



Application

04777 - 2016 Transit Expansion

05322 - Service between the cities of Plymouth and Eden Prairie, Minnesota

Regional Solicitation - Transit and TDM Projects

Status: Submitted
Submitted Date: 07/15/2016 1:45 PM

Primary Contact

Name:* Mr. Charlie Pinnell Cochrane
Salutation First Name Middle Name Last Name

Title: Associate Transit Planner

Department:

Email: ccochrane@swtransit.org

Address: 13500 Technology Drive

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

Phone:* 952-949-2287 130
Phone Ext.

Fax: 952-949-2287

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 Service between Plymouth and Eden Prairie MN

Primary County where the Project is Located Hennepin

Jurisdictional Agency (If Different than the Applicant):

It is SouthWest Transit's intent to begin fixed route service between the cities of Eden Prairie and Plymouth MN. Service will be a circulator that will operate between 6am-9:30am and 3:00pm-6:00pm. To operate this service, SWT is requesting funds for the acquisition of six coach style vehicles as part of this application.

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

The route will begin at SouthWest Station, a park and ride facility located at the intersections of highways 494 and 212. Route will then go directly northbound to Station 73, Plymouth MetroLink's park and ride facility located on highway 55 just west of highway 169. From there the route will travel northbound past employment centers in Plymouth and finally to Target North Campus in Brooklyn Park. From there, the route will travel southbound terminating at SouthWest Station for any southbound commuters to reach transit connections.

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

Project Length (Miles) 53.3

Project Funding

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

If yes, please identify the source(s) Regional Transit Capital (RTC)

Federal Amount \$6,021,212.30

Match Amount \$1,505,303.00

Minimum of 20% of project total

Project Total \$7,526,515.50

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds Regional Transit Capital (RTC), SouthWest Transit Commission Funds

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: 2018

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

Additional Program Years: 2017, 2018, 2019

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

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 (do not include in cost effectiveness measure)	\$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	\$3,600,000.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$3,600,000.00

Transit Operating Costs

Number of Platform hours	29085.3
Cost Per Platform hour (full loaded Cost)	\$135.00
Subtotal	\$3,926,515.50
Other Costs - Administration, Overhead, etc.	\$0.00

Totals

Total Cost	\$7,526,515.50
Construction Cost Total	\$3,600,000.00
Transit Operating Cost Total	\$3,926,515.50

Project Information-Transit and TDM

County, City, or Lead Agency	SouthWest Transit
Zip Code where Majority of Work is Being Performed	55344
(Approximate) Begin Construction Date	
(Approximate) End Construction Date	
Name of Park and Ride or Transit Station:	SouthWest Station, Eden Prairie
	Station 73, Plymouth

i.e., MAPLE GROVE TRANSIT STATION

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

From: (Intersection or Address)	13500 Technology Drive, Eden Prairie, MN 55344
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To:
(Intersection or Address)

13500 Technology Drive, Eden Prairie, MN 55344

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:

Primary Types of Work

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.

Listed below are strategies from the 2040 Transportation Policy Plan that relate to the proposed project.

- Reducing congestion
- Improving efficiency and reliability
- Creating environmental sustainability,

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

Goals

A. Transportation System Stewardship (2.17)

C. Access to Destinations (2.24)

D. Competitive Economy (2.38)

E. Healthy Environment (2.42)

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.

List the applicable documents and pages:

SWT Long Range Plan - Suburb to Suburb Service Plan (P.55)

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

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

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 49694

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

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):

SouthWest Transit operates SouthWest Prime, an on-demand system put in place to serve the last mile for customers. SW Prime is an on-demand, shared ride, curb to curb service that is available within the cities of Eden Prairie, Chanhassen, Chaska, and Carver, MN. Any customer that arrives within the SouthWest Transit Service area can book a ride through a customer service advocate, computer, or smart phone application and receive a fast and comfortable ride. Riders who transfer to or from a fixed route will receive the Prime ride at a discounted rate.

Upload Map

1468414150957_population and employment.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, 740, 741, 742, 747, 771, 772, 774, 777, 795

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

1468414224565_Transit Connections.pdf

Response

Met Council Staff Data Entry Only

Average number of weekday trips

0

A Measure:

Service Type

Urban and Suburban Local Routes

New Annual Ridership
(Integer Only)

107950

Above annual ridership was derived by first comparing peer routes within the region. Since the proposed service does not have similar routes in direction, routes were chosen by comparable service. The proposed service is intended to be a suburb to suburb commuter based route, serving employment centers within the SouthWest Transit service area, the Plymouth MetroLink service area, and Brooklyn Park. Similar commuter based routes were chosen for this reason.

Peer routes chosen:

Route 684 (SW): Used due to the fact that it is one of the few comparable routes in the region. SWT believes that the proposed service is unique in the fact that while it is a urban/suburban local route, it is a much longer route than is usually considered local and does make use of express transit ways. Route 684 serves a similar market as well.

Route 747 (PM): 747 is one of Plymouth MetroLink's reverse commute routes. The route was chosen because it's service is comparable to the proposed route. The proposed route will serve similar employment centers and intends to draw from a similar ridership base.

Route 542 (MT): This route was chosen because it is comparable to the proposed route in that it offers suburb to suburb commuter based service at a similar frequency.

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

SouthWest Transit staff based ridership calculations off of annual 684 ridership numbers for the following reasons: out of the closest peer routes in the region the 684 is most comparable in length and frequency, the 684 also operates in both an express and local context, and both the 684 and the proposed route serve similar markets. For the purpose of this application, three peer routes were chosen. However, it is the opinion of SWT staff that the proposed route does not really fit into the suburban and local route context.

Using the 684 annual ridership number as a base, SWT staff gathered regional forecast information found through the Metropolitan Council for the communities that would be served by the proposed route to calculate the final new annual ridership number. Figures gathered are shown below:

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)

CITY

Eden Prairie: 2010-48775, 2020-57700, DIF-8925, %CHANGE-18.30%

Chanhassen: 2010-10905, 2020-15200, DIF-4295, %CHANGE-39.39%

Chaska: 2010-11123, 2020-13600, DIF-2477, %CHANGE-22.27%

Plymouth: 2010-46227, 2020-53900, DIF-7673, %CHANGE-16.60%

Brooklyn Park: 2010-24084, 2020-32100, DIF-8016, %CHANGE-33.28%

2020 employment numbers were summed and calculated to analyze the percentage that SWT could gather from this future employment base.

SWT believes that the proposed project will capture 7.5% of the future job market. The total project employment is calculated to be 172,500 jobs, 7.5% of which is 13,040 jobs. Assuming riders would ride to and from their employment, this number is doubled to account for morning and afternoon trips and becomes 26,081. This calculation is added to the sample ridership gained through the annual 684 numbers and are summed to create the New Annual Ridership.

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 Yes

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

Project's service directly connects to a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly

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

The primary intent of the proposed project is to facilitate commute based travel for riders within the region. By connecting transit centers and employment areas, commuters will be provided a direct connection to jobs that may not have existed prior. Those who are transit dependent will now have access to reliable transportation from suburb to suburb for the purpose of employment. Low income populations are now provided a low cost option for transportation from suburb to suburb, elderly populations are provided safe and mobility friendly transportation, and disabled population are able to receive transportation on exclusively lift-equipped vehicles.

Upload Map

1468415880305_socio-economic.pdf

Measure B: Affordable Housing

City/Township	Number of Stops in City/Township
Eden Prairie	1.0
Plymouth	5.0
Brooklyn Park	1.0
	7

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	7.0
Total Housing Score	0

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	425
Distance from Terminal to Terminal (Miles)	53.308
VMT Reduction	22655.9
CO Reduced	54147.601
NOx Reduced	3624.944
CO2e Reduced	8305653.0
PM2.5 Reduced	113.2795
VOCs Reduced	679.677
Total Emissions Reduced	8364219.0

Measure A: Roadway, Bicycle, and Pedestrian Improvements

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

SouthWest Transit has and continues to take action to further improve bike and pedestrian elements both within SWT facilities as well as in a SWT vehicle and after the rider exits a SWT vehicle. SouthWest offers a bike rental program in which applicants can rent a bike for a day or for the entire summer. By providing this program, SWT promotes and supports the choice of riders to use motor-less methods of transportation. By building walking paths around, to, and from park and ride facilities, SWT provides safe walkable options for those who choose; further promoting healthier methods of transportation.

These elements are centered around SWT's Park and Ride facilities. These elements are not included into the plan as the proposed project is specifically a fixed-route transit service.

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 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 (5 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%

date submitted

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

50%

Document not started

0%

Anticipated date or date of completion/approval

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

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:

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

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

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

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)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

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

50%

Construction plans have not been started

0%

Anticipated date or date of completion

10)Letting

Anticipated Letting Date

Measure: Cost Effectiveness of Emissions Reduction

Total Annual Operating Cost:	\$1,308,838.50
Total Annual Capital Cost of Project	\$257,142.85
Total Annual Project Cost	\$1,565,981.34
	Operating Cost: $\$3,926,515.5/3=\$1,308,838.5$
Assumption Used (Limit 1400 Characters; approximately 200 words):	Capital Cost: $\$3,600,000/14 \text{ years (Coach Bus)}=\$257,142.85$
<i>(Limit 1400 Characters; approximately 200 words)</i>	
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
memo.pdf	Memo	169 KB
Plymouth Resolution.pdf	Resolution to Plymouth Service	55 KB
Plymouth Service Schedule.pdf	Plymouth Service Schedule	182 KB
population and employment.pdf	Population and Employment Map	204 KB
Regional Economy.pdf	Regional Economy Map	257 KB
socio-economic.pdf	Socio Economic Map	233 KB
Transit Connections.pdf	Transit Connections Map	258 KB

Population Summary

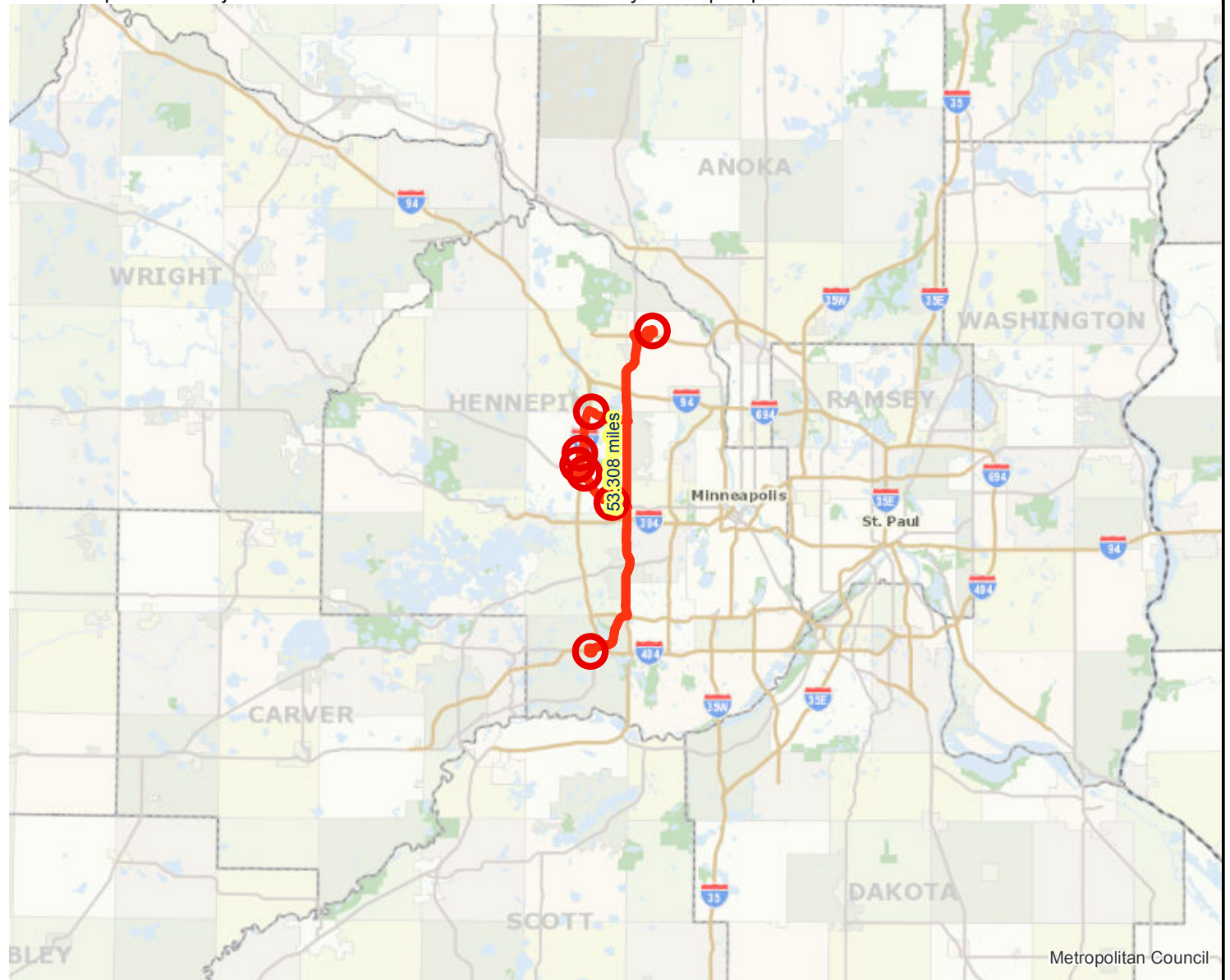
Transit Expansion Project: Service between Eden Prairie and Plymouth | Map ID: 1468325154141

Results

Within QTR Mile of project:
Total Population: 41000
Total Employment: 34571

Within HALF Mile of project:
Total Population: 46664
Total Employment: 49694

Within ONE Mile of project:
Total Population: 83711
Total Employment: 86083



 Project Points

 Project

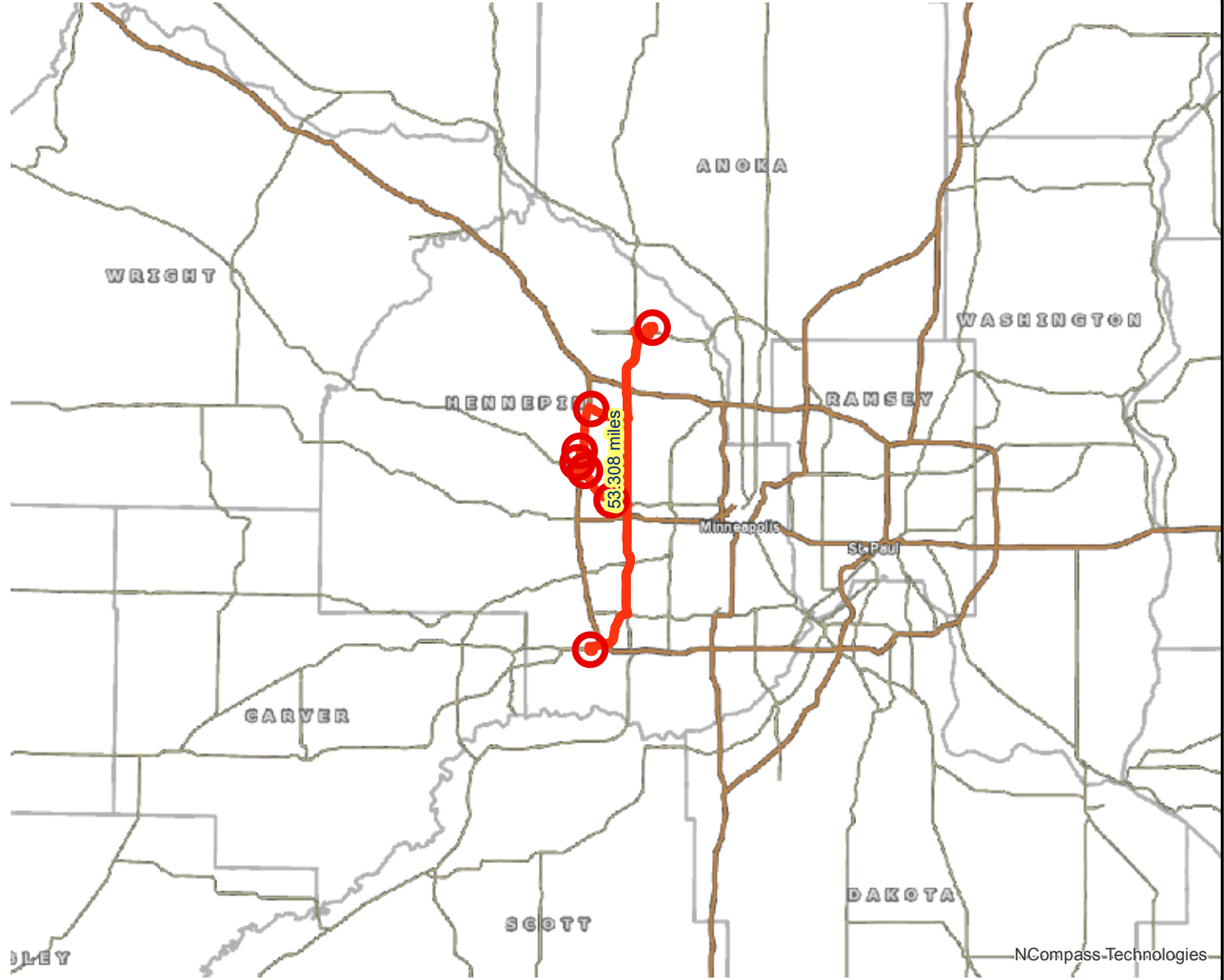


Created: 7/12/2016
LandscapeRSA4



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





Results

Transit with a Direct Connection to project:

- *American
- *Green Line Extension

Transit within QTR mile of project:

- *American
- *Green Line Extension

Transit within HALF mile of project:

- *American
- *Green Line Extension
- *Blue Line Extension
- *Blue Line Extension

**indicates Planned Alignments*

 Project Points

 Project

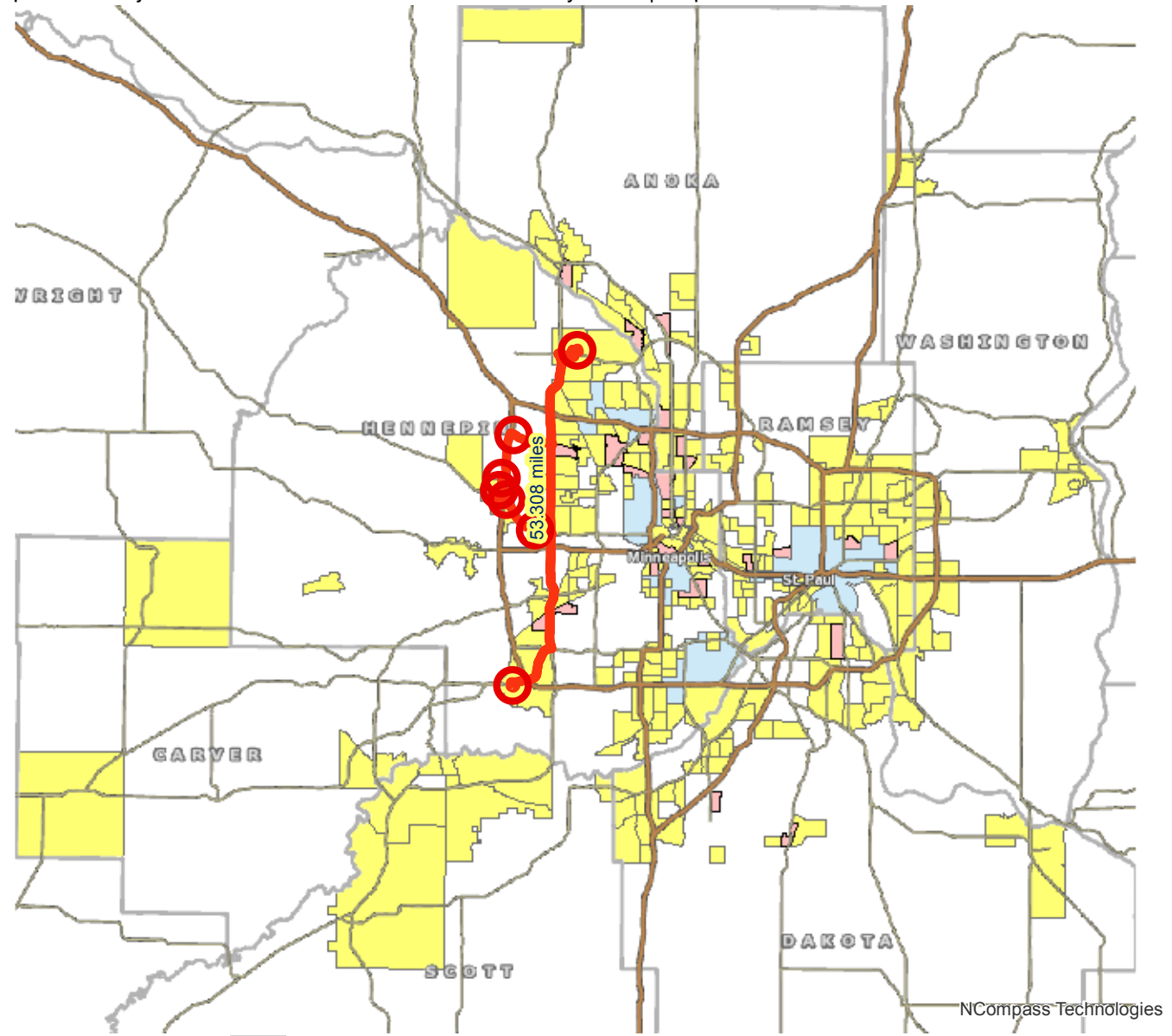


Socio-Economic Conditions

Transit Expansion Project: Service between Eden Prairie and Plymouth | Map ID: 1468325154141

Results

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




NCompass Technologies

 Project Points

 Project

 Area of Concentrated Poverty > 50% residents of color

 Area of Concentrated Poverty

 Above reg'l avg conc of race/poverty



Created: 7/12/2016
LandscapeRSA2



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





SOUTHWEST TRANSIT

MEMORANDUM

TO: SouthWest Transit Commission

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

DATE: June 13, 2016

SUBJECT: Grant Applications

REQUESTED ACTION:

That the SouthWest Transit (SWT) Commission adopt Resolutions 16 -09, 16 -10, 16 -11 and 16 -12 to submit three separate Congestion Mitigation Air Quality (CMAQ) grants to the Metropolitan Council and one Mobility on Demand (MOD) grant to the Federal Transit Administration (FTA) authorizing its Chief Executive Officer to submit the following grant applications:

1. CMAQ/Met Council for **expansion** of the fleet by 10 coaches for a total request of \$6.5 million.
2. CMAQ/Met Council for **expansion** of the fleet with four electric buses with charging equipment, supplies and ancillary equipment for a total request of \$5.5 million.
3. CMAQ/Met Council for **expansion** by adding a Park and Ride facility in the area of Highway 169 and Pioneer Trail, for acquisition of land and construction of a park and ride facility for a total request of \$7,000,000.
4. Mobility on Demand (MOD)/Federal Transit Administration (FTA) application for research on new technology options for our On Demand SW Prime system for a total request of \$100,000.

BUDGET IMPACT:

In a successful award of a CMAQ grant and/or a MOD grant, requests require a 20 percent match to the 80 percent federal contribution. Below are the estimated costs of each project as well as the estimated 20 percent local match.

1. Bus Expansion: 20 percent of \$6,500,000 is \$1,300,000 for local match;
2. Bus Modernization: 20 percent of \$5,500,000 is \$1,100,000 for local match;
3. Park and Ride facility in the area of 169 and Pioneer Trail: 20 percent of \$7,000,000 is \$1,400,000 for local match; and
4. MOD for creative software options, 20 percent of \$100,000 is \$20,000 for local match.

If the SWT CMAQ and/or the MOD grants are successful and the Metropolitan Council is either unable or unwilling to provide the 20 percent local match, the responsibility for the local match then falls to the SWT Commission. At that point, staff would come back to the Commission requesting local support of the Commission. It will be at that point where the Commission will decide whether or not to move forward with the project and how the local match would be achieved.

BACKGROUND:

1. *Bus Expansion of Ten Coaches*

In anticipation of future growth due to population growth increasing the need for additional service these 10 buses would be placed into service serving all routes from the SWT communities to downtown, the U of M and other potential routes. Additionally, the buses would be also used for reverse commute, special events and other customer needs.

2. *Bus Expansion of Four Electric Buses*

Electric buses with low or no emissions is obviously environmental friendly and a direction that the Commission has voiced for the future. The current plan for these buses is to provide a "spine" of service between our different park and ride facilities on Highway 212 with at least one high speed charging station located at one end of the spine route. Potentially a second high speed charger could be located on the other end of the route too. Along with the buses and charging stations there will need to be some support equipment.

3. *169 Park and Ride, Expansion of Park and Rides*

Looking to the future of service delivery the Highway 169 corridor is the next logical collection area for ridership. Currently SWT has a small park and ride off of Anderson Lakes Parkway and Hennepin Town Road known as the Preserve (in Jerry's parking lot). Unfortunately access to the existing park and ride lot is very cumbersome. By pursuing an up to 500 space facility with easier access in the 169 corridor customers and buses will open another market that at this time is underserved.

4. *MOD Project*

The SW Prime software, with added software engineering, has the potential to provide us with real – time data and predictive analysis to provide our passengers with transportation choices that best serve their needs and circumstances. Added modules will allow us fixed route integration with our current express routes and real-time analytics to help us better determine rider demand vs vehicles available with the goal of operating more efficiently and effectively.

RECOMMENDATION:

That the SouthWest Transit (SWT) Commission adopt Resolutions 16 -09, 16 -10, 16 -11 and 16 -12 to submit three separate Congestion Mitigation Air Quality (CMAQ) grants to the Metropolitan Council and one Mobility on Demand (MOD) grant to the Federal Transit Administration (FTA) authorizing its Chief Executive Officer to submit the following grant applications:

1. CMAQ/Met Council for **expansion** of the fleet by 10 coaches for a total request of \$6.5 million.
2. CMAQ/Met Council for **expansion** of the fleet with four electric buses with charging equipment, supplies and ancillary equipment for a total request of \$5.5 million.
3. CMAQ/Met Council for **expansion** by adding a Park and Ride facility in the area of Highway 169 and Pioneer Trail, for acquisition of land and construction of a park and ride facility for a total request of \$7,000,000.

4. Mobility on Demand (MOD)/Federal Transit Administration (FTA) application for research on new technology options for our On Demand SW Prime system for a total request of \$100,000.



**SOUTHWEST TRANSIT COMMISSION
RESOLUTION #16-15
Congestion Mitigation Air Quality (CMAQ) grant application for
Connector Service between Eden Prairie and Plymouth, MN**

WHEREAS, SouthWest Transit (SWT) operates as a Joint Powers entity established by the Cities of Eden Prairie, Chaska and Chanhassen to provide transit services under the laws of the State of Minnesota including Minnesota Statute Sections 473.384, 473.388 and Statute 471.59; and

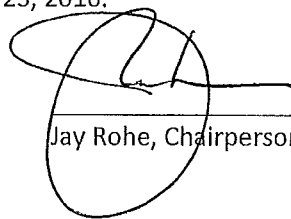
WHEREAS, the SouthWest Transit Commission considers it in the best interest of the agency to apply for a Congestion Mitigation Air Quality (CMAQ) grant to increase service and people movement between communities;

WHEREAS, this service will connect the SWT service area with the City of Plymouth and its neighboring communities in order to provide greater access to the large number of jobs in the City of Plymouth and surrounding communities.

WHEREAS, this proposed service will allow for more potential employees to access the large number of jobs in the SWT service area.

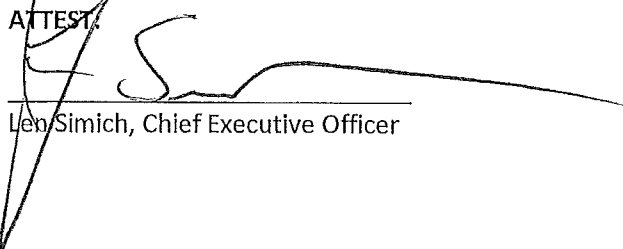
NOW THEREFORE, BE IT RESOLVED that the SWT Commission authorizes its Chief Executive Officer to submit a Congestion Mitigation Air Quality (CMAQ) grant application to the Metropolitan Council for the acquisition of four electric-powered expansion vehicles and ancillary infrastructure to operate planned connector service in the SWT service area.

ADOPTED by the Commission of SouthWest Transit on June 23, 2016.



Jay Rohe, Chairperson

ATTEST:



Len Simich, Chief Executive Officer

AM PEAK

SOUTHWEST STATION	STATION 73	NORTHWEST BLVD & CAMPUS DRIVE	NEW HORIZON CORPORATE	ANNAPOLIS LN & ROCKFORD RD	PRUDENTIAL	TARGET NORTH CAMPUS	SOUTHWEST STATION
AM	AM	AM	AM	AM	AM	AM	AM
6:00	6:20	6:35	6:45	6:50	7:05	7:23	7:53
6:30	6:50	7:05	7:15	7:20	7:35	7:53	8:23
7:00	7:20	7:35	7:45	7:50	8:05	8:23	8:53
7:15	7:35	7:55	8:05	8:10	8:25	8:43	9:13
7:30	7:50	8:05	8:15	8:20	8:35	8:53	9:23
8:00	8:20	8:35	8:45	8:50	9:05	9:23	9:53
8:30	8:50	9:05	9:15	9:20	9:35	9:53	10:23
9:00	9:20	9:35	9:45	9:50	10:05	10:23	10:53
9:30	9:50	10:05	10:15	10:20	10:35	10:53	11:23

PM PEAK

SOUTHWEST STATION	STATION 73	NORTHWEST BLVD & CAMPUS DRIVE	NEW HORIZON CORPORATE	ANNAPOLIS LN & ROCKFORD RD	PRUDENTIAL	TARGET NORTH CAMPUS	SOUTHWEST STATION
PM	PM	PM	PM	PM	PM	PM	PM
3:00	3:20	3:35	3:45	3:50	4:05	4:23	4:53
3:30	3:50	4:05	4:15	4:20	4:35	4:53	5:23
4:00	4:20	4:35	4:45	4:50	5:05	5:23	5:53
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5:00	5:20	5:35	5:45	5:50	6:05	6:23	6:53
5:30	5:50	6:05	6:15	6:20	6:35	6:53	7:23
6:00	6:20	6:35	6:45	6:50	7:05	7:23	7:53

Population Summary

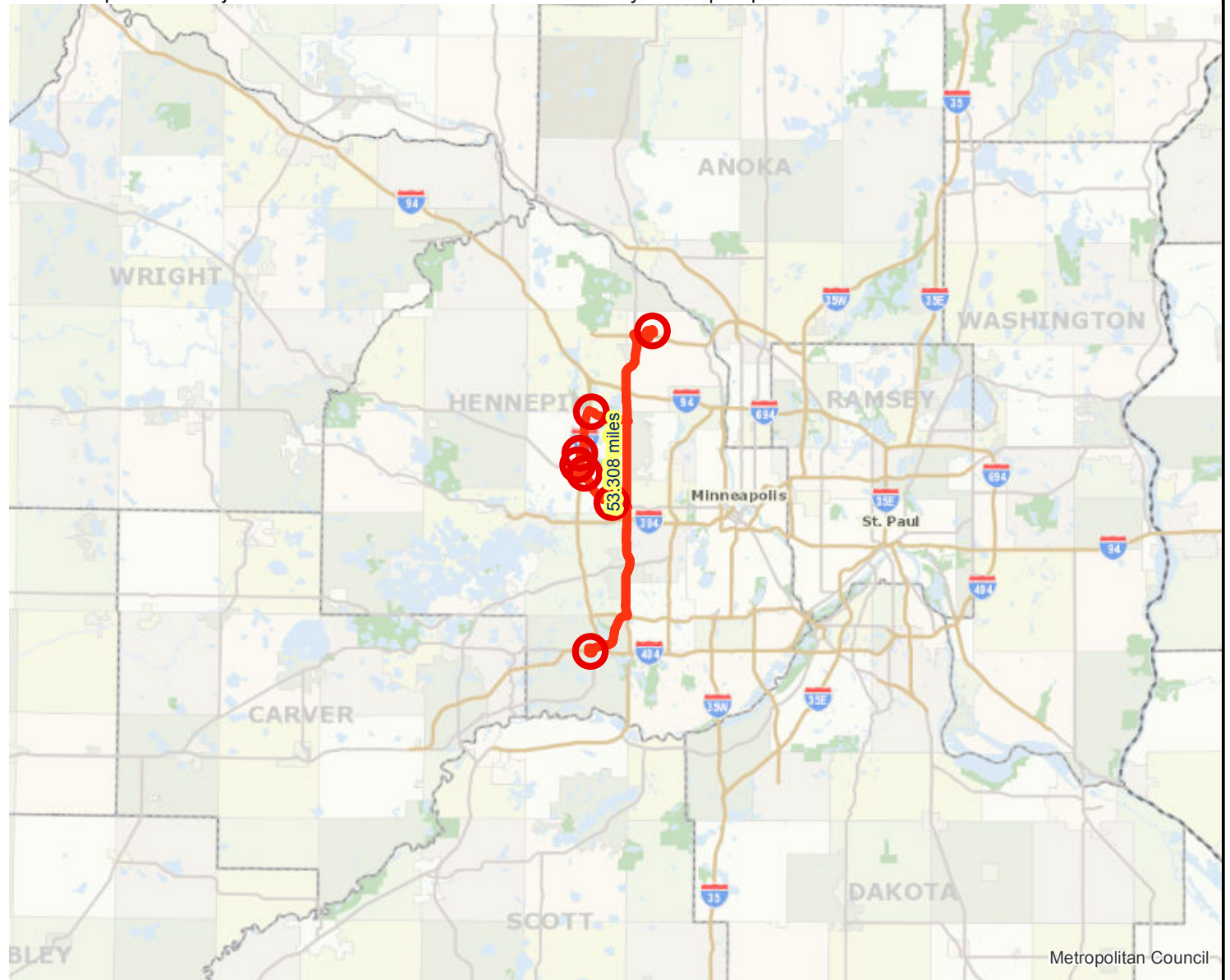
Transit Expansion Project: Service between Eden Prairie and Plymouth | Map ID: 1468325154141

Results

Within QTR Mile of project:
Total Population: 41000
Total Employment: 34571

Within HALF Mile of project:
Total Population: 46664
Total Employment: 49694

Within ONE Mile of project:
Total Population: 83711
Total Employment: 86083



Metropolitan Council

 Project Points

 Project



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LandscapeRSA4



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Regional Economy

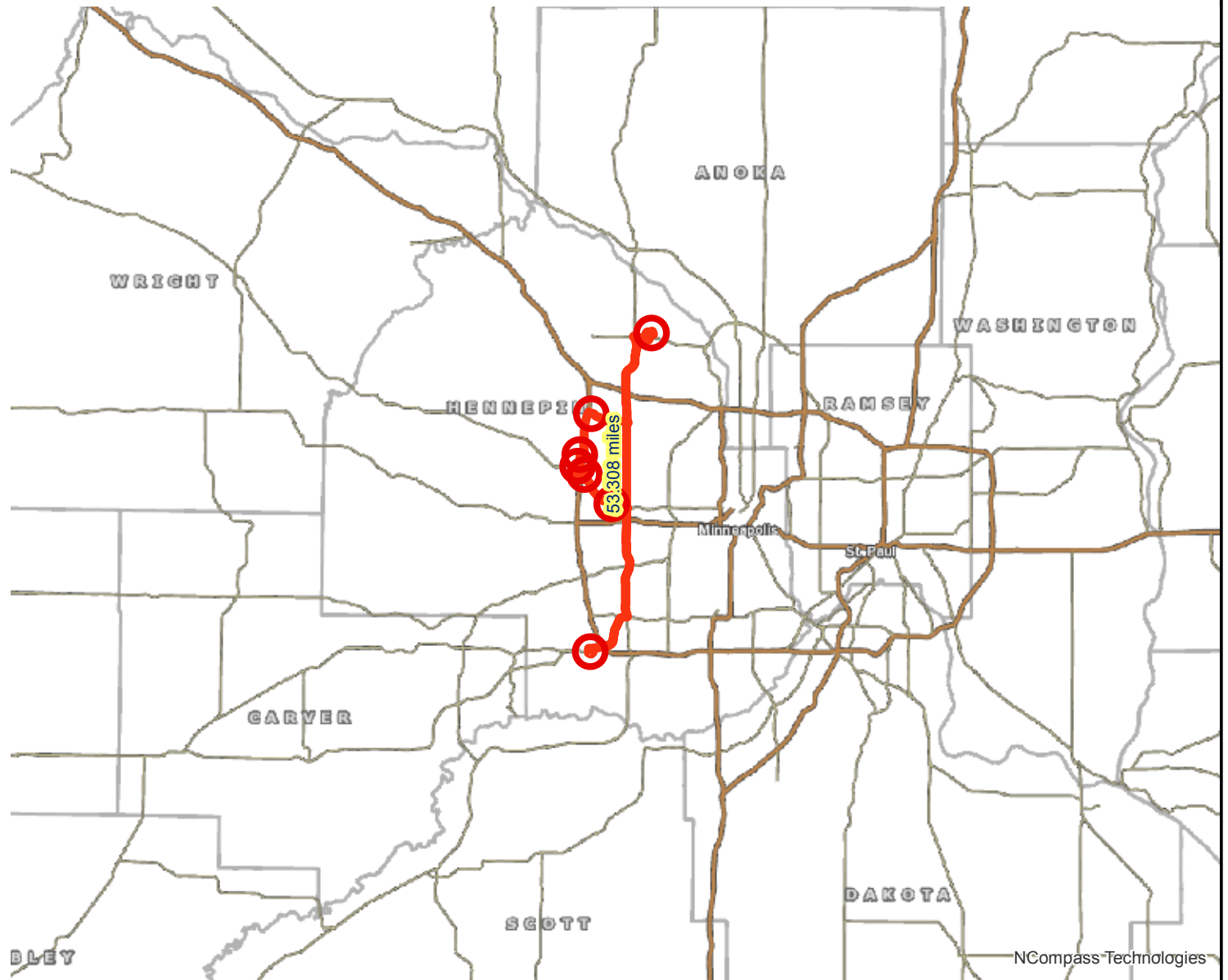
Transit Expansion Project: Service between Eden Prairie and Plymouth | Map ID: 1468325154141

Results

WITHIN ONE MI of project:

Total Population: 208770
Total Employment: 202560
Mfg and Dist Employment: 55486

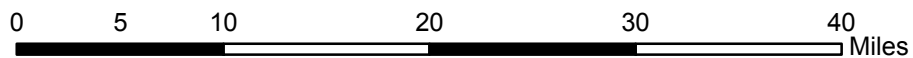
Postsecondary Students:
26887



NCompass Technologies

 Project Points

 Project



Created: 7/12/2016
LandscapeRSA5



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

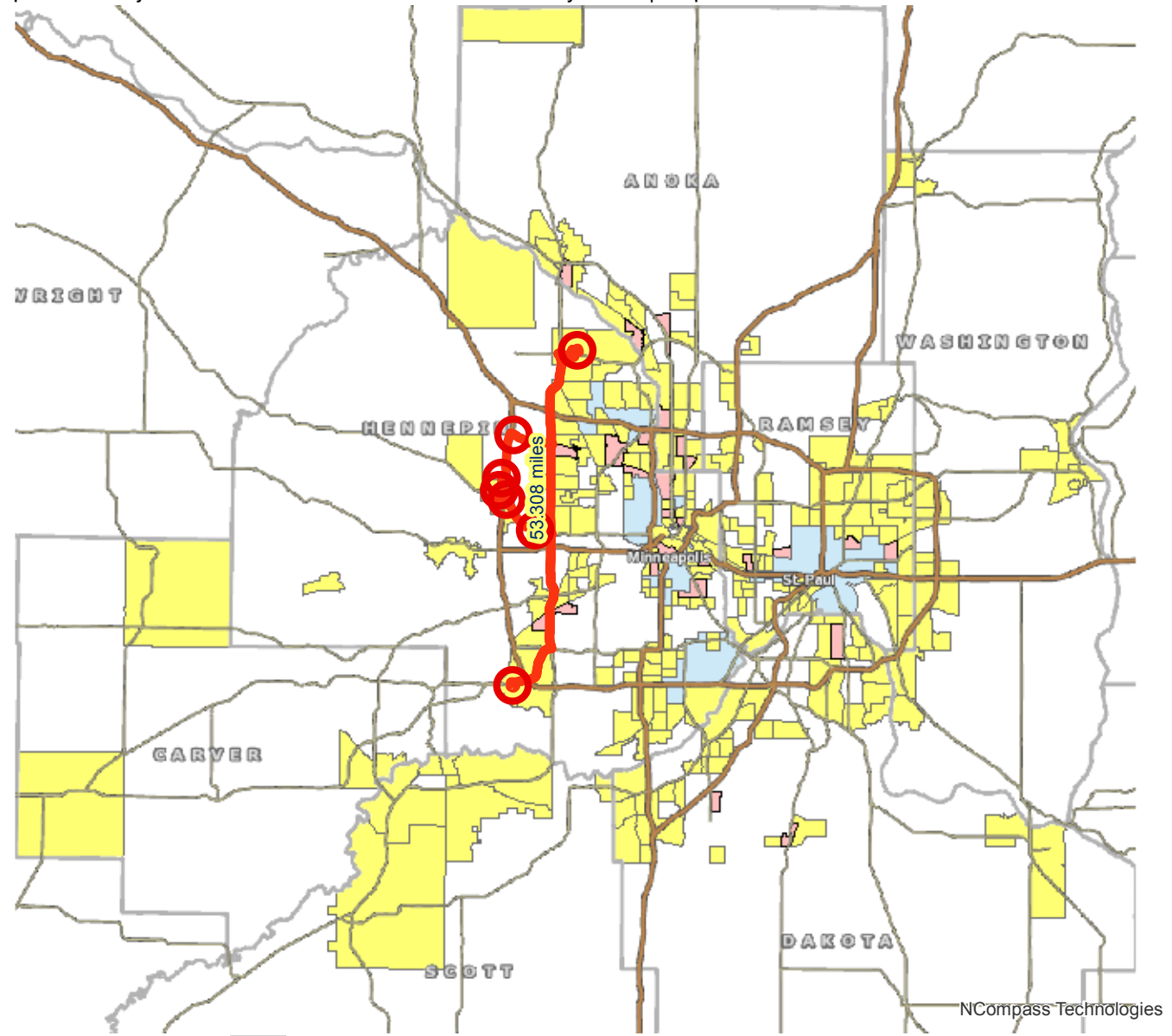


Socio-Economic Conditions

Transit Expansion Project: Service between Eden Prairie and Plymouth | Map ID: 1468325154141

Results

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




NCompass Technologies

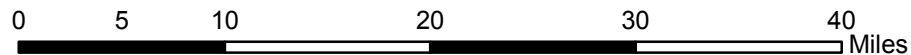
 Project Points

 Project

 Area of Concentrated Poverty > 50% residents of color

 Area of Concentrated Poverty

 Above reg'l avg conc of race/poverty



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LandscapeRSA2



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Results

Transit with a Direct Connection to project:

- *American
- *Green Line Extension

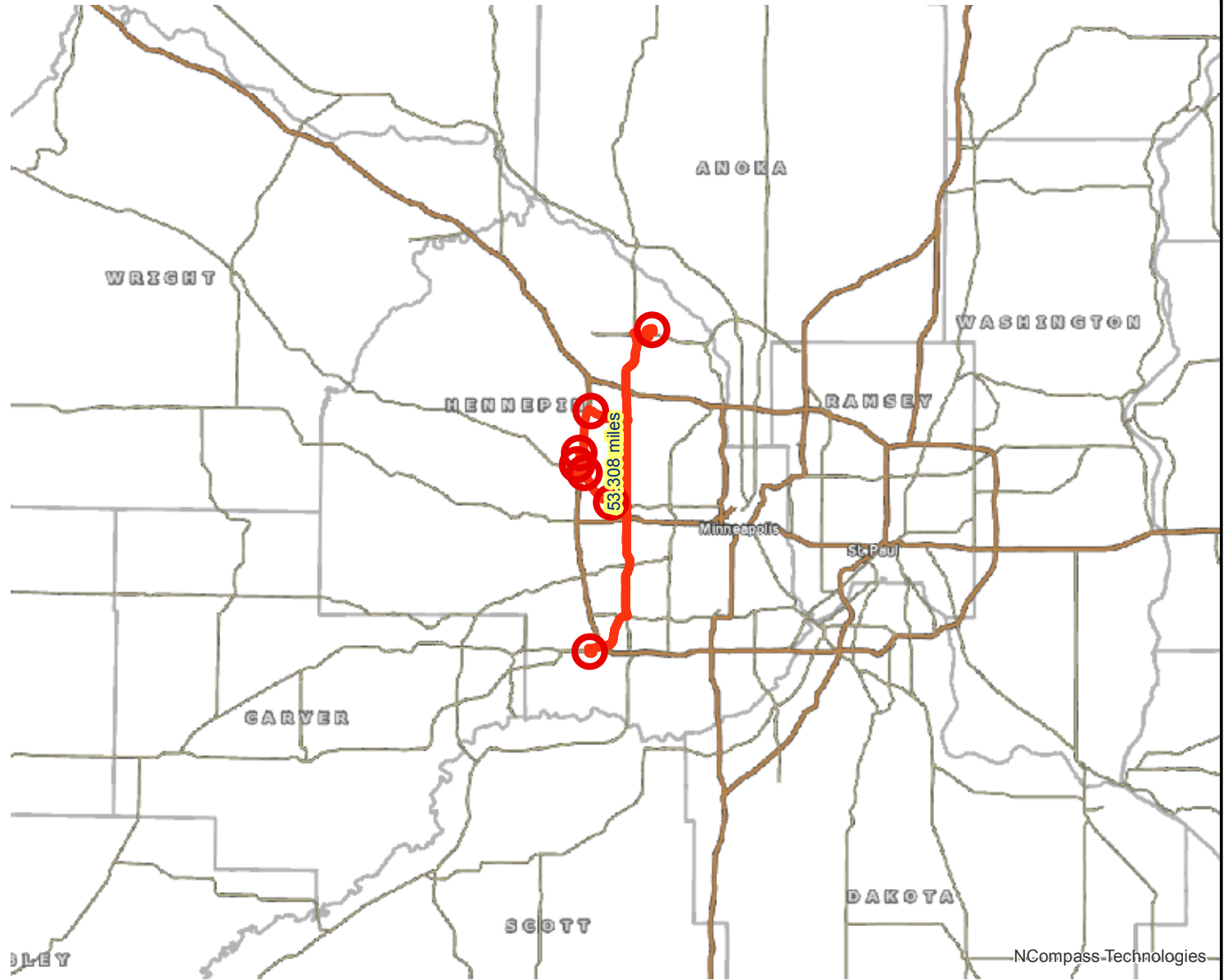
Transit within QTR mile of project:

- *American
- *Green Line Extension

Transit within HALF mile of project:

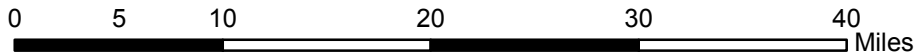
- *American
- *Green Line Extension
- *Blue Line Extension
- *Blue Line Extension

**indicates Planned Alignments*



 Project Points

 Project



Created: 7/12/2016
LandscapeRSA3



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