\$0.00

## Totals

Total Cost	\$7,676,949.00
Construction Cost Total	\$7,676,949.00
Transit Operating Cost Total	\$0.00

## Project Information-Transit and TDM

County, City, or Lead Agency	City of Eden Prairie
Zip Code where Majority of Work is Being Performed	55344
(Approximate) Begin Construction Date	10/01/2018
(Approximate) End Construction Date	12/01/2020
Name of Park and Ride or Transit Station:	Eden Prairie Town Center

*i.e., MAPLE GROVE TRANSIT STATION*

### TERMINI:(Termini listed must be within 0.3 miles of any work)

From:  
(Intersection or Address)

To:  
(Intersection or Address)

*DO NOT INCLUDE LEGAL DESCRIPTION*

Or At: Eden Road

Primary Types of Work

Transit Station, bicycle and pedestrian facilities, lighting, streetscaping, wayfinding, roadway construction, retaining walls

*Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER,STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, PARK AND RIDE, ETC.*

## Requirements - All Projects

### All Projects

1.The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

2.The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan objectives and strategies that relate to the project.

### Goal C: Access to Destinations (p. 2.8)

#### Objectives:

-Increase transit ridership and the share of trips taken using transit, bicycling and walking. (p. 2.8)

-Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities particularly for historically under-represented populations. (p. 2.8)

#### Strategies:

-Strategy C11: The Council and regional transit providers will expand and modernize transit service, facilities, systems, and technology, to meet growing demand, improve the customer experience, improve access to destinations, and maximize the efficiency of investments. (p. 2.9)

### Goal D: Competitive Economy (p. 2.11)

#### Objectives:

-Improve multimodal access to regional job concentrations identified in Thrive MSP 2040. (p. 2.11)

#### Strategies:

-Strategy D3: The Council and its partners will invest in regional transit and bicycle systems that improve connections to jobs and opportunity, promote economic development, and attract and retain businesses and workers in the region on the established transit corridors. (p. 2.11)

### Goal E: Healthy Environment (p. 2.12)

#### Objectives:

-Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy

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



communities and active car-free lifestyles. (p. 2.12)

Strategies:

-Strategy E1: Regional transportation partners recognize the role of transportation choices in reducing emissions and will support state and regional goals for reducing greenhouse gas and air pollutant emissions. The Council will provide information and technical assistance to local governments in measuring and reducing transportation-related emissions. (p. 2.12)

Goal F: Leveraging Transportation Investments to Guide Land Use (p. 2.14)

Objectives:

-Encourage local land use design that integrates highways, streets, transit, walking, and bicycling. (p. 2.14)

Strategies:

-Strategy F4: Local governments will identify opportunities for and adopt guiding land use policies that support future growth around transit stations and near high-frequency transit service. The Council will work with local governments in this effort by providing technical assistance and coordinating the implementation of transit-oriented development. The Council will also prioritize investments in transit expansion in areas where infrastructure and development patterns to support a successful transit system are either in place or committed to in the planning or development process. (p. 2.15)

*3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.*

- Southwest LRT Community Works, Southwest Corridor Investment Framework Transitional Station Area Action Plan (TSAAP): pages 16.1 through 16.24

- City of Eden Prairie Comprehensive Guide Plan (October 20, 2009): pages 5-1 through 5-2, 5-15

**List the applicable documents and pages:**

- 2030 Hennepin County Transportation Systems Plan: pages 4-18 and 4-19

- 2015-2024 City of Eden Prairie Capital Improvement Plan: pages 66-71, 101, 104

- 2040 Transportation Policy Plan: Appendix C, page C.19

*4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.*

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

*5. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.*

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

*6. Applicants must not submit an application for the same project elements in more than one funding application category.*

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

*7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.*

**Transit Expansion:** \$500,000 to \$7,000,000

**Travel Demand Management (TDM):** \$75,000 to \$300,000

**Transit System Modernization:** \$100,000 to \$7,000,000

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

*8. The project must comply with the Americans with Disabilities Act.*

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

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

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

*10. 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**

11. 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**

12. 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**

13. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

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## Requirements - Transit and TDM Projects

### For Transit Expansion Projects Only

1. The project must provide a new or expanded transit facility or service (includes peak, off-peak, express, limited stop service on an existing route, or dial-a-ride).

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

2. The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing the service or facility project beyond the initial three-year funding period for transit operating funds.

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

3. The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application.

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

### Transit Expansion and Transit System Modernization projects only:

4. The applicant must affirm that they are able to implement a Federal Transit Administration (FTA) funded project in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices. Furthermore, the applicant must certify that they have the technical capacity to carry out the proposed project and manage FTA grants in accordance with the grant agreement, sub recipient grant agreement (if applicable), and with all applicable laws. The applicant must certify that they have adequate staffing levels, staff training and experience, documented procedures, ability to submit required reports correctly and on time, ability to maintain project equipment, and ability to comply with FTA and grantee requirements.

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

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 15793

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 591

Existing employment outside 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)

Upload the "Letter of Commitment" on the 'Other Attachments' Form.

**Existing Post-Secondary Enrollment outside 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)**

Upload the "Letter of Commitment" on the 'Other Attachments' Form.

**Explanation of last-mile service, if necessary (Limit 1,400 characters; approximately 200 words):**

Upload Map

1468438099859\_EPTC\_Figures1&2\_PopSummary and Regional Economy.pdf

## Measure B: Transit Ridership

Select multiple routes

Existing transit routes directly connected to the project

684, 687, 690, 691, 692, 694, 695, 697, 698, 699

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

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

Upload Map

1468447001599\_EPTC\_Figure 3\_Transit Connections.pdf

## Response

Met Council Staff Data Entry Only

Average number of weekday trips

0

## A Measure:

Service Type

Transitways

New Annual Ridership (Integer Only)

182050

Forecast data used to estimate new annual ridership was based on the Metropolitan Council travel demand model. The model was validated using the Metro Transit 2010 bus network and other transit providers in the region. Validation of the model incorporated park and ride volumes and capture areas inside and near the study area for both rail and bus using the region's On-Board Survey and Park and Ride Survey. Additionally, peak and off-peak transit speed look-up tables were created to more closely match scheduled run times.

The model was based on an existing year of 2014 and horizon year of 2035. The existing year, No Build scenario included the METRO Green Line LRT in the 2010 validation transit network as it opened for service in June 2014. Other minor bus network changes were also incorporated into the existing year scenario.

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

The 2035 transit network is based on the Metropolitan Council's Transportation Policy Plan and includes several major transportation projects. These projects include an extension to the Blue Line (Bottineau LRT), the Red Line (Cedar Avenue BRT), the Orange Line (I-35 BRT), the Gold Line (Gateway BRT), and four other Arterial Bus Rapid Transit projects on Snelling Avenue, Chicago-Emerson/Fremont Avenues, American Boulevard, and Penn Avenue.

The model segments trips by peak (6:45 - 9:30 a.m. and 2:30 - 6:00 p.m.) and off-peak (all other times) periods. Furthermore, the model segments trips into eight trip purposes: Home-Based Work, Home-Based Other, Home-Based Shopping, Home-Based School, Home-Based Work-Related, Home-Based University, Non-Home-Based Work, and Non-Home-Based Other. Additionally, trips are

categorized into 0-car, 1-car, 2-car, and 3 or more car households for each trip purpose except for Home-Based University, Non-Home Based Work, and Non-Home-Based Other.

For the purposes of the analysis, the region is divided into 19 districts. Four districts enclose the rail line itself, four districts compose the main park and ride capture area for the line, four districts contain the central business district and surrounding areas where transfers are likely to be high, and the rest of the region is divided into seven districts primarily along county lines.

**Describe Methodology: How Park-and-Ride and Express Route Projections were calculated and which Urban and Suburban Local Route(s) were selected**  
(Limit 2,800 characters; approximately 400 words)

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## Measure A: Project Location and Impact to Disadvantaged Populations

Select One:

Projects service directly connects to Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50)

Projects service directly connects to Area of Concentrated 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

Eden Prairie Town Center (EPTC) Station will improve access to major employment centers, retail and commercial destinations. The project area directly connects to census tracts that are above the regional average for population in poverty or population of color as shown in the attached Socio-Economic Conditions map (Figure 4).

EPTC Station will provide a reliable transportation alternative for the area's most transit dependent population. Residences within the immediate vicinity of EPTC Station represents a greater proportion of multi-family, high density housing units compared to the City and surrounding area. Housing units in close proximity to EPTC Station are almost entirely large apartment buildings consisting of 20 or more housing units per building.

According to the Southwest LRT Housing Gaps Analysis (Marquette Advisors, September 2014), of the 1,057 housing units within this radius, approximately 44 percent, or 465 housing units, are affordable to households earning less than 60 percent of the area median income. Based on the number of affordable and subsidized housing units within one mile of EPTC Station, there are approximately 1,113 disadvantaged residents within the project area. Figure 5 illustrates the locations of affordable housing in close proximity to EPTC Station.

Based on the Southwest Corridor-Wide Housing Inventory (Maxfield Research, Inc., March 2013), the non-white minority populations within the immediate vicinity of EPTC Station are among the highest along the SWLRT Corridor. Within a half-mile radius of the station, the non-white minority population represents approximately 53 percent of the total population.

Response (Limit 2,800 characters; approximately 400 words):

Furthermore, populations located along the SWLRT Corridor will gain access to the employment centers and major commercial destinations concentrated around EPTC Station. EPTC Station is located directly within a Job and Activity Center, defined as "a contiguous area where there are at least 1,000 jobs and the employment density is at least 10 jobs per net acre." Areas east and west of EPTC Station are considered manufacturing/distribution centers. As shown on the attached Regional Economy Map (Figure 2), approximately 24,188 jobs and 6,403 manufacturing and distribution jobs are located within a one-mile radius of EPTC Station. EPTC Station will expand access to the numerous employment opportunities in the vicinity of the station as well as to populations located in downtown Minneapolis and Saint Paul, and the communities along the SWLRT.

[Upload Map](#)

1468447203521\_EPTC\_Figure 4\_Socio-Economic Conditions.pdf

### Measure B: Affordable Housing

City/Township	Number of Stops in City/Township
City of Eden Prairie	1.0
	1

### 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
		0	0	0	0

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

Total Number of Stops in City	1.0
Total Housing Score	0



## Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	550
Distance from Terminal to Terminal (Miles)	14.5
VMT Reduction	7975.0
CO Reduced	19060.25
NOx Reduced	1276.0
CO2e Reduced	2923635.0
PM2.5 Reduced	39.875
VOCs Reduced	239.25
Total Emissions Reduced	2944250.0

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

Several existing multimodal connections are located in the vicinity of EPTC Station as shown in Figure 6. EPTC Station is located approximately a half-mile from SouthWest Station served by the SouthWest Transit express bus service. Four routes operate in the immediate vicinity of EPTC Station along Eden Prairie Center Drive and Technology Drive. Buses are equipped with bike racks and bike rentals are available seasonally at SouthWest Station. Planned transit routes include the Green Line Extension and American Boulevard Arterial Bus Rapid Transit (BRT). The existing and planned transit network accommodates bicyclists and extends the distance bicyclists and pedestrians are able to commute.

Under existing conditions, the area surrounding the EPTC Station consists of large block sizes and wide roadways, which creates a challenging environment for pedestrians and there are no existing roads or sidewalk connections to the proposed station platform.

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

The EPTC Station Project will include wayfinding, paved sidewalk facilities, pedestrian-scale lighting, and streetscaping improvements. As a part of a future, separate project, the greater area surrounding the station will be transformed into a traditional street grid design that will create a more organized and safer environment for pedestrians and bicyclists. As shown in Figures 13 and 14, new sidewalks, trails and roadways are proposed to provide multimodal access to the station, improve pedestrian and bicyclist safety, and create a vibrant pedestrian-oriented town center. The design of the proposed station supports the pedestrian-oriented vision of the area.

As a separate project, new roadways will be constructed that will extend from Eden Road, west to the station. Additionally, a new roadway

envisioned as a main street will extend north from Singletree Lane to Technology Drive adjacent to EPTC Station. Eden Road and the planned main street will be designed as complete streets, which will accommodate multiple modes of transportation and provide access to EPTC Station.

Additionally, safe and convenient pedestrian and bicycle connections will be constructed to nearby regional trails along Flying Cloud Drive, Prairie Center Drive, Technology Drive and at Purgatory Creek Park as a separate project. Additional pedestrian crossings will be improved along key roadways including Singletree Lane, Flying Cloud Drive, Prairie Center Drive and Eden Road. Bicycle improvements will include on-street bicycle facilities on the proposed main street and Singletree Lane. Additionally, bicycle parking areas, and benches are proposed near the station platform.

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## Transit Projects Not Requiring Construction

*If the applicant is completing a transit or TDM application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.*

*Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.*

**Check Here if Your Transit Project Does Not Require Construction**

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## 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**

05/01/2016

**3)Environmental Documentation (5 Percent of Points)**

**EIS**

Yes

**EA**

**PM**

**Document Status:**

**Document approved (include copy of signed cover sheet)**

100%

**Document submitted to State Aid for review**

Yes

05/13/2016

75%

date submitted

**Document in progress; environmental impacts identified; review request letters sent**

50%

**Document not started**

0%

**Anticipated date or date of completion/approval**

08/15/2016

**4)Review of Section 106 Historic Resources (10 Percent of Points)**

**No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge**

Yes

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%

**Unsure if there are any historic/archaeological resources in the project area**

0%

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

08/15/2016

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

**5)Review of Section 4f/6f Resources (10 Percent of Points)**

4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?  
6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

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

100%

**No impact to 4f property. The 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%

**Project impacts to Section 4f/6f resources likely coordination/documentation has begun**

50%

**Project impacts to Section 4f/6f resources likely coordination/documentation has not begun**

30%

**Unsure if there are any impacts to Section 4f/6f resources in the project area**

0%

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

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

100%

**Right-of-way, permanent or temporary easements has/have been acquired**

100%

**Right-of-way, permanent or temporary easements required, offers made**

75%

**Right-of-way, permanent or temporary easements required, appraisals made**

50%

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

25%

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

0%

**Right-of-way, permanent or temporary easements identification has not been completed**

0%

Anticipated date or date of acquisition 10/01/2017

**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)Interchange Approval (15 Percent of Points)\***

*\*Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

Project does not involve construction of a new/expanded interchange or new interchange ramps Yes

100%

Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

100%

Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

0%

**9)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 Yes

50%

Construction plans have not been started

0%

Anticipated date or date of completion 06/01/2016

**10)Letting**

**Measure: Cost Effectiveness of Emissions Reduction**

<b>Total Annual Operating Cost:</b>	\$0.00
<b>Total Annual Capital Cost of Project</b>	\$109,671.00
<b>Total Annual Project Cost</b>	\$109,671.00

**Assumption Used (Limit 1400 Characters; approximately 200 words):**

The total project cost was estimated to be \$7,676,950, which includes costs associated with the construction of the transit station, roadway improvements, and bicycle and pedestrian facilities. Cost estimates are based on 2015 dollar value. Costs associated with design and construction management services were not included in the total project cost. A 10 percent contingency for transit, roadway, and bicycle and pedestrian elements was included in the total project cost as shown in the TAB-Eligible Project Costs table.

The total annual capital cost of the project was calculated to be \$109,671 based on the sum of total project costs (\$7,676,950) divided by the FTA "years of useful life" of the facility, which is 70 years for transit station facilities.

*(Limit 1400 Characters; approximately 200 words)*

**Points Awarded in Previous Criteria**

<b>Cost Effectiveness</b>	\$0.00
---------------------------	--------

**Other Attachments**

<b>File Name</b>	<b>Description</b>	<b>File Size</b>
EPTC_All Figures & Photographs.pdf	All figures and existing conditions photographs	10.9 MB
EPTC_Independent Utility Letter_07.07.2016.pdf	Eden Prairie Letter regarding independent utility	393 KB
EPTC_Metro Transit Letter - Environmental Review Status.pdf	Metro Transit Letter regarding environmental review status	280 KB
EPTC_Metro Transit Letter of Support.pdf	Metro Transit Letter of Support	784 KB

# Population Summary

## Figure 1

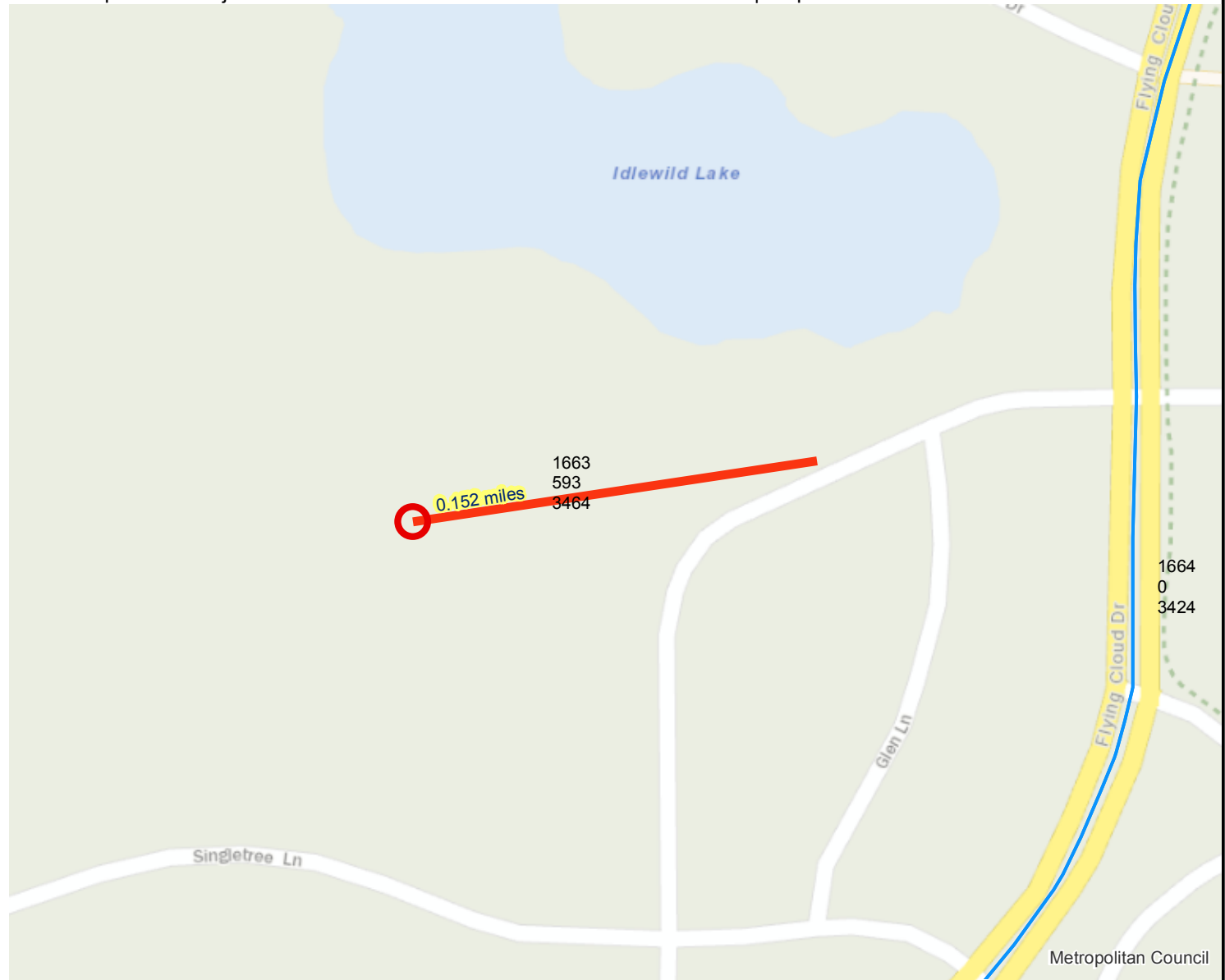
Transit Expansion Project: Town Center Station - LRT Green Line Extension | Map ID: 1465572533401

### Results

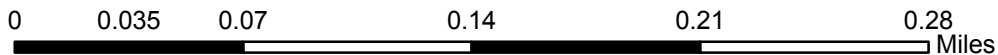
Within QTR Mile of project:  
 Total Population: 593  
 Total Employment: 3464

Within HALF Mile of project:  
 Total Population: 5505  
 Total Employment: 15793

Within ONE Mile of project:  
 Total Population: 12269  
 Total Employment: 23614



○ Project Points     2010 TAZ  
— Project    📍 School



Created: 6/10/2016  
 LandscapeRSA4



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





# Regional Economy

## Figure 2

Transit Expansion Project: Town Center Station - LRT Green Line Extension | Map ID: 1465572533401

### Results

**WITHIN ONE MI** of project:

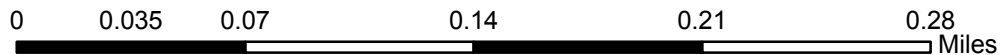
Total Population: 13042  
Total Employment: 24188  
Mfg and Dist Employment: 6403

Postsecondary Students:  
591



NCompass Technologies

- Project Points
- PostSecondary Education Centers
- Job Concentration Centers
- Project
- Manufacturing/Distribution Centers



Created: 6/10/2016  
LandscapeRSA5



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



Figure 3

Results

Transit with a Direct Connection to project:

\*Green Line Extension

Transit within QTR mile of project:

\*Green Line Extension

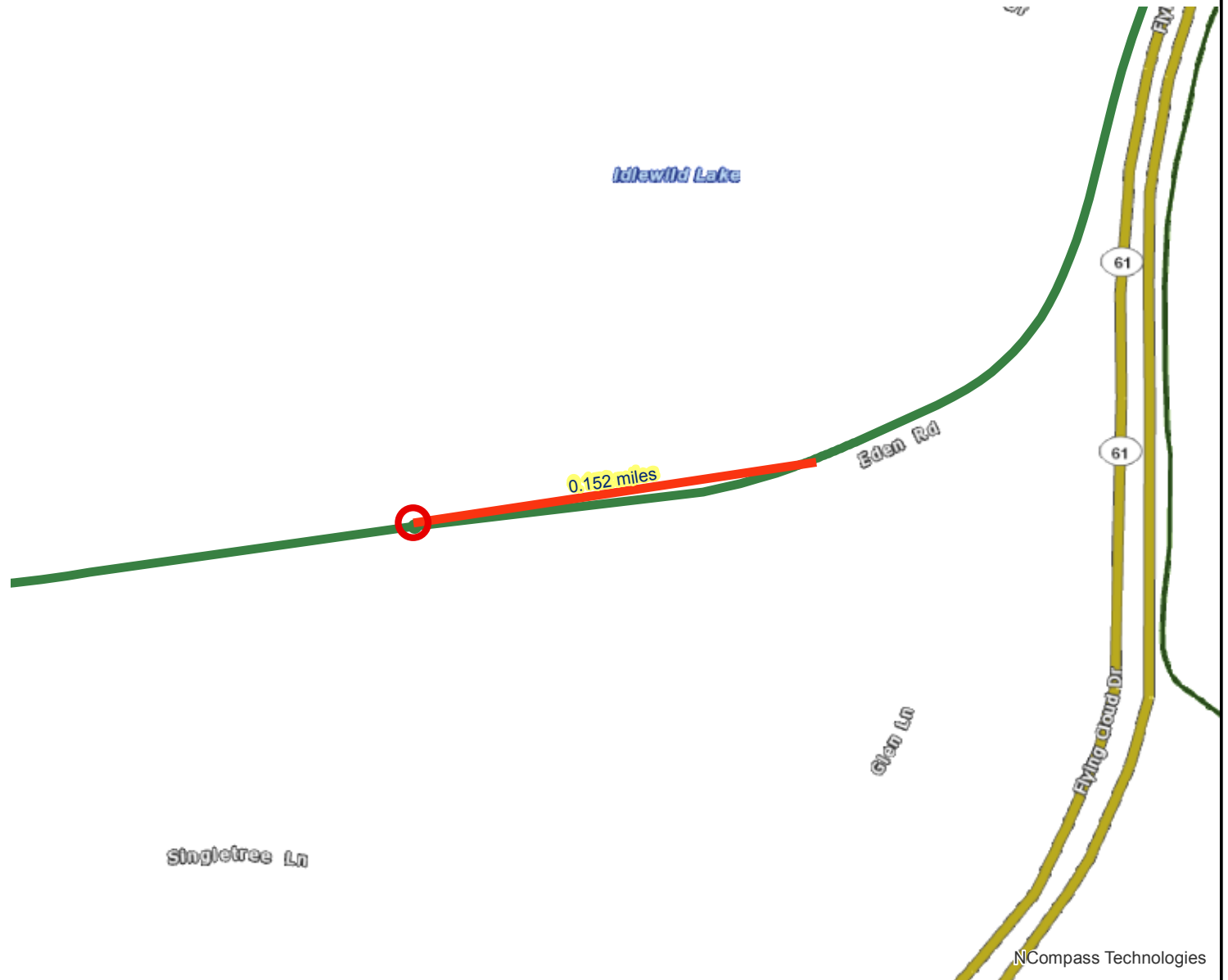
Transit within HALF mile of project:

684 687 690 691 692 694 695 697 698 699

\*American

\*Green Line Extension

\*indicates Planned Alignments



NCompass Technologies



Project Points



Active Stop



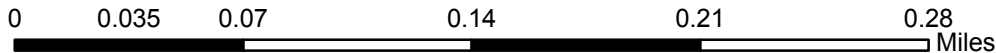
Project



Light Rail, Green Line Extension

Planned Alignments

Light Rail, Green Line Extension



Created: 6/10/2016  
LandscapeRSA3



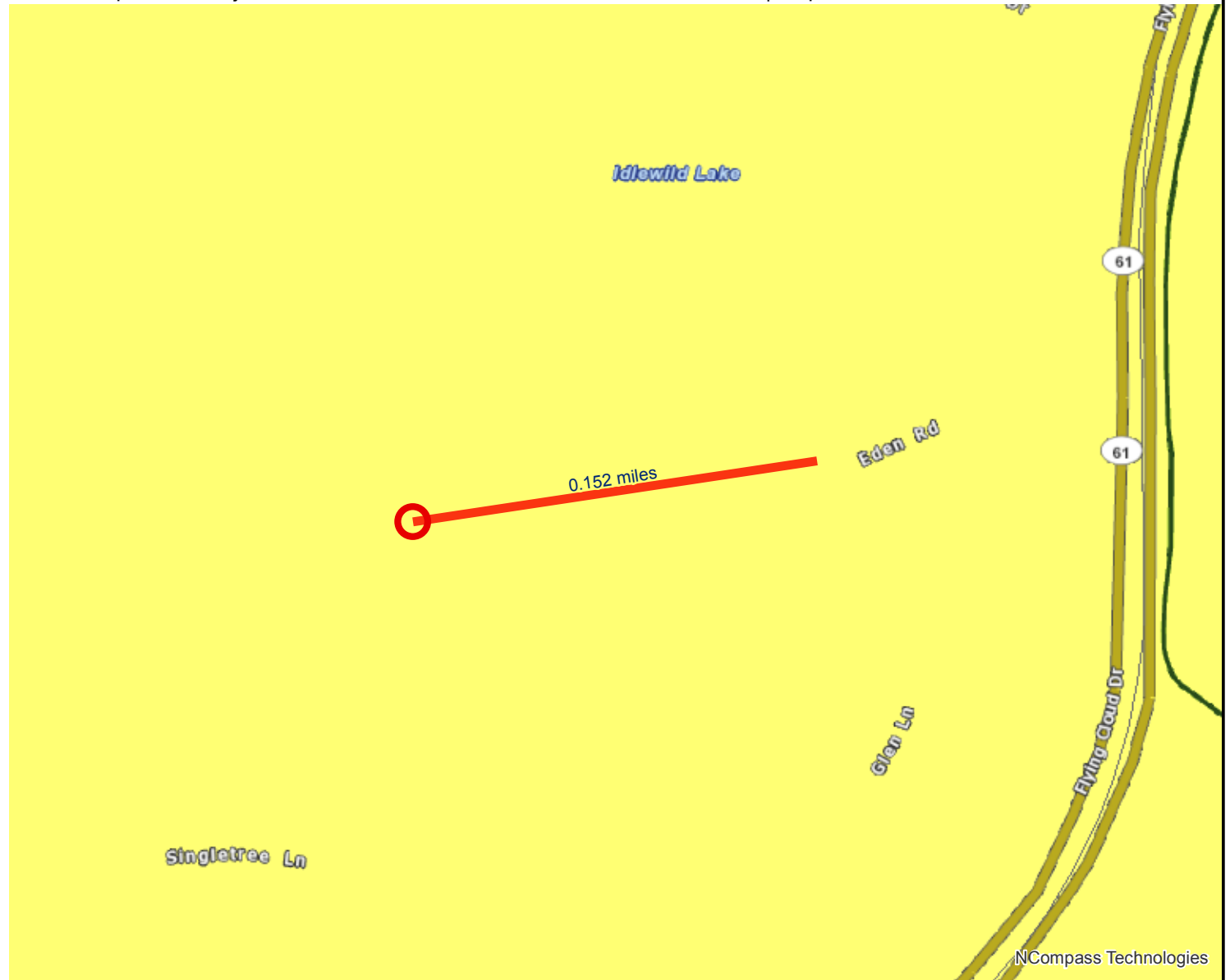
For complete disclaimer of accuracy, please visit  
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### Figure 4

#### Results

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



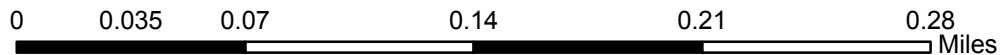
Project Points

Project

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty



Created: 6/10/2016  
LandscapeRSA2



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



# Population Summary Figure 1

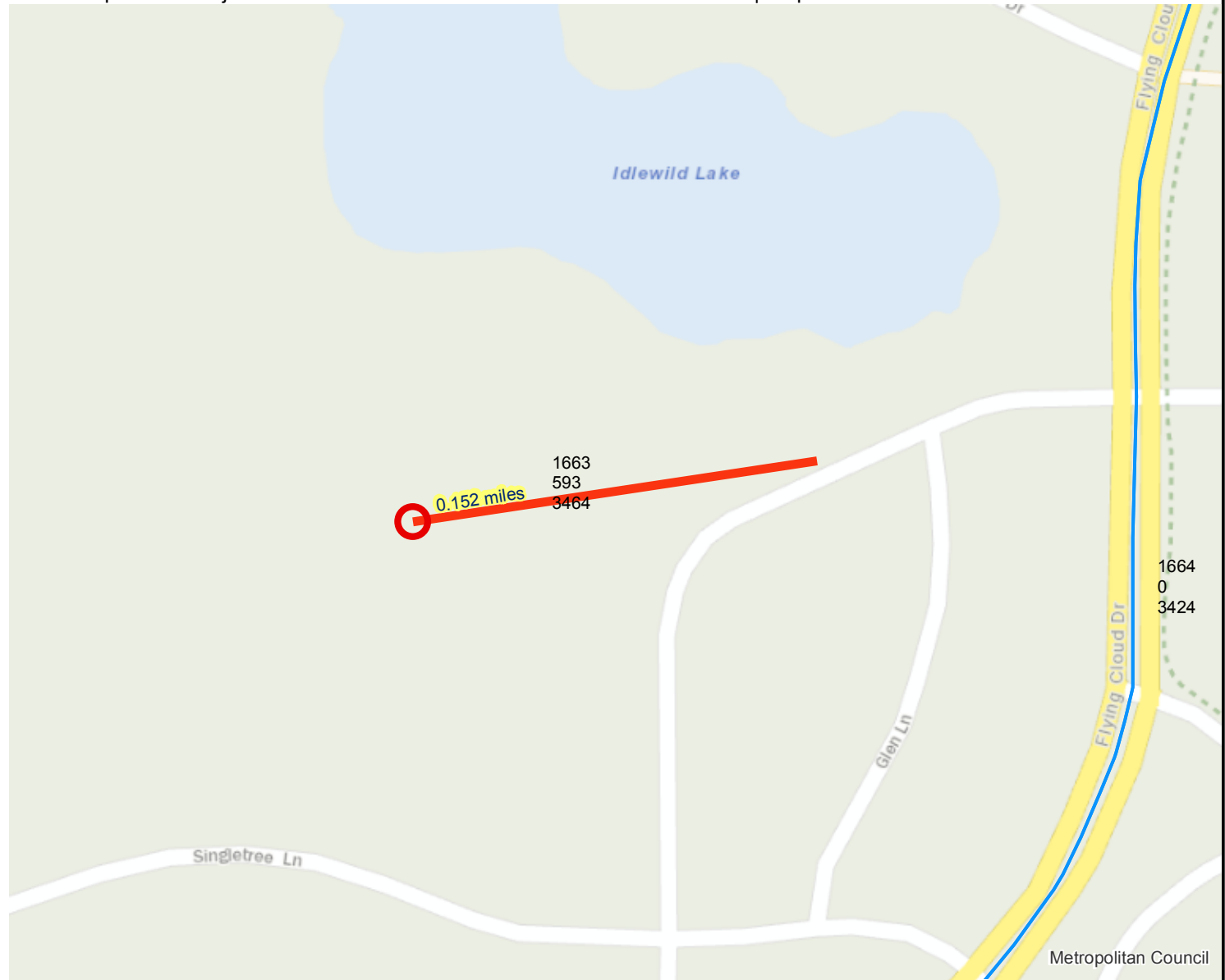
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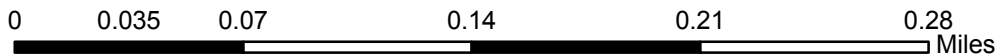
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Total Population: 12269  
Total Employment: 23614



 Project Points  2010 TAZ

 Project  School



Created: 6/10/2016  
LandscapeRSA4



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# Regional Economy

## Figure 2

Transit Expansion Project: Town Center Station - LRT Green Line Extension | Map ID: 1465572533401

### Results

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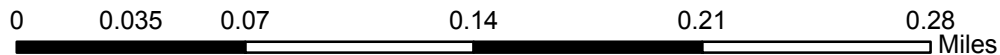
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NCompass Technologies

- Project Points
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- Job Concentration Centers
- Project
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Created: 6/10/2016  
 LandscapeRSA5



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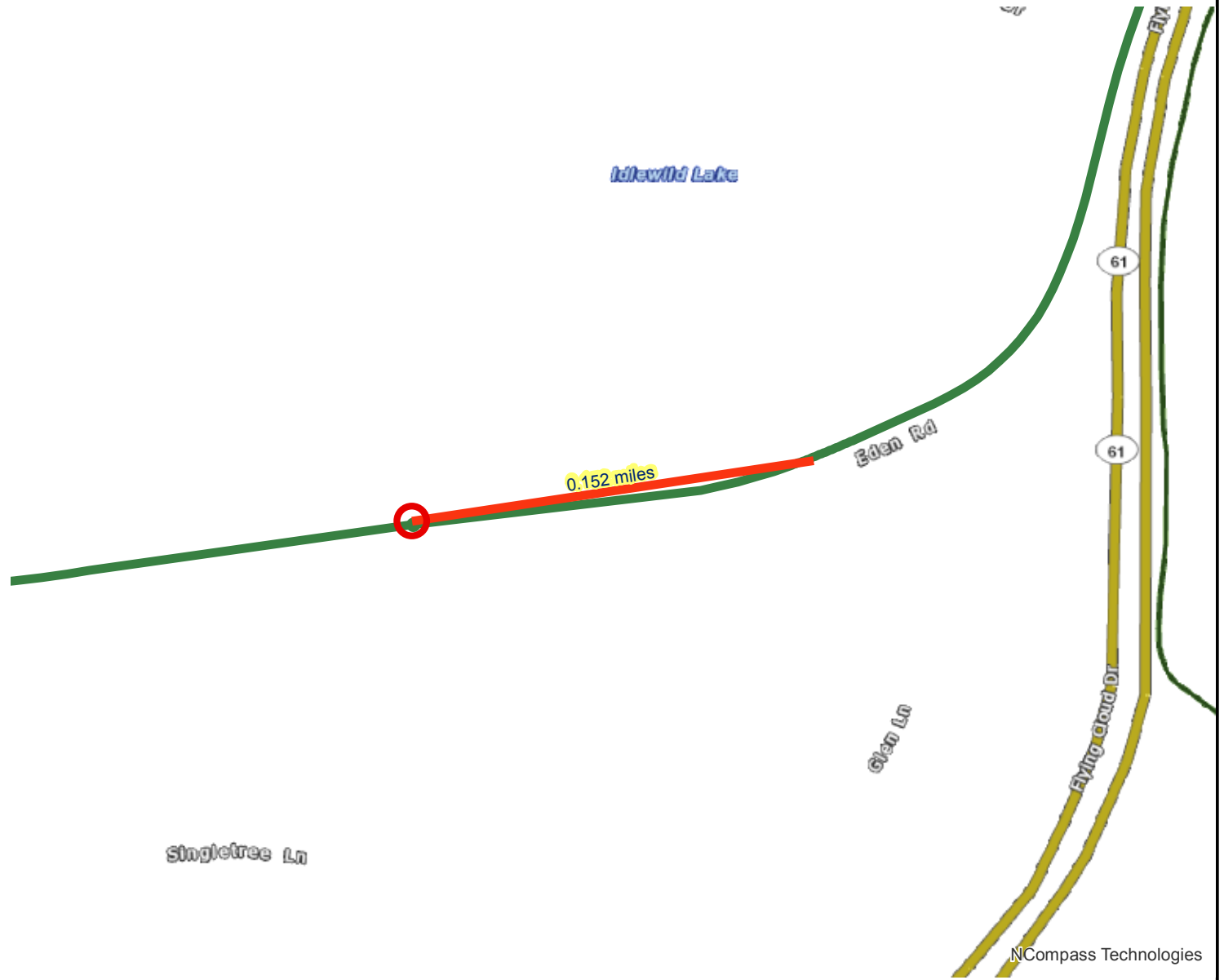
Transit within HALF mile of project:

684 687 690 691 692 694 695 697 698 699

\*American

\*Green Line Extension

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NCompass Technologies



Project Points



Active Stop



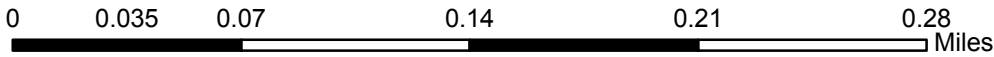
Project



Light Rail, Green Line Extension

Planned Alignments

Light Rail, Green Line Extension



Created: 6/10/2016  
LandscapeRSA3



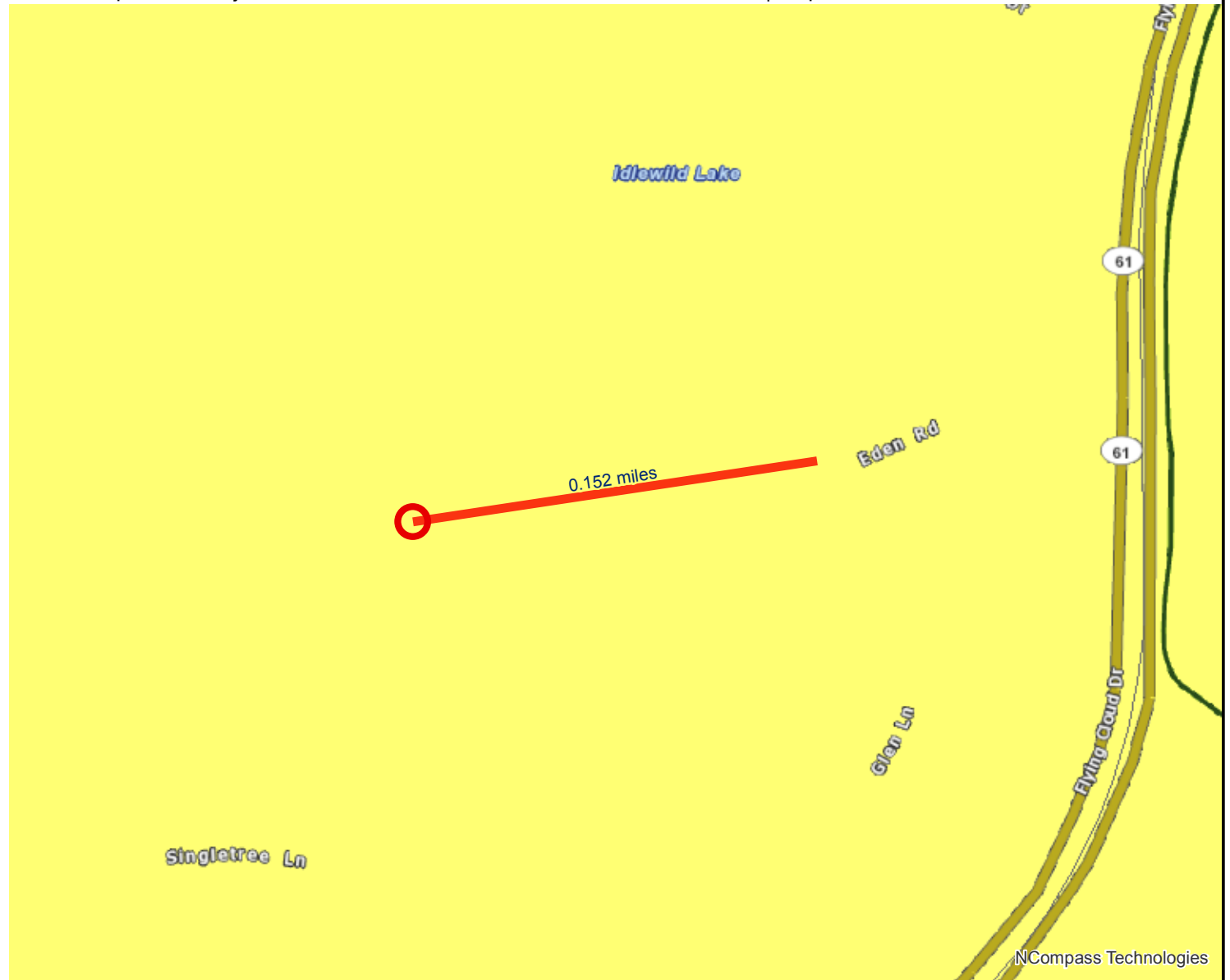
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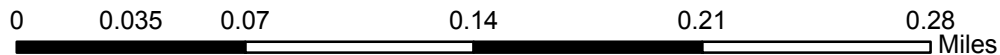
Project Points

Project

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Area of Concentrated Poverty

Above reg'l avg conc of race/poverty



Created: 6/10/2016  
LandscapeRSA2



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



# E.P. Town Center Station: Affordable Rental Housing Comprehensive Plan Station Location

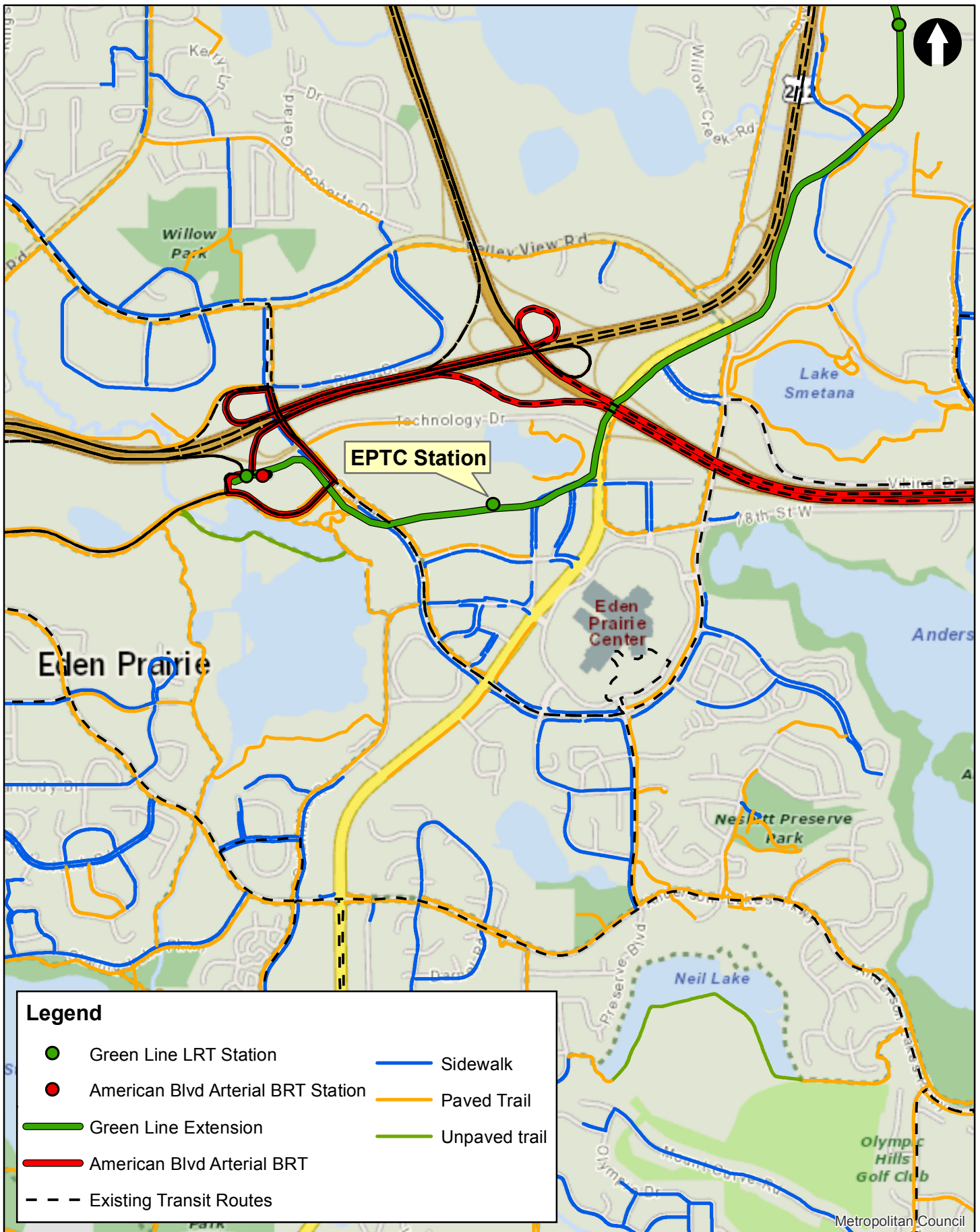


Source: Southwest LRT Community Works

## Affordable Rental Housing

Figure 5





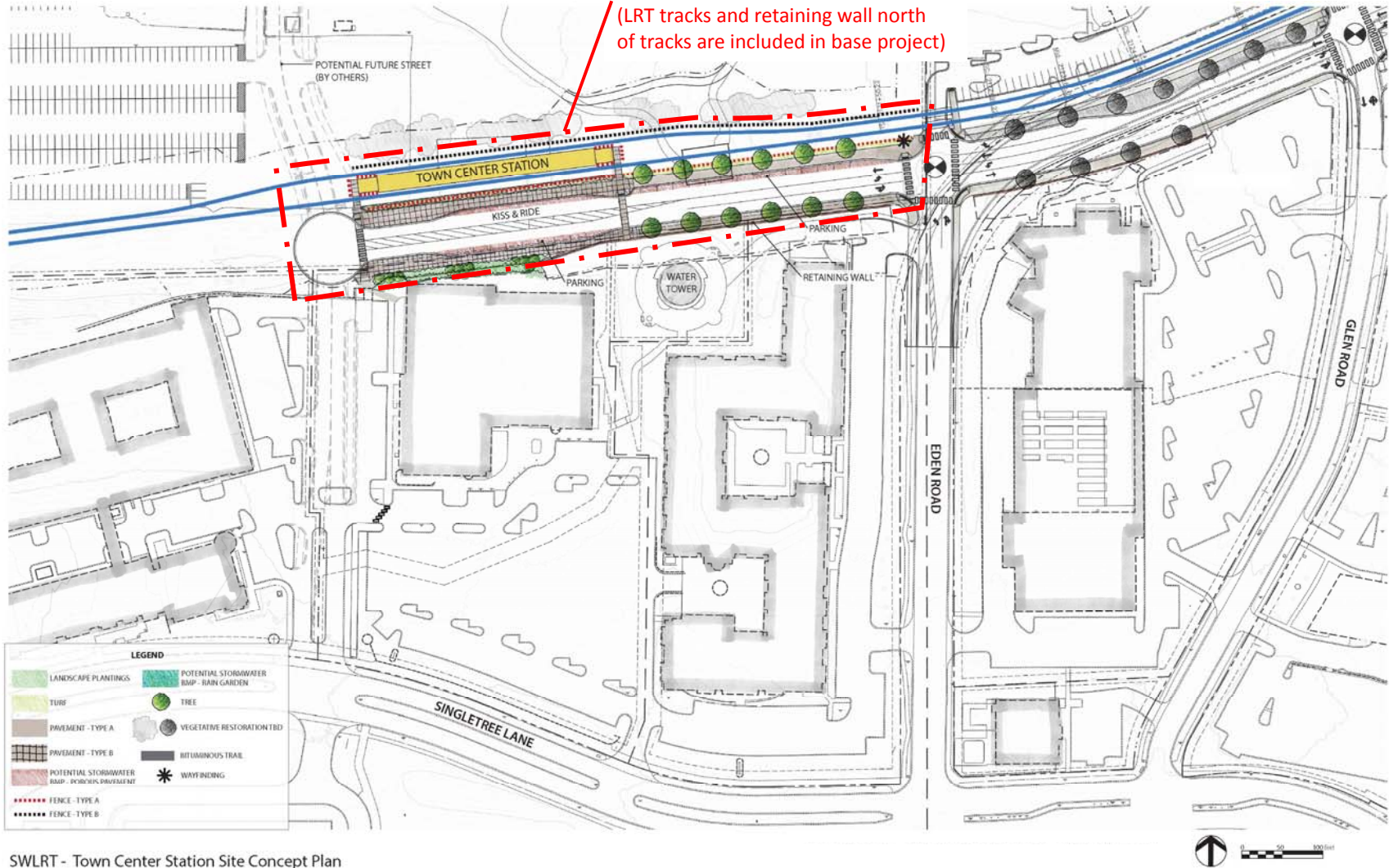
### Multimodal Connections to the EPTC

Eden Prairie Town Center Station - Regional Solicitation Grant Application  
 City of Eden Prairie

Figure 6

# DRAFT - Work in Progress

Station elements included in grant  
(LRT tracks and retaining wall north  
of tracks are included in base project)



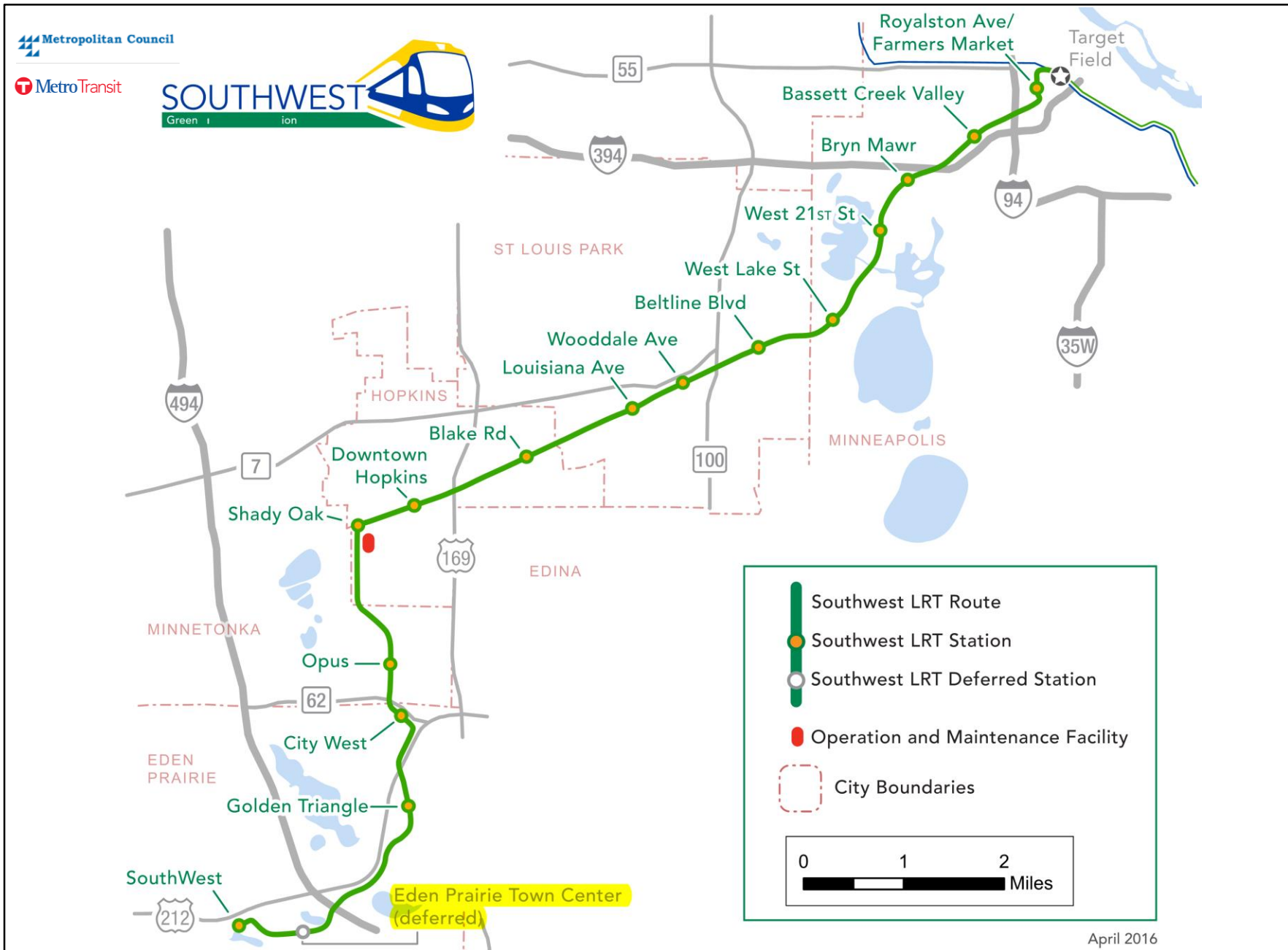
SWLRT - Town Center Station Site Concept Plan

Figure 7A



DRAFT - Work in Progress

Figure 7B

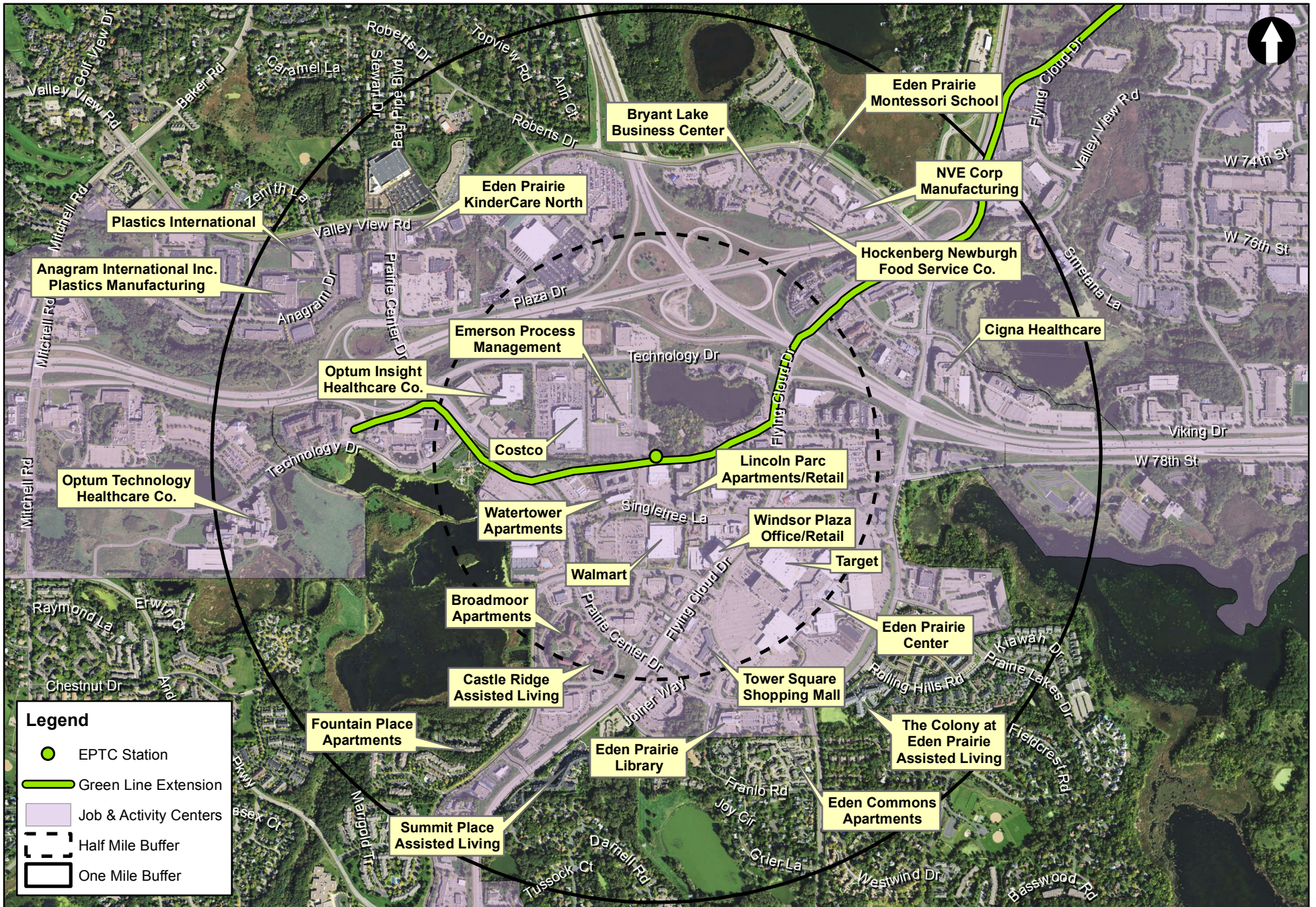


**Southwest LRT METRO Green Line Extension Proposed Route**

**Figure 8**

Eden Prairie Town Center Station – Regional Solicitation Grant Application  
 City of Eden Prairie

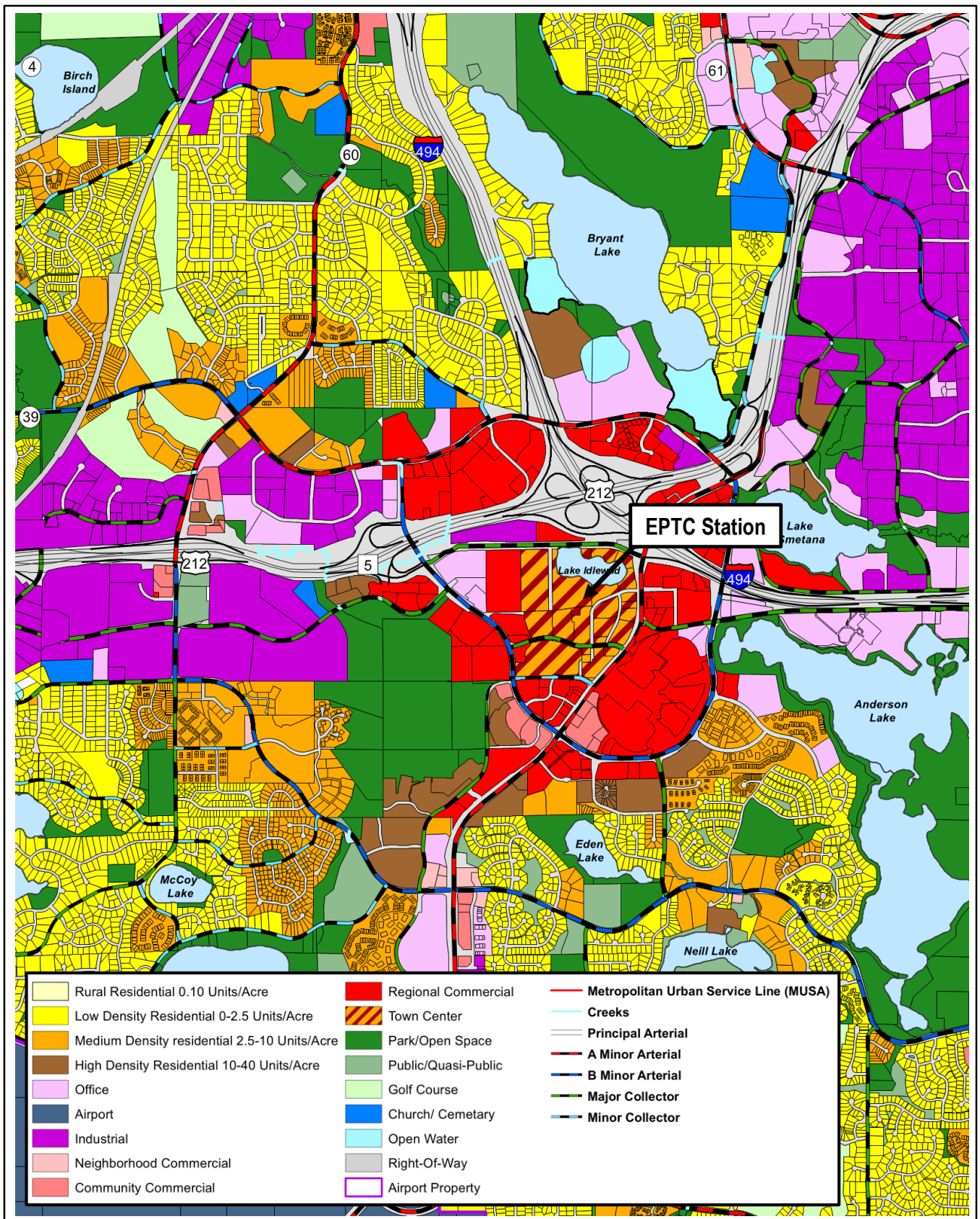




## Surrounding Land Uses

Eden Prairie Town Center Station - Regional Solicitation Grant Application  
 City of Eden Prairie

Figure 10



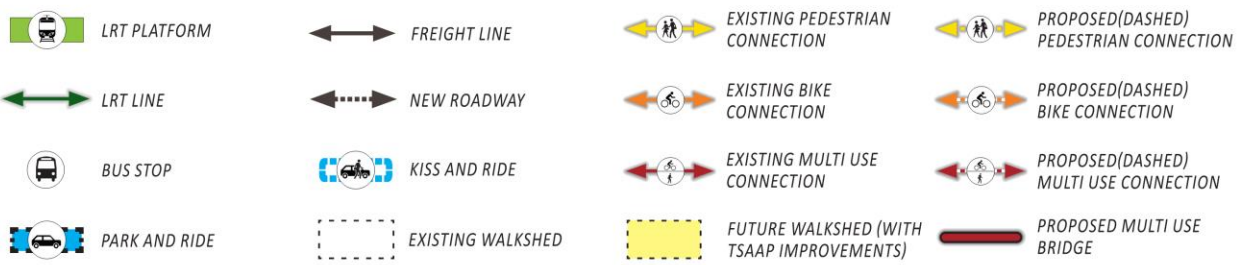
**City of Eden Prairie Land Use Guide Plan Map 2030**

**Figure 11**

Eden Prairie Town Center Station – Regional Solicitation Grant Application

City of Eden Prairie

Source: City of Eden Prairie, Comprehensive Plan Update (October 20, 2009)



NOTE: Existing walkshed approximates the area accessible within a 10-minute walk from the station platform using only the existing sidewalk/trail network. Future walkshed incorporates all proposed improvements to the sidewalk/trail network. Walksheds are based on GIS modeling and available sidewalk/trail information- and may not reflect exact on-the-ground conditions. See Glossary for detailed explanation of walkshed assumptions and methodology.

### Conceptual Access and Circulation Plan

Figure 12

Eden Prairie Town Center Station – Regional Solicitation Grant Application

City of Eden Prairie

Source: Southwest LRT Community Works, Transitional Station Area Action Plan (TSAAP)





### Conceptual Station Area Improvements

Figure 13

Eden Prairie Town Center Station – Regional Solicitation Grant Application

City of Eden Prairie

Source: Southwest LRT Community Works, Transitional Station Area Action Plan (TSAAP)



a. Existing view from Eden Road looking west toward the proposed site of the Eden Prairie Town Center Station.



b. Simulation of the view as it would appear after development of the project.

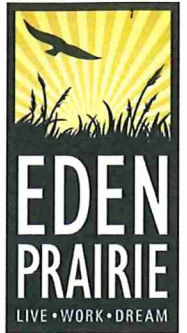
*Source: Southwest LRT (METRO Green Line Extension) Final Environmental Impact Statement*

## **Visual Analysis of EPTC Station**

Eden Prairie Town Center Station – Regional Solicitation Grant Application  
City of Eden Prairie

July 7, 2016

Elaine Koutsoukos  
Transportation Advisory Board Coordinator  
Metropolitan Transportation Services  
Metropolitan Council  
390 Robert Street North  
Saint Paul, MN 55101



OFC 952 949 8300  
FAX 952 949 8390  
TDD 952 949 8399

8080 Mitchell Rd  
Eden Prairie, MN  
55344-4485

[edenprairie.org](http://edenprairie.org)

RE: Eden Prairie Town Center Station: Regional Solicitation Transit Expansion Application

Dear Ms. Koutsoukos,

A discussion of the Eden Prairie Town Center (EPTC) Station Project is provided below in response to Qualifying Requirement #11 stating that the proposed project represents a “permanent improvement with independent utility.”

EPTC Station was originally included as part of the SWLRT Project. Transit service to the station will be provided by the planned SWLRT METRO Green Line Extension. In an effort to reduce overall project costs, it was agreed to defer the EPTC Station with an understanding that separate funding would be pursued to proceed with EPTC Station.

In order to move forward with the project, the City of Eden Prairie will invest local funds equaling a 20 percent local match, or \$1,535,390 of the total project cost of \$7,676,950. The City is requesting Regional Solicitation Transit Expansion funds to finance the remaining portion of project costs (\$6,141,560). The project performs well in terms of meeting the intention and requirements of the grant, except for meeting the definition of independent utility at the time of the application submittal. The timing of the construction of the EPTC project is such that it will be completed after SWLRT service is in place, thereby meeting #11 of the Qualifying Requirements.

The Final Environmental Impact Statement (FEIS) for the SWLRT Project was published in May 2016 and a Record of Decision is anticipated to be issued by the Federal Transit Administration (FTA) in August 2016. Once this is complete, and local funding is in place, the Metropolitan Council will be able to proceed to the construction phase of the project, which is expected to occur between 2018 and 2020. The City of Eden Prairie is prepared to advance construct this project to allow construction to begin as early as 2018. The City has funds identified in their CIP to pre-fund this grant.

Should you have any questions, please call or email me.

Sincerely,

Robert B. Ellis, PE, PTOE  
Public Works Director  
(952) 949-8310  
[rellis@edenprairie.org](mailto:rellis@edenprairie.org)

June 27, 2016

Robert Ellis, PE, PTOE  
Public Works Director  
City of Eden Prairie  
8080 Mitchell Road  
Eden Prairie, MN 55344

**Re: Environmental Review Status for the Eden Prairie Town Center Station, Southwest LRT, METRO Green Line Extension**

Dear Mr. Ellis,

In support of Eden Prairie's application for the regional solicitation to construct the Town Center Station, the current status of this station's environmental review is provided below.

The Town Center Station was originally proposed as part of the Southwest LRT (METRO Green Line Extension Project) and is included in the Final Environmental Impact Statement (FEIS) as a deferred station. The FEIS was published in May of 2016 and a Record of Decision (ROD) is expected to be issued by FTA in August of 2016.

In addition, there are no Section 106 or Section 4(f)/6(f) resource impacts with the proposed construction of the Town Center Station. If there are any questions, please call or email.

Sincerely,



Nani Jacobson  
Assistant Director, Environmental and Agreements  
Southwest LRT, METRO Green Line Extension  
612-373-3808  
Nani.Jacobson@metrotransit.org



June 27, 2016

Robert Ellis, PE, PTOE  
Public Works Director  
City of Eden Prairie  
8080 Mitchell Road  
Eden Prairie, MN 55344

RE: Letter of Support for Eden Prairie's Regional Solicitation Application - Town Center Station  
Southwest LRT, METRO Green Line Extension

I am writing in support of the City of Eden Prairie's application for the current regional solicitation for Transit Expansion funding to construct the Eden Prairie Town Center Station. The Town Center Station was originally proposed as part of the METRO Green Line Extension Project and was deferred by the project's Corridor Management Committee in October of 2015 as part of the effort to reduce the project costs.

The proposed METRO Green Line Extension Project will extend LRT service between downtown Minneapolis and Eden Prairie, through the communities of St. Louis Park, Hopkins and Minnetonka and will pass very close to Edina.

Southwest LRT Project Office (SPO), in partnership and coordination with the City of Eden Prairie, has invested significant time and resources in advancing the proposed station to a 30% design level. The City and SPO have conducted several outreach activities to involve the community in developing the vision for the station, which involves connecting transit users with employment and commercial centers.

In support of the City's vision for the station area and direct benefit to Metro Transit of increased ridership, Metro Transit commits to operating and maintaining the Eden Prairie Town Center Station as part of the METRO system. Additional right-of-way is required for this station and would be acquired as part of this request.

On behalf of the Metropolitan Council, Metro Transit strongly encourages and supports approval of the City of Eden Prairie to receive this funding to realize the addition of the Eden Prairie Town Center Station to the METRO Green Line Extension.

Sincerely,

A handwritten signature in black ink, appearing to read 'B. J. Lamb', written over a white background.

Brian J. Lamb  
General Manager

A service of the Metropolitan Council



June 27, 2016

Robert Ellis, PE, PTOE  
Public Works Director  
City of Eden Prairie  
8080 Mitchell Road  
Eden Prairie, MN 55344

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Southwest LRT, METRO Green Line Extension

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