



Application

04752 - 2016 Travel Demand Management (TDM)

05430 - Scott County Multimodal Outreach & Marketing Coordinator

Regional Solicitation - Transit and TDM Projects

Status: Submitted
Submitted Date: 07/15/2016 3:16 PM

Primary Contact

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Salutation First Name Middle Name Last Name

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Department: Physical Development Department

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Address: Scott County
600 County Trail East

***:** Jordan Minnesota 55352
City State/Province Postal Code/Zip

Phone:* 952-496-8363
Phone Ext.

Fax:

What Grant Programs are you most interested in? Regional Solicitation - Roadways Including Multimodal Elements

Organization Information

Name: SCOTT COUNTY

Jurisdictional Agency (if different):

Organization Type:

County Government

Organization Website:

Address:

600 COUNTRY TRAIL E

*

JORDAN

Minnesota

55352

City

State/Province

Postal Code/Zip

County:

Scott

Phone:*

612-496-8355

Ext.

Fax:

PeopleSoft Vendor Number

0000024262A3

Project Information

Project Name

Scott County Multimodal Outreach & Marketing Coordinator

Primary County where the Project is Located

Scott

Jurisdictional Agency (If Different than the Applicant):

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

Outreach & Marketing Coordinator project is for marketing, awareness, and teaching access to existing mobility options throughout Scott County to include but not limited to: Fixed route, local route, Dial-A-Ride, volunteer drivers, airport shuttle, taxis, medical van, and Uber type programs. This program would be available to groups and organizations to learn about their transportation options but also learn how to access, make reservations, pay for and any other critical information on proper use of current options. Scott County would also be available by phone to describe all the options and help the resident navigate the process and find solutions to their travel needs. Scott County will partner with local transit agencies, so this project covers all of the services that are accomplished by transit agencies. This project would have a 1.0FTE with benefits person heading this program.

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)

Outreach and Marketing Coordinator

Project Length (Miles)

0

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

\$119,200.00

Match Amount

\$29,800.00

Minimum of 20% of project total

Project Total

\$149,000.00

Match Percentage

20.0%

Minimum of 20%

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

Source of Match Funds

Local

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

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	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$149,000.00
Totals	\$149,000.00

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead, etc.	\$0.00

Totals

Total Cost	\$149,000.00
Construction Cost Total	\$149,000.00
Transit Operating Cost Total	\$0.00

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 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 (Page 2.24),
Objectives A, D, & E

Strategies C1 (Page 2.24), C4 (Page 2.28), C14
(Page 2.35), C17 (Page 2.37)

Goal D: Competitive Economy (Page 38), Objective
A

Strategy D3 (Page 2.39)

Goal E: Healthy Environment (Page 2.42),
Objectives C & D

Strategy E3 (Page 2.44)

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

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.

Scott County 2030 Comprehensive Plan Update:
March 27, 2008

Transportation Goal #4 - Provide Alternative Modes
of Transportation (Page VI-4)

Provide Alternative Modes of Transportation - page
VI-49

-Unified Transportation Plan and Collaboration and
Partnerships

-Travel Demand Strategies, page VI-61: discussion
on transit incentives, ridesharing, working with Met
Council

-Strategies: Provide Alternative Modes of
Transportation, pages VI-63-VI-64 (c.5. is explore
TMO creation)

Scott County Board Strategies: Adopted 4-1-14;
Resolution #2014-050 - Regional
transportation/transit system is envisioned and
underway to keep us competitive

Scott County Charter of Objectives and work:
October 2014

List the applicable documents and pages:

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.

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.

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.

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.

Project Information-Transit and TDM

County, City, or Lead Agency	Scott County
Zip Code where Majority of Work is Being Performed	55379
(Approximate) Begin Construction Date	01/02/2018
(Approximate) End Construction Date	12/31/2019
Name of Park and Ride or Transit Station:	All facilities in Scott County: Marschall Road Transit Station, Eagle Creek Park & Ride, Southbridge Crossing Park & Ride, Savage Park & Ride

i.e., MAPLE GROVE TRANSIT STATION

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

From:
(Intersection or Address) Scott County

To:
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:

Primary Types of Work Outreach, Marketing, Education, Customer Service, Training

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.

Measure A: Project's Use of Existing Infrastructure

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

This coordination and communication project hires an Outreach & Marketing Coordinator at Scott County, who will provide marketing services to better coordinate existing transit services that are available to Scott County residents with a focus on coordinating human services and senior center transit needs. Scott County will partner with local transit agencies including Smartlink, Minnesota Valley Transit (MVTA), Southwest Transit, Park and Ride facilities, Metro Mobility services, vanpool services, and volunteer driver services, to fully coordinate with all available services. There will be a focus on marketing and awareness for existing mobility options throughout Scott County to include but not limited to: fixed route, local route, Dial-A-Ride, volunteer drivers, airport shuttle, taxis, medical van, and Uber type programs. This program will be available to groups and organizations to learn about their transportation options and also learn how to access, make reservations, pay for and any other critical information on use of current options. The Scott County employee would also be available by phone to describe all the options and help the resident navigate the process and find solutions to their travel needs. The project relies on utilizing existing resources and facilities and maximizing the existing capacity of transit service and roadway capacity by developing improved coordination and marketing. This project will serve all of Scott County including the regionally identified manufacturing/distribution center in Shakopee, areas of concentrated poverty above the regional average, and rural areas.

Measure A: Average Weekday Users

Average Weekday Users

200

The Outreach & Marketing Coordinator will have the ability to contact and market to groups and individuals in Scott County.

The following methodology was used to estimate users of the information, education, and communication service to be provided by the Outreach & Marketing Coordinator through outreach, marketing, and customer service efforts.

The estimated 2015 population for Scott County (American Community Survey) is 140,759. The population below the poverty level is 5.7 percent (6,039 people) and the population at 100-150 percent of the poverty level is 3.7 percent (3,920 people) (ACS 2010-2014). Potential users of the Outreach & Marketing Coordinator services are estimated for the population 15 and over, which is a total estimated population of 105,949 (ACS 2010-2014). The target populations, all age 15 and up, were designated a likely percentage for transit use per group: population below the poverty level at 30 percent, population at 100-150 percent of the poverty level at 25 percent, and the remainder of the population at 5 percent. The methodology for determining potential users of the proposed service for these target populations is based on a rate of 10 potential uses per month by populations over age 15, below the poverty level or within 100-150 percent of the poverty level and a rate of 5 potential uses per month for the remaining population. This equals a potential of 51,915 users of the service per year, or approximately 200 per weekday.

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

Total Scott County Population (2015 ACS): 140,759

Scott County Population below poverty level (2010-2014 ACS): 5.7%

Scott County Population 100-150% of poverty level (2010-2014 ACS): 3.7%

Scott County Population age 15 and over (2010-2014 ACS): 105,949

Target population below poverty level (30% of age 15+): 1,812

Target population 100-150% of poverty level (25% of age 15+): 980

Target population ? remainder (5% of age 15+): 4,800

Monthly trips per target population: 10 for populations age 15+ and below poverty level or 100-150% of poverty level, 5 for remainder of population age 15+

Total potential annual trips from target populations: 51,915

Total weekday trips (divided by 260 weekdays): 200

Measure A: Project Location and Impact to Disadvantaged Populations

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

Census Tracts for this project are above the regional average for population in poverty or population of color. Using the application mapping tool, one point was placed per city or township in Scott County. The map illustrates that the project will reach numerous Census Tracts with protected populations, including those outside of Scott County who may utilize transit services to travel into Scott County. Six Census Tracts within Scott County are identified as above the regional average for population in poverty or population of color. Non-white population in these Census Tracts is as high as 29.4 percent (2010 Census) and poverty status for individuals is as high as 25.4 percent (percent imputed from American Community Survey 2010-2014). The population 65 and over is also important to consider for transit services. The highest percentage in these six Census Tracts is 18.5 percent with the average at 8.9 percent (2010 Census). County-wide there are over 13,600 (9.6 percent) seniors and 6,800 (4.8 percent) people with disabilities.

The project's goal is to provide direct outreach to transit dependent, senior, and disabled population groups for coordination, communication, and education of available transit services. It is also a goal of the project to connect rural populations to transit options. It is not anticipated that the project will have negative impacts on protected populations as it is communication and marketing oriented. The project will assist low-income, people with disabilities, people of color, and elderly populations in finding transit services appropriate for their needs.

Measure B: Affordable Housing

City/Township

Shakopee

Prior Lake

Savage
 Jordan
 Belle Plaine
 Elko New Market
 Blakeley Township
 Belle Plaine Township
 St. Lawrence Township
 Helena Township
 Sand Creek Township
 Louisville Township
 Jackson Township
 Spring Lake Township
 Cedar Lake Township
 Credit River Township
 New Market Township

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Population in City	Score	Population/Total Populations	Housing Score Multiplied by Population percent
	0	0	0	0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Population in City	0
Total Housing Score	0

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

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

Congestion is a deterrent to single occupant vehicle (SOV) travel. River crossings in Scott County over the Minnesota River are congested throughout the day, particularly during peak travel times. This includes TH 41 (Principal Arterial) and US 169 (Principal Arterial). TH 13 (Principal Arterial) and CSAH 42 (Principal Arterial) are also currently operating over capacity (Scott County 2030 Comprehensive Plan). The Minnesota River crossing at US 169 northbound operates at a Congested/Unreliable condition during the AM peak travel time from CSAH 83 north to Old Shakopee Road. The AM peak congestion continues along TH 13 from US 169 to I-35W ranging from moderately congested to congested/unreliable travel condition. Backups also occur along US 169 to the west at TH 41 and in Jordan at TH 282. The unreliable travel conditions make transit options more appealing to potential riders.

The project will promote transit trips over SOV trips through marketing, communication, and coordination efforts as part of the Outreach & Marketing Coordinator. One of the goals for this project is to educate the public about alternatives to congestion-filled, SOV trips and assist in building public understanding of transit logistics and advantages. The project will utilize capacity of existing transit services, meaning less SOV trips on already congested roadways.

Measure B: Emissions Reduction

Number of Daily One-Way Commute Trips Reduced:	80
Average Commute Trip Length (Default 12.1):	12.1

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

It is estimated that an additional 40 riders per day can be generated through the marketing and coordination efforts of this project, which equals 80 one-way commute trips. This is approximately 20 percent of the estimated daily users/population reached by the Outreach & Marketing Coordinator services (200). The methodology for the number of users is defined in detail #2: Usage. It is based on the population below the poverty level and the population at 100-150 percent of the poverty level age 15 and over in Scott County. Populations outside of Scott County will also be able to utilize this service, which may make the number higher. This estimate is also congruent with data on ridership forecasts and available capacity for existing transit service. The estimate considers the opportunity to improve the coordination of services for transit dependent populations.

Measure: Innovation

The purpose of the Outreach & Marketing Coordinator program is for all residents to become acclimated and have knowledge of all of the mobility options currently available in Scott County. Many times solutions are sought out to increase service and in some cases that is necessary, but for the Outreach & Marketing Coordinator, the purpose is to market for the existing infrastructure and to market the availability of the current systems. As a suburban county, Scott County transit services include the following: limited fixed route service (a small circulator in Shakopee), four Park and Ride facilities, utilized mostly by commuters to the Downtown areas of Minneapolis, an ADA service that operates in Prior Lake, Savage and Shakopee, a Dial-A-Ride (DAR) service that operates throughout the whole County, but is limited in its hours of service, a volunteer system that fills some of the gap from the DAR system, medical vans, taxis, Mystic Lake employee and client bus service, and school bus transportation.

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

Smartlink will be using an Outreach & Marketing Coordinator to market existing services and identify needs not being met. The purpose is to inform and educate residents on their mobility options while at the same time discovering needs and gaps in the process and documenting these gaps. Smartlink will also use the Outreach & Marketing Coordinator to assist residents in accessing and understanding mobility options such as: do I need a reservation, how do I get a reservation, do I need to qualify for anything, who do I call, how much will it cost, how can I pay, and what are the rules for each service. The Outreach & Marketing Coordinator also will need to keep up with services that are added or subtracted such as taxi companies that may only service one city but then decide to expand into more cities. Overall, the marketing aspect and having people discover that a solution for their mobility needs might already exist. Scott County is

divided into a more suburban population on the northern side and a more rural trend on the South and West sides. It is projected that this project will assist rural populations in understanding how to access transit options. The Outreach & Marketing Coordinator will help the aging and disabled population in Scott County and assist them in accessing the services they need so they can strive to continue to live in their homes longer.

Measure A: Organization's Experience and Resources

Scott County has strong financial management and capacity to house this project. Smartlink staff are currently housed at Marschall Road Transit Station (MRTS) in Shakopee near the major population and employment center in the county. Close proximity to higher population and employment densities will help marketing and education efforts be successful. Scott County and Smartlink have a strong partnership with Minnesota Valley Transit Authority (MVTA). MRTS and Park and Ride facilities in Scott County are locations where service is provided by MVTA. This project will be coordinated and benefit from the partnership services provided by MVTA.

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

Smartlink is in partnership with Scott and Carver Counties through a joint powers agreement that allows Smartlink Transit to operate Dial-A-Ride services for both counties. Smartlink also partners with Metropolitan Council, MnDOT and MN Department of Human Services, in a project called Mobility Management that looks to increase efficiencies in mobility options by coordinating better, by working on human service program vehicle sharing, and by providing standards for service, vehicles, and personnel. Smartlink staff have over 100 years combined service in coordinating mobility options for Dial-A-Ride customers, and will now take aim at the needs and gaps, and discover innovative ways to use current resources to solve existing issues.

Measure B: Project Financial Plan

Project funding sources are identified and secured to continue the project past the initial funding period, and/or carry on the project to a future phase:

Applicant has identified potential funding sources that could support the project beyond the initial funding period:

Yes

Applicant has not identified funding sources to carry the project beyond the initial funding period:

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

Scott County local sales tax dollars can be utilized in the future to continue the Outreach & Marketing Coordinator. In May 2015, the Scott County Board of Commissioners adopted Resolution No. 2015-067, adopting a ½ percent sales tax and \$20 excise tax on vehicle purchases in Scott County. The sales, excise, and wheelage taxes were adopted to establish a dedicated funding source for transportation projects of regional significance. This new funding source is anticipated to generate an estimated \$6 million per year through 2022, up to \$1 million dedicated to transit improvements.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$149,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$149,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments M

File Name	Description	File Size
Scott County Resolution 2016-130.pdf	Local Match Resolution	258 KB
Scott_County_TMA_SocioEcon.pdf	Socio-Econ Map	190 KB
Scott_Co_TMA_Budget.pdf	Project Budget	70 KB

AGENDA # 5.3
SCOTT COUNTY, MINNESOTA
REQUEST FOR BOARD ACTION
MEETING DATE: JULY 5, 2016

ORIGINATING DIVISION:	Community Services	CONSENT AGENDA:	☑ Yes ☐ No
ORIGINATING DEPARTMENT:	Physical Development		
PRESENTER:	Lisa Freese - 8363 Program Director	ATTACHMENTS:	☑ Yes ☐ No
PROJECT:	Regional Solicitation Grant Applications	TIME REQUESTED:	N/A
ACTION REQUESTED:	Adopt Resolution No. 2016-130; Authorizing Submittal of Transportation Projects to the Transportation Advisory Board (TAB) for Consideration in the 2016 Regional Solicitation Process		
CONTRACT/POLICY/GRANT:	☐ County Attorney Review ☐ Risk Management Review	FISCAL:	☑ Finance Review ☐ Budget Change
ORGANIZATIONAL VALUES:	<input type="checkbox"/> Provide a Supportive Organizational Culture <input checked="" type="checkbox"/> Develop Strong Public Partnerships <input checked="" type="checkbox"/> Manage Challenges and Create Opportunities <input checked="" type="checkbox"/> Assure Long Term Fiscal Stability <input type="checkbox"/> Emphasize Excellence in Customer Service		
DEPARTMENT/DIVISION HEAD SIGNATURE:		COUNTY ADMINISTRATOR SIGNATURE:	
			
Approved:	MB JU says	DISTRIBUTION/FILING INSTRUCTIONS:	
Denied:		Community Services, Tony Winiecki Community Services, Lisa Freese	
Tabled:			
Other:			
Deputy Clerk :			
Date:			7-5-16

Background/Justification:

The purpose of this agenda item is to adopt Resolution No. 2016-130, authorizing submittal of transportation projects to the Transportation Advisory Board (TAB) for consideration in the 2016 Regional Solicitation process.

The Metropolitan Council, in partnership with TAB, is requesting project submittals for federal funding under the Surface Transportation Block Grant Program (STBGP), Congestion Mitigation and Air Quality (CMAQ) and Transportation Alternatives Program (TA). This funding provides up to 80 percent of the project construction cost. The local agency submitting the applications must commit to providing at least 20 percent local match and maintaining the constructed facilities for their useful life. A total of approximately \$180 million in federal funds is anticipated to be available in this solicitation for program years 2020 and 2021 for projects in the 7-County Twin Cities Metropolitan Area. Also, due to increased funding levels under the new federal FAST Act legislation, limited federal funding is also available in 2017, 2018, and 2019 for projects that can be implemented sooner. Project submittals are due on July 15, 2016 for all applications. The Highway Safety

Improvement Program Solicitation (HSIP) applications are administered by the Minnesota Department of Transportation (MnDOT) and are due September 1, 2016. The HSIP applications will be brought to the County Board for consideration in August as a separate action.

Funding applications are categorized by transportation mode (auto/roadway, bike/ped, transit) instead of by funding program. The applications also include considerations based on measures emphasized in Thrive MSP 2040, including project relationship to regional economy, equity and affordable housing, and system preservation and modernization.

Staff is recommending six projects be submitted for scoring under the regional solicitation process. If successful, projects dates of delivery may need to be accelerated by the County to align with federal funding or if federal funding availability is after the County program year, Advanced Construction (AC) will be requested. The selection process timeline will allow the County to make adjustments for successful applications in the annual update of the Transportation Improvement Program (TIP) 2018-2027,

Roadway Reconstruction/Modernization		
1.	CH 21 / TH 13 Intersection Improvements	The intersection of County Highway (CH) 21 and Trunk Highway (TH) 13 in Prior Lake has been studied by the City, County, and MnDOT. This project would add right and left turn lanes to improve operations of the intersection. TIP Year 2019
2.	CH 83 from 12 th to 4 th Improvements	CH 83 Corridor Readiness Study completed in 2016 with the City of Shakopee and MnDOT recommended several features to upgrade and modernize this segment. The reconstruction of CH 83 would include such improvements as a median down the center of the roadway, turn lanes extension at 12 th and a grade separated trail on both sides.
3.	CH21 from CH87 to Adelman Ave	This segment of CH 21 was studied in the CH 21 Study by the City and County. This project would realign CH 87 and 170 th street/Credit River Road, add medians, and turn lanes, and replace deteriorated pavement on this segment of the corridor. TIP Program year 2018.
Roadway Expansion		
4.	CH 27 from CH 21 to CH 44	The CH 27 Corridor Study is completed. This segment of CH 27 is planned to be reconstructed to a four lane divided roadway with bike/pedestrian connections to Cleary Lake Regional Park. TIP Program Year 2021
5.	CH 14 Overpass of US 169	The soon to be completed US 169 South Frontage Study identified the need to create additional grade separated crossings of US 169. An overpass of US 169 would be the next stage of extending freeway status south of CH 78.
Multiuse Trails and Bicycle Facilities		
6.	CH 17 Bike/Ped Overpass of US 169	A pedestrian and bicycle overpass at County State Aid Highway (CSAH) 17 is required to complete a gap in the current trail system near the intersection with US 169. The overpass would connect the core of Shakopee and the commercial area north of US 169 with the Marschall Road Transit Station, Saint Francis Regional Medical Center and other commercial businesses.
Transit Expansion		
7.	Scott County Transportation Management Association (TMA)	The proposed Scott County TMA would consist of representatives from Scott County working with area Chambers of Commerce, employers, Mystic Lake Transportation, health and human service provides and other stakeholders yet to be determined. The mission would be to increase the overall accessibility of Scott County employers by leveraging and promoting existing transportation services – SmartLink, MVTA reverse commute routes, Mystic Lake Transportation, Metro Vanpools, Land to Air, etc. –as well as aiding creation and setting up of new options (fixed route, 169 transit way and Orange Line, ride sharing, van pools, volunteer drivers and programs aimed at increasing transit, and alternative forms of transportation)

Fiscal Impact:

The federal grant programs require a 20 percent local match for the project. Funding match obligations for several of the projects are included in the 2016-2025 Transportation Improvement Program (TIP). If the grant is secured for a currently non-funded project, the funding match obligations will be identified in the 2017 update of the County's TIP.

**BOARD OF COUNTY COMMISSIONERS
SCOTT COUNTY, MINNESOTA**

Date:	July 5, 2016
Resolution No.:	2016-130
Motion by Commissioner:	Beard
Seconded by Commissioner:	Ulrich

**RESOLUTION NO. 2016-130; AUTHORIZING SUBMITTAL OF TRANSPORTATION
PROJECTS TO THE TRANSPORTATION ADVISORY BOARD FOR
CONSIDERATION IN THE 2016 REGIONAL SOLICITATION PROCESS**

WHEREAS, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under Surface Transportation Block Grant Program (STBGP), Transportation Alternatives Program (TA), and Congestions Mitigation and Air Quality (CMAQ); and

WHEREAS, funding is available in the 2017-2021 federal fiscal years; and

WHEREAS, funding provides up to 80 percent of project construction costs; and

WHEREAS, this federal funding of projects reduces the burden on local taxpayers for regional improvements; and

WHEREAS, Scott County has identified projects that improve the safety and transportation system of the region; and

WHEREAS, the Scott County Board of Commissioners desires to support these projects.

NOW, THEREFORE BE IT RESOLVED, that the Scott County Board of Commissioners hereby supports the submittal of the following projects to the Transportation Advisory Board for Consideration in 2016 Regional Solicitation Process:

1. CH21/TH13 Intersection Improvements
2. CH83 Improvements from 12th to 4th Ave
3. CH21 Improvements from Adelman St to CH87
4. CH27 Expansion from CH44 to CH 21
5. CH14 Overpass of US 169
6. CH17 Bike/Ped Overpass of US 169
7. Scott County Transportation Management Association

COMMISSIONERS	VOTE			
Wagner	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Wolf	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Beard	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Marschall	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Ulrich	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain

State of Minnesota)
County of Scott)

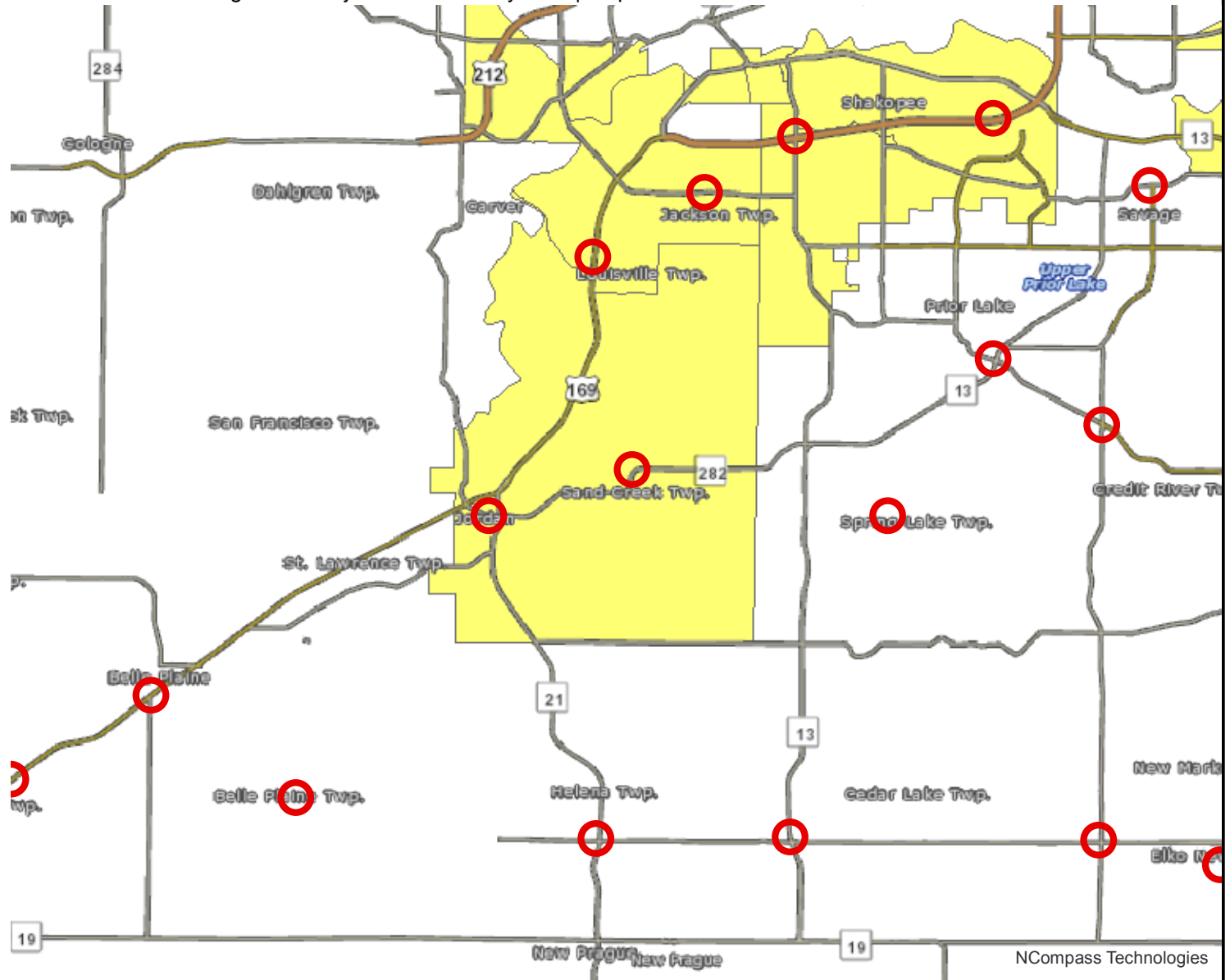
I, Gary L. Shelton, duly appointed qualified County Administrator for the County of Scott, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Scott County, Minnesota, at their session held on the 5th day of July, 2016 now on file in my office, and have found the same to be a true and correct copy thereof.
Witness my hand and official seal at Shakopee, Minnesota, this 5th day of July, 2016.



County Administrator
Administrator's Designee

Results

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



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



Created: 7/11/2016
LandscapeRSA2



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NCompass Technologies

Outreach and Marketing Coordinator Cost TDM

<u>Cost</u>	<u>Year</u> 2018	<u>Year</u> 2019	<u>Project total</u>
Salary	\$ 52,500.00	\$ 52,500.00	
Fringe Benefits	\$ 17,325.00	\$ 17,325.00	
Overhead expenses	\$ 2,400.00	\$ 2,400.00	
Marketing costs	\$ 1,000.00	\$ 1,000.00	
Marketing materials	\$ 1,550.00	\$ 1,000.00	
	<u>\$ 74,775.00</u>	<u>\$ 74,225.00</u>	\$ 149,000.00