Application

10358 - 2018 Transit Expansion

10843 - Highway 169 Interim Service

Regional Solicitation - Transit and TDM Projects

Status:	Submitted
Submitted Date:	07/13/2018 3:42 PM

Primary Contact

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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 (City) / Minnesota (State/Province) / 55352 (Postal Code/Zip)
County:	Scott
Phone:*	612-496-8355 Ext.
Fax:	
PeopleSoft Vendor Number	0000024262A3

Project Information

Project Name	Highway 169 Interim Bus Service
Primary County where the Project is Located	Hennepin, Scott
Cities or Townships where the Project is Located:	Shakopee, Bloomington/Eden Prairie, Hopkins, Golden Valley
Jurisdictional Agency (If Different than the Applicant):	
Brief Project Description (Include location, road name/functional class, type of improvement, etc.)	This new bus service will operate on weekdays from 5am to 11pm. One bus stop will be constructed at Viking Drive, which will include a shelter, light, and heat. Other stops will use existing infrastructure. This service is intended to begin alongside Southwest Light Rail Transit in 2023. Interim bus service will serve four stops; Marschall Road Transit Station in Shakopee, Viking Drive Area in Bloomington or Eden Prairie, Downtown Hopkins Station, and General Mills in Golden Valley. Interim bus service will help establish a market for eventual implementation of BRT as described in the Highway 169 Mobility Study Recommended Improvements.
(Limit 2,800 characters; approximately 400 words)	
TIP Description Guidance (will be used in TIP if the project is selected for funding)	Bus Purchases, Operating Funds & Bus Stop Amenities
Project Length (Miles)	21.0

to the nearest one-tenth of a mile

Project Funding

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

If yes, please identify the source(s)

Federal Amount $6,962,538.00

Match Amount $1,740,634.00

Minimum of 20% of project total

Project Total $8,703,172.00

Match Percentage 20.0%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds Scott County (Operating, Capital) & Metro Council (Bus Purchases)

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: 2023

Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.

Additional Program Years:

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

Project Information-Transit and TDM

County, City, or Lead Agency Scott County

Zip Code where Majority of Work is Being Performed 55379

Total Transit Stops 2

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

From:
(Intersection or Address) 1615 Weston Court, Shakopee, MN 55379

To:
(Intersection or Address) General Mills Lot, 9014 Betty Crocker Drive, Golden Valley, MN 55426

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:
(Intersection or Address)

Name of Park and Ride or Transit Station:	The Marschall Road Transit Center (Existing) Hopkins Park and Ride (Existing) General Mills Lot and Headquarters (Existing) Viking Dr. Area (Proposed 2 new stop locations, potentially coordinated with SW Transit proposed Golden Triangle Service)

e.g., MAPLE GROVE TRANSIT STATION

(Approximate) Begin Construction Date	06/01/2023
(Approximate) End Construction Date	09/01/2023
Primary Types of Work	Bus stop construction.

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 (2015), 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 goals, objectives, and strategies that relate to the project.

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

Goal A: Transportation System Stewardship (p.2.17)

-Objective B (p2.17)

--Strategies A3 (p.2.19)

Goal C Access to Destinations (p2.24)

-Objectives A, B, D, E (2.24)

--Strategies C1(2.24), C4 (p. 2.28), C7 (2.30), C10 (2.32), C11 (2.34), C17 (2.37)

Goal D Competitive Economy (2.38)

-Objective A &B (2.38)

--Strategies D3 (2.39), D4 (2.40)

Goal F Leverage Transportation Investments to Guide Land Use (2.48)

-Objective A (2.48)

--Strategies F2 (2.49)

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:

Highway 169 Mobility Study link to MnDOT Website
Purpose and need are detailed in Technical Memo 3

Capital Cost Estimates for Interim Bus Service proposed in this application can be found on page 51 of Technical Memo 11

Interim service operating plan and is described beginning on page 20 of Technical Memo 12, maintenance costs for interim service are found on page 26

Interim bus service will begin to meet the need of mobility solutions along the Highway 169 corridor as identified in the Highway 169 Mobility Study. The Highway 169 Mobility Study offered recommendations, including BRT service along Highway 169 and Highway 55 between Shakopee and downtown Minneapolis, received support of the project?s Policy Advisory Committee. Interim bus service will serve between Marschall Road Transit Station in Shakopee and General Mills in Golden Valley.

Shakopee Envision 2040 Comprehensive Plan

-Marschall Road Transit Station Development area (Page 174)

Scott County 2030 Comprehensive Plan

-Alternative Modes (Page VI-50)

4.The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of 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*
***Transit Modernization:** $100,000 to $7,000,000*
***Travel Demand Management (TDM):** $75,000 to $500,000*

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

8.The project must comply with the Americans with Disabilities Act (ADA).

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

9.In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.		Date plan adopted by governing body	
The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.	Yes	05/01/2016 Date process started	09/28/2018 Date of anticipated plan completion/adoption
The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.		Date self-evaluation completed	
The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.		Date process started	Date of anticipated plan completion/adoption
(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.			

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

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

11.The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

12.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

13.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

14.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

Transit Expansion and Transit Modernization projects only:

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. Each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.

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

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.

Travel Demand Management projects only:

The applicant must be properly categorized as a subrecipient in accordance with 2CFR200.330.

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

The applicant must adhere to Subpart E Cost Principles of 2CFR200 under the proposed subaward.

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

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 (not calculated 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	$160,000.00
Support Facilities	$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	$0.00
Vehicles	$2,900,000.00
Contingencies	$61,000.00
Right-of-Way	$0.00
Other Transit and TDM Elements	$50,000.00
Totals	**$3,171,000.00**

Transit Operating Costs

Number of Platform hours	300000.0
Cost Per Platform hour (full loaded Cost)	$5.63
Subtotal	$1,689,000.00
Other Costs - Administration, Overhead,etc.	$0.00

Totals

Total Cost	$4,860,000.00
Construction Cost Total	$3,171,000.00
Transit Operating Cost Total	$1,689,000.00

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	41210
Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	223
Existing employment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)	

Upload the "Letter of Commitment"

Please upload attachment in PDF form.

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

Upload the "Letter of Commitment"

Please upload attachment in PDF form.

Explanation of last-mile service, if necessary:

At Scott County, last miles service connections are provided by MVTA via routes 497/499 & are also provided by several large employers including Amazon, My Pillow, Valley Fair and Mystic Lake Casino through privately operated shuttles or buses. SmartLink DialaRide service, which now includes evening service provides connections to locations not served by MVTA's fixed routes throughout all of Scott and Carver County. Uber and private Cab services also provide options where transit connections don't serve lower density employment area's in this suburban environment. Scott County and the City of Shakopee have been working together to complete sidewalk gaps with 1/2 mile of the transit stop at Marschall Rd (MR) to provide improved walking/biking access to employers & housing in the vicinity of the stops. There are also intercity bus connections at the MR stop that enable travelers to connect as far south as Mankato. SW transit is also working in the Eden Prairie area to provide enhance local service that would connect to the Viking Drive stop. Stops at Hopkins and Golden Valley are well served by Metro transit connections to assist with the last mile connections near those stops.

(Limit 1,400 characters; approximately 200 words)

Upload Map

1531493142875_PopEmp Summary.pdf

Please upload attachment in PDF form.

Measure B: Transit Ridership

Select multiple routes

Existing transit routes directly connected to the project

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

Upload Map

1531503337718_Transit Connections.pdf

Please upload attachment in PDF form.

Response

Met Council Staff Data Entry Only

Average number of weekday trips

283.0

A Measure: Usage

Service Type

Urban and Suburban Local Routes

New Annual Ridership (Integer Only)

38000

Assumptions Used:

The three peer routes selected (routes 495, 493 and 445) for their similarity to the TH 169 Interim Route Option 1. Existing ridership for each route was used. The peer routes serve suburban locations for both peak and off peak periods. A half mile buffer around each station was constructed per the Met Council's ridership forecasting guidelines. Existing development assumptions by Met Council TAZ were used to calculate station activity within each buffer area.

(Limit 2,800 characters; approximately 400 words)

Describe Methodology: How Park-and-Ride and Express Route Projections were calculated, which Urban and Suburban Local Route(s) were selected, and how the third year of service was estimated

The ratio of change in station activity between the TH 169 transitway and the peer routes was applied to the peer routes' existing ridership. Additionally, two factors were applied to determine the TH 169 transitway ridership. These factors account for the transitway attractiveness and all-day/two-way service.

(Limit 2,800 characters; approximately 400 words)

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty: Yes

(up to 80% of maximum score)

Projects census tracts are above the regional average for population in poverty or population of color:

(up to 60% of maximum score)

Project located in 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:

(up to 40% of maximum score)

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.
Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Stakeholders were involved early in the project through more than 20 events. Employer surveys were returned by representatives from more than 22 employers and nearly 3,000 responses were collected from an online survey on personal use of Highway 169. Fact sheets about the project were shared at all MnDOT tabling events in the study area during early 2016. Business chamber meetings, employer round tables, community diversity councils, churches, and pop-up events at community events and large employers all shaped the purpose and need statement, goals, and evaluation measures used to guide decision-making.

Response:

The project was guided by three committees, the Project Management Team (PMT), the Technical Advisory Committee (TAC), and the Policy Advisory Committee (PAC). The PMT, composed of staff from MnDOT, Scott and Hennepin Counties, the Metropolitan Council, and the consultant team, guided development and ensured progress of the study. The TAC, tasked with providing technical input on the study process, included planners, engineers and transit professionals from the Shakopee Mdewakanton Sioux Community, county and city staff as well as MnDOT & Metro Transit. The PAC, staffed by elected and appointed officials from cities, counties, and partner agencies in the Highway 169 corridor considered project information and provided guidance on the study process, issues and recommendations.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

This project provides reverse commute connections to places of employment for a wide span of wages, including low-income and low-skill jobs. This transit service would operate all day, providing transit-dependent suburban residents and workers an option other than ride sharing services or SmartLink. The stops on this project connect to trail systems that allow for multi modal connections for those that for financial or personal reasons do not own a car.

Response:

SouthWest Transit ended one-seat reverse commute service from Downtown Minneapolis to the southwest suburbs in August 2017. This service would begin to re-establish reverse commute service to the southwestern suburbs as riders can connect from the central cities at General Mills.

Shakopee's 2040 Comp Plan anticipates large residential and commercial density growth around the Marschall Road Station which would increase the number of people without cars using the station.

(Limit 2,800 characters; approximately 400 words)

3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.
Below is a list of negative impacts. Note that this is not an exhaustive list.
Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
Increased noise.
Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
Increased speed and/or cut-through traffic.
Removed or diminished safe bicycle access.
Inclusion of some other barrier to access to jobs and other destinations.
Displacement of residents and businesses.
Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
Other

Response:	The bus service will only create one new stop, the other three stops are at existing transit facilities. This project will not have a significant impact on congestion or the built environment surrounding the stop. There will be no expansion of the right of way, displacement of people or businesses, or removed or diminished bicycle access.
(Limit 2,800 characters; approximately 400 words)	
Upload Map	1531498631734_SocioEconomic Map - 169.pdf

Measure B: Affordable Housing

City	Number of Stops in City	Number of Stops/Total Number of Stops	Score	Housing Score Multiplied by Segment percent
Shakopee	1.0	0.25	68.0	17.0
Bloomington	1.0	0.25	100.0	25.0
Hopkins	1.0	0.25	90.0	22.5
Golden Valley	1.0	0.25	90.0	22.5
				87

Total Transit Stops

Total Transit Stops	4.0

Affordable Housing Scoring

Total Housing Score	87.0

Affordable Housing Scoring

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	150
Distance from Terminal to Terminal (Miles)	21.0
VMT Reduction	3150.0
CO Reduced	7528.5

NOx Reduced	504.0
CO2e Reduced	1154790.0
PM2.5 Reduced	15.75
VOCs Reduced	94.5
Total Emissions Reduced	1162933.0

Measure A: Roadway, Bicycle, and Pedestrian Improvements

Response

Stops on the route are park-and-rides with good accessibility by foot & bike, making ridership more reliable. There are ped. & bike projects that municipalities are completing through redevelopment activities occurring that support interim bus service/future BRT outlined in more detail in Tech Memo 14.

At Marschall Rd(MR), there is a strong existing network of ped. & bike facilities on MR and 17th Ave E. A missing connection from the crosswalk at the northeast corner of the property at the TH169 northbound exit ramp to MR is a 2022 programmed project by Scott County. When complete those accessing the stop from the north on foot will not have to walk very far before getting to the bus stop or walk over uneven grass to access the stop. This ped/bike network link improves access from residential & commercial areas to this facility. The facility also has a bus ramp that provides for improved travel times for buses exiting the facility directly to TH 169.
At Viking Dr, the layout proposes adding lighting, heated shelter, benches & crosswalks added to the east and south edges of the traffic circle at the intersection of Viking Dr and Washington Ave so those walking and biking can connect to the northbound stop. Off-street multi-use trail coverage is strong near this stop, however, Eden Prairie could add a facility on the east side of Washington Ave to provide safer access to employment centers on that half-mile side of the road between marked crossings.

The Hopkins stops will be at the Excelsior Blvd and 8th Ave Park and Ride, adjacent to downtown and a future Green Line station. There are quality sidewalks in downtown Hopkins, but there is a long crossing over Excelsior Blvd to get there. Hopkins has made significant investments to improve the pedestrian connections into downtown from the

future Green Line station.

General Mills has very good pedestrian paths from the parking lot (and both stops) to the campus, and could be used as an example for other major employers along the corridor. There is a trail north of Betty Crocker Dr. that connects to the greater St Louis Park and Golden Valley bike networks, but that does not directly connect across Highway 169 on Betty Crocker Drive to Shelard Parkway, an area with many homes and dense population. Creating a connection over Betty Crocker with the bridge replacement programmed in the MnDOT 2022-2025 CHIP will connect this stop to even more riders.

Bus shoulders exist on TH 169 providing faster travel times. Exception is Bloomington Ferry Bridge, but drain structures have been reinforced to allow shoulder use, horizontal curves on north end of bridge are still a concern for permanent re-striping. Major gap in the Bus shoulder system was recently completed with replacement of TH169 9 Mile Creek Bridge.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit 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

Measure A: Risk Assessment - Construction Projects

1)Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.	Yes

100%

Attach Layout 1531474902093_Viking Drive Layout.pdf

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (20 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%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

Unsure if there are any historic/archaeological properties in the project area.

0%

Project is located on an identified historic bridge

3)Right-of-Way (30 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired Yes

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

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

25%

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

0%

Anticipated date or date of acquisition

4)Railroad Involvement (20 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

Yes

100%

Signature Page

Please upload attachment in PDF form.

Railroad Right-of-Way Agreement required; negotiations have begun

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

Anticipated date or date of executed Agreement

Measure: Cost Effectiveness

Total Annual Operating Cost:	$1,687,724.00
Total Annual Capital Cost of Project	$53,333.33
Total Annual Project Cost	$1,741,057.33

Assumption Used:

Total O&M cost is calculated by using Annual Revenue Bus-Miles and Annual Revenue Bus-Hours, Peak Buses and Maintenance Garages. These calculations sue use supply unite costs from the Blue Line O&M Report documents based on Metro Transit Bus calendar year 2015 expenses.

Highway 169 bus service on its own will not trigger the need for a new maintenance garage. But, it could contribute towards to the need for a new garage. Therefore, the unit cost for a maintenance garage has been proportioned based on fleet bus requirements, resulting in a unit cost of $15,800 per fleet bus.
Full information is found in Highway 169 Mobility Study Technical Memo 12, Appendix B Interim Service Plan. The operating plan is described beginning on page 20 of Technical Memo 12; O&M costs are on page 26.

Travel time estimates:

Time Period Northbound Southbound

AM Peak 0:38:25 0:36:47

PM Peak 0:38:25 0:37:01

Off-Peak 0:37:22 0:36:15

Capital Cost Estimates proposed in this application can be found on page 51 of Technical Memo 11.

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness $0.00

Other Attachments

File Name	Description	File Size
10843_TE_ScottCo_SMSCSupportLetter.pdf	SMSC support letter	379 KB
169 BRT - One Page Summary.pdf	Project One Page Summary	564 KB
17-72 - 11-21 -Supporting Hwy 169 Mobility Study - CC - 11 21 17.pdf	Golden Valley Resolution Support	11 KB
20180720120134667.pdf	Shakopee Mdewakantton Sioux Community letter of support	376 KB
All Web Maps - 169.pdf	All Make-A-Map web-based Maps	1.9 MB
Bloomington.pdf	City of Bloomington Layout Support Letter	244 KB
Eden Prarie - Letter of Support_Resolution.pdf	Eden Prairie Support Letter	361 KB
Interim 1 Capital Costs.pdf	Capital Costs	68 KB
Interim Service Operating Plan.pdf	Interim Operating Plan	237 KB
Met Council - 071318 Letter of Support.pdf	Met Council Letter of Support	795 KB
Pages from Highway 169 Mobility Study_IP and all TMs-4.pdf	Bike and Ped Improvements	769 KB
Scott County BRT RBA.pdf	Scott County Support Letter for BRT Study	899 KB
Shakopee Support Letter - 169 Bus Service.pdf	Shakopee Support Letter	59 KB
Study Support - 2018 02 05 Hopkins Resolution.pdf	Hwy 169 Mobility Study Support Hopkins	572 KB
Study Support - 2018-26 - Eden Prairie.pdf	Hwy 169 Mobility Study Support Eden Prairie	31 KB
Study Support - Highway 169 Study Resolution_Minneapolis.pdf	Hwy 169 Mobility Study Support - Minneapolis	63 KB
SW Transit Support Letter.pdf	Letter of Layout Support from SW Transit	438 KB
T3 Purpose and Need.pdf	Purposes and Need	714 KB
TAB resolution.pdf	Scott County Resolution Support Application Submital	76 KB

Population/Employment Summary

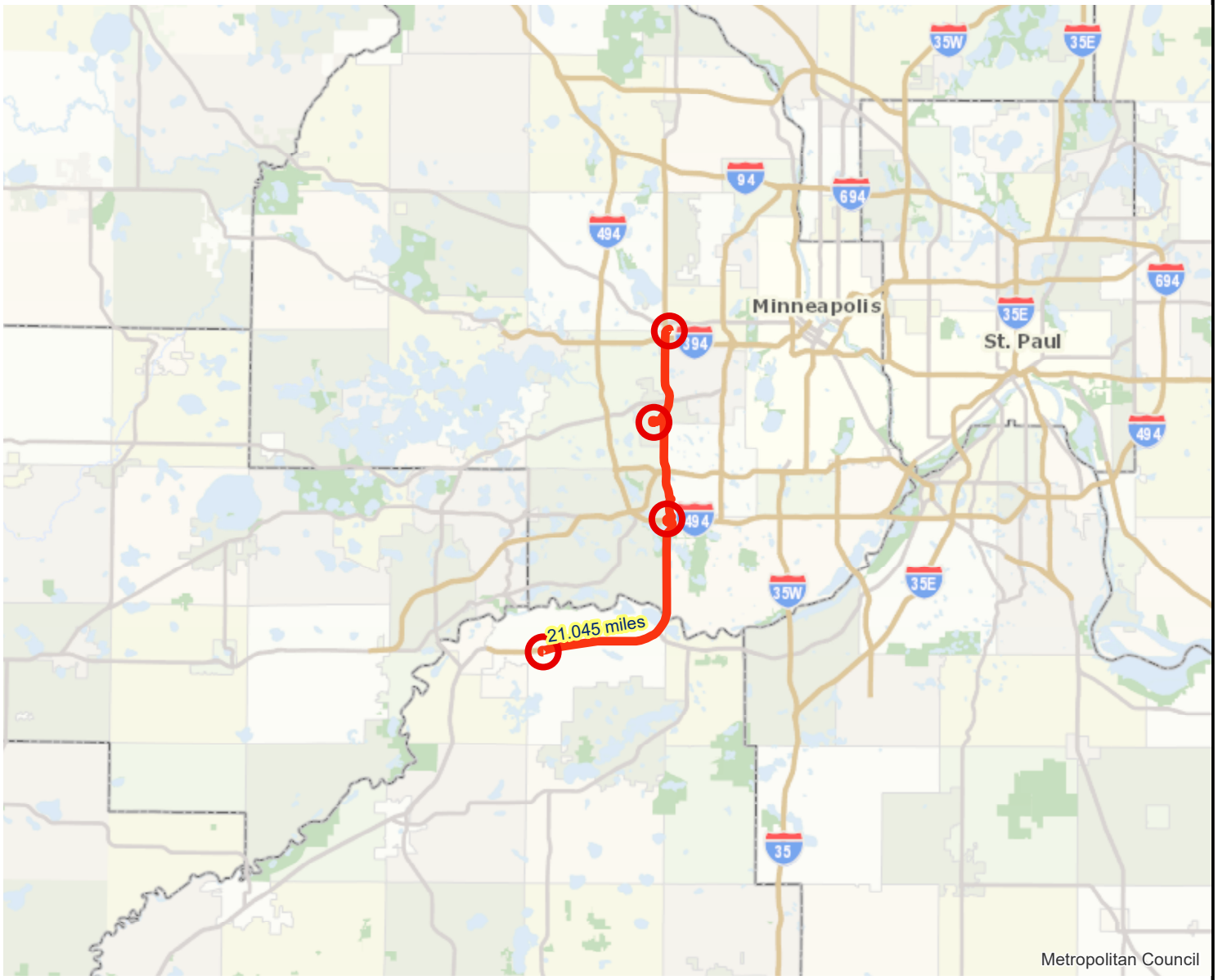
Transit Expansion Project: Highway 169 Interim Bus Service | Map ID: 1527175814726

Results

Within QTR Mile of project:
Total Population: 22370
Total Employment: 23626
Postsecondary Students: 0

Within HALF Mile of project:
Total Population: 40886
Total Employment: 41210
Postsecondary Students: 223

Within ONE Mile of project:
Total Population: 69414
Total Employment: 63740



Project Points

Project

0 4.25 8.5 17 25.5 34 Miles

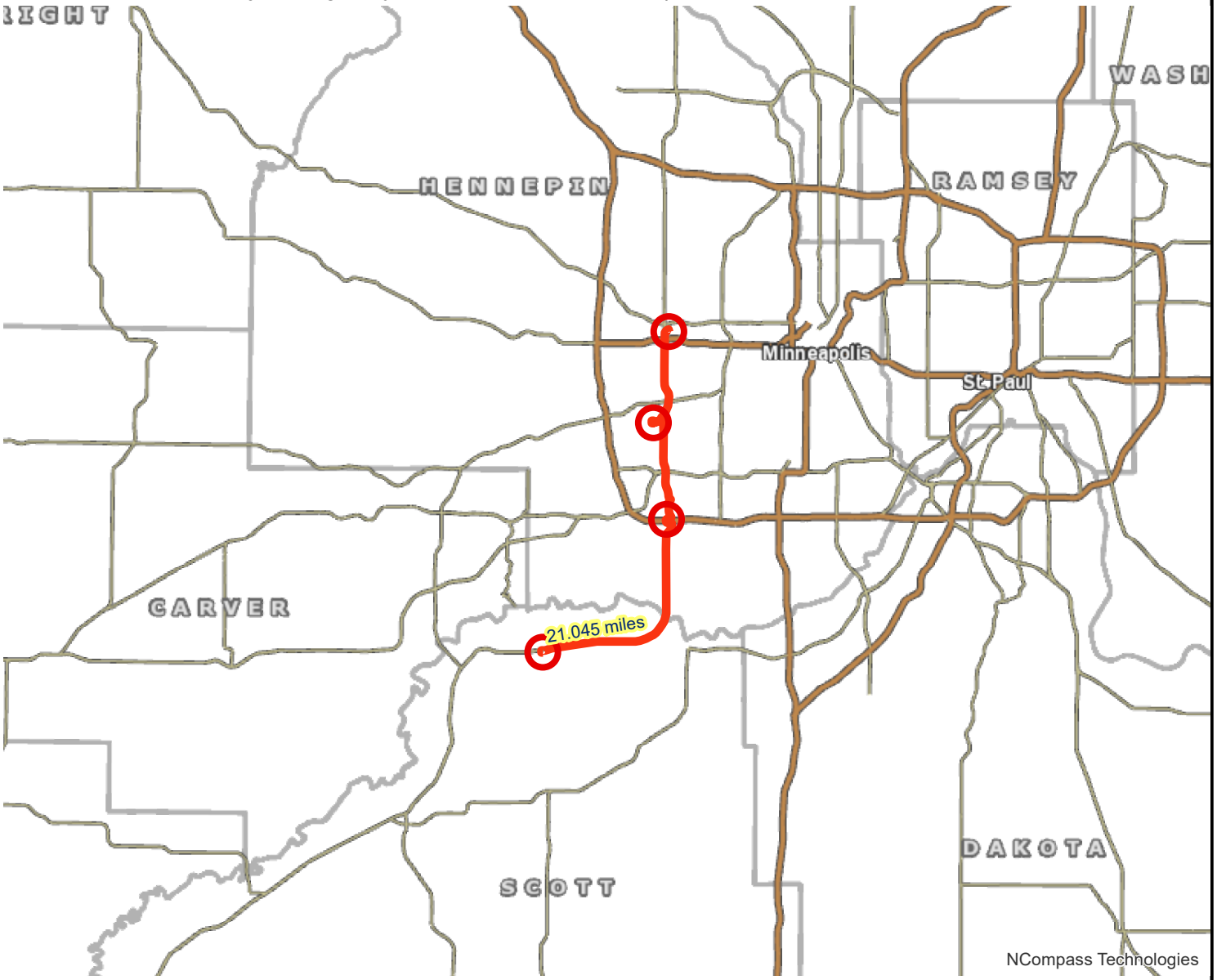
Created: 5/24/2018
LandscapeRSA4

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

METROPOLITAN COUNCIL

Transit Connections

Transit Expansion Project: Highway 169 Interim Bus Service | Map ID: 1527175814726



Results

Transit with a Direct Connection to project:
411 490 493 495 497 499 600 602 645 670
*Green Line Extension
*American

**indicates Planned Alignments*

Project Points

Project

0 4.25 8.5 17 25.5 34 Miles

Created: 5/24/2018
LandscapeRSA3

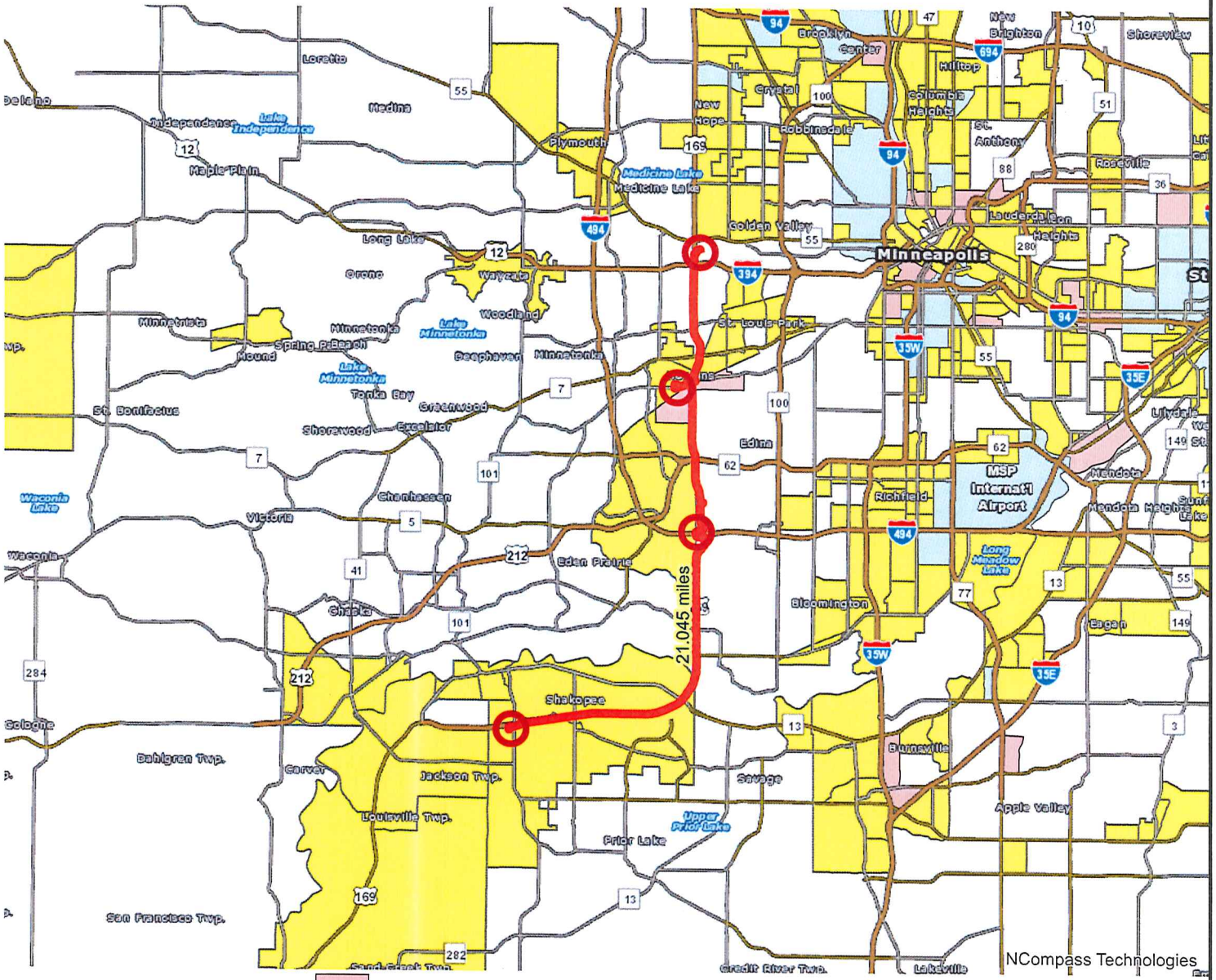
METROPOLITAN COUNCIL

Socio-Economic Conditions

Transit Expansion Project: Highway 169 Interim Bus Service | Map ID: 1527175814726

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 Povertry > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty

0 2.75 5.5 11 16.5 22 Miles

Created: 5/24/2018
LandscapeRSA2

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

METROPOLITAN COUNCIL

100
SCALE IN FEET

80'

80'

W 78th St

Viking Dr

Washington Ave S

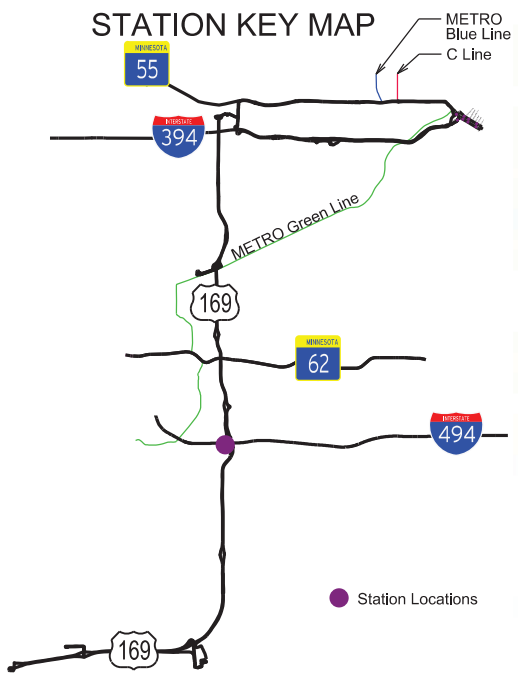
W 78th St

Ramp to Washington Ave S

INTERSTATE 494

169

STATION KEY MAP



- SOUTHBOUND/WESTBOUND
- NORTHBOUND/EASTBOUND
- SB PLATFORM LOCATION
- NB PLATFORM LOCATION
- ALTERNATIVE ROUTING
- C-LINE BRT
- GREEN LINE LRT TRACKS
- BLUE LINE LRT TRACKS
- RIGHT OF WAY
- EXISTING MANHOLE
- EXISTING LIGHT POLE
- EXISTING DRAINAGE STRUCTURE
- EXISTING BUS STOP
- PARK AND RIDE
- TRAFFIC SIGNAL
- PROPOSED ROADWAY
- PROPOSED SIDEWALK
- PROPOSED TRANSIT ONLY

DEPARTMENT OF TRANSPORTATION
Scott
METROPOLITIAN COUNCIL
SRF Consulting Group, Inc.
HNTB

MNDOT TH 169 STUDY

TH 169 TRANSITWAY AND MNPASS

DRAFT TH 169 - I-394 AND TH 169 - 55 BRT ROUTES

VIKING DR/WASHINGTON AVE STATION

SHEET 7 OF 19

DESGN FILE: %FILENAME%
PLOTTED ON: %DATE%
PLOTTED BY: %USERNAME%
PEN TABLE: %PEN_TABLE%

Shakopee Mdewakanton Sioux Community

2330 SIOUX TRAIL NW • PRIOR LAKE, MINNESOTA 55372
TRIBAL OFFICE: 952.445.8900 • FAX: 952.233.4256

July 18, 2018

Lisa Freese
Transportation Services Director
600 County Trail East
Jordan, MN 55352

SUBJECT: Highway 169 Interim Bus Service

Dear Ms. Freese:

The Shakopee Mdewakanton Sioux Community (SMSC) is aware that Scott County is applying for federal CMAQ funding through the Metropolitan Council's Regional Solicitation for Interim Bus Service from Shakopee to Golden Valley on the TH 169 Corridor. The SMSC is in support of the Regional Solicitation application and the interim bus service on TH16.

The Shakopee Mdewakanton Sioux Community actively participated in the TH169 Mobility Study lead by MnDOT which studied the feasibility of MnPass and Bus Rapid Transit (BRT) service for the corridor. The interim bus service proposed by Scott County in this application was recommended as an initial step in the study's Implementation Plan in order to build transit ridership along the corridor prior to implementation a Bus Rapid Transit (BRT) service on TH 169 and TH55 from Scott County to downtown Minneapolis. The Interim Service will provide Suburb to Suburb connections in Shakopee, Bloomington/Eden Prairie, Hopkins and Golden Valley as Phase 1 as proposed in the implementation plan of the 169 Mobility Study.

We support the efforts of Scott County to move the interim bus service forward consistent with the 169 Mobility Study. We acknowledge that one of the interim bus stops will be in Shakopee at the Marschall Road Transit Station where Mystic Lake currently provides Last Mile Shuttle services for our team members and guests. We will continue to work in our community development and redevelopment to encourage transit supportive development and amenities including better bike and pedestrian network connections with a half mile of this proposed stop.

The Shakopee Mdewakanton Sioux Community is supportive of the Regional Solicitation application and recognizes the importance of this interim service in setting the stage for the development of the BRT. Please let me know if there is any additional information you need from us regarding this funding application.

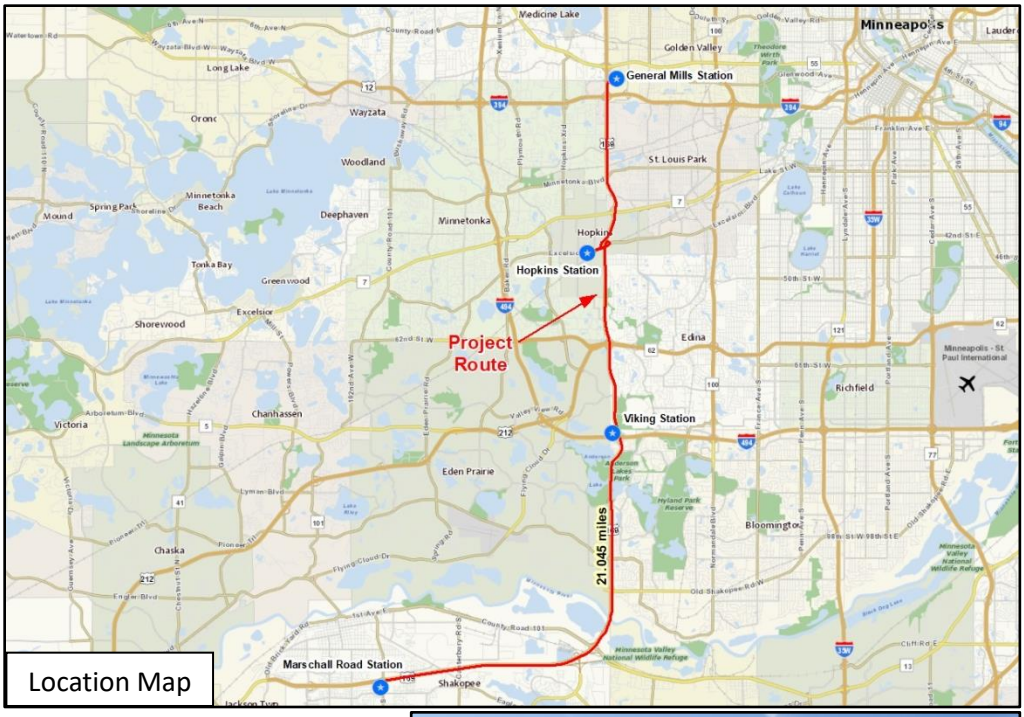
Sincerely,

Charles R. Vig
Chairman

One Page Summary

Project Name: US Highway 169 Bus Rapid Transit Interim Service
Applicant: Scott County
Project Location: Marschall Road Transit Station, Shakopee, MN to General Mills Headquarters, Golden Valley, MN
Route: 21.045 miles

Requested Award Amount: $6,962,538
Total Project Cost: $8,703,172



Location Map

Project Description: This new bus service will operate on weekdays from 5am to 11pm in the US Highway 169 Corridor (Principal Arterial). One bus stop will be constructed at Viking Drive, which will include a shelter, light, and heat. Other stops will use existing infrastructure. This service is intended to begin alongside Southwest Light Rail Transit in 2023. Interim bus service will serve four stops; Marschall Road Transit Station in Shakopee, Viking Drive in Bloomington, Downtown Hopkins Station, and General Mills in Golden Valley. Interim bus service will help establish a market for eventual implementation of BRT as described in the Highway 169 Mobility Study Recommended Improvements.

Project Benefits:

- Makes connections to future Southwest Light Rail Transit (Green Line) Extension;
- Improves reverse commute options to Shakopee, Bloomington and Hopkins;
- Provides transit service to several employment nodes;
- Establishes ridership for the develop of permanent BRT implementation.

Resolution 17-72 November 21, 2017

Member Schmidgall introduced the following resolution and moved its adoption:

RESOLUTION SUPPORTING FUTURE BUS RAPID TRANSIT (BRT) SERVICE ON HIGHWAY 169 AND HIGHWAY 55 IN ACCORDANCE WITH THE HIGHWAY 169 MOBILITY STUDY

WHEREAS, the Minnesota Department of Transportation (MnDOT), the Metropolitan Council, and Scott County funded and participated in the *US Highway 169 Mobility Study*, in partnership with cities and counties along the corridor, to evaluate the potential for MnPASS Express Lanes in the southwest metro area on Highway 169, and Bus Rapid Transit (BRT) in the same corridor from the city of Shakopee north to corridors connecting to downtown Minneapolis; and

WHEREAS, the purpose of the project, as established through the study process, is to increase access to jobs and destinations, provide transportation choices, and improve safety and travel time for Highway 169 travelers; and

WHEREAS, two (2) BRT alternatives were identified and studied: US 169 from Marschall Road north to Betty Crocker Drive (segment common to both alternatives) and east to downtown Minneapolis via I-394 (Alternative 1) or via Highway 55 (Alternative 2); and

WHEREAS, the evaluation of BRT alternatives shows strategic differences between the two alternatives: Alternative 1 serves a higher number of jobs along the corridor and has higher total projected ridership, Alternative 2 serves a higher number of people living along the corridor, has higher projected transit-dependent and reverse-commute ridership, and connects to the future METRO Blue Line light rail extension; and

WHEREAS, six (6) project goals for evaluation of alternatives were established through the study process and both BRT alternatives similarly satisfy each of the project goals: Improve Access, Provide Improved Mobility, Attract Ridership, Provide a High Return on Investment, Prioritize Service to Transit-Supportive Development Areas, and Preserve the Environment; and

WHEREAS, the project evaluation also shows that the addition of MnPASS lanes on Highway 169 between Marschall Road and Highway 55 is feasible and would satisfy the project goals by improving access to jobs and destinations, improving mobility by reducing and better managing congestion, providing a transit advantage for express bus service and in some areas BRT service, providing a high long-term return on investment, and preserving the environment; and

WHEREAS, staff and elected officials from the City of Golden Valley have thoughtfully participated in the Highway 169 Mobility Study; and

WHEREAS, it is understood that the current financial constraints of the region for highway and transit expansion projects beyond what are already assumed to be funded in the Transportation Policy Plan are challenging, but should additional funding become available, this project should be given due consideration for advancement in part or total.

NOW THEREFORE BE IT RESOLVED that, the City of Golden Valley recommends support of future BRT service on Highway 169 connecting to downtown Minneapolis via Highway 55 (Alternative 2) and MnPASS Lane additions on Highway 169 including future planning studies and infrastructure or transit investment to enable and support implementation.

THEREFORE BE IT FURTHER RESOLVED that, the City of Golden Valley requests the Metropolitan Council and MnDOT incorporate, prioritize, and consider these MnPASS and BRT improvements in plans, programs and projects.

_____
Shepard M. Harris, Mayor

ATTEST:

_____
Kristine A. Luedke, City Clerk

The motion for the adoption of the foregoing resolution was seconded by Harris and upon a vote being taken thereon, the following voted in favor thereof: Clausen, Fonnest, Harris, Schmidgall and Snope and the following voted against the same: none whereupon said resolution was declared duly passed and adopted, signed by the Mayor and his signature attested by the City Clerk.

Shakopee Mdewakanton Sioux Community

2330 SIOUX TRAIL NW • PRIOR LAKE, MINNESOTA 55372
TRIBAL OFFICE: 952.445.8900 • FAX: 952.233.4256

July 18, 2018

Lisa Freese
Transportation Services Director
600 County Trail East
Jordan, MN 55352

SUBJECT: Highway 169 Interim Bus Service

Dear Ms. Freese:

The Shakopee Mdewakanton Sioux Community (SMSC) is aware that Scott County is applying for federal CMAQ funding through the Metropolitan Council's Regional Solicitation for Interim Bus Service from Shakopee to Golden Valley on the TH 169 Corridor. The SMSC is in support of the Regional Solicitation application and the interim bus service on TH16.

The Shakopee Mdewakanton Sioux Community actively participated in the TH169 Mobility Study lead by MnDOT which studied the feasibility of MnPass and Bus Rapid Transit (BRT) service for the corridor. The interim bus service proposed by Scott County in this application was recommended as an initial step in the study's Implementation Plan in order to build transit ridership along the corridor prior to implementation a Bus Rapid Transit (BRT) service on TH 169 and TH55 from Scott County to downtown Minneapolis. The Interim Service will provide Suburb to Suburb connections in Shakopee, Bloomington/Eden Prairie, Hopkins and Golden Valley as Phase 1 as proposed in the implementation plan of the 169 Mobility Study.

We support the efforts of Scott County to move the interim bus service forward consistent with the 169 Mobility Study. We acknowledge that one of the interim bus stops will be in Shakopee at the Marschall Road Transit Station where Mystic Lake currently provides Last Mile Shuttle services for our team members and guests. We will continue to work in our community development and redevelopment to encourage transit supportive development and amenities including better bike and pedestrian network connections with a half mile of this proposed stop.

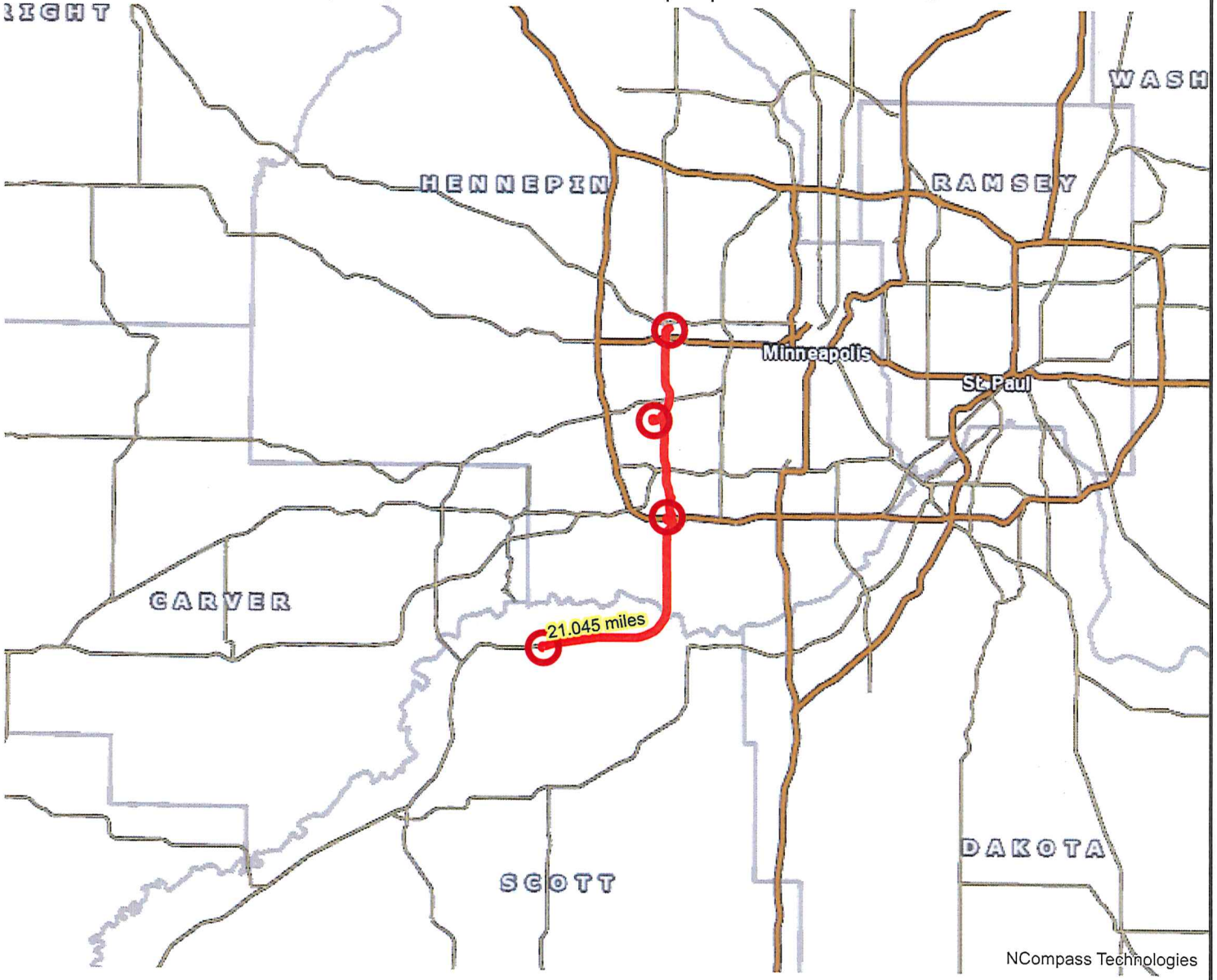
The Shakopee Mdewakanton Sioux Community is supportive of the Regional Solicitation application and recognizes the importance of this interim service in setting the stage for the development of the BRT. Please let me know if there is any additional information you need from us regarding this funding application.

Sincerely,

Charles R. Vig
Chairman

Transit Connections

Transit Expansion Project: Highway 169 Interim Bus Service | Map ID: 1527175814726



Results

Transit with a Direct Connection to project:
411 490 493 495 497 499 600 602 645 670
*Green Line Extension
*American

**indicates Planned Alignments*

Project Points

Project

0 4.25 8.5 17 25.5 34 Miles

Created: 5/24/2018
LandscapeRSA3

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

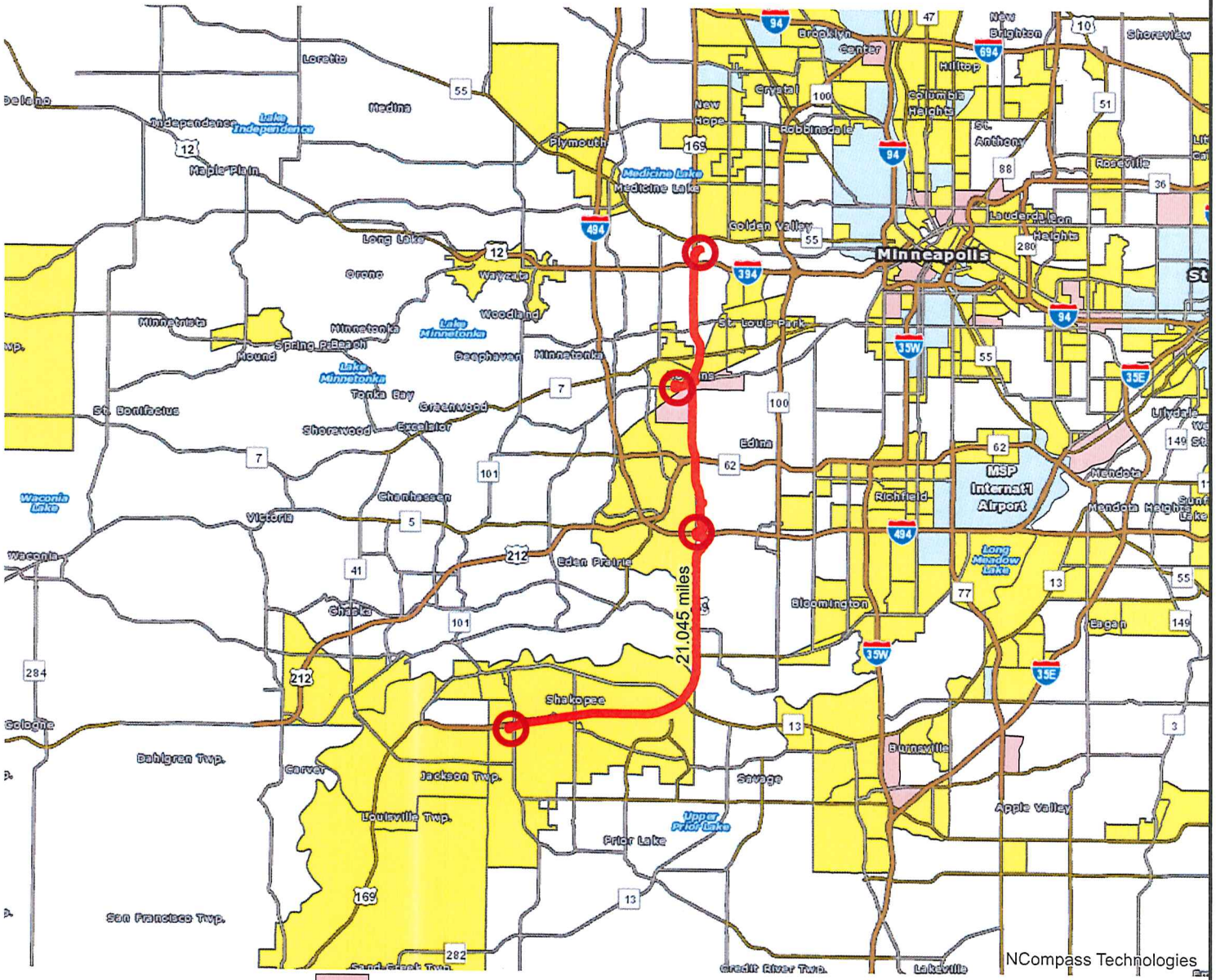
METROPOLITAN COUNCIL

Socio-Economic Conditions

Transit Expansion Project: Highway 169 Interim Bus Service | Map ID: 1527175814726

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 Povertry > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty

0 2.75 5.5 11 16.5 22 Miles

Created: 5/24/2018
LandscapeRSA2

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

METROPOLITAN COUNCIL

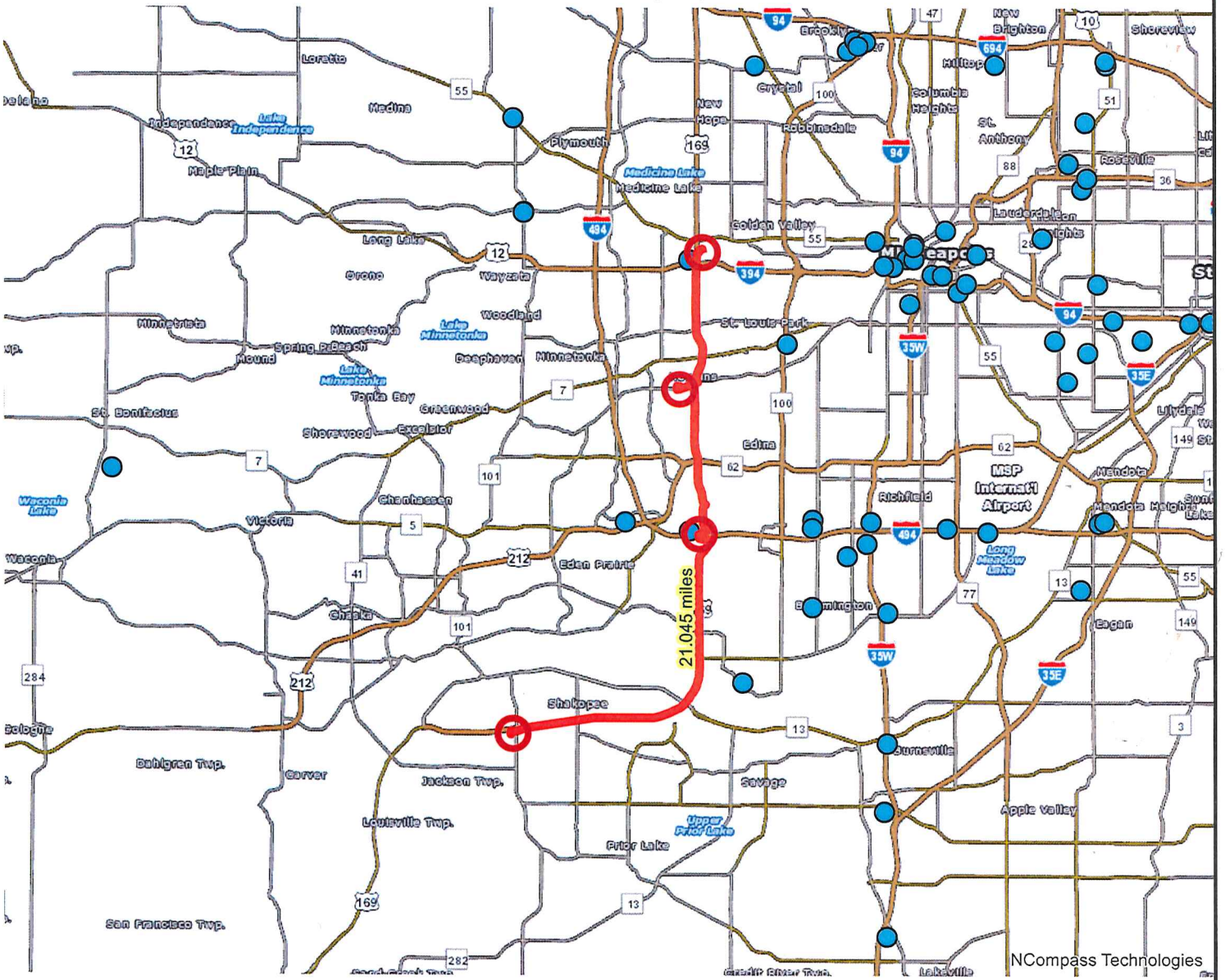
Regional Economy

Transit Expansion Project: Highway 169 Interim Bus Service | Map ID: 1527175814726

Results

WITHIN ONE MI of project:
Postsecondary Students: 223

Total Population: 140651
Total Employment: 123926
Mfg and Dist Employment: 25742



Project Points
Postsecondary Education Centers
Project

0 2.75 5.5 11 16.5 22 Miles

Created: 5/24/2018
LandscapeRSA5

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

METROPOLITAN COUNCIL

Population/Employment Summary

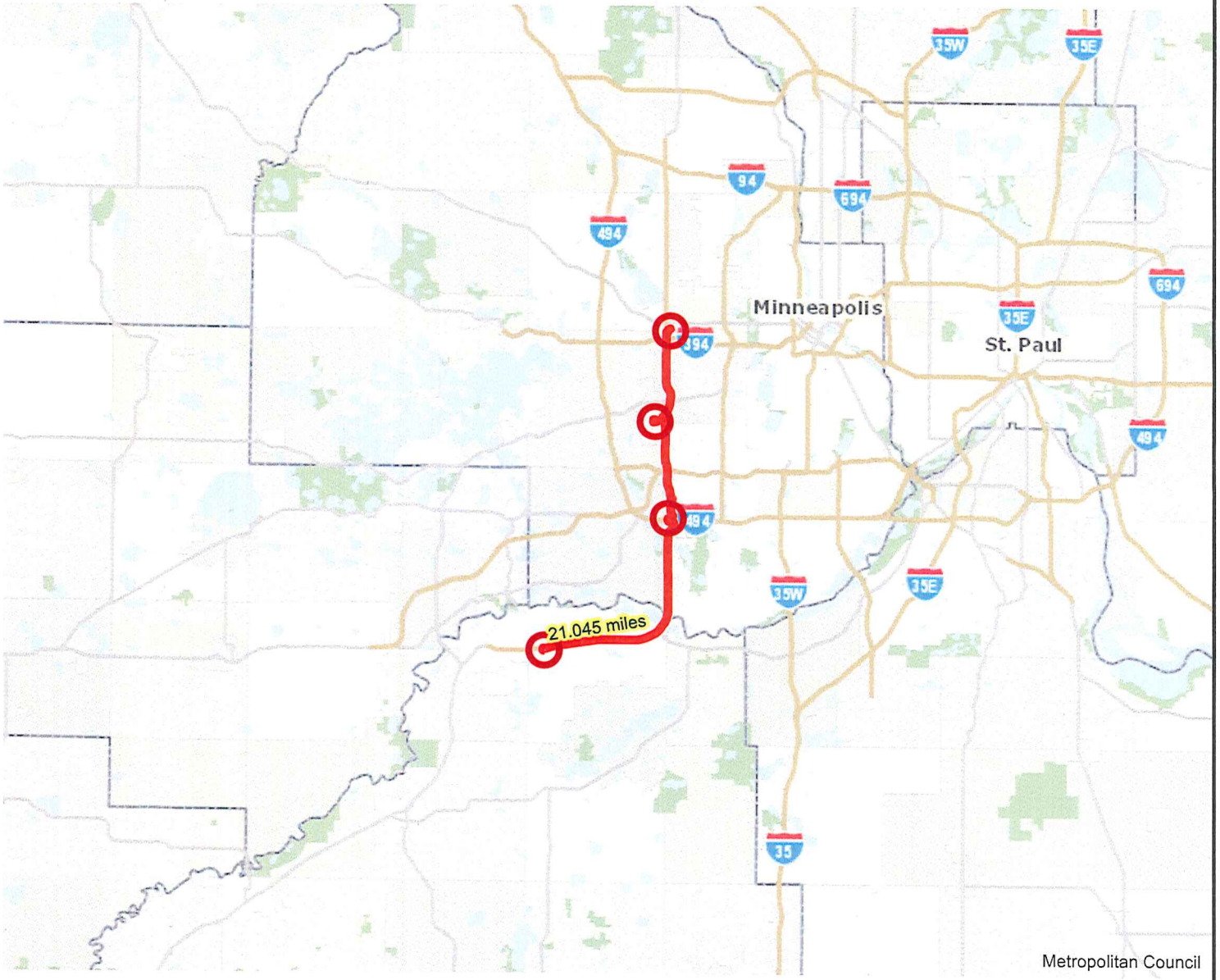
Transit Expansion Project: Highway 169 Interim Bus Service | Map ID: 1527175814726

Results

Within QTR Mile of project:
Total Population: 22370
Total Employment: 23626
Postsecondary Students: 0

Within HALF Mile of project:
Total Population: 40886
Total Employment: 41210
Postsecondary Students: 223

Within ONE Mile of project:
Total Population: 69414
Total Employment: 63740



Project Points

Project

0 4.25 8.5 17 25.5 34 Miles

Created: 5/24/2018
LandscapeRSA4

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

METROPOLITAN COUNCIL

CITY OF
BLOOMINGTON
MINNESOTA

July 12, 2018

RE: Highway 169 Interim Bus Service

Dear Ms. Freese:

The City of Bloomington is aware that Scott County is applying for federal CMAQ funding through the Metropolitan Council's Regional Solicitation for Interim Bus Service from Shakopee to Golden Valley on the TH 169 Corridor.

The City of Bloomington actively participated in the TH169 Mobility Study, led by MnDOT, which studied the feasibility of MnPass and Bus Rapid Transit (BRT) service for the corridor. The interim bus service proposed by Scott County in this application was recommended as an initial step in the study's Implementation Plan in order to build transit ridership along the corridor prior to implementation of a Bus Rapid Transit (BRT) service on TH 169 and TH55 from Scott County to downtown Minneapolis.

We support the efforts of Scott County to move the interim bus service forward, consistent with the 169 Mobility Study. We acknowledge that one of the interim bus stops will be in the City of Bloomington on West 78th Street. There are no transit stop amenities at this location today. We are willing to work with Scott County and other project partners, if funding is secured, to allow development of appropriate bus stop and shelter facility amenities at this location.

The City of Bloomington is supportive of the Regional Solicitation application and recognizes the importance of this interim service in setting the stage for the development of the future BRT. Please let me know if there is any additional information you need from us regarding this funding application.

Sincerely,

K P Keel

Karl Keel
Director of Public Works
City of Bloomington, MN

ENGINEERING DIVISION
1700 WEST 98TH STREET, BLOOMINGTON MN 55431-2501
PH 952-563-4870 FAX 952-563-4868 TTY 952-563-8740

MNDOT TH 169 STUDY
TH 169 TRANSITWAY AND MNPASS

DRAFT TH 169 - I-394 AND TH 169 - 55 BRT ROUTES
VIKING DR/WASHINGTON AVE STATION

SHEET 7 OF 19

July 13, 2018

RE: Highway 169 Interim Bus Service

EDEN PRAIRIE
LIVE • WORK • DREAM

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

8080 Mitchell Rd
Eden Prairie, MN
55344-4485

edenprairie.org

Dear Ms. Freese:

The City of Eden Prairie is aware that Scott County is applying for federal CMAQ funding through the Metropolitan Council's Regional Solicitation for Interim Bus Service from Shakopee to Golden Valley on the TH 169 Corridor.

The City of Eden Prairie actively participated in the TH169 Mobility Study lead by MnDOT which studied the feasibility of MnPass and Bus Rapid Transit (BRT) service for the corridor. The interim bus service proposed by Scott County in this application was recommended as an initial step in the study's Implementation Plan in order to build transit ridership along the corridor prior to implementation a Bus Rapid Transit (BRT) service on TH 169 and TH55 from Scott County to downtown Minneapolis. The Interim Service will provide Suburb to Suburb connections in Shakopee, Bloomington/Eden Prairie, Hopkins and Golden Valley as Phase 1 as proposed in the implementation plan of the 169 Mobility Study.

We support the efforts of Scott County to move the interim bus service forward consistent with the 169 Mobility Study. We acknowledge that one of the interim bus stops will be near the City of Eden Prairie. We will continue to work in our community development and redevelopment to encourage transit supportive development and amenities including better bike and pedestrian network connections with a half mile of this proposed stop.

The City of Eden Prairie is supportive of the Regional Solicitation application and recognizes the importance of this interim service in setting the stage for the development of the BRT. Please let me know if there is any additional information you need from us regarding this funding application.

Sincerely,

RB E

Robert B. Ellis, PE
Public Works Director

CITY OF EDEN PRAIRIE
HENNEPIN COUNTY, MINNESOTA

RESOLUTION NO. 2018-43

A RESOLUTION SUPPORTING THE TRUNK HIGHWAY 169 MNPASS PROJECT SUBMITTAL FOR THE CORRIDORS OF COMMERCE PROGRAM

WHEREAS, the Minnesota Legislature created the Corridors of Commerce program for the construction, reconstruction and improvement of trunk highways not already in the State Transportation Improvement Program; and

WHEREAS, in 2017, $400 million in capital funding was dedicated to the Corridors of Commerce program; and

WHEREAS, the Corridors of Commerce program establishes two major goals: (1) to provide additional highway capacity on segments where there are currently bottlenecks in the transportation system, and (2) to improve the movement of freight and reduce barriers of commerce; and

WHEREAS, the program was established to fund trunk highway projects not currently programmed by Minnesota Department of Transportation (MnDOT); and

WHEREAS, the Commissioner of Transportation asked local coalitions, agencies, and the public to identify projects that are needed to build a world class transportation system for the State of Minnesota; and

WHEREAS, most of the major river crossings in the south metro are at capacity and MnPASS dynamic pricing can help to maximize the capacity on the Bloomington Ferry Bridge and this segment of 169 to I494, particularly during the peak periods. During off-peak periods the additional capacity will be available to the traveling public as a general purpose facility; and

WHEREAS, Scott County submitted the following projects for funding consideration in the Corridors of Commerce Program:

- TH 169 MnPASS from County Highway 21 in Shakopee to I-494 northbound and spot mobility improvements southbound from I-494 to the eastbound TH13 ramp (reduced scope project identified as 169 Mobility Study Implementation Plan, Stage A)

- TH 169 MnPASS from Marschall Road to I-494 (full MnPASS on both the northbound and southbound directions includes Stages A, D & E from the 169 Mobility Study Implementation Plan)

WHEREAS, projects submitted to the Corridors of Commerce program will receive additional consideration if resolutions supporting the project are adopted from each municipality and county that is touched by the project limits.

NOW, THEREFORE, BE IT RESOLVED that the Eden Prairie City Council hereby supports these important regional projects for consideration for funding through the Corridors of Commerce program.

ADOPTED by the Eden Prairie City Council on March 20, 2108.

Nancy Tyra-Lukens, Mayor

ATTEST: **SEAL**

Kathleen Porta, City Clerk

Hwy 169 Transitway: Capital Cost Estimates
Interim Bus Service: Option 1 (Prior to BRT)

	Begin Design / Construction	**TBD**	**TBD**	**TBD**	**TBD**		**Hwy 169 Stations**
	Estimated Begin Operation	**TBD**	**TBD**	**TBD**	**TBD**	**Vehicles Fleet**	**Total**
		Marschall Rd	**Viking Dr**	**Hopkins**	**General Mills**		
		Offline Station Park and Ride	Offline station	Offline Station	Offline Station		
		2	2	2	2		
		Platforms	Platforms	Platforms	Platforms		
	Uses of Funds						
SCC	Capital Costs						
20	**STATIONS, STOPS, TERMINALS, INTERMODAL**	**$50,000**	**$50,000**	**$50,000**	**$50,000**		**$200,000**
	Station Shelter						
	Site Lighting						
	Heating Elements						
	Standard Station Signage						
40	**SITEWORK & SPECIAL CONDITIONS**	**$20,000**	**$20,000**	**$20,000**	**$20,000**		**$80,000**
	Site Grading						
	Demolition / Removals						
	ADA Sidewalk Improvements						
	Curb and Gutter						
	Concrete Pad						
50	**SYSTEMS**	**$30,000**	**$30,000**	**$30,000**	**$30,000**		**$120,000**
	Connecting electrical, power and heat						
70	**VEHICLES**					**Dollar per bus**	
	Assumed more than standard, coach buses could be used, Assume 4 buses					**$ 725,000**	**$2,900,000**
80	**PROFESSIONAL SERVICES (30%)**						**$120,000**
90	**UNALLOCATED CONTINGENCY**						
	Construction Costs (30%)						$120,000
	Bus fleet (20%)						$580,000
	Subtotal						**$700,000**
100	**100 FINANCE CHARGES**	$0	$0	$0	$0		
	Capital Costs for Stations	**$100,000**	**$100,000**	**$100,000**	**$100,000**		**$4,120,000**
							2018 Dollars

Assumptions

Downtown Hopkins Station will not be constructed with SWLRT at the time of interim service
No slip ramps or other improvements will be made to the guideway
Any additional cost of utility connections will be covered in the unallocated contingency
No additional garage cost allocations are necessary
Dollars will be inflated for the given year of service
No real-time message signage or off-board fare collection to be placed at stations
No additional Xcel service fees are included for connecting to existing on-site utilities
No downtown Minneapolis station costs are included, due to work by other projects, or interim service to use existing shelters

Appendix B: Interim Service Plan

Introduction

This appendix provides an overview of two potential interim corridor bus service plans and proposed supporting background bus service changes which could begin prior to bus rapid transit (BRT) service and capital improvements related to the Recommended Improvements of this Mobility Study. Estimates of service requirements are presented for the interim bus service scenarios. Annual operating and maintenance (O&M) cost results are also presented. The cost methodology for the interim bus service is identical to the BRT O&M cost methodology except BRT station amenities are not included in the total cost (BRT amenities are assumed to be phased in at a later date).

Option 1 for an interim service plan assumes service from the Marschall Road Transit Station in Shakopee to the General Mills Station. Interim stops are proposed at Viking Drive/Washington Avenue and Downtown Hopkins. Option 2 assumes continuation of Option 1 service along Highway 55 from General Mills to downtown Minneapolis, stopping at all proposed stops along Highway 55 and in downtown Minneapolis for the Recommended Improvements. It is assumed that interim bus service would not be implemented until after Green Line Extension LRT opens, currently anticipated in 2023.

Interim Service Operating Plan

The interim service operating plan assumes one route pattern that makes all station stops. Proposed weekday frequencies are 30 minutes during peak periods and hourly during other periods. A span of 18 hours is proposed seven days a week to accommodate employment in the Shakopee area with seven-day-a-week shift work. However, initial service could be provided only during weekdays with weekend service added once benchmarks or other thresholds are met. Table B-1 presents the proposed interim service operating plan.

Table B-1: Interim Service Operating Plan

Service Day	Time Period	Time Span	Hours	Frequency
Weekdays	Early	5:00 – 6:00 a.m.	1.0 hour	60 min.
	AM Peak	6:00 – 9:00 a.m.	3.0 hours	30 min.
	Midday	9:00 a.m. – 3:00 p.m.	6.0 hours	60 min.
	PM Peak	3:00 – 6:30 p.m.	3.5 hours	30 min.
	Evening	6:30 – 8:30 p.m.	2.0 hours	60 min.
	Late Evening	8:30 – 11:00 p.m.	2.5 hours	60 min.
Weekends	Morning	5:00 – 8:30 a.m.	3.5 hours	60 min.
	Midday	8:30 a.m. – 6:30 p.m.	10.0 hours	60 min.
	Evenings	6:30 – 11:00 p.m.	4.5 hours	60 min.

Interim Service Travel Time Estimates

Station-to-station travel time estimates were developed based on the following assumptions.

- A 1.5 mphps acceleration rate and 2.0 mphps deceleration rate was used in the development of travel time estimates.
- For the peak periods, 15 to 20 second average dwells were assumed at all station stops based on anticipated passenger volume. During non-peak periods, 15 second dwells were assumed at all stops.
- Average traffic signal delays were assumed to be 30 to 45 seconds, depending on the intersection.
- Maximum off-peak speeds generally reflect posted speed limits.
- Peak period speeds along Highway 169 reflect speed data from MnDOT loop detectors.

Table B-2 summarizes one-way trip travel time estimates by time period for Option 1 and Option 2 interim service.

Table B-2: Interim Service Travel Time Estimates Summary

	Opt. 1: Marschall Rd – General Mills		Opt. 2: Marschall Rd - Minneapolis	
Time Period	Northbound	Southbound	Northbound	Southbound
AM Peak	0:38:25	0:36:47	1:15:26	1:11:01
PM Peak	0:38:25	0:37:01	1:15:12	1:11:34
Off-Peak	0:37:22	0:36:15	1:13:17	1:09:43

Interim Service Operating Requirements

Travel times presented above were applied to the phased interim service plan to determine peak and fleet bus requirements and estimates of revenue bus-hours and bus-miles of service. Tables B-3 through B-6 present those estimates for weekday, Saturday and Sunday service. Bus requirements by time period assume a minimum 15 percent layover in the round trip cycle time.

As noted in these tables, Option 1 interim service from the Marschall Road Transit Station to General Mills requires 3 peak and 4 fleet buses and 10,800 annual revenue bus-hours for weekday-only service and 14,800 annual revenue bus-hours for 7-day service. Option 2 interim service from Marschall Road to downtown Minneapolis requires 6 peak and 8 fleet buses and 18,700 annual revenue bus-hours for weekday-only service and 24,600 annual revenue bus-hours for 7-day service.

Table B-3: Interim Service Plan and Statistics; Option 1: Marschall Rd to General Mills (Weekday Only Service)

Service Day	AM Peak Round Trip Miles	AM Peak Round Trip Minutes	Mid Eve Late Rnd Trip Miles	Mid Eve Late Rnd Trip Minutes	PM Peak Round Trip Miles	PM Peak Round Trip Minutes	Hours by Period AM	Mid	PM	Eve	Late	Service Frequency AM	Mid	PM	Eve	Late
Monday - Friday	41.37	75.20	41.37	73.62	41.37	71.78	3.0	7.0	3.5	2.0	2.5	30	60	30	60	60
Saturday	n/a	n/a	n/a	n/a	n/a	n/a	0.0	0.0	0.0	0.0	0.0	n/a	n/a	n/a	n/a	n/a
Sunday	n/a	n/a	n/a	n/a	n/a	n/a	0.0	0.0	0.0	0.0	0.0	n/a	n/a	n/a	n/a	n/a

Service Day	Vehicles Max	Vehicles Total	Daily Rev. Bus-Mi's	Daily Rev. Bus-Hrs	Annual Rev. Bus-Miles	Annual Rev. Bus-Hrs	Bus Requirements AM	Mid	PM	Eve	Late
Monday - Friday	3	4	1,014	42.5	258,500	10,800	3	2	3	2	2
Saturday	n/a	n/a	0	0.0	0	0	0	0	0	0	0
Sunday	n/a	n/a	0	0.0	0	0	0	0	0	0	0
	3	4			258,500	10,800					

Table B-4: Interim Service Plan and Statistics; Option 1: Marschall Rd to General Mills (7-Day Service)

Service Day	AM Peak Round Trip Miles	AM Peak Round Trip Minutes	Mid Eve Late Rnd Trip Miles	Mid Eve Late Rnd Trip Minutes	PM Peak Round Trip Miles	PM Peak Round Trip Minutes	Hours by Period AM	Mid	PM	Eve	Late	Service Frequency AM	Mid	PM	Eve	Late
Monday - Friday	41.37	75.20	41.37	73.62	41.37	71.78	3.0	7.0	3.5	2.0	2.5	30	60	30	60	60
Saturday	41.37	75.20	41.37	73.62	41.37	71.78	3.5	6.5	3.5	2.0	2.5	60	60	60	60	60
Sunday	41.37	75.20	41.37	73.62	41.37	71.78	3.5	6.5	3.5	2.0	2.5	60	60	60	60	60

Service Day	Vehicles Max	Vehicles Total	Daily Rev. Bus-Mi's	Daily Rev. Bus-Hrs	Annual Rev. Bus-Miles	Annual Rev. Bus-Hrs	Bus Requirements AM	Mid	PM	Eve	Late
Monday - Friday	3	4	1,014	42.5	258,500	10,800	3	2	3	2	2
Saturday	2	3	745	36.0	38,700	1,900	2	2	2	2	2
Sunday	2	3	745	36.0	43,200	2,100	2	2	2	2	2
	3	4			340,400	14,800					

Table B-5: Interim Service Plan and Statistics; Option 2: Marschall Rd to Minneapolis (Weekday Only Service)

Service Day	AM Peak Round Trip Miles	AM Peak Round Trip Minutes	Mid Eve Late Rnd Trip Miles	Mid Eve Late Rnd Trip Minutes	PM Peak Round Trip Miles	PM Peak Round Trip Minutes	Hours by Period AM	Mid	PM	Eve	Late	Service Frequency AM	Mid	PM	Eve	Late
Monday - Friday	56.03	146.45	56.03	143.00	56.03	146.77	3.0	7.0	3.5	2.0	2.5	30	60	30	60	60
Saturday	n/a	n/a	n/a	n/a	n/a	n/a	0.0	0.0	0.0	0.0	0.0	n/a	n/a	n/a	n/a	n/a
Sunday	n/a	n/a	n/a	n/a	n/a	n/a	0.0	0.0	0.0	0.0	0.0	n/a	n/a	n/a	n/a	n/a

Service Day	Vehicles Max	Vehicles Total	Daily Rev. Bus-Mi's	Daily Rev. Bus-Hrs	Annual Rev. Bus-Miles	Annual Rev. Bus-Hrs	Bus Requirements AM	Mid	PM	Eve	Late
Monday - Friday	6	8	1,373	73.5	350,000	18,700	6	3	6	3	3
Saturday	n/a	n/a	0	0.0	0	0	0	0	0	0	0
Sunday	n/a	n/a	0	0.0	0	0	0	0	0	0	0
	6	8			350,000	18,700					

Table B-6: Interim Service Plan and Statistics; Option 2: Marschall Rd to Minneapolis (7-Day Service)

Service Day	AM Peak Round Trip Miles	AM Peak Round Trip Minutes	Mid Eve Late Rnd Trip Miles	Mid Eve Late Rnd Trip Minutes	PM Peak Round Trip Miles	PM Peak Round Trip Minutes	Hours by Period AM	Mid	PM	Eve	Late	Service Frequency AM	Mid	PM	Eve	Late
Monday - Friday	56.03	146.45	56.03	143.00	56.03	146.77	3.0	7.0	3.5	2.0	2.5	30	60	30	60	60
Saturday	56.03	146.45	56.03	143.00	56.03	146.77	3.5	6.5	3.5	2.0	2.5	60	60	60	60	60
Sunday	56.03	146.45	56.03	143.00	56.03	146.77	3.5	6.5	3.5	2.0	2.5	60	60	60	60	60

Service Day	Vehicles Max	Vehicles Total	Daily Rev. Bus-Mi's	Daily Rev. Bus-Hrs	Annual Rev. Bus-Miles	Annual Rev. Bus-Hrs	Bus Requirements AM	Mid	PM	Eve	Late
Monday - Friday	6	8	1,373	73.5	350,000	18,700	6	3	6	3	3
Saturday	3	4	1,009	54.0	52,400	2,800	3	3	3	3	3
Sunday	3	4	1,009	54.0	58,500	3,100	3	3	3	3	3
	6	8			460,900	24,600					

Connecting Bus Service

Connecting bus service would closely mirror those improvements described for BRT service in the main body of this memorandum. Interim service could be broken up into a phased-implementation approach with Option 1 service between the Marschall Road Transit Station and General Mills Station and Option 2 as full corridor service from Marschall Road Transit Station to downtown Minneapolis. Connecting bus service could be phased as warranted by demand. Potential bus service changes previously described in the Shakopee/Marschall Road area, the Viking Drive/Washington Avenue area and the General Mills area are also applicable for the interim service plan.

Table B-7 presents estimates of service requirements for potential background bus service changes for the interim service plan. As noted previously for the Recommended Improvements service plan, Plymouth Metrolink Route 774 could be modified to serve the General Mills Station with nominal impacts to service requirements or O&M costs. As noted above, all of these service changes do not necessarily need to be implemented in conjunction with interim service. For example, alignment modifications to Plymouth Metrolink Route 774 could be implemented once interim service is upgraded to BRT service.

Table B-7: Estimates of Bus Statistics for Background Bus Service Changes

		Est'd. Existing Statistics			Est. Future Statistics			Net Change		
Operator	Route	Rev. Hrs.	Rev. Miles	Pk Bus	Rev. Hrs.	Rev. Miles	Pk Bus	Rev. Hrs.	Rev. Miles	Pk Bus
MVTA	496	0	0	0	2,772	45,461	1	2,772	45,461	1
MVTA	497	4,032	50,400	1	6,864	85,800	2	2,832	35,400	1
MVTA	498	0	0	0	4,788	54,583	2	4,788	54,583	2
MVTA	499	4,032	91,123	2	6,864	120,120	2	2,832	28,997	0
Plymouth	774	4,284	75,827	4	9,072	160,574	4	4,788	84,748	0
SW Transit	632	2,835	22,680	1	5,670	45,360	2	2,835	22,680	1
Metro Transit	542	5,872	70,812	3	9,072	104,328	4	3,200	33,516	1
Totals		21,055	310,842	11	45,102	616,226	17	24,047	305,384	6

O&M Cost Requirements

Annual operations and maintenance (O&M) costs were estimated for the interim service and utilized methodologies outlined in the main body of this memorandum. Bus O&M costs for background bus service changes are expressed as additional O&M costs over a No-Build scenario. Table B-8 presents cost estimates for interim service between Marschall Road Transit Station and General Mills for either weekday-only service or 7-day service (Option 1) and Table B-9 presents cost estimates for interim service between Marschall Road Transit Station and downtown Minneapolis for both weekday-only and 7-day service (Option 2). Table B-10 presents route-specific cost estimates for background bus service changes (cost increases from a No-Build scenario). These costs do not include O&M costs for BRT station amenities.

Table B-8: Option 1 (Marschall Rd to General Mills) Interim Service Annual O&M Cost Estimates (unit costs in 2015 dollars; calculated costs in 2018 dollars).

Cost Item	Unit Cost	Weekday Only Units	Weekday Only Cost	7-Day Service Units	7-Day Service Cost
Hwy 169 Interim Service					
Annual Revenue Bus-Miles	$3.29	258,500	$890,729	340,400	$1,172,871
Annual Revenue Bus-Hours	$52.30	10,800	$591,515	14,800	$810,610
Peak Buses	$44,322	3	$139,291	3	$139,291
Maintenance Garages	$15,800	4	$66,189	4	$66,189
Total Cost Estimate			**$1,687,724**		**$2,188,962**

Table B-9: Option 2 (Marschall Rd to downtown Minneapolis) Interim Service Annual O&M Cost Estimates (unit costs in 2015 dollars; all other costs in 2018 dollars)

Cost Item	Unit Cost	Weekday Only Units	Weekday Only Cost	7-Day Service Units	7-Day Service Cost
Hwy 169 Interim Service					
Annual Revenue Bus-Miles	$3.29	350,000	$1,205,966	460,900	$1,588,126
Annual Revenue Bus-Hours	$52.30	18,700	$1,024,259	24,600	$1,347,456
Peak Buses	$44,322	6	$278,477	6	$278,477
Maintenance Garages	$15,800	8	$132,379	8	$132,379
Total Cost Estimate			**$2,641,081**		**$3,346,438**

Table B-10: Additional O&M Costs for Background Bus Service Improvements (2018 dollars)

Operator	Route	Annual O&M Cost
MVTA	496	$354,936
MVTA	497	$323,516
MVTA	498	$543,139
MVTA	499	$255,022
Plymouth	774	$554,241
SW Transit	632	$279,843
Metro Transit	542	$337,236
Totals		**$2,647,933**

July 13, 2018

Lisa Freese
Scott County Transportation Services Director
Government Center
200 Fourth Ave West
Shakopee, MN 55379

Dear Ms. Freese,

The Metropolitan Council has received Scott County's request to provide the 20% local capital match for the Highway 169 Interim Bus Service project if the project is selected for 2022-2023 Regional Solicitation Transit funds.

Our understanding of the project scope is that the service will operate on weekdays from 5 am to 11pm with stops at Marschall Road Transit Station in Shakopee, Viking Drive in Bloomington, Downtown Hopkins Station, and General Mills in Golden Valley.

The project is comprised of both buses and service operations with an estimated total capital cost of $3,480,000 for four hybrid electric 40-foot buses with $2,784,000 in Regional Solicitation Transit funding and $696,000 in local match.

The Council has a limited amount of regional transit capital (RTC) budgeted in its 2018-2023 Capital Improvement Program (CIP) for capital expansion projects. Its top priorities for regular route bus service are preservation of existing fleet (replacement of vehicles) and facilities, and maintenance of existing services (addressing overflow demand on existing services).

Given the above, the Council agrees to provide up to $696,000 in RTC funds as local capital match for the Highway 169 Interim Bus Service expansion service conditional on the following:

- The Council will prioritize RTC funding to capital projects that address maintenance of existing services (meeting overflow demand) followed by new services capital needs as prioritized by TAB. The Council can provide confirmation on its RTC funding commitment before TAB finalizes its project selection, when recommended projects for funding are known.
- The Council cannot guarantee that operating funds will be available for any service expansion and looks to the project sponsor, Scott County in this case, to be responsible for committing the local match for the operations component of the project.

Sincerely,

Nick Thompson
Director, Metropolitan Transportation Services
Metropolitan Transportation Services

Cc:
Heather Aagesen-Huebner

Technical Memo 14: Recommended Improvements Pedestrian and Bicycle Improvements

Highway 169 Mobility Study

Report Version 1.0

Prepared for: Minnesota Department of Transportation

Prepared by:

SRF

January 2018

SRF No.8989

Table of Contents

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Bicycle and Pedestrian Improvements

Although some stations along the route are park-and-rides, accessibility of stations by foot and bike will make ridership much more reliable. There are several pedestrian and bicycle projects that municipalities can complete to prepare for BRT successful service. For more information on local policy of communities where stations are located, please refer to Technical Memo 7 – Environmental Impact Scan.

Marschall Road

Marschall Road Transit Station is surrounded by multipurpose use trails; a trail is on the east, northbound side of Marschall Road opposite the Transit Station, and on the north side of 17th Ave E westbound. Although there is a sidewalk connecting the trail on 17th Ave E to the transit station, there is not similar bicycle facility. Riders approaching the station from north of Highway 169 do not have a connection to the transit station from the marked pedestrian crossing at Marschall Road and the northbound Highway 169 entrance ramps. Currently, pedestrians must walk over sloped turf grass to reach the parking lot of the Transit Station.

Connecting the pedestrian pad at the northeast corner of the property to the transit station would complete the immediate network between trails and transit stations for pedestrians.

Station Location

Pedestrian and Bicycle Facilties

Difficult/Substandard Facility

Existing Facility

Missing Connection

Recommended Improvements

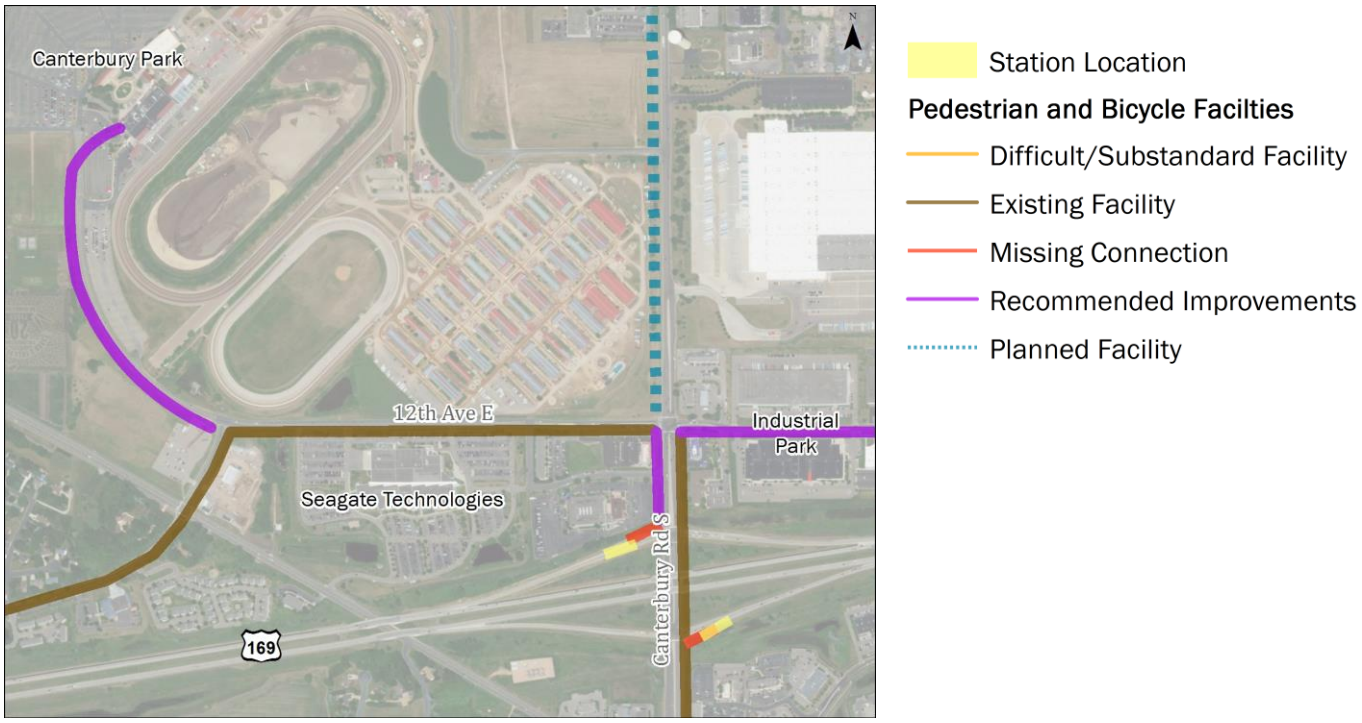
Planned Facility

Canterbury Road

Stations locations at Canterbury road are not designated in the Recommended Improvements as near or far-side, but are shown far-side in the figure below. There is no connection from a bus stop to Canterbury along the exit ramps. A new facility on the west side of Canterbury north of Highway 169 would connect southbound riders to Seagate and the facility on 12th Ave E.

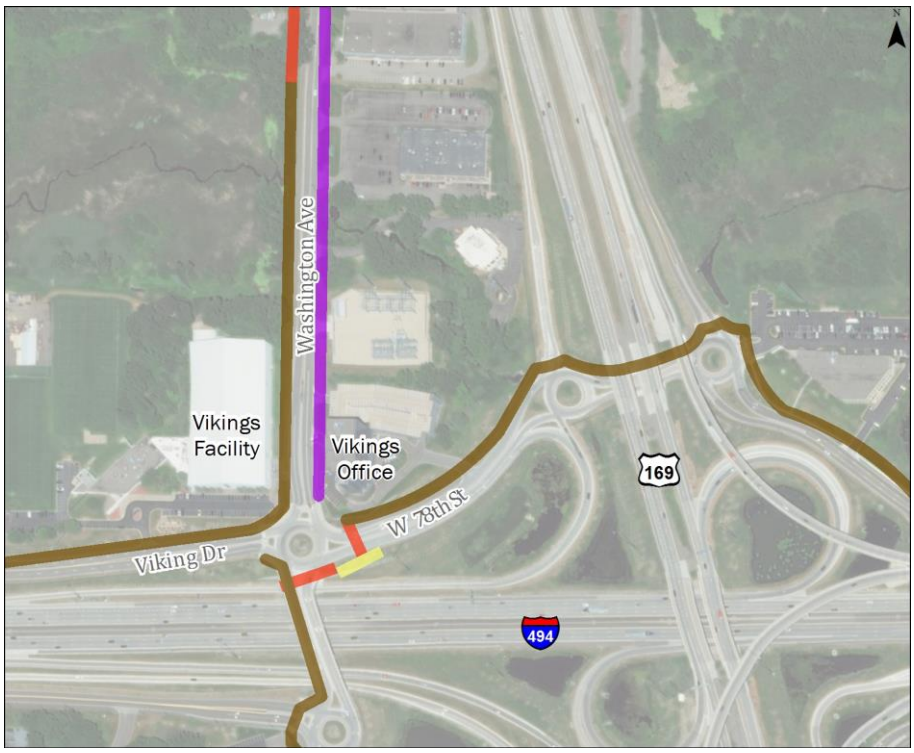
The off-street path along 12th Ave E near Seagate Technology connects to the existing system of paths across Shakopee. There is no path for people walking or biking to destinations east of Canterbury Road S on 12th Avenue into the light industrial park which includes many major employers including the Amazon Sort Facility. There is also no path connecting Seagate station to Canterbury Park, a major employer. Beyond creating a pedestrian facility, Canterbury Park or other nearby major employers may run a shuttle service to help employees reach their destination.

Creating last mile connections to employers from this station will greatly aid commuters.



Viking Drive

The southbound station is on the west travel lane of W 78th Street before it enters the traffic circle, and the northbound station is on the eastbound travel lane also just east of the traffic circle with Viking Drive and Washington Avenue S. There are multipurpose trails and crossings around three sides of the traffic circle. There is a proposed crossing in the design across W 78th Street between the stations. The trail continues west on Viking Drive to connecting to the trail network in the Golden Triangle.



Pedestrian access reaches west on Viking Drive, east underneath Highway 169, and north on the west side of Washington avenue. The trail ends not far north of the traffic circle, creating a gap in coverage to all the buildings between Washington and Highway 169 north of an electrical substation. Either striped crossings or extending the trail north to West 76th Street on both sides would solve the issue, though offering connections to employment centers on the east side of the street with a path would be the optimal scenario. Because the only facilities are multi use trails, cyclists would encounter the same issues as pedestrians in this area.

Bren Road

Nine Mile Creek Trail, completed in Edina in November 2017 after years of effort in planning and implementation, crosses 169 at Bren Road. Nine Mile Creek Trail now connects to the rest of the trail network in Edina and points further east. The trail continues into Minnetonka and connects to the trail network in Opus Campus. In the draft Edina Bicycle Master Plan, there is a planned multipurpose use trail on the east, northbound side of Lincoln Drive.

The far-side southbound station in Minnetonka is being considered, although it would necessitate right-of-way acquisition. Access to United Health Group, a major employer, is complicated by a long crossing with a median refuge at the Bren Road split south of the intersection with Smetana Drive. There is no sidewalk network within United Health Group. Should the far-side station be chosen, a direct connection to United Health Group up the slope would provide greater access.

Hopkins Road

The Hopkins station will be at the Excelsior Boulevard and 8th Avenue Park and Ride, adjacent to downtown and a future Green Line station. There are quality sidewalks in downtown Hopkins, but there is a long crossing over Excelsior Boulevard to get there. Hopkins has spent a lot of resources improving the pedestrian connection into downtown from the future Green Line Extension station. Behind the Park and Ride, the Minnesota River Bluffs Trail connects to the Cedar Lake trail and provides both pedestrians and cyclists access to other parts of Hopkins and to other cities both east and west. This is a challenging intersection, but the pedestrian and bicycle environment is supportive despite Excelsior Boulevard, a busy and wide roadway.

Station Location

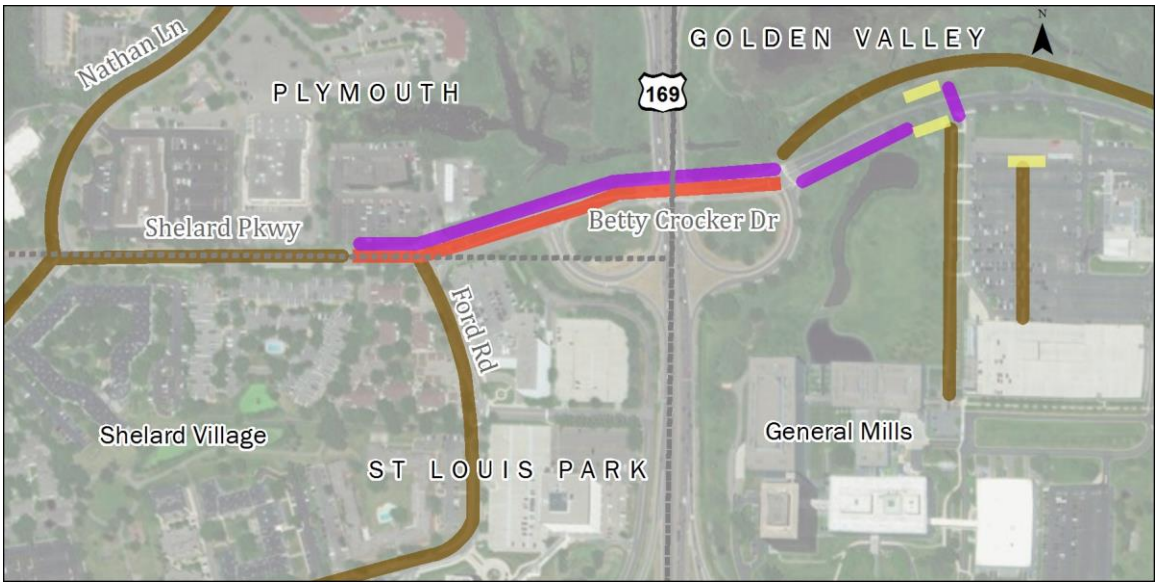
Pedestrian and Bicycle Facilties

- Difficult/Substandard Facility
- Existing Facility
- Missing Connection
- Recommended Improvements
- Planned Facility

General Mills

There are two possible stations for General Mills, one on Betty Crocker Drive and the other nearby in the parking lot. General Mills notably has very good pedestrian paths from the parking lot (and both stations) to the campus, and could be used as an example for other major employers along the corridor.

There is a trail north of Betty Crocker drive that connects to the greater St Louis Park and Golden Valley bike networks, but that does not directly connect across Highway 169 on Betty Crocker Drive to Shelard Parkway, an area with many homes and dense population. Creating a connection over Betty Crocker with the update of the bridge is a great first step to connecting the station to more riders. Careful collaboration between the three effected municipalities will allow them to expand their connected trail networks by closing this gap.



Winnetka Avenue

A Winnetka Avenue northbound station is on the westbound side of the intersection of Winnetka and Highway 55 underneath a pedestrian bridge. The southbound station is directly across the highway from the northbound station, also underneath the pedestrian bridge.

Pedestrian access from the north to the southbound station has been improved with the removal of tessellating brick

Station Location

Pedestrian and Bicycle Facilties

- Difficult/Substandard Facility
- Existing Facility
- Missing Connection
- Recommended Improvements
- Planned Facility

sidewalk on the southbound side of Winnetka right next to the curb, which was replaced with concrete slab in the fall of 2017. The Luce Line Trail is less than half a mile north up Winnetka. From the south to the northbound station, there is a dedicated off-street trail that allows for access to the pedestrian bridge. Although the pedestrian crossings at Winnetka and Highway 55 look intimidating, there are many opportunities to avoid them altogether.

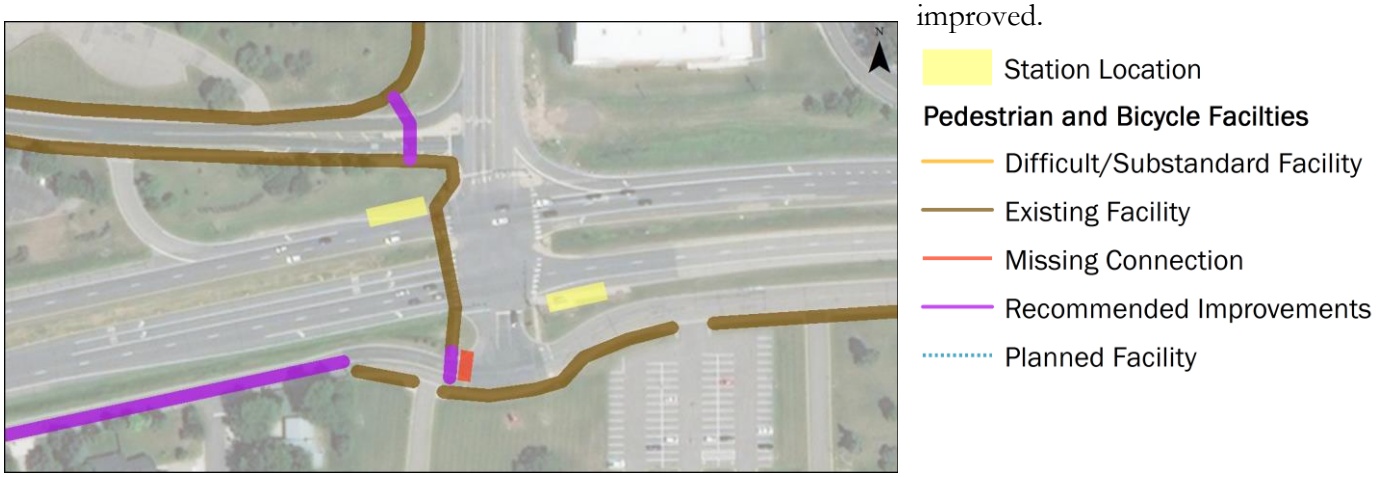
Bicyclist access is hampered by a lack of any bike facilities north of Highway 55 between the Luce Line Trail and the southbound station. There is a dedicated off-street trail for bikes and pedestrians south of the intersection that connects to the pedestrian bridge and the Golden Valley bicycle network, which also gathers anyone coming from the east of the stations at intersections further south.

Douglas Drive

The station at Douglas Drive is directly before the intersection of Douglas Drive in the direction of travel. The current pedestrian and bicycle facilities are scant on both sides of the highway, except for the Luce Line Trail a few blocks north of the southbound station. An improved crossing for trail users to the station would need to be created, as none exists. The pedestrian crossings across the highway are poor and dangerous; there would need to be significant improvements to make them safe and attractive.

Pedestrian Access on the south side of the highway is stymied by a lack of sidewalk on Olson Memorial Hwy Service Road east of Douglas, pictured left. There are no sidewalks or bicycle facilities on residential roads south of the highway and service road, but they look low-traffic enough to be supportive of at least biking.

In the Recommended Improvements, sidewalks would be added along nearby streets and crossings improved.



AGENDA # 5.8
SCOTT COUNTY, MINNESOTA
REQUEST FOR BOARD ACTION
MEETING DATE: MAY 1, 2018

ORIGINATING DIVISION: **ORIGINATING DEPARTMENT:**	Transportation Services Program Delivery- Highway Department	**CONSENT AGENDA:**	☑ Yes ☐ No
PRESENTER:	Lisa Freese – 8363	**ATTACHMENTS:**	☑ Yes ☐ No
PROJECT:	CPT169-04	**TIME REQUESTED:**	N/A
ACTION REQUESTED:	Adopt Resolution No. 2018-071; Supporting the Bus Rapid Transit (BRT) and MnPASS Express Lanes on US Highway 169		
CONTRACT/POLICY/GRANT:	☐ County Attorney Review ☐ Risk Management Review	**FISCAL:**	☐ Finance Review ☐ Budget Change

ORGANIZATIONAL VALUES:

☐ Stewardship: Ensuring the responsible and stable investment of taxpayer dollars and communicating its value to the public

☑ Partnership: Aligning existing resources, volunteers and programs to achieve shared goals

☑ Leadership: Anticipating changes and managing challenges based on reliable information and citizen input

☐ Commitment: Developing a high quality workforce that is dedicated to advancing a safe, healthy and livable community

☐ Customer Service: Creating a customer experience that is respectful, responsive and solution-oriented

☑ Innovation: Exploring and adopting new technologies and processes with the goal of improving service and reducing the long term cost of service delivery

DEPARTMENT/DIVISION HEAD SIGNATURE:	**COUNTY ADMINISTRATOR SIGNATURE:**
Lisa Freese	

Approved:	MB/JU Sayles	**DISTRIBUTION/FILING INSTRUCTIONS:**
Denied:		
Tabled:		
Other:		
Deputy Clerk :		
Date:	5-1-18	

Background/Justification:

The purpose of this agenda item is to adopt Resolution No. 2018-071; supporting the Bus Rapid Transit (BRT) and MnPASS Express Lanes on US Highway 169.

The Minnesota Department of Transportation (MnDOT), the Metropolitan Council, and Scott County funded and participated in the *US Highway 169 Mobility Study*, in partnership with cities and counties along the corridor, to evaluate the potential for MnPASS Express Lanes in the southwest metro area on Highway 169, and BRT in the same corridor from the City of Shakopee north to corridors connecting to downtown Minneapolis.

The purpose of the project, as established through the study process, is to increase access to jobs and destinations, provide transportation choices, and improve safety and travel time for Highway 169 travelers. Two BRT alternatives were identified and studied: US 169 from Marschall Road north to Betty Crocker Drive (segment common to both alternatives) and east to downtown Minneapolis via I-394 (Alternative 1) or via Highway 55 (Alternative 2).

Both BRT alternatives provide connections to existing bus routes and light rail as well as the planned transitway system with connections to the future METRO Green Line light rail extension and the potential future American Boulevard Arterial BRT, thereby enhancing the system available to potential riders of the BRT.

The evaluation of BRT alternatives shows strategic differences between the two alternatives: Alternative 1 serves a higher number of jobs along the corridor and has higher total projected ridership, Alternative 2 serves a higher number of people living along the corridor, has higher projected transit-dependent and reverse-commute ridership, and connects to the future METRO Blue Line light rail extension.

Six project goals for evaluation of alternatives were established through the study process and both BRT alternatives similarly satisfy each of the project goals: Improve Access, Provide Improved Mobility, Attract Ridership, Provide a High Return on Investment, Prioritize Service to Transit-Supportive Development Areas, and Preserve the Environment.

The project evaluation also shows that the addition of MnPASS lanes on Highway 169 between Marschall Road and Highway 55 is feasible and would satisfy the project goals by improving access to jobs and destinations, improving mobility by reducing and better managing congestion, providing a transit advantage for express bus service and in some areas BRT service, providing a high, long-term return on investment, and preserving the environment.

On April 3rd, the County Board held a workshop to receive and discuss the Implementation Plan for the 169 Highway Mobility Study. Transportation Services Division staff and elected officials from Scott County have thoughtfully participated in the Study. Scott County Commissioners Ulrich and Beard have participated in the project's Policy Advisory Committee. It is understood that the current financial constraints of the region for highway and transit expansion projects beyond what are already assumed to be funded in the Transportation Policy Plan are challenging, but should additional funding become available, this project should be given due consideration for advancement in part or total. To that end, Scott County has submitted early phases of the MnPASS recommendations for consideration for funding in the recent Corridors of Commerce solicitation.

Fiscal Impact:
None

BOARD OF COUNTY COMMISSIONERS
SCOTT COUNTY, MINNESOTA

Date:	May 1, 2018
Resolution No.:	2018-071
Motion by Commissioner:	Beard
Seconded by Commissioner:	Ulrich

RESOLUTION NO. 2018-071; SUPPORTING THE BUS RAPID TRANSIT AND MNPASS EXPRESS LANES ON US HIGHWAY 169

WHEREAS, the Minnesota Department of Transportation (MnDOT), the Metropolitan Council, and Scott County funded and participated in the *US Highway 169 Mobility Study*, in partnership with cities and counties along the corridor, to evaluate the potential for MnPASS Express Lanes in the southwest metro area on Highway 169, and Bus Rapid Transit (BRT) in the same corridor from the City of Shakopee north to corridors connecting to downtown Minneapolis; and

WHEREAS, the purpose of the project, as established through the study process, is to increase access to jobs and destinations, provide transportation choices, and improve safety and travel time for Highway 169 travelers; and

WHEREAS, two BRT alternatives were identified and studied: US 169 from Marschall Road north to Betty Crocker Drive (segment common to both alternatives) and east to downtown Minneapolis via I-394 (Alternative 1) or via Highway 55 (Alternative 2); and

WHEREAS, both BRT alternatives provide connections to existing bus routes and light rail as well as the planned transitway system with connections to the future METRO Green Line light rail extension and the potential future American Boulevard Arterial BRT, thereby enhancing the system available to potential riders of the BRT; and

WHEREAS, the evaluation of BRT alternatives shows strategic differences between the two alternatives: Alternative 1 serves a higher number of jobs along the corridor and has higher total projected ridership; Alternative 2 serves a higher number of people living along the corridor, has higher projected transit-dependent and reverse-commute ridership, and connects to the future METRO Blue Line light rail extension; and

WHEREAS, six project goals for evaluation of alternatives were established through the study process and both BRT alternatives similarly satisfy each of the project goals: Improve Access, Provide Improved Mobility, Attract Ridership, Provide a High Return on Investment, Prioritize Service to Transit-Supportive Development Areas, and Preserve the Environment; and

WHEREAS, the project evaluation also shows that the addition of MnPASS lanes on Highway 169 between Marschall Road and Highway 55 is feasible and would satisfy the project goals by improving access to jobs and destinations, improving mobility by reducing and better managing congestion, providing a transit advantage for express bus service and in some areas BRT service, providing a high long-term return on investment, and preserving the environment; and

WHEREAS, staff and elected officials from Scott County have thoughtfully participated in the Highway 169 Mobility Study; and

BOARD OF COUNTY COMMISSIONERS
SCOTT COUNTY, MINNESOTA

Date:	May 1, 2018
Resolution No.:	2018-071
Motion by Commissioner:	Beard
Seconded by Commissioner:	Ulrich

WHEREAS, it is understood that the current financial constraints of the region for highway and transit expansion projects beyond what are already assumed to be funded in the Transportation Policy Plan are challenging, but should additional funding become available, this project should be given due consideration for advancement in part or total.

NOW THEREFORE BE IT RESOLVED THAT Scott County recommends support of future BRT service on Highway 169 connecting to downtown Minneapolis via Alternative 2 and MnPASS Lane additions on Highway 169 including future planning studies and infrastructure or transit investment to enable and support implementation.

BE IT FINALLY RESOLVED that Scott County requests the Metropolitan Council and MnDOT incorporate, prioritize, and consider these MnPASS and BRT improvements in plans, programs, and projects.

COMMISSIONERS	VOTE
Weckman Brekke	☑ Yes ☐ No ☐ Absent ☐ Abstain
Wolf	☑ Yes ☐ No ☐ Absent ☐ Abstain
Beard	☑ Yes ☐ No ☐ Absent ☐ Abstain
Beer	☑ Yes ☐ No ☐ Absent ☐ Abstain
Ulrich	☑ Yes ☐ No ☐ Absent ☐ Abstain

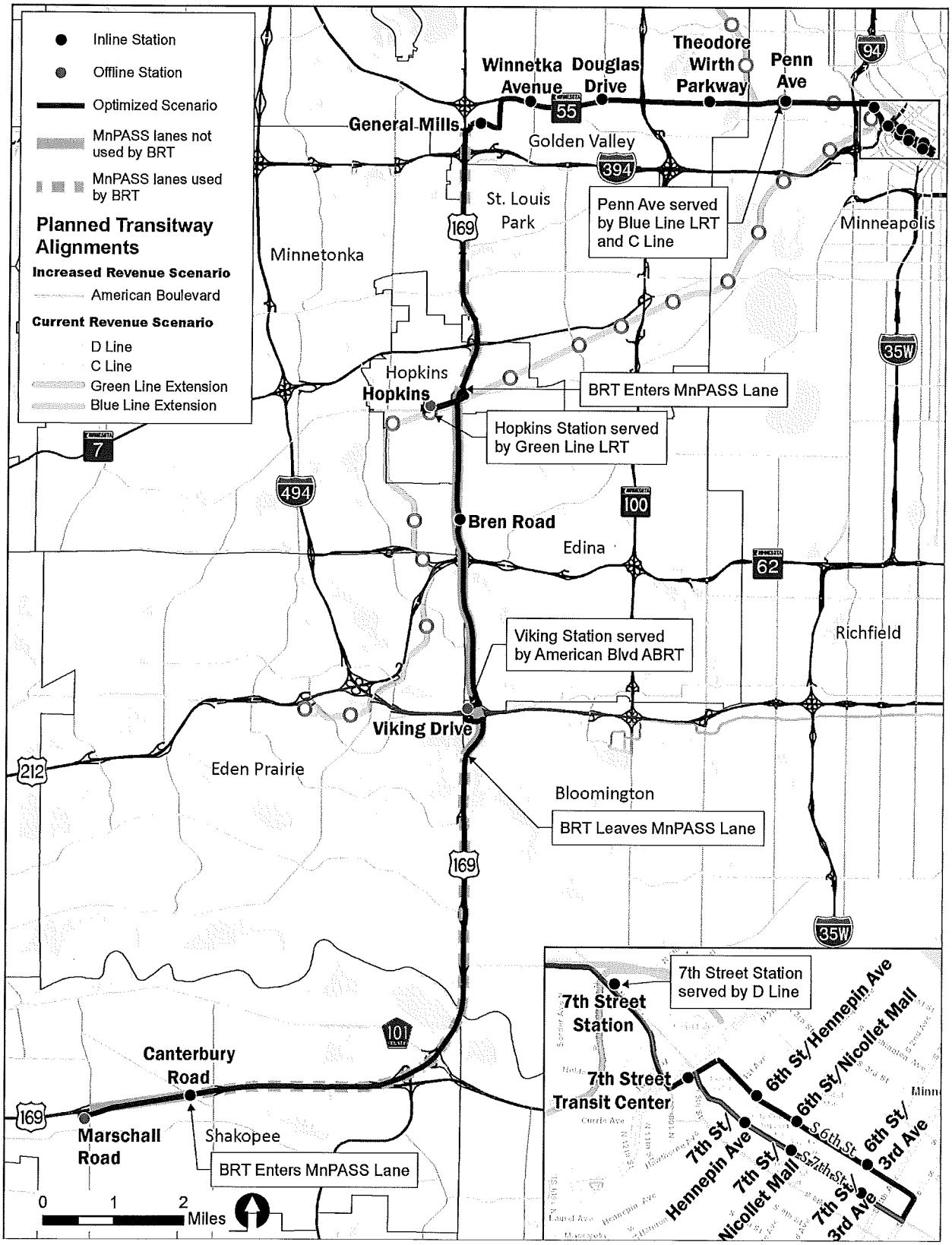
State of Minnesota)
County of Scott)

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 1st day of May, 2018 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 1st day of May, 2018.

County Administrator

Administrator's Designee

TH 169 Mobility Study Recommended Alternative



SHAKOPEE

July 13, 2018

RE: Highway 169 Interim Bus Service

Dear Ms. Freese:

The City of Shakopee is aware that Scott County is applying for federal CMAQ funding through the Metropolitan Council's Regional Solicitation for Interim Bus Service from Shakopee to Golden Valley on the TH 169 Corridor.

The City of Shakopee actively participated in the TH169 Mobility Study lead by MnDOT which studied the feasibility of MnPass and Bus Rapid Transit (BRT) service for the corridor. The interim bus service proposed by Scott County in this application was recommended as an initial step in the study's Implementation Plan in order to build transit ridership along the corridor prior to implementation a Bus Rapid Transit (BRT) service on TH 169 and TH55 from Scott County to downtown Minneapolis. The Interim Service will provide Suburb to Suburb connections in Shakopee, Bloomington/Eden Prairie, Hopkins and Golden Valley as Phase 1 as proposed in the implementation plan of the 169 Mobility Study.

We support the efforts of Scott County to move the interim bus service forward consistent with the 169 Mobility Study. We acknowledge that one of the interim bus stops will be in the City of Shakopee. We will continue to work in our community development and redevelopment to encourage transit supportive development and amenities including better bike and pedestrian network connections with a half mile of this proposed stop.

The City of Shakopee is supportive of the Regional Solicitation application and recognizes the importance of this interim service in setting the stage for the development of the BRT. Please let me know if there is any additional information you need from us regarding this funding application.

Sincerely,

William Reynolds
City Administrator

CITY OF HOPKINS

HENNEPIN COUNTY, MINNESOTA

RESOLUTION NO. 2018-012

RESOLUTION SUPPORTING

BUS RAPID TRANSIT AND MNPASS EXPRESS LANES ON US HIGHWAY 169

WHEREAS, the Minnesota Department of Transportation (MnDOT), the Metropolitan Council, and Scott County funded and participated in the *US Highway 169 Mobility Study*, in partnership with cities and counties along the corridor, to evaluate the potential for MnPASS Express Lanes in the southwest metro area on Highway 169, and Bus Rapid Transit (BRT) in the same corridor from the city of Shakopee north to corridors connecting to downtown Minneapolis; and

WHEREAS, the purpose of the project, as established through the study process, is to increase access to jobs and destinations, provide transportation choices, and improve safety and travel time for Highway 169 travelers; and

WHEREAS, two (2) BRT alternatives were identified and studied: US 169 from Marschall Road north to Betty Crocker Drive (segment common to both alternatives) and east to downtown Minneapolis via I-394 (Alternative 1) or via Highway 55 (Alternative 2); and

WHEREAS, both BRT alternatives provide connections to existing bus routes and light rail as well as the planned transitway system with connections to the future METRO Green Line light rail extension and the potential future American Boulevard Arterial BRT, thereby enhancing the system available to potential riders of the BRT; and

WHEREAS, the evaluation of BRT alternatives shows strategic differences between the two alternatives: Alternative 1 serves a higher number of jobs along the corridor and has higher total projected ridership, Alternative 2 serves a higher number of people living along the corridor, has higher projected transit-dependent and reverse-commute ridership, and connects to the future METRO Blue Line light rail extension; and

WHEREAS, six (6) project goals for evaluation of alternatives were established through the study process and both BRT alternatives similarly satisfy each of the project goals: Improve Access, Provide Improved Mobility, Attract Ridership, Provide a High Return on Investment, Prioritize Service to Transit-Supportive Development Areas, and Preserve the Environment; and

WHEREAS, the project evaluation also shows that the addition of MnPASS lanes on Highway 169 between Marschall Road and Highway 55 is feasible and would satisfy the project goals by improving access to jobs and destinations, improving mobility by reducing and better managing congestion,

providing a transit advantage for express bus service and in some areas BRT service, providing a high long-term return on investment, and preserving the environment; and

WHEREAS, staff and elected officials from the City of Hopkins have thoughtfully participated in the Highway 169 Mobility Study; and

WHEREAS, it is understood that the current financial constraints of the region for highway and transit expansion projects beyond what are already assumed to be funded in the Transportation Policy Plan are challenging, but should additional funding become available, this project should be given due consideration for advancement in part or total; and

THEREFORE, BE IT RESOLVED that the City of Hopkins recommends support of future BRT service on Highway 169 connecting to downtown Minneapolis via Alternative 2 and MnPASS Lane additions on Highway 169 including future planning studies and infrastructure or transit investment to enable and support implementation.

THEREFORE, BE IT FURTHER RESOLVED that the City of Hopkins requests the Metropolitan Council and MnDOT incorporate, prioritize, and consider these MnPASS and BRT improvements in plans, programs and projects.

Approved this 5th day of February, 2018, by the City Council of the City of Hopkins, Minnesota.

CITY OF HOPKINS, MINNESOTA

Molly Cummings

Molly Cummings, Mayor

Attest:

Amy Domeier

Amy Domeier, City Clerk

CITY OF EDEN PRAIRIE
HENNEPIN COUNTY, MINNESOTA

RESOLUTION NO. 2018-26

SUPPORTING MOBILITY IMPROVEMENTS ALONG HIGHWAY 169 CONNECTING TO DOWNTOWN MINNEAPOLIS

WHEREAS, the Minnesota Department of Transportation (MnDOT), the Metropolitan Council, and Scott County funded and participated in the *US Highway 169 Mobility Study*, in partnership with cities and counties along the corridor, to evaluate the potential for MnPASS Express Lanes in the southwest metro area on Highway 169, and Bus Rapid Transit (BRT) in the same corridor from the city of Shakopee north to corridors connecting to downtown Minneapolis; and

WHEREAS, the purpose of the project, as established through the study process, is to increase access to jobs and destinations, provide transportation choices, and improve safety and travel time for Highway 169 travelers; and

WHEREAS, two (2) BRT alternatives were identified and studied: US 169 from Marschall Road north to Betty Crocker Drive (segment common to both alternatives) and east to downtown Minneapolis via I-394 (Alternative 1) or via Highway 55 (Alternative 2); and

WHEREAS, both BRT alternatives provide connections to existing bus routes and light rail as well as the planned transitway system with connections to the future METRO Green Line light rail extension and the potential future American Boulevard Arterial BRT, thereby enhancing the system available to potential riders of the BRT; and

WHEREAS, the evaluation of BRT alternatives shows strategic differences between the two alternatives: Alternative 1 serves a higher number of jobs along the corridor and has higher total projected ridership, Alternative 2 serves a higher number of people living along the corridor, has higher projected transit-dependent and reverse-commute ridership, and connects to the future METRO Blue Line light rail extension; and

WHEREAS, six (6) project goals for evaluation of alternatives were established through the study process and both BRT alternatives similarly satisfy each of the project goals: Improve Access, Provide Improved Mobility, Attract Ridership, Provide a High Return on Investment, Prioritize Service to Transit-Supportive Development Areas, and Preserve the Environment; and

WHEREAS, the project evaluation also shows that the addition of MnPASS lanes on Highway 169 between Marschall Road and Highway 55 is feasible and would satisfy the project goals by improving access to jobs and destinations, improving mobility by reducing and better managing congestion, providing a transit advantage for express bus service and in some areas BRT service, providing a high long-term return on investment, and preserving the environment; and
WHEREAS, staff and elected officials from the City of Eden Prairie have thoughtfully participated in the Highway 169 Mobility Study; and

WHEREAS, it is understood that the current financial constraints of the region for highway and transit expansion projects beyond what are already assumed to be funded in the Transportation Policy Plan are challenging, but should additional funding become available, this project should be given due consideration for advancement in part or total.

NOW, THEREFORE, BE IT RESOLVED by the Eden Prairie City Council as follows:

1. The Eden Prairie City Council supports future BRT service on Highway 169 connecting to downtown Minneapolis and MnPASS Lane additions on Highway 169 including future planning studies and infrastructure or transit investment to enable and support implementation.

2. The Eden Prairie City Council requests the Metropolitan Council and MnDOT incorporate, prioritize, and consider these MnPASS and BRT improvements in plans, programs and projects.

3. The Eden Prairie City Council does not support operation by the Metropolitan Council of connector bus service within the SouthWest Transit service area to the Highway 169 BRT Corridor without the consent of SouthWest Transit.

ADOPTED by the Eden Prairie City Council on January 2, 2018.

Nancy Tyra-Lukens, Mayor

ATTEST: **SEAL**

Kathleen Porta, City Clerk

RESOLUTION
By Reich

Supporting Alternative No. 2 (via Trunk Highway 55) as the Locally Preferred Alternative for the future highway Bus Rapid Transit (BRT) service on Trunk Highway 169 connecting Scott County to downtown Minneapolis.

Whereas, Scott County, the Metropolitan Council, and Minnesota Department of Transportation (MnDOT) commissioned the Highway 169 Mobility Study in 2017; and

Whereas, the project purpose is to increase access to jobs and destinations, offer transportation choices, and improve safety and travel time for Highway 169 users; and

Whereas, the project will directly connect to the Blue Line Extension and the C-Line Bus-Rapid Transit routes via the Penn Avenue Station; and

Whereas, the project has a projected daily ridership of 5,600 people per day with a reverse commute ridership of 3,200 riders; and

Whereas, the project will serve an estimated 2,300 transit dependent riders per day, providing service every 15 minutes; and

Whereas, the project is estimated to cost $45.5 million to construct and $13.6 million per year to operate; and

Whereas, the BRT project should be combined, where possible with a MN PASS Lane along Trunk Highway 169 to minimize travel times and to increase efficiency along the corridor; and

Whereas, the City of Minneapolis supports efforts to provide interim service along the corridor until capital improvements are made; and

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

That Alignment No. 2 (via Trunk Highway 55) be selected as the Locally Preferred Alternative and Bus Rapid Transit be the preferred modal choice.

SOUTHWEST TRANSIT

13500 Technology Dr., Eden Prairie, MN 55344
swtransit.org • 952-949-2287

July 13, 2018

RE: Highway 169 Interim Bus Service

Dear Ms. Freese:

SouthWest Transit is aware that Scott County is applying for federal CMAQ funding through the Metropolitan Council's Regional Solicitation for Interim Bus Service from Shakopee to Golden Valley on the TH 169 Corridor.

SouthWest Transit actively participated in the TH169 Mobility Study lead by MnDOT which studied the feasibility of MnPass and Bus Rapid Transit (BRT) service for the corridor. The interim bus service proposed by Scott County in this application was recommended as an initial step in the study's Implementation Plan in order to build transit ridership along the corridor prior to implementation a Bus Rapid Transit (BRT) service on TH 169 and TH55 from Scott County to downtown Minneapolis. The Interim Service will provide Suburb to Suburb connections in Shakopee, Bloomington/Eden Prairie, Hopkins and Golden Valley as Phase 1 as proposed in the implementation plan of the 169 Mobility Study.

We support the efforts of Scott County to move the interim bus service forward consistent with the 169 Mobility Study. We acknowledge that one of the interim bus stops will be in the Golden Triangle Area of Eden Prairie – part of the SouthWest Transit service area, and that the service intends to utilize SouthWest Transit's proposed Golden Triangle Bus Transfer Station should it be awarded as part of the Regional Solicitation.

SouthWest Transit is supportive of the Regional Solicitation application and recognizes the importance of this interim service in setting the stage for the development of the BRT. Please let me know if there is any additional information you need from us regarding this funding application.

Sincerely,

Dave Jacobson
Chief Operating Officer

Technical Memo 3:
Purpose and Need Statement

Highway 169 Mobility Study

Version 4.0

Prepared for: Minnesota Department of Transportation

SRF Consulting Group, Inc. | Engineers Planners Designers

June 2016

SRF No. 8989

Table of Contents

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Origin of the Highway 169 Mobility Study

Background and Previous Studies

Transportation investments in the Minneapolis-Saint Paul metropolitan region have shifted away from alleviating congestion by providing additional highway capacity for single-occupancy vehicles and toward investments that support efficient and reliable travel options via a system of regional transitways, a network of MnPASS lanes, and more sustainable development patterns.

Highway 169 is identified as a potential transitway in the "Increased Revenue Scenario" section of the Metropolitan Council's *2040 Transportation Policy Plan* (TPP). The Increased Revenue Scenario identifies a set of improvements to be pursued if/when additional funding is secured for transportation investments. Highway 169 was included in the TPP as a result of recommendations included in the Metropolitan Council's *Highway Transitway Corridor Study* completed in 2014. The study concluded that a bus rapid transit (BRT) investment may be feasible from Marschall Road in Scott County to downtown Minneapolis via Highway 169 and I-394.

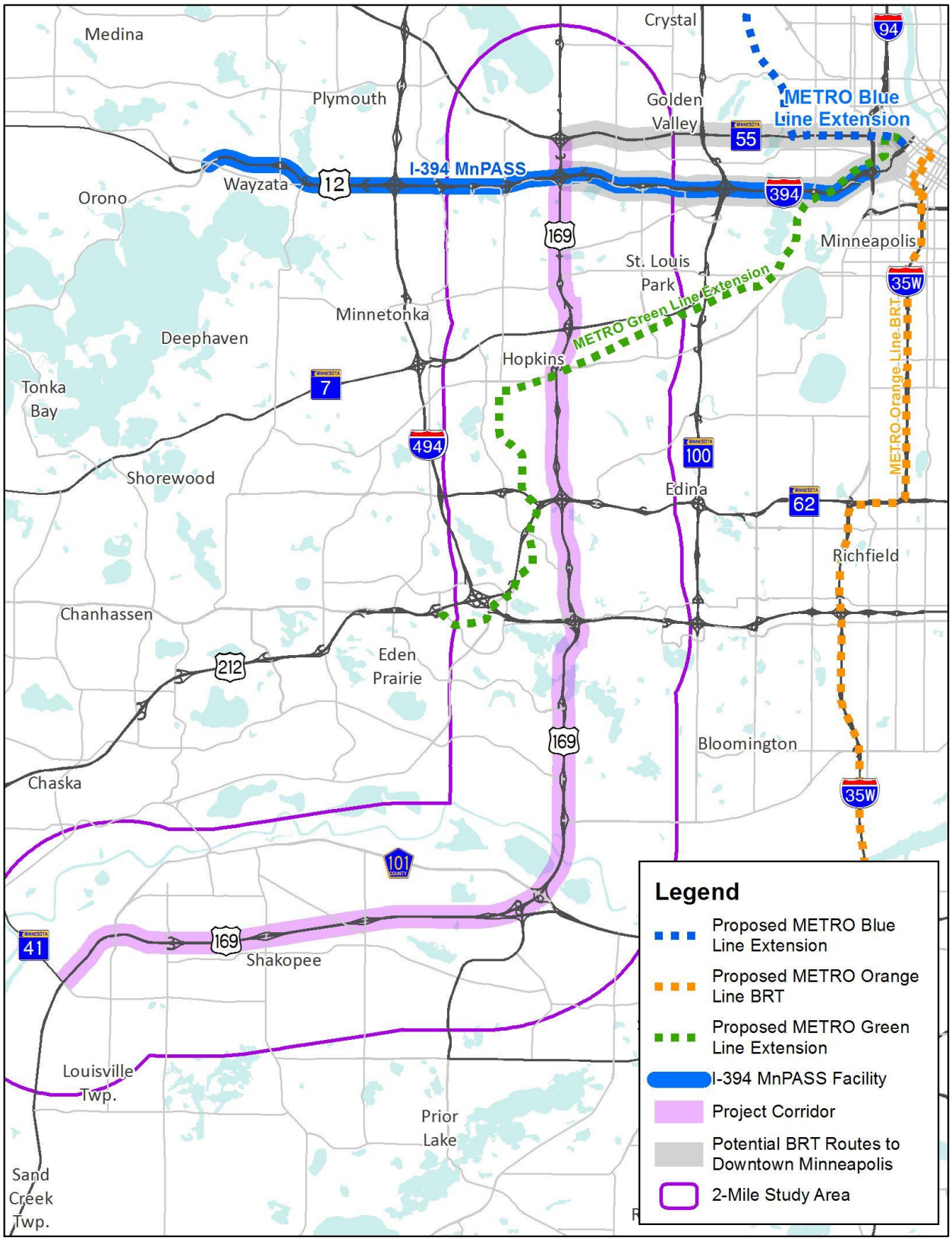
Based on recommendations from the *MnPASS System Study Phase 2* (2010) and the *Metropolitan Highway System Investment Study* (2010), Highway 169 between Marschall Road and I-494 is also designated as a MnPASS corridor in the Increased Revenue Scenario of the 2040 TPP.

This Highway 169 Mobility Study builds on the results of the *Highway Transitway Corridor Study* and *MnPASS System Study Phase 2* and will develop and evaluate potential options for improving transit and reducing congestion on Highway 169 between Shakopee and Golden Valley. To be consistent with regional policy and the results of previous studies, the Highway 169 Mobility Study will focus on a constrained set of alternatives: highway bus rapid transit (BRT); MnPASS Express Lanes; and spot mobility improvements such as the addition of auxiliary lanes or interchange modifications. See Figure 1 for a map of the study area.

Partners and Funding

The Highway 169 Mobility Study is funded by Scott County, the Minnesota Department of Transportation (MnDOT), the Metropolitan Council, the Cities of Prior Lake and Shakopee, and the U.S. Highway 169 Corridor Coalition.

Figure 1: Highway 169 Study Area



Purpose and Need

Purpose of the Project

The purpose of the project is to increase access to jobs and destinations, provide transportation choices, and improve safety and travel time for Highway 169 users.

Need for the Project

Need improved connections between people, jobs, and other destinations throughout the corridor

Highway 169 crosses a range of landscapes and land uses that include corporate campuses, industrial and warehouse facilities, retail centers, single-family residential neighborhoods, clusters of apartment buildings, and several prominent natural features. Highway 169 in the study area connects the cities of Plymouth, Golden Valley, St. Louis Park, Minnetonka, Hopkins, Edina, Eden Prairie, and Bloomington in Hennepin County, and Savage and Shakopee in Scott County. The corridor is populous and jobs-rich, with more than 215,000 residents and 187,000 employees at thousands of businesses in a range of industries within two miles of Highway 169.

Both employment and population growth are expected to occur in the corridor over the next 25 years; by 2040 the corridor is projected to add more than 58,000 jobs and 63,000 people. Traffic volumes on Highway 169 in the study area range from 49,000 vehicles per day near Canterbury Road to more than 112,000 vehicles each day near I-394. Volumes are approaching the highway's capacity today on most of Highway 169 in the study area and reliance on single-occupancy vehicles limits the amount of residential and employment growth the corridor can absorb without significantly increasing delay on the highway.

The diversity of job types in office, industrial, medical, retail, and entertainment sectors requires a labor force with a wide variety of skills, education, and experience. However, the only way to reach most of the jobs in the Highway 169 study area is by automobile. According to Consumer Reports research, the median annual cost of owning a car is $9,100,[1] an expense that many workers who might otherwise pursue lower-wage employment in the corridor cannot afford. Because of the lack of transportation options to their locations, large employers in the southern part of the study area such as ValleyFair, Mystic Lake Casino, Canterbury Park, Shutterfly, and Amazon experience difficulty attracting workers to hourly-wage jobs. Meanwhile, low-income populations living in Golden Valley, Hopkins, and St. Louis Park cannot reach these jobs, or jobs at any of the other major employers in the corridor, without a car. In comparison to car ownership, unlimited rides on all Metro

[1] "What That Car Really Costs to Own". Consumer Reports, August 2012. Accessed at http://www.consumerreports.org/cro/2012/12/what-that-car-really-costs-to-own/index.htm May 2016

Transit, MVTA, Plymouth Metrolink, and SouthWest Transit local bus, light rail, and express service is a maximum of $113.50 each month, or $1,362 each year.[2] Please see the Land Use and Demographics section of the Existing Conditions and Market Analysis Memo for maps of large employers and demographic indicators in the study area.

Currently, nearly all transit service in the corridor is peak-period, peak-direction express bus service to and from downtown Minneapolis. Most roadway networks and development in the corridor exemplify typical post-war suburban American patterns, which limit the effectiveness of local-route bus service as well as commutes by foot or on bicycle. There are few transit options for reverse commuters or suburb-to-suburb commuters and few options available for transit-dependent populations (5.7 percent) in the corridor to reach jobs and destinations located outside of downtown Minneapolis. Please see the Transit Conditions section of the Existing Conditions and Market Analysis Memo for more detail on transit service in the corridor.

The results of the *Highway Transitway Corridor Study* demonstrated that there is relatively strong demand for high-frequency station-to-station transitway service on Highway 169 between Marschall Road Transit Station in Shakopee and downtown Minneapolis (via I-394). The study indicated potential 2030 forecasted daily ridership of approximately 7,800, based on demographic forecasts and transit improvements. Of these daily riders, about a quarter would be new transit riders, half would use the corridor during off-peak periods, and 40 percent would use the service to reverse commute to the south in the morning and/or to the north in the evening. Outside of downtown Minneapolis, the highest ridership potential were observed at:

- A station with a connection to Golden Triangle light rail station on the planned Green Line Extension
- Three stations along I-394 at Park Place Blvd, Louisiana Avenue, and General Mills Boulevard
- A station with a connection to potential arterial bus rapid transit on American Boulevard

Need Highway 169 to move a growing number of people and goods with more travel options

Efficient use of Highway 169 for all users—transit riders, carpoolers, individual drivers, and freight haulers—is compromised by several conditions present in the corridor today. First, Highway 169 is congested during both the morning and evening peak periods. South of Highway 62, the congestion is more intense in the northbound lanes during the morning peak period, and in the southbound lanes in the evening peak period. North of Highway 62,

[2] A 31-day pass good for unlimited rides of $3.00 fare is $113.50 per month without subsidy. Employer and school-based subsidies are available that could reduce this cost to the rider. If the rider does not use express service they could purchase a 31-day pass for unlimited rides of $2.25 if they ride during rush hour ($85.00 per month) or $1.75 if they do not ride during rush hour ($59.00) per month. Fares are regional and apply to Metro Transit, SouthWest Transit, MVTA, and Plymouth Metrolink routes in the study area. Source: Metro Transit.

Highway 169 is congested in both directions for two to more than three hours in both the morning and evening peak periods. Among metro area highways, Highway 169 comprises 11.5 percent of total metro freeway congestion and has the fourth-most congested freeway miles in the region (after I-494, I-94, and I-35W).

Highway 169 is freight corridor as well as a commuter corridor. It plays a key role in moving goods, such as corn, soybeans, and ethanol produced in south-central and southwestern Minnesota, to regional and international markets. Highway 169 provides access to principal highways, rail lines, and the Ports of Savage for agricultural, energy, and mineral shippers.

Congestion is problematic because it results in delay for all users, makes travel times unreliable, and increases the likelihood of crashes. Crashes hurt people, cost money, and can disrupt highway operations, causing more congestion and in turn more crashes. Highway 169 between Highway 62 and I-394 has a crash rate greater than the average crash rate for segments with similar characteristics. Two of the segments in the corridor—between I-394 and Highway 55, and between I-494 and Highway 62—have a crash rate greater than the critical crash rate. While a higher than average crash rate does not necessarily indicate a significant crash problem, a crash rate that is greater than the critical crash rate indicates that there may be a geometric design or other issues that warrant further review or mitigation. In addition to crashes on the highway mainline, four interchanges in the study area are in the top 100 crash locations in the region: I-494, I-394, Highway 101, and Highway 7. Among metro area highways, Highway 169 has the third highest crash costs[3] after I-35W and I-94, and similar to I-494.

Reliable travel times are important because the more travel times vary on a given route, the earlier travelers must leave to ensure on-time arrival. A congested but consistent commute is easier to plan for than a less congested but very unreliable commute. In short, congestion affects quality of life by introducing uncertainty into commutes and other trips on Highway 169. Uncertain travel times especially affect transit riders, as transit routes must adhere to a schedule that is based on realistic travel times. If on a given day travel times are longer, it is likely that buses will be late picking up riders. When travel times are shorter, the bus still must stay on schedule, so riders cannot enjoy an appreciably shorter ride. Because of the congestion and lack of travel time reliability, SouthWest Transit has shifted several of its routes from Highway 169 to I-494.

Large segments of Highway 169 have poor travel time reliability in the peak periods: northbound Highway 169 between Scott County Highway 69 and Excelsior Boulevard in the morning, and southbound between Excelsior Boulevard and Old Shakopee Road and northbound between I-494 and Highway 55 in the evening. These segments all experience large amounts of delay lasting anywhere from 71 to 446 hours (for all vehicles) during an average peak period. For more detail on crashes and travel time reliability, please refer to the Travel Time Reliability section of the Existing Conditions and Market Analysis Memo.

The second condition affecting efficient movement of people and goods in the corridor is the absence of a "congestion-free" option in the form of a MnPASS lane. MnPASS lanes are

[3] Crash costs refer to the monetary representation of crash severity.

available only to transit vehicles, carpools, motorcycles, and individual motorists willing to pay a fee that fluctuates with the current level of congestion. By limiting users, MnPASS lanes are generally free-flowing, but dynamic pricing and policy allow them to be an option for anyone who wants to avoid congestion, whether that's by paying a fee, or by changing travel behavior from driving a single-occupancy vehicle to carpooling or taking transit.

The average vehicle occupancy rate[4] in the metro area is approximately 1.3 people per vehicle. This rate represents all roadway types and all times of day. Occupancy rates during the morning and evening peak periods tend to be lower, as most trips are commutes to work. Rates also tend to be lower on freeway facilities, since they are commuter-oriented and carry longer regional trips. Non-work trips such as shopping or school trips are more prevalent in off-peak times of day and tend to have higher occupancies. These trips are also frequently made within local communities and not on freeways. Though occupancy rates for Highway 169 are not available, the highway is estimated to have similar vehicle occupancy characteristics to other metro area freeways without MnPASS facilities, with a range of 1.05 to 1.10 persons per vehicle in the morning peak and 1.10 to 1.15 in the evening peak. Congestion-free MnPASS lanes offer an incentive to drivers to carpool, potentially increasing the vehicle occupancy rates on the highway, and allowing more people to use the corridor without increasing congestion. MnPASS lanes offer a congestion-free alternative to users who opt in, and movement of those users from general purpose lanes to MnPASS lanes helps to ease overall congestion.

Currently, express buses operating on Highway 169 during congested conditions use bus-only shoulders to bypass congestion. However, bus speeds are limited to 35 mph on shoulders so availability of MnPASS lanes to transit vehicles represents a significant potential increase in speed and corresponding reduction in travel time.

Finally, transportation technology continues to evolve in nearly every way. Dynamic pricing and flexible use of lanes, sophisticated signal timing and communication with vehicles, ride sharing subscription services like Uber and Lyft, car sharing programs like Car2Go, ZipCar, and Hourcar, real time transit information, and emerging driverless car technology make it very likely that the Twin Cities region, along with other urban centers in the United States, will experience a fairly radical departure from current transportation practices and patterns. These changes in technology all point toward more efficient use of both vehicles and infrastructure and are opportunities to positively affect the overall performance of Highway 169 and other regional highways.

Need improvements to fit within the existing transportation system, current policy plans, and financial constraints

Transportation funding available at the federal, state, and regional levels of government is limited and highly sought. In order for potential improvements to Highway 169 to qualify

[4] As measured in the 2010 Metro Area Travel Behavior Inventory.

for funding and be implementable, they must be consistent with regional policy regarding highways and transitways. The TPP sets forth several strategies for realizing regional transportation goals that are directly applicable to the development of potential investments in Highway 169:

- *"The Council and regional transit providers will use regional transit design guidelines and performance standards, as appropriate based on Transit Market Areas, to manage the transit network, to respond to demand, and balance performance and geographic coverage.*
- *Regional transportation partners will continue to work together to plan and implement transportation systems that are multimodal and provide connections between modes. The Council will prioritize regional projects that are multimodal and cost-effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel.*
- *Regional transportation partners will promote multimodal travel options and alternatives to single-occupant vehicle travel and highway congestion through a variety of travel demand management initiatives, with a focus on major job, activity, and industrial and manufacturing concentrations on congested highway corridors and corridors served by regional transit service.*
- *Regional transportation partners will manage and optimize the performance of the principal arterial system as measured by person throughput.*
- *Regional transportation partners will prioritize all regional highway capital investments based on a project's expected contributions to achieving the outcomes, goals, and objectives identified in Thrive MSP 2040 and the Transportation Policy Plan."*

Furthermore, with regard to investment in the highway system, the TPP states:

> *"If traffic management technologies and spot mobility improvements do not address the highway capacity issue identified, adding more physical capacity – expansion improvements – should be explored. Expansion improvements include new or extended MnPASS lanes, strategic capacity enhancements, and highway access investments. The regional objective of providing a congestion-free, reliable option for transit users, carpoolers and those willing to pay through MnPASS lanes is the region's priority for expansion improvements. General purpose lane strategic capacity enhancements should only be considered if adding capacity through MnPASS lanes has been evaluated and found to not be feasible, the improvement is affordable, and the improvement is approached with a lower cost/high-return-on-investment philosophy."*

Consistent with this approach, MnPASS lanes are being considered for Highway 169 but the addition of general purpose lanes are not because they would not constitute a plausible project. As the study advances a MnPASS alternative will be developed that, to the extent possible, uses existing transportation right-of-way, structures, pavement, and other infrastructure.

With regard to investment in the Twin Cities transitway system, the 2040 TPP states:

> *"The region will also need to build, operate, and maintain a system of transitways that will improve service in high-demand corridors and connect more areas of the region with frequent, reliable transit*

service…Expansion of the transitway system will be guided by investment factors that will assist the region in setting priorities for investment that have the greatest return for the region."

In following with this policy guidance, the Highway 169 Mobility Study will consider transit improvements that are consistent with regional strategies and provide a strong return on investment. Based on the results of previous studies, highway BRT will be the only transitway mode considered for the Highway 169 corridor.

Project Goals and Objectives

Goal 1: Improve access to local and regional destinations, activity centers, and employment concentrations

- Improve transit access to people, places, and jobs
- Accommodate existing and future travel needs
- Improve opportunities for future economic development along the corridor
- Improve travel time reliability

Goal 2: Provide better mobility in the corridor and options to avoid congestion

- Maximize the number of users that can be served during peak periods
- Improve travel times and limit congestion's impact on all users
- Limit the duration and extent of congestion that contributes to safety issues
- Contribute to an improved overall travel experience across the transportation network

Goal 3: Improve the attractiveness of transit to serve more people in the corridor

- Provide transit advantages in addition to those already in place
- Provide transit options to serve a variety of riders including seniors, those who are transit reliant, and the emerging workforce of the future
- Link the variety of job types and times in the corridor to potential employees already living there

Goal 4: Provide a high long-term return on the transportation investment

- Limit capital and operating costs as they relate to benefits
- Qualify for potential funding based on policy parameters

Goal 5: Prioritize service to existing transit-supportive areas and to those committed to implementing development patterns that support transit service

- Improve transit in areas where planning policies for land use, zoning, densities, and parking requirements are transit-supportive
- Improve transit in areas with supportive plans and policies for direct and complete pedestrian and bicycle networks
- Provide travel options to accommodate forecast population and employment growth in the corridor

Goal 6: Preserve and enhance the quality of the built and natural environments

- Minimize impacts to community assets and the natural environment
- Use existing infrastructure and right-of-way to the maximum extent possible

Evaluation Criteria

Evaluation criteria will be used to measure the performance of the three alternatives studied in detail in relation to the project goals and objectives.

Goal 1: Improve access to local and regional destinations, activity centers, and employment concentrations

- Improve transit access to people, places, and jobs
- Accommodate existing and future travel needs
- Improve opportunities for future economic development along the corridor
- Improve travel time reliability

Evaluation Measure	Evaluation Data Source	Measure Type
Current population and employment within ½ mile of station areas (transitway alternatives)	Met Council TAZ current population and employment	Quantitative
Travel-time reliability	Highway forecast and operations analysis	Quantitative
Alternative serves top destinations in the corridor	PMT/TAC to decide on priority centers	Qualitative

Goal 2: Provide better mobility in the corridor and options to avoid congestion

- Maximize the number of users that can be served during peak periods
- Improve travel times and limit congestion's impact on all users
- Limit the duration and extent of congestion that contributes to safety issues
- Contribute to an improved overall travel experience across the transportation network

Evaluation Measure	*Evaluation Data Source*	*Measure Type*
Total peak-hour person throughput	Highway forecast and operations analysis	Quantitative
Delay per user (general purpose lane users, MnPASS users (both private vehicle and transit), and bus-on-shoulder users)	Highway forecast and operations analysis	Quantitative
Vehicle hours traveled (does not include transit vehicles)	Highway forecast and operations analysis	Quantitative
Reduction in crash risk factors (recurring congestion and freeway access conflicts)	Highway forecast and operations analysis	Quantitative

Goal 3: Improve the attractiveness of transit to serve more people in the corridor

- Provide transit advantages in addition to those already in place
- Provide transit options to serve a variety of riders including seniors, those who are transit reliant, and the emerging workforce of the future
- Link the variety of job types and times in the corridor to potential employees already living there

Evaluation Measure	*Evaluation Data Source*	*Measure Type*
Total corridor and system ridership benefitting from improved transit advantages (includes BRT and express bus ridership for all routes in each alternative's service plan)	Ridership forecast	Quantitative
Off-peak period, reverse-commute direction, and transit-dependent ridership	Ridership forecast	Quantitative
Bus rapid transit ridership	Ridership forecast	Quantitative

Goal 4: Provide a high long-term return on the transportation investment

- Limit capital and operating costs as they relate to benefits
- Qualify for potential funding based on policy parameters

Evaluation Measure	*Evaluation Data Source*	*Measure Type*
Capital costs	Capital cost estimate	Quantitative
Operating and maintenance costs	O&M cost estimate	Quantitative
Annualized capital plus operating costs per trip (transit)	Capital and operating cost estimates	Quantitative
Cost per reliable trip (MnPASS)	Capital and operating cost estimates	Quantitative
Operations and maintenance factors (maintenance performance, ease of enforcement, incident management)	Highway forecast and operations analysis	Qualitative

Goal 5: Prioritize service to existing transit-supportive areas and to those committed to implementing development patterns that support transit service

- Improve transit in areas where planning policies for land use, zoning, densities, and parking requirements are transit-supportive

- Improve transit in areas with supportive plans and policies for direct and complete pedestrian and bicycle networks
- Provide travel options to accommodate forecast population and employment growth in the corridor

Evaluation Measure	*Evaluation Data Source*	*Measure Type*
Existing multi-modal-supportive policies	Cities' comprehensive plans	Qualitative
Existing bicycle and pedestrian policies and networks	Cities' comprehensive plans and counties' bicycle plans	Qualitative
Forecast population and employment within ½ mile of station areas (transitway alternatives)	Met Council TAZ forecast population and employment	Quantitative

Goal 6: Preserve and enhance the quality of the built and natural environments

- Minimize impacts to community assets and the natural environment
- Use existing infrastructure and right-of-way to the maximum extent possible

Evaluation Measure	*Evaluation Data Source*	*Measure Type*
Potential environmental impacts (cultural and historic resources, park land, air quality)	Environmental/community analysis	Qualitative, Quantitative
Potential social/community impacts (bicycle and pedestrian, environmental justice populations, right-of-way)	Environmental/community analysis	Qualitative, Quantitative

BOARD OF COUNTY COMMISSIONERS
SCOTT COUNTY, MINNESOTA

Date:	July 10, 2018
Resolution No.:	2018-111
Motion by Commissioner:	Beard
Seconded by Commissioner:	Ulrich

RESOLUTION NO. 2018-111; AUTHORIZING SUBMITTAL OF TRANSPORTATION PROJECTS TO THE TRANSPORTATION ADVISORY BOARD FOR CONSIDERATION IN THE 2018 REGIONAL SOLICITATION PROCESS

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

WHEREAS, funding is available in the 2020-2023 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 projects are also consistent with the Scott County Transportation Plan and Scott County Parks Plan; and

WHEREAS, the Scott County Board of Commissioners desires to submit and support these projects:

1. CH 16 from CH 18 to TH 13
2. TH 13 and Dakota Interchange
3. CH 17 Bike/Ped Overpass of US 169 & MRTS connection
4. Merriam Junction Trail
5. CH 16 ADA Project – Savage
6. Scott County Transportation Demand Management (TDM)
7. TH169 Interim Bus Service (from Shakopee to Golden Valley)

NOW, THEREFORE BE IT RESOLVED, that the Scott County Board of Commissioners hereby supports the submittal of the above named projects to the Transportation Advisory Board for consideration in the 2018 Regional Solicitation Process.

COMMISSIONERS	VOTE
Weckman Brekke	☑ Yes ☐ No ☐ Absent ☐ Abstain
Wolf	☑ Yes ☐ No ☐ Absent ☐ Abstain
Beard	☑ Yes ☐ No ☐ Absent ☐ Abstain
Beer	☑ Yes ☐ No ☐ Absent ☐ Abstain
Ulrich	☑ Yes ☐ No ☐ Absent ☐ 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 10th day of July, 2018 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 10th day of July, 2018.

County Administrator

Administrator's Designee